



**AGENDA FOR THE REGULAR MEETING OF COUNCIL,  
HELD ELECTRONICALLY FROM CITY HALL,  
141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, OCTOBER 5, 2020 AT 5:30 PM**

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

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, October 5, 2020

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, September 28, 2020

**PROCLAMATIONS**

World Mental Health Day – October 10, 2020

Homelessness Action Week – October 11–17, 2020

Foster Family Month – October 2020

Canadian Library Month – October 2020

**PUBLIC INPUT PERIOD**

**CONSENT AGENDA**

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

**BYLAWS – ADOPTION**

- \*3. "Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8782" (Thomas Grimwood / Grimwood Architecture, 350 East 2<sup>nd</sup> Street, Land Use Designation Change)
- \*4. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8783" (Thomas Grimwood / Grimwood Architecture, 350 East 2<sup>nd</sup> Street, CD-427 Text Amendment)

**REPORT**

5. Rezoning Application: 1740 Bewicke Avenue (Mehrdad Rahbar / Vernacular Design)

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

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793”  
(Mehrdad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2)

### **REPORT**

7. Rezoning Application: 225 East 21<sup>st</sup> Street (Kent Halex, Halex Architecture, CD-727)

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

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796”  
(Kent Halex, Halex Architecture, 225 East 21<sup>st</sup> Street, CD-727)

### **REPORTS**

9. Investing in Canada Infrastructure Program – Silver Harbour Seniors’ Activity Centre Application
10. Stream and Drainage System Protection Bylaw Amendments

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

11. “Stream and Drainage System Protection Bylaw, 2003, No. 7541, Amendment Bylaw, 2020, No. 8746”
12. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8760” (Stream and Drainage System Protection)
13. “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8761” (Stream and Drainage System Protection)

### **REPORT**

14. 2020 Project Plan – Funding Appropriations #2063 – #2066

### **PRESENTATION**

Esplanade Complete Street – Transportation Engineer

### **REPORT**

15. Esplanade Complete Street – Project Update



**COVID-19 UPDATE**

**COUNCIL INQUIRIES / REPORTS**

**NEW ITEMS OF BUSINESS**

**NOTICES OF MOTION**

**CITY CLERK'S RECOMMENDATION**

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

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

**ADJOURN**

## **CALL TO ORDER**

## **APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, October 5, 2020

## **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, September 28, 2020

## **PROCLAMATIONS**

World Mental Health Day – October 10, 2020

Homelessness Action Week – October 11–17, 2020

Foster Family Month – October 2020

Canadian Library Month – October 2020

## **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.

As City Hall remains closed to the public, the Regular Council Meetings will be held electronically via “WebEx”. To speak during the Public Input Period of a Regular Council Meeting, pre-registration is required by completing an online form at [cnv.org/PublicInputPeriod](http://cnv.org/PublicInputPeriod). Persons can also pre-register by phoning 604-990-4230 and providing contact information. **All pre-registration must be submitted no later than 12:00 noon on the day of the meeting.**

Once you have pre-registered, you will receive login/call-in instructions via email/phone.

You will be required to login or phone into the Council meeting between 5:00 and 5:15 pm on the day of the meeting. At the meeting, speakers will be asked to state their name and address for the record. If speakers have written materials to accompany their presentation, these materials must be emailed to the City Clerk at [clerks@cnv.org](mailto:clerks@cnv.org) no later than 12:00 noon on the day of the 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).

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 his/her surname”. Councillors should be addressed as “Councillor, followed by their surname”.

## **CONSENT AGENDA**

Items \*3 and \*4 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. “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8782” (Thomas Grimwood / Grimwood Architecture, 350 East 2<sup>nd</sup> Street, Land Use Designation Change)

### **RECOMMENDATION:**

THAT “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8782” (Thomas Grimwood / Grimwood Architecture, 350 East 2<sup>nd</sup> Street, Land Use Designation Change) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

- \*4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8783” (Thomas Grimwood / Grimwood Architecture, 350 East 2<sup>nd</sup> Street, CD-427 Text Amendment)

### **RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8783” (Thomas Grimwood / Grimwood Architecture, 350 East 2<sup>nd</sup> Street, CD-427 Text Amendment) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

## **END OF CONSENT AGENDA**

## **REPORT**

5. Rezoning Application: 1740 Bewicke Avenue (Mehrdad Rahbar / Vernacular Design) – File: 08-3400-20-0020/1

Report: Development Planner, September 23, 2020

### **RECOMMENDATION:**

PURSUANT to the report of the Development Planner, dated September 23, 2020, entitled “Rezoning Application: 1740 Bewicke Avenue (Mehrdad Rahbar / Vernacular Design)”:

*Continued...*

**REPORT – Continued**

5. Rezoning Application: 1740 Bewicke Avenue (Mehrdad Rahbar / Vernacular Design) – File: 08-3400-20-0020/1 – Continued

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793” (Mehrdad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2) be considered and referred to a Public Hearing;

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

*Item 6 refers.*

**BYLAW – FIRST AND SECOND READINGS**

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793” (Mehrdad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793” (Mehrdad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2) be given first and second readings.

**REPORT**

7. Rezoning Application: 225 East 21<sup>st</sup> Street (Kent Halex, Halex Architecture, CD-727) – File: 08-3360-20-0473/1

Report: Interim Manager, Development Planning, September 23, 2020

**RECOMMENDATION:**

PURSUANT to the report of the Interim Manager, Development Planning, dated September 23, 2020, entitled “Rezoning Application: 225 East 21<sup>st</sup> Street (Kent Halex, Halex Architecture, CD-727)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796” (Kent Halex, Halex Architecture, 225 East 21<sup>st</sup> Street, CD-727) be considered and the Public Hearing be waived;

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

*Item 8 refers.*

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

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796”  
(Kent Halex, Halex Architecture, 225 East 21<sup>st</sup> Street, CD-727)

### **RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796” (Kent Halex, Halex Architecture, 225 East 21<sup>st</sup> Street, CD-727) be given first and second readings.

## **REPORTS**

9. Investing in Canada Infrastructure Program – Silver Harbour Seniors’ Activity Centre Application – File: 05-1855-03-0001/2020

Report: Planning Analyst, Strategic Initiatives, September 23, 2020

### **RECOMMENDATION:**

PURSUANT to the report of the Planning Analyst, Strategic Initiatives, dated September 23, 2020, entitled “Investing in Canada Infrastructure Program – Silver Harbour Seniors’ Activity Centre Application”:

THAT staff be directed to submit a grant application in the amount of \$3 million for the Investing in Canada Infrastructure – Community, Culture and Recreation Program for the Silver Harbour Activity Centre Project;

AND THAT Council support the project and commits to its share (\$15.2 million) of the project.

10. Stream and Drainage System Protection Bylaw Amendments  
– File: 11-5280-13-0001/2020

Report: Environmental Technician, September 23, 2020

### **RECOMMENDATION:**

PURSUANT to the report of the Environmental Technician, dated September 23, 2020, entitled “Stream and Drainage System Protection Bylaw Amendments”:

THAT the following bylaws be considered:

- “Stream and Drainage System Protection Bylaw, 2003, No. 7541, Amendment Bylaw, 2020, No. 8746”;
- “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8760” (Stream and Drainage System Protection); and,
- “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8761” (Stream and Drainage System Protection).

*Items 11, 12 and 13 refer.*

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

11. “Stream and Drainage System Protection Bylaw, 2003, No. 7541, Amendment Bylaw, 2020, No. 8746”

**RECOMMENDATION:**

THAT “Stream and Drainage System Protection Bylaw, 2003, No. 7541, Amendment Bylaw, 2020, No. 8746” be given first, second and third readings.

12. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8760” (Stream and Drainage System Protection)

**RECOMMENDATION:**

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8760” (Stream and Drainage System Protection) be given first, second and third readings.

13. “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8761” (Stream and Drainage System Protection)

**RECOMMENDATION:**

THAT “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8761” (Stream and Drainage System Protection) be given first, second and third readings.

**REPORT**

14. 2020 Project Plan – Funding Appropriations #2063 – #2066  
– File: 05-1705-30-0019/2020

Report: Director, Finance, September 22, 2020

**RECOMMENDATION:**

PURSUANT to the report of the Director, Finance, dated September 22, 2020, entitled “2020 Project Plan – Funding Appropriations #2063 – #2066”:

THAT (Funding Appropriation #2063) an amount of \$275,000 be appropriated from the Annual Budget – Transfer to General Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2064) an amount of \$315,000 be appropriated from the Tax Sale Land Interest Reserve Fund for the purpose of funding the 2020 Project Plan;

*Continued...*

**REPORT – Continued**

14. 2020 Project Plan – Funding Appropriations #2063 – #2066  
– File: 05-1705-30-0019/2020 – Continued

THAT (Funding Appropriation #2065) an amount of \$320,000 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2066) an amount of \$400,000 be appropriated from the General Reserve Fund for the purpose of funding the 2020 Project Plan;

AND THAT should any of the amounts remain unexpended as at December 31, 2023, the unexpended balances shall be returned to the credit of the respective fund.

**PRESENTATION**

Esplanade Complete Street – Transportation Engineer

*Item 15 refers.*

**REPORT**

15. Esplanade Complete Street – Project Update – File: 16-8350-20-0034/1

Report: Transportation Engineer, September 23, 2020

**RECOMMENDATION:**

PURSUANT to the report of the Transportation Engineer, dated September 23, 2020, entitled “Esplanade Complete Street – Project Update”:

THAT the project to deliver a complete streets design for Esplanade, focused on improving the safety and comfort for vulnerable road users, providing good access to business, while maintaining the people and goods movement capacity of the corridor, be endorsed;

AND THAT staff be directed to proceed with the public engagement process.

**COVID-19 UPDATE**

**COUNCIL INQUIRIES / REPORTS**

**NEW ITEMS OF BUSINESS**

**NOTICES OF MOTION**

**CITY CLERK'S RECOMMENDATION**

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

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

**ADJOURN**





**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD  
ELECTRONICALLY FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH  
VANCOUVER, BC, ON **MONDAY, SEPTEMBER 28, 2020****

---

**PRESENT**

**COUNCIL MEMBERS**

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

*\*Participated electronically*

**STAFF MEMBERS**

L. McCarthy, CAO\*  
K. Graham, City Clerk  
C. Baird, Deputy City Clerk  
H. Granger, City Solicitor\*  
B. Themens, Director, Finance\*  
M. Epp, Director, Planning and Development\*  
M. Friesen, Interim Manager, Development Planning\*  
M. Hunter, Manager, Parks and Environment\*  
L. Orr, Deputy Director, Community and Partner Engagement\*

The meeting was called to order at 5:30 pm.

**APPROVAL OF AGENDA**

Moved by Councillor Back, seconded by Councillor Hu

1. Regular Council Meeting Agenda, September 28, 2020

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor Bell, seconded by Councillor Valente

2. Regular Council Meeting Minutes, September 14, 2020

**CARRIED UNANIMOUSLY**

**PROCLAMATIONS**

Mayor Buchanan declared the following proclamations:

International Day of Older Persons – October 1, 2020

World Breastfeeding Week – October 1–7, 2020

Mayor Buchanan recognized Orange Shirt Day – September 30, 2020, to recognize survivors of residential schools.

**PUBLIC INPUT PERIOD**

Nil.

## **CONSENT AGENDA**

Moved by Councillor Back, seconded by Councillor McIlroy

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

**CARRIED UNANIMOUSLY**

## **START OF CONSENT AGENDA**

### **BYLAWS – ADOPTION**

- \*3. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8784" (Behrouz Monadizadeh / Rock-Arc Development Corp., 213 East 22<sup>nd</sup> Street)

Moved by Councillor Back, seconded by Councillor McIlroy

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8784" (Behrouz Monadizadeh / Rock-Arc Development Corp., 213 East 22<sup>nd</sup> Street) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

- \*4. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8785" (Bill Curtis / Bill Curtis & Associates Design, 233 East 22<sup>nd</sup> Street)

Moved by Councillor Back, seconded by Councillor McIlroy

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8785" (Bill Curtis / Bill Curtis & Associates Design, 233 East 22<sup>nd</sup> Street) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

- \*5. "Housing Agreement Bylaw, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790" (1441 St. Georges Nominee Ltd., 1441 St. Georges Avenue, CD-691, Rental Housing Commitments)

Moved by Councillor Back, seconded by Councillor McIlroy

THAT "Housing Agreement Bylaw, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790" (1441 St. Georges Nominee Ltd., 1441 St. Georges Avenue, CD-691, Rental Housing Commitments) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

## **END OF CONSENT AGENDA**

## **MOTION**

6. Development Variance Permit No. PLN2019-00008 (1115 East Keith Road)  
– File: 08-3400-20-0009/1

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT Development Variance Permit No. PLN2019-00008 (1115 East Keith Road) be issued to Dustin Christiansen and Laurie Bayrack, in accordance with Section 498 of the *Local Government Act*;

AND THAT the Mayor and City Clerk be authorized to sign Development Variance Permit No. PLN2019-00008.

**CARRIED UNANIMOUSLY**

## **REPORTS**

7. Temporary Use Permit Renewal – 245 Fell Avenue – General Office Use  
– File: 08-3400-20-0033/1

Report: Planner 1, September 16, 2020

Moved by Councillor Bell, seconded by Councillor Back

PURSUANT to the report of the Planner 1, dated September 16, 2020, entitled “Temporary Use Permit Renewal – 245 Fell Avenue – General Office Use”:

THAT Temporary Use Permit No. TUP2017-00001 (Jens Petersen / Compton Fundraising Consultants Canada Ltd.), to permit general office use at 245 Fell Avenue for a 3-year term, be renewed in accordance with Section 497 of the *Local Government Act*;

AND THAT the Mayor and City Clerk be authorized to sign the renewed permit, being Temporary Use Permit No. PLN2020-00018.

**CARRIED UNANIMOUSLY**

8. Rezoning Application: 1348 Forbes Avenue (Reza Nobari / Disa Design Group)  
– File: 08-3400-20-0016/1

Report: Development Planner, September 16, 2020

Moved by Councillor McIlroy, seconded by Mayor Buchanan

PURSUANT to the report of the Development Planner, dated September 16, 2020, entitled “Rezoning Application: 1348 Forbes Avenue (Reza Nobari / Disa Design Group)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794” (Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2) be considered and the Public Hearing be waived;

*Continued...*

## **REPORTS – Continued**

8. Rezoning Application: 1348 Forbes Avenue (Reza Nobari / Disa Design Group)  
– File: 08-3400-20-0016/1 – Continued

THAT Development Variance Permit No. PLN2020-00016 (Reza Nobari / Disa Design Group) be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be waived;

THAT the community benefits listed in the report be secured through agreements at the applicant's expense and to the satisfaction of staff;

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

**CARRIED UNANIMOUSLY**

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

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794” (Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2)

Moved by Councillor McIlroy, seconded by Mayor Buchanan

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794” (Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2) be given first and second readings.

**CARRIED UNANIMOUSLY**

## **REPORTS**

10. Kings Mill Walk Park Master Plan Task Force – File: 12-6240-20-0045/1

Report: Parks and Greenways Planner, September 16, 2020

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Parks and Greenways Planner, dated September 16, 2020, entitled “Kings Mill Walk Park Master Plan Task Force”:

THAT the Terms of Reference for the Kings Mill Walk Park Master Plan Task Force be endorsed;

AND THAT staff be directed to proceed with the promotion and recruitment process and report back to Council with the results.

**CARRIED UNANIMOUSLY**

## **REPORTS – Continued**

11. CityStudio North Vancouver Update and Future Direction  
– File: 13-6750-01-0001/2020

Report: Deputy Director, Community and Partner Engagement, September 15, 2020

Moved by Councillor McIlroy, seconded by Councillor Hu

PURSUANT to the report of the Deputy Director, Community and Partner Engagement, dated September 15, 2020, entitled “CityStudio Update and Future Direction”:

THAT staff be directed to prepare a new Memorandum of Understanding with Capilano University for a CityStudio Partnership, for a 3-year term, subject to annual funding approval.

**CARRIED UNANIMOUSLY**

12. 2021 Permissive Tax Exemptions – File: 05-1970-07-0001/2020

Report: Director, Finance, September 16, 2020

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Director, Finance, dated September 16, 2020, entitled “2021 Permissive Tax Exemptions”:

THAT staff bring forward a Permissive Tax Exemption Bylaw for the years 2021, 2022 and 2023 for Council consideration.

Moved by Councillor Bell, seconded by Councillor Girard

THAT the motion be amended by removing the active clause and replacing it with the following:

“THAT staff bring forward a Permissive Tax Exemption Bylaw for the year 2021 for Council consideration;

AND THAT the Permissive Tax Exemption Policy be included in the Financial Plan Framework review and report back to Council in 2021 for further review of the years 2022 and 2023.”

Amendment motion, **CARRIED UNANIMOUSLY**

Main motion, as amended, **CARRIED UNANIMOUSLY**

## **COVID-19 UPDATE**

Mayor Buchanan reported that a joint letter from the 3 North Shore Mayors will be published in the North Shore News shortly. Mayor Buchanan added that she received feedback from the Deputy Solicitor General and the review of the *Police Act* will be postponed until after the provincial election.

The Chief Administrative Officer reported that a presentation will be made available mid-October on the work done by staff regarding COVID-19 and an overview of what's to come for future business activity over the winter months.

## **COUNCIL INQUIRIES / REPORTS**

13. Property Tax Revenue – File: 01-0220-01-0001/2020

Inquiry by Councillor Girard

Councillor Girard inquired of Mayor Buchanan regarding the 2020 tax revenue collected by the City.

The Director, Finance, advised that the City has collected 85.5% of the total amount owing and an update will be available in early October, 2020.

- Mayor Buchanan reported that commercial property split assessments are unlikely to happen in 2020 and discussions will be delayed until after the provincial election.
- Councillor Valente met with Councillor Scott McKeen, City of Edmonton, regarding noise in municipalities.
- Councillor Bell attended a virtual Chamber of Commerce meeting where a presentation was provided on future projections.
- Councillor Back offered congratulations to former Mayor Darrell Mussatto on his engagement.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

## **CITY CLERK'S RECOMMENDATION**

Moved by Councillor Back, seconded by Councillor Bell

THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Section 90(1)(e) [land matter].

**CARRIED UNANIMOUSLY**

The meeting recessed to the Committee of the Whole, Closed session, at 6:32 pm and reconvened at 7:20 pm.

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

14. North Shore Neighbourhood House – Project Component Phasing  
– File: 13-6520-20-0063/1

Report: Director, Planning and Development, September 21, 2020

Moved by Councillor Bell, seconded by Councillor Hu

PURSUANT to the report of the Director, Planning and Development, dated September 21, 2020, entitled “North Shore Neighbourhood House – Project Component Phasing”:

THAT staff be directed to negotiate a lease for portions of the North Shore Neighbourhood House site with Catalyst Community Developments Society;

AND THAT the report of the Director, Planning and Development, dated September 21, 2020, entitled “North Shore Neighbourhood House – Project Component Phasing”, remain in the Closed session.

**CARRIED UNANIMOUSLY**

**ADJOURN**

Moved by Councillor Bell, seconded by Councillor Back

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 7:21 pm.

*“Certified Correct by the City Clerk”*

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CITY CLERK

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**Office of the Mayor**  
**CITY OF NORTH VANCOUVER**  
**BRITISH COLUMBIA**

## *Proclamation*

### **WORLD MENTAL HEALTH DAY**

- WHEREAS** World Mental Health Day is an education campaign designed to encourage people to talk about, reflect upon and engage with others on the importance of mental health and the reality of mental illness affecting nearly 1 in 5 Canadians in their lifetime;
- WHEREAS** of the 10 leading causes of disability worldwide, 5 are mental health conditions including depression, schizophrenia, bipolar disorder, substance use disorder and obsessive compulsive disorder;
- AND WHEREAS** stigma is the number one reason people do not seek or receive treatment, experience workplace and social discrimination, and encounter barriers to recovery;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **October 10, 2020** as **WORLD MENTAL HEALTH DAY** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, October 5, 2020

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**Mayor Linda Buchanan**



**Office of the Mayor**  
**CITY OF NORTH VANCOUVER**  
**BRITISH COLUMBIA**

## *Proclamation*

### **HOMELESSNESS ACTION WEEK**

- WHEREAS** every day in our municipality there are men, women, seniors, youth, and children who do not have a place to call home;
- WHEREAS** community action and participation are essential in addressing and eliminating issues and circumstances that contribute to homelessness;
- AND WHEREAS** during Homelessness Action Week, activities and events will be offered and the community will be encouraged to learn about the many issues related to homelessness, about the community and government agencies that offer services and support for persons who are homeless, and about what each of us as citizens can do to creatively and collectively address homelessness in our communities;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **October 11 to 17, 2020** as **HOMELESSNESS ACTION WEEK** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, October 5, 2020

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**Mayor Linda Buchanan**



**Office of the Mayor**  
**CITY OF NORTH VANCOUVER**  
**BRITISH COLUMBIA**

## *Proclamation*

### **FOSTER FAMILY MONTH**

- WHEREAS** foster families provide day-to-day stability, care and invaluable support to vulnerable children and youth placed in their care;
- WHEREAS** foster families play a crucial role in our society and by their hard work and dedication provide opportunities to young people to help them reach their full potential;
- AND WHEREAS** we recognize and celebrate the incredible kindness and generosity of foster families in our community who open their hearts and homes to provide a life-changing and positive impact on young people;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **October 2020** as **FOSTER FAMILY MONTH** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, October 5, 2020

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**Mayor Linda Buchanan**



## Office of the Mayor

CITY OF NORTH VANCOUVER  
BRITISH COLUMBIA

# *Proclamation*

## CANADIAN LIBRARY MONTH

- WHEREAS** the City of North Vancouver is a city for people – deeply invested in the health and well-being of its residents and committed to equitable access and inclusion;
- WHEREAS** the North Vancouver City Library, other public libraries, academic libraries and school libraries add immensely to the culture, creativity and growth of citizens by promoting and supporting lifelong learning by helping people to access the information and tools they need to live, learn and work; inspiring wonder, curiosity, creativity and promoting dialogue and understanding;
- AND WHEREAS** this October, communities across Canada are celebrating the important role libraries play in enhancing the quality of life for all Canadians;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **October 2020** as **CANADIAN LIBRARY MONTH** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, October 5, 2020

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Mayor Linda Buchanan

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

**BYLAW NO. 8782**

**A Bylaw to amend “Official Community Plan Bylaw, 2014, No. 8400”**

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 **“Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8782” (Thomas Grimwood / Grimwood Architecture, 350 East 2<sup>nd</sup> Street, Land Use Designation Change)**.
2. “Official Community Plan Bylaw, 2014, No. 8400” is amended as follows:
  - A. In Schedule A “Land Use” by reclassifying the following property:

Lot	Block	D.L.	Plan
I	143	274	LMP53860

from Parks, Recreation, and Open Space and Residential Level 5 to Parks, Recreation, and Open Space and “Mixed-Use Level 1” as indicated in Schedule A.

READ a first time on the 22<sup>nd</sup> day of June, 2020.

READ a second time on the 22<sup>nd</sup> day of June, 2020.

READ a third time on the 20<sup>th</sup> day of July, 2020.

ADOPTED on the <> day of <>, 2020.

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MAYOR

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CITY CLERK

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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8783

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

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

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8783**” (Thomas Grimwood / Grimwood Architecture, 350 East 2<sup>nd</sup> Street, CD-427 Text Amendment).
2. Comprehensive Development 427 Zone (CD-427) of Part 11, Division V: Comprehensive Development Regulations, Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:

A. By deleting the following paragraph:

“In the CD-427 Zone, permitted Uses, regulations and permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RS-1 Zone, except that for Buildings built prior to 1910:”

and replacing it with the following:

“In the CD-427 Zone, permitted Uses, regulations and permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RS-1 Zone, except that:”

B. By deleting subsection (1) in its entirety and replacing it with the following:

(1) The permitted Principal Uses shall be limited to:

(a) Child Care Use, subject to section 507(5) of the Bylaw, except that:

- (i) section 507(5)(a) shall be varied to allow storage and office supporting the Principal Use to be within an Accessory Building;
- (ii) the maximum number of children in care at any one time specified under section 507(5)(h) shall be varied to allow for a maximum of 77 children;

(b) One-Unit Residential Use;

(c) Residential Care Facility Use;

C. By deleting subsection (2) in its entirety and replacing it with the following:

(2) The permitted Accessory Uses shall be as in the RS-1 Zone, except that:

(a) Section 507(11)(b) shall be waived;

- D. By deleting subsection (4) in its entirety and replacing it with the following:
- (4) The Principal Building shall be sited as in the RS-1 zone, except that:
- (a) The Principal Building shall be sited not less than 19.5 metres (64 feet) from the Rear Lot Line;
- E. By deleting subsection (6) in its entirety and replacing it with the following:
- (6) The total floor area of all Accessory Buildings on the Lot shall not exceed 110 square metres (1184 square feet) and a maximum of one Accessory Building shall not exceed a height of two Storeys;
- F. By deleting subsection (7) in its entirety and replacing it with the following:
- (7) Parking standards shall comply with Part 9 of this Bylaw, except that:
- (a) section 906(2) shall be varied to allow a maneuvering aisle width of 3.86 metres (12.67 feet) for two-way traffic;
- (b) section 906(5)(a) shall be varied to allow a driveway width of 4.0 metres (13.1 feet) for two-way traffic;

READ a first time on the 22<sup>nd</sup> day of June, 2020.

READ a second time on the 22<sup>nd</sup> day of June, 2020.

READ a third time on the 20<sup>th</sup> day of July, 2020.

ADOPTED on the <> day of <>, 2020.

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MAYOR

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CITY CLERK





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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: David Johnson, Development Planner

Subject: REZONING APPLICATION: 1740 BEWICKE AVENUE (MEHRDAD RAHBAR / VERNACULAR DESIGN)

Date: September 23, 2020 File No: 08-3400-20-0020/1

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

**RECOMMENDATION**

PURSUANT to the report of the Development Planner, dated September 23, 2020, entitled "Rezoning Application: 1740 Bewicke Avenue (Mehrdad Rahbar / Vernacular Design)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793" (Mehrdad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2) be considered and referred to a Public Hearing;

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

**ATTACHMENTS**

1. Context Map (CityDoc [#1938863](#))
2. Project Summary Sheet (CityDoc [#1941861](#))
3. Architectural and Landscape Plans, dated February 2020 (CityDoc [#1898190](#))
4. Public Consultation Summary (CityDoc [#1949362](#))
5. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793" (CityDoc [#1940973](#))

**PURPOSE**

The purpose of this report is to present, for Council's consideration, a Development Application to rezone 1740 Bewicke Avenue (Attachment #1) from One-Unit Residential 1 (RS-1) to One Unit Residential 2 (RS-2) to support the subdivision of the existing one

lot into two, with the intent of developing one Single Detached Dwelling with a Secondary Suite and detached garage on each lot.

## BACKGROUND

<i>Applicant:</i>	Mehrdad Rahbar
<i>Designer:</i>	Vernacular Design
<i>Official Community Plan Designation:</i>	Residential Level 1 (R1)
<i>Existing Zoning:</i>	One-Unit Residential 1 (RS-1)
<i>Applicable Guidelines:</i>	None

## DISCUSSION

### Project Description

The subject site is a single residential lot approximately 15.2 metres (50.0 feet) wide by 45.5 metres (149.3 feet) deep, on a relatively flat lot.

The proposal is for the lot to be subdivided into two 7.6 metre (25 foot) wide lots for the purpose of building a new single detached dwelling with secondary suites and a detached garage at the rear of each lot. The proposed development conforms to proposed One-Unit Residential Level 2 (RS-2) Zone, and no further variances are required. This is the first lot in the immediate area to apply for a subdivision to this size of lot (Attachment #3).

### Site Context and Surrounding Use

The subject site is located on the eastern side of Bewicke Avenue, just north of Larson Road (Attachment #1). The area consists of mainly one and two level single detached homes on mainly 15.2 metre (50 foot) wide lots on the east side of Bewicke Avenue, and 21.8 metre (71.5 foot) wide lots on the west side.

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

**Table 1. Surrounding Uses**

Direction	Address	Description	Zoning
North	1748 Bewicke Avenue	One Level Single Detached Dwelling	RS-1
South	1732 Bewicke Avenue	Two Level Single Detached Dwelling	RS-1
East Across rear lane	1737 Larson Road	Two Level Single Detached Dwelling	RS-1
West Across Bewicke Avenue	1737 Bewicke Avenue	Split-level Single Detached Dwelling	RS-1

A mixed-use development consisting of six townhouses over some commercial space at the northeast corner of Larson Road and Bewicke Avenue (1705 Larson Road) is currently under construction. The site is also located near to several community amenities, including a public transit route and a separated bike route along Larson Road, Mosquito Creek Park and Westview Elementary School. The site is also located within walking distance (550 metres) from a transit stop for the recently operational RapidBus service.

## **PLANNING ANALYSIS**

### **Policy Context**

#### *2014 Official Community Plan*

The land use designation of the subject site is Residential Level One (R1) in 'Schedule A' of the Official Community Plan (OCP). The designation allows for ground-orientated housing with non-strata accessory uses. Detached single family dwellings with secondary suites/coach houses are supported in this designation.

The application is in keeping with the following goals and objectives of the OCP:

- 1.1.1 Plan for growth in the City's population, dwelling units and employment in keeping with the projections in Metro Vancouver's Regional Growth Strategy;
- 1.1.2 Align growth with the development of community amenities and infrastructure;
- 1.2.1 Ensure the location, density design and durability of developments and their infrastructure are informed by the best available science on climate change impacts;
- 1.3.1 Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods;
- 1.3.5 Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs which are interesting, sensitive and reflective of their surroundings; and
- 1.5.1 Provide opportunities for a range of housing densities, diversified in type, size and location.

The proposal as presented will not require an amendment to the OCP.

#### *Zoning Bylaw 1995, No. 6700*

The property is currently zoned One-Unit Residential 1 (RS-1) and supports single detached homes on lots no less than 10 metres (32.8 feet) wide. It also allows the option of secondary dwellings within the primary building. The existing zoning supports a coach house.



The proposal as presented (Attachment #3) will require a Zoning Bylaw Amendment (Attachment #5) to rezone the property from One-Unit Residential 1 (RS-1) Zone to One-Unit Residential 2 (RS-2) Zone to permit the proposed subdivision from one 15.2 metre (50 foot) wide lot, into two 7.6 metre (25 foot) wide lots. The minimum lot width requirement for the RS-2 Zone is 7.5 metres (24.5 feet) and the proposal meets this requirement (Attachment #2). Coach Houses are not permitted on lots less than 10 metres (32.8 feet) wide.

On July 23, 2018, Council amended the City's Zoning Bylaw to improve the design and functionality of ground-oriented housing forms like single family dwellings, accessory secondary suites and coach houses, duplexes and accessory dwelling units. One such change was to create a clearer small lot designation-- the One-Unit Residential 2 (RS-2) Zone-- which permits a lot minimum lot width of 7.5 metres (24.5 feet) in width. The proposal meets this requirement.

As part of the report (dated June 20, 2018) that outlined the Zoning Bylaw amendments, it was stated that staff would undertake a study that would identify areas of the City that may be appropriate for RS-2 zoning. This study has yet to be completed.

The location of the subject site – in particular its proximity to active transportation and transit options, a public park, and Westview Elementary school – is a suitable location for additional low-density residential dwelling units.

## **COMMUNITY CONSULTATION**

The applicant was beginning to organize their Development Information Session (DIS) for early March when the COVID-19 pandemic restrictions caused them to put their plans on hold. As a result, the applicant took it upon themselves to undertake their own notification of the proposal to the neighbourhood to introduce the proposal and invite feedback. The notification was done in accordance with the standard procedures of the City with the exception of holding an open house session. As the review of the project and request for community feedback occurred prior to the preparation of the City's Virtual DIS guidelines, the applicant has relied on written communication to answer resident questions and to receive comments from interested parties. Staff received 20 responses to the notification. A summary of feedback received is included in Attachment #4.

Overall the response was mixed with those opposed to the application having concerns over the increased number of units, parking and traffic concerns, and the proposed subdivision resulting on buildings that are out of character with the neighbourhood. Those in support of the proposal like the modern design and the affordability of smaller houses with rental opportunities such as the basement suite.

The neighbourhood is not listed as a Development Permit area, nor are any design guidelines in place. As the main use is for Single Detached Dwellings, it is not subject to review of the Advisory Design Panel. With Council direction a Public Hearing will be scheduled to provide the public an additional opportunity to provide input on the proposal.

Should Council wish to waive the Public Hearing, the second active clause of the resolution should be substituted with the following:

“THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8748” (Mehrdad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2) be considered and the Public Hearing be waived.”

### **COMMUNITY BENEFITS**

The proposal will also undertake community benefits for off-site improvements such as wider sidewalks with grassed and treed boulevards on the street front to enhance the pedestrian experience along this part of Bewicke Avenue. The applicant is aware of these items and will be secured by the City’s Subdivision and Development Control Bylaw.

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

This project supports the Strategic Plan vision and priority to be a City for People by using an existing site to provide a variety of dwelling types within a lower density neighbourhood.

### **CONCLUSION**

The proposal represents good planning as it is utilizing the potential of an existing property by adding a variety of dwelling types. The location is within walking distance of a rapid transit corridor and is in close proximity to a public transit route, a bike route, as well as Westview Elementary school and Mosquito Creek Park. The subject site can support the small increase in number of dwelling units to the area.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
David Johnson  
Development Planner







# PROJECT SUMMARY SHEET

DEVELOPMENT APPLICATION

1740 Bewicke Avenue



SITE CHARACTERISTICS			
OCP Designation	Residential Level 1 (R1)		
Existing Zoning	One-Unit Residential 1 (RS-1)		
Site Area	Current	Proposed North Lot	Proposed South Lot
	692.5 sq. m (7,454 sq. ft.)	346.7 sq. m (3,732 sq. ft.)	345.8 sq. m (3,722 sq. ft.)
	RS-1 Zone	Proposed North Lot (RS-2)	Proposed South Lot (RS-2)
Lot Width	10.0 m (32.8 ft.) (min.)	7.62 m (25.0 ft.)	7.62 m (25.0 ft.)
Floor Area (max.)	300.6 m <sup>2</sup> (3,236 ft <sup>2</sup> )	173.4m <sup>2</sup> (1,866 ft <sup>2</sup> )	172.9 m <sup>2</sup> (1,861 ft <sup>2</sup> )
Lot Coverage	30% (max.)	26.3%	25.6%
Building Height	10.1 m (33.1 feet)	8.02 m (26.3 feet)	8.47 m (27.8 feet)
Vehicle Parking	1 for Single Family Unit and 1 for Secondary Suite	2 stalls	2 stalls





STREET ELEVATIONS (BEWICKE AVENUE)

## SUBDIVISION & REZONING APPLICATION

### HOMES ON BEWICKE

1740 BEWICKE AVE., North Vancouver

Legal Address: LOT 10 OF LOT A, BLK 24, DL 547, GROUP 1

PID: 014-885-298

OWNER: Naderi & Babaei

ISSUED FOR: DEVELOPMENT PERMIT

February 2020

#### DRAWING INDEX:

##### PROJECT RATIONALE

- R-01 PROJECT SUMMARY
- R-02 SITE CONTEXT
- R-03 CONTEXT PHOTOS-1
- R-04 CONTEXT PHOTOS-2
- R-05 PROJECT DESIGN RATIONALE-1
- R-06 PROJECT DESIGN RATIONALE-2
- R-07 MATERIALS & COLOUR PALETTES
- R-08 STREET ELEVATIONS
- L-01 LANDSCAPE PLAN FOR BOTH HOUSES

##### ARCHITECTURAL DRAWINGS

##### NORTH LOT

- A-01 SITE PLAN FOR BOTH LOTS
- A-02 FLOOR PLANS - BASEMENT & MAIN
- A-03 FLOOR PLANS - UPPER & ROOF PLAN
- A-04 FRONT & REAR ELEVATIONS
- A-05 EAST & WEST ELEVATIONS
- A-06 BUILDING SECTIONS
- A-07 GARAGE DETAILS
- A-08 REFLECTED WINDOWS OF ADJACENT BUILDINGS
- A-09 STREET ELEVATIONS
- L-01 LANDSCAPE PLAN FOR BOTH HOUSES

##### SOUTH LOT

- A-01 SITE PLAN FOR BOTH LOTS
- A-02 FLOOR PLANS-BASEMENT & MAIN
- A-03 FLOOR PLANS - UPPER & ROOF PLAN
- A-04 FRONT & REAR ELEVATIONS
- A-05 EAST & WEST ELEVATIONS
- A-06 BUILDING SECTIONS
- A-07 GARAGE DETAILS
- A-08 REFLECTED WINDOWS OF ADJACENT BUILDINGS
- A-09 STREET ELEVATIONS
- L-01 LANDSCAPE PLAN FOR BOTH HOUSES

##### SURVEY PLAN





## PROJECT SYNOPSIS

Current Lot Area:	15.24M x 45.45M = 692.50 SM (49.92' X 149.30' = 7,454 SF)
Current Zoning	RS1
Proposed Zoning	RS2 (with minimum lot size relaxation) As minimum lot size is 334.45 SM (3,600 SF) lot area. Ref. Bylaw 506 (1)d
Proposed FSR Subdivision:	0.50 for each lot From one lot to two lots of 15.24 M. (25 FT) wide

### PROPOSED PROJECT SUMMARY FOR SUBDIVISION AND REZONING FOR EACH LOT

#### Lot A (NORTH)

Lot Area	<b>7.61 X 45.56 = 346.71 SM</b> 24.97' X 149.46' = 3,732.0 SF	
FSR Allowed (0.50)	346.71 X 0.5 = 173.35 SM	1,866 SF.
FSR Proposed	173.25 SM	1,866 SF.
Main Floor	86.86 SM	935.0 SF
Upper	86.49 SM	931.0 SF
Basement	(86.86 SM)	(935.0 SF)
<b>Total Lot A</b>	<b>173.35 SM.</b>	<b>1,866.0 SF</b>
<b>SETBACKS:</b>	<b>ALLOWED</b>	<b>PROPOSED</b>
FRONT	4.57 M (15')	5.24 M (17.20')
REAR: 35% LOT DEPTH	15.9 M (52.10')	18.64 M (61.18')
NORTH SIDE:	1.2 M (4')	1.2 M (4')
SOUTH:	1.2 M (4')	1.2 M (4')
House to Garage:	3.0 M. (10')	11.33 M (37.18')
Lot Coverage:	30%	30%
Parking:	2	2
<b>SECONDARY SUITE</b>	<b>40% (746.0 SF)</b>	<b>37% (694.0 SF)</b>
Parking	One car pad allocated for the Secondary Suite	
Bike	2 Enclosed	

#### Lot B (SOUTH)

Lot Area	<b>7.61 X 45.44 = 345.78 SM</b> 24.97' X 149.10' = 3,722 SF	
T		
FSR Allowed (.50)	346.50 X 0.5 = 172.89 SM	1,861.0 SF.
FSR Proposed	172.89 SM	1,861.0 SF.
Main Floor	88.25 SM	950.0 SF
Upper	84.63 SM	911.0 SF
Basement	(88.25 SM)	(950.0 SF)
<b>Total Lot A</b>	<b>172.88 SM.</b>	<b>1,861.0 SF.</b>
<b>SETBACKS:</b>	<b>ALLOWED</b>	<b>PROPOSED</b>
FRONT	4.57 M (15')	6.47 M (21.25')
REAR: 35% LOT DEPTH	15.9 M (52.1')	17.53 M (57.54')
NORTH SIDE:	1.2 M (4')	1.2 M (4')
SOUTH:	1.2 M (4')	1.2 M (4')
House to Garage:	3.0 M. (10')	10.22 M (33.54')
Lot Coverage:	30%	28%
Parking:	2	2
<b>SECONDARY SUITE</b>	<b>40% (744.40 SF)</b>	<b>30% (570 SF)</b>
Parking	One car pad allocated for the Secondary Suite	
Bike	2 Enclosed	



CONTEXT MAPS / SITE CONTEXT



City of North Vancouver-GIS Map

Close up Map

Area Map

**SITE CONTEXT**

The site measures approximately 50 ft X 149 ft. (15.24 M X 45.44 M) located on East side of Bewicke Avenue and bounded with Single Family housing to the north, east, south and west. The property is a block away from Westview Elementary, Mosquito Creek Park, walking distance to shopping districts and public transit.

**Topography**

The site slopes approximately 2.8 feet from east to west over its depth and 3.5 feet across its width from north to south.



PROPOSAL FOR SUBDIVISION & REZONING  
1740 BEWICKE AVE.

CONTEXT PHOTOS-1



1808 & 1798 BEWICKE NORTH OF SUBJECT SITE



1760 BEWICKE – NORTH OF SUBJECT SITE



1748 BEWICKE – ADJACENT TO THE NORTH OF SUBJECT SITE



1740 BEWICKE – SUBJECT SITE



1748 BEWICKE – ADJACENT TO THE SOUTH OF SUBJECT SITE



1705 BEWICKE – CORNER OF LARSON  
A Mixed-use development on this site is underway







BEWICKE AVE, STREET CONDITION - LOOKING SOUTH



BEWICKE AVE, STREET CONDITION - LOOKING NORTH-EAST



BEWICKE LANEWAY CONDITION – LOOKING NORTH



## PROPOSAL FOR SUBDIVISION & REZONING 1740 BEWICKE AVE.

## PROJECT RATIONALE-1

### THE PROPOSAL



This application intends to apply for a Rezoning and Subdivision of 1740 Bewicke Ave. from a lot in a Single-Family zone (RS1) to two Single-Family lots to construct two Single-Family houses under RS2 with an accessory Secondary Suites for each new property.

### BACKGROUND

In 2018 Mahsoo Naderi and Nima Babaei purchased the subject property with the intent to build two homes for their families. The two owners are professionals in their 30s and have young children, currently residing in West Vancouver. They are hoping to build their first family home where they can raise their young families. Concurrent with this desire was the fact that their new houses need to accommodate for a more long term housing option as their children grow older.

After several meetings and communications with the Planning Department, the two Owners contacted us and discussed their plan. Considering our firm's past experience with design and development of many narrow front houses in the City, we thought we could help them to take this application to the next phase. In August 2019 we submitted a Pre-Consultation application in order to receive feedback regarding a subdivision and rezoning application. In September 2019 we received a positive feedback from the staff to move forward with the application.

Since 2009 our firm has successfully done number of successful rezoning for narrow front houses. These projects include 241 West 5<sup>th</sup>, & 212-214 West 5<sup>th</sup>, each with three detached Triplex units; 1314 & 1317 Jones Ave., two Single-Family narrow front (2 X 25' frontage) houses, completed in 2016. In addition we have two active applications both approved by Council at 523 East 5<sup>th</sup> St. and 416 East 16<sup>th</sup> St of the same typology.

We believe that some of the housing challenge can be met with the small lot subdivisions while providing a flexible and relatively affordable housing solution for young and professional families, the downsizers and empty-nesters who desire to stay in their community.



15' wide houses, 241 West 5<sup>th</sup>, St.-2010



15' wide houses, 1413 Mahon Ave. - 2016



15' wide house, 212-214 West 5<sup>th</sup> St.-2018



### **ARCHITECTURAL DESIGN**

In response to the onsite conditions, current market, and the clients wish we are proposing to create two unique and distinct Modern style houses for each family yet harmonious with each other in style, massing and use of cladding materials. Hence, the homes were designed based upon the following criterion:

The Architectural style of the proposed houses will be Modern on the exterior with flat roof and a mixture of fiber cement boards and vertical or horizontal cedar sidings.

We have included some samples of narrow front houses done by our firm in the past in the previous page.

The design features include:

- create two distinct Modern homes with identifiable facades.
- provide three bedrooms and a Secondary Suite for each house
- maximize and enhance outdoor living spaces in the rear yards and a patios for the Basement Suites
- create flexible floor plans that can accommodate the needs of future growth of families

### **MATERIALITY**

For wall cladding of both houses we are proposing to use fiber cement siding, fiber cement boards, natural cedar strips as accents for the front entrances. For soffits and Fascias painted fiber cement board is also proposed. (colour palettes are presented in page A-07 of this document)



Interior of a 15-foot wide house  
by our firm



Interior of a 15-foot wide house  
by our firm

### **AFFORDABILITY**

As the price of land increases, the developing community and the City of North Vancouver are under tremendous pressure to make housing more affordable. This proposal intends to subdivide a 50 feet wide lot in to two smaller lots to construct two new single-Family houses each with a Secondary Suite. The Secondary Suites intend to provide two a ground oriented rental units in the area as well as being a "mortgage helper" for the owners.

In terms of affordability, all that can be done at this time is to build smaller homes and gently increase the density within the current residential zonings such as in the low density and medium density areas. Increasing number of small Single-Family houses, duplex, triplex and Infill units are alternative approaches to provide "relative" affordability with the current zoning and OCP. Following meetings with the Planning department and hearing their concerns for the rezoning we still believe this housing form is a viable housing typology in the City of North Vancouver and can offer more affordable housing options compare to the larger Single-Family models on the typical 50' wide lots. Adding a Secondary Suite further helps the owners to recover part of their mortgage or have an extended family member living with them.

### **SUSTAINABILITY**

The proposal seeks to increase the density within the existing RS1 zoning where the current density is low. The owners wish to construct two new Single-Family homes with minimum interruption on the existing density. As a gentle densification approach the proposal will add two "relatively" affordable rental suites and an additional small home within the municipal infrastructure.

The application aims to achieve and incorporate following sustainable components:

- Achieve Step 3 energy code
- "Energy Star" windows and doors
- Double or Triple pane windows based on Energy requirements
- "Energy Star" appliances shall be installed in the new Infill unit
- Garages to be pre-wired for electric vehicles
- Dual flush toilets and low flow fixtures shall be installed
- Low VOC emitting paint and flooring materials shall be specified
- Hot water piping shall meet minimum insulation requirements
- Heat recovery ventilators shall be installed
- Indigenous plant or plant materials with low water requirements shall be planted
- Stormwater Management system for storm water

### **ACTIVE LIFE STYLE**

- Provide bicycle storage
- Provide outdoor patio for the Secondary Suite residents outdoor activities

### **LANDSCAPE DESIGN**

- The landscape design envisions featuring a good percentage native or drought resistant species of plant material in the front and rear yards.





STREET ELEVATION (WEST)

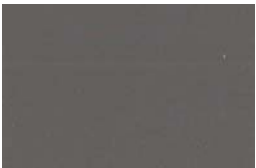
MATERIALS

- |    |                    |                                       |
|----|--------------------|---------------------------------------|
| 1  | Roof               | Membrane                              |
| 2  | Wind. Door trims   | 1.5" X1.5" stained-match cedar siding |
| 3  | Fascia Board       | 2X8 painted cedar, Dark Charcoal      |
| 4  | Flashing on Fascia | 2X4 painted cedar, Limesickle         |
| 5  | Fascia + Gutter    | Pre-painted Dark Charcoal             |
| 6  | Cedar board siding | 3.5" wide clear stained               |
| 7  | Flat board Siding  | .25" thick. Fiber cement boards       |
| 8  | Wooden Door        | Clear stained solid cedar or Fir      |
| 9  | Wind. Ledge        | 1.5"X3" clear cedar                   |
| 10 | Windows            | Painted dark Charcoal sash            |
| 11 | Columns            | Stained Clear Gluelam posts           |
| 12 | Exposed beams      | Stained Clear Gluelam beams           |

COLOURS



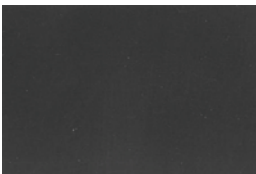
NORTH HOUSE- MAIN HOUSE and GARAGE – Fiber cement panels (Stone –BM)



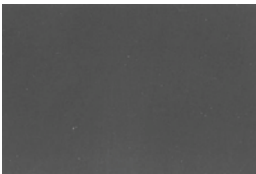
SOUTH HOUSE - MAIN HOUSE and GARAGE – Fiber cement panels (Iron Mountain –BM)



BOTH HOUSES – CEDAR SIDING SOFFITS, SOLID LUMBER & FRONT DOORS – Cedar (BM)



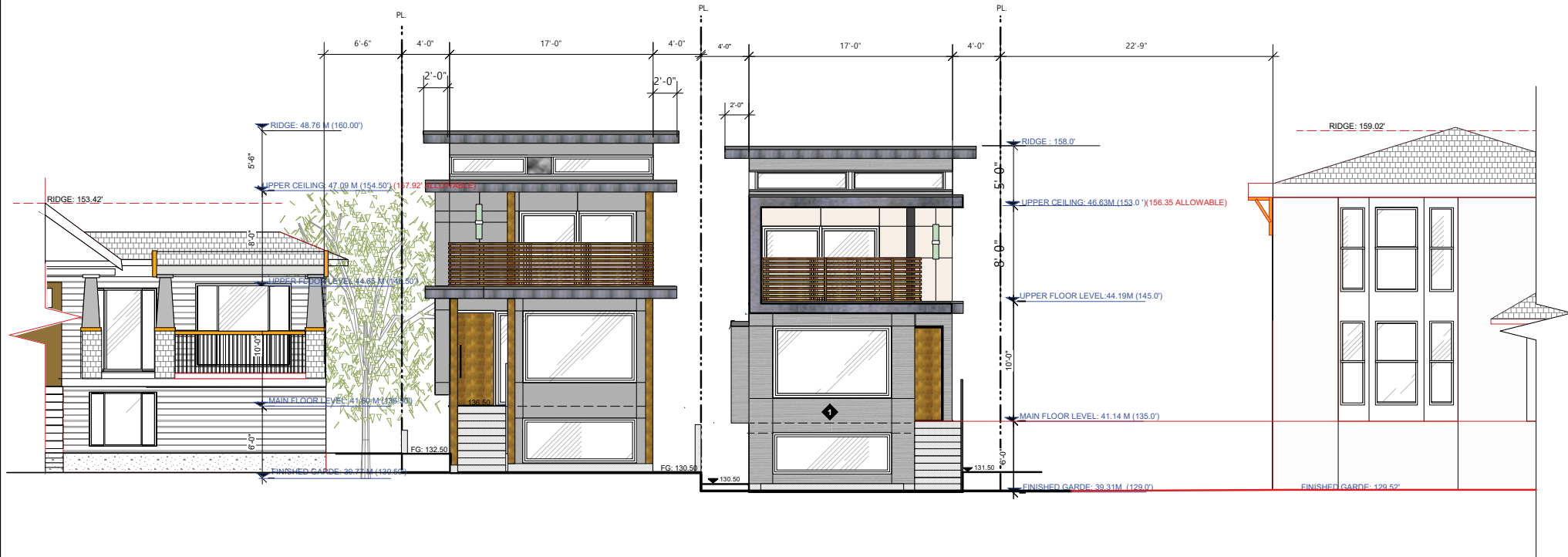
BOTH HOUSES - WINDOW SASH & STL. COLUMNS – powder coated Dark Charcoal



BOTH HOUSES – FASCIA, FLASHING – Dark Charcoal (to match Iron Mountain-B.M.)







STREET ELEVATION-RENDERING

**Vernacular**  
design



200-120 Lonsdale Ave  
North Vancouver, B.C.  
V7M 2E8  
Phone: (604)990-6662  
Web: vernaculardesign.ca

REVISION:		
6	B.P.	
5		
4		
3		
2		
1	D.P. SUB.	FEB 10 2020
No.	Issue for	DATE

**STREET ELEVATION  
/RENDERING**

PROJECT:

**1740 BEWICKE AVE,  
NORTH VANCOUVER**

DATE:  
JUNE 2019

DRAWN BY:

CHECKED BY:  
-M.R.

-R.CH

SCALE:

DRAWING NO.:

**A-08**

**A-09**



## CONSULTANTS:

**COPYRIGHT:**  
THIS PLAN AND DESIGN ARE AND AT ALL TIMES  
THE EXCLUSIVE PROPERTY OF VERNACULAR  
DESIGN INC. AND MAY NOT BE REUSED,  
REPRODUCED, AND REVISED WITHOUT  
PRIOR WRITTEN CONSENT.

**GENERAL NOTES:**  
THIS DRAWING MUST NOT BE SCALED. THE  
GENERAL CONTRACTOR SHALL VERIFY ALL  
DIMENSIONS AND LEVELS PRIOR TO  
COMMENCEMENT OF WORK. ALL  
ERRORS AND OMISSIONS SHALL BE REPORTED  
IMMEDIATELY TO VERNACULAR DESIGN INC.

## LEGEND:

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



REVISION:	B.P.
6	
5	
4	
3	
2	
1	FEB 09 2020
Rev.	Issue Ref. DATE

PROJECT: PREAPP

## 1740 BEWICKE AVE, NORTH VANCOUVER

DRAWING TITLE:

## SITE PLAN

DATE: JUNE 2019

DRAWN BY: G.A.

CHECKED BY: M.R.

-R CH

SCALE: 1/8"

# L-01

SAN MH  
RIM=131.06[15.25 M.]  
N. INV = 119.77[36.50 M.]  
NW INV = 119.77[36.50 M.]  
S. INV = 119.74[36.49 M.]

ROAD CENTRELINE  
BEWICKE AVENUE

6" DI WATER

2" SAN



## 1740 BEWICKE, NORTH VANCOUVER PLANTING LIST

Type	Code	Common Name	Scientific Name	Size	Qty	Origin
<b>TREES</b>						
Street Trees	kr	Katsura 'Red Fox'	Cercidiphyllum japonicum Rotfuchs	5 cm. Cal	2	non-native
Tree	pm	palmate maple	Acer japonicum	5 cm. Cal	2	non-native
Tree	jm	Japanese red maple	Acer rubrum	5 cm. Cal	2	non-native
<b>SHRUBS</b>						
Shrub	sc	Sweet box	Sarcococca	#2 pot	40	non-native
Shrub	sl	Strawberry tree	Arbutus unedo	#3 pot	4	native
Shrub	lv	English Lavender	Lavandula	#2	30	non-native
Shrub	mo	Mexican orange	Mexican orange	#2	20	native
Shrub	jaf	Japanese skimmia(Female)	Skimmia japonica	#2 pot	20	non-native
Shrub	jsm	Japanese skimmia(Male)	Skimmia japonica	#2 pot	20	non-native
Shrub	ey	English yew	Taxus baccata	#3 pot	34	non-native
Shrub	hb	Heavenly bamboo	Nandina domestica	#2 pot	20	non-native
<b>GROUND COVERS</b>						
Ground covers	df	Deer fern	Blechnum spicant	#1 pot	20	native
Ground covers	sf	Sword fern	Polystichum munilum	#1 pot	20	native
Ground covers	ogm	Muhly grass	Muhlenbergia capillaris	#1 pot	10	non-native
Ground covers	ogp	Purple fountain grass	Pennisetum setaceum	#1 pot	10	non-native

## LIGHTING LEGEND:

- STEP LIGHT
- PATH LIGHT
- UPLIGHT
- MOTION SENSOR LIGHT

## NOTES:

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



# Vernacular d e s i g n Inc.

June 24, 2020

David Johnson, Community Planner  
Community Development  
City of North Vancouver

## **RE.: Summary of the DIS for 1740 Bewicke**

Hello David,

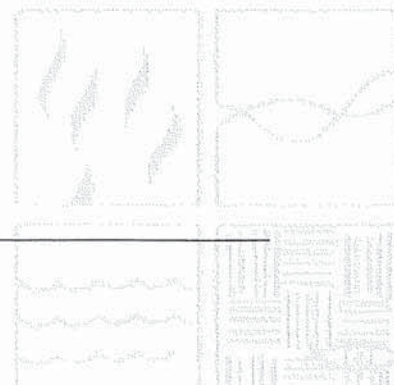
Following the distribution of the DIS package within 40 meters radius, we have received 12 responses, attached to this letter.

During this period, I received several telephone calls for inquiries and met one neighbour in person. In all cases I explained the application intent, the rationale and the design of the proposal. I refrained from answering to any questions regarding Zoning and CNV policies and referred them to you, David Johnson at the City for further explanation.

On June 13, 2020, I visited to Joel Van Hove at his request. He resides at 1748, immediately to the north of the North Lot. We met for about an hour in his backyard and discussed his concerns about why the City is allowing such rezoning application and some privacy of his backyard. I did explain to him about the zonings and about our intent. In conclusion I offered to eliminate one of the North facing windows and install a privacy screen on the Balcony of the second floor of the North Lot. Please see attached North Elevation of the North Lot in the Resubmission set.

Other negative comments we've received are mainly concerned about the Zoning and lack of street parking due to Westview traffic and the new development at the corner, which I mentioned both are out of our control. I also eluded that we have followed and complied with the CNV's policy and procedures for RS1 and RS2 zoning in our Development Permit and Rezoning application.

Kind regards,  
Mehrdad Rahbar, Applicant and Designer  
604-720 0891



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

**BYLAW NO. 8793**

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

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

1. This Bylaw shall be known and cited for all purposes as **“Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793” (Mehrddad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2).**
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of RS-2 (One-Unit Residential 2 Zone):

<b>Lots</b>	<b>Block</b>	<b>D.L.</b>	<b>Plan</b>	
10 of Lot A	24	547	1148	from RS-1

READ a first time on the <> day of <>, 2020.

READ a second time on the <> day of <>, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

---

MAYOR




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CITY CLERK

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Mike Friesen, Interim Manager, Development Planning

Subject: REZONING APPLICATION: 225 EAST 21<sup>ST</sup> STREET (KENT HALEX,  
HALEX ARCHITECTURE, CD-727)

Date: September 23, 2020 File No: 08-3360-20-0473/1

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

**RECOMMENDATION**

PURSUANT to the report of the Interim Manager, Development Planning, dated September 23, 2020, entitled "Rezoning Application: 225 East 21<sup>st</sup> Street (Kent Halex, Halex Architecture, CD-727)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796" (Kent Halex, Halex Architecture, 225 East 21<sup>st</sup> Street, CD-727) be considered and the Public Hearing be waived;

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

**ATTACHMENTS**

1. Context Map (Doc# [1949326](#))
2. Condensed Architectural and Landscape Plans, dated September 2020 (Doc# [1949410](#))
3. Developer Information Session Summary (Doc# [1949325](#))
4. Zoning Amendment Bylaw No. 8796 (Doc# [1949313](#))

**PROJECT DESCRIPTION**

The project, located at 225 East 21<sup>st</sup> Street, consists of one two-storey duplex building and one two-storey infill building, with a two car garage and one additional unenclosed parking space; no accessory dwelling units are being proposed. The subject site currently hosts a single family dwelling, constructed in 1952, that will be demolished. The requested changes to the Zoning Bylaw to permit this development are identified in Table 1 below. Additionally, Attachment #4 has the amending bylaw with the proposed changes.

**Table 1.** Requested Changes to the Zoning By-law

Consideration	Current Designation/Regulation	Proposed Designation/Regulation
Zone	RT-1	CD-727
502: Uses in Two-Unit Residential Zones	Maximum of two principal dwelling units and two accessory dwelling units (total of four)	Permit three principal dwelling units only
509A 1: Principal Buildings	Limited to 1 per lot	Permit a 2nd principal building to accommodate the infill unit
509A 2: Gross Floor Area	Shall not exceed the lesser of 0.35 times the Lot Area plus 92.9 square metres (1000 square feet) or 0.5 times the Lot Area	Shall not exceed 0.5 times the Lot Area
509A 3: Lot Coverage	Shall not exceed a Lot Coverage of 35%	Shall not exceed a Lot Coverage of 40%
509A 5 B: Rear Lot Line Setback	15.5 metres (50.74 feet)	Reduced to 11 metres (36.25 feet) to accommodate the infill unit
509A 4 C: Building Height	Elevation of principal buildings must be 0.76 metres (2.5 feet) above reference grade	Requirement eliminated for infill building in order to permit better response to natural topography.
514 5 C: Accessory Building siting	Accessory buildings must be sited a minimum of 6.1 metres (20') from a principal building	Reduced to 2.2 metres (7.5 feet) to accommodate the infill unit

## POLICY FRAMEWORK

The subject site is designated Residential Level 2 (R-2) within the Official Community Plan. This designation permits a range of ground-oriented housing in areas located between detached residential and more intensive residential or mixed-use areas. Duplexes with secondary suites, triplexes, and row homes are permitted in this designation.

Metro 2040	
Goal 1 Create a Compact Urban Area	Intensifying this site with infill that is consistent and scaled to the surrounding neighbourhood, will ensure the highest and best use of the land promoting a compact urban area.
Goal 2 Support a Sustainable Economy	Infill on this site promotes housing forms that can support a diversity of income levels and ensure people live close to where they work.



<p><i>Goal 4</i> Develop Complete Communities</p>	<p>The proposed development ensures the neighbourhood will have a diversity of housing stock that will promote the ability to age-in-place allowing people to stay in their neighbourhood throughout all of their lifecycles.</p>
<p><i>Goal 5</i> Support Sustainable Transportation Choices</p>	<p>Intensification of this site will support future transit investments along Lonsdale Avenue and is nearby to the City's existing Green Necklace active transportation infrastructure. The site is proximate to community and commercial amenities and is well situated to provide the occupants with a variety of transportation choices across the North Shore and the greater region.</p>

<b>Official Community Plan</b>	
<p><i>Policy 1.1.2</i> Align growth with the development community amenities and infrastructure</p>	<p>Intensification of the site supports the Central Lonsdale Area and future rapid transit infrastructure and community amenity investment.</p>
<p><i>Policy 1.3.1</i> Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods</p>	<p>The proposed development on the site is appropriately scaled to the neighbourhood and supports the primacy of the Lonsdale Regional City Centre. The duplex form of the front units will be consistent with the neighbourhood that has recently seen several new duplexes constructed and the infill unit has been oriented to minimize impact on existing neighbours.</p>
<p><i>Policy 1.3.5</i> Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs which are interesting, sensitive and reflective of their surroundings</p>	<p>The proposed building is consistent with the neighbourhood character, while landscape elements have been designed to improve privacy for adjacent properties. The materiality and scale of the new dwelling is consistent with the surrounding neighbourhood.</p>
<p><i>Policy 1.3.6</i> Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner</p>	<p>The proposed architecture and building materials of the new dwelling are consistent with the surrounding urban form and the local context.</p>
<p><i>Policy 1.3.9</i> Explore ways to activate laneways in the City including opportunities for varied uses, pedestrian and cycling activity as well as storm water management and urban agriculture.</p>	<p>The development presents an attractive landscape element along the rear lane while accommodating required parking. Connection from the street to the lane is supported by a common rear yard that promotes natural surveillance and will support future activation of the laneway.</p>

<p><i>Policy 1.5.1</i>                      Provide opportunities for a range of housing densities, diversified in type, size and location.</p>	<p>The proposed infill development provides a smaller housing form that assists in units for a broader range of incomes. This form will help to provide more diverse housing in a neighbourhood that is accessible to the City's Lonsdale core area. Due to a lack of space to achieve Zoning Bylaw requirements for parking, the applicants cannot integrate accessory dwelling units into their proposed development.</p>
---	---

<b>Housing Action Plan</b>	
<p><i>Action #6</i>                      To increase the diversity of homeownership options in lower density neighbourhoods.</p>	<p>By splitting the density between three primary dwelling units (as opposed to a duplex that splits density between 2 units), the project reduces the size and the cost of the new, family friendly (3+ bedrooms) units.</p>

<b>Sustainable Development Guidelines</b>	
<p><i>Natural Systems</i>                      The ability of natural systems, both global and local, to support life. Parks and green spaces help regulate the climate, clean and filter water and air, and provide recreational and aesthetic benefits. Maintaining healthy natural systems will reduce strain on municipal infrastructure, support local wildlife and enhance quality of life for community members.</p>	<p>All trees that are being removed to support redevelopment are being replaced on-site.</p> <p>Requirement to protect and preserve the trees on adjacent properties through the development process.</p>
<p><i>Physical Structures/Infrastructure</i>                      The ability to effectively deliver basic services, shelter and physical amenities required to sustain the health and well-being of the community. This includes water supply, sanitary sewer, stormwater drainage, solid waste management, roads, telecommunications, and energy efficiency and conservation including district energy. As well, this category includes attractive streetscapes, durable buildings, provision of a range of housing types and adequate community amenities.</p>	<p>The project will achieve Step 3 of the BC Building Code Step Code, one step greater than the requirements at the time of application.</p>

## PLANNING ANALYSIS

### Site Context

The surrounding land uses are identified in Table 2 below.



**Table 2. Surrounding Uses**

Direction	Address	Description	Zoning
North (across East 21 <sup>st</sup> Street)	222-224 & 228-230 E 21 <sup>st</sup> Street	Duplex dwellings	RT-1
East	231 East 21 <sup>st</sup> Street	Single family dwelling	RT-1
South	216 & 218 E 20 <sup>th</sup> Street	Single family dwellings	RT-1
South	224-226 East 20 <sup>th</sup> Street	Duplex dwelling	RT-1
West	219-221 East 21 <sup>st</sup> Street	Duplex dwelling	RT-1

Generally, the surrounding neighbourhood is made up of duplexes and single family homes. The area has been rezoned for duplex development and many of the surrounding homes have been redeveloped over the past decade.

The subject site is located approximately 315 metres away from Lonsdale Avenue and is located near to existing (Green Necklace) and proposed (St. Andrews Avenue) All Ages and Abilities cycling facilities.

#### Use

The policy framework applicable to the subject site supports the proposed three dwellings as residential use. The site is located in close proximity to transit as well as Central Lonsdale's commercial and social amenities. Additionally, the units will provide greater diversity of housing stock in the area, providing an alternative to traditional duplex development.

#### Intensity

The proposed intensification on the site is appropriate for the neighbourhood given the surrounding density and the land use designation. The Residential Level 2 designation permits the development of triplexes, and the proposal builds off of the City's coach house policy to develop a site plan for multiple buildings on a single site. The proposal provides three parking spaces, accessed from the rear lane, two of which are located in a garage and one of which is provided as a covered carport. Bicycle parking and storage areas are included in the parking structure. The proposed parking meets the requirements of the City's zoning bylaw, but is inadequate to support accessory dwelling units on site. Basements are not provided with exterior access to mitigate the likelihood of installation of illegal suites by future owners.

With regard to environmental standards, the proposed development will achieve Step 3 of the BC Building Code Step Code. Level 2 electric vehicle charging capacity will be provided for each of the parking spaces. Storm water will be addressed through natural infiltration, as well as on-site retention tanks to mitigate more significant storm events.

#### Form

The urban form proposed for the site satisfies the policy intent of ensuring new development is consistent with the character of the surrounding neighbourhood. The form of the

development will conform generally to the attached drawings (Attachment 2: Condensed Architectural and Landscape Plans, dated May 2019). From the street the project resembles a traditional duplex development, with massing that is sympathetic to neighbouring units, and exhibits architectural details and materials that are reminiscent of traditional West Coast Modern design typology. The infill unit conforms to the changing grade and utilizes landscape features - common walkways, new tree plantings - to provide opportunities for future residents to interact, while ensuring privacy for the proposed units as well as neighbours. The orientation of units and landscape treatment approaching the lane will support passive surveillance of public areas as well as future activation of the lane. The front duplex building conforms to setbacks and heights stipulated by the Two-Unit Residential 1 (RT-1) zone, the variances identified above provided to support a livable and contextually sensitive infill unit.

## **COMMUNITY CONSULTATION**

A Developer Information Session (DIS) was held June 27, 2019 at Mickey McDougall Community Centre Gym, located several blocks from the proposed development location. Two members of the public attended the session and one comment form was received. The applicant has provided a summary of the event (Attachment 3: Developer Information Session Summary)

Response to the application at the DIS was positive, and staff have received no concerns from the community through the development process. Given the feedback from the community concerning the proposed project staff are recommending the Public Hearing be waived. Should Council wish to hold the Public Hearing, the second active clause of the resolution should be substituted with the following:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796" (Kent Halex, Halex Architecture, 225 East 21<sup>st</sup> Street, CD-727) be considered and referred to a Public Hearing;

## **ADVISORY BODY INPUT**

The application was directed to the Advisory Design Panel on April 3<sup>rd</sup>, 2019. The Panel recommended the approval of the project subject to addressing the following issues to the satisfaction of the Development Planner assigned to the file:

- Consider reconfiguring the placement of the garages to allow for more open space for Unit C and to mitigate CPTED concerns;
- Further resolve the space between Unit C and the garages with regard to planting, grades and CPTED concerns;
- Include a gate at the rear for the two lanes and the carport;
- Consider ways to mediate overlook issues in certain areas;
- Ensure the existing trees on the north west corner of the property are maintained and consider moving the path to protect them;
- Ensure glazing on the south facing windows is addressed; and
- Consider irrigation for the site.

The applicant revised their application to satisfy the recommendations identified in the Panel's resolution including: redesign of the garage to better address the lane and site

planning concerns; better consideration for the preservation of the northwest trees; and addressing glazing and overlook concerns.

## CORPORATE PLAN AND/OR POLICY IMPLICATIONS

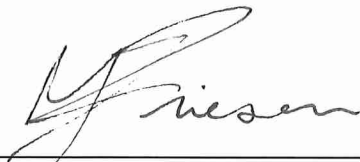
Although the application was submitted in advance of the endorsement of Council's Strategic Plan, the plan is consistent with the priorities identified by Council.

Council Strategic Plan	
A City for People	Gentle density to support a range of options along the housing continuum.
A Liveable City	On-site retention and use of rainwater; replacement of removed trees; step 3 of the BCBC Step Code; electric vehicle charging stations.
A Vibrant City	Architectural form that is responsive to existing neighbourhood character.
A Connected City	Proximity to major transit routes and planned investments; proximity to planned and existing AAA cycling network infrastructure; near to shops and services of the Lonsdale City Centre.
A Prosperous City	Location of additional density supports the viability of the Lonsdale commercial core and the ongoing development of Lonsdale Avenue as a high street.

## CONCLUSION

The proposed application represents an appropriate development for the land use designation and a design that is responsive to the site's context. Gentle intensification – including the development of infill units – adjacent to the Lonsdale Core will support transportation infrastructure improvements and enhanced amenities in the area. The requested zoning change and development proposal are consistent with the Region's and the City's planning policies. Overall, the application looks to implement a development that fits the surrounding neighbourhood character and provides increased density in an appropriate location.

RESPECTFULLY SUBMITTED:




Mike Friesen  
Interim Manager, Development Planning





City of North Vancouver  
Context Map - 225 East 21st Street

### Legend

 Subject Site

0 5 10 20  
Meters  
1:1,500

### DISCLAIMER

This map was produced on the City of North Vancouver's Geographic Information System. Data provided herein is derived from sources with varying levels of accuracy and detail. The City of North Vancouver disclaims all responsibility for the accuracy or completeness of information contained herein.

GIS Division, Information Technology,  
City of North Vancouver

**city**  
of north  
vancouver



**DRAWINGS LIST:**

ARCHITECTURAL

DP1	Site Plan & Project Data
DP2	Overall Elevations & Spatial Separation Calculation
DP3	Perspectives
DP4	Streetscape
DP5	Streetscape
DP6	Streetscape
DP7	Streetscape & Lanescape with Proposed Buildings
DP8	Shadow Impact Study
DP9	Cellar Floor Plan & Main Floor Plan - Unit A&B
DP10	Second Floor Plan & Roof Plan - Unit A&B
DP11	Floor Plans - Unit C
DP12	Garage Floor Plan & Roof Plan & Neighbouring Buildings Relationship
DP13	Elevations - Unit A&B
DP14	Elevations - Unit A&B
DP15	Elevations - Unit A&B
DP16	Elevations & Sections - Garage
DP17	Sections - Unit A&B
DP18	Sections - Unit C
DP19	Area Diagrams

## LANDSCAPE

L10f4	Site Plan and Grading
L20f4	Planting Plan
L30f4	Sections Plan
L40f4	Tree Management Plan

## CIVIL

KEY	COVER SHEET
BG	KEY PLAN
ESC	BUILDING GRADES
SMP	EROSION & SEDIMENT CONTROL
SERV	STORMWATER MANAGEMENT
GRAD	SERVICING
DET	GRADING
	STANDARD DETAILS

## SURVEY

- Survey plan



## PROPOSED 3 UNIT RESIDENTIAL DEVELOPMENT

225 E 21st Street, North Vancouver, B.C.

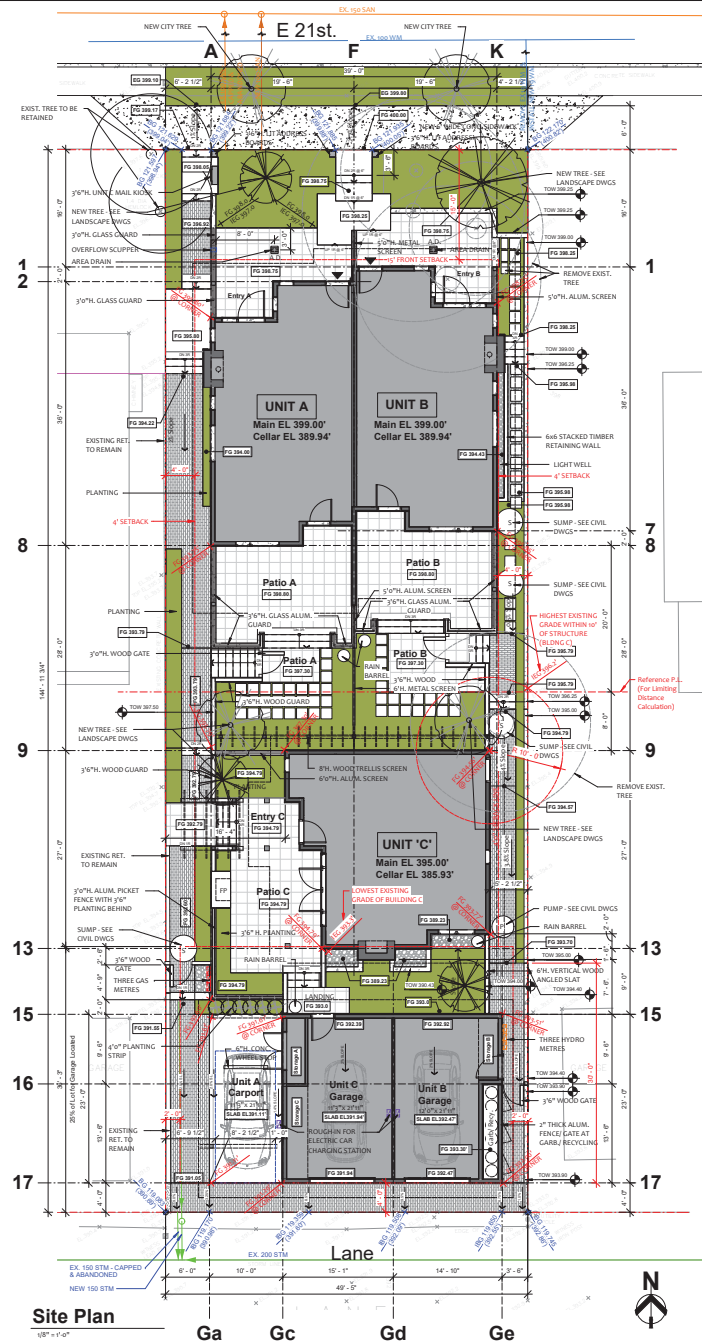
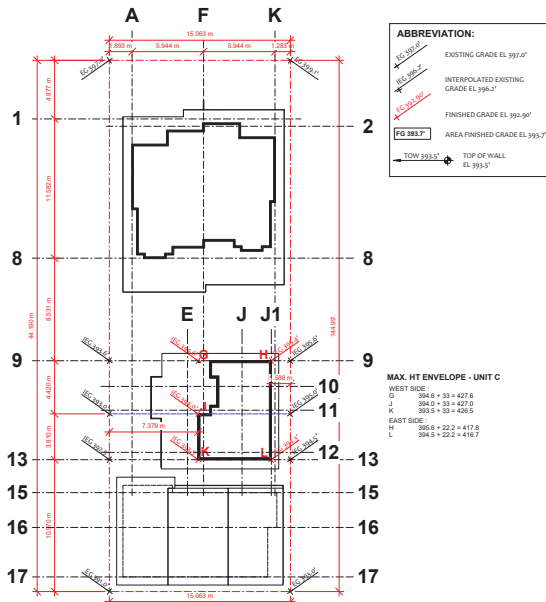
Re-issued for DP Submission - September 22, 2020

## List of Consultants:

<b>Halax Architecture</b> 348 E 20th St., North Vancouver Phone: (604) 983-9000 Email: <a href="mailto:Ken@halaxarchitecture.com">Ken@halaxarchitecture.com</a> Web: <a href="http://Kghar@halax.com">Kghar@halax.com</a>	<b>Architect</b>
<b>Forma Design Inc.</b> 200-628 Glenview Rd., North Vancouver, BC Phone: (604) 988-1193	<b>Landscape Architect</b>
<b>Creus Engineering</b> #200- 907 18th St. West, North Vancouver Phone: (604) 987-6070	<b>Civil Engineer</b>
<b>Hobbs, Winter &amp; Mac Donald</b> 113-828 Hallsborough Drive, North Vancouver Phone: (604) 986-1271	<b>Surveyor</b>
<b>Amataak Design Studio</b> 5621 Joyce St., Vancouver Phone: (604) 710-6447 Email: <a href="mailto:Amataakds@gmail.com">Amataakds@gmail.com</a>	<b>Drafter</b>

**Wedgewood**  
VENTURES LIMITED

**Halex Architecture**  
731 East 10th Street North Vancouver BC V6L 3V6  
604.951.0099  
[www.halexarchitecture.com](http://www.halexarchitecture.com)



## PROJECT

Legal Description: Amended Lot 8 (see 255023), Bldg. 8, DL 549, Plan 1028, P.D. 015-033-457  
 Civic Address: 225 E 21st St North Vancouver  
 Existing Zoning: RS-1  
 Proposed Zoning: CD Residential Level 2 Low Density duplex with unit at rear of lot  
 A Building A/B/C as Sprinklered, Garage A, B and Carport C are not Sprinklered

## LOT

LOT SIZE: 40.42' x (144.98' + 144.97') = 7165 sf (865.64 sqm)

## FSR

ALLOWABLE (80%): 5785 sf of 0.5 x 3882.6 sf  
 PROPOSED (80%): 2738.6 sf  
 (Main House A/B & C, Covered Patio A/B & C)

## DWELLINGS:

### Areas

Unit	Floor Area	Wall Roof Area	Unenclosed Area
Unit A	640 sf	584 sf	128.25 sf (42.9%)
Unit B	640 sf	584 sf	128.25 sf (42.9%)
Unit C	640 sf	584 sf	128.25 sf (42.9%)
Unit D	640 sf	584 sf	128.25 sf (42.9%)
Unit E	640 sf	584 sf	128.25 sf (42.9%)
Unit F	640 sf	584 sf	128.25 sf (42.9%)
Unit G	640 sf	584 sf	128.25 sf (42.9%)
Unit H	640 sf	584 sf	128.25 sf (42.9%)
Unit I	640 sf	584 sf	128.25 sf (42.9%)
Unit J	640 sf	584 sf	128.25 sf (42.9%)
Unit K	640 sf	584 sf	128.25 sf (42.9%)
Unit L	640 sf	584 sf	128.25 sf (42.9%)
Unit M	640 sf	584 sf	128.25 sf (42.9%)
Unit N	640 sf	584 sf	128.25 sf (42.9%)
Unit O	640 sf	584 sf	128.25 sf (42.9%)
Unit P	640 sf	584 sf	128.25 sf (42.9%)
Unit Q	640 sf	584 sf	128.25 sf (42.9%)
Unit R	640 sf	584 sf	128.25 sf (42.9%)
Unit S	640 sf	584 sf	128.25 sf (42.9%)
Unit T	640 sf	584 sf	128.25 sf (42.9%)
Unit U	640 sf	584 sf	128.25 sf (42.9%)
Unit V	640 sf	584 sf	128.25 sf (42.9%)
Unit W	640 sf	584 sf	128.25 sf (42.9%)
Unit X	640 sf	584 sf	128.25 sf (42.9%)
Unit Y	640 sf	584 sf	128.25 sf (42.9%)
Unit Z	640 sf	584 sf	128.25 sf (42.9%)

## SETBACKS:

UNIT:	A	B	C
North (Front for A/B)	18.0'	16.0'	23.98'
West	6.21'	0 (Party Wall)	16.34'
East	0 (Party Wall)	5.21'	5.21'
South (Rear for A/B)	27.98'	26.98'	9.0' (to Garage B North Wall)
South (Rear for A/B)	27.98'	26.98'	7.0' (to Garage B North Wall)
South (Rear for A/B)	27.98'	26.98'	7.0' (to Garage B North Wall)

## HEIGHT BUILDING A/B:

Reference Grade Calculation for Building A/B:  
 Front = 387.0 + 393.0 = 390.0  
 Rear = 393.0 + 393.0 = 393.0  
 Allowable: 25.24' to Top of Plate from Reference Grade 395.63 + 26.24 = 421.87'

## HEIGHT BUILDING C:

Reference Grade Calculation for Building C:  
 Highest finished grade within 10' + lowest finished grade at perimeter of building divided by 2  
 (396.2' + 393.3') / 2 = 394.75'

## GARAGE/ CARPORT

AREA:	ALLOWABLE	PROPOSED
AREA:	380.14'	261.24' x 315.64' = 81858.84'
Garage Recycling 26.4 sf - Exempt		

## WIDTH PARALLEL TO LANE:

AREA:	ALLOWABLE	PROPOSED
AREA:	49.4 x 70% = 34.58' solid wall shall not obstruct more than 70% of distance of rear property line	30.20' (not including open carport A)

## SETBACKS:

GARAGE:	ALLOWABLE	PROPOSED
Lane (South):	Min. 4'-0"	4'-0"
Side (West):	Min. 5'-0"	5'-0"
Side (East):	Min. 5'-0"	5'-0"
North:	10.0' Per 514 (5)(c)	10.0' to wall face (gold line 13), 7'-0" to fireplace.

## SITING:

AREA:	ALLOWABLE	PROPOSED
AREA:	Located in rear 25% of lot.	27.0'
AREA:	144.98 x 0.25 = 36.25' min depth.	

## HEIGHT:

AREA:	ALLOWABLE	PROPOSED
AREA:	12.0' from the building grades at the rear of the lot	12.0' from the building grades at the rear of the lot
AREA:	(391.0 + 393.0) / 2 = 392.0' + 12.0' = 404.0'	404.0'
Garage Average Grade	(391.0 + 393.0) / 2 = 392.0'	392.0'

**REVISIONS**

No.	Revision Notes	Date
1	Issue description	Date
2	Issue description	Date
3	Issue description	Date
4	Issue description	Date
5	Issue description	Date
6	Issue description	Date
7	Issue description	Date
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18	Issue description	Date
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**WedgeWood**

**HALEX Architecture**

**Amata Design Studio**

**Residential Development**

225 E 21st Street, North Vancouver, BC

Mar. 12, 2018

As indicated

**STC**

**KH**

**Site Plan & Project Data**

**DP1**

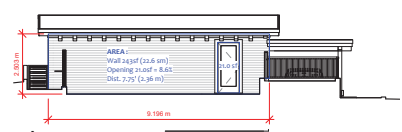
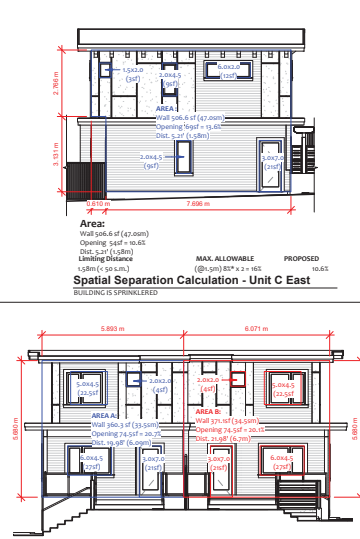
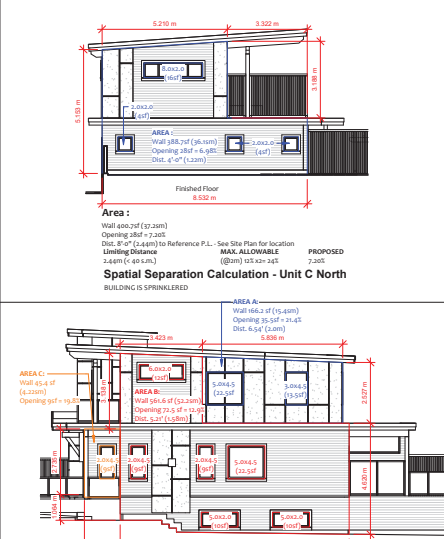
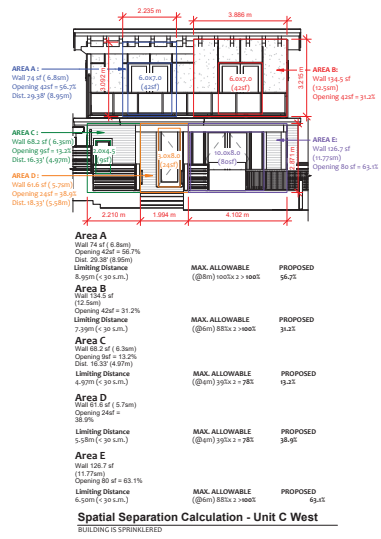
REV No.



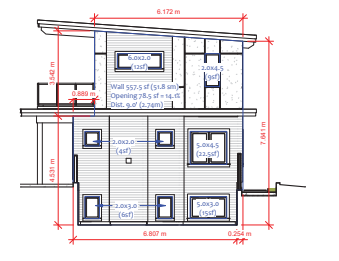
1 East - Overall Elevation  
1/8" = 1'-0"



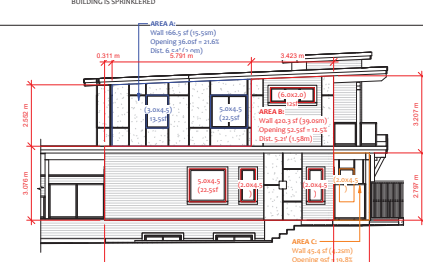
2 West - Overall Elevation  
1/8" = 1'-0"



Spatial Separation Calculation - Garage North  
Garage is not sprinklered



Spatial Separation Calculation - Unit C South  
BUILDING IS SPRINKLERED



Spatial Separation Calculation - Units A&B South  
BUILDING IS SPRINKLERED

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No.	Revision Notes
1	Issue

No.	Issue description	Date
1	Issue description	2018-03-12
2	Issue description	2018-03-12
3	Issue description	2018-03-12
4	Issue description	2018-03-12
5	Issue description	2018-03-12
6	Issue description	2018-03-12

WedgeWood ARCHITECTURE LIMITED



Amatak Design Studio  
225 E 21st Street, North Vancouver, BC

Mar. 12, 2018 1/8" = 1'-0"

STC

KH

Overall Elevations & Spatial Separation Calculation

DP2

REV No.





① NE Perspective  
12" = 1'-0"



④ SE Perspective  
12" = 1'-0"



② NW Perspective  
NTS



⑤ SW Perspective  
12" = 1'-0"

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No.	Revision Notes	Date
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18	Issue description	Date
19	Issue description	Date
20	Issue description	Date

**HALEX Architecture**  
North Vancouver, BC  
www.halexarchitecture.com

**Amatak Design Studio**  
Project: Residential Development  
225 E 21st Street, North Vancouver, BC

Issue: Mar. 12, 2018  
Drawn by: STC  
Reviewed by: KH  
Approved by: [Signature]  
Drawing Name: Perspectives  
Drawing Number: DP3  
REV No.:



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E 21ST ST -SOUTH ELEVATION A



E 21ST ST -SOUTH ELEVATION B

E 21ST ST



E 21ST ST -SOUTH ELEVATION C



BLOCK ELEVATION KEY PLAN



No	Revision Notes	Date
1	Issue description	Date
2	Issue description	Date
3	Issue description	Date
4	Issue description	Date
5	Issue description	Date
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97	Issue description	Date
98	Issue description	Date
99	Issue description	Date
100	Issue description	Date

Residential Development

225 E 21st Street, North Vancouver, BC

Mar. 12, 2018

KH/DO

KH

200 Blk E 21 St. Streetscape South Side

DP4

REV No.



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No.	Revision Notes
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No.	Issue description	Date
1	Initial Design	December 12, 2018
2	Initial Design	January 10, 2019
3	Initial Design	January 10, 2019
4	Initial Design	January 10, 2019
5	Initial Design	January 10, 2019
6	Initial Design	January 10, 2019
7	Initial Design	January 10, 2019
8	Initial Design	January 10, 2019
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14	Initial Design	January 10, 2019
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16	Initial Design	January 10, 2019
17	Initial Design	January 10, 2019
18	Initial Design	January 10, 2019
19	Initial Design	January 10, 2019
20	Initial Design	January 10, 2019



Amatak Design Studio  
 225 E 21st Street, North Vancouver, BC

### Residential Development

225 E 21st Street, North Vancouver, BC

Mar. 12, 2018

KHDO

KH

Streetscape North Side

DP5

REV No.





2048 St Georges 207 211 215-213 219-221  
E 21ST ST SOUTH LANEWAY -NORTH ELEVATION A



Subject Property -225 E 21st St 231 235 237 243  
E 21ST ST SOUTH LANEWAY -NORTH ELEVATION B



245-247 249-251 255 257  
E 21ST ST SOUTH LANEWAY -NORTH ELEVATION C



2053 St Andrews  
E 21ST ST SOUTH LANEWAY -NORTH ELEVATION D



BLOCK ELEVATION KEY PLAN

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No	Revision Notes
1234	

No	Issue description	Date
1	Amatak Design Studio	December 11, 2018
2	Amatak Design Studio	January 10, 2019
3	Amatak Design Studio	January 10, 2019
4	Amatak Design Studio	January 10, 2019
5	Amatak Design Studio	January 10, 2019
6	Amatak Design Studio	January 10, 2019
7	Amatak Design Studio	January 10, 2019
8	Amatak Design Studio	January 10, 2019
9	Amatak Design Studio	January 10, 2019
10	Amatak Design Studio	January 10, 2019



Amatak Design Studio  
Principal Architect  
Amatak Design Studio

### Residential Development

225 E 21st Street, North Vancouver, BC

Mar. 12, 2018

KH/DO

KH

Amatak Design Studio

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No.	Revision Notes
12345	

No.	Issue description	Date
1	Amatak Design Studio	December 12, 2018
2	Amatak Design Studio	January 12, 2019
3	Amatak Design Studio	February 12, 2019
4	Amatak Design Studio	March 12, 2019
5	Amatak Design Studio	April 12, 2019
6	Amatak Design Studio	May 12, 2019
7	Amatak Design Studio	June 12, 2019
8	Amatak Design Studio	July 12, 2019
9	Amatak Design Studio	August 12, 2019
10	Amatak Design Studio	September 12, 2019
11	Amatak Design Studio	October 12, 2019
12	Amatak Design Studio	November 12, 2019
13	Amatak Design Studio	December 12, 2019
14	Amatak Design Studio	January 12, 2020
15	Amatak Design Studio	February 12, 2020
16	Amatak Design Studio	March 12, 2020
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19	Amatak Design Studio	June 12, 2020
20	Amatak Design Studio	July 12, 2020
21	Amatak Design Studio	August 12, 2020
22	Amatak Design Studio	September 12, 2020
23	Amatak Design Studio	October 12, 2020
24	Amatak Design Studio	November 12, 2020
25	Amatak Design Studio	December 12, 2020



**Residential Development**

225 E 21st Street, North Vancouver, BC

Mar. 12, 2018 As Indicated

STC

KH

Amatak Design Studio

DP7

REV No.



Streetscape with Proposed Building



Lanescape with Proposed Garage



Overall Streetscape with Proposed Building



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No	Revision Notes
1234	

No	Issue description	Date
1	Amatak Design Project	December 12, 2018
2	Amatak Design Project	January 12, 2019
3	Amatak Design Project	January 12, 2019
4	Amatak Design Project	January 12, 2019
5	Amatak Design Project	January 12, 2019
6	Amatak Design Project	January 12, 2019



Amatak Design Studio  
 225 E 21st Street, North Vancouver, BC  
 V7M 2A1  
 Tel: 604.261.1234  
 Email: info@amatakdesign.com

### Residential Development

225 E 21st Street, North Vancouver, BC

Mar. 12, 2018 1/4" = 1'-0"

STC

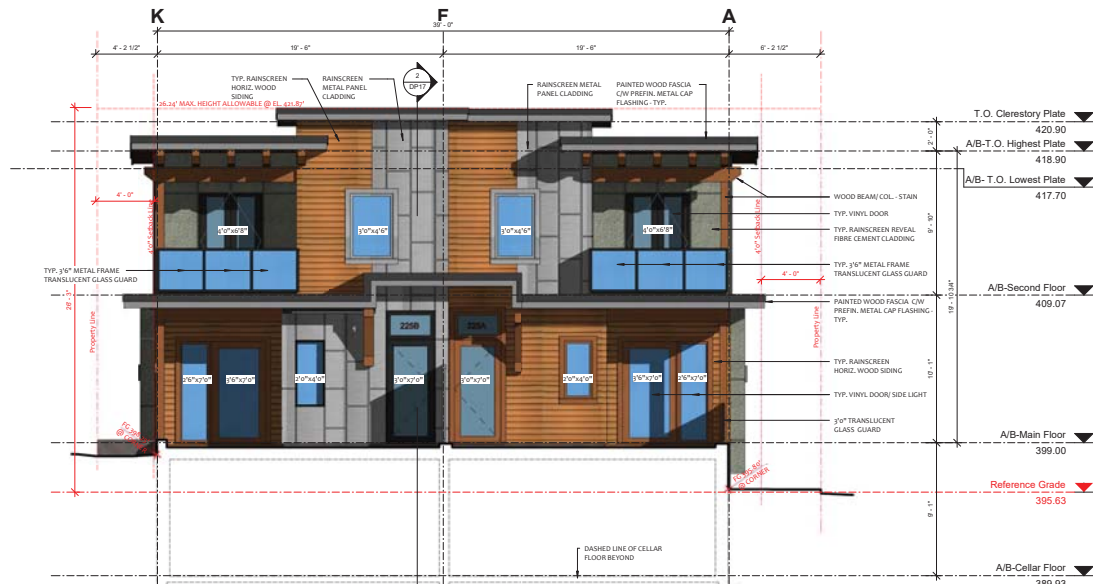
KH

Approved By: [Signature]

Elevations - Unit A&B

DP13

REV No.

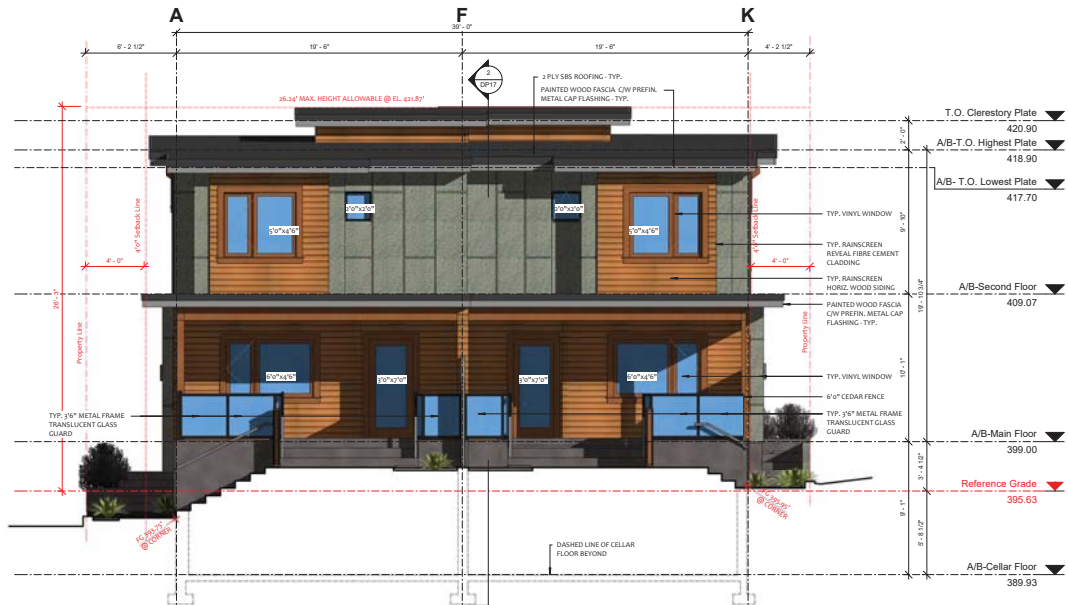


① North Elevation - Unit A/B  
 1/4" = 1'-0"

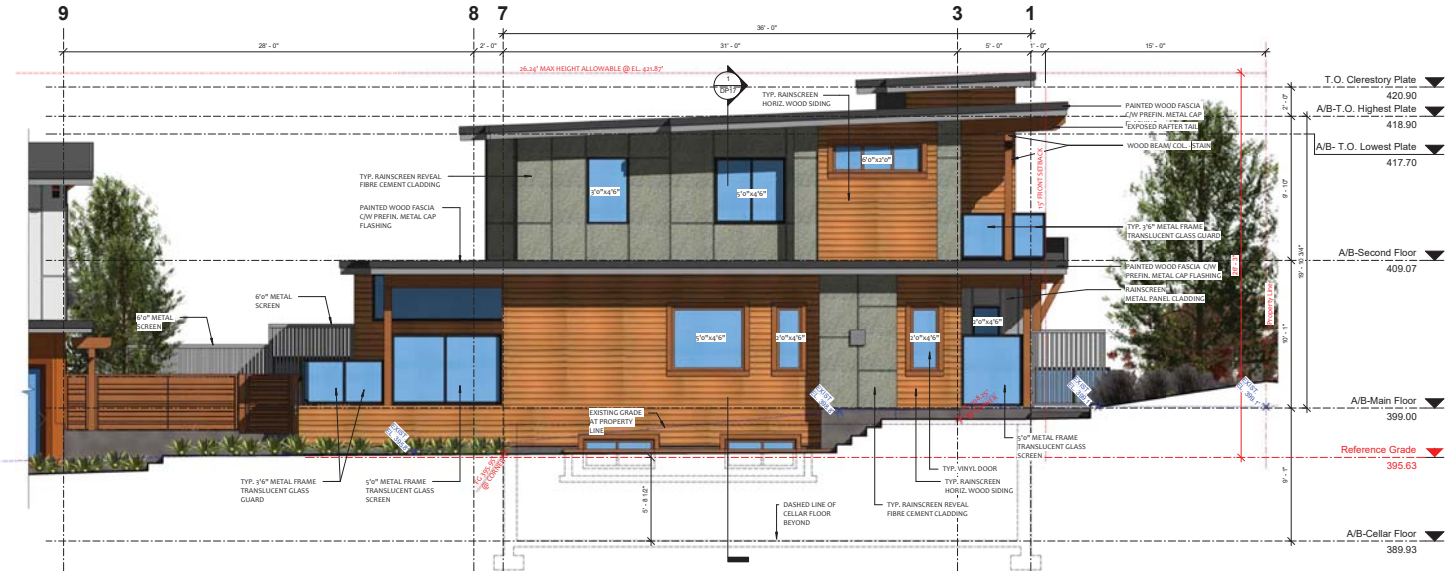


② West Elevation - Unit A  
 1/4" = 1'-0"

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① South Elevation - Unit A/B  
1/4" = 1'-0"



② East Elevation - Unit B  
1/4" = 1'-0"

No	Revision Notes
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1	Revised for 2018
2	Revised for 2018
3	Revised for 2018
4	Revised for 2018
5	Revised for 2018
6	Revised for 2018
7	Revised for 2018
8	Revised for 2018
9	Revised for 2018
10	Revised for 2018
11	Revised for 2018
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15	Revised for 2018
16	Revised for 2018
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20	Revised for 2018

No	Issue description	Date
1	Revised for 2018	December 1, 2018
2	Revised for 2018	January 1, 2019
3	Revised for 2018	February 1, 2019
4	Revised for 2018	March 1, 2019
5	Revised for 2018	April 1, 2019
6	Revised for 2018	May 1, 2019
7	Revised for 2018	June 1, 2019
8	Revised for 2018	July 1, 2019
9	Revised for 2018	August 1, 2019
10	Revised for 2018	September 1, 2019
11	Revised for 2018	October 1, 2019
12	Revised for 2018	November 1, 2019
13	Revised for 2018	December 1, 2019
14	Revised for 2018	January 1, 2020
15	Revised for 2018	February 1, 2020
16	Revised for 2018	March 1, 2020
17	Revised for 2018	April 1, 2020
18	Revised for 2018	May 1, 2020
19	Revised for 2018	June 1, 2020
20	Revised for 2018	July 1, 2020



Amatak Design Studio  
225 E 21st Street, North Vancouver, BC

**Residential Development**

Mar. 12, 2018  
STC  
KH

Elevations - Unit A&B

DP14

REV No.



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No	Revision Notes
1	Issue description

No	Issue description	Date
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20	Issue description	Date



Amatak Design Studio

Residential Development

225 E 21st Street, North Vancouver, BC

Mar. 12, 2018

STC

KH

Elevations - Unit C

DP15

REV No.



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No.	Revision Notes
1	Issue description
2	Issue description
3	Issue description
4	Issue description
5	Issue description
6	Issue description

No.	Issue description	Date
1	Issue description	Issue description
2	Issue description	Issue description
3	Issue description	Issue description
4	Issue description	Issue description
5	Issue description	Issue description
6	Issue description	Issue description



Amatak Design Studio

**Residential Development**

225 E 21st Street, North Vancouver, BC

Mar. 12, 2018 1/4" = 1'-0"

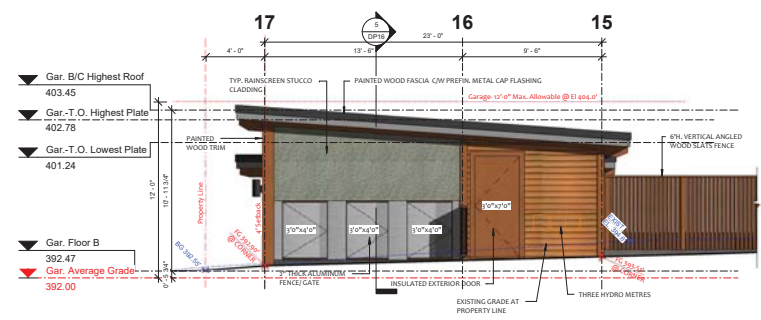
STC

KH

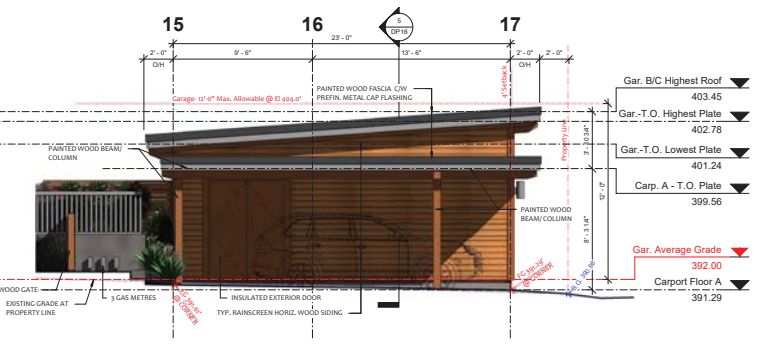
Elevations & Sections - Garage

**DP16**

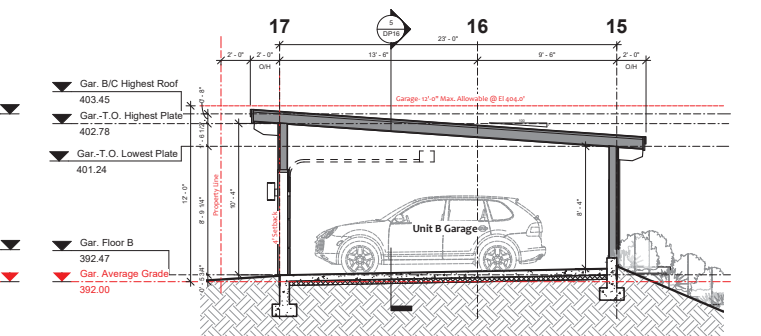
REV No.



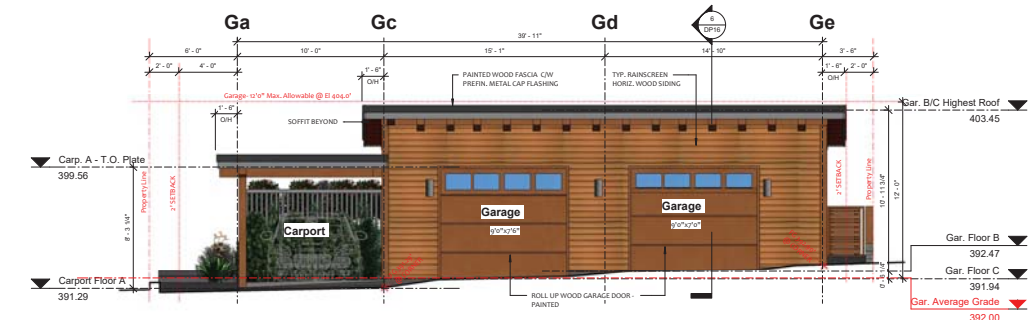
② East Elevation - Garage  
1/4" = 1'-0"



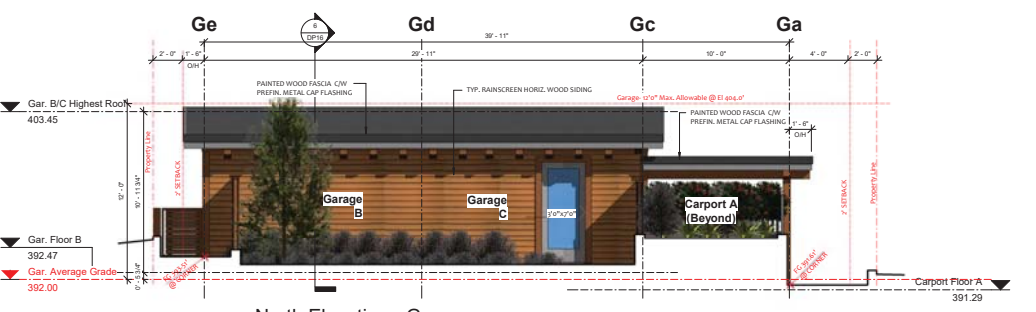
④ West Elevation - Garage  
1/4" = 1'-0"



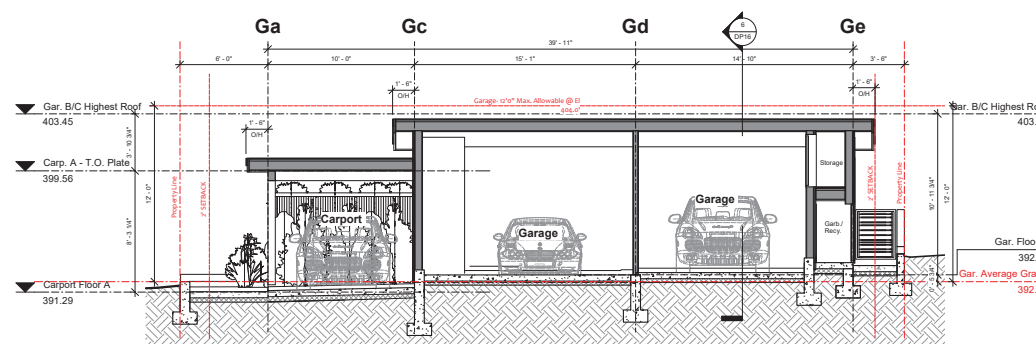
⑥ Section @ Garage B  
1/4" = 1'-0"



① South Elevation - Garage  
1/4" = 1'-0"



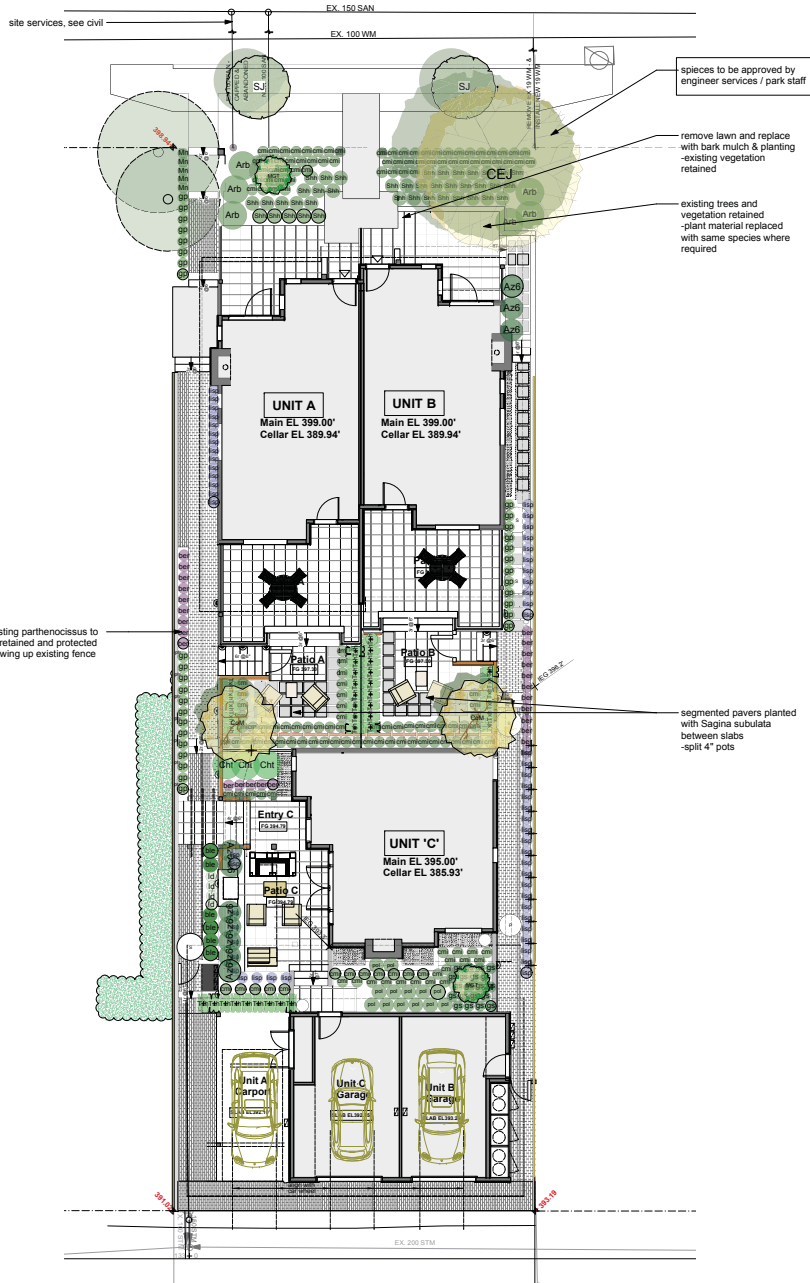
③ North Elevation - Garage  
1/4" = 1'-0"



⑤ Section @ Garage A/B/C  
1/4" = 1'-0"







#### Trees:



Magnolia Galaxy



Syringa japonica



Cornus mas

#### Groundcovers:



Bergenia cordifolia



Carex morrowii 'Ice Dance'



Gaultheria shallon



Liriope spicata



Mahonia nervosa

PLANT LIST - ONSITE					
ID	Latin Name	Common Name	Quantity	Scheduled Size	Notes
<b>TREES (DECIDUOUS &amp; CONIFEROUS)</b>					
CEJ	Caecothymum japonicum	Katsura Tree	1	6cm cal.	+BF
CoM	Cornus mas	Cornelian Cherry	2	#20	YN +DT +BF
MG	Magnolia arandiflora "Teddy Bear"	Teddy Bear Magnolia	3	2.75m	+BF
SJ	Styrax japonicus	Japanese Snowbell Tree	2	5cm cal.	+BF
<b>SHRUBS</b>					
Arb	Arbutus unedo "Compacta"	Compact Strawberry Bush	6	#3 pot	
Chl	Choisya ternata	Mexican Orange Blossom	3	#5 pot	
ap	Gaultheria procumbens	Creeping Wintergreen	33	#1 pot	YN +BF
as	Gaultheria shallon	Salal	20	#1 pot	YN
Mn	Mahonia nervosa	Dwarf Oregon Grape	5	#3 pot	YN +DT +BF
AzR	Rhododendron ramapo	Rhododendron Ramapo	10	#2 pot	
Sh	Sarcococca hookeriana var. humilis	Sweet Box	40	#3 pot	
Txh	Taxus x media "Hicksii"	Hick's Yew	37	4" ht 848	
<b>PERENNIALS &amp; GROUNDCOVERS</b>					
ber	Bergenia cordifolia "Purpurea"	Heartleaf Bergenia	26	#1 pot	++DT
ble	Blechnum spicant	Deer Fern	6	#1 pot	YN
ld	Lupinus dentata	Biological Lupinus	4	#1 pot	
lsp	Liriope spicata	Creeping Lily Turf	57	#1 pot	++DT
pol	Polystichum munitum	Western sword fern	13	#1 pot	---
<b>ORNAMENTAL GRASSES &amp; BAMBOOS</b>					
cmi	Carex morrowii "Ice Dance"	Ice Dance Japanese Sedge	154	#1 pot	---
<b>VINES</b>					
ptr	Parthenocissus tricuspidata	Boston Ivy	20	#1 pot	+BF

PLANT LIST - OFFSITE					
ID	Latin Name	Common Name	Quantity	Scheduled Size	Notes
<b>TREES (DECIDUOUS &amp; CONIFEROUS)</b>					
SJ	Styrax japonicus	Japanese Snowbell Tree	2	5cm cal.	+BF
<b>SHRUBS</b>					
AzR	Rhododendron ramapo	Rhododendron Ramapo	13	#5 pot	
<b>PERENNIALS &amp; GROUNDCOVERS</b>					
lsp	Liriope spicata	Creeping Lily Turf	50	#1 pot	
<b>ORNAMENTAL GRASSES &amp; BAMBOOS</b>					
<b>VINES</b>					

#### Planting Notes

- All materials and execution of landscape works shall conform to the CLS/B.C.N.L.A. Landscape standard. Refer to written specifications for complete landscape documentation.
- The Landscape Contractor shall ensure that the on-site planting medium/soil meets the specification & recommendations of the soil analysis taken at the time of Substantial Completion. All recommendations of the soil analysis shall be executed prior to Final Acceptance of the landscape works by the Consultant and the municipal authorities.
- Minimum planting medium depths:  
lawn - 6"/150mm  
groundcover - 12"/300 mm  
shrubs - 18"/450 mm  
trees - 24"/300 mm (around & beneath rootball)
- All plant material shall meet minimum size requirements as indicated in plant list. Quality of plant material and grading of site to conform to the B.C.N.T.A. standard for container grown stock.
- All plant material to be supplied on the job site must be obtained from a nursery participating in the BCLNA Phytophthora ramorum Certification Program. Plant material provided by the contractor found to be carrying Pr will be removed, disposed of and replaced at the contractor's expense.
- Tree Protection Measures  
Where construction, demolition, or excavation is to take place within 4m of the drip line of a tree to be retained, a protection barrier at least 4'0" (1.2m) in height must be installed around the tree or group of trees to be retained. The diameter of the barrier shall be no smaller than the drip line of the tree(s). The barrier must be constructed of snow fencing staked every 3' (1m), plywood sheets fastened to wooden stakes or of another form approved by the municipality. The barrier shall be constructed prior to any site work and remain intact until all construction is complete. The barrier shall clearly display all-weather signage indicating that the area is a protected zone. Any work which must be done within the protection zone is to be done by hand. No burning is to take place close enough for the flames or heat to damage any tree to be retained.



**FORMA DESIGN INC.**  
www.formadesign.ca

209-828 Harbourside Dr.  
North Vancouver  
British Columbia  
Canada V7P 3P9  
tel: 604-886-9193  
fax: 604-986-7325

#### Revisions:

- Issued for Client Review - January 19, 2018
- Submitted for DP - November, 2018
- Revised for DP - June 24, 2019
- Issued for DP - April, October 21, 2019

#### Consultants:

**Halax Architecture**  
**Creus Engineers**



#### Project:

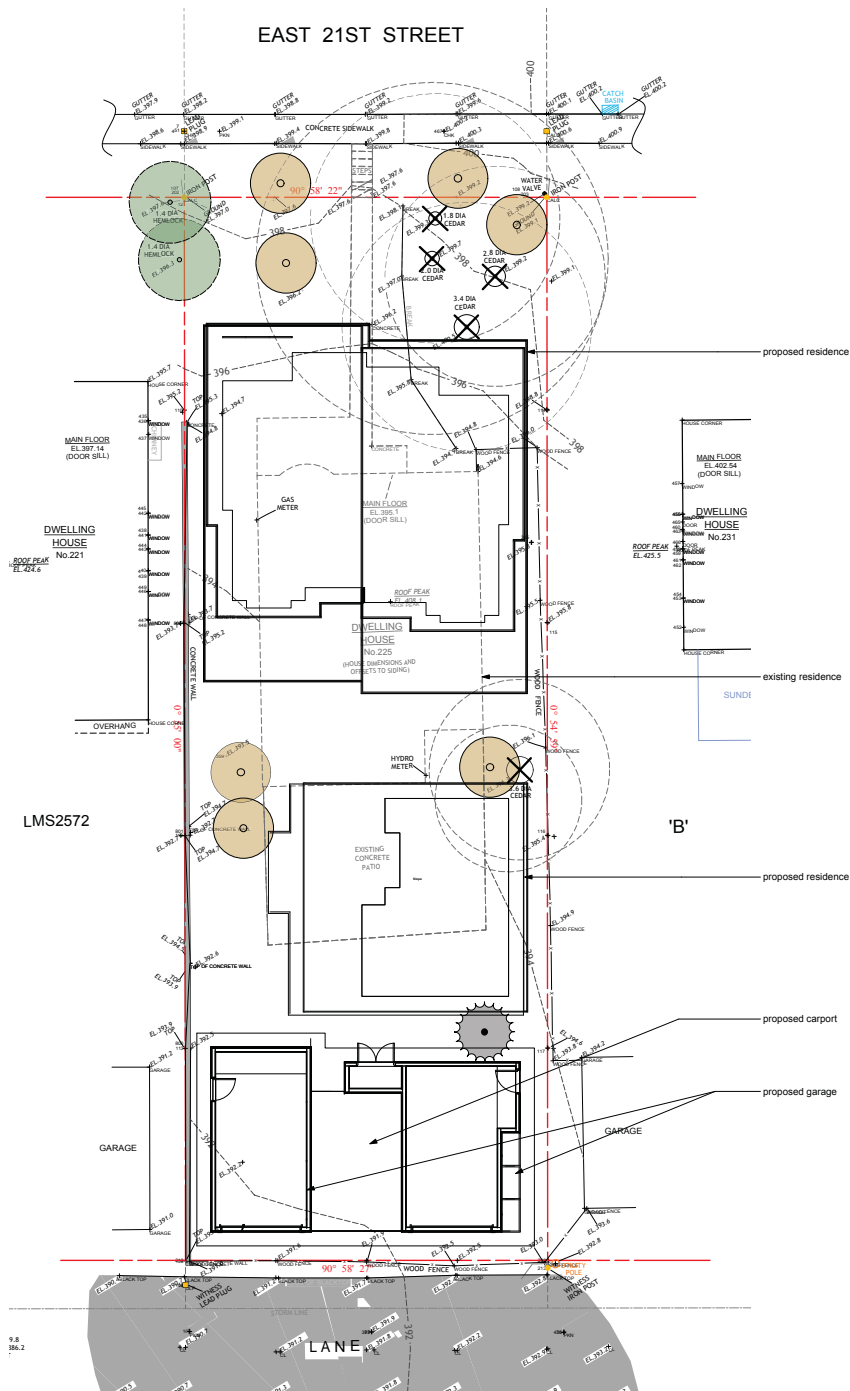
228 East 21st St.  
North Vancouver, BC

#### Title:

#### Planting Plan

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

Project No: 17.045  
Sheet No: L2 of 4



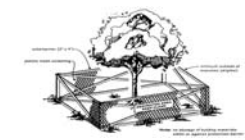
**Tree removal in quantity of total 7**  
**Onsite: 5**  
**Offsite: 0**

**Compensation plan: Total 10**  
**Onsite: 6**  
**Offsite: 2**

REFER TO ARBOURIST REPORT FOR DETAILS

# LEGEND

- tree to be removed
- trees to be retained
- proposed replacement trees:**
  - deciduous
  - coniferous
- tree protection fence, DNV standard
- environmental fence, DNV standard
- environmental setback
- 10m wildfire buffer



Trunk Diameter (mm)	DBH	Minimum Protection Required Around Trees (Distance from Trunk)
25	10	0.9 m
38	15	1.3 m
51	20	1.8 m
64	25	2.4 m
77	30	3.0 m
90	35	3.7 m
103	40	4.5 m
116	45	5.4 m
129	50	6.3 m

Tree Protection Detail



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259-828 Harbourside Dr.  
 North Vancouver  
 British Columbia  
 Canada V7P 3R9  
 Tel: 604-986-9193  
 Fax: 604-986-7320

- Revisions:**
1. Issued for Client Review - January 19, 2018
  2. Submitted for DP November, 2018
  3. Revised for DP - June 24, 2019
  4. Issued for DP - October 21, 2019

**Consultants:**  
 Halex Architecture  
 Creus Engineers

**Project:**  
 228 East 21st St.  
 North Vancouver, BC

**Title:**  
 Tree Management Plan

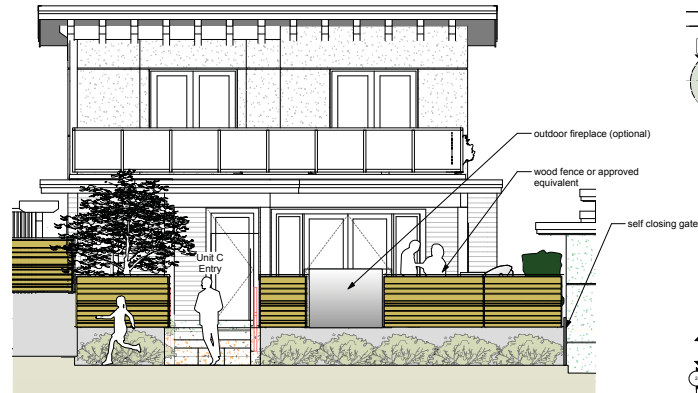
**Scale:**  
 1/8"=1'-0"

**Project No:**  
 17.045

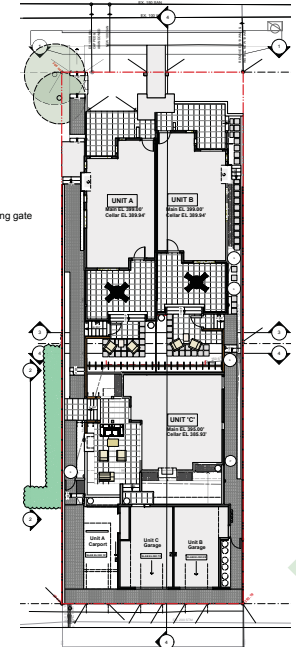
**Sheet No:**  
 L3 of 4



1 Front Entry Elevation  
Scale: 1/4" = 1'-0"



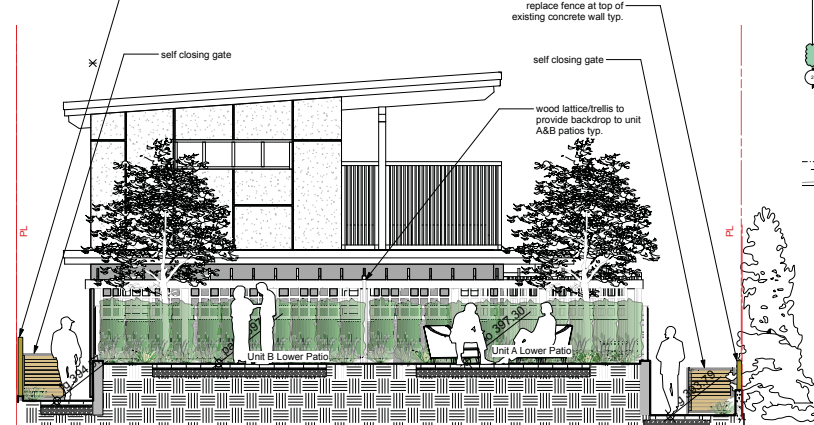
2 Section/Elevation  
Scale: 1/4" = 1'-0"  
proposed 4' ht wood fence at PL



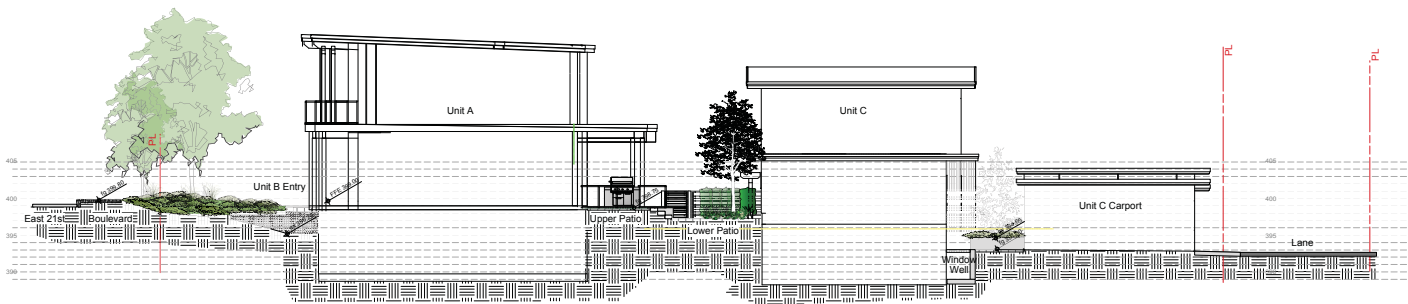
Keyplan  
Scale: NTS



3 Unit A & B Elevation  
Scale: 1/4" = 1'-0"



4 Unit C Elevation  
Scale: 1/4" = 1'-0"



5 Site Section  
Scale: 1/8" = 1'-0"



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fax 604-886-7329

Revisions:  
1. Issued for Client Review - January 19, 2018  
2. Submitted for DP November, 2018  
3. Revised for DP - June 24, 2019  
4. Issued for DP final, October 31, 2019

Consultants:  
Halex Architecture  
Creus Engineers  
Woodward

Project:  
225 East 21st St.  
North Vancouver, BC

Title:  
Sections Plan

Scale:  
as shown

Project No:  
17.045

Sheet No:  
L4 of 4



HALEXARCHITECTURE

346 E 20th St  
North Vancouver, BC  
V7L 3A7

604 983 9909

WEB  
www.kgharchitecture.com

July 05, 2019

**Report on Developer Information Session**  
**225 E 21st St, North Vancouver**

**Index:**

<b>P 1-2</b>	<b>Summary</b>
<b>P 2</b>	<b>Feedback and Commentary</b>
<b>P 3-4</b>	<b>Appendix A -DIS attendees (sign in)</b>
<b>P 5-6</b>	<b>Appendix B -Comment sheets</b>

**Meeting Date:** Thurs June 27, 2019 7:00-9:00 pm  
**Present:** James Fox -Wedgewood Ventures (Developer)

Kent Halex, Halex Architecture  
Mike Friesen -City of North Vancouver Planning Dept  
Krister Naab -City of North Vancouver Engineering Dept  
Members of the general public (See appendix A)

**Summary:**

The meeting began at 7:00 pm, ran until 8:45 pm and was attended by 2 members of the public. (See Appendix A) There was 1 comment form filled out.

Discussions revealed that the two attendees were from the 200 block of east 21st St, with only one household from the 200 Block of E 9th.

The project was represented at the meeting by a full display of proposed plans, elevations, sections and perspectives. These displayed drawings included those that were submitted to the City for Development Permit and an additional set displaying changes that have been made post Advisory Design Panel.

No formal presentation was made. The applicants answered questions posed to them by the public and engaged in conversation re the proposal.

Below is a general summary of the support and feedback as interpreted from the submitted comment forms during the DIS.



	Yes	No	Didn't respond	Total
<b>1. Support</b>	1	0	1	2

## **2. Favourable aspects**

-Liked the design the most about the proposed project

## **3. Concerns and comments**

-None

## **Overall feedback and commentary**

The overall verbal feedback was overwhelmingly positive.

There were no concerns mentioned

## **Conclusions**

In our experience relatively low neighbourhood turnout is usually indicative of low levels of neighbourhood concern for projects that conform to the OCP and municipal bylaws. There were no issues that arose that had not been mentioned by the ADP. These comments along with those of the ADP are addressed in the applicants formal response to the City's ADP resolution summary.



Kent Halex -Principal

Halex Architecture

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8796

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

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

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796**” (Kent Halex, Halex Architecture, 225 East 21<sup>st</sup> Street, CD-727).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-727 (Comprehensive Development 727 Zone):

Lots	Block	D.L.	Plan	
8	8	549	1028	from RT-1

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

- A. Adding the following section to Section 1100, thereof, after the designation “CD-726 Comprehensive Development 726 Zone”:

“CD-727 Comprehensive Development 727 Zone”

- B. Adding the following to Section 1101, thereof, after the “CD-726 Comprehensive Development 726 Zone”:

“CD-727 Comprehensive Development 727 Zone”

In the CD-727 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RT-1 Zone, except that:

- (1) Two Principal Buildings shall be permitted on one Lot;
- (2) Three primary dwelling units shall be permitted on the Lot;
- (3) The Principal Buildings shall not exceed a combined Gross Floor Area of 0.50 times the lot area;
- (4) The Principal Buildings shall not exceed a Lot Coverage of 40 percent;
- (5) Principal Buildings shall be sited as in the RT-1 zone, except that:
  - (a) The Principal Buildings shall be sited not less than 11 metres (36.25 feet) from the rear lot line;

- (6) Section 509 (4) (c) shall not apply to the southernmost Principal Building;
- (7) Accessory Buildings shall be sited as per section 514 (5) (c), except that:
  - (a) Accessory Buildings shall not be sited less than 2.2 metres (7.5 feet) from a Principal Building.

READ a first time on the <> day of <>, 2020.

READ a second time on the <> day of <>, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

---

MAYOR

---

CITY CLERK



Department Manager	Director <i>HR</i> <i>JP BP</i>	CAO <i>U</i>
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**STRATEGIC & CORPORATE SERVICES DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Jennifer Breckon, Planning Analyst, Strategic Initiatives

Subject: INVESTING IN CANADA INFRASTRUCTURE PROGRAM – SILVER  
HARBOUR SENIORS' ACTIVITY CENTRE APPLICATION

Date: September 23, 2020 File No: 05-1855-03-0001/2020

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

**RECOMMENDATION:**

PURSUANT to the report of the Planning Analyst, Strategic Initiatives, dated September 23, 2020, entitled "Investing in Canada Infrastructure Program – Silver Harbour Seniors' Activity Centre Application":

THAT Council direct staff to submit a grant application in the amount of \$3 million for the Investing in Canada Infrastructure - Community, Culture and Recreation Program for the Silver Harbour Activity Centre Project;

AND THAT Council supports the project and commits to its share (\$15.2 million) of the project.

**ATTACHMENTS:**

1. Council Report: Investing In Canada Infrastructure - Harry Jerome Community Recreation Centre Application (Doc # 1752139)
2. Information Report: Harry Jerome Community Recreation Centre Update on ICIP Grant Application (Doc # 1897498)
3. Investing In Canada Infrastructure - Community, Culture and Recreation Program: Evaluation Criteria (Doc # 1745068)

## PURPOSE:

The purpose of this report is to seek Council approval to submit a grant application in the amount of \$3 million to the Investing in Canada's Infrastructure Program – Community, Culture and Recreation, in support of the Silver Harbour Seniors' Activity Centre; part of the larger Harry Jerome Community Recreation Centre project.

## BACKGROUND:

On June 25, 2020, the Canadian and British Columbian governments committed up to \$100.6 million towards the second intake of the Investing in Canada Infrastructure Program - Community, Culture, and Recreation (ICIP-CCR) to support cost-sharing of infrastructure projects in communities across the Province. This intake is designed to target projects starting in 2021 or 2022. This cost sharing program is intended to support local governments throughout the Province. The Community, Culture and Recreation Stream will focus on projects that improve citizen's access to, and quality of, cultural, recreational and community spaces.

In January 2019, Staff applied to the first intake of the ICIP- CCR program with a request for \$20 million to support the Harry Jerome Community Recreation Centre project (Attachment 1). However, this application was unsuccessful (Attachment 2). Recent discussions with ICIP – CCR program staff indicate that the scale of this first request was too large to be considered for support. Updated program guidelines for the second intake stipulate:

*Projects most likely to receive funds provide value for money and are proportionate to the size of the community that will benefit. Equitable distribution of funding is a consideration. Before submitting project proposals, applicants should be guided by the amount of money requested by shortlisted applications in the previous intake. These applications requested an average combined federal-provincial grant of \$2.5 million. Requests for large amounts are unlikely to be able to be met through the program.*

The budget and timeline for the Silver Harbour Seniors' Activity Centre project (a component of the larger Harry Jerome Community Recreation Centre project), is well suited to this program intake. Projects must be initiated within two years of the application and construction completed by March 31, 2026. It is important to note that smaller scopes of larger scale capital investment projects in a community are supported through this program.

Applications will be evaluated on a number of criteria (Attachment 3), it is key however that all projects meet the following outcome in order to be eligible:

*The project will improve access to and/or increased quality of cultural, recreational and/or community infrastructure for Canadians, including Indigenous peoples and vulnerable populations.*

Staff feel the Silver Harbour Seniors' Activity Centre clearly fulfills this outcome. As highlighted during the current COVID 19 pandemic, seniors are a vulnerable segment of our community and a project focused on infrastructure supporting seniors would be viewed positively.

## **DISCUSSION:**

Staff submitted a grant application by the intake deadline of October 1, 2020. The final application requirement is to obtain a formal resolution from Council and a commitment statement to provide the City's share of the project.

The application required extensive information regarding the project scope, location, studies, costs, timelines and need. Should Council determine any changes to the scope, cost or timeline to the Silver Harbour Seniors' Activity Centre in the next few months, there are opportunities to revise the application details.

Council has previously directed staff to monitor grant programs that could offset a portion of the costs for the Harry Jerome Community Recreation Centre. The award of a grant through the ICIP-CCR program for a component of the Harry Jerome Community Centre Project would reduce the financial risk of the overall project.

## **FINANCIAL IMPLICATIONS:**

In determining an amount for the grant application, staff considered a variety of factors. There is no cap on the maximum allowable funding amount per project; however applicants are advised to consider the project size from the applications that were shortlisted in the previous CCR program intake. The first program intake in 2019 saw an average grant request of \$2.5 million, with the single largest grant request being \$13.4 million. Additionally, grant funding requests representing less than 10% (\$10 million) of the total program funding available have a higher probability of success as it allows more communities across BC access to the funding.

## **INTER-DEPARTMENTAL IMPLICATIONS:**

As the City of North Vancouver was able to submit only one application for this program, the Leadership Team reviewed the eligibility requirements for the grant and determined that the Silver Harbour Seniors' Activity Centre best fit the criteria identified by the senior governments.

## **STRATEGIC PLAN IMPLICATIONS:**

The Silver Harbour Seniors' Activity Centre project singularly and as part of the larger Harry Jerome Community Recreation Centre project, supports Councils strategic plan priorities of A City for the People, A Liveable City and A Vibrant City.

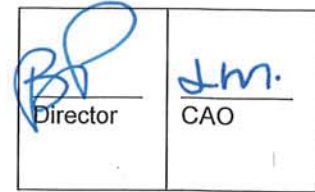


RESPECTFULLY SUBMITTED:



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Jennifer Breckon  
Planning Analyst, Strategic Initiatives



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**STRATEGIC INITIATIVES & SERVICES DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Barbara Pearce, Director, Strategic Initiatives & Services

Subject: INVESTING IN CANADA INFRASTRUCTURE PROGRAM – HARRY JEROME COMMUNITY RECREATION CENTRE APPLICATION

Date: February 4, 2019 File No: 0800-30

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

**RECOMMENDATION:**

**PURSUANT** to the report of the Director, Strategic Initiatives & Services, dated February 4, 2019, entitled "Investing in Canada Infrastructure Program – Harry Jerome Community Recreation Centre Application":

**THAT** Council direct staff to submit a grant application in the amount of \$20 million for the Investing in Canada Infrastructure – Community, Culture and Recreation Program for the Harry Jerome Community Recreation Centre;

**AND THAT** Council supports the project and commits to its share (\$180 million) of the project.

**ATTACHMENT:**

1. Investing In Canada Infrastructure – Community, Culture and Recreation Program: Evaluation Criteria (Doc#1745068)

**BACKGROUND:**

In the Fall of 2018, the Canadian and British Columbian governments committed up to \$134 million towards an initial intake of the Investing in Canada Infrastructure - Community, Culture, and Recreation (ICIP - CCR) Program. This is a cost sharing program that is intended to support local governments throughout the Province. The Community, Culture and Recreation Stream will focus on projects that improve citizen's access to, and quality of, cultural, recreational and community spaces.

The Harry Jerome Community Recreation Centre (HJCRC) project timeline is well suited to this program intake. Projects must be initiated within two years of the application and construction completed by March 31, 2024.

Applications will be evaluated on a number of criteria, and staff feel the HJCRC fulfills the objectives of the ICIP-CCR program. Among other requirements, applications must demonstrate the project will deliver a facility that will be a publicly accessible centre with multi-purpose spaces that bring together a variety of different services, programs and/or social and cultural activities to reflect local community needs. A comprehensive description of evaluation criteria is included in Attachment 1. Due to the amount requested, this application may be subject to further evaluation.

**DISCUSSION:**

Staff submitted a grant application by the intake deadline of January 23, 2019. The final application requirement is to obtain a formal resolution from Council and a commitment statement to provide the City's share of the project.

The application required extensive information regarding the project scope, location, studies, costs, timelines and need. Should Council determine any changes to the scope, cost or timeline to the HJCRC project in the next few months, there are opportunities to revise the application details.

Council has previously directed staff to monitor grant programs that could offset a portion of the costs for the Harry Jerome Community Recreation Centre. The award of a grant through the ICIP program would reduce the financial risk of the HJCRC project, and would decrease the need for bridge financing.

**FINANCIAL IMPLICATIONS:**

In determining an amount for the grant application, staff considered a variety of factors. There is no cap on the maximum allowable funding amount per project; however, in awarding projects, the senior governments will be considering a fair distribution of funding. As the HJCRC overall project cost is high relative to the amount of funding available, a request of \$20 million was identified as substantial to the City's HJCRC budget, yet not monopolizing the overall grant program funds.

**INTER-DEPARTMENTAL IMPLICATIONS:**


As the City of North Vancouver was able to submit only one application for this program, the Leadership Team reviewed the eligibility requirements for the grant and determined that the Harry Jerome Community Recreation Centre best fit the criteria identified by the senior governments.

RESPECTFULLY SUBMITTED:

  
Barbara Pearce  
Director, Strategic Initiatives & Services





	BP	
Department Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**  
**STRATEGIC & CORPORATE SERVICES DEPARTMENT**

**INFORMATION REPORT**

---

To: Mayor Linda Buchanan and Members of Council

From: Dianna Foldi, Senior Project Manager, Strategic Initiatives

Subject: HARRY JEROME COMMUNITY RECREATION CENTRE  
 UPDATE ON ICIP GRANT APPLICATION

Date: March 25, 2020 File No: 02-0800-30-0002/1

---

In January 2019, the City of North Vancouver submitted a Harry Jerome Community Recreation Centre (HJCRC) grant application to the "Investing in Canada Infrastructure Program (ICIP) – Community, Culture and Recreation".

The grant request for the HJCRC project (Project # IC0123) was for \$20million and was to offset costs related to planning, design and construction of the proposed new HJCRC facility.

The City has now been informed by the Ministry of Municipal Affairs and Housing that we were not successful in securing funding through this grant. The program was oversubscribed, receiving significantly more applications than could be funded. A list of funded projects has not yet been publicized.

RESPECTFULLY SUBMITTED:

*Dianna Foldi*

---

Dianna Foldi  
 Senior Project Manager, Strategic Initiatives





### **Investing in Canada Infrastructure – Community, Culture and Recreation Program (ICIP-CCR) Evaluation Criteria Summary**

- represent good value for money;
- contribute to community objectives and is based on community need for services;
- enhance and protect public health;
- enhance and protect environmental health;
- support sustainability principles;
- are consistent with integrated long-term planning and management;
- demonstrate efficient use of resources throughout the life of the assets created;
- are situated within, and advances, the organization's capital works and financial plans;
- exhibit long-term sustainability, including operational viability, asset management for sustainable service delivery, and environmental sensitivity;
- will be able to be financially supported by the organization over the life of assets created including lifecycle and renewal costs;
- are supported by a high level of planning including identifying appropriate levels of service and demand;
- contribute towards reduction in demand for natural resources;
- Support projects that benefit Indigenous peoples not living on reserve
- consider adaptation and mitigation to climate change; and
- Use the best available economically feasible technology, if applicable.

For all projects with total estimated eligible expenditures of \$10 million or more, a climate lens - greenhouse gas emissions assessment that includes a cost-per-tonne calculation as required by Canada\* \*\*

- For all projects with total estimated eligible expenditures of \$10 million or more, a climate lens - climate change resilience assessment\* \*\*
- A federal form to determine if there are any federal environmental assessment requirements that could apply to the project and if there is a requirement to consult with Indigenous Groups
- For all projects with total estimated eligible expenditures of \$25 million or more, the expected results for community employment benefits as required by Canada, unless waived at the discretion of British Columbia
- For projects with total estimated eligible expenditures of \$15 million or more and a sufficiently complex nature, a Value Engineering assessment



 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: Frances Ramsay, Environmental Technician

Subject: STREAM AND DRAINAGE SYSTEM PROTECTION BYLAW  
AMENDMENTS

Date: September 23, 2020 File No: 11-5280-13-0001/2020

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

**RECOMMENDATION**

PURSUANT to the report of the Environmental Technician, dated September 23, 2020, entitled "Stream and Drainage System Protection Bylaw Amendments":

THAT the following bylaws be considered:

- Stream and Drainage System Protection Bylaw, 2003, No.7541, Amendment Bylaw, 2020, No. 8746;
- Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8760; and
- Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8761.

**ATTACHMENTS**

1. 'Tracked changes' version of Stream and Drainage System Protection Bylaw, No. 7541 proposed changes ([CD# 1878511](#))
2. Proposed Stream and Drainage System Protection Bylaw, 2003, No. 7541, Amendment Bylaw, 2020, No. 8746 ([CD# 1861626](#))
3. Proposed Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8760 ([CD# 1884260](#))
4. Proposed Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8761 ([CD# 1884271](#))

## **SUMMARY**

The purpose of this report is to present proposed amendments to the Stream and Drainage System Protection Bylaw, the Bylaw Notice Enforcement Bylaw and Municipal Ticket Information Utilization Bylaw, with the goal of better protecting the City's storm drainage infrastructure and aquatic habitat in the receiving environment. The proposed bylaw amendments will provide a more rigorous and simplified approach to erosion and sediment control, aiding both developers and City staff in monitoring water quality and preventing pollution in our streams.

## **BACKGROUND**

The Stream and Drainage System Protection Bylaw was adopted in 2003 with the purpose of reducing the insidious degradation of streams because of stormwater pollution. Stormwater is collected from the City's impermeable surfaces including roads, buildings and parking lots, and then flows through ditches and underground storm sewers, eventually discharging into streams and Burrard Inlet. Pollutants such as oil, paint, sediment, fertilizer and detergents can be transported through the stormwater system and enter streams harming fish and other aquatic organisms.

Several mitigation measures exist to reduce the pollutants that enter the drainage system such as biological filters, rain gardens, and oil/water separators. Many of these protective measures have been implemented throughout the City, which have helped filter pollutants from local creeks.

While these protective measures are helpful for filtering low levels of pollutants from waterways, heavy pollutants can quickly overwhelm these systems. For the protection of fish and other aquatic organisms, it is important to also regulate and stop pollutants before they enter our streams and drainage systems. The Stream and Drainage System Protection Bylaw protects the creeks and inlet by setting standards and regulating the discharge of pollutants.

### **Effect of Sediment on Fish Health**

One common pollutant to urban streams is sediment laden water, which can occur due to erosion when soils are exposed during construction. Sediment laden water can clog fish gills, suffocating or injuring fish, as well as reduce fish foraging success due to poor water clarity. Settlement of sediment can smother eggs and newly hatched fish in spawning areas, and large quantities of sediment can reduce habitat by infilling pools. Sediments can also smother other aquatic organisms, reducing the fish food supply.

### **Erosion and Sediment Control**

During construction, soils are often exposed due to vegetation removal, excavation and vehicle access roads. Exposed soils can lead to erosion, with sediments washed onto roads and into catch basins, storm sewers and streams. Mitigating erosion is important for both ground stability and protecting stream and fish health. Several measures can be taken to reduce the amount of sediment entering the environment from construction projects including:

- Limiting the amount of exposed soils;
- Covering stockpiles to protect against wind and rainfall;
- Installing sediment control fencing or straw wattles;
- Use of a sediment trap/sump; and
- Use of a gravel access pad and/or wheel wash.

## **Stream Health Overtime**

The introduction and use of the Stream and Drainage System Protection Bylaw, in combination with increased education and streamside land use regulations, has helped improve stream health in the City of North Vancouver and protect fish from harmful pollutants. Metro Vancouver and the City of North Vancouver have measured benthic invertebrates, a common indicator of stream health, in the local streams since 1999. The quantity and diversity of stream insects has steadily increased overtime (ISMP, 2016), demonstrating the success of the stream management efforts that have taken place.

## **DISCUSSION**

Since adoption in 2003, the Stream and Drainage System Protection Bylaw was amended in 2013 to increase efficiency and cost effectiveness, as well as expedite the enforcement response. Since that time, standards for development in relation to erosion and sediment control and discharge parameters have evolved across the region. The proposed Stream and Drainage System Protection Bylaw amendment seeks to address the current challenges with erosion and sediment control, particularly for large developments, with the purpose of providing practical and enforceable discharge parameters and standardized requirements for erosion and sediment control plans. In addition, the amendments to the Ticket Information Utilization Bylaw and Bylaw Notice Enforcement Bylaw aim to broaden the scope of enforcement tools for the Stream and Drainage System Protection Bylaw.

### **Proposed Changes to Current Bylaw**

#### *Using Turbidity Instead of Total Suspended Solids*

Turbidity and total suspended solids (TSS) are both ways of measuring suspended solids in a water sample. Turbidity measures the clarity or transparency of the water, whereas total suspended solids measures the amount of solid matter that can be filtered from the water. Although turbidity and total suspended solids do not necessarily increase proportionally, they are related, and both are negatively correlated with stream and fish health.

Turbidity is often used as a proxy for total suspended solids by erosion and sediment control monitors because it can be measured in the field and immediate corrective action can be taken if values are too high. By contrast, measurement of TSS requires samples to be sent to a lab for analysis, typically taking several days for results. For this reason, turbidity has now become the industry standard monitoring tool for erosion and sediment control.



Changing the Stream and Drainage System Protection Bylaw to use turbidity will help simplify the monitoring requirements, helping development projects ensure discharged water stays within the City's regulations. With clear and practical requirements set for development, the risk of excessive suspended solid discharge will hopefully be reduced, leading to improvements in stream and fish health overtime.

### *Specific Erosion and Sediment Control Plan Requirements*

Having a well-considered and detailed erosion and sediment control plan is important in order to prevent the discharge of prohibited substances (as defined by the Stream and Drainage System Protection Bylaw) into the City's stream and drainage system. The proposed Stream and Drainage System Protection Bylaw amendment provides more specific and detailed requirements for erosion and sediment control plans, compelling developers to be proactive in considering the possible sources, pathways, and endpoints for pollution at each stage of a construction project. The proposed bylaw amendment includes the following additional requirements for erosion and sediment control plans:

- Designation of an erosion and sediment control monitor and their responsibilities;
- Detailed drawing specifications;
- Cost estimation for erosion and sediment control measures;
- Minimum requirements for a monitoring program;
- Restoration plan for disturbed areas; and,
- Post-construction inspection by a Qualified Environmental Professional of erosion and sediment control measure deactivation and removal.

In addition to the recommended updates to the Stream and Drainage System Protection Bylaw, amendments to the Ticket Information Utilization Bylaw and Bylaw Notice Enforcement Bylaw are proposed to help ensure regulatory compliance and aid bylaw enforcement.

The Ticket Information Utilization Bylaw designates City Bylaws that may be enforced under the municipal ticket information (MTI) system. It sets the fines for the offenses and designates the officials entitled to enforce each of the Bylaws. Penalties under the MTI must not exceed \$1,000 and the ticket must be served personally with disputed violation tickets referred to the provincial court.

The Bylaw Notice Enforcement Bylaw is an administrative penalty system that may be used instead of the more formal, court-based (MTI) processes for simple bylaw contraventions like parking violations. A bylaw notice may be written by a Bylaw Enforcement Officer and delivered in various ways, including in person or by being left on a vehicle. Pursuing an administrative penalty to a maximum of \$500 may have some similarities to a court proceeding, but is less formal and occurs outside of the court system as an adjudication.

Currently, enforcement provisions related to the Stream and Drainage System Protection Bylaw are reactionary and limited to situations where prohibited substances are illegally discharged. The proposed amendments allow for a more proactive approach, providing added incentives for developers to ensure they are complying with all aspects of the City's sediment and erosion control requirements, ensuring the plans have been properly

executed, and that active environmental monitoring and reporting is completed appropriately.

### **Other Recent City Stream Health Initiatives**

To assist in communicating the Stream and Drainage System Protection Bylaw requirements, a guide for the erosion and sediment control requirements and best management practices will be published on the City website. The guide can be used by developers and erosion and sediment control monitors to help comply with the requirements of the bylaw. Staff are also implementing an improved tracking system for the erosion and sediment control monitoring reports, to ensure developments are submitting reports on time and staying in compliance with the requirements of the Stream and Drainage System Protection Bylaw.

In addition to the proposed bylaw amendments, staff are also advancing a number of other educational stream health initiatives, including participating in BC River's Day and installing stream identification signage around the City to raise awareness about the importance of protecting local fish-bearing streams. River's Day took place on September 27th, and City Park Stewards staff and volunteers celebrated the day by removing invasive plants in Heywood Park, helping restore the park and stream habitat.

### **FINANCIAL IMPLICATIONS**

The changes listed above will help ensure information included on the erosion and sediment control plans is rigorous and consistent between projects. These requirements are already included in many plans submitted to the City and should not create a significant increase in scope or cost for developers. Instead, the changes will provide a clear framework and should help reduce the variability in the quality of erosion and sediment control plans submitted.

The proposed bylaw amendment includes an erosion and sediment control deposit of \$1000, which formalizes the existing practice of requiring a \$1000 deposit for a building permit involving the disturbance of soil, and will not result in a net increase in the deposit amount required. Furthermore, the bylaw changes should result in a cost reduction associated with the change in parameters from total suspended solids to turbidity, for both the City and developers as laboratory testing will no longer be required.

### **INTER-DEPARTMENTAL IMPLICATIONS**

Implementation of the Stream and Drainage System Protection Bylaw, Ticket Information Utilization Bylaw and Bylaw Notice Enforcement Bylaw represents a coordinated effort between Engineering, Parks and Environment, and Bylaw Service staff within the Community and Partner Engagement Department. The proposed amendment should not affect the development review and approval process but will provide greater clarity to applicants regarding their submission requirements. Once construction starts the proposed amendments will increase compliance by ensuring environmental monitors and City staff are able to quickly determine whether standards are being met. With additional regulatory bylaws to enforce, it may affect the capacity for bylaw services.



## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Adoption of the proposed amendment bylaws compliments and supports the City's Integrated Stormwater Management Plan and resulting policies for protecting aquatic habitat using source controls. The combination of clearer regulations for reducing the amount of pollution entering the stream and drainage system, with increased source controls, will improve stream and fish health in the City overtime. The regulation of stormwater management in the City is also consistent with provincial and federal environmental and fisheries regulations and aids in the enforcement of these regulations at the local level.

### Strategic Plan Implications

Protecting streams and aquatic habitat is important for achieving the City's Strategic Plan and goal of creating a *Liveable City* that is a steward for the environment and future generations. The Stream and Drainage System Protection Bylaw supports the plan by reducing pollution in the city streams and ensuring the sustainability of salmon and other aquatic organisms for generations to come.

RESPECTFULLY SUBMITTED:



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Frances Ramsay  
Environmental Technician



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**“City of North Vancouver Stream and Drainage  
System Protection Bylaw, 2003, No. 7541”**

**CONSOLIDATED FOR CONVENIENCE – September 23, 2013**

Amendment Bylaw, 2013, No. 8290	Part 10, 11 & 12
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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 7541

A Bylaw to protect the streams and drainage systems of the City of North Vancouver

~~WHEREAS the City of North Vancouver has committed to environmental stewardship and the protection of our streams and drainage systems, and pursuant to the Local Government Act R.S.B.C., 1996, Council has the authority to prohibit the polluting, obstructing or impeding the flow of a stream, creek, watercourse, waterworks, ditch, drain, or sewer, whether or not it is on private property;~~

~~AND WHEREAS pursuant to the Local Government Act R.S.B.C., 1996, Council has the authority to establish requirements for works and services for drainage collection and disposal;~~

~~AND WHEREAS pursuant the Local Government Act R.S.B.C., 1996, Council may by bylaw impose penalties for contravention of the regulations adopted herein;~~

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

~~WHEREAS the City of North Vancouver has committed to environmental stewardship and the protection of our streams and drainage systems and Section 8(3)(j) of the *Community Charter*, S.B.C. 2003, c. 26, authorizes Council to regulate, prohibit and impose requirements in relation to the protection of the natural environment;~~

~~WHEREAS Council deems it in the best interests of the community and necessary for environmental protection to prohibit the polluting, obstructing or impeding the flow of a stream, creek, watercourse, waterworks, ditch, drain, or sewer, whether or not it is on private property;~~

~~AND WHEREAS pursuant the of the *Community Charter*, S.B.C. 2003, c. 26, Council may by bylaw impose penalties for contravention of the regulations adopted herein;~~

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

1. This Bylaw shall be known and cited for all purposes as the “**City of North Vancouver Stream and Drainage System Protection Bylaw, 2003, No. 7541.**”

**2. Definitions**

2.1 In this bylaw, unless the context otherwise requires

“Bylaw Enforcement Officer” means the person(s) appointed by the Council to act in the capacity as City Bylaw Enforcement Officer.

“Building Inspector” means the person(s) appointed to the position of “Building Inspector” for the City of North Vancouver, or his or her designate.

"City" means the City of North Vancouver.

"City Engineer" means the person appointed to the position of City Engineer for the City of North Vancouver or his or her designates.

"Construction work" means any activity which might cause or permit a ~~P~~"prohibited ~~S~~ubstance" to be discharged into a ~~D~~"drainage ~~S~~ystem" including, but not limited to, land-clearing, removal of soil, deposit of soil or other material, construction of any building, ~~S~~"structure" or ~~P~~"paving", construction of any underground services including the installation of drainage works.

"Council" means the Council of the City of North Vancouver.

"Drainage system" means the system and network of streams, creeks, waterways, ponds (excluding stormwater control ponds but not their discharge), lakes, waterworks, ditches, drains or sewers, drainage works, mains, pipes, culverts, catch basins, leads, and curbs and gutters, located in the City on private or public property, by which surface or ground water is conveyed to receiving waters.

"Erosion and Sediment Control (ESC) Measures" means all erosion and sediment control methods constructed, installed or employed to reduce the likelihood of sediment and sediment laden water reaching the Drainage ~~S~~ystem during all stages of development.

"Erosion and Sediment Control (ESC) Monitor" means a Qualified Environmental Professional who is experienced in implementing ESC plans and who is responsible for the inspection and monitoring of ESC measures to ensure these are installed and maintained in accordance with the ESC plan, and if necessary, are modified during development to ensure compliance with the requirements of this Bylaw.

~~"Environmental Coordinator"~~"Environmental Technician" means the person appointed to the position of ~~Environmental Coordinator~~Environmental Technician for the City of North Vancouver.

~~"Excessive Suspended Solids Discharge" means the discharge of a fluid containing "total suspended solids" of 25 milligrams per litre above background "total suspended solids" of the receiving environment during the months of May to September, or 75 milligrams per litre above background "total suspended solids" of the receiving environment during the months of October to April.~~

"Fouling" means to deposit, discharge, spill, dump, wash, whether directly or indirectly, a ~~P~~"prohibited ~~S~~ubstance" into a ~~D~~"drainage ~~S~~ystem" or ~~S~~"stream".

"Highways" means "highway" as defined in the Street and Traffic Bylaw, 1991, No. 6234.

~~“Manager of Inspections~~Chief Building Official” means the person appointed to the position of ~~Manager, Inspections~~Chief Building Official, for the City of North Vancouver or designates.

“Owner” means any person who is registered under the Land Title Act as the owner of the land, or any other person who is in lawful possession of land, or who is in lawful possession or occupancy of any building situated on the land.

“Paving” means any graded and hardened surface covered with materials comprised of asphalt, concrete, masonry or combinations thereof.

“Professional Engineer” means a person registered as a member in good standing of the Association of Professional Engineers and Geoscientists of British Columbia.

~~“Prohibited substance” means:~~

- ~~(a) pesticides, herbicides, fertilizers, soaps, detergents, household and commercial grade cleaning compounds, paints, solvents, chemicals, chlorinated water, waste oil or any material or substance which is a “hazardous product”, “contaminant”, “toxic substance”, “deleterious substance”, “special waste”, dangerous good” or “reportable substance” that is identified or described in or defined by any applicable statute, regulation or law, including any substance that violates the Fisheries Act R.S.C. 1985 or the Waste Management Act R.S.B.C. 1996, c.482 which, if introduced to the “drainage works”, would foul it; or~~
- ~~(b) any sediment, rock, gravel, sand, clay, silt, sediment, earth, construction or excavation wastes, cement, concrete, exposed aggregate wash water or other substances which, when introduced into a drainage system, will at the point of deposition, result in an “Excessive Suspended Solids Discharge” or a pH value outside of the range 6.5—8.0, or temperature increase of 2 degrees Celsius or more.~~

~~“Prohibited Substance” means:~~

- ~~(a) pesticides, herbicides, fertilizers, soaps, detergents, household and commercial grade cleaning compounds, paints, solvents, chemicals, chlorinated water, waste oil or any material or substance which is a “hazardous product”, “contaminant”, “toxic substance”, “deleterious substance”, “special waste”, dangerous good” or “reportable substance” that is identified or described in or defined by any applicable statute, regulation or law, including any substance that violates the Fisheries Act R.S.C. 1985 or the Environmental Management Act, S.B.C. 2003, c. 53., which, if introduced to the Drainage System, would foul it; or~~
- ~~(b) any sediment, rock, gravel, sand, clay, silt, sediment, earth, construction or excavation wastes, cement, concrete, exposed aggregate wash water or other substances which, when introduced into a drainage system, will at the point of deposition, result in a pH value outside of the range 6.5 - 8.0, a temperature increase of 2 degrees Celsius or more, or~~

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i. during and for 24 hours following a Significant Rainfall Event a discharge exceeding a Turbidity level of 100 Nephelometric Turbidity Units (NTU), or

ii. during any other time result in a discharge exceeding 25 NTU.

"Property Use Inspector" means the person appointed to the position of Property Use Inspector for the City of North Vancouver.

"Qualified Environmental Professional" means an individual who:

(a) is registered, in good standing, and acting under the Code of Ethics, of one or more of the following professional organizations: Association of Professional Engineers and Geoscientists of BC; Association of BC Forest Professionals; College of Applied Biology; Applied Science Technologists and Technicians of BC; BC Institute of Agrologists, EnviroCert International (Certified Professional in Erosion and Sediment Control); or BC Society of Landscape Architects;

(b) is registered, in good standing, and acting under the Code of Ethics of the Erosion and Sediment Control Association of British Columbia; and

(c) has an area of expertise that is recognized in the field of Erosion and Sediment Control as one that is acceptable for the purpose of providing all or part of the design, inspection and monitoring of ESC Measures.

"Erosion and Sediment Control PlanSediment Control Plan" means the specifications, drawings, plans and design calculations for works to control and monitor the discharge of any P~~rohibited~~ S~~ubstance~~ from any source into the D~~rainage~~ S~~ystem~~."

"Significant Rainfall Event" means any precipitation event, which meets or exceeds the amount of 25 mm per 24 hour period.

"Stream" means any natural depression with visible banks, or W~~etland~~ with or without visible banks, which contains water at some time; and includes any lake, river, stream, creek, spring, swamp, gulch or surface source of water, whether containing fish or not; and includes intermittent streams; and includes surface drainage works which are inhabited by or provide habitat for fish.

"Structure" means any material or a combination of materials that are constructed for use, occupancy, or ornamentation whether installed on, above, or below the surface of land or water, but excludes P~~aving~~."

"Turbidity" means the measurement of suspended solids in water, which affects the clarity or degree of transparency of the water by interfering with the passage of a beam of light through the water. "Total suspended solids" means any solid matter that is retained on a 1.5-micron pore filter paper when the material is

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tested in compliance with the analytical requirements described in Schedule 3 of the Fisheries Act R.S.C. 1985.

"Wetland" means land, with or without visible banks, which is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal conditions supports, a prevalence of vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs and similar areas, also includes within 7.5 metres the land above that just described, measured horizontally, and referenced from the Canadian Wetland Classification System.

### 3. Application

- 3.1 This bylaw applies to all lands whether public or privately owned in the City of North Vancouver.

### 4. Prohibitions of Discharge

- 4.1 No person shall ~~F~~"foul", obstruct or impede a ~~S~~"stream" or ~~D~~"drainage ~~S~~ystem", or permit any ~~P~~"prohibited ~~S~~ubstance" or water containing any ~~P~~"prohibited ~~S~~ubstance" to be discharged, dumped, deposited, spilled or washed directly or indirectly into a ~~S~~"stream" or ~~D~~"drainage ~~S~~ystem".

### 5. Open Stream Policy

- 5.1 Land development planning, design and construction shall maintain an open ~~S~~"stream" policy whereby ~~S~~"streams" shall remain above ground and shall be enclosed only where crossed by ~~H~~"highways". Crossings on fish-bearing or potential fish-bearing ~~S~~"streams" shall be fish-passable.

### 6. Construction Work

- 6.1 Any person undertaking any activity shall place, store, transport, or dispose of any ~~P~~"prohibited ~~S~~ubstance" in such a manner, and in accordance with good engineering practices, so as to prevent the likely escape of the materials into the ~~D~~"drainage ~~S~~ystem".
- 6.2 Any person undertaking any ~~C~~"construction ~~W~~ork" requiring a permit, permission or approval by the City, with the exception of a building permit issued for the construction of a single and two-family dwelling, shall submit an Erosion and Sediment Control (ESC) Plan ~~a "Sediment Control Plan"~~ in accordance with Section 7 for the ~~C~~"construction ~~W~~ork" as part of the application for permit, permission or approval, prior to proceeding with the ~~C~~"construction ~~W~~ork".
- 6.3 Notwithstanding the requirements of Section 6.2, the "City Engineer" may waive the requirement for submission of an ~~a "Sediment Control ESC Plan"~~ for permit applications that do not involve the disturbance of soil.

- 6.4 In the case of ~~C~~onstruction ~~W~~ork~~2~~ carried out under a building permit for the construction of a single or two-family dwelling, the "Owner" must utilize the guidelines for ~~sediment control~~ESC that are attached to this bylaw as Appendix 1.
- 6.5 Notwithstanding the provisions of Section 6.2 or 6.3, in the case of ~~C~~onstruction ~~W~~ork~~2~~ carried out under a building permit for the construction of a single or two-family dwelling, where any of the factors described in Appendix 2 apply, such that the guidelines for sediment control in Appendix 1, are considered by the "City Engineer" to be inadequate to prevent the discharge of a ~~P~~rohibited ~~S~~ubstance" into a ~~D~~rainage ~~S~~ystem", the "City Engineer" may require the "Owner" to provide an ESC "~~Sediment Control Plan~~" in accordance with Section 7 of this bylaw.
- 6.6 No person shall permit the discharge or washing of cement or concrete during the construction of exposed aggregate driveways, patios, other surfaces, or from concrete vehicles or concrete equipment onto any highway, sidewalk, publicly owned land or into a ~~D~~rainage ~~S~~ystem".
- 6.7 No person shall permit the direct or indirect discharge, from any property, of water that does not at all times meet or exceed the requirements of this bylaw.
- 6.8 Every person who proposes to carry out Construction Work is responsible to ensure the site is in compliance with the Bylaw for the duration of the Construction Work, which includes ensuring that all Erosion and Sediment Control (ESC) Measures are constructed, installed, implemented, and maintained for the duration of the Construction Work.
- 6.9 The City Engineer or Chief Building Official may require a security deposit for Construction Work involving the disturbance of soil, in the amount specified in Appendix 3, to secure the full and proper compliance with the provisions of this bylaw.

## 7. ~~Sediment Control Plan~~Erosion and Sediment Control Plan

7.1 The Erosion and Sediment Control Plan shall set out works and measures required during Construction Work to prevent the discharge of Prohibited Substances to the Drainage System and must be designed, signed and sealed by a Professional Engineer, registered and in good standing with the Association of Engineers and Geoscientists of B.C., or a Certified Professional in Erosion and Sediment Control (CPESC), registered and in good standing with EnviroCert International. The ESC Plan shall be reviewed and signed by the ESC Monitor.

7.2 The Erosion and Sediment Control Plan shall include:

7.2.1 a four stage ESC Plan (Demolition, Civil Construction, Maintenance and ESC Deactivation), with all proposed ESC Measures for each stage and implementation timing;

7.2.2 detailed design drawing(s) showing the location of:

(a) property line(s) and legal designations of the subject property or properties;

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(b) existing underground services and proposed connections to existing services;

(c) existing catch basins and drainage infrastructure within the drainage boundaries likely to be affected by the Construction Work as defined by the Professional Engineer, and proposed protection measures;

(d) existing and proposed watercourses, ditches, swales or other bodies of water within 100 m of the site boundaries, and proposed protection measures;

(e) existing and proposed buildings or ancillary buildings or structures;

(f) existing and proposed contours and relevant spot elevations;

(g) proposed limits of disturbance for each phase of development;

(h) anticipated soil type in areas to be disturbed and at all depths to be excavated;

(i) proposed site access location(s) and protection measures to prevent sediment from being tracked off-site; and

(j) proposed ESC Measures;

7.2.3 detailed plans, specifications and design calculations necessary to describe any works required to convey, control and treat suspended solids in run-off water from the site of the Construction Work;

7.2.4 detailed cost estimate for the installation, maintenance and removal of ESC Measures;

7.2.5 an ESC monitoring program conducted by an ESC Monitor with;

(a) regular inspections of construction work and water quality of receiving waters occurring a minimum of twice a month during dry months (May – September), weekly during wet months (October – April), after a Significant Rainfall Event, and until at least 90% of construction is complete; and

(b) monitoring reports submitted to the City's Engineering Department within one week of each site inspection;

7.2.6 an operation and maintenance program during the Construction Work that contains a maintenance schedule, methodology and maintainer's name and address and emergency contact telephone number;

7.2.7 the proposed methods to restore disturbed areas following the completion of development; and

7.2.8 a letter of undertaking signed by a Qualified Environmental Professional who commits to accept responsibility for the management of the ESC Plan, including;

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(a) conducting a pre-construction inspection of initial ESC Measures installation to ensure accordance with the approved ESC Plan;

(b) periodic inspection of Construction Work to ensure that the materials entering the Drainage System are in compliance with the requirements of this bylaw; and

(c) conducting a post-construction inspection of ESC Measure deactivation and removal.

7.3 The ESC measures required by the ESC Plan shall be inspected, maintained and operated for the duration of the Construction Work by the Owner performing the work as set out in the ESC Plan.

7.4 The Owner must ensure the ESC Monitor conducts the inspection, monitoring, maintenance, and reporting of the ESC facilities in accordance with the ESC Plan.

7.1 The "Sediment Control Plan" shall set out works and measures required during "construction work" to prevent the discharge of "prohibited substances" to the "drainage system" and shall be signed and sealed by a "Professional Engineer".

— The "Sediment Control Plan" shall include:

7.2.0 detailed plans, specifications and design calculations necessary to describe any works required to convey, control and treat suspended solids in run-off water from the site of the "construction work";

7.2.0 a monitoring program to measure the suspended solids in the run-off water discharged from the "construction work", the results of which shall be made available to the "City Engineer" upon request;

7.2.0 an operation and maintenance program during the "construction work" that contains a maintenance schedule, methodology and maintainer's name and address and emergency contact telephone number; and

7.2.0 a letter of undertaking signed by a "Professional Engineer" who commits to accept responsibility for the management of the "Sediment Control Plan", including:

7.1.4.1 the inspection of the "construction work" to ensure that construction is in accordance with the approved "Sediment Control Plan";

7.2.4.2 The periodic inspection of the "construction work" to ensure that the standards "Excessive Suspended Solids Discharge" established by this bylaw are not exceeded; and

7.2.4.3 Inspection of the receiving waters of the "drainage system" during the "construction work", to determine whether "Excessive Suspended Sediment Discharge" has occurred.

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~~7.2 The sediment control works required by a "Sediment Control Plan" shall be inspected, maintained and operated for the duration of the "construction work" by the "Owner" performing the work as set out in the "Sediment Control Plan".~~

~~7.2 The "Owner" shall retain a "Professional Engineer" to conduct periodic inspections of the "construction work", as noted in the "Sediment Control Plan", to ensure that materials entering the "drainage system" do not constitute an "Excessive Suspended Sediment Discharge".~~

## 8. Remedies

8.1 If during the ~~C~~"construction ~~W~~work" any ~~P~~"prohibited ~~S~~substance" enters the ~~D~~"drainage ~~S~~system", then the "Owner" performing the work shall immediately notify the appropriate federal, provincial and municipal agencies and under the appropriate direction take remedial steps to remove such ~~Prohibited Substance~~"prohibited material".

8.2 If any person is carrying on any ~~C~~"construction ~~W~~work" or any other activity in contravention of this bylaw which in the opinion of the "City Engineer", ~~"Manager of Inspections~~Chief Building Official", or "Bylaw Enforcement Officer" is causing or is likely to result in a discharge of ~~P~~"prohibited ~~S~~substance" into the ~~D~~"drainage ~~S~~system", then the "Building Inspector" may order the immediate suspension of all or any portion of such ~~C~~"construction ~~W~~work" or other activity by posting a notice to that effect at the place where the ~~C~~"construction ~~W~~work" or other activity is ongoing.

8.3 The "City Engineer", ~~"Manager of Inspections~~Chief Building Official", or "Bylaw Enforcement Officer" may further direct that steps be taken to prevent further ~~F~~"fouling" or discharge of ~~P~~"prohibited ~~S~~substance" in to the ~~D~~"drainage ~~S~~system".

8.4 If in the opinion of the "City Engineer" or the ~~"Manager of Inspections~~Chief Building Official", immediate steps should be taken to prevent the likely escape of a ~~"P~~prohibited ~~M~~material", or to stop an escape which is ongoing, and/or if the "City Engineer" or ~~"Manager of Inspections~~Chief Building Official" is not satisfied that the "Owner", has taken the appropriate steps to mitigate the damages, then the "City" may enter onto the property to take such steps as are necessary in the circumstances.

8.5 The cost of any work done by the City will be assessed to the "Owner".

8.6 The cost will be due and payable by December 31 of the year in which said costs were incurred and if unpaid on that date shall be deemed to be taxes in arrears and must promptly be so entered on the tax roll by the collector pursuant to the appropriate sections of the *Local Government Act*. If the work is done on City property, the cost will be billed to the persons responsible for causing a discharge of ~~Prohibited Substances~~"prohibited materials" to the ~~D~~"drainage ~~S~~system".

## 9. Inspection

- 9.1 The "~~Environmental Coordinator~~Environmental Technician", "Bylaw Enforcement Officer", "Property Use Inspector", or "Building Inspector", are hereby authorized to enter at all reasonable times upon any property for the purpose of ascertaining whether the regulations of this bylaw are being observed.

## 10. Offences, Penalties and Enforcement

Every person who violates a provision of this Bylaw, or consents allows or permits an act or thing to be done in violation of a provision of this Bylaw, or who neglects to or refrains from doing anything required to be done by a provision of this Bylaw, is guilty of an offence and is liable to the penalties imposed under this Bylaw or any other applicable Bylaw of the City, and is guilty of a separate offence each day that a violation continues to exist.

Any person who contravenes any of the provisions of this bylaw commits an offence punishable upon summary conviction and is liable to a fine of not more than \$10,000 or to imprisonment for not more than six months or to both. Each day that an offence continues shall constitute a separate offence.

Pursuant to Section 264 of the Community Charter, S.B.C. 2003 Chapter 26, any person designated as a Bylaw Enforcement Officer pursuant to the Bylaw Notice Enforcement Bylaw, 2005, No. 7675 or is named as the Enforcement Officer pursuant to the Ticket Information Utilization Bylaw, 1992, No. 6300 is hereby authorized and empowered to enforce the provisions of this Bylaw by Bylaw Notice or Municipal Ticket Information or as otherwise provided by this or any other Bylaw."

The provisions of this Bylaw are severable. If, for any reason, any provision is held to be invalid by the decision of a court of competent jurisdiction, such a decision shall not affect the validity of the remaining provisions of this Bylaw."

READ a first time by the Council on the 12<sup>th</sup> day of January, 2004.

READ a second time by the Council on the 12<sup>th</sup> day of January, 2004.

READ a third time and passed by the Council on the 12<sup>th</sup> day of January, 2004.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the 19<sup>th</sup> day of January, 2004.

\_\_\_\_\_  
"Barbara A. Sharp"  
MAYOR

\_\_\_\_\_  
"Bruce A. Hawkshaw"  
CITY CLERK

## Appendix 1

### **Erosion and Sediment Control Guidelines** ~~Sediment and Erosion Control Guidelines for~~ Single and Two-family Dwellings

The objectives during the development of an individual lot are to minimize erosion and release of sediment off-site by controlling the development and construction activities. Single lot erosion and sediment control measures include:

- Planning the construction access;
- Minimizing clearing and grading activities;
- Control of excavated soil stockpiles;
- Surface and slope preparations; and,
- Surface run-off control.

#### **Site Layout and Clearing:**

At the earliest stages, the single lot development should be designed to include the Best Management Practices for erosion and sediment control, specifically:

- Design and layout of the building site to minimize impervious areas;
- Retain existing vegetation and ground cover where possible;
- Restrict vehicle access and provide a surfaced working area;
- Minimize clearing and stripping of setbacks and easements; and,
- Clearly mark building area and clearing boundaries on-site.

#### **Soil Erosion Control:**

Surface erosion from single lots and building sites is generated mainly from soil excavations and graded areas. To minimize erosion on-site the following Best Management Practices must be applied:

- Cover temporary fills or stockpiles with polyethylene or tarps;
- Re-vegetate or final landscape disturbed areas as soon as practically possible; and,
- Limit machine access and operation to prepared access areas only.

#### **Drainage and Sediment Control:**

Site drainage features can usually incorporate sediment control features to limit the off-site transport of sediments directly into watercourses or into storm drainage systems that discharge into drainage systems and streams. Best Management Practices include:

- Divert run-off away from cleared areas by use of swales or low berms;
- Utilize silt fences around stockpiled materials and sloped areas;
- Collect run-off into sediment traps prior to discharge off-site; and,
- Protect catch-basins both on and off-site to prevent the discharge of sediment laden run-off to the storm drainage system or streams.
- [Water leaving site will be in compliance with the discharge requirements described in this bylaw. No water leaving the site shall meet or exceed the criteria for "Excessive Suspended Solids Discharge" as described in the bylaw.](#)
- Care must be taken to ensure that no silt or soil is tracked, spilled, or deposited onto the street.



## Appendix 2

### Single and Two-family Site Conditions Requiring Erosion and Sediment Control Sediment Control Plans

The City may require the "Owner" to provide an Erosion and Sediment Control Plan "Sediment Control Plan" in accordance with the provisions of Section 7 of this bylaw, when in the opinion of the "City Engineer" a site meets one or more of the following criteria:

- Close proximity of the construction site to a "Stream";
- Construction on slopes greater than 20%; or,
- Construction on lands having a history of erosion events or lands designated by a geotechnical study as being subject to landslip or flooding.
- Two or more adjacent single-family dwellings or duplexes are being developed simultaneously by the same property owner.

### **Appendix 3**

#### **Deposits**

The City Engineer or Chief Building Official may require a refundable security deposit prior to issuing a building permit, in the amount of \$1000, to secure the full and proper compliance with the provisions of this bylaw. The security deposit must be in a form acceptable to the City Engineer or Chief Building Official.

If the amount of the security deposit is insufficient for the City to complete the remedial work, the Owner will pay any deficiency to the City on demand.

When the Owner complies with the provisions of this bylaw the city will return the security deposit at such a time as the QEP provides the City with written notice that the site is complete, the site is stable and under control and the site no longer poses a threat to the Drainage System, and the ESC Measures have been removed to the acceptance of the City Engineer or Chief Building Official.

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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8746

### A Bylaw to amend “Stream and Drainage System Protection Bylaw, 2003, No. 7541”

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 “**Stream and Drainage System Protection Bylaw, 2003, No. 7541, Amendment Bylaw, 2020, No. 8746**”.

2. “Stream and Drainage System Protection Bylaw, 2003, No. 7541” is amended as follows:

- A. Delete and replace the preamble with the following:

**“WHEREAS** the City of North Vancouver has committed to environmental stewardship and the protection of our streams and drainage systems and Section 8(3)(j) of the *Community Charter*, S.B.C. 2003, c. 26, authorizes Council to regulate, prohibit and impose requirements in relation to the protection of the natural environment;

**WHEREAS** Council deems it in the best interests of the community and necessary for environmental protection to prohibit the polluting, obstructing or impeding the flow of a stream, creek, watercourse, waterworks, ditch, drain, or sewer, whether or not it is on private property;

**AND WHEREAS** pursuant the of the *Community Charter*, S.B.C. 2003, c. 26, Council may by bylaw impose penalties for contravention of the regulations adopted herein;

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

- B. Delete all occurrences of “Manager of Inspections” and replace with “Chief Building Official”.
- C. Delete all occurrences of “Environmental Coordinator” and replace with “Environmental Technician”.
- D. Delete all occurrences of “prohibited material” and replace with “Prohibited Substance”.
- E. Capitalize all words and multi-word phrases used throughout the bylaw in the same manner as defined in Section 2 – Definitions and remove all occurrences of quotation marks from all words and multi-word phrases that reference definitions in Section 2.
- F. In Section 2 – Definitions:
  - (1) Delete “Excessive Suspended Solids Discharge” in its entirety.
  - (2) Delete “Sediment Control Plan” and replace with “Erosion and Sediment Control (ESC) Plan”.

- (2) Delete the definition for “Prohibited substance” in its entirety and replace with the following:

““Prohibited Substance” means:

- (a) pesticides, herbicides, fertilizers, soaps, detergents, household and commercial grade cleaning compounds, paints, solvents, chemicals, chlorinated water, waste oil or any material or substance which is a “hazardous product”, “contaminant”, “toxic substance”, “deleterious substance”, “special waste”, dangerous good” or “reportable substance” that is identified or described in or defined by any applicable statute, regulation or law, including any substance that violates the *Fisheries Act*, R.S.C. 1985, or the *Environmental Management Act*, S.B.C. 2003, c. 53., which, if introduced to the Drainage System, would foul it; or
- (b) any sediment, rock, gravel, sand, clay, silt, sediment, earth, construction or excavation wastes, cement, concrete, exposed aggregate wash water or other substances which, when introduced into a drainage system, will at the point of deposition, result in a pH value outside of the range 6.5 - 8.0, a temperature increase of 2 degrees Celsius or more, or
  - i. during and for 24 hours following a Significant Rainfall Event a discharge exceeding a Turbidity level of 100 Nephelometric Turbidity Units (NTU), or
  - ii. during any other time result in a discharge exceeding 25 NTU.”

- (3) Add the following definitions:

““Erosion and Sediment Control (ESC) Measures” means all erosion and sediment control methods constructed, installed or employed to reduce the likelihood of sediment and sediment laden water reaching the Drainage System during all stages of development.”

““Erosion and Sediment Control (ESC) Monitor” means a Qualified Environmental Professional who is experienced in implementing ESC plans and who is responsible for the inspection and monitoring of ESC measures to ensure these are installed and maintained in accordance with the ESC plan, and if necessary, are modified during development to ensure compliance with the requirements of this Bylaw.”

““Highways” means “highway” as defined in the “Street and Traffic Bylaw, 1991, No. 6234”.”

““Qualified Environmental Professional” means an individual who:

- (a) is registered, in good standing, and acting under the Code of Ethics, of one or more of the following professional organizations: Association of Professional Engineers and Geoscientists of BC; Association of BC Forest Professionals; College of Applied Biology; Applied Science Technologists and Technicians of BC; BC Institute of Agrologists, EnviroCert International

(Certified Professional in Erosion and Sediment Control); or BC Society of Landscape Architects;

- (b) is registered, in good standing, and acting under the Code of Ethics of the Erosion and Sediment Control Association of British Columbia; and
- (c) has an area of expertise that is recognized in the field of Erosion and Sediment Control as one that is acceptable for the purpose of providing all or part of the design, inspection and monitoring of ESC Measures.”

““Significant Rainfall Event” means any precipitation event, which meets or exceeds the amount of 25 mm per 24 hour period.”

- (4) Delete the definition for “Total suspended solids” in its entirety and replace with the following:

““Turbidity” means the measurement of suspended solids in water, which affects the clarity or degree of transparency of the water by interfering with the passage of a beam of light through the water.”

G. In Section 6 – Construction Work:

- (1) In 6.2, replace the words “a “Sediment Control Plan”” with “an Erosion and Sediment Control (ESC) Plan”.
- (2) In 6.3 to 6.5, replace the words “sediment control” with “ESC”.
- (3) Add the following subsections to Section 6:

“6.8 Every person who proposes to carry out Construction Work is responsible to ensure the site is in compliance with the Bylaw for the duration of the Construction Work, which includes ensuring that all Erosion and Sediment Control (ESC) Measures are constructed, installed, implemented, and maintained for the duration of the Construction Work.

6.9 The City Engineer or Chief Building Official may require a security deposit for Construction Work involving the disturbance of soil, in the amount specified in Appendix 3, to secure the full and proper compliance with the provisions of this bylaw.”

H. Delete Section 7 – Sediment Control Plan in its entirety and replace with the following:

**“7. Erosion and Sediment Control Plan**

7.1 The Erosion and Sediment Control Plan shall set out works and measures required during Construction Work to prevent the discharge of Prohibited Substances to the Drainage System and must be designed, signed and sealed by a Professional Engineer, registered and in good standing with the Association of Engineers and Geoscientists of B.C., or a Certified Professional in Erosion and Sediment Control (CPESC), registered and in good standing with EnviroCert International. The ESC Plan shall be reviewed and signed by the ESC Monitor.

7.2 The Erosion and Sediment Control Plan shall include:

- 7.2.1 a four stage ESC Plan (Demolition, Civil Construction, Maintenance and ESC Deactivation), with all proposed ESC Measures for each stage and implementation timing;
- 7.2.2 detailed design drawing(s) showing the location of:
  - (a) property line(s) and legal designations of the subject property or properties;
  - (b) existing underground services and proposed connections to existing services;
  - (c) existing catch basins and drainage infrastructure within the drainage boundaries likely to be affected by the Construction Work as defined by the Professional Engineer, and proposed protection measures;
  - (d) existing and proposed watercourses, ditches, swales or other bodies of water within 100 m of the site boundaries, and proposed protection measures;
  - (e) existing and proposed buildings or ancillary buildings or structures;
  - (f) existing and proposed contours and relevant spot elevations;
  - (g) proposed limits of disturbance for each phase of development;
  - (h) anticipated soil type in areas to be disturbed and at all depths to be excavated;
  - (i) proposed site access location(s) and protection measures to prevent sediment from being tracked off-site; and
  - (j) proposed ESC Measures;
- 7.2.3 detailed plans, specifications and design calculations necessary to describe any works required to convey, control and treat suspended solids in run-off water from the site of the Construction Work;
- 7.2.4 detailed cost estimate for the installation, maintenance and removal of ESC Measures;
- 7.2.5 an ESC monitoring program conducted by an ESC Monitor with:
  - (a) regular inspections of construction work and water quality of receiving waters occurring a minimum of twice a month

during dry months (May – September), weekly during wet months (October – April), after a Significant Rainfall Event, and until at least 90% of construction is complete; and

- (b) monitoring reports submitted to the City's Engineering Department within one week of each site inspection.;

7.2.6 an operation and maintenance program during the Construction Work that contains a maintenance schedule, methodology and maintainer's name and address and emergency contact telephone number;

7.2.7 the proposed methods to restore disturbed areas following the completion of development; and

7.2.8 a letter of undertaking signed by a Qualified Environmental Professional who commits to accept responsibility for the management of the ESC Plan, including:

- (a) conducting a pre-construction inspection of initial ESC Measures installation to ensure accordance with the approved ESC Plan;
- (b) periodic inspection of Construction Work to ensure that the materials entering the Drainage System are in compliance with the requirements of this bylaw; and
- (c) conducting a post-construction inspection of ESC Measure deactivation and removal.

7.3 The ESC measures required by the ESC Plan shall be inspected, maintained and operated for the duration of the Construction Work by the Owner performing the work as set out in the ESC Plan.

7.4 The Owner must ensure the ESC Monitor conducts the inspection, monitoring, maintenance, and reporting of the ESC facilities in accordance with the ESC Plan."

I. In APPENDIX 1 – Sediment and Erosion Control Guidelines for Single and Two-Family Dwellings:

- (1) Delete "Sediment and Erosion Control Guidelines" and replace with "Erosion and Sediment Control Guidelines".
- (2) Delete the following bullet point from the list below the heading Drainage and Sediment Control:
  - No water leaving the site shall meet or exceed the criteria for "Excessive Suspended Solids Discharge" as described in the bylaw.

and replace with the following:



- “Water leaving site will be in compliance with the discharge requirements described in this bylaw.”
- J. In APPENDIX 2 – Single and Two-family Site Conditions Requiring Sediment Control Plans:
- (1) Delete the words “Sediment Control” and replace with “Erosion and Sediment Control” for all occurrences.
- K. Add Appendix 3 attached to this bylaw.

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MAYOR

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CITY CLERK

## **Appendix 3**

### **Deposits**

The City Engineer or Chief Building Official may require a refundable security deposit prior to issuing a building permit, in the amount of \$1000, to secure the full and proper compliance with the provisions of this bylaw. The security deposit must be in a form acceptable to the City Engineer or Chief Building Official.

If the amount of the security deposit is insufficient for the City to complete the remedial work, the Owner will pay any deficiency to the City on demand.

When the Owner complies with the provisions of this bylaw the city will return the security deposit at such a time as the QEP provides the City with written notice that the site is complete, the site is stable and under control and the site no longer poses a threat to the Drainage System, and the ESC Measures have been removed to the acceptance of the City Engineer or Chief Building Official.

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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8760

### A Bylaw to amend “Bylaw Notice Enforcement Bylaw, 2018, No. 8675”

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 “**Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8760**” (Stream and Drainage System Protection).
2. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675” is amended as follows:
  - A. In Schedule A, replace the table containing penalties for the “Stream and Drainage System Protection Bylaw, No. 7541” with the following:

Bylaw	Description	Section	A1 Compliance Agreement Available	A2 Penalty	A3 Early Payment Penalty	A4 Late Payment Penalty	A5 Compliance Agreement Discount
Stream & Drainage System Protection No. 7541	Discharge of Prohibited Substance	4	Yes	\$450	\$400	\$500	\$75
Stream & Drainage System Protection No. 7541	Obstruct/Impede Drainage System	4	Yes	\$450	\$400	\$500	\$75
Stream & Drainage System Protection No. 7541	Improper Materials Storage	6.1	Yes	\$450	\$400	\$500	\$75
Stream & Drainage System Protection No. 7541	Fail to Submit ESC Plan	6.2	Yes	\$450	\$400	\$500	\$75
Stream & Drainage System Protection No. 7541	Fail to Install and Maintain ESC Measures	6.8	Yes	\$450	\$400	\$500	\$75
Stream & Drainage System Protection No. 7541	Fail to Follow Plans	7.3	Yes	\$450	\$400	\$500	\$75
Stream & Drainage System Protection No. 7541	Fail to Monitor	7.4	Yes	\$450	\$400	\$500	\$75
Stream & Drainage System Protection No. 7541	Fail to Submit Reports	7.4	Yes	\$450	\$400	\$500	\$75
Stream & Drainage System Protection No. 7541	Fail to Notify	8.1	No	\$450	\$400	\$500	N/A

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MAYOR

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CITY CLERK



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

**BYLAW NO. 8761**

**A Bylaw to amend “Ticket Information Utilization Bylaw, 1992, No. 6300”**

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 **“Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8761” (Stream and Drainage System Protection)**.
2. “Ticket Information Utilization Bylaw, 1992, No. 6300” is amended as follows:
  - A. Delete the table in Schedule B18 in its entirety and replace with the following:

DESIGNATED EXPRESSION	SECTION	FINE
Discharge of “prohibited substance”	4	\$500.00
Obstruct/Impede Drainage System	4	\$500.00
Improper Materials Storage	6.1	\$500.00
Fail to Submit ESC Plan	6.2	\$500.00
Fail to Install and Maintain ESC Measures	6.8	\$500.00
Fail to Follow Plans	7.3	\$500.00
Fail to Monitor	7.4	\$500.00
Fail to Submit Reports	7.4	\$500.00
Fail to Notify	8.1	\$500.00

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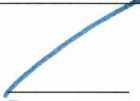

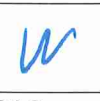
MAYOR

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CITY CLERK

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

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Ben Themens, Director of Finance

Subject: 2020 Project Plan – Funding Appropriations #2063 – #2066

Date: September 22, 2020 File No: 05-1705-30-0019/2020

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

**RECOMMENDATION:**

PURSUANT to the report of the Director of Finance, dated September 22, 2020, entitled “2020 Project Plan – Funding Appropriations #2063 – #2066”:

THAT (Funding Appropriation #2063) an amount of \$275,000 be appropriated from the Annual Budget –Transfer to General Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2064) an amount of \$315,000 be appropriated from the Tax Sale Land Interest Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2065) an amount of \$320,000 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2066) an amount of \$400,000 be appropriated from the General Reserve Fund for the purpose of funding the 2020 Project Plan;

AND THAT should any of the above amounts remain unexpended as at December 31, 2023, the unexpended balances shall be returned to the credit of the respective fund.

## ATTACHMENT

1. 2020 Project Budget Funding Allocation Detail by Source (CityDoc # [1948699](#) )
2. 2020 Project Sheets (CityDoc # [1948720](#) )

## DISCUSSION

These projects are deemed essential. The attached Project Sheets (**Attachment 2**) provide additional information regarding each project.

## FINANCIAL IMPLICATIONS

Funding is included in the 2020 Project Budget or has been made available from completed projects and is available for appropriation.

RESPECTFULLY SUBMITTED



Ben Themens  
Director of Finance

**2020 PROJECT BUDGET  
FUNDING ALLOCATION  
DETAIL BY SOURCE**

Attachment 1

<b>Funding from Reserves</b>		<b>Manager</b>
<b>Annual Budget - Transfer to General Reserve - Appropriation # 2063</b>		
Strategic & Corporate Planning	100,000	Pearce, Barbara
Fibre Infrastructure Improvement	50,000	Chan, Kimberly
Data Centre Infrastructure	125,000	Chan, Kimberly
	275,000	
<b>Total Annual Budget - Transfer to Gen Reserve Fund - Appropriation # 2063</b>		275,000
<b>Tax Sale Land Reserve Fund - Interest - Appropriation # 2064</b>		
Existing Infrastructure Safety Improvements	300,000	Kuzmanovski, Kliment
Pavement Condition Testing (Previously appropriated: \$10,000)	15,000	Klochnyk, Jeff
	315,000	
<b>Total Tax Sale Land Reserve Fund - Interest - Appropriation # 2064</b>		315,000
<b>Civic Amenity Reserve Fund - Appropriation # 2065</b>		
New Traffic Signals (Previously appropriated: \$900,000)	95,000	Kuzmanovski, Kliment
New Pedestrian Crossing Facilities (Previously appropriated: \$110,000)	190,000	Kuzmanovski, Kliment
Installation of Accessible Pedestrian Signal Units	35,000	Magnusson, Karyn
	320,000	
<b>Total Civic Amenity Reserve Fund - Appropriation # 2065</b>		320,000
<b>General Reserve - Appropriation # 2066</b>		
Traffic Signal System Upgrades	250,000	Kuzmanovski, Kliment
Business Intelligence & Reporting	150,000	Sweeney, Edward
	400,000	
<b>Total General Reserve Fund - Appropriation # 2066</b>		400,000
<b>Total Funding From Reserves</b>		<b>1,310,000</b>



<b>Project Name:</b>	<b>Strategic &amp; Corporate Planning</b>											
<b>Department:</b>	<b>Strategic &amp; Corporate Services</b>											
<b>Project Manager:</b>	<b>Barbara Pearce</b>											
	Date: 4-Jul-19											
	<b>Project Type:</b> <b>2020 - 2029 Project Plan</b>											
	<b>On-Going Program/Project</b>											
<b>Description:</b>	Development of Corporate Business Planning and tracking of accomplishments and measurements of both Corporate Business Plan and Council Strategic Plan. Establishment of process coordination with financial planning and reporting. Funding will be used for consulting services and TFT positions.											
<b>Purpose:</b>	The purpose of this initiative is to ensure there are consistent and clear goals and objectives for the organization over the term of the current Council.											
<b>Alignment With Official Community Plan:</b>	The development of strategic and business plans will be conducted utilizing OCP as direction.											
<b>Strategic Plan :</b>	The development of the Corporate Business Plan and tracking of accomplishments will support and confirm delivery of <b>all priorities</b> within the Strategic Plan.											
<b>Outcome: (Customer Satisfaction)</b>	The outcome of this project will be clearly identified goals and priorities which can be communicated to the public.											
<b>Impact If Project Does Not Proceed:</b>	Decreased ability for Council and staff to prioritize and evaluate individual initiatives.											
<b>External Funding :</b>	Specify Funding Agency/Program:											
	N/A											
<b>GHG Implications:</b> Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily	The impacts on GHG will depend on objectives set within the plans											
<b>Milestones:</b>	2019 / 2020 - creation of corporate business plan and evaluation framework. Ongoing - monitoring of plans and reporting back.							<b>Director Approval:</b> Approved by B. Pearce November 20, 2019				
	<b>2010-2019 Budget</b>	<b>2020 Budget</b>	<b>2021 Budget</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2024 Budget</b>	<b>2025 Budget</b>	<b>2026 Budget</b>	<b>2027 Budget</b>	<b>2028 Budget</b>	<b>2029 Budget</b>	<b>TOTAL</b>
<b>Funding Requirements</b>												
<b>City Funding (Fund Appropriation)</b>	\$ 300,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
<b>External Funding/Contributions</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Project Expenditures</b>	\$ 300,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Impact on Operations/Maintenance</b> (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Expenses net of recoveries (Include staffing)	\$ -	\$ 132,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Total</b>	\$ -	\$ (132,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Staffing (FTE)</b>												
Regular	-	1.0000	-	-	-	-	-	-	-	-	-	
Temporary	1.0000	-	-	-	-	-	-	-	-	-	-	
<b>Total Staffing</b>	1.0000	1.0000	-	-	-	-	-	-	-	-	-	

\* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

<b>Project Name:</b>	<b>Fibre Infrastructure Improvement</b>											
<b>Department:</b>	<b>Information Technology</b>											
<b>Project Manager:</b>	<b>Kimberly Chan</b> <div style="float: right;"> <b>Project Type:</b> 2020 - 2029 Project Plan  <b>On-Going Program/Project</b> </div>											
	<div style="float: right;"> <b>Date:</b> 4-Jul-19 <b>Base Program</b> </div>											
<b>Description:</b>	To maintain the City's existing fibre infrastructure while growing the City's fibre infrastructure as the City grows. To support the infrastructure connecting the City to the Vancouver Internet Exchange.											
<b>Purpose:</b>	To continue providing connectivity between City owned buildings and enabling the ability to provide centralised City IT Services, applications, management of building controls and building security. This also supports the services that will use the City's fibre connection to the Vancouver Internet Exchange.											
<b>Alignment With Official Community Plan:</b>	OCP: 8.2: Employ a proactive approach to infrastructure maintenance and upgrades & AMR: Continued support of internal functions.											
<b>Strategic Plan :</b>	<b>A Prosperous City:</b> Having a reliable fibre backbone will create an environment where staff located in City sites outside City Hall can use applications and IT services to support serving residents and the community.											
<b>Outcome: (Customer Satisfaction)</b>	Continued, reliable connectivity between City buildings to run IT Services, building controls and building security.											
<b>Impact If Project Does Not Proceed:</b>	Decreased staff productivity if staff lose connectivity to centralised IT services and applications, or centralised management of building controls and security.											
<b>External Funding : Description</b>	<div style="display: flex; justify-content: space-between;"> <span>N/A</span> <span>N/A</span> <span>Specify Funding Agency/Program:</span> </div>											
<b>GHG Implications:</b> Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information	Minimal; however new devices continue to achieve energy efficiencies.											
<b>Milestones:</b>	<div style="display: flex; justify-content: space-between;"> <div></div> <div><b>Director Approval:</b> Approved by B. Pearce November 20, 2019</div> </div>											
	<b>2010-2019 Budget</b>	<b>2020 Budget</b>	<b>2021 Budget</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2024 Budget</b>	<b>2025 Budget</b>	<b>2026 Budget</b>	<b>2027 Budget</b>	<b>2028 Budget</b>	<b>2029 Budget</b>	<b>TOTAL</b>
<b><u>Funding Requirements</u></b>												
<b>City Funding (Fund Appropriation)</b>	\$ 75,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 500,000
<b>External Funding/Contributions</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Project Expenditures</b>	\$ 75,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 500,000
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b><u>Impact on Operations/Maintenance</u></b> (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Staffing (FTE)</b>												
Regular	-	-	-	-	-	-	-	-	-	-	-	-
Temporary	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Staffing</b>	-	-	-	-	-	-	-	-	-	-	-	-

<b>Project Name:</b>	<b>Data Centre Infrastructure</b>		<b>2020 - 2029 Project Plan</b>									
<b>Department:</b>	<b>Information Technology</b>		<b>Project Type:</b>									
<b>Project Manager:</b>	<b>Kimberly Chan</b>	<b>Date:</b> 4-Jul-19	<b>Maintenance &amp; Replacement</b>									
<b>Description:</b>	To maintain the City's data centre infrastructure, network and private cloud, while growing the infrastructure as the City grows. Maintenance includes adding storage, servers, switches, cable mangement, etc. Upgrade and replacement of infrastructure items will be needed as they reach end of life. Equipment lifespan: compute (servers) 5 years; storage, and network.											
<b>Purpose:</b>	To maintain the reliability, support, and responsiveness of the City's data center and network infrastructure. This project will ensure that the City remains current with technological advances, maintaining uptime, usability, and reducing staff frustration.											
<b>Alignment With Official Community Plan:</b>	Aligns with OCP: 8.2: Employ a proactive approach to infrastructure maintenance and upgrades.											
<b>Strategic Plan :</b>	<b>A City for People:</b> The data centre supports applications, programs and services that are accessible to residents and the community such as Electronic Home Owner Grants, CityServe online licensing, and the Streaming of Council Meetings.											
<b>Outcome: (Customer Satisfaction)</b>	Replacement of end of life equipment, as well as hardware enhancements where required.											
<b>Impact if Project Does Not Proceed:</b>	Decreased staff productivity as systems fail, become slow or unresponsive; a potential inability to meet the City's needs for providing systems capable of handling application upgrades and new initiatives. Citizen frustration and dissatisfaction if external systems (i.e. City website, electronic homeowner grant, public Wi-Fi) fail, or are slow and unresponsive.											
<b>External Funding : Description</b>	N/A		<b>Specify Funding Agency/Program:</b>									
<b>GHG Implications:</b> Discuss GHG considerations for all projects. Provide	Minimal; newer technology continues to make improvements with regards to energy efficiency. Note that our data centre infrastructure enables electronic document management, as well as hosts the numerous applications the City provides. These items all contribute to a reduction in paper.											
<b>Milestones:</b>	Base: \$50,000 - for adding storage, switches, wireless APS, servers, fibre repairs as needed.		<b>Director Approval:</b> Approved by B. Pearce November 20, 2019									
	Forecasted replacement/upgrades: 2020: Wireless network \$75k 2021: Base \$50k 2022: Switches \$300k 2023: Compute \$200k 2024: Firewalls \$100k 2025: Storage \$350k 2027: Wireless Network \$75k 2028: Base \$50k 2029: Switches \$300k											
<b>2010-2019 Budget</b>	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL	
<b>Funding Requirements</b>												
<b>City Funding (Fund Appropriation)</b>	<b>819,756</b>	125,000	50,000	350,000	250,000	150,000	400,000	50,000	75,000	50,000	300,000	\$ 1,800,000
<b>External Funding/Contributions</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Project Expenditures</b>	<b>\$ 819,756</b>	<b>\$ 125,000</b>	<b>\$ 50,000</b>	<b>\$ 350,000</b>	<b>\$ 250,000</b>	<b>\$ 150,000</b>	<b>\$ 400,000</b>	<b>\$ 50,000</b>	<b>\$ 75,000</b>	<b>\$ 50,000</b>	<b>\$ 300,000</b>	<b>\$ 1,800,000</b>
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Impact on Operations/Maintenance</b> (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Expenses net of recoveries	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
(Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Staffing (FTE)</b>												
Regular	-	-	-	-	-	-	-	-	-	-	-	-
Temporary	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Staffing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

\* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

<b>Project Name:</b>	<b>Existing Infrastructure Safety Improvements</b>											<b>2020 - 2029 Project Plan</b>		
<b>Department:</b>	<b>Engineering: Traffic</b>											<b>Project Type:</b>		
<b>Project Manager:</b>	<b>Kliment Kuzmanovski</b>											<b>New Capital Asset</b>		
	Date: 4-Jul-19											<b>New Initiative</b>		
<b>Description:</b>	This funding will be used to address site-specific safety issues in various City neighbourhoods and on designated cycling corridors. Throughout the year, there are often small, local safety issues that are raised, and this funding would be used to address these issues. The list for site-specific safety improvements is developed based on resident requests and prioritized through the analysis results prepared by City Staff.													
<b>Purpose:</b>	To make streets safer and preserve and enhance the liveability of neighbourhoods. To promote cycling as a safe and convenient mode of transportation by improving facilities for cyclists.													
<b>Alignment With Official Community Plan:</b>	2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choice for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use; 2.1.2 Invest in pedestrian and cycling facilities on the routes to and around schools, and work with the North Vancouver School District to promote active transportation, healthy lifestyles, and sustainable travel behaviour among children and youth; 2.1.4. Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive; 2.3 Support a safe, accessible, resilient, and affordable transportation system													
<b>Strategic Plan :</b>	Supports a <b>Connected</b> city by creating safe and efficient transportation options. Results in improved walking, cycling and public transportation.													
<b>Outcome: (Customer Satisfaction)</b>	The implementation of safety measures helps address local traffic safety issues for pedestrians, cyclists and traffic. This would also help address neighbourhood and resident safety concerns. Bicycle network improvements, such as signage, pavement markings, or civil works, increase drivers' awareness of cyclists. A safe and highly visible bicycle network will improve the safety and efficiency of bike trips for cyclists.													
<b>Impact if Project Does Not Proceed:</b>	Without these funds some traffic safety issues would be unresolved. Implementation of the Bicycle Master Plan will not proceed.													
<b>External Funding :</b>	Specify Funding Agency/Program: TransLink													
	Other Contribution Unsecured Contribution													
<b>GHG Implications:</b>	By discouraging/reducing traffic in the neighbourhood, designing streets for travel at speeds optimum for fuel consumption and GHG emissions (40km/h), giving priority to pedestrians and cyclists, some small reductions in GHG emissions are expected. Fuel used and waste generated during construction will result in a minimal increase GHG emissions during construction.													
<b>Milestones:</b>	Selected upgrades and modifications will be completed in the year of funding.											<b>Director Approval:</b> Approved by D. Pope November 20, 2019		
	<b>2010-2019 Budget</b>	<b>2020 Budget</b>	<b>2021 Budget</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2024 Budget</b>	<b>2025 Budget</b>	<b>2026 Budget</b>	<b>2027 Budget</b>	<b>2028 Budget</b>	<b>2029 Budget</b>	<b>TOTAL</b>		
<b>Funding Requirements</b>														
<b>City Funding (Fund Appropriation)</b>	\$	300,000	\$	390,000	\$	390,000	\$	390,000	\$	390,000	\$	390,000	\$	3,810,000
<b>External Funding/Contributions</b>	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	500,000
<b>Total Project Expenditures</b>	\$	-	\$	350,000	\$	440,000	\$	440,000	\$	440,000	\$	440,000	\$	4,310,000
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		3%		3%		3%		3%		3%		3%		
<b>Impact on Operations/Maintenance</b> (Incremental to 2018 Base Year Operating Budget)														
Revenues	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Expenses net of recoveries (Include staffing)	\$	-	\$	15,000	\$	15,000	\$	15,000	\$	15,000	\$	15,000	\$	15,000
<b>Total</b>	\$	-	\$	(15,000)	\$	(15,000)	\$	(15,000)	\$	(15,000)	\$	(15,000)	\$	(15,000)
<b>Staffing (FTE)</b>														
Regular	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Temporary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Staffing</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

<b>Project Name:</b>	<b>Pavement Condition Testing</b>											<b>2020 - 2029 Project Plan</b>		
<b>Department:</b>	<b>Engineering: Streets</b>											<b>Project Type:</b>	<b>On-Going Program/Project</b>	
<b>Project Manager:</b>	<b>Brian Willock</b>											<b>Date:</b>	<b>4-Jul-19</b>	<b>Base Program</b>
<b>Description:</b>	Annual analysis and update of pavement network condition and non-destructive testing of the City's asphalt roads every 3 years.													
<b>Purpose:</b>	To collect pavement condition data every three years with annual updates and analysis to produce a long-term strategy for pavement management as well as a recommended annual work plan for pavement maintenance and rehabilitation. To forecast long-term financial needs to maintain asset condition and meet service expectations.													
<b>Alignment With Official Community Plan:</b>	Chapter 8 Municipal Services & Infrastructure (employ a proactive approach to infrastructure maintenance and upgrades; use innovative planning and design to ensure infrastructure longevity).													
<b>Strategic Plan :</b>	This supports a <b>Connected City</b>													
<b>Outcome: (Customer Satisfaction)</b>	Updated computer model to assist with the management of the City's inventory of asphalt roads. The resulting condition information helps with preparation of the capital plan; determination of requirements for developer contributions; in the quantification of damages caused by large projects, helps to assess the medium term performance of rehabilitation works, and enables professional defensible analysis of conditions relative to queries from the public.													
<b>Impact If Project Does Not Proceed:</b>	Older test data cannot project conditions beyond 5 years subsequent to test. Test conditions are out of date and projected conditions are not reliable. Unable to effectively use condition information to assess effectiveness of pavement rehabilitation program. Unable to effectively assess the impact of development related activities on the condition of asphalt and therefore unable to confidently identify contributions required to offset such impact. Unable to effectively respond to public complaints regarding pavement condition and priorities.													
<b>External Funding :</b>	<div style="display: flex; justify-content: space-between;"> <span>N/A</span> <span>N/A</span> <span>Specify Funding Agency/Program:</span> </div>													
<b>GHG Implications:</b> <small>Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information.</small>	Applying modern asset management principles using pavement condition information to help to prioritize pavement rehabilitation projects, optimize the life of pavement assets, and thereby reduce GHG's.													
<b>Milestones:</b>	Annual summary of pavement network condition.										<b>Director Approval:</b> Approved by D. Pope November 20, 2019			
	<b>2010-2019 Budget</b>	<b>2020 Budget</b>	<b>2021 Budget</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2024 Budget</b>	<b>2025 Budget</b>	<b>2026 Budget</b>	<b>2027 Budget</b>	<b>2028 Budget</b>	<b>2029 Budget</b>	<b>TOTAL</b>		
<b><u>Funding Requirements</u></b>														
<b>City Funding (Fund Appropriation)</b>	<b>\$ 170,000</b>	\$ 25,000	\$ 75,000	\$ 25,000	\$ 25,000	\$ 75,000	\$ 25,000	\$ 25,000	\$ 75,000	\$ 25,000	\$ 25,000	\$ 400,000		
<b>External Funding/Contributions</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>Total Project Expenditures</b>	<b>\$ 170,000</b>	\$ 25,000	\$ 75,000	\$ 25,000	\$ 25,000	\$ 75,000	\$ 25,000	\$ 25,000	\$ 75,000	\$ 25,000	\$ 25,000	\$ 400,000		
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
<b><u>Impact on Operations/Maintenance</u></b> (Incremental to 2018 Base Year Operating Budget)														
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-		
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-		
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>		
<b>Staffing (FTE)</b>														
Regular	-	-	-	-	-	-	-	-	-	-	-	-		
Temporary	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Total Staffing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		

\* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.



<b>Project Name:</b>	<b>New Traffic Signals</b>											
<b>Department:</b>	<b>Engineering: Traffic</b>											
<b>Project Manager:</b>	<b>Kliment Kuzmanovski</b>											
	<div style="display: flex; justify-content: space-between;"> <div>Date: 4-Jul-19</div> <div>Project Type: <b>New Initiative</b></div> <div>2020 - 2029 Project Plan New Capital Asset</div> </div>											
<b>Description:</b>	Existing pedestrian and vehicular traffic volume warrants installation of a full traffic signal at these intersections. The requested funds are needed for design and construction of new traffic signals.											
<b>Purpose:</b>	Installation of a traffic signals at intersections where warranted is necessary to enhance safe pedestrian and cyclist movement through these intersections. Lack of traffic signals makes crossing major roads very difficult for pedestrians and cyclists. The new traffic signals will improve pedestrian and cyclists safety.											
<b>Alignment With Official Community Plan:</b>	2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choice for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use.											
<b>Strategic Plan :</b>	Supports a <b>Connected</b> City and safe mobility											
<b>Outcome: (Customer Satisfaction)</b>	A significant safety improvements by removing east-west and/or north-south barriers for vulnerable road users crossing busy City roads.											
<b>Impact If Project Does Not Proceed:</b>	Pedestrians and cyclists will continue to feel unsafe when crossing main roads.											
<b>External Funding :</b>	<div style="display: flex; justify-content: space-between;"> <div>Developers Contribution</div> <div>Secured Contribution</div> <div>Specify Funding Agency/Program: Developer funding</div> </div>											
<b>GHG Implications:</b> Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information.	With the new traffic signals, more vulnerable road users crossing busy roads will be encouraged to select sustainable mode of transportation, so GHG emission would be reduced.											
<b>Milestones:</b>	Years of Design and Construction are provided in the attachment.										<b>Director Approval:</b> Approved by D. Pope November 20, 2019	
	<b>2010-2019 Budget</b>	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL
<b>Funding Requirements</b>												
<b>City Funding (Fund Appropriation)</b>		\$ 995,000	\$ 940,000	\$ 1,010,000	\$ 1,040,000	\$ 1,010,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 9,995,000
<b>External Funding/Contributions</b>	<b>\$ 315,000</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Project Expenditures</b>	<b>\$ 315,000</b>	\$ 995,000	\$ 940,000	\$ 1,010,000	\$ 1,040,000	\$ 1,010,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 9,995,000
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	
<b>Impact on Operations/Maintenance</b> (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expenses net of recoveries	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100	\$ 4,100
(Include staffing)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)	\$ (4,100)
<b>Total</b>												
<b>Staffing (FTE)</b>												
Regular	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
Temporary	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Staffing</b>	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000

\* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

<b>Project Name:</b>	<b>New Pedestrian Crossing Facilities</b>											<b>2020 - 2029 Project Plan</b>	
<b>Department:</b>	<b>Engineering: Traffic</b>											<b>Project Type:</b>	
<b>Project Manager:</b>	<b>Kliment Kuzmanovski</b>											<b>New Capital Asset</b>	
	Date: 4-Jul-19											<b>New Initiative</b>	
<b>Description:</b>	It is proposed to implement engineering measures to improve safety to all road users at signalized and unsignalized intersections, including implementation of left turn protected signal phases, installation of corner bulges at various locations and conducting conflict analysis studies.												
<b>Purpose:</b>	It is proposed to implement engineering measures to improve safety of vulnerable road users including implementation of enhanced crosswalks, corner bulges and other upgrades and modifications at various locations.												
<b>Alignment With Official Community Plan:</b>	2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choice for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use.												
<b>Strategic Plan :</b>	Supporting a <b>Connected City</b>												
<b>Outcome: (Customer Satisfaction)</b>	Safety improvement to all road users, especially vulnerable road users - pedestrians and cyclists.												
<b>Impact If Project Does Not Proceed:</b>	Motor vehicle collisions trends will not be reduced, pedestrian safety not improved												
<b>External Funding :</b>	Specify Funding Agency/Program:												
	N/A N/A												
<b>GHG Implications:</b> Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information.	With the new pedestrian crossings more vulnerable road users crossing busy roads will be encouraged to select sustainable mode of transportation, so GHG emission would be reduced.												
<b>Milestones:</b>	Selected upgrades and modifications will be completed in the year of funding.											<b>Director Approval:</b> Approved by D. Pope November 20, 2019	
	<b>2010-2019 Budget</b>	<b>2020 Budget</b>	<b>2021 Budget</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2024 Budget</b>	<b>2025 Budget</b>	<b>2026 Budget</b>	<b>2027 Budget</b>	<b>2028 Budget</b>	<b>2029 Budget</b>	<b>TOTAL</b>	
<b>Funding Requirements</b>													
<b>City Funding (Fund Appropriation)</b>	<b>\$ 150,000</b>	\$ 300,000	\$ 685,000	\$ 745,000	\$ 670,000	\$ 500,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 4,400,000	
<b>External Funding/Contributions</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Total Project Expenditures</b>	<b>\$ 150,000</b>	\$ 300,000	\$ 685,000	\$ 745,000	\$ 670,000	\$ 500,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 4,400,000	
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		3%	3%	3%	3%	3%	3%	3%	3%	3%	3%		
<b>Impact on Operations/Maintenance</b> (Incremental to 2018 Base Year Operating Budget)													
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Expenses net of recoveries (Include staffing)	\$ 4,100	\$ 4,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>Total</b>	<b>\$ (4,100)</b>	<b>\$ (4,100)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		
<b>Staffing (FTE)</b>													
Regular	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000		
Temporary	-	-	-	-	-	-	-	-	-	-	-		
<b>Total Staffing</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>	<b>0.2000</b>		

\* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

<b>Project Name:</b>	<b>Installation of Accessible Pedestrian Signal Units</b>										<b>2020 - 2029 Project Plan</b>	
<b>Department:</b>	<b>Engineering: Traffic</b>										<b>Project Type:</b>	
<b>Project Manager:</b>	<b>Carl Ungson</b>										<b>New Initiative</b>	
	Date: 4-Jul-19											
<b>Description:</b>	Installation of Accessible Pedestrian Signal (APS) devices at various signalized intersections within the City (audible signals).											
<b>Purpose:</b>	To provide effective and accessible transportation system for visually disabled people.											
<b>Alignment With Official Community Plan:</b>	2.3.2 Accommodate the transportation needs of all users, including those with limited mobility and disabilities. 2.3.4 Install more accessible pedestrian traffic signals.											
<b>Strategic Plan :</b>	Supports a <b>Connected City</b> by improving accessibility.											
<b>Outcome: (Customer Satisfaction)</b>	Accessible pedestrian signal devices at traffic signals increases safe and universally accessible intersection crossing options for residents.											
<b>Impact If Project Does Not Proceed:</b>	Less accessible transportation system for persons with disabilities.											
<b>External Funding :</b>	Specify Funding Agency/Program:  N/A N/A											
<b>GHG Implications:</b> Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information.	By encouraging more pedestrians we will lower the community's GHG emissions.											
<b>Milestones:</b>	Installation and design in years when budgeted. List of locations for the period 2019-2025 is attached. This list is periodically updated in consultation with the ACDI.										<b>Director Approval:</b> Approved by D. Pope November 20, 2019	
	<b>2010-2019 Budget</b>	<b>2020 Budget</b>	<b>2021 Budget</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2024 Budget</b>	<b>2025 Budget</b>	<b>2026 Budget</b>	<b>2027 Budget</b>	<b>2028 Budget</b>	<b>2029 Budget</b>	<b>TOTAL</b>
<b>Funding Requirements</b>												
<b>City Funding (Fund Appropriation)</b>	<b>\$ 240,000</b>	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 350,000
<b>External Funding/Contributions</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Project Expenditures</b>	<b>\$ 240,000</b>	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 350,000
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	
<b>Impact on Operations/Maintenance</b> (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Expenses net of recoveries (Include staffing)	\$ -	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ 1,000
<b>Total</b>	\$ -	\$ (1,000)	\$ -	\$ (1,000)	\$ -	\$ (1,000)	\$ -	\$ (1,000)	\$ -	\$ (1,000)	\$ -	\$ (1,000)
<b>Staffing (FTE)</b>												
Regular	-	0.0040	-	0.0040	-	0.0040	-	0.0040	-	0.0040	-	0.0040
Temporary	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Staffing</b>	-	0.0040	-	0.0040	-	0.0040	-	0.0040	-	0.0040	-	0.0040

\* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

<b>Project Name:</b>	<b>Traffic Signal System Upgrades</b>											<b>2020 - 2029 Project Plan</b>		
<b>Department:</b>	<b>Engineering: Traffic</b>											<b>Project Type:</b>		<b>New Capital Asset</b>
<b>Project Manager:</b>	<b>Kliment Kuzmanovski</b>											<b>Date:</b> 4-Jul-19		<b>New Initiative</b>
<b>Description:</b>	Upgrade of traffic signal poles, underground wiring, signal communication systems, and controllers in the City. Locations and project details to be determined per results from various traffic engineering analysis and based on needs for upgrading traffic signal equipment.													
<b>Purpose:</b>	To ensure safe and efficient traffic signal operations, optimal traffic signal coordination, replacement of aging signal equipment (not poles) which are at the end of their life cycle.													
<b>Alignment With Official Community Plan:</b>	2.3.1 Maintain the existing transportation infrastructure in good repair. 2.3.10 Coordinate with neighbouring municipalities and other levels of government on key road network improvements to facilitate pedestrian, cycling, transit, goods, emergency and vehicle movements in the City and the North Shore. 8.2.1 Maintain or improve service levels related to transportation. 8.2.2 Identify and monitor the condition of our infrastructure on a regular basis.													
<b>Strategic Plan :</b>	This supports a <b>Connected City</b> .													
<b>Outcome: (Customer Satisfaction)</b>	Provide safe and efficient traffic signal operations, minimize delays at signalized intersections.													
<b>Impact If Project Does Not Proceed:</b>	Deterioration of the traffic signal system and depreciation of capital assets; lower efficiency and compromise of safety resulting in more frequent malfunctions. These malfunctions will result in increased maintenance costs due to emergency call-outs and may result in accidents.													
<b>External Funding :</b>	<div style="display: flex; justify-content: space-between;"> <span>N/A</span> <span>N/A</span> <span>Specify Funding Agency/Program:</span> </div>													
<b>GHG Implications:</b> Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information.	Reduced fuel consumption from reduced emergency call-outs.													
<b>Milestones:</b>	Annual replacements and upgrades.											<b>Director Approval:</b> Approved by D. Pope November 20, 2019		
	<b>2010-2019 Budget</b>	<b>2020 Budget</b>	<b>2021 Budget</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2024 Budget</b>	<b>2025 Budget</b>	<b>2026 Budget</b>	<b>2027 Budget</b>	<b>2028 Budget</b>	<b>2029 Budget</b>	<b>TOTAL</b>		
<b>Funding Requirements</b>														
<b>City Funding (Fund Appropriation)</b>	<b>\$ 2,706,000</b>	\$ 250,000	\$ 180,000	\$ 470,000	\$ 300,000	\$ 300,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 4,000,000		
<b>External Funding/Contributions</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>Total Project Expenditures</b>	<b>\$ 2,706,000</b>	\$ 250,000	\$ 180,000	\$ 470,000	\$ 300,000	\$ 300,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 4,000,000		
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		3%	3%	3%	3%	3%	3%	3%	3%	3%	3%			
<b>Impact on Operations/Maintenance</b> (Incremental to 2018 Base Year Operating Budget)														
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>Staffing (FTE)</b>														
Regular	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000			
Temporary	-	-	-	-	-	-	-	-	-	-	-			
<b>Total Staffing</b>	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000			

\* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

<b>Project Name:</b>	<b>Business Intelligence &amp; Reporting</b>												<b>2020 - 2029 Project Plan</b>	
<b>Department:</b>	<b>Information Technology</b>												<b>Project Type:</b>	<b>New Capital Asset</b>
<b>Project Manager:</b>	<b>Ed Sweeney</b>												Date: 4-Jul-19	<b>New Initiative</b>
<b>Description:</b>	The objective of getting the most out of the applications and staff we have in place has been identified as a priority, including a desire for improved business intelligence (BI) and reporting. This project will provide better overall training for each of our applications by reviewing existing resources and newer tools that can be used to develop comprehensive training plans and materials. This project will also allow for the introduction of BI technologies and improved reporting.													
<b>Purpose:</b>	To raise the competencies of staff in the use of information to gain quality and efficiency in the delivery of services. To identify available training resources for each of our major applications and develop comprehensive training plans for each application. To review training tools that could be used for the development of in-house course materials including training videos. To create a business intelligence repository, including dashboards and reporting.													
<b>Alignment With Official Community Plan:</b>	AMR IF - 1 - General improvements to internal systems allowing improvements for internal processing and external communication. OCP: 8.2: Employ a proactive approach to infrastructure maintenance and upgrades.													
<b>Strategic Plan :</b>	<b>A City for People:</b> Providing data and intelligence used to support complex decisions that promote the health and well-being of all.													
<b>Outcome: (Customer Satisfaction)</b>	Increased efficiency in our business processes throughout the organization as well as generation of documentation of both systems and business processes to aid with succession planning and employee turnover. Increased job satisfaction for having delivered more value in our services. Improved reporting and business intelligence capabilities.													
<b>Impact If Project Does Not Proceed:</b>	Lost opportunity of making the most out the resources and expertise that we have in place. Lack of business intelligence / dashboarding technologies and access to electronic data.													
<b>External Funding : Description</b>	<div style="display: flex; justify-content: space-between;"> <span>N/A</span> <span>N/A</span> <span>Specify Funding Agency/Program:</span> </div>													
<b>GHG Implications:</b> Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information	Minimal; however the increased use of electronic processes may result in less use of printed reports.													
<b>Milestones:</b>	Work to commence after budget approval.										<b>Director Approval:</b> Approved by B. Pearce November 20, 2019			
	<b>2010-2019 Budget</b>	<b>2020 Budget</b>	<b>2021 Budget</b>	<b>2022 Budget</b>	<b>2023 Budget</b>	<b>2024 Budget</b>	<b>2025 Budget</b>	<b>2026 Budget</b>	<b>2027 Budget</b>	<b>2028 Budget</b>	<b>2029 Budget</b>	<b>TOTAL</b>		
<b>Funding Requirements</b>														
<b>City Funding (Fund Appropriation)</b>	\$ -	\$ 150,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000		
<b>External Funding/Contributions</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>Total Project Expenditures</b>	\$ -	\$ 150,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000		
<b>Overhead Staffing (Engineering/Facilities)</b> Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
<b>Impact on Operations/Maintenance</b> (Incremental to 2018 Base Year Operating Budget)														
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<b>Staffing (FTE)</b>														
Regular	-	-	-	-	-	-	-	-	-	-	-	-		
Temporary	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Total Staffing</b>	-	-	-	-	-	-	-	-	-	-	-	-		



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## AGENDA

- Project Objective
- Existing Conditions
- Initial Stakeholder Engagement
- What is a *Complete Street*?
- Project Timeline and Next Steps
- Recommendation

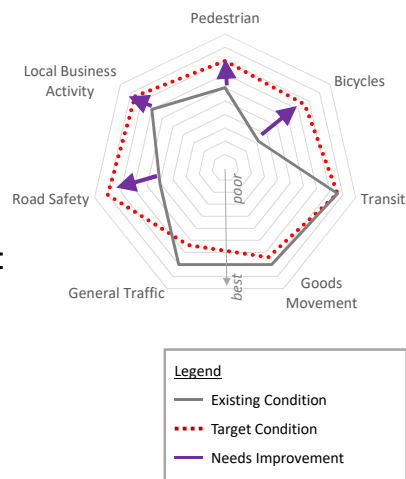
## Project Objective

- Asked to improve the low level route through the City, making it work better for more users.



## Existing Conditions

- Good for some:
  - Passenger vehicles
  - Transit
  - Goods movement
- Needs improvement for others:
  - Road Safety
  - Cyclists
  - Pedestrians
  - Local businesses



## Initial Stakeholder Engagement

- We spoke with representatives from:
  - Lower Lonsdale BIA and NV Chamber of Commerce
  - Translink
  - Port of Vancouver and BC Trucking Associations
  - CNV Operations and Fire Departments
  - HUB
- Discussed what is and isn't working well on Esplanade, and various tools within the Complete Street toolbox

## Initial Stakeholder Engagement *Key Themes*

- Esplanade is a key E-W corridor for people and goods movement:
  - Maintain people and goods moving capacity of the Major Road Network,
  - Ensure transit movement is fast and reliable, and
  - Ensure emergency response is fast and reliable
- The urban experience is not stress-free; stakeholders preferred each user group to be separated
  - Drivers and cyclists often feel uncomfortable side-by-side
  - Mixing fast moving cyclists and pedestrians will increase conflict
- Other opportunities through the project to improve street character
  - Ease of access for customers travelling by all modes,
  - Comfort, walkability, and street activation, and
  - Quality wayfinding to off-street parking

## Why Esplanade needs to be a *Complete Street*

### Motor Vehicles

- Part of Translink's Major Road Network and one of few connected east-west corridors

### Truck

- Esplanade is part of the only municipal east-west truck route through the City; the other being the highway.

### Transit

- Part of Translink's RapidBus corridor, providing direct connections to SeaBus and east-west travel

### Cycling

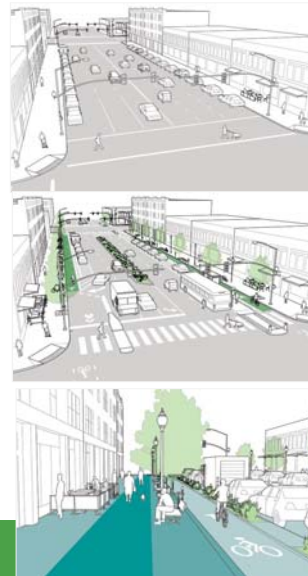
- Topography and directness make it attractive to cyclists. Other routes pose barriers to convenient cycling

### Pedestrians

- High walking modes share in this area

## What is a Complete Street?

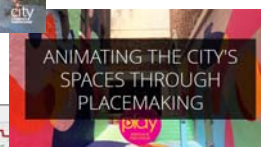
- Considers the needs of people of all ages and abilities, for all modes
- Considers interplay between land-use and transportation
- Supports businesses and civic amenities through vibrant public realm, and managing curbside effectively
- Not all streets need to be Complete Streets





## Supporting City Objectives

- Council Strategic Plan
  - Prosperous City: create an environment where new and existing businesses can grow and thrive.
  - Connected City: build for all modes to move effectively and safely
- Safe Mobility Strategy
  - Safe and comfortable for everyone
  - Prioritize interventions which improve safety for “more vulnerable” road users
- Placemaking
  - Animate public spaces to create connection and positive experiences
- Priority Mobility Lane Corridor Plan
  - Upgrades to existing cycling network
  - Includes wider protected routes accommodating a broad range of users



## Initial Direction

- Givens
  - Improve road safety by separating all users
  - Maintain people and goods moving capacity of the Major Road Network
  - Ensure transit movement remains fast and reliable
  - Effective management of curbside
  - Support access to businesses
- How we will prioritize?
  - Cannot fit everything at preferred dimensions
  - Engagement with community to understand experience and what is important to them

## Project Timeline and Next Steps

### TIMELINE FOR THE PUBLIC CONSULTATION AND CONSTRUCTION




## Recommendation

- PURSUANT to the report of the Transportation Engineer, dated September 23, 2020, entitled "Esplanade Complete Street – Project Update":
- THAT the project to deliver a complete streets design for Esplanade, focused on improving the safety and comfort for vulnerable road users, providing good access to business, while maintaining the people and goods movement capacity of the corridor, be endorsed;
- AND THAT staff proceed with the public engagement process.



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 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: Brandon Green, Transportation Engineer

Subject: ESPLANADE COMPLETE STREET – PROJECT UPDATE

Date: September 23, 2020 File No: 16-8350-20-0034/1

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

**RECOMMENDATION**

PURSUANT to the report of the Transportation Engineer, dated September 23, 2020, entitled “Esplanade Complete Street – Project Update”:

THAT the project to deliver a complete streets design for Esplanade, focused on improving the safety and comfort for vulnerable road users, providing good access to business, while maintaining the people and goods movement capacity of the corridor, be endorsed;

AND THAT staff proceed with the public engagement process.

**SUMMARY**

Esplanade plays a vital role in the City's road network for the movement of people and goods, and should be designed with a Complete Street approach, considering people of all ages and abilities, traveling by all modes.

The Esplanade Complete Street project aims to improve comfort and safety for pedestrians and cyclists, while maintaining the existing road capacity and service levels for transit, trucks, and passenger vehicles. Initial stakeholder conversations indicate support for making changes to the corridor to improve road safety and comfort by separating modes. Conversations also identified the need to provide business access and resulting in increased street vibrancy while recognizing tradeoffs will need to be considered due to right-of-way widths.

Staff are recommending that a public engagement process commence this fall to inform the public of the project and to identify what complete street components are most

important to the community. The outcomes of the engagement, combined with project objectives and City policies, will inform the project design within the constrained space. In 2021, Council will receive a report back summarizing the engagement results and information on the design and construction schedule.

## DISCUSSION

### *PRIORITY CORRIDOR FOR IMPROVEMENT*

The Esplanade corridor was identified as an early east-west priority of the All Ages and Abilities Priority Mobility Network Plan, approved by Council in November 2019. The objective of the Priority Mobility Network is to build a system of safe and comfortable infrastructure for a growing variety of active transportation users and electrified mobility devices. Recognizing that Esplanade is an important corridor for many travel modes, staff have adopted a complete street design approach to ensure the needs of all road users are considered throughout the project.

### *ESPLANADE SERVES A WIDE RANGE OF USERS AS A CRITICAL EAST-WEST CORRIDOR AND COMMERCIAL STREET*

Esplanade serves a wide range of motorized and non-motorized users and is part of only a few continuous east-west people and goods movement corridors across the North Shore, accommodating:

- Motor Vehicles – part of TransLink's Major Road Network and one of few connected east-west corridors;
- Trucks and Goods Movement – part of the only municipal east-west truck route through the City; the other being the highway;
- Transit – part of TransLink's RapidBus corridor, providing direct connections to SeaBus and east-west travel;
- Cycling – topography and directness make Esplanade the preferred route for cyclists. Other parallel routes pose barriers to convenient cycling. Further information on cycling route selection is provided to Council in an information report, dated October 1, 2020.
- Pedestrians – designated as part of the pedestrian precinct, this area has high walking mode share

In addition to the importance of a through corridor, Esplanade is a street with moderate density commercial and residential buildings and so the design must consider the local needs for access and desire for improved vibrancy.



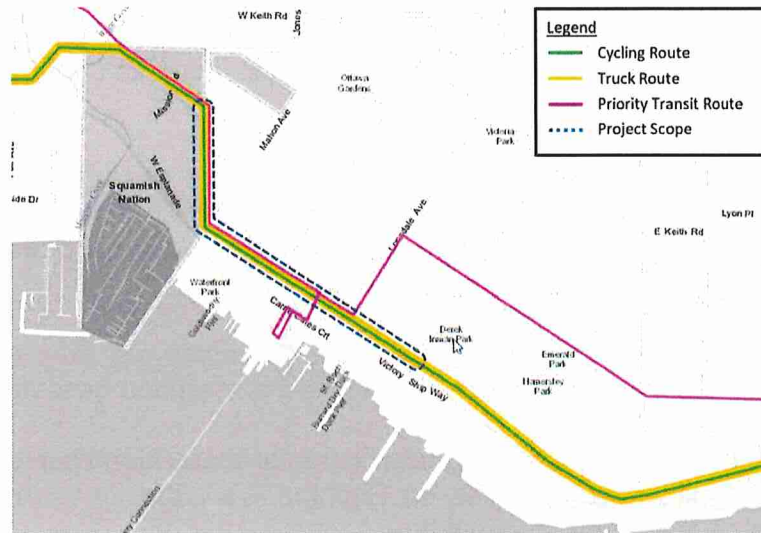


Figure 1: Project Overview

### EXISTING CONDITIONS ARE GOOD FOR SOME USERS BUT NOT ALL

Staff completed an assessment of the existing conditions on Esplanade for each user group and determined that Esplanade is good for some users, but is in need of improvement for others (see Figure 2).

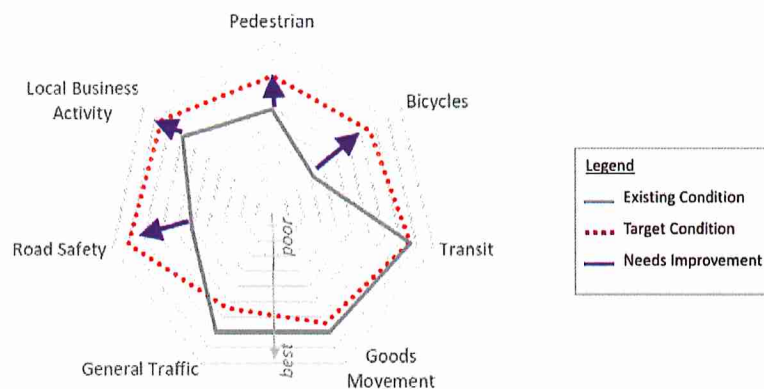


Figure 2: Assessment of Existing Conditions

Generally, Esplanade provides a high level of service for east-west motor vehicle travel due to a four lane plus left turn bay cross-section, coordination of traffic signals, and recent improvements for the R2 RapidBus project. Conversely, staff identified pedestrian and cyclist comfort, road safety, and local business activity as key areas for improvement.

The painted bike lanes along Esplanade were implemented almost a decade ago and although they met best practices of the day, the safety and comfort standards have advanced. From today's design guidance, we know that cycling facilities separate from motor vehicles and pedestrians are safer and more comfortable for all modes. Both user groups have noted the experience of large trucks adjacent to cycling lanes as problematic.

The pedestrian experience on Esplanade can be uncomfortable at times, often due to road noise and vehicle speeds. Staff identify the need to increase pedestrian comfort and improve the crossing experience for pedestrians.

This project provides a unique opportunity to support the prosperity of area businesses through improvements to the street. Due to inefficient use of the existing boulevard space, there are limited opportunities to activate the street and introduce a green buffer to create a more vibrant and comfortable streetscape.

On-street parking and loading zones are at capacity, which regularly results in drivers engaging in unsafe double parking behaviour to load and unload passengers and goods.

While the project will focus on improving conditions for these identified user groups, staff recognize that the road network relies on Esplanade's capacity to move people and goods, and intend to maintain that capacity.

#### *KEY STAKEHOLDERS ARE SUPPORTIVE OF ADVANCING THE PROJECT WITH COMPLETE STREET LENS*

This summer, staff spoke with representatives from the Lower Lonsdale Business Improvement Area (BIA), North Vancouver Chamber of Commerce, TransLink, Port of Vancouver, BC Trucking Association, City Operations and Fire Department, and HUB Cycling who provided us with feedback about their experiences on the Esplanade corridor.

What we heard re-enforced staff's assessment that the corridor is critical to many user groups and is working well for some but not all. Moving people, goods and the frictionless response to emergencies were all highlighted as strengths of the existing corridor. We heard drivers of large vehicles find it uncomfortable to be next to cyclists. We also heard the existing conditions are not ideal for the comfort and safety of vulnerable road users traveling along or crossing the Esplanade corridor and make it more challenging for a diverse range of businesses to flourish.

Staff are encouraged by the preliminary conversations with the key stakeholders who recognize the opportunity to improve conditions for all users on Esplanade and to hear stakeholders coalescing around the desire to separate users to reduce stress and improve the safety of the corridor.

#### *COMPLETE STREET APPROACH TO CORRIDOR DESIGN*

A complete street approach considers the needs of people of all ages and abilities, for all modes of travel appropriate to a given context. It also requires consideration of the interplay between land use and transportation, in order to create a context-sensitive public realm. The objective is not to make every street a complete street, rather to create a coarse grain network of complete streets across the City.

The Esplanade corridor is required to fulfill the needs of many within a limited right-of-way and tradeoffs will need to be made to balance these competing demands. At this point in the project, exact tradeoffs and how they will be prioritized are not known. Staff are

confident that a design can be achieved that does not reduce the people and goods moving capacity of Esplanade for today and into the future, and that a safe and comfortable pedestrian and cyclist experience can be provided for the length of the corridor. Through the public engagement process, we will develop priorities based on public values and on City policy guidance. The report section titled, *Strategic Plan, OCP or Policy Implications*, references this guidance in detail.

### PROCEEDING WITH PUBLIC ENGAGEMENT AND DESIGN

Staff are seeking Council endorsement to commence public engagement on the Esplanade Complete Street project this fall. Figure 3 shows the updated project timeline, including two phases of public engagement prior to finalizing design and construction.

TIMELINE FOR THE PUBLIC CONSULTATION AND CONSTRUCTION



Figure 3: Project Timeline

There is a thorough strategic communications and engagement plan for this project that will guide our communications and outreach. The plan ensures that we are raising broad general awareness about this project across the community and that we are providing an opportunity for all interested community members and stakeholders to share their feedback with us. Engagement strategies will target local businesses, residents, specific stakeholder groups, and advisory bodies.

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

### FINANCIAL IMPLICATIONS

The estimated cost for consultation and design is \$100,000, which was appropriated in June 2020 to enable staff to proceed, pending Council's direction. The total estimated cost of construction is \$5,350,000; however, it should be noted that these are preliminary cost estimates, and the actual project costs will be refined through the design process. The construction costs have been included for Council's consideration in the 2021-2030 budget and is subject to approval.

As with past major capital projects, the project costs are based on the availability of external funding from senior government and TransLink. The City has been successful in



accessing these grants in the past, and staff will continue to pursue all external funding opportunities.

## INTER-DEPARTMENTAL IMPLICATIONS

Engineering, Parks and Environment will lead the Esplanade Complete Streets project through consultation, design and construction with support from:

- Transportation Planning – Ensuring design decision making and prioritization is aligned with the fundamental elements of the Safe Mobility Strategy and to support conversations on curbside management and off-street parking.
- Community and Partner Engagement – Collaborating on the execution of the public consultation strategy and ongoing engagement of stakeholders
- Planning – Advising on urban design and street character at the interface between the public and private realm.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

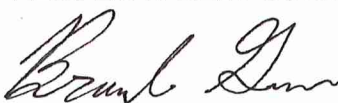
This project supports a Connected, Vibrant, and Prosperous City, provides active and sustainable ways for people to move to, from and within the City safely and efficiently, and results in an increase in kilometers of protected bike lanes and increased cycling mode share.

Delivering a complete street also aligns with key actions outline in the Safe Mobility Strategy.

The re-construction of Esplanade is consistent with the goals and objectives in the City's Official Community Plan, specifically Chapter 2, (Transportation, Mobility and Access) and 7, (Economic Development). Specific objectives include:

- Objective 2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choice for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use;
- Objective 2.1.3 Invest in public realm improvements and locate public art in public places, trails and greenways to enhance the character of the walking and cycling environment.
- Objective 7.1.6 Collaborate with local businesses in developing a plan for activities, events and amenities that will increase patronage of both visitors and nearby residents for each major shopping district.

RESPECTFULLY SUBMITTED:



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Brandon Green, P.Eng.  
Transportation Engineer