



AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, APRIL 7, 2025 AT 6:00 PM

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

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

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, April 7, 2025

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, March 31, 2025

PROCLAMATIONS

Autism Acceptance Month – April 2025

Green Shirt Day – April 7, 2025

PUBLIC INPUT PERIOD

CONSENT AGENDA

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

CORRESPONDENCE

- *3. Board in Brief – Metro Vancouver Regional District, February 2025

REPORTS

- *4. 2025 UBCM Community Emergency Preparedness Fund Grant Application – Emergency Operations Centre Equipment and Training
- *5. Appointment of North Shore Designate to E-Comm Board – 2025-2026 Term and Proxyholder for E-Comm Board Annual General Meeting

PRESENTATION

Curb Access and Parking Plan – Policy and Implementation – Deputy Director, Transportation, and Planner 2

REPORT

6. Curb Access and Parking Plan – Policy and Implementation

BYLAW – FIRST, SECOND AND THIRD READINGS

7. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088”
(Curb Access and Parking Plan Policy Changes)

REPORTS

8. Official Community Plan Update and Amendment Applications – *Local Government Act* Required Consultation with Inter-Governmental Agencies
9. Development Variance Permit Application: 222 East 2nd Street (GWL Realty Advisors Inc.)
10. 2025-2029 Financial Plan Bylaw

BYLAW – FIRST, SECOND AND THIRD READINGS

11. “Financial Plan for the Years 2025 to 2029 Bylaw, 2025, No. 9107”

REPORT

12. Appropriations Policy

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, April 7, 2025

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, March 31, 2025

PROCLAMATIONS

Autism Acceptance Month – April 2025

Green Shirt Day – April 7, 2025

PUBLIC INPUT PERIOD

The Public Input Period is addressed in sections 12.20 to 12.28 of “Council Procedure Bylaw, 2015, No. 8500.” The time allotted for each speaker addressing Council during the Public Input Period is 2 minutes, with the number of speakers set at 5 persons. Speakers’ comments will be audio recorded, as well as live-streamed on the City’s website, and will form part of the public record.

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

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

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

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

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

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

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

CONSENT AGENDA

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

RECOMMENDATION:

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

START OF CONSENT AGENDA

CORRESPONDENCE

- *3. Board in Brief – Metro Vancouver Regional District, February 2025
– File: 01-0400-60-0006/2025

Re: Metro Vancouver – Board in Brief

RECOMMENDATION:

THAT the correspondence from Metro Vancouver, dated February 2025, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

REPORTS

- *4. 2025 UBCM Community Emergency Preparedness Fund Grant Application –
Emergency Operations Centre Equipment and Training
– File: 14-7130-01-0001/2025

Report: Director, North Shore Emergency Management, March 19, 2025

RECOMMENDATION:

PURSUANT to the report of the Director, North Shore Emergency Management, dated March 19, 2025, entitled “2025 UBCM Community Emergency Preparedness Fund Grant Application – Emergency Operations Centre Equipment and Training”:

THAT the application submitted to the UBCM Community Emergency Preparedness Fund (CEPF), under the stream of “2025 Emergency Operations Centre Equipment and Training”, in the amount of \$120,000 be endorsed;

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

CONSENT AGENDA – Continued

REPORTS – Continued

- *5. Appointment of North Shore Designate to E-Comm Board – 2025-2026 Term and Proxyholder for E-Comm Board Annual General Meeting
– File: 01-0230-20-0016/2025

Report: Corporate Officer, March 26, 2025

RECOMMENDATION:

PURSUANT to the report of the Corporate Officer, dated March 26, 2025, entitled “Appointment of North Shore Designate to E-Comm Board – 2025-2026 Term and Proxyholder for E-Comm Board Annual General Meeting”:

THAT the District of North Vancouver’s Mayor, Mike Little, be nominated to serve as the North Shore designate to the E-Comm Board of Directors for the 2025-2026 term, such Board to be elected by the Members at the June 25, 2025 Annual General Meeting;

AND THAT Mayor Mike Little be designated as the nominee to attend the Annual General Meeting of the Shareholders for the purpose of voting the City of North Vancouver’s shares.

END OF CONSENT AGENDA

PRESENTATION

Curb Access and Parking Plan – Policy and Implementation – Deputy Director, Transportation, and Planner 2

Item 6 refers.

REPORT

6. Curb Access and Parking Plan – Policy and Implementation
– File: 16-8350-20-0041/1

Report: Planner 2, April 1, 2025

RECOMMENDATION:

PURSUANT to the report of the Planner 2, dated April 1, 2025, entitled “Curb Access and Parking Plan – Policy and Implementation”:

THAT the City of North Vancouver Curb Access and Parking Plan be endorsed;

Continued...

REPORT – Continued

6. Curb Access and Parking Plan – Policy and Implementation
– File: 16-8350-20-0041/1 – Continued

THAT staff be directed to undertake initial implementation in 2025;

THAT the Resident and Visitor Parking Policy, endorsed in 2013, be rescinded;

THAT the Resident and Visitor Parking Policy (2025) be endorsed;

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes) be considered for readings;

AND THAT staff return with updated revenue forecasts and present options for community investment as part of the 2026-2030 financial planning process.

Item 7 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

7. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088”
(Curb Access and Parking Plan Policy Changes)

RECOMMENDATION:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes) be given first and second readings;

AND THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes) be given third reading.

REPORTS

8. Official Community Plan Update and Amendment Applications – *Local Government Act* Required Consultation with Inter-Governmental Agencies
– File: 01-0400-01-0001/2025

Report: Planner 3, March 19, 2025

RECOMMENDATION:

PURSUANT to the report of the Planner 3, dated March 19, 2025, entitled “Official Community Plan Update and Amendment Applications – *Local Government Act* Required Consultation with Inter-Governmental Agencies”:

THAT the list of referral agencies and groups for Official Community Plan amendments, outlined in *Table 1* of the report, be approved.

REPORTS – Continued

9. Development Variance Permit Application: 222 East 2nd Street (GWL Realty Advisors Inc.) – File: 08-3400-20-0151/1

Report: Planner 1, March 26, 2025

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated March 26, 2025, entitled “Development Variance Permit Application: 222 East 2nd Street (GWL Realty Advisors Inc.)”:

THAT Development Variance Permit No. PLN2024-00012 (GWL Realty Advisors Inc.) be considered for issuance under Section 498 of the *Local Government Act* and no Public Meeting be held;

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

10. 2025-2029 Financial Plan Bylaw – File: 05-1700-03-0001/2025

Report: Chief Financial Officer, March 19, 2025

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated March 19, 2025, entitled “2025-2029 Financial Plan Bylaw”:

THAT “Financial Plan for the Years 2025 to 2029 Bylaw, 2025, No. 9107” be considered for readings.

Item 11 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

11. “Financial Plan for the Years 2025 to 2029 Bylaw, 2025, No. 9107”

RECOMMENDATION:

THAT “Financial Plan for the Years 2025 to 2029 Bylaw, 2025, No. 9107” be given first and second readings;

AND THAT “Financial Plan for the Years 2025 to 2029 Bylaw, 2025, No. 9107” be given third reading.

REPORT

12. Appropriations Policy – File: 05-1705-01-0001/2024

Report: Chief Financial Officer, March 19, 2025

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated March 19, 2025, entitled “Appropriations Policy”:

THAT the Appropriations Policy be endorsed.

PUBLIC CLARIFICATION PERIOD

The Public Clarification Period is limited to 10 minutes in total and is an opportunity for the public to ask a question regarding process or clarification on an item on the Regular Council Agenda. The Public Clarification Period concludes after 10 minutes and the Regular Council Meeting reconvenes.

COUNCIL INQUIRIES

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(c) [employee relations], 90(1)(d) [security of City property], 90(1)(e) [land matter] and 90(1)(k) [proposed service].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, MARCH 31, 2025

PRESENT

COUNCIL MEMBERS

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

**participated electronically*

STAFF MEMBERS

L. McCarthy, CAO
B. Pearce, Deputy CAO
A. Cifarelli, Corporate Officer
J. Peters, Manager, Legislative and Election Services
T. Huckell, Legislative Services Advisor
L. Sawrenko, Chief Financial Officer
H. Granger, City Solicitor
K. Magnusson, Director, Engineering, Parks and Environment
J. Draper, Deputy Director, Transportation
B. Underhill, Transportation Planner
J. Hall, Manager, Public Realm Infrastructure
S. Galloway, Director, Planning and Development
D. Fergusson, Manager, Planning (City Design and Planning)
M. Friesen, Manager, Planning (Urban Regeneration and Analytics)
C. Mara, Development Planner
E. Macdonald, Development Planner
E. Doran, Director, People, Culture and Transformation
A. Gibbs, Sr. Manager, Communications and Engagement
L. Barton, Manager, Communications
S. Peters, Manager, Projects and Initiatives
S. Larisch, Administrative Coordinator

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

APPROVAL OF AGENDA

Moved by Councillor Shahriari, seconded by Councillor Bell

1. Regular Council Meeting Agenda, March 31, 2025

CARRIED UNANIMOUSLY

R2025-03-31/1

ADOPTION OF MINUTES

Moved by Councillor Back, seconded by Councillor Bell

2. Regular Council Meeting Minutes, March 10, 2025

CARRIED UNANIMOUSLY

R2025-03-31/2

PUBLIC INPUT PERIOD

- Louise Nicholson-Woodward, North Vancouver, spoke regarding density and parking in residential buildings.
- Jan Malcolm, North Vancouver, spoke regarding Item 7 – 2025 Property Tax Increase Distribution Options.
- Sid Mirhashemy, North Vancouver, spoke regarding a festival at The Shipyards.

CONSENT AGENDA

Moved by Councillor McIlroy, seconded by Councillor Back

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

3. “Fees and Charges Bylaw, 2024, No. 9000, Amendment Bylaw, 2025, No. 9065” (Schedules A - J)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “Fees and Charges Bylaw, 2024, No. 9000, Amendment Bylaw, 2025, No. 9065” (Schedules A - J) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2025-03-31/3

4. “The Street Sign and House Numbering Bylaw, 1908, No. 40, Amendment Bylaw, 2025, No. 9087” (Fees and Charges)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “The Street Sign and House Numbering Bylaw, 1908, No. 40, Amendment Bylaw, 2025, No. 9087” (Fees and Charges) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2025-03-31/4

5. “Parks Regulation Bylaw, 1996, No. 6611, Amendment Bylaw, 2025, No. 9092” (Parks and Greenways Donation Program)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “Parks Regulation Bylaw, 1996, No. 6611, Amendment Bylaw, 2025, No. 9092” (Parks and Greenways Donation Program) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2025-03-31/5

END OF CONSENT AGENDA

PRESENTATION

Provincial Legislation Alignment – Residential Growth Capacity
– Director, Planning and Development

The Director, Planning and Development, and the Manager, Planning (City Design and Planning), provided a PowerPoint presentation regarding the “Provincial Legislation Alignment – Residential Growth Capacity” and responded to questions from Council.

REPORTS

6. Provincial Legislation Alignment – Residential Capacity – File: 09-3900-30-0008/1

Report: Director, Planning and Development, March 19, 2025

Moved by Councillor Shahriari, seconded by Councillor McIlroy

PURSUANT to the report of the Director, Planning and Development, dated March 19, 2025, entitled “Provincial Legislation Alignment – Residential Capacity”:

THAT staff be directed to remove the growth scenarios work for both the five-year planning horizon (2025-2030) and twenty-year planning horizon (2025-2045) and the associated growth scenario public engagement from the Provincial Legislation Alignment process;

THAT staff be directed to bring back a report with options of areas that could be rezoned to satisfy the zoning capacity requirements;

AND THAT staff be directed to provide consultation opportunities during the development of the Official Community Plan, in accordance with Section 475 of the *Local Government Act*.

CARRIED UNANIMOUSLY

R2025-03-31/6

7. 2025 Property Tax Increase Distribution Options – File: 05-1970-05-0005/2025

Report: Chief Financial Officer, March 12, 2025

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Chief Financial Officer, dated March 12, 2025, entitled “2025 Property Tax Increase Distribution Options”:

THAT an across the board 2025 Property Tax Increase of 5.95% be endorsed;

AND THAT staff bring forward a Tax Rate Bylaw (2025) that must be adopted before May 15, 2025 in accordance with the *Community Charter*.

CARRIED UNANIMOUSLY

R2025-03-31/7

REPORTS – Continued

8. 2024 Additional Extension of Funding Requests – File: 05-1700-01-0001/2025

Report: Chief Financial Officer, March 12, 2025

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Chief Financial Officer, dated March 12, 2025, entitled “2024 Additional Extension of Funding Requests”:

THAT the following projects’ budgets be extended for the remainder of 2025:

- i) Childcare-Mahon Park;
- ii) Casano Loutet Overpass;
- iii) Strategic & Corporate Planning; and
- iv) 2021/22 Pedestrian & Road Light Implementation;

AND THAT should any of the amounts remain unexpended as at December 31, 2025, the unexpended balances shall be returned to the credit of the respective reserves.

CARRIED UNANIMOUSLY

R2025-03-31/8

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor Bell, seconded by Councillor Back

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(a) [personal information] and 90(1)(k) [proposed service].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed Session, at 7:32 pm and reconvened at 9:34 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

Moved by Councillor McIlroy, seconded by Councillor Shahriari

THAT the actions directed regarding the following items from the Committee of the Whole (Closed Session) of March 31, 2025, be ratified:

- 9. Proposed Service – File: 16-8350-20-0041/1

Report: Planner 2, March 12, 2025

PURSUANT to the report of the Planner 2, dated March 12, 2025, regarding a proposed service:

THAT the wording of the resolution and the report of the Planner 2, dated March 12, 2025, remain in the Closed session.

R2025-03-31/9

- 10. 2025 Appointments to the North Shore Accessibility Advisory Committee – File: 01-0360-20-0055/2025

Report: Corporate Officer, March 21, 2025

PURSUANT to the report of the Corporate Officer, dated March 21, 2025, entitled “2025 Appointments to the North Shore Accessibility Advisory Committee”:

THAT Farinaz Havaei, Mehdi Mirzaee and Lucy Prichard-Mandl be appointed to the North Shore Accessibility Advisory Committee for the term commencing April 1, 2025 and concluding December 31, 2026;

AND THAT the resolution be released and the report of the Corporate Officer, dated March 21, 2025, entitled “Appointments to the North Shore Accessibility Advisory Committee”, remain in the Closed session.

R2025-03-31/10

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Back, seconded by Councillor Shahriari

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 9:35 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER

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Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

AUTISM ACCEPTANCE MONTH

Whereas

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

Whereas

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

Whereas

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

And Whereas

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

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **April 2025** as **Autism Acceptance Month** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, April 7, 2024

Linda C. Buchanan

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

GREEN SHIRT DAY

Whereas the overwhelming majority of Canadians support organ donation, but less than twenty five percent of Canadians are registered as organ donors;

Whereas one donor can save up to eight lives with organs, and tissue and eye donors can improve the lives of up to seventy five more;

Whereas following the Humboldt tragedy on April 6, 2018, an estimated 150,000 Canadians were inspired to register as organ donors in what has become known as the “Logan Boulet Effect”;

Whereas Green Shirt Day honours the memory of Logan Boulet and the impact of the generous act of donating his organs, and encourages Canadians to consider following his example by registering as organ donors;

And Whereas our community supports the partnership of Logan’s family, Canadian Blood Services and the Canadian Transplant Association to memorialize this act of life-saving generosity with a day dedicated to organ donor awareness and registration;

Now Therefore I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **April 7, 2025** as **Green Shirt Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, April 7, 2025

Linda C. Buchanan

Mayor Linda Buchanan

Reviewed by CAO _____

For Metro Vancouver meetings in February, 2025

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

Metro Vancouver Regional District Special Meeting February 21st

B1 Board Review of External Contributions for the 2026 Budget and 2026 – 2030 Financial Plan ENDORSED

At its January 23, 2025 Special Board Meeting, the MVRD Board considered the scope of services of the Metro Vancouver Regional District as well as the scope of external contributions and programs as part of early 2026 Budget discussions. The MVRD Board asked staff to provide additional information about the following seven external contributions or programs; Agriculture Awareness Grants, Coquitlam Watershed Roundtable, Culture Grants, Fraser Basin Council, Pacific National Exhibition, Seymour Salmonid Society; and the Sustainability Innovation Funds for the Regional District, Water District and Sewerage District. This information report provides an overview of the contributions / programs, as well as options and implications for any scope changes the Board would like to consider.

The Board discontinued funding for the Fraser Basin Council in 2026.

E1 E911 Call Transfer Service: Overview of Service RECEIVED

The Province provided Metro Vancouver Regional District the authority to operate the E911 Emergency Telephone Service by Supplementary Letters Patent dated May 19, 1988. In 1990, Metro Vancouver converted this service to an extended service by adopting Bylaw No. 645, 1990, “To Convert the E911 Emergency Telephone Function to an Extended Service.” As part of this service, Metro Vancouver contracts with TELUS Communications Inc. (TELUS) to provide the telecommunication network for 911 calls; and with the Emergency Communications Corporation (E-Comm) to provide primary call answer and dispatch in the region. E-Comm answers over 1.2 million 911 calls per year in the Metro Vancouver region.

In 2017, the Canadian Radio-television and Telecommunications Commission (CRTC) mandated that the current analogue 911 system transition to the internet protocol 911 system (Next Generation 911 or NG911), to ensure 911 providers and emergency responders are able to best respond to and utilize changing technology. The current system is due to start to be decommissioned on start to March 4, 2025. Metro Vancouver has been working with TELUS, E-Comm, member municipalities, and other stakeholders to transition the region to NG911.

The 2025 budget for the E911 Emergency Telephone Service is \$7.3 million. It is funded by the Metro Vancouver Regional District tax requisition, which represents a cost of just over \$6 per household annually.

The Province is currently undertaking a review of E-Comm’s operations to ensure that there is a reliable, sustainable model for 911 dispatch services in British Columbia.

The Board received this report for information.

E2 Regional Employers Services: Overview of Service**RECEIVED**

The Regional Employers Service (RES) service began in 1965. RES provides a range of human resources and labour relations services to support members. This includes services for all 23 member jurisdictions and other subscribing municipal employers within the region. Like other employer associations in the public sector and industry, RES supports local employers by providing specialized centralized support services in the areas of information and advisory services, collective bargaining services, and compensation services. RES also provides a regional forum for members to share information and collaborate on issues of regional significance.

RES leverages economies of scale and provides cost savings to members by reducing their need to hire specialized staff at several times the cost of the subscription model, or external consultants such as lawyers and compensation consultants. 23 member jurisdictions subscribe to RES' Information and Advisory Services. 18 member jurisdictions have retained RES for Collective Bargaining Services. 16 member jurisdictions have retained RES for Compensation Services. In addition to member jurisdictions, and in accordance with Bylaw 1182, other municipal employers (e.g. police, library, etc.) within the region may subscribe to RES' Collective Bargaining or Compensation Services. The combined number of subscriptions for member jurisdictions and municipal employers are 32 for Collective Bargaining Services and 29 for Compensation Services. RES supports 56 collective agreements and 5,528 active classifications for job evaluation, at an average of over 400 job evaluations per annum.

Approximately 70% of the service is funded by member jurisdictions other and municipal employers (e.g., police and library boards,) through service subscriptions and reserves. Of the \$4.4 million annual budget, \$1.3 million is funded from MVRD tax requisitions, which equates to just over \$1 / household. Approximately \$1.9 million is funded by service subscriptions from member jurisdictions. The remaining \$1.2 million is funded from reserves and other subscribers including police and library boards.

The Board received this report for information.

E3 Regional Climate Policy Coordination: Overview of Service**RECEIVED**

Metro Vancouver’s work on “regional climate policy coordination” is part of Metro Vancouver’s Air Quality and Climate Action function. The 2025 budget for the Regional Climate Action Policy Program (which delivers regional climate action coordination) is \$2.2 million, of which \$1.4 million is funded from the MVRD tax requisition, representing about \$1 / household.

Metro Vancouver’s regional climate policy coordination service is consistent with other regional districts in BC and metropolitan regions across Canada. This service supports member jurisdictions, particularly smaller municipalities, with efficiencies of scale that minimize duplicative efforts and level the playing field, fosters consistent policies important to industry, and supports consistent advocacy for regional interests. The delivery of regional climate policy coordination helps member jurisdictions navigate complex climate challenges that cross municipal boundaries while advancing shared objectives. This includes:

- Supporting climate action across sectors that deliver regional infrastructure and land use planning, supporting fiscal responsibility and efficiency;
- Advocating to other orders of governments and participating in regulatory reviews with a unified regional voice, elevating interests of member jurisdictions;
- Developing long-term plans for the region to reduce GHGs and adapt to climate impacts that are connected to air quality management, which requires a regional perspective;
- Research and best practices to support and boost municipal capacity, and achieve more consistent policies which is valued by industry; and
- Pilot projects with member jurisdictions and other partners to advance innovative programs to achieve scalable outcomes by municipalities and others.

Climate change is now imposing significant harm and costs to residents, infrastructure, and the region as a whole. A coordinated regional approach helps to manage risks, improve consistency amongst policies, and advocate more effectively as a federation. Climate policy coordination at the regional level ensures that data and analysis, policies, and programs are responsive to the unique needs of the region, which is home to over half of the province’s population and economy.

The Board received this report for information.

E4 Invest Vancouver: Overview of Service

RECEIVED

Established in 2021, Invest Vancouver is a regional economic development service focused on attracting foreign direct investment to the Metro Vancouver region to advance regional prosperity and economic diversity through the creation of high quality jobs. Foreign direct investment plays a pivotal role in growing the regional economy because it also increases local economic activity, enhances employment opportunities, boosts productivity, increases connections to diverse markets, stimulates the development of local supply chains, and strengthens the tax base. In 2022, Statistics Canada confirmed that 349,000 jobs in BC were derived from foreign direct investment. These jobs typically pay 40 per cent more than the average BC wage and account for more than \$37 billion in BC GDP.

The Metro Vancouver region is the third largest economic hub in Canada. All other major economic centers in Canada have a regional economic development service to promote the value of the region globally given that 85% of foreign direct investment coming into Canada lands in these centres.

The Invest Vancouver 2025 budget is \$4.75 million, of which \$4.2 million is funded from MVRD tax requisitions, which roughly equates to just under \$4 / household per year. Invest Vancouver continues to grow its funding from external agencies including the Province and the federal government, and to date has secured \$900,000 in external funding to support economic development and investment attraction on behalf of the Metro Vancouver region.

Since 2022, Invest Vancouver has landed 18 companies worth a total of \$1.3 billion in investment and 962 jobs across the Metro Vancouver region. This is a return on investment of approximately 100:1.

The Board received this report for information.

E5 Housing Development Fund: Description of Fund

REFERRED

Metro Vancouver Housing is one of the largest below market housing providers in the province, providing housing to nearly 10,000 residents and operating at no cost to the tax payer. A trusted housing provider for over 50 years, Metro Vancouver Housing is currently developing over 2,000 new and redeveloped homes across the region in partnership with member jurisdictions and with funding partnerships with both the provincial and federal governments.

The 2025–2029 Financial Plan for Housing Planning and Policy (HPP) includes a \$5 million annual contribution through a tax requisition for the Housing Development Fund (just under \$5 per household). The \$5 million is utilized by Metro Vancouver Housing, providing \$50 million in equity over ten years to support partnerships with member jurisdictions to build housing on public land in their communities, and to redevelop Metro Vancouver Housing’s existing sites to achieve greater density near transit.

Since 2019, this \$5 million / year has leveraged approximately \$151.8 million in external funding to date for two housing projects in partnership with member jurisdictions, and contributed to funding four Metro Vancouver Housing redevelopment projects under construction. These projects have leveraged a further \$236.4M in external funds.

The Board referred this report to the February 28, 2025 Board meeting.

E6 Zero Waste Collaboration Initiatives: Overview of Program**REFERRED**

Metro Vancouver is a North American leader in waste reduction and recycling. This success is driven by a multi-pronged approach including policy, operations, and collaboration and education initiatives. Zero Waste Collaboration Initiatives support Metro Vancouver's waste reduction goals and include the National Zero Waste Council, Zero Waste Conference, and solid waste behaviour change campaigns. The 2025 Zero Waste Collaboration Initiatives budget is \$1.9 million. Most of the net \$1.65 million is funded from the MVRD tax requisition. Zero Waste Conference fees and expected conference savings from moving to a one-day conference make up the remaining approximately \$0.25 million of the budget. The Zero Waste Collaboration Initiatives are currently predominantly funded through MVRD because of historic concerns about waste generators/haulers bypassing the regional solid waste system and thereby avoiding contributions to these and other solid waste programs. Implementation and strengthening of the generator levy help to mitigate this risk.

The Board referred this report to February 28, 2025 Board meeting.

February 28th

Chair Hurley announced the following:

- the appointment of the MWGK Independent Review Team, led by Peter Milburn, to conduct the North Shore Wastewater Treatment Plant Program Independent Review as recommended by John J.L. Hunter, Hunter Litigation Chambers;
- Deloitte has been selected as the independent third party to lead the Metro Vancouver Board Governance Review;
- the Regional Culture Committee's work will be tasked to the Finance Committee; the Flood Resiliency Committee's work will be tasked to the Air Quality and Climate Committee; and the Fraser River Crossing Task Force will be dissolved.

Metro Vancouver Regional District Special Meeting February 28th

B1 Housing Development Fund: Description of Fund

RECEIVED

Metro Vancouver Housing is one of the largest below market housing providers in the province, providing housing to nearly 10,000 residents and operating at no cost to the tax payer. A trusted housing provider for over 50 years, Metro Vancouver Housing is currently developing over 2,000 new and redeveloped homes across the region in partnership with member jurisdictions and with funding partnerships with both the provincial and federal governments.

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The Board received this report for information.

B2 Zero Waste Collaboration Initiatives: Overview of Program

RECEIVED

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The Board received this report for information.

B3 Board and Committee Remuneration

APPROVED

This item was added to the agenda at the request of the Board Chair, who indicated that he spoke with five individuals willing to serve on a Remuneration Expert Panel. Chair Hurley noted that the Expert Panel could be consulted by Deloitte as part of the Governance Review, who can then report back on potential cost savings associated with remuneration.

The Board appointed the Remuneration Expert Panel and directed Deloitte to consult with the panel and report back on potential costs savings associated with remuneration. The five members of the Remuneration Expert Panel are: Glen Clark, Colin Hansen, Martin Thibodeau, Jennifer Podmore Russell, and Diane Vuong.

Metro Vancouver Regional District Meeting February 28th

E1.1 Metro Vancouver Outdoor Recreation Needs and Trends Survey 2024

RECEIVED

Metro Vancouver commissioned a study to gain a deeper understanding of the current and future preferences in outdoor recreation, specifically in the context of recreation within regional or other large natural parks in the region. Findings indicate that 86 per cent of adults visit a regional or large natural park at least once a year. 94 per cent of residents consider these parks as “important or very important” with walking/hiking and nature appreciation as their primary activities. Nearly half (48%) of respondents report challenges accessing natural areas, especially without a private vehicle or due to limited public transit options. The three amenities and services considered most important are washrooms (76%), parking (55%) and maps/directional information (26%). Desired improvements include flat trails through natural areas as the top choice (43%), followed by shuttle buses or enhanced transit options (31%) and mental health/wellness (22%).

The Board received this report for information.

E1.2 2024 Regional Parks Visitor Survey

RECEIVED

Metro Vancouver Regional Parks conducted visitor surveys in 2013 and 2019, gathering insights on park users, their activities, and satisfaction with Regional Parks’ facilities. Repeating the survey in 2024 provides updated information on current visitor satisfaction and supports ongoing monitoring of trends in park use and visitor preferences. The 2024 findings indicate that 91 per cent of visitors are satisfied with regional parks and greenways. Average annual visitation to Metro Vancouver Regional Parks over the last three years is approximately 15 million. As in 2019, walking/hiking, dog walking, and nature or wildlife viewing are the top three activities. Ninety-three per cent of visitors agree that it is important to protect the natural environment of the park/greenway. The top three reasons for visiting parks and greenways are to appreciate nature (74%), experience solitude/relax (63%), and the location being easy to access from home/work (60%). Three-quarters (74%) of park visitors traveled via personal vehicle, which is consistent with 2019 findings.

The Board received this report for information.

E1.3 Pilot Program to Permit Alcohol Consumption in Regional Parks

APPROVED

In March 2024, the MVRD Board approved a pilot program to permit alcohol consumption in designated areas of six regional parks from Friday, June 28, 2024 to Monday, October 14, 2024. In May 2024, the MVRD Board approved a new bylaw enabling the implementation of the pilot program at:

- i. Boundary Bay Regional Park
- ii. Brunette Fraser Regional Greenway
- iii. Campbell Valley Regional Park
- iv. Capilano River Regional Park
- v. Derby Reach Regional Park
- vi. Iona Beach Regional Park

The program was successfully implemented, and few incidents of irresponsible behaviour were reported. However, there was not a large number of park visitors that took advantage of the new authorized opportunity at some of these locations. Public and staff input collected during the pilot program is summarized in this report. Staff are recommending an extension of the Pilot Program in 2025 to provide another season to assess public use of these designated areas.

The Board approved the extension of the pilot program to permit alcohol consumption and directed staff to return with a bylaw to designate 2025 program areas.

E2.1 Metro 2050 Regional Affordable Rental Housing Target – Baseline Data

APPROVED

Analysis of baseline data reveals a significant gap between current progress and the Metro 2050 Regional Affordable Rental Housing Target, which aims to achieve at least 15% affordable rental housing units among newly completed units within Urban Centres (UCs), Frequent Transit Development Areas (FTDAs), and Major Transit Growth Corridors (MTGCs) by the year 2050 across the region. The key findings from the baseline data include:

- Between 2018 and 2023, only 2.3% of newly completed housing units built in transit-oriented geographies (UCs, FTDAs, and MTGCs) met the Metro 2050 regional target definition of affordable rental housing;
- Most affordable rental housing units that contribute towards the regional affordable rental housing target are social and non-market housing units;
- The private rental market no longer produces units that meet the target affordability definition; and
- 82% of social and non-profit rental units built between 2018 and 2023 in the region were in transit-oriented geographies.

To achieve the Metro 2050 Regional Affordable Rental Housing Target approximately 2,300 new affordable rental homes would need to be constructed annually. However, between 2018 and 2023, an average of only 355 affordable rental homes were built in these locations each year. This disparity underscores the significant challenge of meeting the target. A substantial and coordinated effort will be required to significantly increase the annual production of affordable rental housing units to achieve the Metro 2050 goal.

Federal and provincial funding programs have been essential for the delivery of affordable rental housing, especially near transit, but these programs are not currently producing a sufficient number of units to meet the target and the needs in our region. Additional action is required to enable the creation of significantly more social and non-market housing units, and to support the delivery of greater affordability by the private sector.

The Board received the report and directed staff to forward a copy of Metro 2050 Regional Affordable Rental Housing Target – Baseline Data to member jurisdictions with an offer to present to their councils.

E2.2 Planning Analytics 2024 Report

RECEIVED

In 2024, Regional Planning’s Planning Analytics team successfully completed several key initiatives. A major accomplishment was the substantial update to the regional projections for Population, Dwelling Units, and Employment. Further, the team provided vital data research, analysis, and analytical support to a wide range of stakeholders, including the Regional Planning group, utilities, TransLink, and member jurisdictions.

To enhance the accuracy and robustness of these projections, the Forecasting and Data Task Force, a Subcommittee of the Regional Planning Advisory Committee, was reactivated in 2024. This interdisciplinary group comprised over 70 staff from member jurisdictions, academia, BC Stats, and other relevant agencies. The Task Force will remain active in 2025 to continue supporting the annual update and refinement of regional projections.

The high demand for data, as evidenced by the numerous requests received by the Planning Analytics team from both internal and external sources, underscores the critical role of data in local and regional planning. In 2024, the team received over 90 external requests, highlighting the demand for this data.

The Board received this report for information.

2.3 Regional Food System Strategy – Engagement Update and Next Steps

APPROVED

At its February 6, 2025 meeting, the Regional Planning Committee considered a report titled “Regional Food System Strategy – Engagement Update and Next Steps”, dated January 16, 2025. The report provided the Committee with an update on the work to update the Regional Food System Strategy (RFSS), originally endorsed in 2011. Direction to update the RFSS was provided by the Regional Planning Committee on September 7, 2023 with the endorsement of the project overview and scope, followed by endorsement of a more detailed project scope and engagement timeline on March 8, 2024. The MVRD Board approved consulting budgets for: Phase 1 – background and engagement preparation, Phase 2A – engagement across all sectors of the food system, and Phase 2B – hosting a RFSS Forum as part of the 2024 and 2025 budget processes.

The committee recommended that the Board direct staff to discontinue work on the Regional Food System Strategy and ask the Board Chair write to the Ministry of Agriculture and Food and ask them to fulfill their obligations with regard to food security in the region.

The Board directed staff to complete the Regional Food System Strategy, and request that the Chair send a letter to the Ministry of Agriculture and Food to ask that they fulfill their obligations with regard to food security in the region.

E3.1 Metro Vancouver’s Air Quality Management and Regulation Service

RECEIVED

This report responds to questions from MVRD Board members during the 2024 budget process regarding the scope of Metro Vancouver’s air quality and climate service. Air pollution significantly affects human health, the environment, and the economy. Over more than 50 years, Metro Vancouver has managed and regulated air quality for the region. Metro Vancouver’s air quality management and regulation service includes developing air quality and climate action plans and policies, developing new emissions regulation bylaws for Board adoption, promoting compliance with air quality bylaws and permits, and implementing supporting programs such as air quality monitoring. These activities support the priorities of the Board Strategic Plan, the Board-adopted Clean Air Plan, and Climate 2050.

Air quality in the region is already being degraded by the impacts of climate change, causing adverse health effects and associated costs. Metro Vancouver will continue to develop policies to reduce emissions of air contaminants, including greenhouse gas emissions, in order to manage air quality and reduce threats to public health in the context of the changing climate.

The Board received the report for information.

E4.1 2025 Finance Committee Meeting Schedule and Work Plan

APPROVED

At its February 13, 2025 meeting, the Finance Committee considered the report titled “2025 Finance Committee Meeting Schedule and Work Plan”, dated February 5, 2025. The Committee subsequently passed the following resolution:

That the Finance Committee request that the MVRD Board amend the 2025 Finance Committee Workplan, from February 5, 2025, with the additional items endorsed by the Committee below:

- Review of Metro Vancouver capital project budgeting practices,
- Review of Financial Management Policy,
- Provide a more detailed Financial Performance Report,
- Review of the Corporate Allocation Policy; and
- Review of Procurement Policy.

The Board approved the additions to the Finance Committee’ work plan.

E4.2 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units APPROVED

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC waiver framework with the aim of continuing to support affordable rental housing. This report presents proposed changes to the DCC waiver framework to include waiving DCCs for affordable units that are delivered by the private sector, and turned over to a non-profit operator (i.e. inclusionary units).

Since 2010, the Metro Vancouver DCC Waiver framework has been successful in supporting the creation of many affordable housing units, and is projected to support up to 2,500 units per year. If DCC waiver eligibility is expanded to inclusionary housing units, the number of units benefiting from DCC waivers is anticipated to increase by 281 to 361 units per year over 10 years. The expansion could also result in a 4.0% to 4.4% reduction in rents, and increase the supply of new below-market rental units by 5.3% to 6.7%. The financial impact of expanding the program to inclusionary housing units is estimated to be \$5.4 million to \$7.0 million per year.

The Liquid Waste, Water, Regional Parks and Regional Planning Committees have received information reports outlining proposed changes, with an opportunity to provide feedback. All feedback received is included in this report for consideration by the Finance Committee and MVRD/GVWD/GVS&DD Boards. There was general support for actions that incent and support affordable housing, however, concerns were expressed regarding the funding source to offset the waived DCC revenue and the impact it would have on existing rate payers. Overall there was a desire for more information regarding options for making up the foregone revenue including continued advocacy to the Province for infrastructure funding.

The Board received the report for information and directed staff to return with additional financial analysis on the proposed changes to the DCC waiver program.

E4.3 Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions ENDORSED

In January 2025, the Finance Committee and MVRD Board endorsed a scope of work for five related projects to review and update the Metro Vancouver Development Cost Charge (DCC) program. This report provides further detail on the proposed scope of work for Project 2, to review and update categories and definitions for DCCs, that will feed into Project 3 that will update DCC rate calculations based on new population and dwelling projections and updated capital costs of infrastructure.

Reviewing and updating DCC categories and definitions will help to better reflect current development trends and respond to changes in provincial housing legislation. It is prudent to consider challenging economic times and fiscal realities that could impact our long-range Metro 2050 goals and objectives. This work will outline options for industry engagement and Board consideration to confirm categories in advance of the financial analysis work to ensure that policy values and priorities are embedded from the start.

The Board endorsed the scope of work.

E4.4 Consideration of a Development Cost Charge Reduction for Intensive Agriculture APPROVED

This report outlines a proposed approach to address concerns raised by the agriculture industry about the impacts of Metro Vancouver Development Cost Charges (DCCs) on Intensive Agriculture. Metro Vancouver’s DCC framework currently only has one non-residential rate, which may not be suitable for Intensive Agriculture developments given the small demand on infrastructure relative to their size of buildable area. There are four member jurisdictions that have an Intensive Agriculture rate for municipal DCCs, and these are relatively lower in comparison to the other non-residential categories.

In January 2025, a DCC work plan was endorsed by the Finance Committee that includes an update to residential and non-residential definitions, including consideration of Intensive Agriculture developments, for the next regional DCC bylaw update in 2027. As an interim measure, this report is seeking direction to develop a reduced DCC rate for Intensive Agriculture developments that meet criteria for low environmental impact. This could be achieved through a DCC reduction bylaw, which is permitted through the Local Government Act. If approved, staff will provide further analysis and draft a DCC reduction bylaw for Committee and Board discussion for approval Spring 2025.

The Board directed staff to continue work on the proposed development cost charge reduction for intensive agricultural developments.

E4.5 2026 Budget: Public Engagement Approach RECEIVED

This report outlines the approach to public engagement to support the creation of Metro Vancouver’s 2026 Budget and Five-Year Financial Plan. The objectives of this engagement include sharing information about costs and revenues for Metro Vancouver services, providing information about how to provide input on key priorities, and collecting and synthesizing that input. Engagement will take place starting in February in response to feedback from the MVRD Board, that they would like to hear input from residents earlier in the budget process to help inform their decision making when setting the direction for the annual budget. Engagement will start with an online survey that will close at the end of March. A summary will be provided to the Board in April to support setting the direction for the 2026 Budget and Five-Year Financial Plan. The public will be able to continue to provide comments on the budgeting process throughout the year.

In addition to public engagement, there are scheduled opportunities for the Board, Finance Committee, and member jurisdiction staff to provide further input into the development and revisions to the draft 2026 budget and the next Five-Year Financial Plan.

The Board received the report for information.

E4.6 Funding from the Canada Housing Infrastructure Fund

RECEIVED

Metro Vancouver has the opportunity to apply for funding through the Canada Housing Infrastructure Fund (CHIF) direct delivery stream, which could result in \$250 million in federal funding through the provincial stream for the Iona Island Wastewater Treatment Plant projects (Iona projects). The federal government designated funding to the Iona projects in the 2024 Fall Economic Statement; however, this contribution, starting in 2025–2026, is subject to Metro Vancouver meeting the conditions of the fund. To do this, Metro Vancouver will likely be required to lengthen the existing in-stream protection for its Development Cost Charge (DCC) program from 12 months to 24 months, which requires changes to provincial legislation. Metro Vancouver may also be expected to expand its affordable housing waiver framework to include inclusionary units provided by the private sector and turned over to not-for-profit housing providers to operate.

If in-stream protection were to be extended by an additional 12 months, the estimated foregone DCC revenue for Metro Vancouver is estimated to be \$220 million, which would be roughly offset by the \$250 million grant for the Iona projects. In addition to potentially satisfying the CHIF requirements, the proposed extension of the in-stream protection also responds to the concerns of the development community regarding the impact of DCCs. The federal government has not yet determined if Metro Vancouver’s proposed measures will be accepted. In addition, the federal government’s approval for these measures is directly linked to member municipalities’ ability to apply for CHIF. Staff will report back as soon as there is further clarity.

The Board received the report for information.

E5.1 Invest Vancouver Management Board Meeting Schedule, Work Plan and Invest Vancouver 2025 Annual Plan

APPROVED

Invest Vancouver provides a regional approach and unified global brand needed to attract Foreign Direct Investment (FDI) to the Metro Vancouver region. Prior to its establishment, the Metro Vancouver region was the only large economic hub in Canada without a regional economic development and investment attraction service.

The Terms of Reference for the Invest Vancouver Management Board set out the standing committee’s responsibilities and provides guidance and oversight on the implementation of its Work Plan. Work Plan priorities for 2025 include implementing investment attraction initiatives, developing a business plan for the Invest Vancouver Regional Talent Accelerator, completing Phase 2 of the Regional Economic Development Strategy, undertaking applied research and analysis on market and labour trends in key industries, conducting FDI Initiative Roundtables with key stakeholders, and supporting Web Summit Vancouver in collaboration with the government consortium. The Work Plan priorities are consistent with the endorsed 2025 Budget and aligns with the Invest Vancouver 2025 Annual Plan. Pursuant to the Terms of Reference, the meeting schedule proposes four meetings to be held.

The Annual Plan builds on existing priorities identified in 2024 that aim to grow the regional economy through the attraction of foreign direct investment to secure well-paying and high-quality jobs for the region's residents. Foreign direct investment plays a critical role in the regional economy as it increases productivity, employment opportunities, local economic activity, and strengthens the tax base for regional prosperity.

The Board endorsed the Invest Vancouver 2025 Annual work plan.

E6.1 Electoral Area A Barge Clean-up Events

APPROVED

Since 2016, Metro Vancouver has organized barge clean-up events for water access only communities in Electoral Area A to help residents properly dispose of items like old furniture and appliances, construction waste, paints and chemicals, mattresses, and other garbage. The events occur every two years to one of the three areas, which means each area sees a barge cleanup event once every six years. Residents have consistently expressed that these events are valuable and have requested that they could occur more frequently. Given the infrequency of the events, and the value to residents and to reducing potential environmental contamination and fire risk, no limits have been placed on the volume of items each household can have picked up.

Previous barge clean-up event costs have been largely in line with the Board approved budget, but the 2024 Indian Arm clean-up event cost substantially more than past years. This was due to the much higher volume of items being disposed which resulted in additional costs for an extra barge day, crew, sorting, and higher disposal costs that were needed to deal with the high volume. To ensure the long term financial sustainability of these events, staff have put forward the following potential options:

Option 1 – Maintain the current approach and increase the budget

Option 2 – Maintain the current approach and explore creating a fee for service or tax service area

Option 3 – Limit the total volume of picked up items per household

Option 4 – Limit the total volume of picked up items per household and explore additional alternate disposal events (recommended)

The Committee recommended Option 4, but also requested that staff be asked to bring back information on options to create a fee for service or tax service area for the barge clean up program to ensure the long-term financial sustainability of the program.

The Board approved the committee's recommendation.

E6.2 2025 Electoral Area and Small Communities Committee Meeting Schedule and Work Plan APPROVED

At its February 20, 2025 meeting, the Electoral Area and Small Communities Committee considered the report titled “2025 Electoral Area and Small Communities Committee Meeting Schedule and Work Plan”, dated January 29, 2025.

Committee members expressed appreciation for adding small communities to the committee’s terms of reference noting that this provides a valuable forum for discussion given the unique perspectives and challenges facing small communities. Committee members noted the limited resources that small communities have in areas such as emergency management, voiced their appreciation for the support that Metro Vancouver provides in emergency management, and discussed a desire for staff to engage with small community staff to explore formalization of sharing resources and services in this and other areas. If the MVRD Board supports this recommendation, specific resources, services, options, costs, and implications would be investigated by staff and brought back to the Committee and MVRD Board for consideration.

The Board directed staff to engage with the Village of Anmore, Village of Belcarra, Village of Lions Bay, Electoral Area A, Bowen Island Municipality, and Tsawwassen First Nation to gauge interest in developing a business case regarding the formalization of sharing resources and services between those member jurisdictions and Metro Vancouver.

E7.1 Adoption of Outstanding Committee Minutes from 2023 and 2024 APPROVED

The Metro Vancouver Regional District (MVRD) Board is responsible for adopting any outstanding minutes when committees do not continue into the next calendar year. Several committees and task forces completed their mandates in 2023/2024 or were renamed in 2025. This report brings the minutes of those committees and taskforces before the MVRD Board for adoption.

The Board adopted the minutes.

G1.1 Metro 2050 Type 2 Proposed Amendment – City of Delta (4800 and 5133 Springs Boulevard) APPROVED

The City of Delta is requesting a Type 2 amendment to Metro 2050 for 4800 and 5133 Springs Boulevard, in the Tsawwassen community. The proposed regional land use designation amendment would re-designate the site from Agricultural to General Urban to accommodate 60 townhouses. The Agricultural Land Commission (ALC) has conditionally approved the exclusion of the site from the Agricultural Land Reserve (ALR).

Staff analysis concludes that, on balance, the proposed amendment is supportable given the scale of the site, the land use context, and the ALC’s determination that the land can be excluded from the Agricultural Land Reserve. Further, the proposed amendment is aligned with Metro 2050’s goals and strategies based on the following considerations:

- The development is within the Urban Containment Boundary, adjacent to the existing Tsawwassen Springs development and near the Tsawwassen Mills shopping centre;
- The site has nominal agricultural value, small size, constrained roadway access and degraded soils;

- The site has access to transportation options (transit, walking and cycling); and
- There are negligible impacts to regional liquid waste and water services anticipated.

The requested Metro 2050 Type 2 amendment bylaw requires adoption through an affirmative two-thirds weighted vote of the MVRD Board. As the ALR exclusion is conditional, if the MVRD Board gives three bylaw readings and refers the amendment for comment, any comments received will be brought back to the Board, and at that time, if the Board supports advancing the amendment, it may direct staff to bring back the bylaw for final reading and adoption once all the exclusion conditions have been met. An updated Regional Context Statement (RCS) reflecting the proposed regional land use designation change must also be approved by the MVRD Board and is required from the City of Delta prior to final reading and adoption of the amendment bylaw.

The Board initiated the Metro 2050 amendment process, gave first, second, and third reading to *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1406, 2025*, and directed staff to provide the required notification.

G1.2 Metro 2050 Amendment Bylaw to Strengthen Climate Action Policy Language **APPROVED**

In May 2024, the Regional Planning Committee and MVRD Board endorsed four of six policy areas identified through the Board requested Metro 2050 Climate Policy Enhancement Study with an aim to an early amendment to Metro 2050 to strengthen climate related language and policies and directed staff to revise the wording for the remaining two policy areas citing concerns of overly prescriptive language. In September 2024, the Regional Planning Committee and Board endorsed all six policy areas, with revised wording for the two areas of initial concern, and the MVRD Board directed staff to prepare a bylaw to amend Metro 2050 for consideration based on the endorsed six policy areas identified in the associated staff report.

At its February 6, 2025 meeting, the Regional Planning Committee considered the report titled “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1403, 2025”, dated December 5, 2024. The Committee considered each of the six policies in the proposed amendment bylaw and passed the following resolutions:

- THAT the Regional Planning Committee endorse the following proposed policy: Section G: adding new climate change-related performance monitoring measures for Metro Vancouver.
- THAT the Regional Planning Committee endorse the following proposed policy: Strategy 5.1: a policy for member jurisdictions to adopt Regional Context Statements that enhance the permeability of urban street networks for cycling, walking, and rolling.

The Committee did not endorse the following four policies:

- Strategy 1.4: a policy for Metro Vancouver to work collaboratively with member jurisdictions to update the definition, intent, and appropriate uses for the Rural regional land use designation;
- Strategy 3.2: a policy for Metro Vancouver to work with member jurisdictions, First Nations, and other agencies to support the protection of trees and other ecosystems on lands with a Rural, Agricultural, or Conservation and Recreation designation while acknowledging the policy intent of those regional designations and lands;

- Section F: a policy for member jurisdictions and Metro Vancouver to collaboratively consider climate-related issues in Metro 2050 amendment applications; and
- Strategy 3.4: a policy for member jurisdictions to develop and update local-scale hazard and risk datasets, striving for datasets that meet key requirements.

The Board initiated the *Metro 2050* amendment process, gave first, second, and third reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1408, 2025*, which advances the two policy areas endorsed by the Regional Planning Committee and directed staff to provide the required notification.

and the Board also directed staff to bring back bylaws for the four other policy areas that not endorsed at the February 6, 2025 Regional Planning Committee meeting, but were advanced by the Board in September 2024. .

**G2.1 Sasamat Volunteer Fire Department Service Conversion Bylaw No. 1402, 2024 – APPROVED
Administrative Change**

At its November 29, 2024 meeting, the Metro Vancouver Regional District Board (“the MVRD Board”) gave three readings to Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024 (“the Bylaw”) and directed staff to seek participating area approval from the Village of Anmore and the Village of Belcarra. After the Bylaw was sent to the Village of Anmore and the Village of Belcarra, it was noted that there were two incorrect section references in the Bylaw. The Village of Anmore and the Village of Belcarra were officially notified of the errors on December 13, 2024 and were asked to acknowledge the required correction as part of their participating area approval. The Village of Anmore and the Village of Belcarra have both provided participating area approval for the adoption of the Bylaw with the section references corrected. This report presents the corrected Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024 for third reading and referral to the Inspector of Municipalities for approval.

The Board gave third reading to *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024*” and forwarded it to the Inspector of Municipalities for approval.

G2.2 Metro 2050 Type 3 Proposed Amendment – City of Surrey (15238 - 64 Avenue) ADOPTED

On November 1, 2024, the MVRD Board initiated a Type 3 amendment to Metro 2050, and gave first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024. The amending bylaw would redesignate 15238 - 64 Avenue from an Agricultural to an Industrial regional land use designation to accommodate a multi-tenant industrial building with a restaurant and a volleyball facility and extend the Urban Containment Boundary.

As required by the Local Government Act and Metro 2050, Metro Vancouver notified affected local governments and external agencies of the proposed amendment to provide an opportunity for comment. Four responses were received: three indicating no objection (Agricultural Land Commission, Port Moody, and Richmond) and one (Bowen Island) stating no view on the project itself, but concern about any expansion of the Urban Containment Boundary.

Bylaw No. 1396 is presented for consideration of adoption and the corresponding amended Regional Context Statement is presented for acceptance by the Board.

The Board adopted *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024* and accepted the City of Surrey’s amended Regional Context statement.

G2.3 MVRD Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025

Since 2010, Metro Vancouver has waived liquid waste and water Development Cost Charges (DCCs) for not-for-profit rental housing. On March 22, 2024, a new Regional Parkland Acquisition DCC was adopted to help fund future parkland acquisitions needed to service our growing region. The MVRD has not yet adopted a waiver bylaw for the Regional Parkland Acquisition DCC.

At the direction of the MVRD Board, staff have been working on a review of the Metro Vancouver DCC Waiver Framework since October 2023, with the aim of continuing to support affordable rental housing. As part of the DCC Waiver Framework Review, staff have proposed expanding the DCC Waiver Framework to include inclusionary housing units, and changes to better align with provincial and federal funding programs to reduce administrative complexity. Anticipating upcoming changes to the existing liquid waste and water DCC waiver bylaws, staff intended to propose adopting a waiver bylaw for the new Regional Parkland Acquisition DCC alongside those amendments.

Additional engagement on proposed changes to the Metro Vancouver DCC Waiver Framework has extended the timeline and there is a need to introduce a DCC waiver bylaw in the interim, that is identical to the existing framework for liquid waste and water DCCs, as in-stream protections for the newly adopted parkland acquisition DCC end on March 21, 2025. Staff recommend adopting a DCC waiver bylaw for the Regional Parkland Acquisition DCC identical to the existing liquid waste and water DCC waiver bylaws.

The Board gave first, second, third readings and adopted *Metro Vancouver Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025*.

H Motions for Which Notice Has Been Given

REFERRED

The following Notice of Motion was submitted by Director West at the January 31, 2025 MVRD meeting:

That the MVRD Board direct staff and/or request the Chair, where applicable, to give effect to the following:

- 1) propose changes to the remuneration bylaw to:
 - a) reduce the Metro Vancouver meeting stipend by 50%.
 - b) eliminate any additional stipend for meetings longer than 4 hours.
 - c) create a total limit on Director remuneration.
 - d) eliminate regional median-based automatic adjustments to meeting per diem and Chair/Vice Chair remuneration.
 - e) eliminate additional meeting stipends payable to Chair/Vice Chair.

- f) consider alternatives to meeting stipend model of remuneration and any further changes as desired by the board.
- 2) reduce the total number of Metro Vancouver committees by a minimum of 50%.
- 3) reduce the total number of Metro Vancouver meetings for which a stipend is paid by a minimum of 50% from 2024 totals.
- 4) initiate a full-scale, external core service review of the Metro Vancouver Regional District, the Greater Vancouver Sewerage & Drainage District, the Greater Vancouver Water District and the Metro Vancouver Housing Corporation with a mandate to identify savings, efficiencies and reductions by examining all departments and service areas, staffing levels, use of contracted services and consultants and any other areas as identified by the board, as well as reviewing Metro Vancouver’s role as a regulator, identifying areas of duplicatory or overlapping municipal, regional, provincial and federal regulation and delegated authorities from the provincial and federal governments which may be uploaded back.

The Board referred this notice of motion to the April 25, 2025 Board meeting.

I 1 Committee Information Items and Delegation Summaries

The Board received delegation summaries from following standing committees.

Regional Parks Committee – February 5, 2025

C1 Dr. Annie Ciernia and Director Jen McCutcheon, Electoral Area A

Subject: Advocacy for a Dog On-Leash Zone in Pacific Spirit Park Executive

Regional Planning Committee – February 6, 2025

C1 Tanya Mitchner, Director, Planning, City of Delta and Mike Ruskowski, Manager of Priority Projects, City of Delta

Subject: Metro 2050 Type 2 Proposed Amendment – City of Delta (4800 and 5133 Springs Boulevard)

Finance Committee – February 13, 2025

C1 Ray VanMarrewyk, Director at BC Greenhouse Growers’ Association and BC Agriculture Council

Subject: Consideration of Development Cost Charge Reduction for Intensive Agriculture Executive

The Board received following information items from Committees:

Regional Parks Committee – February 5, 2025

Information Items:

E2 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC Waiver Framework with the aim of continuing to support affordable rental housing. Metro Vancouver currently waives regional development cost charges (DCCs) for not-for-profit rental housing for liquid waste and water infrastructure, but does not waive DCCs if the not-for-profit housing units are delivered by a private entity. Inclusionary housing refers to regulations or policies that seek to have developers provide a set amount of below market housing within market-rate residential developments. The current waiver is projected to support between 1,950 and 2,500 affordable units annually over the next 10 years with an annual impact on DCC revenues to Metro Vancouver of between \$38 million and \$49 million.

This report presents the opportunity to expand the DCC Waiver Framework to: include waiving DCCs for inclusionary units, revise definitions to better align with provincial and federal funding programs, and reduce administrative complexity. The impact of expanding the program on DCC revenues is estimated to be \$5.4 million to \$7.0 million per year over the existing DCC waiver.

Any proposed changes to the DCC Framework go through the Finance Committee to the MVRD/GVWD/GVS&DD Boards for consideration. However, as the Liquid Waste, Water, Regional Parks and Regional Planning committees either have a DCC bylaw or interest in incentivizing housing, staff are bringing the proposed changes to these four committees for information and an opportunity to provide feedback. Any feedback received will be provided to the Finance committee at the February 2025 Finance Committee meeting along with alternatives.

E6 Pacific Spirit Regional Park – 2025 Wreck Beach Update

Renowned for its natural beauty and its unique social character, Wreck Beach is a popular destination within Pacific Spirit Regional Park. Over 1.043 million residents visited Wreck Beach in 2024. As a result of its remote location and increasing popularity, Metro Vancouver and its partner agencies have been responding to a relatively high number of emergencies and public safety incidents in recent years. With input from emergency response providers, strategies have been developed to improve public safety at Wreck Beach. This multi-pronged action plan uses an integrated approach that takes into consideration site design, education, enforcement, and partnerships.

E7 Cultural Planning and Co-operation Update - təmtəxʷtən/Belcarra Regional Park

The relationship between səliwətał (Tsleil-Waututh Nation) and Metro Vancouver Regional Parks continues to be strengthened through the implementation of the Cultural Planning and Co-operation Agreement at təmtəxʷtən/Belcarra Regional Park, which recognizes səliwətał ancestral ties to the land and the present use by its members as well as a Metro Vancouver regional park. Both parties have worked together to implement several priority projects during the current agreement term that started in February 2020 and expires in February 2025. Positive discussions with səliwətał are currently underway in order to initiate a new agreement.

Regional Planning Committee – February 6, 2025

Information Items:

E4 Metro Vancouver Tree Guide

The Metro Vancouver Tree Guide was developed internally by Metro Vancouver staff in 2024 to synthesise the information in existing resources into a more accessible and user-friendly online tool. The Metro Vancouver Tree Guide is a user-friendly, online tree species selection tool to help identify appropriate climate-resilient tree species based on desired characteristics. The guide includes 15 refiners that can be used to filter over 300 species. Species can be filtered by climate change-specific criteria – such as overall climate suitability, hardiness and heat zone, drought tolerance, saturated soil tolerance, and flammability – as well as by other relevant characteristics such as size, risks, tolerances, habitat value, and suitable planting locations. The Tree Guide supports regional climate change goals and urban tree canopy cover targets in Metro 2050, Climate 2050, and the Board Strategic Plan 2022-2026. If resilient and site-appropriate tree species are planted in the urban environment they are more likely to survive and live longer, which enhances the community benefits (e.g. cooling, shading, and carbon sequestration) these trees provide over time. Metro Vancouver staff will promote the use of the guide to practitioners across the region and update it on an as-needed basis.

Indigenous Relations Committee – February 13, 2025

Information Items:

E2 Metro Vancouver First Nations Engagement Portal

Metro Vancouver Indigenous Relations staff have been developing an online portal as a single point of reference and resources to support Metro Vancouver’s First Nation engagement. Metro Vancouver teams and First Nations referrals staff will use the portal to support First Nation engagement on Metro Vancouver’s projects.

E3 Quarterly Update Report on Reconciliation Activities

This update report provides a summary of reconciliation events and activities undertaken by Metro Vancouver since the last Committee meeting on October 11, 2024, as well as information on upcoming events and activities over the next three months.

Finance Committee – February 13, 2025

Information Items:

E7 Responding to Director Kooner’s November 12, 2024 Memo

At the MVRD Board meeting January 31, 2025, the Board considered the attached report titled “Responding to Director Kooner’s November 12, 2024 Memo”, dated January 8, 2025, to bring it back to the next Finance Committee meeting agenda for discussion, including additional information on the following:

- An itemization of all cost components of the Iona Island and North Shore Wastewater Treatment Plant projects, clearly showing how each portion is allocated under Tier I, Tier II, or Tier III, including a rationale for any non-core or non-regulatory costs;
- Details on the assumptions and data underlying all population, dwelling unit, and growth projections—specifically explaining how they affect DCC rates, apportionments, and municipal contributions; and

- An accounting of all DCC revenues collected over the last two decades by sewerage area and clarifies how those funds have been spent or allocated, including any cross-subsidization among member jurisdictions.

Due to the comprehensive level of information required to respond to the above mentioned, staff will report back to the Finance Committee in upcoming meeting with itemization of all the cost components of the Iona and North Shore Waste Treatment Plant projects, details and assumptions/data that supported the DCC calculations, along with DCC revenue collected and applied per sewerage area over the last two decades.

Invest Vancouver Management Board – February 19, 2025

Information Items:

E2 Investment Attraction Update – Q4 Update and 2024 Highlights

Invest Vancouver continues to promote opportunities in the Metro Vancouver region by leveraging its global brand and maintaining key contact abroad. Given that 85% of Foreign Direct Investment (FDI) coming into Canada lands in the city-regions, a strong regional presence and brand on the global stage is essential to remaining competitive with other large city regions such as Toronto (Toronto Global) and Montreal (Montreal International). In Q4 of 2024, Invest Vancouver added 19 leads to its pipeline, representing \$528M in potential direct investment over three years and 160+ projected jobs. As of December 2024, staff are managing 100 active leads valued at a potential of \$3B in direct investment and 1,820+ jobs.

In Q4, a US-based Digital Media & Entertainment company (DM&E) – Digital Film Tree - opened a Vancouver office, creating 12 jobs and investing \$3M. High-tech, Green Economy, DM&E, and Life Sciences remain key industries with leads originating from Europe, Asia, and the US, driven by partner referrals and event-based activities.

Throughout 2024, Invest Vancouver delivered strong investment attraction results, securing nine landed and expanded companies, representing \$53M in direct investment and 135 new jobs. Invest Vancouver also generated 84 new leads and strengthened global outreach through 17 outbound trips, 12 inbound delegations, and 19 executive familiarization tours.

E3 Major Local Events and Investor Hosting Update

This report outlines Invest Vancouver's efforts at two major local events – Web Summit Vancouver and FIFA World Cup 26 – to attract foreign direct investment to the Metro Vancouver region. These events offer significant opportunities to engage global investors, showcase key sectors, and promote the Metro Vancouver region's competitive advantages to an international audience. For Web Summit Vancouver, Invest Vancouver is working with a consortium of partners to establish a strong regional presence, facilitate investor engagement, and organize sector-specific investor tours across the region. FIFA-related initiatives focus on leveraging investor hosting opportunities through partnerships and supporting local economic development initiatives in member jurisdictions.

For both events, the next critical steps will include developing investor hosting strategies and delineating responsibilities amongst collaborating parties to secure investment in the Metro Vancouver region. This work is supported by the newly formed Major Events Task Force (METF), a voluntary sub-committee of the Invest Vancouver Advisory Committee comprised of economic development staff from member

jurisdictions. The METF provides an opportunity for the Metro Vancouver region to maximize both the local and regional economic benefits from these global events.

I2 Notice of Motion

RECEIVED

Director Kooner provided the following Notice of Motion:

That the MVRD Board direct staff to bring forward a bylaw to repeal *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*.

Metro Vancouver Housing

E1.1 Digitally Accelerated Standardized Housing: Metro Vancouver Housing Pilot Projects for Exploration APPROVED

As part of the Rental Housing Blueprint project, a Metro Vancouver Housing (MVH) Pilot project was contemplated for exploration, with funding through the Sustainability Innovation Fund project. Since this time, the project objectives have been augmented with additional CMHC funding and MVH has been working with BC Housing and other partners on DASH (Digitally Accelerated Standardized Housing).

The Digitally Accelerated Standardized Housing (“DASH”) project is focused on accelerating the design and construction of mid-rise multi-family housing through standardization and digital tools. MVH has the opportunity to work with the DASH project team to investigate opportunities to integrate the DASH approach within the Moray Place and Riverside Drive housing development projects, two forthcoming MVH projects confirmed as part of Phase 2 and 3 of MVH’s expansion plan. This report provides a DASH project update and overview of MVH specific activities, including pilot project opportunities at Moray Place and Riverside Drive.

The Board directed staff to explore integrating the Digitally Accelerated Standardized Housing approach to MVHC developments at Moray Place and Riverside Drive.

E2.1 CMHC’s Affordable Housing Fund – Renewal and Repair Portfolio Funding Opportunity for Metro Vancouver Housing APPROVED

Metro Vancouver Housing and the Canada Mortgage and Housing Corporation (CMHC) share a common goal of preserving existing affordable housing stock. CMHC, through the Affordable Housing Fund, has offered Metro Vancouver Housing a second round of portfolio funding for upcoming repair and renewal projects. CMHC has provided Metro Vancouver Housing with a written offer and business terms to contribute up to \$7.15 million of funding towards the planned repair of a minimum of 715 units (10 projects) for MVH's portfolio of building renewal projects. The funding includes more flexible Affordable Housing Fund accessibility and energy requirements than past CMHC repair funding.

This report seeks approval from the MVHC Board to execute and deliver the final funding agreement and associated schedules once received from CMHC, provided there are no material changes to the business terms outlined in the offer letter.

The Board authorized the CAO and Corporate Officer to sign the portfolio funding agreement.

Greater Vancouver Water District

E1.1 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units **APPROVED**

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC waiver framework with the aim of continuing to support affordable rental housing. This report presents proposed changes to the DCC waiver framework to include waiving DCCs for affordable units that are delivered by the private sector, and turned over to a non-profit operator (i.e. inclusionary units).

Since 2010, the Metro Vancouver DCC Waiver framework has been successful in supporting the creation of many affordable housing units, and is projected to support up to 2,500 units per year. If DCC waiver eligibility is expanded to inclusionary housing units, the number of units benefiting from DCC waivers is anticipated to increase by 281 to 361 units per year over 10 years. The expansion could also result in a 4.0% to 4.4% reduction in rents, and increase the supply of new below-market rental units by 5.3% to 6.7%. The financial impact of expanding the program to inclusionary housing units is estimated to be \$5.4 million to \$7.0 million per year.

The Liquid Waste, Water, Regional Parks and Regional Planning Committees have received information reports outlining proposed changes, with an opportunity to provide feedback. All feedback received is included in this report for consideration by the Finance Committee and MVRD/GVWD/GVS&DD Boards. There was general support for actions that incent and support affordable housing, however, concerns were expressed regarding the funding source to offset the waived DCC revenue and the impact it would have on existing rate payers. Overall there was a desire for more information regarding options for making up the foregone revenue including continued advocacy to the Province for infrastructure funding.

The Board received the report for information and directed staff to return with additional financial analysis on the proposed changes to the DCC waiver program.

E1.2 Consideration of a Development Cost Charge Reduction for Intensive Agriculture **APPROVED**

This report outlines a proposed approach to address concerns raised by the agriculture industry about the impacts of Metro Vancouver Development Cost Charges (DCCs) on Intensive Agriculture. Metro Vancouver’s DCC framework currently only has one non-residential rate, which may not be suitable for Intensive Agriculture developments given the small demand on infrastructure relative to their size of buildable area. There are four member jurisdictions that have an Intensive Agriculture rate for municipal DCCs, and these are relatively lower in comparison to the other non-residential categories.

In January 2025, a DCC work plan was endorsed by the Finance Committee that includes an update to residential and non-residential definitions, including consideration of Intensive Agriculture developments, for the next regional DCC bylaw update in 2027. As an interim measure, this report is seeking direction to develop a reduced DCC rate for Intensive Agriculture developments that meet criteria for low environmental impact. This could be achieved through a DCC reduction bylaw, which is permitted through the Local Government Act. If approved, staff will provide further analysis and draft a DCC reduction bylaw for Committee and Board discussion for approval Spring 2025.

The Board directed staff to continue work on the proposed development cost charge reduction for intensive agricultural developments.

E1.3 Funding from the Canada Housing Infrastructure Fund **RECIEVED**

Metro Vancouver has the opportunity to apply for funding through the Canada Housing Infrastructure Fund (CHIF) direct delivery stream, which could result in \$250 million in federal funding through the provincial stream for the Iona Island Wastewater Treatment Plant projects (Iona projects). The federal government designated funding to the Iona projects in the 2024 Fall Economic Statement; however, this contribution, starting in 2025–2026, is subject to Metro Vancouver meeting the conditions of the fund. To do this, Metro Vancouver will likely be required to lengthen the existing in-stream protection for its Development Cost Charge (DCC) program from 12 months to 24 months, which requires changes to provincial legislation. Metro Vancouver may also be expected to expand its affordable housing waiver framework to include inclusionary units provided by the private sector and turned over to not-for-profit housing providers to operate. If in-stream protection were to be extended by an additional 12 months, the estimated foregone DCC revenue for Metro Vancouver is estimated to be \$220 million, which would be roughly offset by the \$250 million grant for the Iona projects. In addition to potentially satisfying the CHIF requirements, the proposed extension of the in-stream protection also responds to the concerns of the development community regarding the impact of DCCs. The federal government has not yet determined if Metro Vancouver’s proposed measures will be accepted. In addition, the federal government’s approval for these measures is directly linked to member municipalities’ ability to apply for CHIF. Staff will report back as soon as there is further clarity.

The Board received this report for information.

I 1 Committee Information Items and Delegation Summaries

The Board received one delegation summary from standing committees.

Finance Committee – February 13, 2025

C1 Ray VanMarrewyk, Director at BC Greenhouse Growers’ Association and BC Agriculture Council
 Subject: Consideration of Development Cost Charge Reduction for Intensive Agriculture Executive

I2 Notice of Motion

RECEIVED

Director Kooner provided the following Notice of Motion:

That the GVWD Board request the Province of British Columbia to extend the in-stream protection for GVWD Development Cost Charges for an additional 24 months.

Greater Vancouver Sewerage and Drainage District

E1.1 Solid Waste Management Plan Public/Technical Advisory Committee Updated Terms of Reference **RECEIVED**

The Solid Waste Management Plan Public/Technical Advisory Committee (Public/Technical Advisory Committee) provides advice and input on the development of an updated regional solid waste management plan. This report provides an updated Terms of Reference for the committee, including the following elements:

- Members who have missed multiple meetings may be removed from the committee.
- Following a member’s resignation, the organization that member represented can recommend a replacement from the same organization.

Other updates include listing additional sectors that committee members may represent, and additional details on the support available to members to reduce barriers and enable participation.

Metro Vancouver recently ran a recruitment process to add new members to the Public/Technical Advisory Committee. The timing of updating the Terms of Reference would roughly align with the timing of welcoming new members to the committee.

The Board received the report for information.

E2.1 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units **APPROVED**

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC waiver framework with the aim of continuing to support affordable rental housing. This report presents proposed changes to the DCC waiver framework to include waiving DCCs for affordable units that are delivered by the private sector, and turned over to a non-profit operator (i.e. inclusionary units).

Since 2010, the Metro Vancouver DCC Waiver framework has been successful in supporting the creation of many affordable housing units, and is projected to support up to 2,500 units per year. If DCC waiver eligibility is expanded to inclusionary housing units, the number of units benefiting from DCC waivers is anticipated to increase by 281 to 361 units per year over 10 years. The expansion could also result in a 4.0% to 4.4% reduction in rents, and increase the supply of new below-market rental units by 5.3% to 6.7%. The financial impact of expanding the program to inclusionary housing units is estimated to be \$5.4 million to \$7.0 million per year.

The Liquid Waste, Water, Regional Parks and Regional Planning Committees have received information reports outlining proposed changes, with an opportunity to provide feedback. All feedback received is included in this report for consideration by the Finance Committee and MVRD/GVWD/GVS&DD Boards. There was general support for actions that incent and support affordable housing, however, concerns were expressed regarding the funding source to offset the waived DCC revenue and the impact it would have on existing rate payers. Overall there was a desire for more information regarding options for making up the foregone revenue including continued advocacy to the Province for infrastructure funding.

The Board received the report for information and directed staff to return with additional financial analysis on the proposed changes to the DCC waiver program.

E2.2 Consideration of a Development Cost Charge Reduction for Intensive Agriculture APPROVED

This report outlines a proposed approach to address concerns raised by the agriculture industry about the impacts of Metro Vancouver Development Cost Charges (DCCs) on Intensive Agriculture. Metro Vancouver’s DCC framework currently only has one non-residential rate, which may not be suitable for Intensive Agriculture developments given the small demand on infrastructure relative to their size of buildable area. There are four member jurisdictions that have an Intensive Agriculture rate for municipal DCCs, and these are relatively lower in comparison to the other non-residential categories

In January 2025, a DCC work plan was endorsed by the Finance Committee that includes an update to residential and non-residential definitions, including consideration of Intensive Agriculture developments, for the next regional DCC bylaw update in 2027. As an interim measure, this report is seeking direction to develop a reduced DCC rate for Intensive Agriculture developments that meet criteria for low environmental impact. This could be achieved through a DCC reduction bylaw, which is permitted through the Local Government Act. If approved, staff will provide further analysis and draft a DCC reduction bylaw for Committee and Board discussion for approval Spring 2025.

The Board directed staff to continue work on the proposed development cost charge reduction for intensive agricultural developments.

E2.3 Funding from the Canada Housing Infrastructure Fund

RECEIVED

Metro Vancouver has the opportunity to apply for funding through the Canada Housing Infrastructure Fund (CHIF) direct delivery stream, which could result in \$250 million in federal funding through the provincial stream for the Iona Island Wastewater Treatment Plant projects (Iona projects). The federal government designated funding to the Iona projects in the 2024 Fall Economic Statement; however, this contribution, starting in 2025–2026, is subject to Metro Vancouver meeting the conditions of the fund. To do this, Metro Vancouver will likely be required to lengthen the existing in-stream protection for its Development Cost Charge (DCC) program from 12 months to 24 months, which requires changes to provincial legislation. Metro Vancouver may also be expected to expand its affordable housing waiver framework to include inclusionary units provided by the private sector and turned over to not-for-profit housing providers to operate.

If in-stream protection were to be extended by an additional 12 months, the estimated foregone DCC revenue for Metro Vancouver is estimated to be \$220 million, which would be roughly offset by the \$250 million grant for the Iona projects. In addition to potentially satisfying the CHIF requirements, the proposed extension of the in-stream protection also responds to the concerns of the development community regarding the impact of DCCs. The federal government has not yet determined if Metro Vancouver’s proposed measures will be accepted. In addition, the federal government’s approval for these measures is directly linked to member municipalities’ ability to apply for CHIF. Staff will report back as soon as there is further clarity.

The Board received the report for information.

I2 Notice of Motion

RECEIVED

Director Kooner provided the following Notice of Motion:

That the GVS&DD Board request the Province of British Columbia to extend the in-stream protection for GVS&DD Development Cost Charges for an additional 24 months.

I 1 Committee Information Items and Delegation Summaries

The Board received one delegation summary from standing committees.

Finance Committee – February 13, 2025

C1 Ray VanMarrewyk, Director at BC Greenhouse Growers’ Association and BC Agriculture Council

Subject: Consideration of Development Cost Charge Reduction for Intensive Agriculture Executive

The Board received one information item from one standing committee.

Zero Waste Committee – February 6, 2025

Information Items:

E1 2023 Annual Solid Waste and Recycling Statistics

Metro Vancouver achieved a 65% recycling rate in 2023 and continued to demonstrate decreasing disposal per capita. Since the approval of the solid waste management plan in 2011, Metro Vancouver's disposal rate has decreased by 26%, from 0.57 tonnes/capita in 2011 to 0.42 tonnes/capita in 2023. Data for the annual report is collected from many sources taking a substantial amount of time. Therefore, the statistics presented in this report are for 2023.

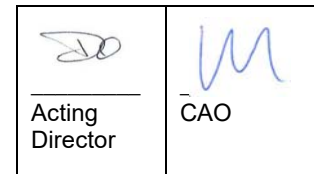
In comparison to 2022, significant recycling increases were seen in plastic, gypsum, and wood waste which may correlate to an increase in new housing construction in 2023. The commercial/institutional and residential sectors showed similar quantities of recycled yard trimmings and food waste in 2023 as in 2019. Concrete and asphalt recycled quantities have been fixed at 2021 levels due to some uncertainty with the data quality. If reported concrete and asphalt recycled quantities were used, the recycling rate would increase to 69%.

E2 2025 Zero Waste Conference and National Zero Waste Council Update

Since 2010, Metro Vancouver has delivered the Zero Waste Conference to bring governments, businesses, and non-profits together to advance waste prevention. The conference has moved to a biennial delivery model. The 2025 Zero Waste Conference will be held on November 27, 2025, at the Vancouver Convention Centre. The conference will emphasize waste prevention through a program of interactive workshops, networking, and keynote speakers.

A refreshed vision for the National Zero Waste Council has been developed. The focus will be on local government leadership and collaboration through knowledge building, sharing, and coordinated advocacy on waste prevention and circularity. Opportunities for private sector and non-profit participation will remain part of the Council's work.

Waste and Resources Action Programme (WRAP) has entered into an agreement with FoodMesh to take on the role of Canadian campaign license holder for Love Food Hate Waste. Metro Vancouver will continue to participate in the program but will no longer be responsible for the administration of the campaign.



The Corporation of **THE CITY OF NORTH VANCOUVER**
NORTH SHORE EMERGENCY MANAGEMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Emily Dicken, Director, North Shore Emergency Management

Subject: 2025 UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND
GRANT APPLICATION – EMERGENCY OPERATIONS CENTRE
EQUIPMENT AND TRAINING

Date: March 19, 2025 File No: 14-7130-01-0001/2025

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

RECOMMENDATION

PURSUANT to the report of the Director, North Shore Emergency Management, dated March 19, 2025, entitled “2025 UBCM Community Emergency Preparedness Fund Grant Application – Emergency Operations Centre Equipment and Training”:

THAT the application submitted to the UBCM Community Emergency Preparedness Fund (CEPF), under the stream of “2025 Emergency Operations Centre Equipment and Training”, in the amount of \$120,000 be endorsed;

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

ATTACHMENTS

1. UBCM CEPF 2025 Emergency Operations Centre Equipment and Training Application (CityDocs [2647649](#))
2. UBCM CEPF 2025 Emergency Operations Centre Equipment and Training Budget (CityDocs [2647653](#))

SUMMARY

The purpose of this report is to seek resolution and Council support for the application submitted to the UBCM CEPF under the stream of “2025 Emergency Operations Centre Equipment and Training” grant. On behalf of the three North Shore municipalities, NSEM has applied on this grant with the intent of strengthening interoperability between the North Shore Emergency Operations Centre (EOC) and the municipal engineering and fire Department Operations Centres (DOCs). Additionally, this grant will also support enhanced EOC training opportunities and allow for technology updates to the North Shore EOC Radio Room.

NSEM staff will manage the project and provide periodic updates to the NSEM Strategic Leadership Committee.

BACKGROUND

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

NSEM (and thereby the North Shore municipalities) have agreed to establish a tri-municipal Emergency Operations Centre in the event of a regional emergency. Additionally, municipal engineering and fire departments may establish a Department Operations Centre if needed.

DISCUSSION

NSEM performs essential emergency management functions, including planning, Emergency Support Services (ESS), and maintaining a fully equipped EOC for use by all three North Shore municipalities.

This grant proposal aims to increase interoperability between DOCs and the EOC through an exploratory report, as well as a contingency fund to action outcomes of the report. It also aims to support the continued training of municipal staff to work in the EOC. Finally, the proposal intends to procure updated radio equipment for the North Shore EOC Radio Room, as some of the existing equipment is reaching end of life.

Grant funding of the CEPF is provided by the Province of BC and administered by UBCM. The CEPF is a suite of funding programs intended to enhance the resilience of local governments and their residents in responding to emergencies.

The 2025 CEPF application form was submitted for the February 2025 intake, but Council resolutions from all partners, which can be submitted after the fact, are required to complete the submission.

FINANCIAL IMPLICATIONS

The maximum available funding for each local authority under this grant is \$40,000. This grant application has been submitted in partnership with the three North Shore municipalities; as result of this partnership, the total eligible project funding request from UBCM is for a total of \$120,000.

INTER-DEPARTMENTAL IMPLICATIONS

While most project deliverables would be executed by NSEM staff with the support of third-party contractors (owing to the technical nature of this work specific to the EOC & DOC Interoperability Assessment), NSEM would oversee and direct the initiative, including collaboration with the City of North Vancouver staff to ensure the specific needs of the municipality are considered in the project. EOC training and exercises will be offered to all CNV staff who fulfill EOC roles.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

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

RESPECTFULLY SUBMITTED:



Emily Dicken
Director, North Shore Emergency Management

Community Emergency Preparedness Fund

Emergency Operations Centres Equipment and Training 2025 Application Worksheet

Please complete and return the worksheet with all required attachments by **February 28, 2025**. Applicants will be advised of the status of their application within 90 days of the application deadline.

All questions must be answered by typing directly in this form. **As all questions are reviewed and scored as part of the adjudication process, please do not leave any questions blank.**

If you have any questions, contact cepf@ubcm.ca or (604) 270-8226 ext. 220.

SECTION 1: Primary Applicant Information

First Nation or Local Government Name:
District of North Vancouver

File Number*:
LGPS-11664

**Refer to the LGPS Online Application Form submission confirmation email*

SECTION 2: Detailed Project Information

1. Location of Proposed Activities. For the purpose of CEPF funding, EOCs must be located in a First Nation owned building or publicly owned building or an asset owned by the primary applicant or a sub-applicant:

- EOC is located in a First Nations owned building (buildings owned by a Treaty First Nation or a First Nation band).
- EOC is located in a publicly owned building (buildings owned by a local government or public institution, such as health authority or school district).
- Asset (e.g. trailer for mobile EOCs) is owned by the primary applicant or sub-applicant.

2. Proposed Activities. What specific activities will be undertaken as part of the proposed project? Refer to Section 6 of the *Program and Application Guide* for eligibility.

- a) Purchase of equipment and supplies, including installation of and training for eligible equipment.

NSEM Radio Equipment:

NSEM maintains a series of radio equipment and towers. The current High Frequency radio is reaching end of life, and a replacement will ensure the Radio Room is better equipped in the event of an emergency. An additional box will be procured to move the radio out of the office for field deployments.

DOC and EOC interoperability assessment report:

As NSEM serves three municipalities, it is an ongoing priority to ensure there is interoperability between the Engineering DOCs, Fire DOC and the EOC. NSEM wishes to hire an external contractor to undertake an assessment of the tools and needs of the DOCs and EOC, to make recommendations on how interoperability can be strengthened and by what means as well as to prioritize the recommendations to support tri-municipal decision making.

Proposed priority actions associated with the assessment report:

In October 2024, an intensive atmospheric river struck the North Shore and caused significant damage. A comprehensive after action review of the 2024 atmospheric river response is underway with the final report due on March 10th, and it is expected that there will be several areas of improvements for future responses highlighted. In order to action those items, as well as the interoperability assessment reports findings, NSEM wishes to keep a \$65,000 reserve fund to action those recommendations. The recommendations actioned will be within the scope of this UBCM grant, and a budget review will be submitted to UBCM prior to spending any of the reserve fund.

- b) Training. Where possible, please list specific courses.

NSEM wishes to bring in external trainers to provide Emergency Management training. Training includes EOC basics, section specific training, and ICS 100 & 200.

- c) Exercises, including tabletop exercises and mock EOC activations.

NSEM wants to hire a contractor to facilitate a tabletop exercise testing out the municipal evacuation plan.

- 3. Alignment with Funding Stream.** Describe how your activities align with the intent of this funding stream to build local capacity through the purchase of equipment and supplies required to maintain or improve an EOC and to enhance EOC capacity through training and exercises.

The proposed activities will all strengthen the operational readiness of the North Shore EOC and DOCs, both from an infrastructure perspective as well as a training and strategy perspective.

- 4. Engagement with First Nations and/or Indigenous Organizations.** In the following questions, please identify the specific bands, Treaty First Nations, and/or Indigenous organizations as well as the specific traditional territory, reserve, or other First Nation's land that may be impacted by the proposed project.

- a) Which First Nations and/or Indigenous organizations were proactively engaged as part of the development of this application?

Squamish Nation and Tsleil-Waututh Nation share jurisdictional boundaries with the three municipalities on the North Shore. Their Emergency Program Coordinators have been made aware of NSEM's intent to apply for the grant and they have expressed their support. Although they are not funding partners in this grant, they both have Service Agreements with the three fire departments on the North Shore and the

enhancements proposed in this grant would directly benefit both of the Nations in term of enhancing public safety.

- b) Which First Nations and/or Indigenous organizations will participate in the proposed activities and what specific role will they play?

Both Squamish Nation and Tsleil-Waututh Nation will be engaged to varying degrees through elements of the work proposed within this grant application.

Neither of the Nations will be directly engaged in the work specific to the DOC and EOC interoperability. This assessment and recommendations based enhancement will be focused on CNV, DNV and DWV DOCs in relation to the North Shore EOC. It is important to recognize that both Squamish Nation and Tsleil-Waututh Nation have their own EOCs and engage in the North Shore EOC if/when appropriate.

Both Nations will be included in the EOC exercising and training components of the grant based work. As valued regional partners, both Nations are always included in all EOC exercises and training opportunities.

- c) Please indicate the extent to which staff and/or elected officials have undertaken Indigenous Cultural Safety and Cultural Humility Training.

Through the funding support of the UBCM CEPF Cultural Safety and Humility Grant, and ESS grant and the IER Funding, NSEM has supported the delivery of Cultural Safety and Humility training for 50 Public Safety Lifeline volunteers and 60 municipal staff in 2024. The 2025 training is on track and numbers are expected to be similar to 2024.

If applicable, evidence of support for the proposed activities from First Nations and/or Indigenous organizations has been submitted with this application. This could be in the form of a letter, email, or other correspondence.

- 5. Engagement with Neighbouring Jurisdictions and Affected Parties.** Identify any neighbours and/or partners (e.g., equity-denied populations, organizations that participate in the EOC program, etc.) you will engage with as appropriate to the project.

Rural and remote communities may want to consider engaging with regional districts and/or health authorities, and First Nation applicants may want to consider engaging with the First Nations' Emergency Services Society or the First Nations Health Authority.

NSEM partners with many different groups who may be invited to join the EOC/DOC during events. Partners include, but not limited to, Tsleil-Waututh Nation, Squamish Nation, Metro Vancouver, Bowen Island Municipality, Lions Bay Municipality, District of Squamish, City of Vancouver, City of Burnaby, HEMBC, BCEHS, FNHA. None of these organizations will be directly involved in the project, but may benefit from the results or be invited to training.

If applicable, evidence of support for the proposed activities from neighbouring jurisdictions or other parties has been submitted with this application. This could be in the form of a letter, email, or other correspondence.

- 6. Comprehensive, cooperative, regional approach and benefits.** Describe how the project will contribute to a comprehensive, cooperative, and regional approach to EOCs. What regional benefits will result from this project?

NSEM is a multi-jurisdictional emergency management organization serving and co-founded by the three North Shore municipalities. Aside from performing core emergency management functions municipally, NSEM takes a regional approach to its work both strategically and operationally. A comprehensive, cooperative and regional approach sits at the core of this grant application, with the focus of the work strengthening EOC and DOC interoperability across the North Shore. Beyond the interoperability assessment and the proposed spending in alignment to the assessment recommendations, the outcomes of this grant also bring all three North Shore municipalities and both Nations together for EOC exercising and training opportunities.

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

In October 2024, the North Shore experienced a significant Atmospheric River event. The consequences of this event resulted in response and recovery costs into the ten's of millions of dollars. The three North Shore municipalities have made considerable investments into learning from this event and strengthening the municipal and regional approach to disaster response. An expected outcome and recommendation from the After Action Review, is to identify and strengthen interoperability between the municipal DOCs (including Fire and Engineering) and the North Shore EOC. The proposed initiatives outlined within this grant application will enable the three municipalities to take action on the learnings and recommendations that emerged from this significant event.

SECTION 3: Required Attachments

The following separate attachments are required to be submitted as part of the application:

- Band Council, Treaty First Nation, or local government resolution **OR** a letter of support from the Band Manager, CAO or CFO for applications that request less than \$50,000 in funding. Resolutions and letters need to indicate support for the current proposed activities and willingness to provide overall grant management. All regional applications, or applications requesting more than \$50,000 in funding, will require resolutions to be submitted.
- Detailed budget that indicates the proposed expenditures from CEPF and aligns with the proposed activities outlined in the Application Worksheet. Although additional funding or support is not required, any other grant funding or in-kind contributions must be identified. Applicants are encouraged to use the [LGPS Budget and Financial Summary Tool](#).

For regional projects only:

- Band Council, Treaty First Nation, or local government resolution from the primary applicant, indicating support for the current proposed activities and willingness to provide overall grant management; and,
- Band Council, Treaty First Nation, or local government resolution from each sub-applicant that clearly states their approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf. Resolutions from sub-applicants must include this language

SECTION 4: Signature This worksheet is required to be signed by an authorized representative of the applicant (i.e., staff member or elected official). Please note all application materials will be shared with the Province of BC.

I certify that to the best of my knowledge: (1) all information is accurate, (2) the area covered by the proposed project is within the applicant's jurisdiction (or appropriate approvals are in place) and (3) it is understood that this project may be subject to a compliance audit under the program.

Name: Simon Svane Als

Title: Manager, Operational Readiness

Signature*:



Date: March 7, 2025

A certified digital or original signature is required.

**Documents should be submitted as Word, Excel, or PDF files.
Total file size for email attachments cannot exceed 20 MB.**

**All documents should be submitted to Local Government Program Services,
Union of BC Municipalities by email: cepf@ubcm.ca.**

Please note "2025-EOC" in the subject line.



Proposed Budget

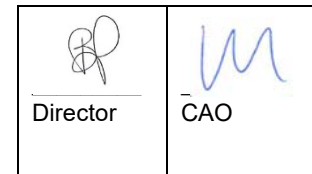
Name of Applicant	District of North Vancouver (NSEM)
Funding Program/Stream	EOC Equipment & Training
Project Name/Application #	File Number: LGPS-11664

BUDGET

The budget is required to be submitted as part of the application package. For each proposed expense, provide a calculation that explains how the cost was determined. For example, for incremental staffing provide the wage and proposed number of hours; for the purchase of items, provide the quantity and unit price. Additional rows can be added as needed.

Proposed Expenses	Calculation	Total Cost
DOC & EOC Interoperability Assessment Report	Max available budget.	\$20,000.00
Action critical recommendations	Depending on recommendations	\$65,000.00
EOC Exercise		\$15,000.00
EOC Training		\$15,000.00
NSEM Radio Equipment	Radio: \$2000. Box: \$1000. Installation, training and contingency: \$2000	\$5,000.00
Total:		\$120,000.00

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Amelia Cifarelli, Corporate Officer

Subject: APPOINTMENT OF NORTH SHORE DESIGNATE TO E-COMM BOARD
– 2025-2026 TERM AND PROXYHOLDER FOR E-COMM BOARD
ANNUAL GENERAL MEETING

Date: March 26, 2025 File No: 01-0230-20-0016/2025

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

RECOMMENDATION

PURSUANT to the report of the Corporate Officer, dated March 26, 2025, entitled “Appointment of North Shore Designate to E-Comm Board – 2025-2026 Term and Proxyholder for E-Comm Board Annual General Meeting”:

THAT the District of North Vancouver’s Mayor, Mike Little, be nominated to serve as the North Shore designate to the E-Comm Board of Directors for the 2025-2026 term, such Board to be elected by the Members at the June 25, 2025 Annual General Meeting;

AND THAT Mayor Mike Little be designated as the nominee to attend the Annual General Meeting of the Shareholders for the purpose of voting the City of North Vancouver’s shares.

ATTACHMENTS

1. Correspondence from E-Comm 9-1-1, dated March 26, 2025 (CityDocs [2650522](#))
2. Excerpt of Members’ Agreement, Schedule A, Section 4.2 (CityDocs [2650526](#))
3. E-Comm 9-1-1 Board of Directors: Common Questions & Background (CityDocs [2650525](#))

DISCUSSION

The North Shore municipalities of City of North Vancouver, District of North Vancouver, District of West Vancouver and Village of Lions Bay share one (1) Director on the Board of E-Comm Emergency Communications for British Columbia Incorporated (E-Comm) as per Schedule A, Section 4.2 of the Members' Agreement (Attachment 2).

By agreement, Mayor Mike Little has represented the North Shore municipalities on the E-Comm Board since 2023 and has expressed interest in continuing to serve as the North Shore representative and proxyholder for the City.

RESPECTFULLY SUBMITTED:



Amelia Cifarelli
Corporate Officer

VIA EMAIL – c/o CityCouncil@cnv.org

March 26, 2025

Mayor Linda Buchanan and Council
 City of North Vancouver
 141 West 14th Street
 North Vancouver, BC V7M 1H9

Dear Mayor Buchanan and Council,

RE: E-Comm Board of Directors Designate — 2025-2026 Term

The Annual General Meeting (the “Meeting”) of the shareholders (the “Members”) of E-Comm *Emergency Communications for British Columbia Inc.* (“E-Comm”) will be held on Wednesday, June 25, 2025, and, at that time, the Board of Directors (the “Board”) will be elected by the Members for the 2025-2026 term.

Selection of Nominee for 2025-2026 Term

The Members’ Agreement sets out how the Board of Directors will be elected. For your reference, we attach a copy of section 4.2 of the Members’ Agreement, headed “Designation and Election of Directors” as Schedule “A” to this letter.

Under Section 4.2.1.5, your Designated Group of Members is entitled to nominate one mutually agreed upon individual for election to the Board of Directors of E-Comm. At present, your grouping is comprised of these municipalities:

	Class A	Class B
City of North Vancouver	2	1
District of North Vancouver	1	1
District of West Vancouver	1	1
Village of Lions Bay	1	-

Nominee Request

Mayor Little represents your municipality on the E-Comm Board of Directors.

In the past, the E-Comm Board of Directors has seen significant turnover in the non-independent Directors, which affects the Board’s ability to govern the organization effectively. Given the significant transformation underway at E-Comm, the Provincial Independent Review, and the considerable learning curve that new Directors experience before being able to fully engage and contribute, the re-nomination Mayor Little would provide E-Comm consistency as we continue to move the organization forward.

Because your Designated Grouping must mutually agree upon your nominee, **we respectfully request that the City of North Vancouver confer with the other members of your grouping to confirm the re-nomination Mayor Little for the coming term.**

Alternate Nominees

If your Designated Grouping does not re-nominate the current Director, we ask that your nominee possess the experience, skills, and attributes to effectively serve the best interests of all Members and our other



stakeholders. The nominee does not need to be an elected official and could be city staffer or another individual connected to your municipality. E-Comm is specifically looking to fill the gaps identified in the most recent Board of Directors Skills Matrix, which highlights the need for Directors with the following expertise:

- Financial Literacy and Audit
- Information Technology
- Risk and Compliance
- Stakeholder Relations

We also note E-Comm's objective to broaden the participation of individuals from underrepresented and marginalized backgrounds, identities and lived experiences. We are working towards ensuring such diversity on the board.

Next steps

We kindly ask that you reply to us with written confirmation by Thursday, May 1, 2025, of the name and contact information for your nominee to the E-Comm Board for the 2025-2026 term.

FAQ

We have included an FAQ document which provides additional information regarding the nomination of Directors to the E-Comm Board as Schedule "B".

AGM Voting Representative

Please note that nominating a director is a separate process from designating a representative to vote your share(s) at the Annual General Meeting (the "AGM") in June. As such, we will contact you again in mid-May with the Notice of AGM and request that you designate one individual to attend the Annual General Meeting of the Shareholders to vote the City of North Vancouver's share(s). If you prefer, you can designate your nominee to vote your share(s), which is quite common amongst Shareholders.

If you have any questions, do not hesitate to get in touch with me using the contact information below.

Sincerely,



Li-Jeen Broshko, KC
Corporate Secretary

c | 604-375-0333

e | LBroshko@ecomm911.ca

cc Mayor Mike Little, E-Comm Board Director
Amelia Cifarelli, City of North Vancouver, Corporate Officer

Agency established for the purposes of holding a Class A Share in place of that Special User becomes a Member.

4. BOARD OF DIRECTORS

4.1 BOARD OF DIRECTORS

The Company shall have a Board comprised of not less than three nor more than twenty-five directors, with the actual number of directors as determined by the Class A Members as provided below.

4.2 DESIGNATION AND ELECTION OF DIRECTORS

4.2.1 The Members shall be entitled to designate directors as hereinafter provided:

4.2.1.1 one individual designated by the BCEHS;

4.2.1.2 one individual designated by Vancouver;

4.2.1.3 one individual designated by the Vancouver Police Board;

4.2.1.4 one individual designated by the following group:

(a) each Police Board which directly holds a Class A Share or Class B Share, other than Vancouver Police Board and Delta Police Board; and

(b) each Police Board which has a Class A Share or Class B Share in respect of Police Services held by its respective municipality, other than Vancouver Police Board and Delta Police Board;

4.2.1.5 such number of individuals as are set forth below, to be designated by the following designated group of Class A Members or Class B Members (each group being called a "Designated Group of Members"), if one or more of the Municipalities within a Designated Group of Members is a Class A Member or a Class B Member, as hereinafter set forth:

No. of Individuals which may be Designated	Designated Group of Members
1	West Vancouver, North Vancouver City, North Vancouver District and Lions Bay
1 or 2	2 individuals if Burnaby, together with any one or more of New Westminster, Coquitlam, Port Moody, Port Coquitlam, Anmore and Belcarra are a Member; provided however that if Burnaby is not a

Member, any one or more of New Westminster, Coquitlam, Port Moody, Port Coquitlam, Anmore and Belcarra which is a Member can designate 1 individual to be a director

- 1 Richmond
- 2 Surrey, White Rock, Langley City and Langley District
- 1 Delta and the Delta Police Board
- 1 Maple Ridge, Pitt Meadows and Mission
- 1 Abbotsford, Chilliwack and Fraser Valley Regional District
- 1 Squamish, Lillooet and Sechelt;

and

- 4.2.1.6 One individual designated by all other Members holding Class A Shares and Metro Vancouver, other than as set forth in Sections 4.2.1.1 to 4.2.1.5, inclusive.
- 4.2.2 The RCMP, and in replacement therefor upon the Government Agency referred to in Section 3.7.1 becoming a Class A Member, that Government Agency, shall be entitled to designate one individual to act as director.
- 4.2.3 If provided in a Special User Agreement entered into pursuant to Section 3.7.2 or if otherwise authorized by the Board under Section 4.11.3, each Special User, and in replacement therefor upon the Government Agency for that Special User referred to in Section 3.7.2 becoming a Class A Member, that Government Agency, shall be entitled to designate one individual to act as director.
- 4.2.4 The group comprised of: the Capital Regional District and those Vancouver Island police agencies, including any RCMP detachment, to which the Company provides police dispatching services shall be entitled to designate one individual to act as director.
- 4.2.5 The Provincial government, acting through the Ministry of Public Safety and Solicitor General, whether it holds a Class A Share or not, shall be entitled to designate two individuals to act as directors.
- 4.2.6 Subject as hereinafter provided, the directors designated pursuant to Sections 4.2.1, 4.2.2, 4.2.3 and 4.2.4 shall designate five additional persons, independent from the Members, to be directors the Company (the "Independent Directors"), who have an interest or expertise in the Purpose or the Company Services to be provided by the Company.

- 4.2.7 The Members agree to vote their Class A Shares for the election as directors of the persons designated pursuant to Sections 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5 and 4.2.6.
- 4.2.8 For the purposes of Section 4.2.1.5, upon anyone or more Municipalities within a Designated Group of Members becoming a Class A Member or a Class B Member, such Municipality or Municipalities will be entitled to designate the individual to be a director for the purposes of Section 4.2.1.5. As additional Municipalities within that Designated Group of Members become Class A Members or Class B Members, as the case may be, such additional Municipalities shall be deemed to have agreed to the individual as designated and elected a director for that Designated Group of Members and no changes will be required to be made with respect to any such individual, unless such individual shall cease to be a director in any other manner such as resignation, until the next following annual general meeting or annual consent resolution. Prior to any annual general meeting or annual consent resolution of the Class A Members, a Designated Group of Members shall agree on the individual to be designated by them for the purpose of Section 4.2.1.5 within a time period sufficient for that individual's name to be placed before the Class A Members, as determined by the Board.

4.3 VACANCIES ON BOARD

Any vacancies on the Board created by an individual designated under Section 4.2.1, 4.2.2, 4.2.3, 4.2.4 or 4.2.5 shall be filled by an individual designated by the Member or Members who designated the individual who is no longer a director, the Special User who designated the individual who is no longer a director, or the Provincial government, as the case may be, and any vacancies in any Independent Directors shall be filled by the remaining directors in accordance with Section 4.2.6.

4.4 NO RESTRICTIONS ON AFFILIATION TO MEMBERS

Directors designated pursuant to Section 4.2.1 may be appointed or elected officials from a Member or may be persons from the general public with no affiliation to a Member.

4.5 REMUNERATION FOR DIRECTORS

Directors shall be entitled to fees for acting as a director of the Company, as determined in an Authorized Operating Budget. All directors may be paid reasonable expenses incurred when acting as directors.

4.6 QUORUM AT DIRECTORS MEETINGS

The quorum for all meetings of the Board shall consist of a majority of the directors. Meetings of the Board shall be held in accordance with the Articles of the Company and this Agreement.

4.7 EXECUTIVE MEMBER OF THE BOARD

Board of Directors: Common Questions & Background

Q. How should the nominating resolution of our council/board read?

- A. Exact wording is at the discretion of your organization; however, council/board motions should include the name of the nominee, specification of the E-Comm of Directors (the “Board”) term (e.g. 2025-2026) and reference to election at the Annual General Meeting of E-Comm shareholders (the “Members”).

For example, “THAT (enter municipality/board/organization) nominate (name) to serve as the nominee of (municipality/board/organization) to the Board for the 2025-2026 term, such Board to be elected by the Members at the June 25, 2025 Annual General Meeting.”

Q. What is the role of the Board?

- A. The Board is responsible for stewardship of the entire E-Comm organization – it provides strategic oversight of the business and affairs of the company. The Directors are also the most senior representatives of the organization to the public and our stakeholders. To conduct its work efficiently, the Board has three standing committees and one task force: Finance, Governance and Public Affairs, People and Culture Committees, and Transformation Oversight Task Force (the “Committees”).

Q. Who elects the Board?

- A. The Members elect the Board at the Annual General Meeting (the “AGM”) of the Company. A members’ agreement among the Members (the “Members’ Agreement”) sets out who may select nominees to the Board. Nominating entities are expected to select their nominee and advise the Corporate Secretary of the name of their nominee by May 1, 2025 – the candidate is then put forward for election by the Members-at-large at the AGM in June 2025.

Q. What time commitment is required of Directors?

- A: The Board typically holds four to five regular meetings each year, during business days, typically for four hours. The meeting schedule is published well in advance. The Committees also meet four to five times each year, during the business day, for approximately one and a half hours each meeting.

Two additional sessions occur annually: a Board orientation session for new Directors (typically one full-day) and a strategic planning session (typically one full-day).

As a best governance practice, the Board expects Directors to attend all meetings.

Q. Why is the Directors term only one year? Can we nominate someone for more than one term?

- A. E-Comm’s Articles specify a term of one year. Nominating entities may advise the Corporate Secretary in writing if they wish their nominee’s name to stand for election for a specific number of terms (e.g. four). However, the Corporate Secretary must confirm in writing each year that the standing nomination remains in place, however there would be no further action required of the nominating entity unless they wish to change their previous direction.

E-Comm Board of Directors: Common Questions & Background

In the case of nominating entities that are part of a group, the Corporate Secretary must receive written confirmation from each nominating entity of the standing nomination, including specification of the number of terms. The direction must be consistent amongst all members of the group; otherwise all members of the group must be contacted each year asking for confirmation of the nomination.

Q. If my organization/municipality is part of a group, do we have to agree on the nominee?

A. The Members' Agreement specifies that each designated group of members shall agree on their individual nominee. Consultation on a mutually agreeable nominee should be undertaken prior to advising the Corporate Secretary of the name of the nominee.

Q. What is the difference between nominating a Board Director and sending someone to the AGM?

A. The individual board nominees, once elected at the AGM, will serve on the Board throughout the coming year, attending various board and committee meetings, and participating in the supervision of the organization's affairs. Your organization's representative at the AGM is simply the person who attends the AGM that day on behalf of your organization and votes your share(s) on any resolutions or votes which occur at the AGM that day. That person's role and duties cease after the AGM has adjourned.

Q. Why do you contact us in March when the Board is not appointed by Members until June?

A. We provide sufficient notice of the process to allow you to confer with other Members of a Member group, council and to allow for or other motions that may be required.

Q. What do Directors receive for remuneration?

A. Meeting rates, for Directors who are not full-time employees of a Member, the Provincial Government or special user, are \$397 per meeting up to four hours, twice that amount for meetings longer than four hours in duration, with a maximum daily amount of \$794. Board meetings are generally four hours.

Q. Who do I contact with questions?

A. Li-Jeen Broshko, KC, Corporate Secretary, lbroshko@ecomm911.ca or the E-Comm Governance Office boardandcommittees@ecomm911.ca

E-Comm Board of Directors: Common Questions & Background

About the annual general meeting

Q. What is an AGM?

A. A general meeting of all the Members is required to occur at least once annually under the *Business Corporations Act* (BC), which regulates E-Comm’s corporate governance.

Q. What happens at an AGM?

A. The compulsory items on the agenda are the election of directors, the appointment (or reappointment) of the auditors, and the presentation of previous year’s financial statements. Usually, a number of additional items are also placed on the agenda, such as a general report from the directors, or presentations on new initiatives. Special business items could also be dealt with (such as changing the Corporate Articles), but Members would receive notice of any special business with the notice of meeting.

Q. Who should attend AGM?

A. A representative of the Member should attend the AGM to vote on the matters listed above including electing the Board.

Q. What are Members entitled to vote on?

A. Holders of Class A shares have one vote per share on all matters requiring a vote at the AGM, including any items of special business. Class B shares are generally non-voting, except for matters which involve certain fundamental changes – these are listed and specified in the Articles.

Q. What is the voting process at the AGM?

A. Votes are conducted by a simple show of hands (voting cards) unless a Member asks at the meeting that a formal ballot or “poll” vote occur on a particular resolution.

Q. What if no one can attend, can we proxy our vote?

A. Yes. A Member can appoint a proxyholder (in writing) to attend and vote on the Member’s behalf at the AGM. The proxyholder need not be a Member themselves. Proxies must be in writing, must specify the name of the Member, the identity of the proxyholder, and reference the AGM in question. They must be signed by an authorized signatory of the Member. Proxies must be pre-registered with E-Comm at least 3 business days prior to the AGM.

Q. How will my shares be voted if I return a proxy?

A. Proxies usually grant the proxyholder the ability to vote on all matters at the meeting, in their discretion. If a Member wishes, it can restrict that discretionary power by stating in the proxy form that its share(s) must be voted in a certain manner on specified resolutions or votes which it anticipates will be before the meeting. Such language, if included, needs to be clear and unambiguous.

E-Comm Board of Directors: Common Questions & Background

Q. Can a proxy be revoked?

A. Once granted, proxies can also be revoked, but written revocation signed by the Member must be given to E-Comm at least one business day prior to the AGM.

Q. Who chairs the AGM?

A. E-Comm's Articles specify that the chair of the Board will also chair the AGM.

Q. How important is it that we send someone?

A. As a Member we strongly urge in-person attendance to ensure shares are represented.

Q. What if I have a question about the AGM?

A. Contact Li-Jeen Broshko, KC, Corporate Secretary, lbroszko@ecom911.ca or the E-Comm Governance Office boardandcommittees@ecom911.ca

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Curb Access & Parking Plan

Policy & Implementation



Council Presentation

April 7, 2025
Engineering, Parks & Environment

Curb Access & Parking Plan Benefits

The Plan will allow more people and businesses to reliably access curb space when needed.

Through this plan – we anticipate:

- Improved access to businesses with reliable parking turnover
- Improved safety for deliveries and drop-offs
- Improved availability of accessible parking spaces
- Improved fairness and access for residents to find parking near their homes
- Decreased congestion, pollution, and lost time spent circling for parking

5 Changes to Curb Space & Parking Policy

Change 1	Expand pay parking in high-demand areas to increase parking turnover and availability.
Change 2	Update the Resident & Visitor Parking Policy by expanding the geographic coverage, and adjusting the eligibility criteria and costs.
Change 3	Expand short-term loading zones for the efficient and safe movement of people and goods.
Change 4	Provide more accessible on-street parking spaces for people with disabilities in close proximity to shops, services, and key destinations across the City.
Change 5	Enable unique special-use parking to ensure a wide range of curb space needs are achieved.

Phase 2 Engagement



CURB ACCESS + PARKING PLAN

PHASE 2 ENGAGEMENT

1400+ ENGAGEMENT TOUCHPOINTS



JUNE - JULY 2024



Phase 2 – Main Feedback We Heard

1. People generally don't like **paying for parking**, but it is recognized as an effective method of managing parking demand in busy areas.
2. There is understanding that **modernizing the Resident & Visitor Parking Policy** is necessary, with support for a fair approach that maintains resident priority.
3. There is support for more **short-term loading zones** to accommodate pick-ups and drop-offs, as well as quick deliveries.
4. There is demand for more **accessible parking** spaces for people with disabilities, particularly in busy areas.
5. There is recognition that **special-use parking** can provide benefits, and that it should be carefully considered alongside general parking supply.

Anticipated community experience



Through expanding permit areas and eligibility, more residents will have priority to find parking near their homes.



By expanding the amount of accessible parking spaces near commercial areas, more people with SPARC passes will be able to find a spot in close proximity to their destination.



Many employers have off-street parking spaces, which can be provided to employees (as on-street availability is expected to improve for customers).

Employees may need to walk a bit further for unregulated on-street parking.

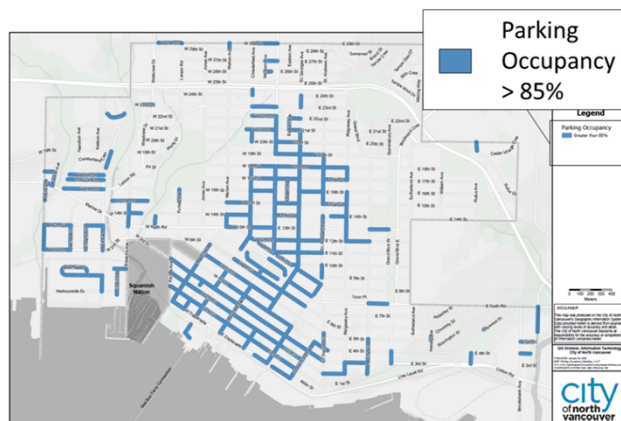


Permits will continue to be available for people visiting, hiring a contractor, home support workers, etc.

Prioritizing Areas Experiencing High Curb Space Demand

Despite the City's relatively small geography, we still have a lot of curb space, and cannot update everything at once.

Staff recommend tackling the areas with highest demand first, with a focus on Lower and Central Lonsdale.

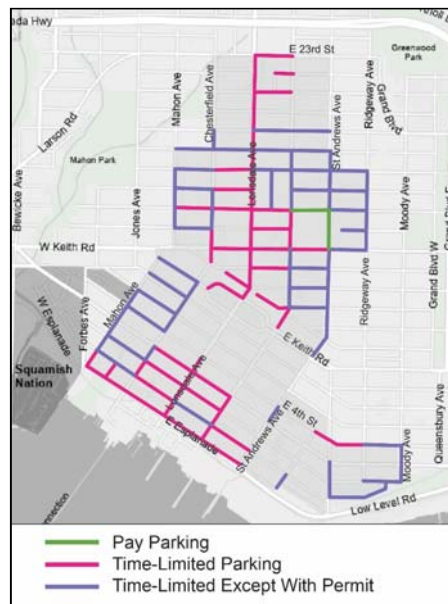


Signage Adjustments

- **Pay parking** in high-demand commercial areas
 - E.g., 100 block E 1st
- **Pay parking except with permit** in mixed residential & commercial areas
 - E.g., 100 block E 17th
- **Time-limited parking except with permit** in high-demand residential areas
 - E.g., 200 block W 5th
- Space will continue to exist for loading zones, accessible spaces and other unique uses as need dictates.

Existing Conditions

Our existing curb space regulations were developed in the 1990s, and do not effectively manage the needs of today.



Initial Implementation

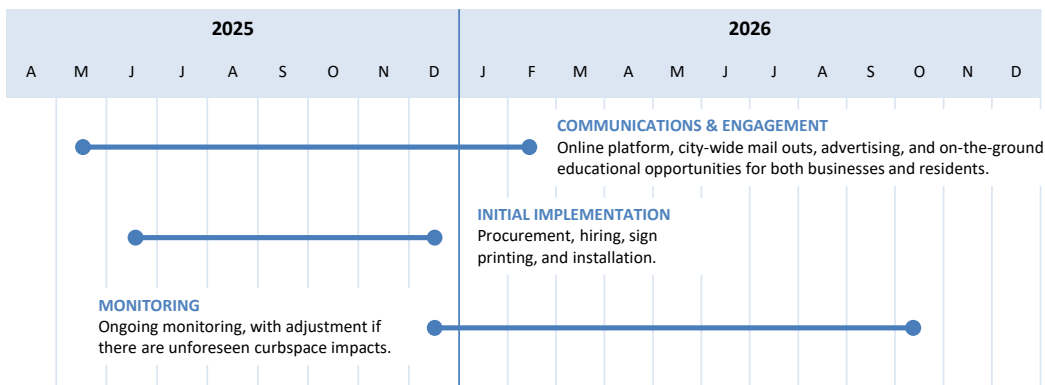
Initial implementation will occur in 2025 followed by monitoring in 2026.

This regulatory plan is anticipated to see parking availability improvements in both commercial and residential areas.



Implementation Planning

Schedule is based on Plan endorsement in April 2025.



Pricing Approach

- Recommended rates align with municipal rates across the Region.
- Pay parking transition rate at \$1.00/hr for the first hour until 2027. Increase to \$3.00/hr 9AM-6PM, and \$2.00/hr 6PM-9PM thereafter.
- Up to two permits per household (\$15/month for the first, \$30/month for the second). Continue to provide a range of short-term and visitor permits.
- Begin with uniform City-wide pricing (both pay and permit).
- Use observed parking demand to adjust zone rates annually.

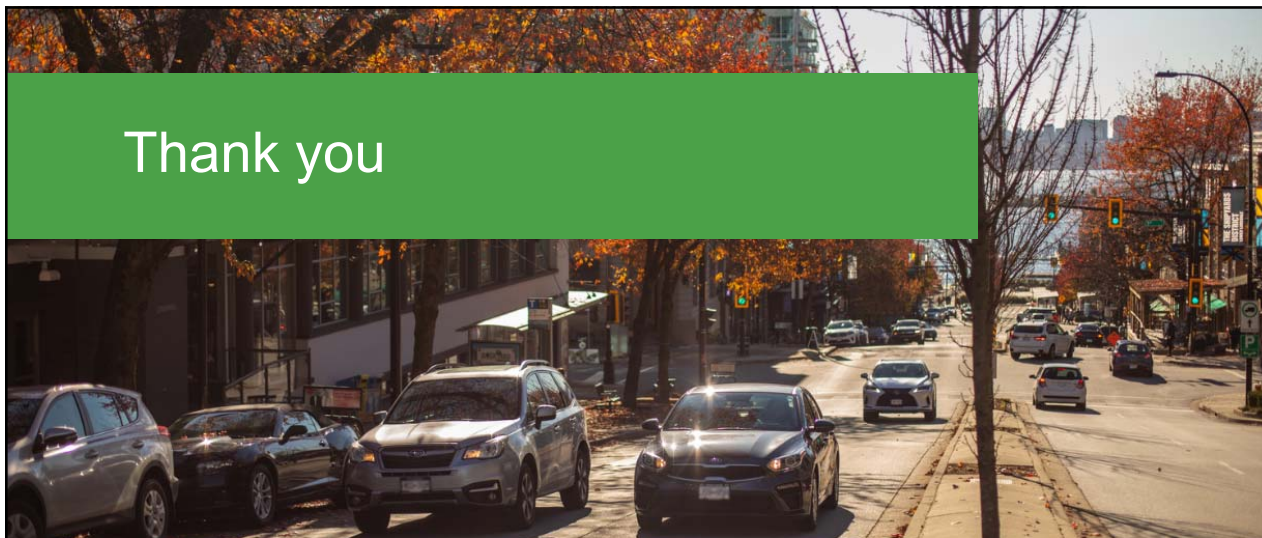
Financial Implications

- Upfront capital costs for pay stations, signage and communications will be funded by internal borrowing from CNV's Community Amenity Reserve, without impact to tax.
- Ongoing needs to sustain this program will be funded by the operating budget.
- The parking program is expected to generate revenue for the City which can be used to fund Council's strategic priorities, strengthen City reserves, or realize a tax rate offset.
- As part of the 2026-2030 financial planning process, staff will return to Council to provide an updated revenue forecast and present options for community investment.

Summary




- Policy changes in the Curb Access & Parking Plan are anticipated to improve parking availability on our streets.
- Staff can undertake initial implementation in 2025, followed by a year of monitoring, before proceeding with continuing to implement policy from the Curb Access & Parking Plan.
- Start with uniform pricing across the City and use parking demand to adjust zone rates annually, starting in 2027.
- Capital costs to implement will be addressed through the revised 2025-2029 Financial Plan, without impact to tax.

Thank you



city
of north
vancouver



 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: Blair Underhill, Planner 2

Subject: CURB ACCESS AND PARKING PLAN – POLICY AND IMPLEMENTATION

Date: April 1, 2025 File No: 16-8350-20-0041/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated April 1, 2025, entitled “Curb Access and Parking Plan – Policy and Implementation”:

THAT the City of North Vancouver Curb Access and Parking Plan be endorsed;

THAT staff be directed to undertake initial implementation in 2025;

THAT the Resident and Visitor Parking Policy, endorsed in 2013, be rescinded;

THAT the Resident and Visitor Parking Policy (2025) be endorsed;

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes) be considered for readings;

AND THAT staff return with updated revenue forecasts and present options for community investment as part of the 2026-2030 financial planning process.

ATTACHMENTS

1. Curb Access and Parking Plan (CityDocs [2571352](#))
2. Curb Access and Parking Plan Phase Two Engagement Summary Report (CityDocs [2567159](#))
3. Resident and Visitor Parking Policy (2013) (CityDocs [2647251](#))
4. Resident and Visitor Parking Policy (2025) (CityDocs [2645893](#))

5. Proposed Bylaw 9088, tracked changes version, “Street and Traffic Bylaw, 1991, No. 6234” (CityDocs [2578245](#))
6. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes) (CityDocs [2568272](#))

SUMMARY

This report presents the Curb Access and Parking Plan (Attachment #1) for Council’s consideration, to improve the reliability of finding parking in high-demand areas of the City.

This plan includes policy direction for pay parking, permit parking, loading zones, accessible parking, and additional special-use parking areas. The Plan is grounded in engagement outcomes (Attachment #2), proven practices in the region, and detailed local analysis.

These changes will be realized by way of initial implementation and amendments to the Resident and Visitor Parking Policy (Attachment #4) as well as an amendment to the Street and Traffic Bylaw (Attachment #6).

Recommended rates have been set with consideration for the scale of change for the community and are below market rates. Staff have modelled a ‘transition’ rate for pay parking that provides a substantial cost reduction for the first hour of a parking session during 2025 and 2026.

If the Curb Access and Parking Plan is endorsed, staff will return to Council with a 2025-2029 Revised Financial Plan to fund program costs and an amendment to the Fees and Charges Bylaw to reflect changes to pay and permit parking rates.

BACKGROUND

Why We Need to Update our Curb Space and Parking Policies

The City’s existing curb space policies were developed in the 1990s to navigate issues of the time. These dated approaches limit the ability for staff to manage the challenges of today. Without changes to how we manage curb space, we anticipate:

- Lack of reliable parking turnover in front of businesses, frustrating patrons and impacting business;
- Safety and congestion issues as deliveries and drop-offs struggle to find dedicated space;
- Shortage of accessible parking for people with disabilities;
- Busy residential streets near commercial areas struggling to manage competing demands.
- New housing with limited off-street parking in some areas, increasing pressures on-street without demand management;

- Many residents continuing to not be eligible for on-street parking near their homes in permit parking areas; and
- More congestion, pollution, and lost time spent circling for parking;

Policies in the Curb Access and Parking Plan will allow more people and businesses to reliably access curbspace when and where needed. Observed parking demand on our streets will guide ongoing adjustments to ensure the objectives of this Plan are met.

Plan Purpose and Objectives

This plan includes direction for pay parking, permit parking, loading zones, accessible parking and additional special-use parking areas.

The Curb Access and Parking Plan seeks to achieve the following objectives:

- Improve the reliability of finding parking in high-demand areas of the City;
- Update our parking policies to promote fairness so more people can access curbspace when and where needed;
- Support businesses through improved curbspace management.

DISCUSSION

Policy Changes to Parking and Curb Access

The Curb Access and Parking Plan recommends five policy changes that are based on best practices in curbspace management, technical analysis, engagement feedback and meeting plan objectives.

- **Change 1:** Expand pay parking in high-demand areas to increase parking turnover and availability.
- **Change 2:** Update the Resident and Visitor Parking Policy by expanding the geographic coverage, and adjusting the eligibility criteria and costs.
- **Change 3:** Expand short-term loading zones for the efficient and safe movement of people and goods.
- **Change 4:** Provide more accessible on-street parking spaces for people with disabilities in close proximity to shops, services, and key destinations across the City.
- **Change 5:** Enable unique special-use parking to ensure a wide range of curbspace needs are achieved.

The specific actions associated with each policy change can be found in the attached Curb Access and Parking Plan.

Several of these actions (expansion of pay parking, permit parking, loading zones, and accessible parking spaces) would be reflected through initial implementation which is explained in the following section.

Policy-related action would be reflected through an update to the Resident and Visitor Parking Policy (Attachment #4) as well as an amendment to the Street and Traffic Bylaw (Attachment #6).

Public and Interest-holder Engagement

Staff undertook two phases of public and interest-holder engagement for this project. Phase 1 engagement focused on current state feedback and building awareness of the benefits associated with improved curb access.

Phase 2 engagement aimed to further refine and validate proposed policy changes with the community. The following list provides the general thematic response to proposed policy changes:

- People generally don't like paying for parking, but it is recognized as an effective method of managing parking demand in busy areas.
- There is an understanding that modernizing the Resident & Visitor Parking Policy is necessary, with support for a fair approach that maintains resident priority.
- There is support for more short-term loading zones to accommodate pick-ups and drop-offs as well as quick deliveries.
- There is demand for more accessible parking spaces for people with disabilities, particularly in busy areas.
- There is recognition that special-use parking can provide benefits and that it should be carefully considered alongside general parking supply.

The Phase 1 Engagement Summary Report can be found online at www.cnv.org/curb. The Phase 2 Engagement Summary Report is attached (Attachment #2).

Prioritizing Areas Experiencing High Curb Space Demand

There is over 130 km of usable curb space in the City. Staff are unable to update signage all at once and therefore must consider prioritization and phasing for a seamless change to curb space regulations. This means focusing on areas with the highest observed parking occupancy which are Lower and Central Lonsdale.

Parking occupancy refers to how many spots are available within a block and the ideal condition is to always have 1-2 spots available – which translates to an 85% occupancy. Once occupancy exceeds 85%, drivers must circle the block or may decide to forgo a trip altogether, negatively impacting businesses. Data gathered from the summer of 2024 shows that occupancy exceeds 85% for much of Lower and Central Lonsdale.

Signage Adjustments

The City will follow best practices for managing general use and permit parking, seeking to maintain curb space occupancy at less than 85% for peak periods (midday weekday), so there are a few spaces available on any given block. The following types of parking regulations will be applied in high demand areas as it relates to adjacent land use.

- *Pay parking* is best applied in commercial areas to increase access for more vehicles near shops and businesses.
- *Pay parking except with permit* is best applied in mixed residential commercial areas. This provides residents with priority to park near their homes for the cost of a resident-exempt permit, and allows other vehicles to still use the space through pay parking.
- *Time-limited parking except with permit* is best applied on busy residential blocks. This provides residents with priority to park near their homes for the cost of a resident-exempt permit and allows other vehicles to use the space for a time-limited period.
- *Time-limited parking (no exemption)* may continue to be applied in some situations where parking turnover is desired but without sufficient demand to require pay parking (e.g., schools, small commercial nodes).

Initial Implementation

Figures 1 on the following page shows existing conditions in Lower and Central Lonsdale. Figure 2 shows proposed predominant regulation type for each block in the implementation area, recognizing additional curb space uses (e.g., loading zones, accessible spaces, etc.) will continue to be accommodated.

This regulatory plan is what staff believe is required to achieve the policy goals of the program and the desired occupancy of 85% on-street for both commercial pay parking and residential permit parking zones.

By concurrently installing regulatory changes to commercial and residential areas in the highest demand areas, we can expect to see improvement to curb space availability while also actively mitigating spillover issues (which may occur in nearby residential blocks if only commercial area pay parking were installed).

Alongside signage adjustments, the residential permit parking program will shift from a restrictive block-based system to a more flexible zone-based approach. This will provide residents with more options nearby, if parking spaces directly in front of a home are unavailable.

To summarize, we anticipate commercial area parking availability to considerably improve based on expanding pay parking areas. Residential area parking availability is also expected to improve based on expanding permit parking areas, and with more vehicles using off-street spaces (e.g., driveways, garages) where they exist.

This initial implementation introduces change to how we use our streets. Staff have developed a comprehensive communications plan detailed below that will support the transition period.

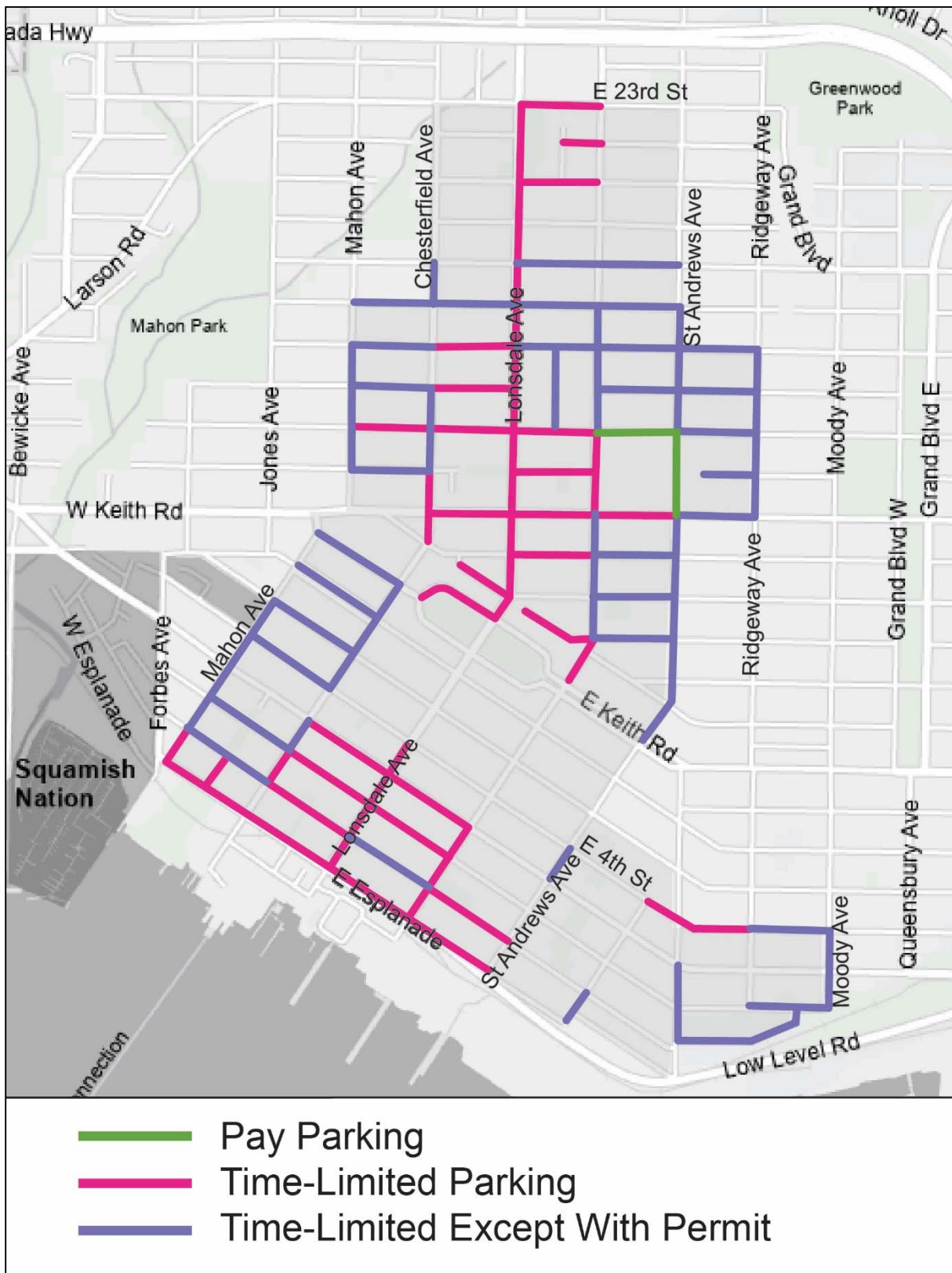


Figure 1: Existing Parking Regulations in Lower and Central Lonsdale

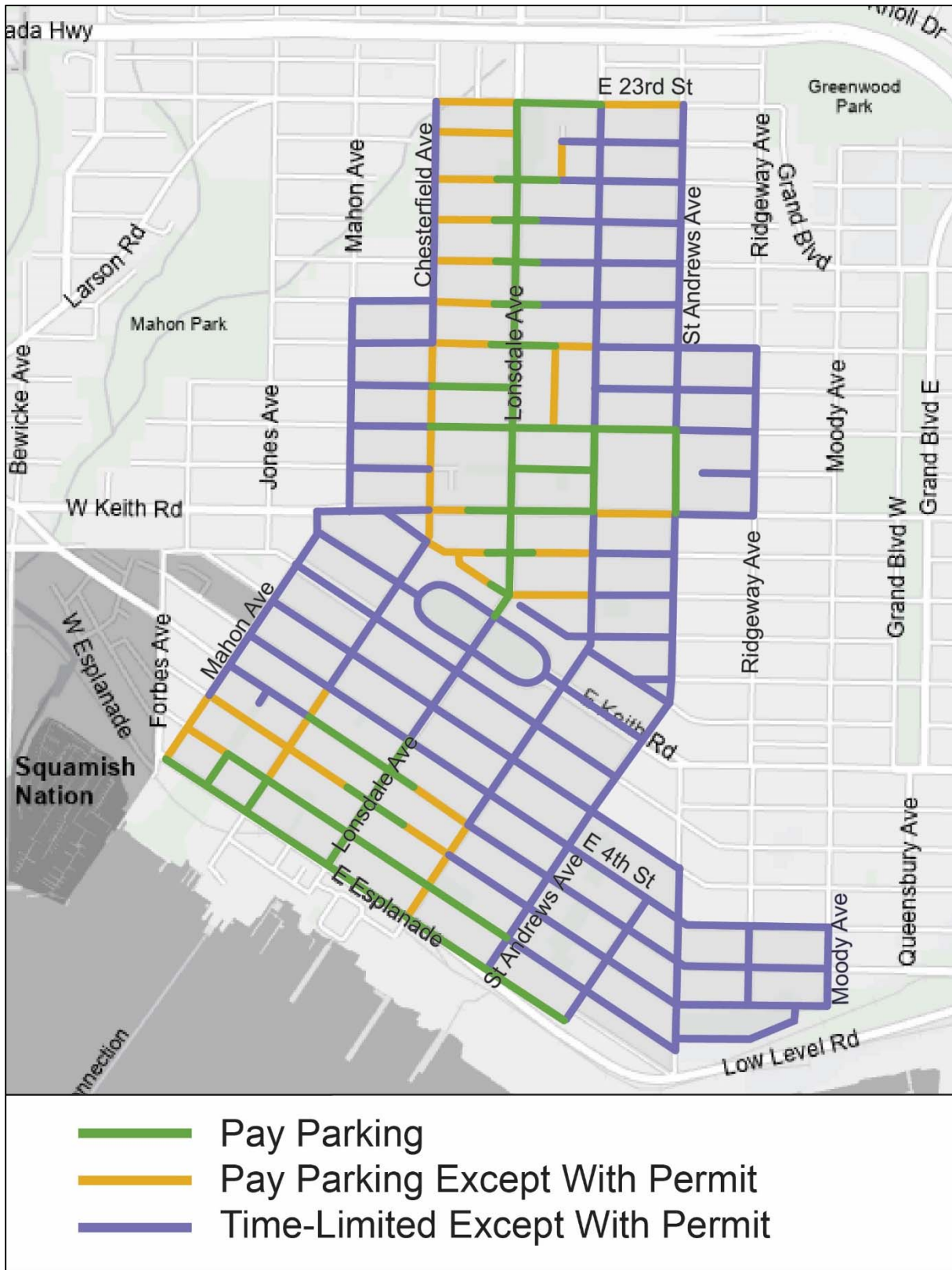


Figure 2: Future Parking Regulations in Lower and Central Lonsdale

Pay and Permit Parking Rates

Three types of pay and permit parking regulations are included in the Curb Access and Parking Plan to manage curb space use and turnover in high demand commercial and residential parts of the City. Recommended rates are based on regional research, and local off-street hourly and monthly rates.

Commercial Pay Parking Rates

On-street regional pay parking rates range from \$3.00/hour to \$6.00/hour. Typically, higher pay parking rates are reflective of higher parking demand. Current CNV rates are \$2.25/hour in the existing on-street pay parking spaces surrounding Lions Gate Hospital. Service fees, charged by the parking platform (app) provider, are paid in addition to the hourly rate and in this region can range anywhere from \$0.10-\$0.30 per parking session.

In light of the existing demand and the vibrant, mixed-use character of our commercial areas in Lower and Central Lonsdale, staff recommend a pay parking rate of \$3.00/hour. This price is still below market rate compared to off-street pay parking lots, but is anticipated to begin creating the conditions desired at our curb – namely being able to find an available space or two in every block.

For simplicity, a single rate would be introduced and following the first year of monitoring rates would be adjusted up or down (or hold steady) based on the actual occupancy measured.

Residential Permit Rates

Resident parking permits in the region range from \$2.10/month to \$39.65/month. CNV rates are currently lowest in the region at \$2.10/month. Similar to on-street pay parking, higher permit rates are typically seen in high demand areas. For comparison, off-street parking spaces in multi-unit residential buildings can cost as much as \$200/month in Lower and Central Lonsdale.

It is important to start treating on- and off-street rates as one ecosystem as the rates signal the desired type of parking activity. On-street parking, when available, is generally viewed as more convenient than parking off-street. However, when rates are too low on-street, occupancies exceed the desired 85% and drivers start to prefer the reliability of a dedicated off-street space to avoid circling blocks further from home in a scramble to find parking. By bringing on-street rates into closer alignment with off-street rates, we expect more off-street spaces to be used where they exist. As such, staff recommend increasing the base permit rate to \$15.00/month (i.e. \$.50/day). This change, like pay parking rates, would be monitored through 2026 and adjusted in 2027 based on measured occupancy.

Parking Rate Principles

The following principles will be followed for maintaining available space on our streets in commercial and residential areas:

- Apply a transition pay parking rate of \$1.00/hour for the first hour until the beginning of 2027.
- Allow up to two resident parking permits per household (i.e. unit) with the second permit costing twice the first to encourage use of off-street parking.
- Initially apply a uniform City-wide rate for both pay and permit parking and allow parking demand to set zone rates over time.
- Use occupancy observations to determine whether rates for permit and pay parking increase, decrease or stay the same for each zone the following year.

Table 1: Recommended Initial Pay and Permit Parking Rates

PAY PARKING	Pay Parking Rate (hourly)
Daytime Pay parking (6am-6pm)	\$3.00
Evening Pay parking (6pm-9pm)	\$2.00
<i>Rate adjustment</i>	+\$0.25 / -\$0.25 per hour

RESIDENT EXEMPT PARKING PERMITS	Permit Parking Rate (monthly)
First household vehicle permit	\$15.00
Second household vehicle permit	\$30.00
Homecare provider	\$15.00
<i>Rate adjustment</i>	+20% / -20%

VISITOR PARKING PERMITS	Permit Parking Rate (monthly)
Hiring a contractor	\$20.00
Borrowing a vehicle	\$30.00
Courtesy or Rental Vehicle	\$30.00
Hosting an out-of-town visitor or house sitter	\$30.00
New resident (1 month without proof of address)	\$30.00
<i>Rate adjustment</i>	+20% / -20%

Implementation Plan

An implementation plan has been developed that accounts for staff/contractor resourcing, schedule, communications, and a transition plan from the existing policy.

- Staff/contractor resourcing: the City has confirmed the cross-departmental internal team responsible for the delivery of the plan, led by the Transportation division. The City will seek external support for sign production and installation due to volume.
- Schedule: Initial implementation will span eight months, May through December 2025, including timing contingency. This includes two months at the start for

procurement, hiring, sign printing, and communications, followed by 6 months of sign installation.

- Communications: A communications plan has been developed that follows a “no surprises” approach to public education and garnering adoption. The plan follows an expanding, phased approach that includes an online platform with interactive maps, city-wide mail outs, advertising, and on-the-ground educational opportunities for both businesses and residents.
- Transition Plan: It will take time to build awareness of new parking signage and regulations. A gentle transition is planned with bylaw enforcement officers issuing warnings for initial weeks. Continuous monitoring will allow adjustments to be made if there are unforeseen curb space impacts.

FINANCIAL IMPLICATIONS

Project Costs and Funding Strategy

Capital costs (contractor support, sign printing, pay stations) can be addressed through a revised 2025-2029 Financial Plan, without impact to tax, by borrowing from the Civic Amenity Reserve, subject to future Council consideration. Loan repayments via parking revenues would then be made to this reserve.

The initial implementation will require \$1,074,000, which reflects a strong focus on communications through the transition period. To facilitate implementation in advance of a revised 2025-2029 Financial Plan being presented to Council, short-term funding reallocation(s) from internal projects can be utilized ahead of the revised 2025-2029 Financial Plan with this short-term funding reallocation again subject to future Council consideration.

Operating costs include hiring of staff (enforcement, community response, monitoring) and ongoing maintenance and equipment fees. These costs can also be funded by parking revenue, without tax impact, through a revision to the 2025-2029 Financial Plan.

The 2025-2027 Capital & Operating expenditures of this program are estimated to be \$3,334,000 (including inflation).

Program Revenue

The parking program is expected to generate revenue for the City which can be used to fund Council’s strategic priorities, strengthen City reserves and/or realize a tax rate offset.

Following implementation, staff will return to Council to provide an updated revenue forecast and present options for community investment as part of the 2026-2030 financial planning process.

INTER-DEPARTMENTAL IMPLICATIONS

The Curb Access and Parking Plan establishes policy direction which will have cross-organizational impacts. The project maintains an internal governance structure which includes staff from across the organization to support the delivery of this work.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Curb Access & Parking Plan supports and builds upon transportation-related objectives in core policy documents:

- CNV Official Community Plan (2014)
 - 2.2.2 - Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures.
 - 7.2.10 - Ensure a balance between transportation demand management principles seeking to discourage single-occupant vehicle travel behaviour and providing adequate and appropriate parking to support local businesses.
- CNV Mobility Strategy (2022)
 - 6A – Review curb space use across the City to better meet the needs of street users.
 - 6B – Ensure there are sufficient loading zones, pick-up and drop-off zones, and accessible parking spots in high-demand locations.
- 2022-2026 Council Strategic Plan
 - Support the effective use of curbside space through updated parking policy and practices.

NEXT STEPS

If the Curb Access & Parking Plan and initial implementation are endorsed, staff will proceed with implementation.

Staff will also return to Council with a 2025-2029 Revised Financial Plan and an amendment to the Fees and Charges Bylaw to reflect changes to pay and permit parking rates.

RESPECTFULLY SUBMITTED:



Blair Underhill, Planner 2



CURB ACCESS & PARKING PLAN



A COMMITMENT TO TRUTH AND RECONCILIATION

The City of North Vancouver acknowledges that it is situated on the ancestral, traditional, and unceded territories of the Sḱw̱x̱wú7mesh (Squamish) and səliiwətał (Tsleil-Waututh) Nations. These Nations remain deeply connected to their lands and waters and, as we build community here, it is critical we acknowledge this has been their home since time immemorial. We thank them for sharing this land with us and for their ongoing partnership with the City on shared priorities.

The City is committed to Truth and Reconciliation. We humbly recognize that we need to learn the truth about Indigenous history in Canada and are at the beginning of our journey of reconciliation with First Nations.

The City will work collaboratively, cooperatively, and respectfully with the Sḱw̱x̱wú7mesh (Squamish) and səliiwətał (Tsleil-Waututh) Nations on policy, projects, programs, and services at the City and incorporate the Truth and Reconciliation Commission’s Calls to Action, support the principles and objectives of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), and the Province of British Columbia’s Declaration on the Rights of Indigenous Peoples Act (DRIPA).

APPRECIATION AND THANKS

This Plan has been developed with input and support from many residents, businesses, visitors, City staff, and interest holders. The City is grateful for everyone’s efforts and time.

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CURB ACCESS AND PARKING PLAN - AT A GLANCE

The Challenge

In recent decades, the City of North Vancouver has grown dramatically, particularly near our vibrant commercial streets and within the Regional City Centre. Our transportation network has also evolved, with more transit priority lanes and mobility lanes, to provide people with safe, reliable, and sustainable ways to travel.

Meanwhile, our approach to managing curbside access and parking is not fully serving the people and businesses who need it most. The City has used its current approach for many decades, successfully supporting various main streets and residential areas; however, these areas are becoming increasingly complex, particularly with new curbside needs and increased demand for this space. An updated approach is necessary to adapt to these changes.

Our Plan

This plan confirms the City's objective for accessing curbside space, includes policies for curbside space needs today and in the future, provides a clear guide for allocating curbside space across the City, and outlines a framework for managing curbside space informed by demand.

It includes policy direction not only for general vehicle parking, but also for loading zones, accessible parking, and special use parking.

EXPERIENCES PARKING AND ACCESSING THE CURB

Staff frequently receive feedback about parking from community members and businesses. Each individual that travels in the City has different uses and needs for curb space.

In many cases, our curbs are used for mobility purposes, with transit priority lanes or mobility lanes creating safe and reliable ways for people to travel sustainably. In certain locations, there are short-term loading spaces to safely pick up and drop off goods or passengers. We have new curb space needs with bike-share parking, and taxi, ride-hail, and car-share spaces. We also have dedicated police and fire zones to ensure emergency services are efficient.

Beyond transportation uses, curb space is used for public place-making, with parklets, plazas, and patios providing spaces to linger and enjoy the City, while also providing economic benefit for businesses.

We undertook comprehensive community engagement to understand curb space challenges, and to discuss proposed solutions.

From feedback received through both phases of engagement, it is clear that community members recognize the need to address the current parking and curb space challenges in the city. These challenges cannot be addressed by a single change but must combine a variety of approaches to create an efficient system of curb space management. A number of key takeaways addressing this have been identified following Phase 1 and 2 engagement:

- Pay parking does not have universal support, but is recognized as an effective method of managing parking demand in busy areas.
- There is understanding that modernizing the Resident and Visitor Parking Policy is necessary, with support for a fair approach that maintains resident priority.
- There is support for more short-term loading zones to accommodate pick-ups, drop-offs, and quick deliveries.
- There is demand for more accessible parking spaces for people with disabilities, particularly in busy areas.
- There is recognition that special-use parking can provide benefits, and that it should be carefully considered before adjustment and/or implementation.
- Ongoing communication is critical for any changes to parking policy and regulation on our streets.

Balancing curb space demand is complex. Policy changes in this report are in direct response to the challenges being experienced by North Vancouver residents and businesses today, and those expected in future. Engagement Summary Reports can be found online at www.cnv.org/curb.

MEETING PARKING NEEDS OF TODAY AND TOMORROW

As the City grows and develops, there is a need to balance the supply and demand for curb space. Staff continue to develop policies, programs, and infrastructure to encourage sustainable modes of transportation, reducing the demand for car parking.

Where parking management is required, a range of tools is available, including time-limited parking, resident exemptions, and paid parking (using a price that influences demand to better match supply).

Many other municipalities actively manage curb space to meet transportation, business access, and livability goals (*see examples in the sidebar*). This is particularly the case as demand for curb space increases, recognizing that supply of this space is finite. Everyone – drivers, transit riders, cyclists, pedestrians, business owners, residents, and visitors – benefits when curb space is managed effectively and creates space for a range of needs.

The Curb Access and Parking Plan will allow more people and businesses to reliably access curb space when and where needed.

How nearby cities are managing curb space needs:

District of North Vancouver and **District of West Vancouver** have both recently implemented pay parking in areas of high demand.

City of Vancouver manages parking through time-based and cost-based tools, with resident permits to support neighbourhood needs.

City of New Westminster uses a similar combination of tools to CNV, and is actively reviewing parking management alongside anticipated population growth.

City of Coquitlam's City-wide Parking Review is updating on-street and off-street parking policies for effective curb space management.

District of Squamish is developing a phased parking management implementation plan including on-street paid parking and pay parking at key attractions.

Curb Space and How We Move¹

- **97%** of usable curb space in the City is dedicated to private vehicle parking
- **37%** of our trips are made without a private vehicle, by walking, cycling, or transit
- **52%** of survey respondents indicated they were unable to find parking in busy commercial areas, such as Lower and Central Lonsdale
- **40%** of our off-street public parking spaces are available in Central and Lower Lonsdale, even during the busiest times of day

¹ Data points are from CNV internal analysis and data collection, 2023 North Shore Transportation Survey, and the Curb Access and Parking Plan Phase 1 & 2 Engagement Survey responses.

PLAN OBJECTIVES

The policy changes included in this report are designed to meet the following plan objectives:



Improve the reliability of finding parking in high-demand areas of the City



Update our parking policies to promote fairness, so more people can access curb space when and where needed



Support businesses through improved curb space management

These objectives align with those in other City policies, plans, and strategies, including our Official Community Plan, Mobility Strategy, and Council Strategic Plan.

What if we continue to manage curb space the same way as we have in the past?

The City's existing curb space policies were developed in the 1990s to navigate issues of the time. These dated approaches limit the ability for staff to manage the challenges of today. Without changes to how we manage curb space, we anticipate:

- More congestion, pollution, and lost time spent circling for parking;
- Safety and congestion issues as deliveries and drop-offs struggle to find dedicated space;
- Shortage of accessible parking for people with disabilities;
- New housing with limited off-street parking in some areas, increasing pressures on-street without demand management;
- Many residents continuing to not be eligible for on-street parking near their homes in permit parking areas;
- Lack of reliable parking turnover in front of businesses, frustrating patrons and impacting business; and
- Busy residential streets near commercial areas struggling to manage competing demands.

MANAGING CURB SPACE

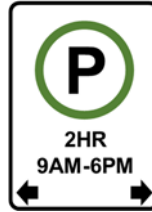
Parking Signage and Regulations

The City can manage curb space in various ways, depending on needs and context for a specific neighbourhood or corridor.



Unrestricted parking

In residential neighbourhoods outside of the Regional City Centre, the majority of curb space is unrestricted parking (no signage). Vehicles are allowed to park in these areas for up to 72 hours.



Time-limited parking

Time-limited parking is applied as a tool to increase vehicle turnover in busy areas.



Time-limited parking except with permit

In areas adjacent where there is high demand for curb space, we have several areas with resident permit parking. Permit parking helps residents find available spaces to park near their homes.



Pay parking

The City manages high-demand parking through pay parking, which promotes greater turnover to benefit more people.



Pay parking except with permit

Pay parking except with permit maintains resident priority on residential blocks adjacent to commercial areas.



Loading Zones

Loading zones provide a dedicated space for vehicles to safely load and unload passengers and goods.



Accessible Parking

These spaces provide priority to people with an accessible parking placard.

Curb Space Occupancy

Curb space occupancy refers to how many spaces on a block are occupied at any given time.

If 10 vehicles occupy 10 spaces, the curb is 100% occupied. If 6 vehicles occupy the same space, the curb is 60% occupied.

If occupancy is consistently above 85%, this generally means it is difficult to find a space to park. Many cities use this threshold as the marker for when to use tools to manage curb space. Conversely, if occupancy is observed below 60%, this means there are opportunities to relax tools and policies so there is an increase in curb space use.

Many of the policy changes in the following sections outline how the City will maintain occupancy between 60% and 85%, so there are a few spaces available on every block.

Current state - Occupancy is at or near 100%, so there is rarely a space available



Future state - Occupancy is managed to be < 85%, so there are always a few spaces available



Figure 1: Managing demand of current and future curb space occupancy

Curb Space Equity and Affordability

Our current parking management system allows vehicles to park for free, or for a small fee. This has led to consistently high occupancy in many neighbourhoods, resulting in vehicles that are actively circling for parking and contributing to congestion on our streets. There is an associated impact on everyone's time, along with environmental impacts.

Unpriced parking results in households that drive less (or not at all) subsidizing those that drive more. The current economic structure we follow is regressive, especially when considering vehicle ownership increases with income.² User-pay parking is fairer than financing parking facilities indirectly through taxes, where costs are borne by non-users.

This plan includes equity and affordability considerations through that will continue to balance community needs and demand management.

² 2023 North Shore Transportation Survey

CURB ACCESS AND PARKING POLICY CHANGES

The five parking policy changes are based on best practices in curbspace management, technical analysis, engagement feedback, and meeting plan objectives. The focus of these policies will occur in the curbspace lane and associated changes to regulatory signage.

Change 1: Expand pay parking in high-demand areas to increase parking turnover and availability.

There is a finite supply of curbspace near commercial areas. Parking in many of these locations exceeds 85% parking occupancy, resulting in vehicles being unable to reliably find a space to park. While time-limited parking was effective at managing demand decades ago, they are no longer appropriate for the demand we are seeing today, and have led to compliance and enforcement challenges. The following tools are available to support the implementation and on-going effectiveness of pay parking.

Current State	Anticipated Future State
Observed occupancy tends to be near 100%, resulting in significant circling for an available parking spot.	Demand is regulated through pricing, ensuring that each block hits a targeted occupancy around 85% with a few spaces per block available at any given time.

Apply demand-based parking management.

The City will apply a demand-based management system to ensure parking spaces are appropriately utilized. This means areas with pay parking can be reviewed annually (or more frequently) based on occupancy, and pricing can be adjusted to manage utilization.

Enable digital pay parking to make payment convenient and seamless.

Encourage more payment-by-phone transactions to occur through intuitive street signage. Seek to install pay stations every 100m within pay parking zones, balancing access with street clutter.

Apply transitional reduced rates for quick stops at the curb.

An initial short-term reduced rate can be implemented for on-street pay parking to encourage more frequent turnover, applying a graduated increase in rates the longer the stay. This rate can be applied to areas where pay parking is being introduced for a transitional period until regulations are understood and a regular rate can be phased in.

Direct longer-term stays to off-street parking spaces.

In many cases, curbspace provides prime convenience compared to off-street parking lots. However, current pricing and management suggests the opposite to be true. Best practices encourage prime on-street spaces to be reflected as such through pricing, while directing longer-term stays off-street with more affordable rates. While it may take time, the City and its partners need to begin the process of bringing on-street and off-street pricing into correct alignment for this type of parking behaviour to occur.

Change 2: Update the Resident & Visitor Parking Policy by expanding the geographic coverage, and adjusting the eligibility criteria and costs.

The City's Resident & Visitor Parking Policy is now 30 years old and no longer aligns with the types of housing and mixed-use buildings being built, nor can it keep pace with the rate of growth and changing curb space demands in the City. The following changes will bring the policy in line with project objectives.

Current State	Anticipated Future State
Resident Exempt (RE) permits are available to residents living in housing with three or fewer units and select older multi-family buildings. Many residents are ineligible for permits despite needing access.	Regardless of housing type, parking permits are available for purchase by residents who need them. Permit rates will reflect demand for the space and be adjusted as needed to balance demand and supply.

Enable equitable parking permit eligibility.

As the City continues to grow, more people expect access to curb space. All residents within permit zones will be eligible for parking permits, regardless of housing type or tenure. Permit pricing will be adjusted annually to a fee that reflects demand for each permit zone.

Include tools that discourage purchasing multiple permits per household.

The City will establish a fee and policy structure to discourage multiple parking permits per addressed household. This is to encourage use of off-street parking, increase sharing of vehicles within households, and increase the use of other modes, including transit, cycling, car-share, and ride-hailing.

Extend time of day restrictions in resident permit parking areas.

Residents in many parts of the City are finding it difficult to find parking near their homes outside of daytime hours. Most of our existing time-limited resident-exempt permit areas end at 6PM. The City will extend this end time to 9PM to maintain evening priority for residents with permits.

Update the process for expanding and removing resident permit parking.

The City will install time-limited resident-exempt permit parking on residential streets that consistently have peak occupancy greater than 85%. The City will also update the petition process so it is easier for residents to request expansion or removal of resident permit parking, which will use occupancy thresholds of 85% needed for expansion and 60% required for removal or reduction of permit parking areas.

Replace "Resident Permit Only" areas with resident-exempt permit parking areas.

The City currently has two types of parking permits, Resident Permit Only (RPO) and Resident Exempt (RE) permits. RPO reserves parking for permit-holders only, and does not allow others to use the space. In the future RPO permit areas will be phased out. RE permits exempt permit holders from a posted time limit (e.g., 2 hours) while non-permit holders can park up to the time limit posted. Moving forward, time-limited RE permit parking areas will be expanded to maintain priority for residents in busy neighbourhoods, while not privatizing public road space for specific individuals. This will also include using pay parking except with permit in mixed commercial and residential neighbourhoods.

Transition to a neighbourhood permit zone approach.

Currently, permit areas are implemented on a street-by-street approach. A neighbourhood permit zone approach allows residents to find parking nearby, even if no space exists immediately in front of their homes. As the number of units and residents increases throughout the City, we need to create permit zones that allow for a greater number of people to participate in the permit program, while also managing demand.

Change 3: Expand short-term loading zones for the efficient and safe movement of people and goods.

The movement of people and goods has changed significantly since our streets were originally designed. There are substantially more deliveries occurring across the City, thanks to the onset of e-commerce. There are also more ride-hailing trips being taken than ever before, requiring more short-term spaces to pick up and drop off passengers.

Current State	Anticipated Future State
Demand exceeds supply of loading zones, resulting in double parking where vehicles park in general travel lanes, creating unsafe conditions.	More loading zones for people and goods – in both commercial and residential areas – reducing double parking and improving safety.

Expand and manage short-term loading zones to facilitate safe loading and unloading.

Sufficient loading zones are critical for improving the safety of our streets. It is common to see delivery vehicles parked in general traffic lanes (i.e., double parking) or mobility lanes, which creates unsafe conditions for all travelers. Adding short-term loading zones where demand exceeds supply will allow for more safe and efficient deliveries to take place. If demand continues to exceed supply following expansion, a user pay system can be explored similar to how pay parking is used for managing general vehicle demand.

Design for longer-term loading and unloading of goods to be undertaken off-street.

Long-term loading should occur off-street in dedicated locations considered in building design, leaving on-street spaces for short-term deliveries and higher turnover.

Manage congestion from ride-hailing vehicles through pricing.

Following the ride-hailing regulatory framework that Council endorsed in November 2019, update the Congestion and Curbside Management (CCMP) fee to manage curb space demand and further encourage use of transit, walking, and cycling during peak curbside demand periods. Maintain the 50% discounted fee for zero-emission vehicles and the 100% discounted fee for accessible ride-hailing vehicles.

Change 4: Provide more accessible on-street parking spaces for people with disabilities in close proximity to shops, services, and key destinations across the City.

There are over 3,000 accessible parking permits issued in North Vancouver by the Social Planning and Research Council of BC (SPARC). Demand for accessible parking spaces across the City continues to exceed supply, particularly near commercial streets. On-street accessible parking spaces are sited and designed to accommodate a range of accessibility challenges as best they can. To use an accessible parking space, vehicles must display a valid SPARC parking permit.

Current State	Anticipated Future State
Accessible on-street parking is sporadic and occupied most of the time.	Accessible parking is provided at regular intervals and turns over regularly.

Increase the supply of barrier-free accessible parking spaces through development processes.

There is ongoing demand for barrier-free accessible parking spaces that follow best practices for accessible parking space design. These spaces often require angled or perpendicular parking, which is rare for on-street parking in the City. Development processes are the best opportunity for increasing the supply of barrier-free accessible parking spaces, where curb configuration can be adjusted to accommodate these types of spaces.

Expand supply of priority accessible parking spaces near commercial areas.

The City can increase the supply of on-street priority accessible parking spaces. Priority accessible parking spaces still require a SPARC permit, and will be suitable for most (but not all) users. Barrier-free accessible parking design is difficult to fully accommodate in curbside parallel parking spaces. Where possible, these spaces should exist on the City's east-west blocks, recognizing that many north-south blocks are on a steep grade.

Dedicated accessible parking spaces (priority and barrier-free) will be subject to time limits in most locations to manage demand. These spaces will not be subject to pay parking in the near-term, and will be reviewed on an ongoing basis to determine if pay parking is required to manage demand. SPARC permit holders will be required to adhere to sign requirements in pay parking areas, while being exempt from time limits in resident permit parking areas.

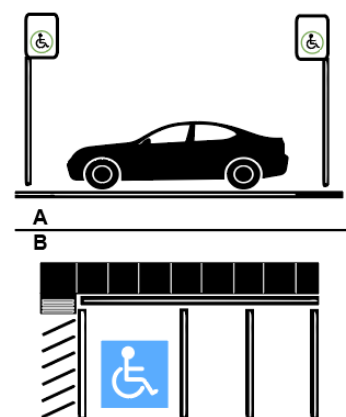


Figure 2: Conceptual diagram of A) priority accessible space, and B) barrier-free accessible space

Develop and maintain an online parking map with all accessible public parking spaces in the City.

This map will include data on features of each space such as whether it is a priority accessible parking space or a barrier-free accessible parking space. Additional details on the map will include time limits (if they exist), the side of the street the space is located on, whether it has side-loading/rear-loading wheelchair access, and a picture of the space.

Change 5: Enable unique special-use parking to ensure a wide range of curbside space needs are achieved.

There are many different needs for curbside access. The following actions can increase space efficient ways to travel, contribute to local economic development, and reduce our carbon pollution and impact on the environment.

Current State	Anticipated Future State
Most unique special-use parking needs are underserved (e.g., car-share, bike parking, shuttle buses, etc.).	More space for special-use parking needs.

Enable the use of more car-share through curbside use regulations.

Car-share vehicles occupy curbside space for shorter durations than private vehicles because multiple drivers can book and use them throughout the day. This means spaces become available more frequently. Car-share is a lower-cost transportation alternative to car ownership.

The City will align its regulations with nearby cities (e.g., Vancouver) to allow one-way car-share vehicles access to pay parking stalls, while maintain existing allowance in permit areas.

Investigate opportunities for more shuttle bus parking.

Tour bus parking is needed in close proximity to attractions. Tour buses and school buses are effective at moving many people in one vehicle, and contribute to local economic development.

Maintain and monitor curbside space for on-street bike parking.

In some parts of the City, there is insufficient space for public bike parking infrastructure (racks, bike lids, lockers) to be located on the sidewalk. Similar to the North Shore's current e-bike share parking spaces found on-street, dedicated bike parking in the curbside lane (of local, collector, and minor arterial streets) can be an efficient use of space, with several bikes being able to occupy the same amount of space as one vehicle.

Maintain public EV charging infrastructure at specific hubs.

The City owns and operates a public charging network of Level 2 and DC Fast Charging stations across the City to support residents without access to home or workplace charging, as well as visitors to the City. A number of private businesses and other organizations also provide charging. The City will continue to oversee its public charging network alongside private operators to support the transition to zero emission vehicle adoption, as outlined in the CNV Electric Vehicle Strategy (2018).

Continue to implement curbside access and parking actions from the City's Safe and Active School Travel Program.

Schools often have unique curbside space demands, where most travel demand is condensed to a short window in the morning and afternoon. Each location is planned, in coordination with school administration, to improve safety for children, families, and neighbours.

CURB SPACE ALLOCATION FRAMEWORK

The Curb Access and Parking Plan has employed a data-driven approach to allocate curb space uses across the City. The City recognizes that demands for curb space will continue to change over time, and have developed accordingly a forward-thinking and fair approach. This process has formed a curb space allocation framework that will be used to provide ongoing direction on how parking regulations are adjusted over time, to continually meet plan objectives.



The **Curb Space Allocation Framework** at a glance:

- **Parking Policy Changes** lay the foundation for improving curb space reliability and providing a range of curb uses. These are listed in the previous section of this report.
- **Curb Space Management Areas** help with prioritization of implementation, and as a communication tool for what types of parking changes can be expected.
- **A Curb Use Compatibility Matrix** will support staff on allocation of curb space and associated regulations, based on adjacent land use.

Curb Space Management Areas

Curb space management areas have been created based on parking occupancy observations and land use demand mapping (see Appendix 2 for more detail). Each management area has general characteristics but is not limited to a specific land use type.

- Management Area A encompasses the most densely developed blocks of the city. This includes mid- and high-rise apartment buildings, retail goods and service establishments, office space, and light industrial use. Curb space in this area is in highest demand and has the most diverse set of uses.
- Management Area B corresponds to medium density blocks, representing a transition zone between higher and lower density parts of the City. Adjacent block faces contain a mix of townhomes, row houses, mid-rise apartment buildings, office space and service establishments, and light industrial use. Curb space in this area is in high demand with several different uses.
- Management Area C covers all other areas. This area is generally lower density and includes a mix of single and multi-family dwellings, small apartment buildings, office space, and light industrial use. Curb space in this area is generally in lower demand and has less variety in uses.
- Special Study Areas are also included on this map to indicate neighbourhoods where there is comprehensive community development in progress, or planned for the near future. This includes Capilano Mall and Harbourside Waterfront Development areas.

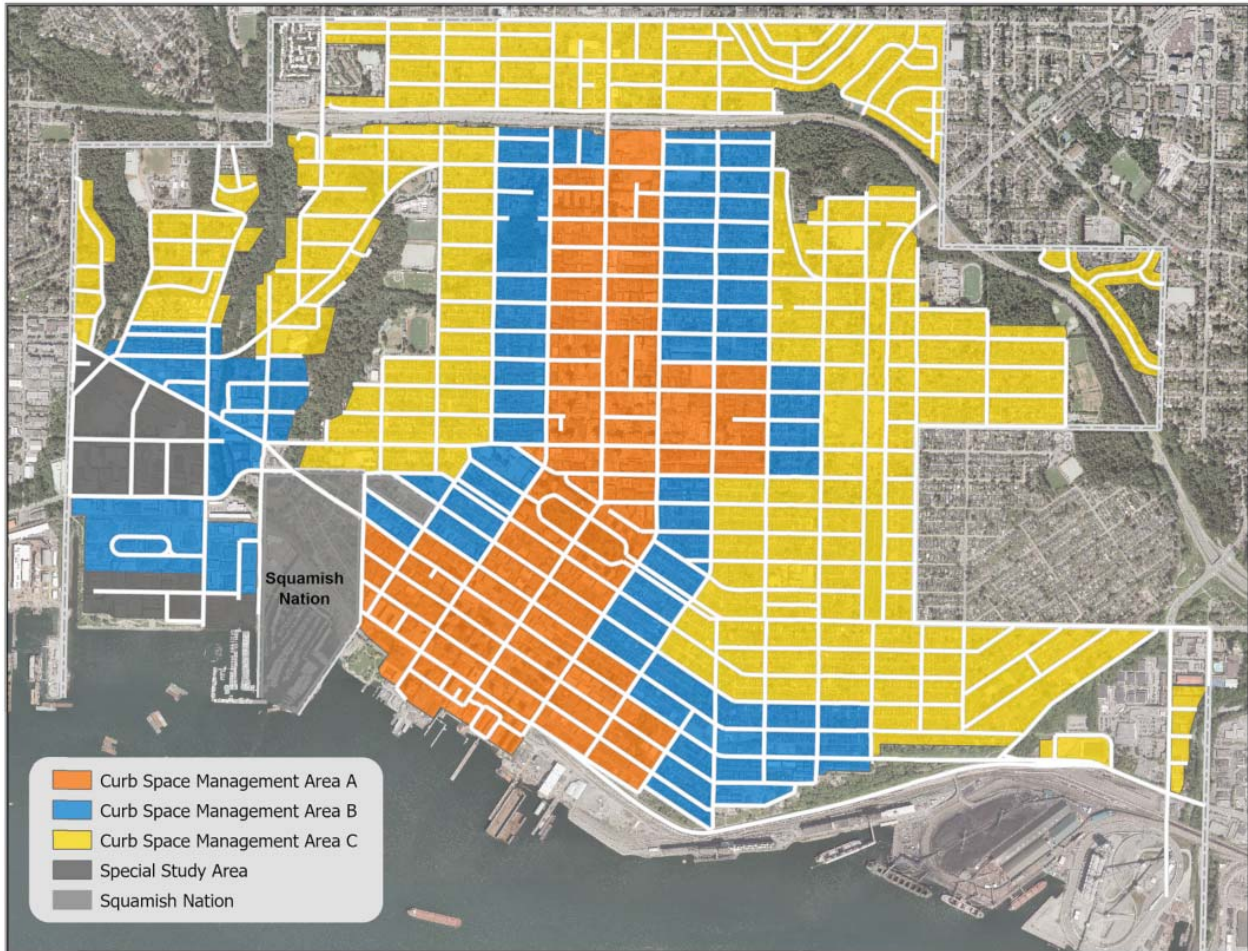


Figure 3. Curb space management areas.

These curb space management areas have been developed for long-range implementation prioritization. A subset or combination of management areas may be considered for initial implementation to address commercial and residential parking needs.

Curb Use Compatibility

A compatibility matrix has been developed to guide staff on the allocation of curb space and associated signage regulations. Curb space is a limited resource, and trade-offs will continue to exist.

The matrix includes uses that occupy the majority of curb space: short and long-term general parking, pick up and drop off zones, commercial loading and delivery zones, and accessible parking. Additional curb space uses are listed in the special considerations callout below where there are exceptions to this matrix.

Adjacent land use in the matrix is divided into four types: lower density residential, higher density residential, commercial, and industrial. In mixed-use neighbourhoods and corridors, a mix of curb space uses are expected to be applied. Similarly, where a block transitions from one dominant land use to another, curb use is also expected to be adjusted. Additional considerations for curb use compatibility include local need, safety, and access.

		On-Street Curb Space Use				
		Short-term Parking	Long-term Parking	Pick-up & Drop-off	Loading & Delivery	Accessible Parking
Adjacent Land Use	Lower Density Residential					
	Higher Density Residential					
	Commercial					
	Industrial					

Legend
Low Compatibility
Moderate Compatibility
High Compatibility
Very High Compatibility

Figure 4. Curb use compatibility matrix

- **Lower Density Residential** curbs have a lower diversity of needs. The majority of curb space will be dedicated to long-term parking (with or without resident parking permits, depending on demand). Short-term loading zones or accessible parking spaces may also exist depending on local demand.
- **Higher Density Residential** curbs serve many uses. To manage the diverse needs of many users, a variety of curb space regulations will be applied. This includes short- and long-term parking, short-term loading zones, and accessible parking spaces. Commercial loading zones may also be applied in some cases.
- **Commercial** curbs also serve many uses. These tend to be busy areas with lots of short stops at the curb. As such, short-term parking, pick-up and drop-off zones, and commercial loading zones can all be expected.
- **Industrial** curbs accommodate a range of needs. Employee and customer parking is often in high demand, and while long-term loading typically occurs off-street, there may be need for on-street spaces as well.

Special Considerations

While the curb space allocation framework takes into account the majority of uses on our streets, there are several unique instances and exceptions that are worth noting:

- **Police and Fire Zones:** The City will continue to install and maintain police and fire zones on our streets where there is a direct need for emergency services and access.
- **Bus Priority Lanes:** Bus priority lanes are undertaken through specific corridor studies and in coordination with TransLink. While existing curb space use is considered through these studies, these lanes are an exception to the allocation framework.
- **Mobility Lanes:** Similar to bus priority lanes, mobility lanes (for use by bikes, scooters, and other devices) are undertaken through a separate project process which considers the development of a complete network. Learn more on [CNV's Mobility Network page](#).
- **Parklets and Patios:** Parklets and patios occupy curb space to activate and expand our public realm. Parklets and patios will continue to be monitored, and updates to our private outdoor patio dining application will look to better analyze impacts on vehicle travel times.
- **Additional unique parking uses:** Other unique uses occupy <1% of curb space in the City. This includes parking for tour buses, taxis, car-share, and bicycles. These will continue to be considered on an ongoing basis as demand arises.

MONITORING APPROACH

Parking Management for General Use Parking

The City will follow best practices for managing general use and permit parking, seeking to maintain curb space occupancy at less than 85% for peak periods (midday weekday), so there are a few spaces available on any given block (see Managing Curb Space on page 7).

On streets where observed occupancy exceeds 85%, additional tools will be used to manage demand. Alternately, on streets where occupancy is less than 60%, management will be relaxed, as there is sufficient capacity and less of a need for pay or permit parking.

The installation and monitoring of loading zones, accessible parking, and other special use parking will be incorporated through policy changes outlined in this plan.

Ongoing Monitoring and Adjustment

The primary objective of the monitoring program is to adjust types of parking, or associated rates, so that there are a few spaces available on every block. The following types of parking will be applied to blocks where parking occupancy is consistently greater than 85%.

- *Pay parking* is best applied in commercial areas to increase access for more vehicles near shops and businesses.
- *Pay parking except with permit* is best applied in mixed residential commercial areas. This provides residents with priority to park near their homes for the cost of a resident-exempt permit, and allows other vehicles to still use the space through pay parking.

- *Time-limited parking except with permit* is best applied on busy residential blocks. This provides residents with priority to park near their homes for the cost of a resident-exempt permit, and allows other vehicles to use the space for a time-limited period.
- *Time-limited parking (no exemption)* may continue to be applied in some situations where parking turnover is desired but without sufficient demand to require pay parking (e.g., schools, small commercial nodes).

Managing rates

Pay parking and permit rates will begin at a value selected based on a review of peer municipalities, existing curb space occupancy, and off-street parking rates in the City of North Vancouver.

If occupancy in a given zone is observed to be consistently greater than 85%, the rate for pay and permit parking in that zone will be increased the following year. If occupancy in a given zone is observed to be below 60%, the rate for pay and permit parking in that zone will be decreased. Specific rates for pay and permit parking, and their associated zones will be set out in the Fees and Charges Bylaw No. 9000.

If occupancy continues to be less than 60% for a permit or pay parking zone after three consecutive years of adjustment, the parking area will be adjusted or removed the following year.

Figure 5 provides an example of how parking management would apply in practice for a pay parking area. In this example, Block Example A and Block Example B are both priced at \$3.00 per hour. During observations, Block A is 100% occupied, while Block B is 40% occupied.

For the following year, based on existing occupancy observations, Block A's rate is raised to \$3.25/hr, while block B is reduced to \$2.75 an hour. The next round of observations show that Block A now has an occupancy of 80% and Block B is at 60%, both within target occupancy.

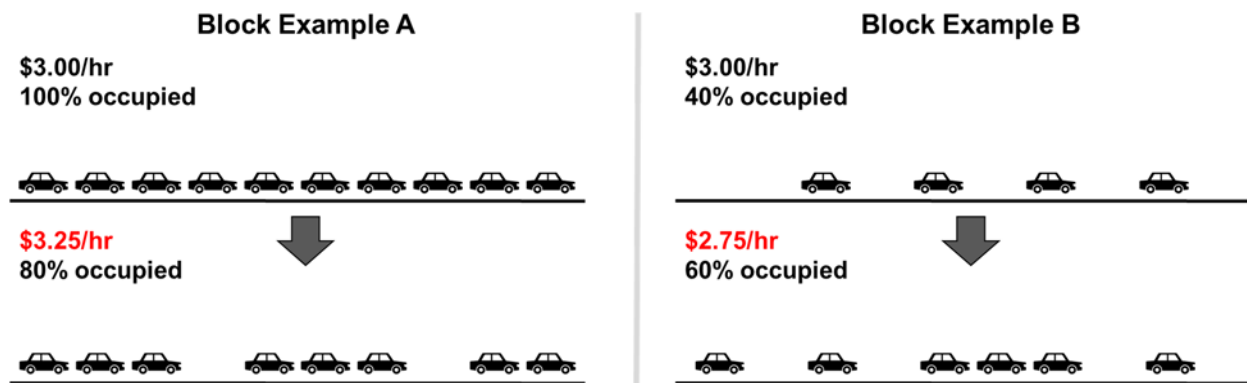


Figure 5. Demand-based parking management example

Special use parking (loading zones, accessible parking, car-share, etc.) will also be monitored for occupancy and compliance. Allocation of special use parking will be determined based on policy in this plan.

Occupancy Observations

Occupancy Observations

The purpose of occupancy observations is to identify peak consistent occupancy.

- Daytime observations will be based on the average occupancy reading of 3 observations undertaken between 9am-6pm.
- Evening observations will be based on the average occupancy reading of 2 observations undertaken between 6pm-9pm.
- Long-term construction will not be counted towards supply or occupancy.
- Vehicles parked illegally (e.g., in a no stopping zone) will not be counted. Only vehicles or motorcycles parked in a usable curb space section will be counted.
- Special-use curb space parking (e.g., loading zones, accessible parking spaces) will have occupancy observations undertaken separate from general use parking.

Ongoing Assessment

Ongoing assessment will include parking data collection, and review of management area boundaries. Public and interest-holder engagement is an important input for ongoing management of this program, and will be integral to the comprehensive assessment.

APPENDIX 1: CURRENT AND FUTURE CURB SPACE COMPOSITION

Existing and anticipated future usable curb space is shown in Figure 6 below. Usable curb space includes general use and permit parking (unrestricted parking, time limited parking, pay parking) and special use parking (loading zones, accessible parking, etc.). It does not include no parking and no stopping areas.

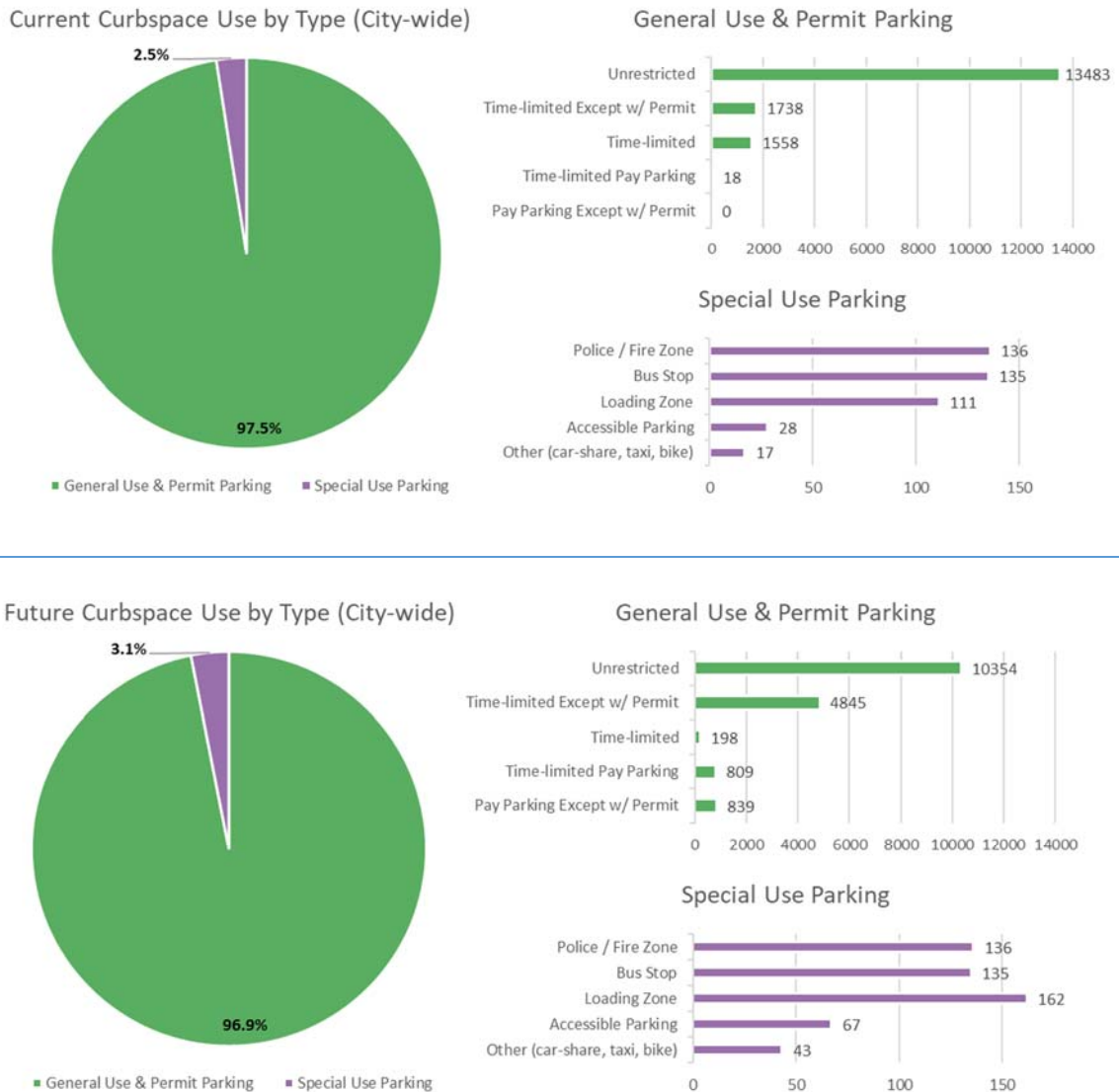


Figure 6: City-wide Current and Future Curb Space Allocation

APPENDIX 2: CURB SPACE OCCUPANCY AND ANALYSIS

Curb space occupancy is a core indicator in determining how well a street is operating. When streets are observed at full occupancy, increased management is required to reduce occupancy, so that there are available spaces to park for those who need it.

Two different approaches were applied to determine curb space occupancy:

- Modeled Curb Demand Mapping shows where modeled curb space occupancy will be the highest and lowest, based on population and employment density, and adjacent land use type.
- On-Street Parking Occupancy Observations is the actual observation of the number of vehicles occupying parking spaces on all streets of the City, at different times of day, on weekdays and weekends.

Combined, these two methods of observation and analysis provide the City with a current benchmark that contributes to the curb space management areas.

Modeled Curb Demand Mapping

Staff analyzed several indicators to determine modeled curb space demand. Population and employment density provide clear proxies – where there is high population and employment density, it is anticipated there will be high demand for curb space. Similarly, land use types (e.g., commercial, high-density residential) provide an indication of where curb space is in high demand. Alternatively, areas with lower-density residential, further from commercial centres, are expected to have lower curb space demand. These indicators were combined to create a modeled curb space demand map shown in Figure 7 below.

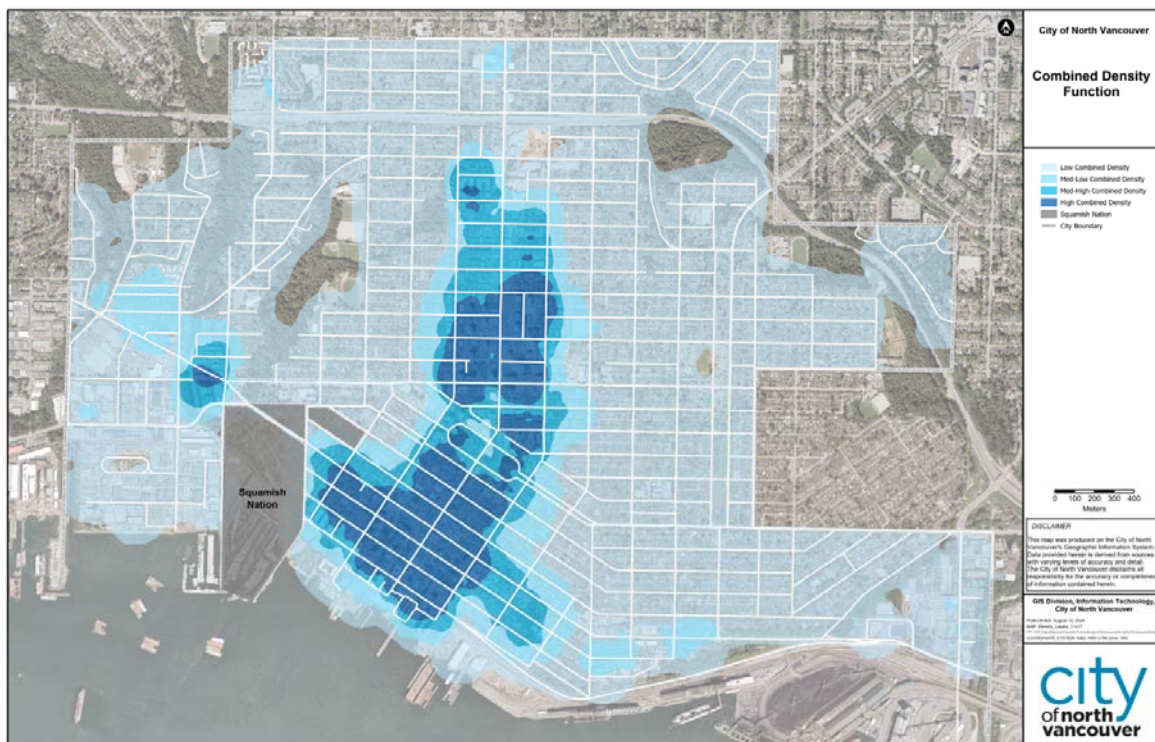


Figure 7. Modeled curb demand based on population and employment

On-Street Parking Occupancy Observations

On top of using population, employment, and land use as indicators of curb space demand, staff undertook city-wide curb space data collection in June and July 2024. The purpose of parking occupancy counts is to determine the peak occupancy, the time at which there is the greatest demand for parking. At least one midday count (11 am to 3 pm) was undertaken for all usable curb space in the City. In areas with known high parking occupancy (Central and Lower Lonsdale), up to four counts were undertaken: during the midday and afternoon, both on weekdays and weekends.

Occupancy counts were then consolidated at the block level. Only general use parking spaces were included in this assessment (unlimited parking, time-limited parking, and pay parking). All other uses were removed from occupancy and supply counts. Similarly, areas with construction or temporary no parking were removed from analysis. The results were benchmarked against existing years of occupancy data to verify for any outliers.

Block occupancy is broken into three categories: greater than 85%, between 60% and 85%, and less than 60%. Figure 8 shows how occupancy varies across the City.



Figure 8: Peak on-street parking occupancy, from summer 2024 observations.

Curb Access & Parking Plan

Phase Two Engagement Summary Report



Acknowledgements

Land acknowledgement

We respectfully acknowledge that we live and work on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and sə́lilwətał (Tsleil-Waututh) Nations. The City of North Vancouver is committed to Reconciliation with these Nations, who have lived on these lands since time immemorial.

Thank you

Thank you to everyone who completed the survey, attended a workshop, met with staff at a pop-up event, and shared feedback on this project. Your input provides richer, experience-based context to the technical, operational, and historical knowledge the City applies to decision-making. We appreciate your time and value your input as we advance this vital work.

The City thanks Spur Communication, who supported the engagement process for this Plan, including facilitation of workshops, the consolidation and analysis of engagement findings, and initial development of this report.

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Executive Summary

The Curb Access & Parking Plan (CAPP) is an initiative aimed at updating how residents and visitors interact and engage with curb space in the City of North Vancouver. In anticipation of the City's evolving needs and mandated growth, this planning process has been guided by important goals to:

- improve parking reliability
- support businesses through better curb space management, and
- make the curb more accessible for residents, businesses, and visitors alike when and where needed.



In June and July 2024, the City of North Vancouver conducted a second phase of comprehensive city-wide engagement on the emerging Curb Access & Parking Plan (CAPP). This report provides information on the Phase 2 engagement process, who participated and what they shared, as well as fully analyzed quantitative and qualitative results.

In brief, the primary objective of Phase 2 engagement was to understand and gauge community views on proposed parking management and curb access policy changes, ensuring the final plan would be responsive to the diverse needs of those looking to access curb space in the City. Throughout a six week period, our planning team, communications and engagement staff, suppliers, and advisors worked to engage residents, businesses, and interest holder organizations in a conversation about emerging policy changes including paid parking in high-demand areas, the Resident & Visitor Parking Policy, loading zones, accessible parking, car-share parking, and other unique or special-use parking.

With more than 1400 touchpoints via workshops, an online survey, pop up community events, emails, and letters, we have gained a demonstrable picture of public priorities, challenges, technical and project preferences, and valuable information to help shape a final plan for a decision by Mayor and Council.

Overall, the engagement process revealed a desire among participants for more reliable and accessible parking options. There was diverse feedback and sentiment across all five policy changes.

Key themes include:

- People generally don't like paying for parking, but it is recognized as an effective method of managing parking demand in busy areas.
- There is public understanding that modernizing the Resident & Visitor Parking Policy is necessary, with support for a fair approach that maintains resident priority.
- There is support for more short-term loading zones to accommodate pick-ups and drop-offs, as well as quick deliveries.
- There is demand for more accessible parking spaces for people with disabilities, particularly in busy areas.
- There is recognition that special-use parking can provide benefits, and that it should be carefully considered before adjustment and/or implementation.

Phase 2 Engagement Approach

Well designed public processes bring people together to explore issues from many perspectives. They can lead to better outcomes by opening up channels of local knowledge, experience, and concerns to guide decision makers – essentially including those who stand to be affected – into solutions design. This approach is critical when dealing with projects that involve competing underlying values and trade-offs that cannot be resolved through technical solutions alone. Durable policies require adaptive cultural and community approaches alongside technical ones. This approach was the cornerstone of both phases of public and interest holder engagement on CAPP.

Phase one, completed in winter 2023, sought feedback from residents, businesses, and other interest holders on a range of issues related to curb access and parking such as availability, accessibility, and enforcement. This phase of engagement was designed to listen for the community's concerns and preferences, which, alongside technical analysis and policy research, helped shaped a series of emerging policy solutions. Read the [Phase 1 engagement summary](#) here.

Phase 2: Validating the Proposed Changes with the Community

Phase 2 engagement took place from June 17 to July 18, 2024. It was designed to share and test these emerging policies, with a particular focus on outreach to specific equity deserving communities and organizations who would stand to be most impacted by policy changes. To ensure we achieved the appropriate reach and focus to these communities, the City of North Vancouver team collaborated with local businesses and organizations hosting 15 community workshops, and launched a corresponding survey on Let's Talk, the City's online engagement platform. The primary objective: to ensure that the proposed changes accurately addressed the diverse needs and challenges at the curb as identified by residents, businesses, and frequent visitors to the City.

This phase focused on providing detailed information about the proposed changes – including specific impacts on curb space access for different road users – and explained the rationale behind these changes.

This included:

- **Sharing the proposed parking policy changes:** Communicating the proposed changes informed by the previous engagement and technical analyses, to illustrate how curb space usage would be adjusted to meet community needs.
- **Providing details and rationale:** Clarifying the specifics of each proposed change, detailing which road users would have access to curb space in certain areas, along with the reasons and timing for these changes.
- **Gathering implementation feedback:** Collecting feedback from local residents, businesses, and frequent visitors on the practical aspects of implementing the proposed changes, focusing on effective strategies for a smooth rollout.



How We Engaged

The team used a mixed method approach combining an online survey with in-person workshops and face to face pop-ups in high traffic areas to ensure we could go to where people were and connect with a broad cross-section of residents, businesses, and frequent visitors.

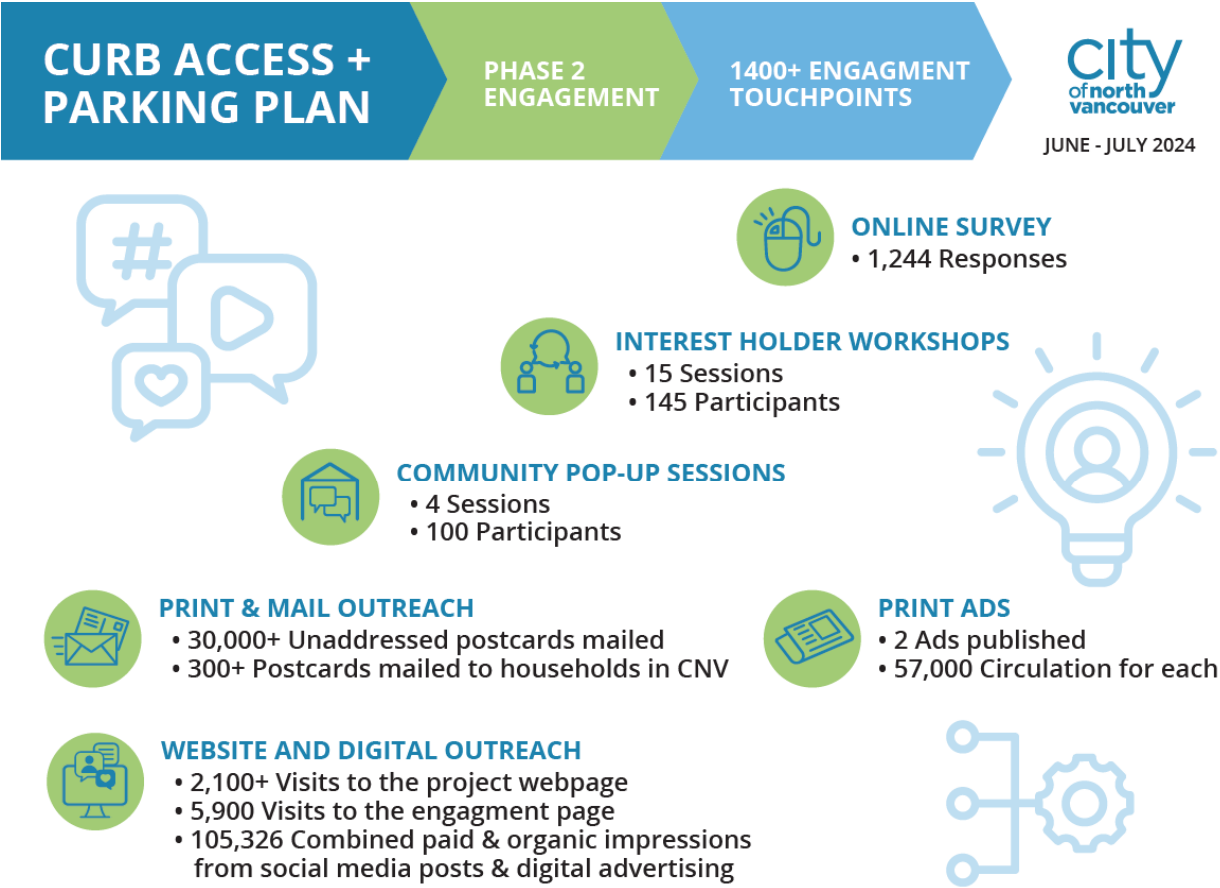
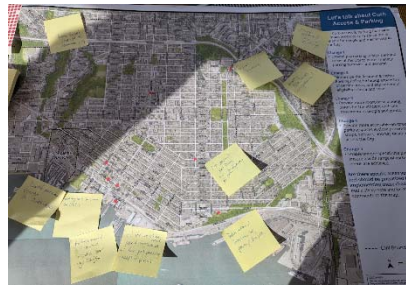


Figure 1: Phase 2 engagement reach at a glance

- **Communication:** A comprehensive communications plan was developed to create a wide reach and awareness within the community about the proposed parking changes and the rationale. This included a community-wide mail out to 30,000 households, out-of-home advertising on bus shelters, paid and organic social media outreach, proactive media relations, as well as easy to understand educational materials available on the Let’s Talk platform and cnv.org .
- **Let’s Talk online survey:** An online survey was completed by 1,244 participants, which provided valuable insights into the community's perspectives and preferences.

- **In-person workshops:** City staff hosted 15 in-person workshops to facilitate in-depth discussions with a broad cross section of residents, community organizations, business-owners, and equity deserving groups. The workshops saw a total of 145 attendees and provided an opportunity for participants to engage directly with City staff, ask questions, and share their views on the proposed adjustments to curb access and parking. The workshops were tailored to gather detailed feedback and foster meaningful dialogue.
- **Pop-up events in Central and Lower Lonsdale:** To reach a wider audience, City staff facilitated four pop-up events, including two at Civic Plaza, one at the Shipyards, and one at the parklet at 1st and Lonsdale. These events prompted over 100 discussions with residents, visitors, and business owners, allowing passersby to learn about the proposed changes, ask questions, and provide immediate feedback. It was an effective way to engage with people who might not have participated in the online survey or workshops.



Who Participated

Online Survey Respondents

The online survey gathered responses from 1,244 individuals with varying relationships to the City of North Vancouver.

Distinct differences emerged between the survey responses and the feedback gathered during the workshops. Survey respondents represented a broad cross-section of residents, along with people who work and visit the City. There were a wide range of comments regarding the potential benefits and implications of the proposed policy changes.

Respondents emphasized the need for fairness and accessibility, especially for vulnerable groups such as lower-income households and individuals with mobility challenges. The survey data underscored the importance of designing a parking system that does not disproportionately impact any particular demographic group.

In order to learn more about the interests and experiences of community members, survey participants were given the option to answer demographic questions. This data allows the City to discover more about issues of equity and impacts on different groups within the community.

- **Demographics of respondents:** The majority of respondents (80%) are residents of the City of North Vancouver, demonstrating a strong local interest in the plan. Additionally, 27% of respondents work in the city, 13% are visitors, 1% attend school, and 11% live in neighbouring communities. This mix of respondents highlights the regional impact of the City's policies and the importance of considering both resident and non-resident perspectives.
- **Neighbourhood representation:** Among the City's neighbourhoods, Central Lonsdale (31%) had the highest representation, followed by Lower Lonsdale (26%), reflecting their central location and higher population density. Other neighbourhoods, such as Moodyville (4%), Grand Boulevard (5%), and Marine-Hamilton (4%), also provided valuable input, ensuring the City heard from a range of community voices.
- **Housing and living situations:** The survey also collected data on the types of homes respondents live in, revealing a diverse housing stock and residents with varying experiences of parking. Most respondents live in condos or apartments (52%), followed by those in single detached houses (30%) and those in townhouses or similar multi-family housing (23%).
- **Transportation preferences:** Personal vehicles, primarily gas or diesel-fueled (82%), were the predominant mode of transport, highlighting the importance of road infrastructure and parking policies. Walking (40%) and public transit (20%) also emerged as significant modes of transport, emphasizing the need for a balanced approach to transportation planning.

- **Community diversity:** The demographic data revealed significant diversity within the community. Respondents included individuals from racialized communities (12%), Indigenous peoples (2%), and new Canadians (2%). The survey also identified several individuals with disabilities, both mental (9%) and physical (8%), and members of the 2SLGBTQI+ community (9%). The presence of single-income households (24%) and those with dependents (16%) further highlighted economic diversity, emphasizing the need for equitable and supportive policies.

In-Person Workshop Participants

In addition to the survey, the City of North Vancouver facilitated 15 in-person workshops with various interest holder groups, including government representatives, business owners, seniors, newcomers, and residents (Summaries provided in Appendix 2). This included:

- **City Committees:** Integrated Transportation Committee; Advisory Planning Commission; Social Planning Advisory Committee; North Shore Advisory Committee on Disability Issues; and the Urban Development Institute Development Liaison Committee.
- **Workshops:** Lower Lonsdale Business Improvement Area Executive Board; Central Lonsdale Business Improvement Area Executive Board; Waterfront Stakeholders Group; Lions Gate Hospital; TransLink Last Mile Urban Freight Task Force; Peer Agencies and Partners; Businesses and Community Organizations; and Residents
- **Equity-deserving Workshops:** North Shore Seniors Action Table workshop; and a newcomers workshop in partnership with Impact North Shore.

These workshops provided helpful insights into different community groups' specific demographic concerns and priorities.

For instance, seniors expressed significant concerns about the availability of accessible spaces and the potential financial burden of new parking fees for residents living on fixed incomes. They highlighted the need for adequate drop-off zones and accessible public transit options to accommodate individuals with mobility impairments. The feedback from seniors underscored the importance of ensuring that any changes to the parking system do not negatively affect their ability to navigate the City and access essential services.

Similarly, newcomers to the City expressed reservations about potential increases in parking costs. This group emphasized the need for clear communication regarding how parking revenues would be reinvested into community services. They advocated for transparency and accountability in using funds, suggesting that visible improvements to public amenities could help garner support for the proposed changes. The concerns of newcomers reflected a broader sentiment across all groups about the necessity of transparent and effective communication from the City of North Vancouver. Participants consistently called for clear, accessible information about the rationale behind policy changes and the benefits these are expected to bring to the community.

Business owners also provided valuable feedback during the workshops. They were particularly concerned about the impact of extended pay parking hours on customer access and local commerce. While there was recognition of the need for efficient parking management, business representatives stressed the importance of maintaining convenient short-term parking options to support local businesses. They suggested that a balanced approach is crucial, one that facilitates urban mobility while also supporting the economic vitality of commercial areas.



What We Heard

Following the engagement activities – including the online survey, in-person workshops, and pop-up events – the City analyzed the input, experiences, and insights shared by respondents to identify key themes, concerns, and opportunities relating to each of the proposed policy changes. The information that follows is a summary of what was heard, reflecting the priorities and perspectives of those who participated in the process.

Change 1: Expand pay parking in high-demand areas to increase parking turnover and availability.

- **Challenges with existing parking availability:** There was widespread dissatisfaction with the current parking availability, especially in high-demand areas like Lower and Central Lonsdale. Respondents reported that it was often challenging to find parking, which adversely affected residents and local businesses. The scarcity of parking spaces was seen as a significant issue, leading to frustration and inconvenience. The expansion of pay parking was recognized as a potential solution to improve turnover and availability.
- **Need for increased enforcement:** Several respondents emphasized the need for better enforcement of parking regulations. They felt that without strict enforcement, the effectiveness of any new parking policies would be limited. Participants raised concerns about issues like illegal parking, misuse of loading zones, and the need for consistent application of rules to ensure fairness. Enhanced enforcement was seen as essential to the success of any pay parking initiatives.
- **Concerns about the impact on residents' costs:** Some respondents were concerned about the financial implications of expanded pay parking on residents. They emphasized that living costs in the City of North Vancouver were already high and that additional expenses, such as increased parking fees, could further strain household budgets. This concern underscored

“As long as the data is analyzed each year and pricing adjusted as suggested (in an open way) then I think it's a good idea.”

“I feel like our city is already expensive and I worry for low-income families.”

the need for the City to consider the economic impact on residents and to offer mitigating measures, such as discounts or exemptions for specific groups.

Change 2: Update the Resident and Visitor Parking Policy by expanding the geographic coverage, and adjusting the eligibility criteria and costs.

- **Financial impact on residents:** There was unease regarding the financial implications of changes to the cost structure for parking permits. Many participants worried that increased fees would exacerbate the already high cost of living in the City of North Vancouver. The potential for higher parking costs was seen as an additional burden on households, particularly for those on fixed or lower incomes, making it harder for them to afford basic living expenses.

"I hope that people with access to off-street parking (garages, underground parking) begin to use them"

- **Need for increased enforcement:** Many comments highlighted the necessity for stronger enforcement of parking regulations. Participants expressed frustration regarding non-permitted vehicles overstaying in time-limited zones, which they felt undermined the effectiveness of current policies. There was a desire for the City to implement more rigorous enforcement measures to ensure compliance with any new rules, thereby enhancing the overall efficiency of the parking system.

"I definitely support expanding access to residential permits. If paid parking was implemented without enabling residents a permit to park their cars, it would be entirely impractical."

Change 3: Expand short-term loading zones for the efficient and safe movement of people and goods.

- **Loading needs on the Lonsdale corridor:** Respondents consistently emphasized the importance of addressing loading needs in Lower Lonsdale and Central Lonsdale. These areas are noted for their high-density commercial and residential development, leading to frequent congestion. The feedback highlighted that existing loading zones must be more robust to meet the demand. Currently, delivery vehicles and ride-sharing services resort to double parking in travel lanes. This behaviour disrupts traffic flow and poses safety hazards for pedestrians and other road users. Respondents suggested prioritizing these locations to alleviate pressure and improve overall traffic safety.

"I feel that enforcement will still be heavily needed to prevent the issues around double or illegal short-term parking."

- **Loading zone support and concerns:** While many respondents supported this proposed change, recognizing the need for more organized and safe loading zones, there were also concerns. Some were skeptical about enforcing these new zones, questioning whether there would be adequate measures to ensure compliance. There were specific mentions of challenges with ride-sharing services, like Uber, where drivers might not adhere to designated loading zones, potentially leading to ongoing issues.

"This is so desperately needed. There should be a loading zone for every multi family apartment"

- **Suggestions for implementation:** Respondents offered practical suggestions for implementing the proposed changes. One recurring suggestion was the establishment of parcel lockers for consolidated deliveries, to reduce vehicle demand in busy areas.

Change 4: Provide more accessible on-street parking spaces in close proximity to shops, services, and key destinations across the City.

- **Signage, visibility, and awareness:** Respondents emphasized the importance of visible, well-marked accessible parking spaces that are easy to locate and are distinguished from general use parking. There were calls to improve communication on these spaces, through an online map or app.
- **Need for increased enforcement:** Respondents consistently noted the misuse of accessible parking by unauthorized vehicles, suggesting that stricter enforcement is essential to maintaining the availability of these spaces for those who need them.

"I think enforcement of accessible spots is important. More often than not, those in the accessible spots do not have SPARC passes."

- **Targeted expansion and equitable parking solutions:** Many respondents identified key areas like Lower Lonsdale and Central Lonsdale as needing additional accessible parking. There were also responses who expressed hesitation for reducing general use parking supply.

Change 5: Enable unique special-use parking to ensure a wide range of curb space needs are achieved.

- **Sustainable and equitable transportation solutions:** Respondents had mixed support for initiatives promoting sustainable transportation, such as the expansion of EV charging hubs and secure parking for bikes and micromobility devices. There was a clear preference for policies that facilitate car-sharing without dedicating additional spaces solely for car-share vehicles. Participants emphasized the need for a balanced approach that supports diverse transportation options while maintaining general parking availability, particularly in high-demand areas.

"EV hubs should not be on street - if people want electric cars plug them in on your property and leave parking for people needing the space."

- **Strategic management and allocation of curb space:** There were significant concerns about how curb space is allocated, particularly for micromobility devices, tour buses, and outdoor seating areas such as patios. Respondents highlighted the need for better management and organization of these spaces to prevent clutter, safety hazards, and parking shortages. While some participants appreciated the value of patios for enhancing public life, many opposed reducing street space for outdoor seating, arguing that it

exacerbates parking challenges in high-demand areas. This theme underscores the importance of thoughtful, well-managed use of curb space to meet various community needs while balancing the demand for parking, pedestrian areas, and other public uses.

- **Community-specific priorities and suggestions:** Feedback reflected diverse neighbourhood-specific requests and suggestions for improving parking and curb space management. Residents in high-density areas like Lower Lonsdale and Central Lonsdale are supportive of targeted pilot programs to address local parking challenges before broader implementation. Additionally, there was support for the safe and active school travel initiative, with requests for protected bike lanes and safe crossing zones. Respondents also provided constructive suggestions, such as covered bike parking and strategic placement of EV charging stations, emphasizing the need for detailed planning and community engagement to ensure effective implementation.

“Car share, scooters, bikes, etc. already have an abundance of parking with few limitations”

Key Takeaways

The second phase of engagement produced several overall insights providing valuable guidance for future planning and policy development.

- 1. Diverse community support and concerns:** The engagement process revealed a broad spectrum of community support and concerns regarding the proposed changes to curb access and parking management. There was consensus on the need for efficient parking management and a balanced approach that accommodates various needs, including those of residents, businesses, and visitors.
- 2. Challenges with current parking availability, and neutral acceptability for pay parking:** Dissatisfaction with existing parking availability, especially in high-demand areas like Lower and Central Lonsdale, highlights the need for management of parking resources. Expanding pay parking and improving enforcement were recognized as solutions to increase turnover and improve parking availability. Consistent feedback was received to set the lowest possible rate to create parking availability, while prioritizing affordability.
- 3. Importance of fairness and affordability for parking permits:** Participants emphasized the need for fair parking policies. Concerns about the financial implications of increased parking fees and the importance of eligibility criteria for parking permits underscore the necessity of considering the needs of vulnerable groups, such as low-income residents, seniors, and individuals with disabilities. Transparent communication about policy goals and benefits was also seen as important.
- 4. Need for improved enforcement:** The feedback consistently emphasized the importance of better enforcement of parking regulations. Enhanced enforcement measures were seen as crucial for preventing abuses like illegal parking and misuse of loading zones, thereby improving overall parking efficiency and fairness.
- 5. Addressing specific area needs for loading zones and accessible parking:** Lower Lonsdale and Central Lonsdale were among key areas identified as needing more accessible parking spaces due to high demand. Participants suggested prioritizing these areas for implementation of accessible parking solutions, along with clear signage and visibility, to ensure these spaces are easily identifiable and not misused.
- 6. Mixed feedback for special-use parking:** A balanced approach needs to be considered for special-use parking. There is openness to expanding EV charging hubs, supportive car-share policy, tour bus parking, and secure parking for bikes, cargo bikes, and micro mobility devices. However, there is hesitation of these being accommodated if it reduces the amount of general use parking in high-demand areas.

Next Steps

Following the conclusion of the Phase 2 Public and interest-holder engagement, the City has gained crucial insights from residents, businesses, and visitors regarding the proposed policy changes on curb access and parking management. City of North Vancouver staff will integrate these insights alongside technical analysis to finalize the strategy and develop an implementation plan. This plan will be presented to City Council for endorsement.

If endorsed, the City will commence the phased implementation and monitoring of the policy changes starting in the spring of 2025. This period will allow for careful observation and iterative adjustment of the changes, ensuring they effectively meet the evolving needs of the community.

Stay informed

Read more about this project at cnv.org/curb. Contact the project team at cityparking@cnv.org.



Appendix 1: Full Survey Results

Proposed policy change questions

Proposed Change #1: Expand pay parking in high-demand areas to increase parking turnover and availability.

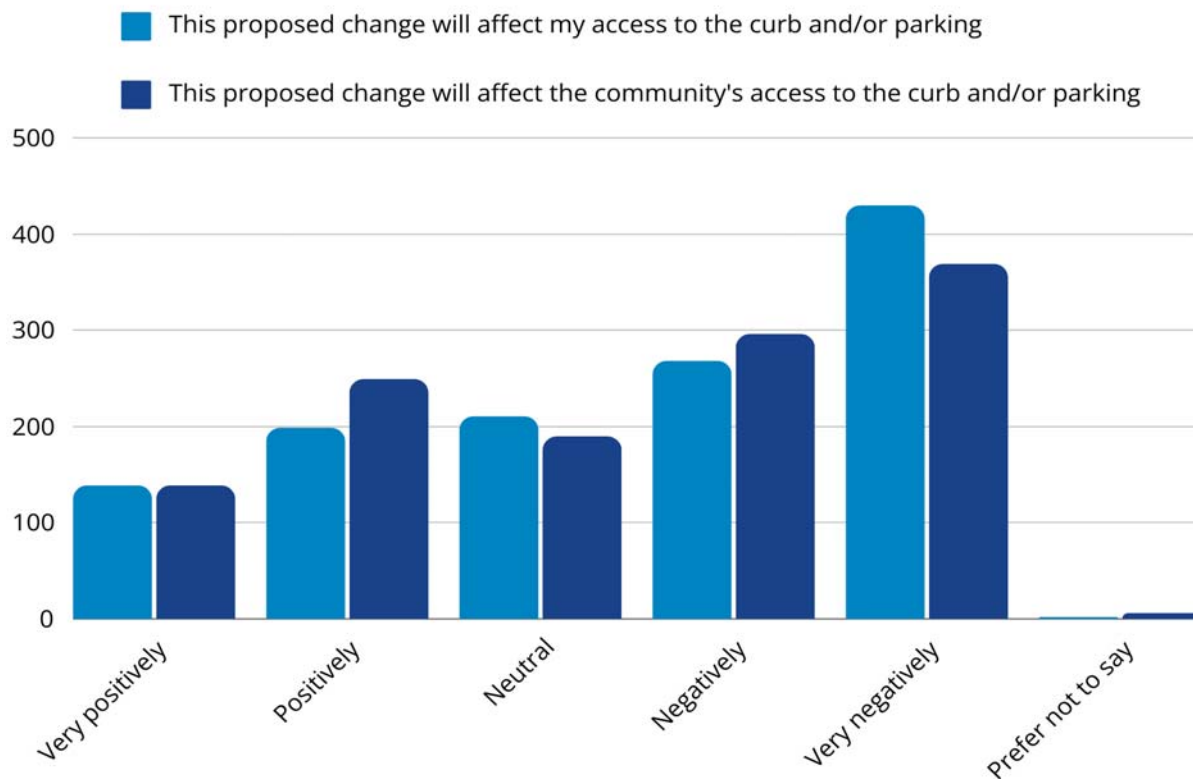
Why? Right now, parking in our busy areas is frequently full, resulting in significant circling for parking, impacting businesses, people's time, and the environment.

What will this look like?

- We will regulate high-demand areas through pay-parking, ensuring that there's always 1-2 spaces available per block at any given time.

Q1. How would you rate this proposed change?

The proposed expansion of pay parking in high-demand areas is generally viewed negatively by respondents. A majority of respondents believe the change will negatively impact both their personal access to parking and the community's access, with negative and very negative responses outweighing positive ones. Neutral opinions are also prevalent.



Q2. Are there specific areas in the community you feel should be prioritized to implement this change and/or do you have anything else to share?

Most of the responses focused on practical suggestions and observations about the proposed change without expressing strong positive or negative biases.

Some respondents had concerns about the potential negative impacts of this proposed change, particularly in terms of equity, affordability, and possible adverse effects on local businesses. Positive feedback highlighted the benefits of improved parking availability, reduced congestion, and environmental advantages.

Among respondents who identified as working in the City, 28% expressed concern about parking costs, while 21% noted that finding parking in high-demand areas is becoming more challenging.

The responses have been summarized into the following high-level themes:

- **Paid parking (313 mentions):** Respondents largely acknowledged the potential effectiveness of this measure in managing parking availability and reducing the time spent searching for parking spaces.
- **High-demand areas (269 mentions):** Many responses highlighted specific high-demand areas that would benefit from the proposed change. Suggestions included busy commercial districts, popular recreational areas, and streets near public transit hubs.
- **Parking availability (121 mentions):** Concerns about the general availability of parking were raised, with respondents noting that parking spaces are often difficult to find in busy areas. The proposed change to expand paid parking was seen as a potential solution to this issue.
- **Equity and affordability (72 mentions):** Feedback emphasized the importance of ensuring that parking remains affordable and accessible to all residents, particularly those with lower incomes. Respondents expressed concern that expanding paid parking could disproportionately impact vulnerable groups.
- **Parking enforcement (52 mentions):** Suggestions included increased monitoring and stricter penalties for parking violations to ensure compliance if pay parking were expanded.
- **Local businesses (50 mentions):** Respondents expressed mixed views; some believed it would benefit businesses by increasing parking turnover, while others worried it may deter customers due to additional costs.
- **Parking facilities (44 mentions):** Comments focused on the condition and adequacy of existing parking facilities. Respondents suggested that improvements to facilities could complement the expansion of paid parking.

- **Parking regulations (44 mentions):** Respondents discussed the need for clear and consistent parking regulations. This included standardized signage and communication to ensure the public is well-informed about the new parking rules.
- **Alternative transportation (30 mentions):** Comments also included promoting alternative transportation options, like enhancing public transit services and improving bike parking to reduce reliance on personal vehicles.
- **Barrier-free access (27 mentions):** Ensuring barrier-free access for people with disabilities was highlighted as important. Respondents emphasized the need for accessible parking spaces and facilities.
- **Pricing structures (21 mentions):** Respondents recommended variable pricing based on demand, time of day, and location to optimize parking space usage.

Proposed Change #2: Update the Resident and Visitor Parking Policy by expanding the geographic coverage, and adjusting the eligibility criteria and costs.

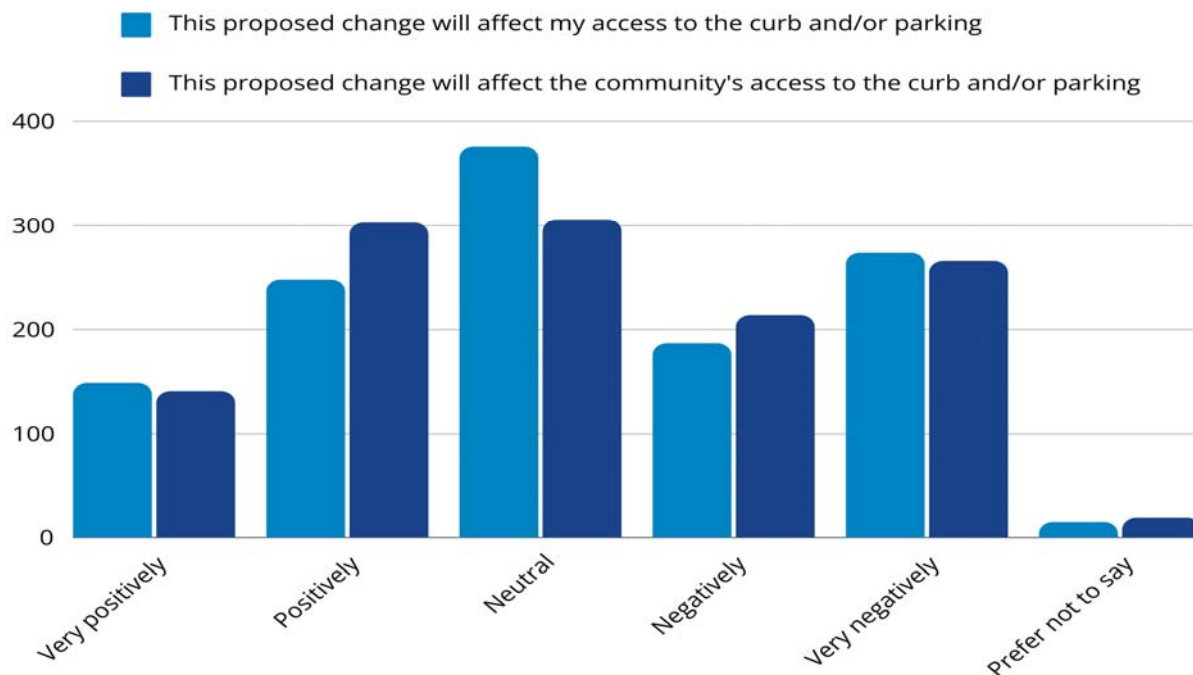
Why? This proposed change seeks to increase fairness of our resident parking, and maintain priority for residents looking to park on a street near their home.

What will this look like? We would:

- Open up permits to households in multi-unit buildings,
- Discourage purchasing multiple permits per household through the fee structure,
- Transition to all-day permit parking (instead of just daytime),
- Replace 'resident permit only' areas with short-term resident-exempt permit areas, and
- Implement a neighbourhood zone parking permit system rather than limiting people to zones directly in front of their homes.

Q3. How would you rate this proposed change?

The community is divided on the proposed change to modernize the Resident & Visitor Parking Policy, with a roughly equal distribution of positive, neutral, and negative responses. A slightly higher number of respondents feel the change will positively affect their personal access to parking compared to those who feel it will negatively impact them, while opinions on the community impact are more balanced, with positive and negative views almost evenly split.



Q4. Are there specific areas in the community you feel should be prioritized to implement this change and/or do you have anything else to share?

There was a mix of neutral, positive, and negative feedback. Most responses were neutral, focusing on practical suggestions and observations about the proposed changes. Some respondents expressed concerns about potential negative impacts, particularly related to equity, affordability, and the possible adverse effects on tourists and local businesses. Positive feedback included the benefits of improved parking availability and a more equitable system for all residents.

Among respondents who identified as living in Central or Lower Lonsdale, 22% expressed concerns about parking permit costs, availability, and fairness for residents, along with 13% naming the availability of parking as a primary need to be addressed in these changes.

The responses have been summarized into the following high-level themes:

- **Resident parking permits (215 mentions):** Respondents expressed a strong desire for an efficient and fair resident parking permit system. There were concerns about the availability and distribution of these permits, especially in high-demand areas.
- **Parking availability (154 mentions):** Feedback highlighted concerns about the overall availability of parking spaces, particularly in residential areas. Respondents noted that the proposed changes should ensure sufficient parking for residents and visitors alike.
- **Resident & visitor parking policy (123 mentions):** Discussions about the overall resident and visitor parking policy revealed a desire for clarity and fairness. Respondents requested a policy that is easy to understand and equitably enforced, ensuring that all residents have fair access to parking.
- **Parking facilities (65 mentions):** Suggestions included the improvement and expansion of parking facilities and more communication about where these spaces are.
- **Equity and affordability (63 mentions):** Equity and affordability were significant concerns. Many respondents stressed the importance of creating a policy that considers the financial impact on residents, particularly those from lower-income households.
- **High-demand areas (53 mentions):** Respondents identified many high-demand areas where parking is particularly challenging, including Lower and Central Lonsdale. Respondents suggested prioritizing these areas for the implementation of the new parking policy to alleviate current issues.
- **Permit systems (50 mentions):** Respondents provided input on how the permit system could be designed to be fair and efficient, ensuring that residents can park near their homes without undue hardship.
- **Multi-unit dwellings (41 mentions):** The inclusion of households in multi-unit buildings in the permit system was a key topic. Respondents highlighted the unique challenges faced by

residents in these buildings and a desire for tailored solutions to address their parking needs.

- **Parking enforcement (29 mentions):** Effective enforcement of parking regulations was seen as critical. Respondents believe that strict enforcement and clear communication about the rules are necessary to ensure the success of the new policy.
- **Tourism and visitors (27 mentions):** There was concern about the impact of the new policy on tourists and visitors. Respondents suggested that provisions should be made to accommodate non-residents who need parking, particularly in areas popular with tourists.
- **Construction impacts (23 mentions)** Feedback included concerns about the impacts of construction on parking availability. Respondents stressed the need for temporary solutions to mitigate parking issues during construction periods.
- **Proximity to destinations (21 mentions):** The convenience of parking in relation to key destinations was a recurring theme. Respondents highlighted the need for parking policies that consider the proximity to homes, businesses, and public amenities.
- **Parking regulations (20 mentions):** Clear and consistent parking regulations were important to participants. They suggested that well-defined rules and effective communication will help ensure compliance and reduce confusion.

Proposed Change #3: Expand short-term loading zones for the efficient and safe movement of people and goods.

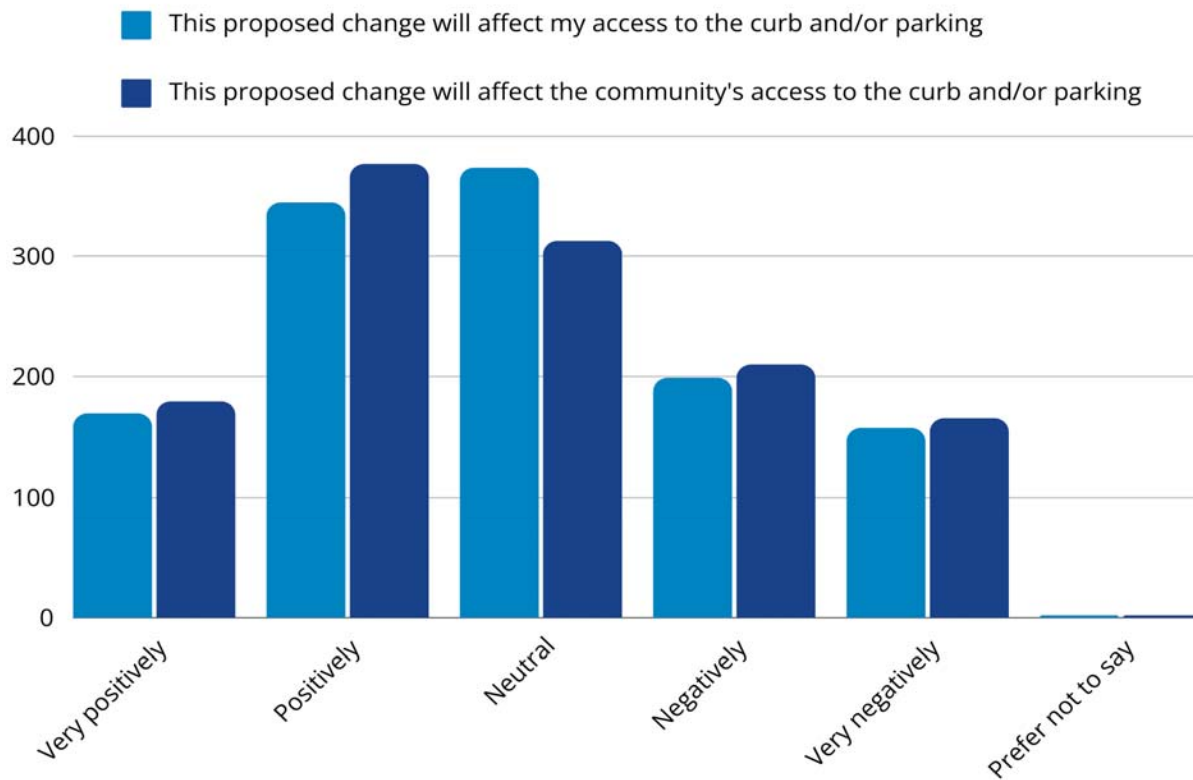
Why? Demand exceeds supply of loading zones, resulting in double parking, where vehicles park in general travel lanes, creating unsafe conditions.

What will this look like? We would:

- Provide more short-term loading zones on-street for quick loading and unloading of passengers and goods,
- Support the creation of a Regional Commercial Vehicle Loading Permit program, and
- Direct longer-term loading and unloading of goods to be undertaken off-street.

Q5. How would you rate this proposed change?

The proposed expansion of short-term loading zones is generally well-received, with more respondents viewing the change positively for both their personal access and the community's access to parking. Positive responses outweigh negative ones, although a large portion of respondents remain neutral.



Q6. Are there specific areas in the community you feel should be prioritized to implement this change and/or do you have anything else to share?

The comments reveal a mix of neutral, positive, and negative feedback. Most responses are neutral, focusing on practical suggestions and observations about the proposed changes. Some respondents expressed concerns about potential negative impacts, particularly related to enforcement, safety, and equitable access. Positive feedback highlighted the benefits of improved loading zone availability, reduced congestion, and enhanced safety. The responses have been summarized into the following themes:

- **Short-term loading zones (182 mentions):** Respondents emphasized that increasing the availability of these zones will reduce double parking and improve safety.
- **Parking availability (134 mentions):** There was a strong focus on the overall availability of parking spaces. Respondents expressed the need for a balanced approach that considers both short-term loading and general parking needs.
- **Commercial loading zones (120 mentions):** Many responses highlighted the importance of designated commercial loading zones. These zones are crucial for businesses to efficiently receive goods and services without causing disruptions.
- **Parking enforcement (103 mentions):** Effective enforcement of parking regulations was seen as essential. Respondents suggested stricter monitoring and penalties to ensure compliance and prevent misuse of loading zones.
- **High-demand areas (100 mentions):** Feedback frequently mentioned specific high-demand areas where loading zones are needed, including near schools and commercial areas. Respondents suggested prioritizing these areas to address the most pressing issues first.
- **Ride-hailing and delivery services (60 mentions):** Respondents highlighted the need for improved loading and unloading zones that don't disrupt traffic flow.
- **Lighting and safety (48 mentions):** Ensuring that loading zones are well-lit and safe was a concern. Respondents flagged the importance of safety measures to protect both drivers and pedestrians.
- **Proximity to destinations (38 mentions):** The convenience of loading zones in relation to key destinations was a recurring theme. Respondents suggested strategically placing loading zones near commercial centres and busy streets.
- **Equitable access (32 mentions):** Equity in access to loading zones was an important consideration. Respondents suggested that the new policy should ensure fair access for all users, including small businesses and delivery drivers.

- **Parking turnover (22 mentions):** Encouraging high turnover in loading zones is seen as beneficial. Respondents believe that time limits and proper enforcement can help maintain availability for all users.
- **Parking regulations (20 mentions):** Clear and consistent parking regulations are important to respondents. Well-defined rules and effective communication were seen as necessary to ensure compliance and reduce confusion.
- **Permit systems (16 mentions):** Respondents discussed how a Regional Commercial Vehicle Loading Permit program could help manage demand and streamline access to loading zones.
- **Parking facilities (14 mentions):** Suggestions included improving existing parking facilities to better support loading needs, and ensuring adequate space for loading activities to occur off-street where possible.

Proposed Change #4: Provide more accessible on-street parking spaces in close proximity to shops, services, and key destinations across the City.

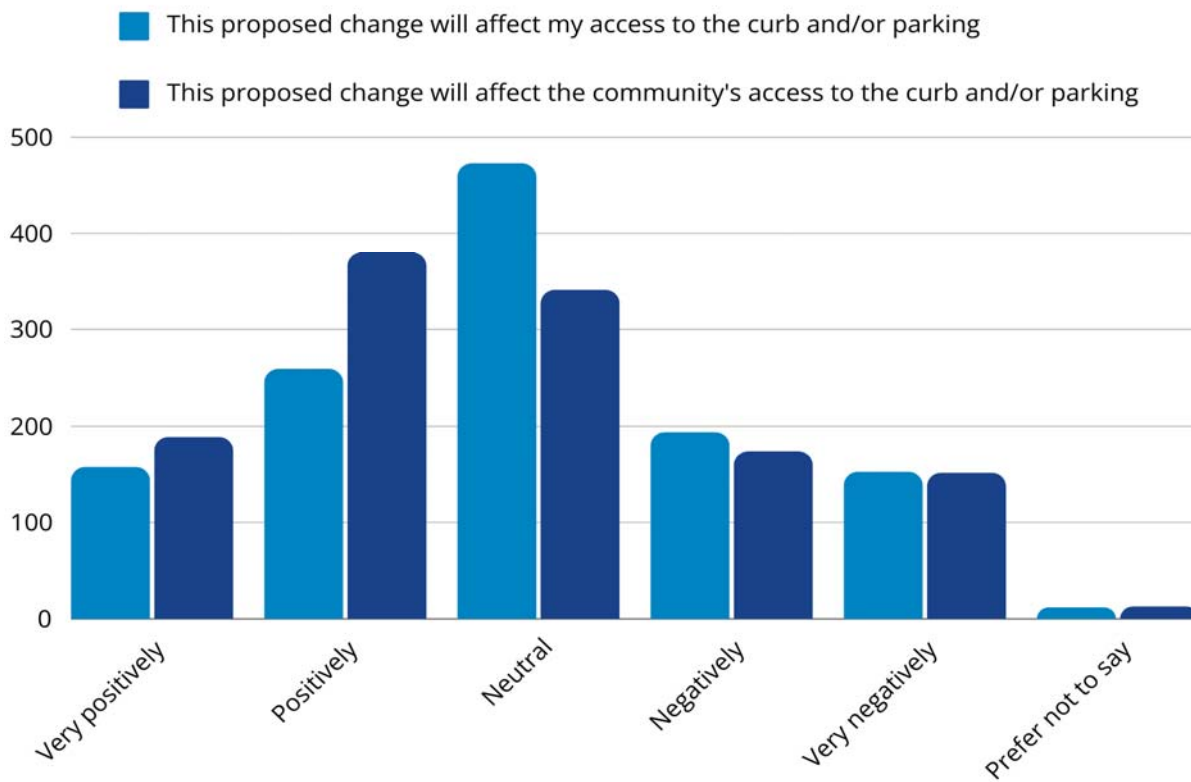
Why? Accessible on-street parking for people with disabilities is sporadic and occupied most of the time.

What will this look like? We would:

- Expand the supply of priority accessible parking spaces near commercial areas,
- Seek opportunities to increase the supply of barrier-free accessible parking spaces through development processes,
- Implement accessible pay parking where accessible parking spaces exist and are in high demand, and
- Develop an online parking map with all accessible public parking spaces in the City.

Q7. How would you rate this proposed change?

The proposed increase in accessible on-street parking spaces is generally viewed positively, especially in terms of community impact. While the majority of respondents remain neutral, positive responses outnumber negative ones for both personal and community access.



Q8. Are there specific areas in the community you feel should be prioritized to implement this change and/or do you have anything else to share?

Most responses were neutral, focusing on practical suggestions and observations about the proposed changes. Some respondents expressed concerns about potential negative impacts, particularly related to enforcement, affordability, and the equitable distribution of accessible parking spaces. Positive feedback included the benefits of improved accessibility, enhanced convenience, and support for local businesses. The responses have been summarized into the following high-level themes.

- **Accessible on-street parking (185 mentions):** Comments emphasized the need for more accessible on-street parking spaces. Respondents frequently mentioned that current accessible parking spots are insufficient and often occupied. There is a request for expanding the supply of accessible parking, especially near commercial areas and key destinations.
- **Parking enforcement (83 mentions):** This theme reflects concerns about the enforcement of parking regulations. Respondents mentioned issues with non-compliance, such as unauthorized vehicles occupying accessible parking spots. Improved enforcement measures are suggested to ensure that rules are followed for parking in accessible spaces.
- **Paid parking (71 mentions):** Comments about paid parking for accessible spaces included both support and opposition. Some respondents believed that implementing paid parking for accessible spaces could help manage demand, while others argued that it could create barriers for people with disabilities. There were suggestions for a balanced approach that considers affordability.
- **Barrier-free access (68 mentions):** Respondents emphasized the importance of barrier-free access to parking spaces. This includes ensuring that parking spots are not obstructed by physical barriers and are easily accessible for people with disabilities. Suggestions include better design and placement of accessible parking spots.
- **Equitable access (39 mentions):** Respondents requested a fair distribution of parking spaces, ensuring that people with disabilities have equal opportunities to park near their destinations.
- **Equity and affordability (31 mentions):** There was concern that paid parking could disproportionately impact those with limited financial resources. Respondents suggested that parking policies should consider equity and affordability to avoid creating additional burdens.
- **Parking facilities (29 mentions):** Feedback included suggestions for improving parking facilities, such as better signage, lighting, and maintenance. Respondents mentioned that

well-maintained and properly equipped parking facilities enhance the overall accessibility and usability of parking spaces.

- **Permit systems (26 mentions):** Respondents discussed the need for an effective permit system to manage accessible parking spaces. Suggestions include stricter eligibility criteria for permits and better enforcement to prevent misuse. There was also a call for a streamlined process for obtaining and renewing parking permits.

Proposed Change #5: Enable unique special-use parking to ensure a wide range of curb space needs are achieved.

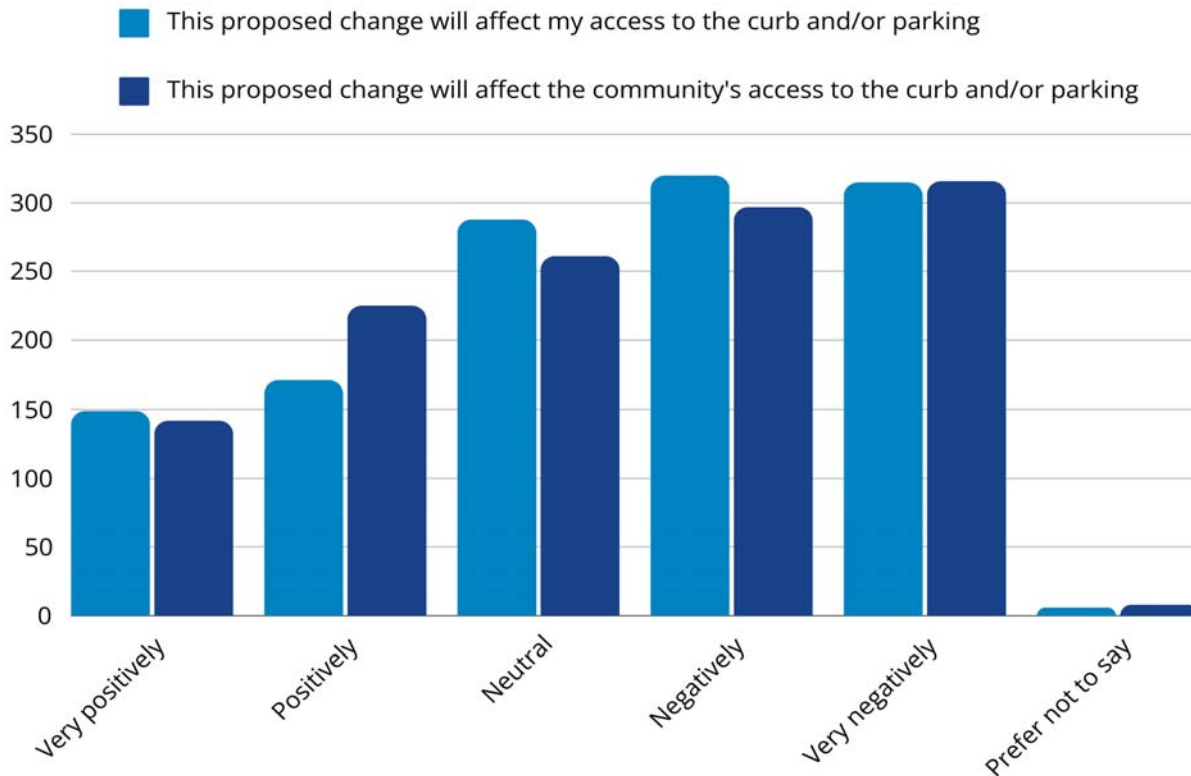
Why? This proposed change is focused on ensuring our curb access and parking policies reflect all the current and emerging changes in uses and demands.

What will this look like? We would:

- Dedicate spaces for car-share vehicles to pick-up and drop off customers,
- Provide more shuttle/tour bus parking,
- Maintain curb space for bike and micromobility device (e.g. e-scooters) parking where there isn't enough space on our sidewalks,
- Expand EV Charging hubs, and
- Continue to implement curb access and parking actions to support the City's Safe and Active School Travel Program.

Q9. How would you rate this proposed change?

The proposed change to enable unique special-use parking garnered mixed responses, with a significant number of respondents viewing it negatively, particularly in terms of personal access to the curb and parking. Neutral responses were also common. Overall, the community is divided, with negative perceptions outweighing positive ones, reflecting concerns about the impact on both personal and community access to parking.



Q10. Are there specific areas in the community you feel should be prioritized to implement this change and/or do you have anything else to share?

Most responses were neutral, focusing on practical suggestions and observations about the proposed changes. Some respondents expressed concerns about potential negative impacts, particularly related to parking availability, enforcement, and equitable access. There were notable apprehensions about how the changes might affect tourism and visitors, as well as the need for comprehensive parking facilities and regulations. Positive feedback highlighted the benefits of promoting alternative transportation, expanding EV charging hubs, and supporting local businesses.

- **Special-use parking (189 mentions):** Comments emphasized the need for designated parking spaces for specific uses, such as car-share vehicles, shuttle buses, and micromobility devices (e.g., e-scooters). Respondents supported the idea of allocating curb space for these purposes to accommodate various transportation modes and emerging demands.
- **EV parking and/or charging (154 mentions):** Respondents highlighted the importance of expanding electric vehicle (EV) charging infrastructure. There is a call for more EV charging hubs to support the growing number of electric vehicles and promote sustainable transportation options.
- **Parking availability (126 mentions):** Feedback indicated concerns about the overall availability of parking spaces. Respondents mentioned the need for sufficient parking to meet the diverse demands of residents, visitors, and businesses.
- **Alternative transportation (110 mentions):** This theme reflects support for promoting alternative transportation modes, such as biking and micromobility devices. Respondents suggest maintaining curb space for these modes where sidewalk space is limited, encouraging sustainable and active transportation options.
- **Tourism and visitors (49 mentions):** Comments emphasized the need for parking solutions that cater to tourists and visitors. Suggestions included providing more shuttle/tour bus parking and ensuring that curb access supports the tourism industry.
- **Equitable access (43 mentions):** Respondents requested a fair distribution of parking spaces that considers the needs of different users, including people with disabilities and low-income individuals.
- **High-demand areas (41 mentions):** Respondents identified specific high-demand areas where parking is particularly scarce along Lonsdale Avenue. Suggestions include prioritizing parking solutions in these areas to accommodate the high parking demand and improve accessibility.

- **Green infrastructure (35 mentions):** Comments highlighted the importance of integrating green infrastructure into parking solutions. Suggestions included incorporating environmentally friendly designs and practices to enhance sustainability.
- **Parking regulations and enforcement (22 mentions):** Feedback included concerns about the enforcement and effectiveness of parking regulations. Respondents suggested improving regulation and enforcement to ensure compliance and fair use of parking spaces.

Q11. Is there anything else that you'd like to share about accessing curb space and parking in the City that has not been asked about already?

Most responses focused on practical suggestions and observations about accessing curb space and parking in the City. Concerns were raised about parking availability, affordability, and equitable distribution, with particular emphasis on the impact of construction, the need for better enforcement of parking regulations, and the integration of green infrastructure. Positive feedback highlighted the benefits of promoting alternative transportation, expanding EV charging hubs, and supporting local businesses. The feedback reflects a mix of practical concerns and constructive suggestions aimed at improving parking and curb space accessibility in the City.

- **Parking availability (244 mentions):** Respondents expressed concerns about the general lack of available parking spaces. They highlighted difficulties in finding parking near key destinations and residential areas.
- **Equity and affordability (103 mentions):** Feedback focused on the need for parking solutions that are equitable and affordable for all community members. Respondents expressed concerns about the cost of parking and the need for policies that consider the financial constraints of residents.
- **Paid parking (99 mentions):** Comments about paid parking include both support and opposition. Some respondents support paid parking as a way to manage demand and generate revenue, while others are concerned about the financial burden it places on users.
- **Green infrastructure (90 mentions):** Respondents highlighted the importance of integrating green infrastructure into parking solutions. Suggestions include environmentally friendly designs and practices to enhance sustainability.
- **High-demand areas (76 mentions):** Feedback indicates that certain areas in the City experience high demand for parking. Respondents identified specific locations where additional parking capacity is needed to accommodate the demand.
- **Alternative transportation (72 mentions):** This theme reflects support for promoting alternative transportation modes, such as biking, transit, and micromobility devices. Respondents suggested maintaining curb space for these modes to encourage sustainable transportation options.

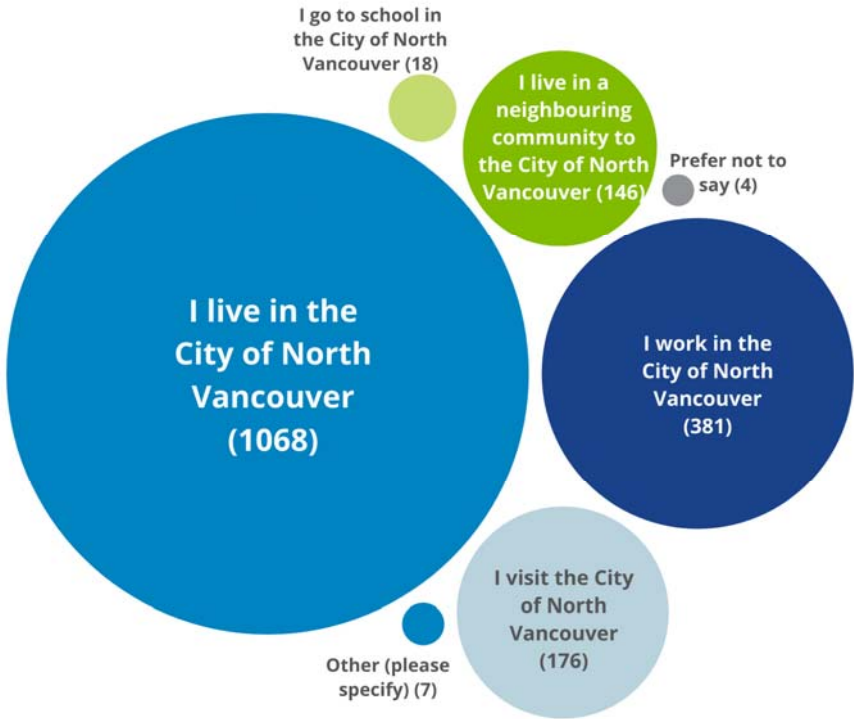
- **Construction impacts (56 mentions):** Comments emphasized the impact of construction projects on parking availability. Respondents noted that construction often reduces the number of available parking spaces and creates additional challenges.
- **Parking enforcement (53 mentions):** Participants shared concerns about the enforcement of parking regulations and mentioned issues with non-compliance and suggested stricter enforcement measures.
- **Parking regulations (45 mentions):** Feedback included concerns about the effectiveness and fairness of current parking regulations. Respondents requested clearer and more consistent regulations to manage parking demand.
- **Equitable access (31 mentions):** Comments highlighted the need for equitable access to parking for all community members. Participants flagged a need for fair distribution of parking spaces that considers the needs of different users, including people with disabilities and low-income individuals.
- **Resident & Visitor Parking Policy (24 mentions):** This theme includes suggestions for policies that balance the needs of residents and visitors. Respondents called for clear and fair policies to manage parking demand effectively.
- **Local businesses (23 mentions):** Feedback emphasizes the need for parking solutions that support local businesses and considers the needs of business owners and their customers.
- **Special-use parking (21 mentions):** Comments emphasized the need for designated parking spaces for specific uses, such as car-share vehicles, shuttle buses, and micromobility devices. Respondents supported allocating curb space for these purposes to accommodate various transportation modes.
- **Maintenance and upkeep (20 mentions):** Respondents highlighted the importance of maintaining parking facilities. Suggestions included regular maintenance, cleanliness, and addressing any physical damages to enhance the overall parking experience.
- **Resident parking permits (18 mentions):** Feedback included suggestions for improving the resident parking permit system with more efficient processes and stricter eligibility criteria to prevent misuse.
- **Accessible on-street parking (15 mentions):** Similar to previous themes, this theme emphasized the need for accessible on-street parking spaces for people with disabilities. Respondents supported expanding the supply of accessible parking to improve access.
- **Lighting and safety (14 mentions):** Comments emphasized the importance of adequate lighting and safety measures in parking areas and suggested improving lighting and implementing safety features to enhance security.

- **Commercial loading zones (13 mentions):** Respondents highlighted the need for designated commercial loading zones. Suggestions included allocating specific areas for loading and unloading to improve efficiency and reduce congestion.
- **Traffic congestion (13 mentions):** Feedback included concerns about traffic congestion related to parking. Respondents suggested that effective parking management can help reduce congestion and improve traffic flow.
- **Parking facilities (13 mentions):** Comments suggested improving parking facilities, such as providing better signage, lighting, and maintenance to enhance the overall parking experience.
- **Public awareness and education (12 mentions):** This theme reflects the need for public awareness and education about parking policies and regulations. Respondents suggested that increased awareness can help improve compliance and understanding.

Demographic and location information

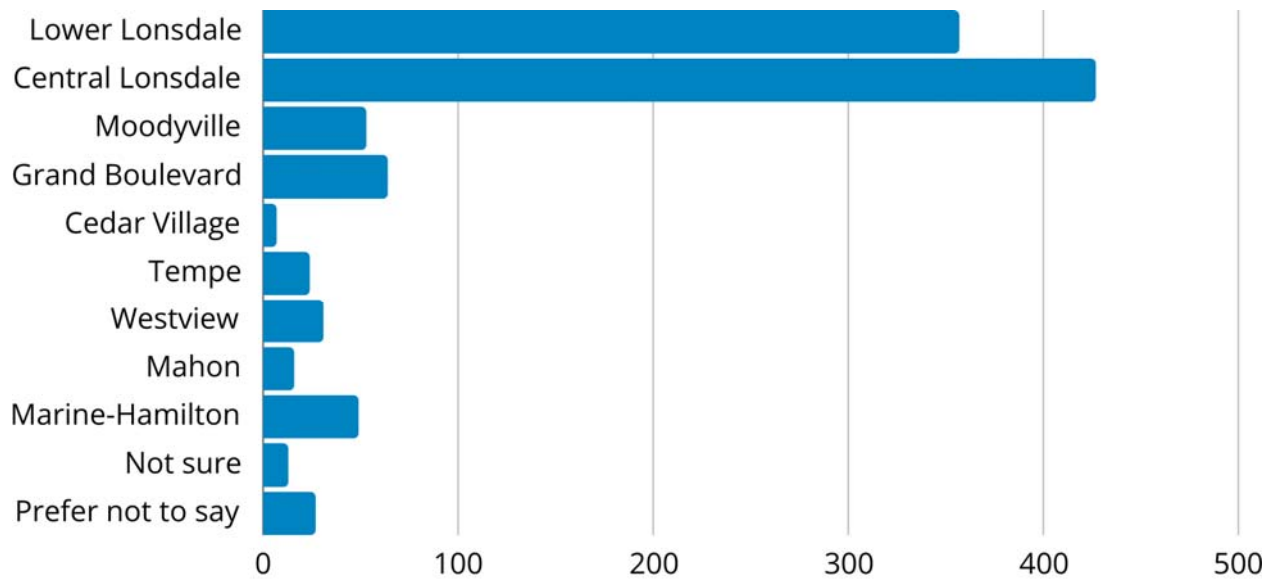
Q12. What is your relationship to the City of North Vancouver? Participants were allowed to select more than one option.

The majority of respondents, 80%, live in the City of North Vancouver, while 27% work in the City. Additionally, 13% visit the City, and 11% live in neighbouring communities. A small percentage, 1%, attend school in the City, with 0.3% preferring not to say and 0.5% identifying another relationship. This indicates strong local engagement, particularly from residents and workers.



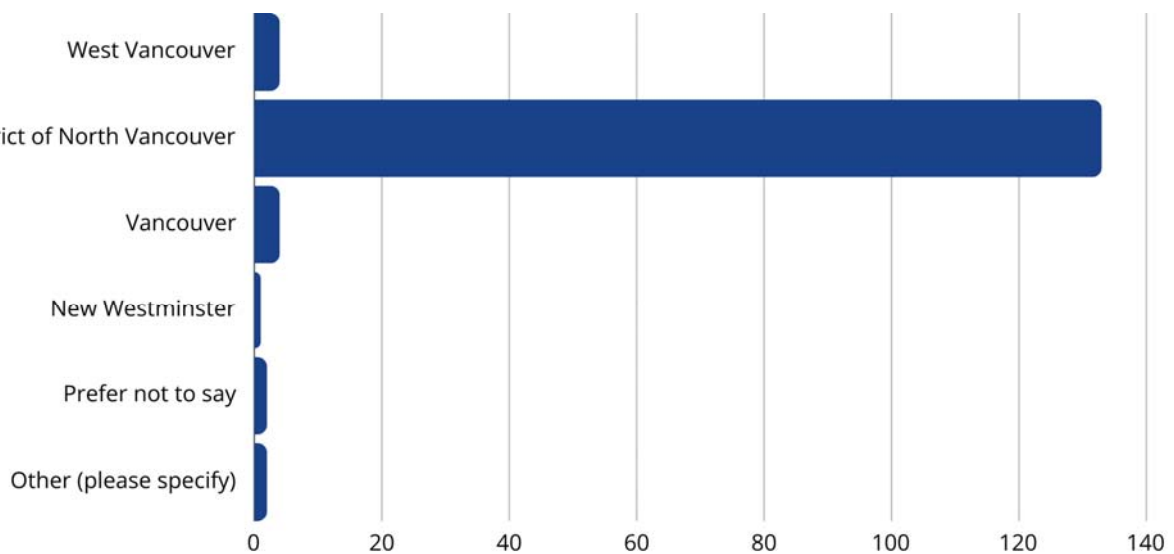
Q13. If you live in the City, which neighbourhood do you live in?

The largest group of respondents, 42%, live in Central Lonsdale, followed by 35% in Lower Lonsdale. Several neighbourhoods account for 3-6% of respondents (Grand Boulevard, Moodyville, Marine-Hamilton, and Westview). A small portion, 1%, are unsure of their neighbourhood. Central and Lower Lonsdale are the most represented neighbourhoods among respondents. All neighbourhoods were within 4 percentage points of population representation (according to the 2021 Census) barring Central Lonsdale, which accounts for 30% of the population, meaning this neighbourhood was over-represented in this survey.



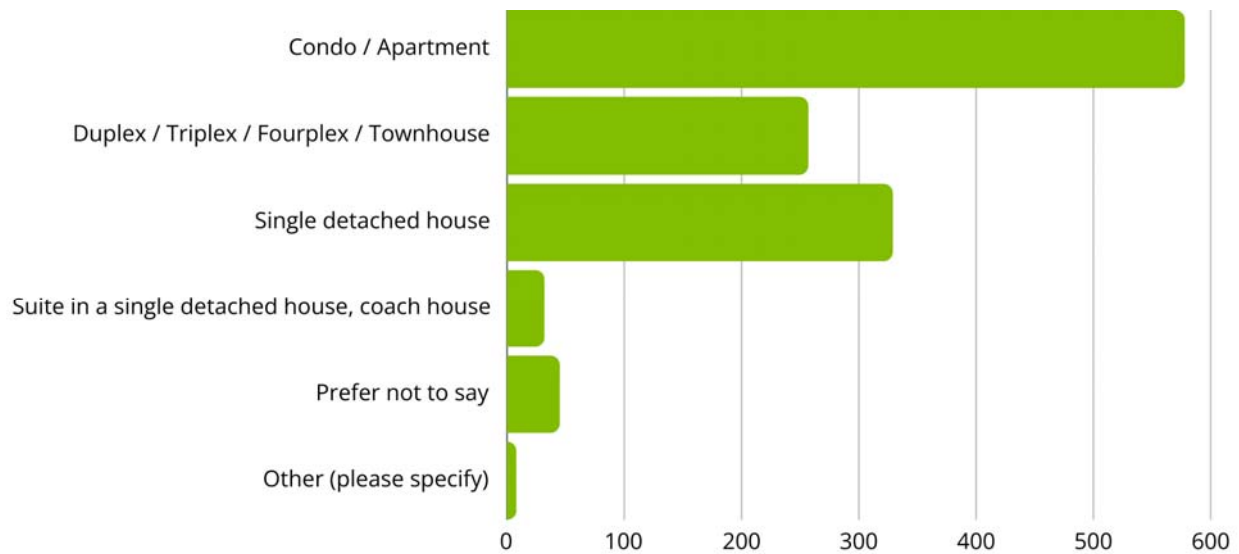
Q14. If you live in a neighbouring community, which community do you live in?

Responses show that 86% of non-resident respondents reside in the District of North Vancouver. Smaller percentages live in West Vancouver and Vancouver, each with 3% of respondents. Only 1% live in New Westminister and 1% chose other.



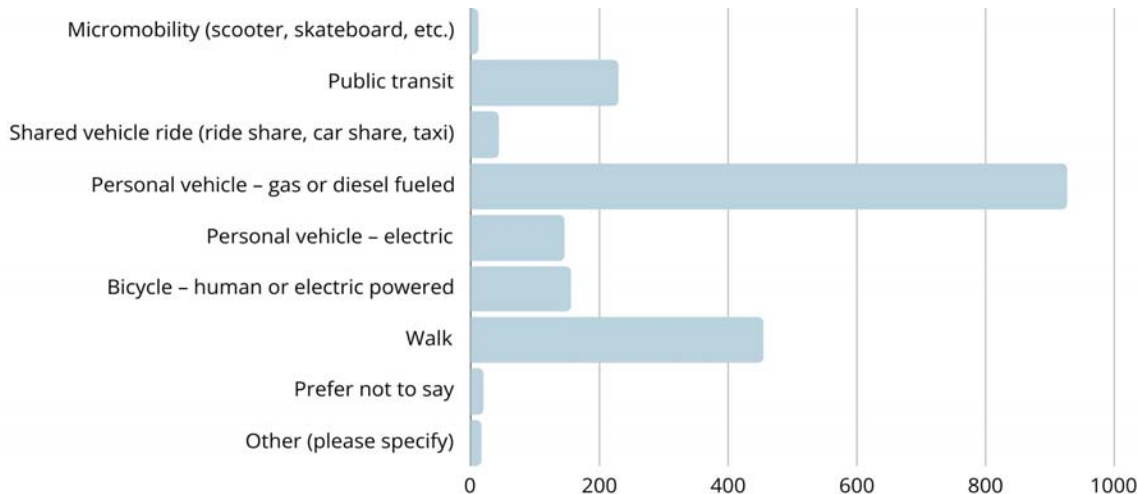
Q15. What best describes the type of home you live in? Whether you own, rent, or live with someone.

52% of respondents live in a condo or apartment, making it the most common type of housing. Those living in a single detached house represent 30% of respondents, while 23% reside in a duplex, triplex, fourplex, or townhouse. A smaller portion, 3%, live in a suite within a single detached house or a coach house.



Q16. What is your primary mode of transport? Please select the two most frequent.

The most common mode of transport among respondents was a personal vehicle, with 82% using gas or diesel-fueled vehicles and 13% using electric vehicles. Walking is the second most frequent mode, chosen by 40% of respondents. Public transit is used by 20%, while 14% rely on bicycles. A smaller percentage, 4%, use shared vehicle rides, and 1% use micromobility options (e.g. e-scooters).

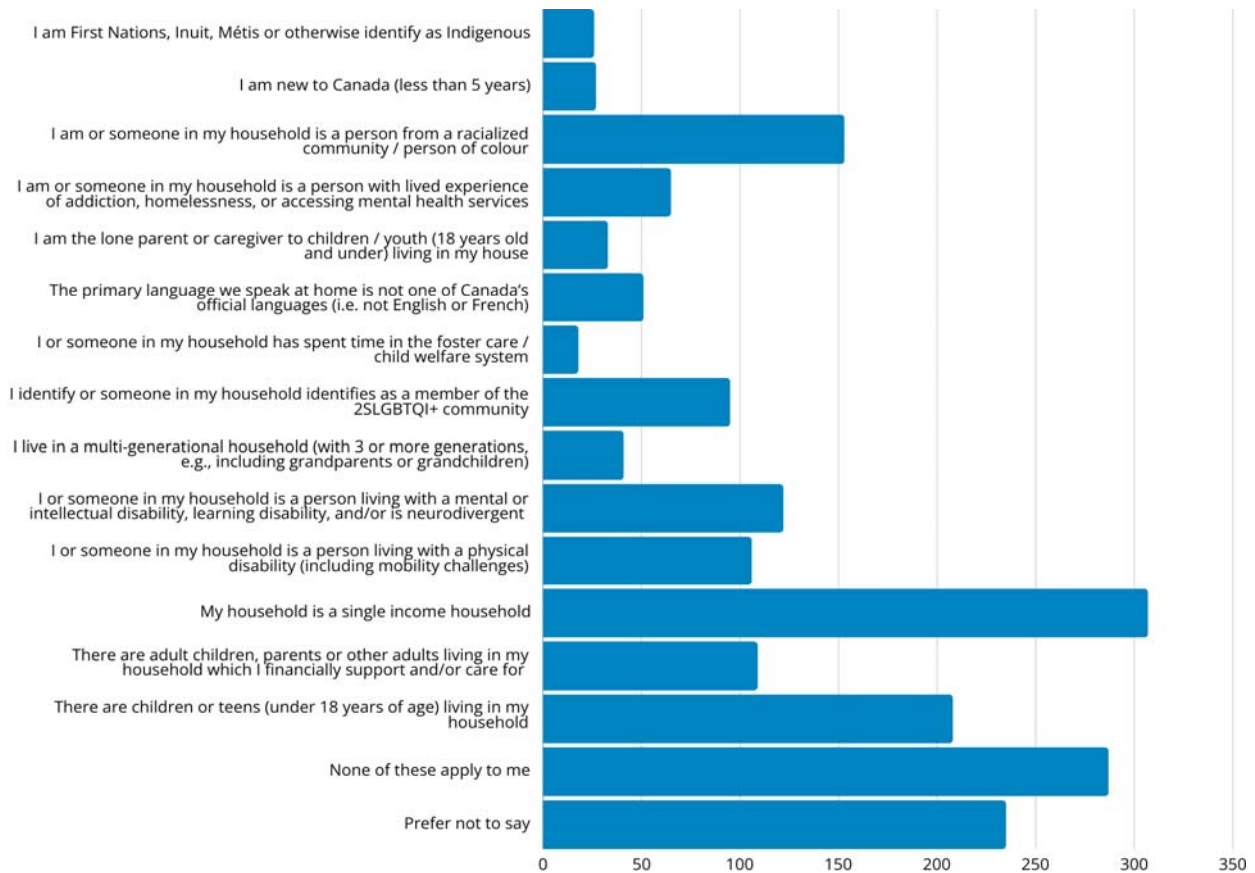


Note that respondents were asked to choose their two most frequently used modes of transportation. As a result, values do not add up to 100%.

Q17. The following is optional, but helps us understand if we have heard from a variety of voices in the community. Please place a checkmark next to the descriptions that you identify with. *Participants were allowed to select more than one option.*

A significant portion of respondents, 24%, live in single-income households, and 16% have children or teens under 18 years of age in their homes. Additionally, 12% are from a racialized community or identify as a person of colour, and 9% live in households with someone experiencing a mental or intellectual disability, while 8% are in households with someone living with a physical disability. 9% of respondents identify as members of the 2SLGBTQI+ community, and 7% live in multigenerational homes.

Smaller percentages identify with other categories, such as 2% being new to Canada, 2% identifying as Indigenous, and 4% having a primary language at home that is not English or French. These findings highlight the diversity within the community.



Appendix 2: Event Engagement Summary

Event (and attendees)	Summary Notes
Integrated Transportation Committee (9 ppl)	<ul style="list-style-type: none"> • Interest in dynamic pricing, and adjusting price to meet desired occupancy objectives for pay parking and permit areas.
Advisory Planning Commission (9 ppl)	<ul style="list-style-type: none"> • Encouragement for staff to do as much outreach as possible with businesses. • One member is concerned about decreased off-street parking requirements, which is increasing on-street demand in Lower Lonsdale east.
Social Planning Advisory Committee (9 ppl)	<ul style="list-style-type: none"> • Most people are able to see parking demand issues in Central and Lower Lonsdale. • Members felt they could able explain the Proposed Policy Changes to others (e.g., neighbours, friends).
North Shore Advisory Committee on Disability Issues (14 ppl)	<ul style="list-style-type: none"> • Interest in a graduated rate for pay parking, to incentivize short-term stays. • Interest in more enforcement of accessible parking spaces (specific frustration with food delivery drivers) • Interest in improving sightlines at various intersections, particularly N/S streets on slopes (e.g., St Georges @ 12th mentioned) through parking restrictions. • Encourage staff to be aware of community members with fixed incomes – pay parking costs a potential concern. • Understand objectives of improving reliability.
Urban Development Institute Liaison Committee Meeting (12 ppl)	<ul style="list-style-type: none"> • Interested in off-street parking requirements. • Observation from a few developers that off-street underground lot utilization continues to be at ~70%, similar to MV apartment study from 2014 (and also similar to CNV observations from 2021/22).
Lower Lonsdale BIA Executive Board Meeting (18 ppl)	<ul style="list-style-type: none"> • Understands value of improving parking reliability. • Interest in improved management/enforcement of short-term loading zones to increase turnover.
Waterfront Stakeholders Meeting (10 ppl)	<ul style="list-style-type: none"> • Interest in more tour bus parking zones in Shipyards area.
TransLink Last Mile Urban Freight Task Force (8 ppl)	<ul style="list-style-type: none"> • CoV uncertain on ability to influence double-parking through provision of more short-term loading zones. • Determining initial steps of regional commercial parking decal (since UBCM program stopped in 2019).
Peer Agencies and Partners workshop (14 ppl)	<ul style="list-style-type: none"> • Proposed policy changes aligns with direction of Metro Vancouver & TransLink's Regional Parking Strategy development. • CNV proposed parking policy tracks similarly to what other municipalities have undertaken (or are planning to do). • Coquitlam has moved away from "resident permit only" permits, similar to what is proposed by CNV staff.

	<ul style="list-style-type: none"> • North Vancouver Recreation & Culture is interested in improved intersection safety near Centennial Theatre – substantial amount of pedestrians crossing the street in an unsafe manner. • Neighbouring municipalities support implementation of pay parking in high-demand areas.
Businesses & Community Orgs workshop (15 ppl)	<ul style="list-style-type: none"> • North Shore Chamber – support for improving reliability on finding a place to park. • Support for more accessible parking spaces in Central Lonsdale. • Improved daylighting of intersection sightlines. • Suggestion to align one-way car-share policies with Vancouver / Burnaby for stops in pay parking zones. • Interest in expanding EV charging – they are transitioning their fleet. • Lack of support of Central Lonsdale parklets
Residents workshop (9 ppl)	<ul style="list-style-type: none"> • No major opposition to pay parking. • Support for RVPP changes, this requires ongoing conversation – some folks were concerned about proposed changes, and then after discussion, there was understanding and support. • Lack of support of Central Lonsdale parklets
CNV Seniors Action Table (9 ppl)	<ul style="list-style-type: none"> • Support for more accessible parking • Interest in more enforcement of loading zones (re HandyDart) and accessible parking stalls. • Interest in improved sightlines, particularly on north-south streets. • Encourage staff to be aware of seniors on fixed incomes – pay parking costs a potential concern. • Understand objectives of improving reliability.
Newcomers Workshop (Impact NS) (5 ppl)	<ul style="list-style-type: none"> • Interest in real-time parking map that shows on-/off-street availability, so people know where there is availability to park. Also a map of different parking time limits around the City. • Recognition that cost of parking can be a barrier to programs delivered in Central and Lower Lonsdale. • A lot of people forgo a trip altogether if at John Braithwaite CC because of lack of free parking.
Central Lonsdale BIA Society Meeting (2 ppl)	<ul style="list-style-type: none"> • Need to think about parking solutions as more people and jobs come to the North Shore. • Interest in Central Lonsdale parklets being removed/relocated. • Interest in seeing more off-street parking supply come online, while managing on-street supply as best possible.
Vancouver Coastal Health / Lions Gate Hospital Meetings (2 ppl)	<ul style="list-style-type: none"> • Many staff drive to get to work. Insufficient on-street parking for everyone at LGH. Request to relax time restrictions in neighbourhoods for more employees to use area to park.

City of North Vancouver Resident and Visitor Parking Policy



Updated May 2013
Approved by Council June 10, 2013

RESIDENT AND VISITOR PARKING POLICY

Updated May 2013

Approved by Council June 10, 2013

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1. OVERVIEW AND CONTEXT

The Resident Parking Policy outlines the application and implementation of a resident parking system on a more uniform basis throughout the City and optimises the use of on-street parking by residents and non-residents.

The City of North Vancouver has a limited supply of on-street parking; therefore appropriate management of existing resources is essential for achieving a sustainable community with an efficient transportation system as envisioned in the Official Community Plan and the City's Long-term Transportation Plan. The purpose of the Resident Parking Policy is to reduce external parking pressure on residential streets outside commercial area and help residents with insufficient off-street parking provisions to meet their parking needs.

2. RESIDENT PARKING ZONES

The City's Resident Parking Program includes two types of designated resident parking zones, Resident Exempt (RE) and Resident Parking Only (RPO). Residents located outside of Zone A (Appendix A) may apply to receive an RE or RPO parking designation on their block subject to adherence to the criteria outlined in Sections 3. Applications will be accepted provided that applicants can demonstrate that they reside at a civic address on the block for which they are applying to receive RE or RPO parking designation.

2.1. Resident Exempt (RE) parking designation

Allows residents whose civic address is on a block that has the RE designation to obtain a permit to park within the RE zone and be exempt from the existing parking time restrictions for up to 72 hours. Non-residents are permitted to park within the RE zone in accordance with the posted time restrictions.

2.2. Resident Permit Only (RPO) parking designation

Allows residents whose civic address is on a block that has the RPO designation to obtain a permit to park within the RPO zone for up to 72 hours. Non-residents are not permitted to park within the RPO zone at any times.

3. CRITERIA FOR GRANTING RESIDENT PARKING ZONE DESIGNATION

RE or RPO designated parking zones for a particular block will be granted if all of the criteria outlined points 3.1, 3.2 & 3.3 are met.

3.1. Completed & submitted petition in favour of Resident Parking Zone Designation.

A new zone request must be supported by a petition signed in favour of the RE or RPO designation by at least 67% of all of the residences from both sides of the block seeking exemption. A petition can only contain one signature from each residence on the block.

If the block has a mix of residential buildings with and without sufficient off-street parking provisions, all residents on the block are permitted to participate in the petition process and they will be counted towards achieving 67% support from all residences; However only residents of

buildings with insufficient off-street parking will qualify for the appropriate parking permit for the block that is successful in obtaining a resident parking designation.

The Engineering Department will proceed with an investigation of the parking conditions on the block in question only after receiving a petition (see Appendix B) that fulfills the required support from the residents of the block.

3.2. A shortfall of parking on a block is demonstrated.

A shortfall is deemed to exist if more than 75% (for RE) or 85% (for RPO) of on-street parking spaces are occupied during the weekday, and 50% or more of the parked vehicles belong to non-residents. A survey/ investigation of on-street parking will be undertaken by City staff following the submission of a neighbourhood petition.

3.3. Insufficient off-street parking for a block is demonstrated.

If the total number of off-street parking spaces for a block is less than the required number of spaces based on the Zoning requirements, then the block is deemed to have insufficient off-street parking and would qualify for the resident parking designation.

4. SPECIAL CONDITIONS

4.1. Corner Lots

Residents of corner lots are permitted to participate in the petition process for blocks adjoining their civic address however will have to meet the applicable criteria to apply for a permit if the petition is approved.

4.2. Mixed Use Areas

In a mixed use area, residents are required to petition at least 67% (see Appendix B) of residences on the block. Along with this, businesses on the block must be notified in writing about the intent to change the parking provisions on the block (proof must be shown to City staff upon application). It should be noted that RE or RPO designation will not be installed adjacent to ground level commercial occupancies.

5. REMOVAL OF AN EXISTING RESIDENT PARKING ZONE

Residents living within an existing RE or RPO zones may apply to remove the zone or to reduce the length of the zone to 50% or less on the block. A request must be supported by a petition signed in favour by at least 67% (see Appendix B) of all of the residences from both sides of the block seeking the zone change. A petition may contain a maximum of one signature from each residence on the block.

6. RESIDENT PARKING PERMITS

The Resident Parking Permit allows residents that have an RE or RPO designation on their block to purchase a permit to park on their block and be exempt from the existing parking restrictions for up to 72-hours. Permit applicants must meet the criteria outlined in Appendix C to obtain a relevant permit. Permit holders are required to comply with all *Street & Traffic Bylaw* and *Motor Vehicle Act* parking provisions.

Residents of buildings consisting of 3 or more units with sufficient off-street parking are excluded from receiving resident parking permits. Sufficient off-street parking is assumed when a building has off-street parking provision equal to or higher than the number of parking spaces required by the *Zoning Bylaw* or if parking allowances/ variances have been granted by the City.

6.1. Oversized vehicles

Residents that have vehicles with a Gross Vehicle Weight (GVW) of more than 4500 kilograms, or an overall length (including trailer) exceeding 6.1 metres do not qualify for the RE or the RPO permit.

6.2. Corner lots

RE or RPO parking privileges are available to the residents of corner properties where the designation is assigned to the block that the civic residence fronts. If parking is prohibited on the block that the civic residence fronts, the adjacent street may be considered for parking if supported by the City Engineer.

6.3. Heritage Buildings

Residents of a heritage building located within Zone A (Appendix A), and contain less off-street parking than what the *Zoning Bylaw* specifies, are eligible for an RE parking permit on a specific block that contains RE regulatory signage.

Residents that reside in a heritage building located outside of Zone A (see Appendix A) must adhere to the relevant criteria for the RE or RPO permit and designation outlined in Section 3.

7. VISITOR PARKING PERMITS

A variety of Visitor Parking Permits are available to visitors of CNV residents. The visitor permits allow residents that have an RE or RPO designation on their block to purchase the relevant permit for their visitor to park on their block. Permit applicants must meet the criteria outlined in Appendix C to obtain the relevant permit. Permit holders are required to comply with all *Street & Traffic Bylaw* and *Motor Vehicle Act* parking provisions.

7.1. Annual Visitor Permit

This enables City of North Vancouver residents to purchase an annual permit for one visitor of their choice. The visitor will be able to park within any Resident Exempt RE or RPO parking zones on the block of their residence and be exempt from the parking restrictions. Maximum

one permit can be issued per household and approval is subject to the criteria outlined in Appendix C.

7.2. Temporary Visitor Permits

7.2.1. Contractors & Out-of-Town Guests

This permit enables residents of the City of North Vancouver that reside in an RE or RPO zone to purchase a permit allowing contractors and out of town guests to use on-street parking on their block. Approval is subject to the criteria outlined in Appendix C.

7.3. Medical Needs Permit

This permit enables residents of the City of North Vancouver that reside in an RE or RPO zone to purchase a permit allowing at-home medical assistance personnel to use on-street parking on their block. Approval is subject to the criteria outlined in Appendix C.

8. PERMIT COST

The fee structure for each permit is outline in the table below:

Category	Fee	Validity
Annual Resident Exempt	\$25/ year	January 1 st – December 31 st
Half-Year Resident Exempt	\$12.50	September 1 st – December 31 st
Annual Resident Permit Only	\$50/ year	January 1 st – December 31 st
Half-Year Resident Permit Only	\$25	September 1 st – December 31 st
Annual Visitor Permit	\$50/ year	January 1 st – December 31 st
Temporary Visitor Permit	\$10/week	Monday - Sunday
Medical Needs Permit	\$25/year	January 1 st – December 31 st
Out-of-Town Guest Permit	\$10/week	Monday - Sunday

9. EXCEPTIONS

The City Engineer may consider hearing from anyone who feels they are, or could be, legitimately aggrieved by the decision regarding exemption. If a block under consideration for a RE or RPO designation fails to meet the requirements, the City Engineer may authorize the designation under special circumstances. The City Engineer may reject or revoke any designation or permit within any block if it is contrary to this policy or if he considers it to be contrary to public interest.

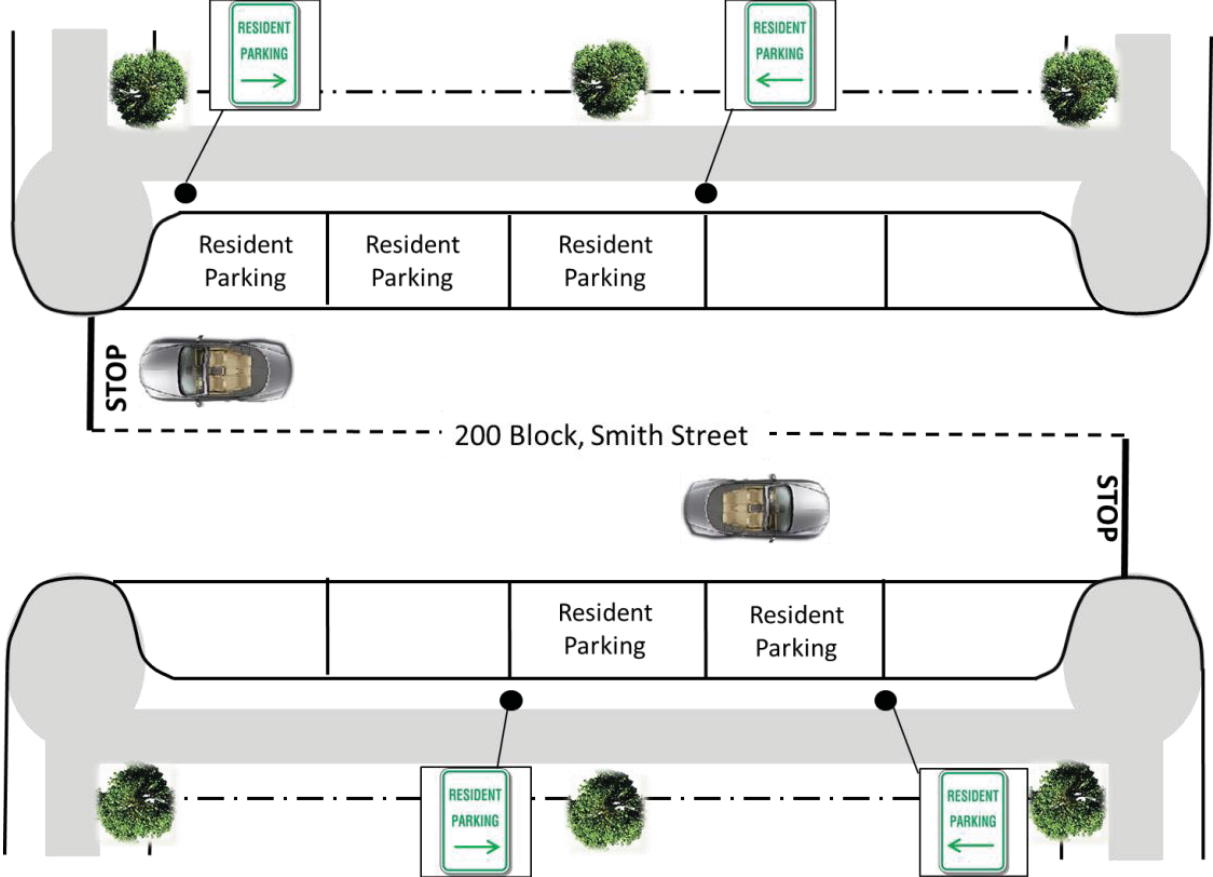
10. IMPLEMENTATION

All approved RE and RPO parking will result in regulatory signage being installed or modified along the identified block so that all road users can clearly identify what parking is available.

Signage will reserve at least 50% of the parking for the residents of the block in question on both sides of the block (with the exception of Mixed-Use areas). More than 50% may be considered for RE parking designation in extreme cases when a block is affected by severe parking pressures, as determined by the City Engineer. The remainder of the block’s parking restrictions will be determined to the satisfaction of the City Engineer.

Once approved, permit holders may park anywhere within their respective parking zone on their block for up to 72-hours, in addition to the areas with unrestricted parking.

The figure below is an example of how the on-street parking designation could be implemented.



Appendix A – Zone A



Appendix C – Criteria for Granting Permits

Permit for	Required Documentation	Validity
Resident Exempt (RE)	<ul style="list-style-type: none"> • Two pieces of the resident's ID showing their address is in the permit zone • Vehicle registration (must include the licence plate information and address) <p>Note: If the resident is not the owner of the vehicle, they must be listed as the primary driver.</p>	<ul style="list-style-type: none"> • Valid for residents that reside at a civic address that is within an RE zone • Valid for the respective calendar year specified upon applying. • Renewable upon receiving renewal notice letter from the City • Not Transferable • Licence Plates and Decal must be clearly visible to enforcement officers at all times
Resident Permit Only (RPO)	<ul style="list-style-type: none"> • Two pieces of the resident's ID showing their address is in the permit zone • Vehicle registration (must include the licence plate information and address) <p>Note: If the resident is not the owner of the vehicle, they must be listed as the primary driver.</p>	<ul style="list-style-type: none"> • Valid for residents that reside at a civic address that is within an RPO zone • Valid for the respective calendar year specified upon applying. • Renewable upon receiving renewal notice letter from the City • Not Transferable • Licence Plates and Decal must be clearly visible to enforcement officers at all times
Annual Visitor	<ul style="list-style-type: none"> • Two pieces of the resident's ID showing their address is in the permit zone • Visitor's drivers licence • Valid vehicle registration documents <p>Note: If the visitor is not the owner of the vehicle, they must be listed as the primary driver.</p>	<ul style="list-style-type: none"> • Valid for visitors that frequent residents that reside at a civic address that is within an RE or RPO zone • Valid for the respective calendar year specified upon applying. • Maximum 1 permit per address at any one time • Not Transferable • Renewable upon receiving renewal notice letter from the City • Licence Plates and Decal must be clearly visible to enforcement officers at all times

Permit for	Required Documentation	Validity
Temporary Visitor (i.e. Contractors)	<ul style="list-style-type: none"> • Company Name • Company Vehicle License Plate Number • Valid Vehicle insurance • Address of work being done • Two piece of the resident's ID showing that their address is located within a permit zone • Documentation showing the work being done: Business name & licence, work order, or building permit must be shown to the City as evidence 	<ul style="list-style-type: none"> • Valid for up to 4-weeks • Maximum 1 transferrable temporary pass per address at any one time (between vehicles from the same contracting company). • Renewable • Residential work only • Valid from 7:00am to 8:00pm Monday to Friday and 8am to 6pm Saturdays. • Permit must be clearly visible to enforcement officers at all times
Medical Needs	<ul style="list-style-type: none"> • Homecare provider's vehicle registration • Two pieces of the resident's ID showing their address is in the permit zone • A letter from a medical practitioner stating the need for homecare services 	<ul style="list-style-type: none"> • Duration of the visit, or the Annual Permit if ongoing (renewable) • Maximum 1 transferrable temporary permit per residence at any one time (between vehicles from the same company). • Permit must be clearly visible to enforcement officers at all times
Out of town Guest (areas located outside of the Greater Vancouver Regional District)	<ul style="list-style-type: none"> • Visitor's vehicle registration (must include the licence plate information and address) • Two pieces of the host's ID showing their address is in the permit zone 	<ul style="list-style-type: none"> • Duration of the visit (no more than 4 weeks) • Permit must be clearly visible to enforcement officers at all times • Not transferable or renewable • Maximum of one per residence at one time



POLICY

Policy Name	Resident and Visitor Parking Policy		
Policy Number	TBD	Previous Policy Number	N/A
Effective Date	TBD		
Approved By	City Council		

PURPOSE

The purpose of this policy is to outline City of North Vancouver's ("CNV") Resident and Visitor Parking Policy ("RVPP").

CNV has a limited supply of on-street parking. Management of curb space is necessary to ensure availability exists, and that off-street parking spaces are being used, creating space on-street for those who do not have access to off-street parking.

This policy will make it easier for residents to find parking near their homes, where on-street parking is in high demand. It is also expected to increase the use of off-street parking supply where it exists (i.e., garages, carports, driveways).

SCOPE

The RVPP outlines the application and implementation of a resident permit parking system throughout the City.

Current Resident Permit Parking Areas can be found on the City's website. Permit rates, and permit rate adjustment structure are found in Schedule H of the Fees and Charges Bylaw, 2024, No. 9000 and are also posted on the City's permit parking webpage.

POLICY

The RVPP supports changes laid out within the Curb Access and Parking Plan is intended to support and build upon transportation related objectives and policies in the City's Official Community Plan (2014), the City's Mobility Strategy (2022), and directly aligns with Council's 2022-2026 Strategic Plan to "Develop and implement the City's parking policies and practices to support the effective use of curbside space."

1. RESIDENT PERMIT PARKING AREAS

Residents who live at a civic address within a parking permit area can obtain a permit to park within the area and be exempt from parking time restrictions for up to 72 hours as per section 505 of the Street & Traffic Bylaw, and exempt from payment in a 'pay parking except with permit' space. Vehicles without permits can park in a 'time-limited except with permit' space in accordance with the posted time restrictions.

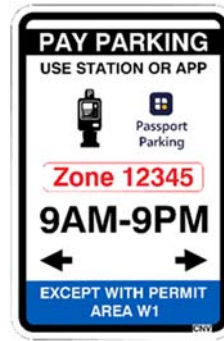
Applications will be accepted provided that applicants:

- Provide proof that they reside at a civic address in the resident permit parking area for which they are applying to receive a permit.
- Are in good standing with CNV bylaw enforcement, with no outstanding unpaid tickets.

Resident permit parking areas include two types of signage:



Time-limited parking except with permit



Pay parking except with permit

2. CREATING RESIDENT PERMIT PARKING AREAS

There are two streams for the installation of resident permit parking areas: permit areas initiated by the City, and permit areas requested by residents.

2.1 Resident Permit Parking Installation – Initiated by the City

Staff undertake occupancy assessments across the city at various times of day and days of the week to determine peak occupancy. Frequency of occupancy assessments are outlined in the Curb Access and Parking Plan (2024).

If peak occupancy consistently exceeds 85%, resident permit parking will be installed on a block. The City will notify each household on the block of changes being made to on-street parking regulations. Residents may buy a parking permit after receiving notification and regulations will be enforced once signage is installed. The block will be added to an existing neighbourhood permit area.

2.2 Resident Permit Parking Installation – Requested by Residents

Step 1: Submit your request

To request permit parking on your block, you will need to send an email to cityparking@cnv.org with:

- The street name and block number that you are requesting for review (i.e. 200 Block E 4th); and
- Your name, address, email, and daytime phone number

Your request will be placed in a queue and processed in the order requests are made. Staff will provide a response regarding estimated wait times for assessment.

Step 2: Occupancy Assessment

Staff will undertake occupancy assessments at several times of day and days of the week to determine peak occupancy.

If peak occupancy exceeds 85%, resident permit parking is warranted as a solution to make it easier for residents to find parking near their homes.

If observed occupancy is less than 85%, permit parking will not be installed. A block can request another occupancy assessment 1 year following the previous request.

Step 3: Permit Parking Installation

Once we have approved the request, the City will notify each household on the block of changes being made to on-street parking regulations and signs will be installed. The installation of signs is not immediate and installation varies depending on season. Residents may buy a parking permit after receiving notification and regulations will be enforced once signage is installed. The block will be added to an existing neighbourhood permit area.

3. REDUCING OR REMOVING A RESIDENT PERMIT PARKING AREA

There are two streams for the reduction or removal of resident permit parking areas.

3.1 Resident Permit Parking Reduction or Removal – Initiated by the City

Staff undertake occupancy assessments across the city at various times of day and days of the week to determine peak occupancy. Frequency of occupancy assessments are outlined in the Curb Access and Parking Plan (2024).

If peak occupancy is below 60%, resident permit parking will be reduced or removed on a block. The City will notify each household on the block of changes being made to on-street parking regulations.

3.2 Resident Permit Parking Reduction or Removal – Requested by Residents

Step 1: Submit your request

To request removal of permit parking on your block, you will need to send an email to cityparking@cnv.org with:

- The street name and block number that you are requesting for review (i.e., 200 Block E 4th St); and
- Your name, address, email, and daytime phone number

Your request will be placed in a queue and processed in the order requests are made. Staff will provide a response regarding estimated wait times for assessment.

Step 2: Occupancy Assessment

Staff will undertake occupancy assessments at several times of day, and days of the week to determine peak occupancy.

If observed occupancy is greater than 60%, permit parking will not be removed. A block can request another occupancy assessment 1 year following the previous request.

Step 3: Permit Parking Reduction or Removal

If peak occupancy is below 60%, resident permit parking will be reduced or removed on a block. The City will notify each household on the block of changes being made to on-street parking regulations.

4. RESIDENT PARKING PERMITS

Applications for resident parking permits will be accepted provided that applicants:

- Provide proof that they reside at a civic address in the resident permit parking area for which they are applying to receive a permit. Only registered addresses with the City will be eligible for resident parking permits (i.e., unregistered suites are not eligible).
- Are in good standing with CNV bylaw enforcement, with no outstanding unpaid tickets.
- Do not exceed two parking permits per civic address.
- Comply with vehicle weight, length, and height restrictions set out in the Street & Traffic Bylaw 6234.

Applying for a permit can be completed in person at City Hall, or online. Permits can be purchased with a maximum term of 12 months before renewal.

Permits allow vehicles to be parked near an associated household and be exempt from any noted street parking time restriction for up to 72 hours, and are required to comply with all Street & Traffic Bylaw 6234 and Motor Vehicle Act provisions when parking a vehicle.

Types of Resident Parking Permits and Required Documents

Driver Status	Documents Required at Time of Purchase
Registered owner or lessee of the vehicle, or principal operator	<ul style="list-style-type: none"> • Valid ICBC insurance that shows your current address on both pages 1 and 2 of your insurance documents <ul style="list-style-type: none"> ○ Note: If the resident is not the owner of the vehicle, they must be listed as the principal operator. • 2 pieces of ID that show your address is in the permit area, with 1 item dated within the last 3 months. For example: <ul style="list-style-type: none"> ○ Driver’s licence ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • A credit card, cheque, cash, or debit card <p>The information you provide us when applying for a residential parking permit is verified with ICBC and your consent is required. Therefore, you must be the registered owner or lessee of the vehicle and the declared operator when applying for a permit, not a representative (even with written consent).</p>
Driver of a company car (no principal operator identified)	<ul style="list-style-type: none"> • Valid ICBC insurance and registration registered to a BC company name with no principal operator listed. • A letter or contract on company letterhead, stating that the vehicle is used by you, and is needed at your home on a regular basis. <ul style="list-style-type: none"> ○ The letter must include your licence plate and home address. A new letter is required every year to renew your permit.

	<ul style="list-style-type: none"> • Business identification (such as a pay stub, T4, or business card) as proof of employment • 2 pieces of ID that show your address is in the permit area, with 1 item dated within the last 3 months. For example: <ul style="list-style-type: none"> ○ Driver's licence ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • A credit card, cheque, cash, or debit card
<p>Homecare provider (nurse, family member, or friend that provides medical care)</p>	<p>The resident of the eligible address must apply for a permit on behalf of their homecare provider. You will need to provide at time of purchase:</p> <ul style="list-style-type: none"> • Your homecare provider's ICBC vehicle insurance and registration • 2 pieces of ID that show your address is in the permit area, with 1 item dated within the last 3 months. For example: <ul style="list-style-type: none"> ○ Driver's licence ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • A doctor's letter that states you require regular homecare services. For your first application, we require the doctor's letter to be dated within the last 3 months. An updated doctor's letter is required every five years. • A credit card, cheque, cash, or debit card
<p>Vancouver Coastal Health North Shore Home Support Program</p>	<p>If you are part of the VCH North Shore Home Support Program, you will need to provide at time of purchase:</p> <ul style="list-style-type: none"> • Valid ICBC insurance that shows your current address on both pages 1 and 2 of your insurance documents <ul style="list-style-type: none"> ○ Note: If the resident is not the owner of the vehicle, they must be listed as the principal operator. • 2 pieces of ID that match the eligible participants list of the VCH North Shore Home Support Program. For example: <ul style="list-style-type: none"> ○ Driver's licence ○ Phone, cable, hydro, or credit card statement (electronic or paper format) • A credit card, cheque, cash, or debit card

5. SHORT-TERM & VISITOR PARKING PERMITS

Temporary short-term and visitor parking permits must be purchased in-person and are available for periods up to 3 months depending on permit type. Permits can be purchased up to 2 weeks in advance of the first day a permit comes into effect. Permit costs can be found on the City's website.

Types of Short-term and Visitor Parking Permits, and Required Documents

Reason for Permit	Documents Required at Time of Purchase
Courtesy vehicle (provided by a repair shop or dealership)	<ul style="list-style-type: none"> • Courtesy vehicle insurance and registration, or contract • Licence plate number of your vehicle that's getting repaired • 2 pieces of ID that show your address is in the permit area, with 1 item dated within the last 3 months. For example: <ul style="list-style-type: none"> ○ Driver's licence ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • A credit card, cheque, cash, or debit card
Rental vehicle	<ul style="list-style-type: none"> • Rental vehicle contract in your name • 2 pieces of ID that show your address is in the permit area, with 1 item dated within the last 3 months. For example: <ul style="list-style-type: none"> ○ Driver's licence ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • A credit card, cheque, cash, or debit card
Borrowing someone else's vehicle	<ul style="list-style-type: none"> • Vehicle insurance and registration • 2 pieces of ID that show your address is in the permit area, with 1 dated within the last 3 months. For example: <ul style="list-style-type: none"> ○ Driver's licence ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • A credit card, cheque, cash, or debit card
Hiring a contractor	<ul style="list-style-type: none"> • Documentation of the dates, location, and type of work being done. For example: <ul style="list-style-type: none"> ○ Building permit ○ Work order ○ Invoice

	<ul style="list-style-type: none"> • Valid vehicle insurance and registration of your contractor(s) working on site • One piece of ID dated within the last 3 months that shows your address is in the permit area. For example: <ul style="list-style-type: none"> ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • A maximum of 2 permits can be issued to you at a time. If you have more than 1 contractor, we can make the permits transferable between multiple contractor vehicles. • A credit card, cheque, cash, or debit card
<p>Hosting an out-of-town visitor or house sitter</p>	<ul style="list-style-type: none"> • Visitor's vehicle insurance and registration (must include the licence plate information and address) <ul style="list-style-type: none"> ○ If the vehicle insurance and registration is within BC, provide both the first and second page of the ICBC insurance. The address on the second page must reflect the out-of-town address. • 2 pieces of ID that show your address is in the permit area, with 1 item dated within the last 3 months. For example: <ul style="list-style-type: none"> ○ Driver's licence ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • A credit card, cheque, cash, or debit card
<p>New resident from out-of-province (a person that has moved from another province and has not yet obtained ICBC documents and BC vehicle plates)</p>	<ul style="list-style-type: none"> • Valid out of province vehicle insurance and registration • Recently dated rental/purchase agreement of new residence • 2 pieces of ID that show your address is in the permit area, with 1 item dated within the last 3 months. For example: <ul style="list-style-type: none"> ○ Driver's licence ○ Canada Post change of address form ○ Phone, cable, hydro, or credit card statement (electronic or paper format) ○ Rental agreement • Available for <u>1 month and 1 time only</u>. • A credit card, cheque, cash, or debit card

6. PERMIT COSTS, REFUNDS, ADJUSTMENTS

Permit Costs

Costs for each resident exempt zone are found in Schedule H of the Fees and Charges Bylaw, 2024, No. 9000, and are also posted on the City's permit parking webpage. Any new Resident Exempt Parking Permit Area created will reflect the present rate of the closest area already in operation.

If the curbside occupancy rate for permit spaces in a resident exempt zone exceeds 85% in a calendar year, then the fee for the subsequent calendar year shall be increased as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000".

Alternatively, if the curbside occupancy rate for permit spaces in a resident exempt zone is less than 60% in a calendar year, then the fee for the subsequent calendar year shall be decreased as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000", with no resident exempt permit costing less than \$2.00 per month.

Permit Refunds

A pro-rated refund is possible if you have more than 30 days left on the permit. Refunds are not issued for short-term or visitor permits. Refunds can only be processed in person at City Hall.

The cost of the permit is pro-rated per month and the outstanding amount is refunded minus an administrative fee as set out in Schedule H of the Fees and Charges Bylaw, 2024, No. 9000.

Transferability

Permits are non-transferable. If your address, vehicle, or licence plate information changes, you will need to have your existing permit refunded at City Hall and can then purchase a new parking permit in-person or online.

7. EXCEPTIONS

If a block under consideration for a resident parking permit designation fails to meet the conditions to proceed, the City Engineer may authorize designation under special circumstances. The City Engineer may reject or revoke any designation or permit within any area if it is contrary to this policy or if they consider it to be contrary to the public interest.

8. IMPLEMENTATION

Permit parking (regardless of pay parking except with permit or time-limited parking except with permit) will apply to the majority of a block. Remaining curb space can include a mix of loading zones, accessible parking spaces, pay parking, unrestricted parking, and other unique curb space uses, as determined by Transportation Planning and Traffic Engineering staff to serve neighbourhood needs.

AUTHORITY

"Street and Traffic Bylaw, 1991, No. 6234"

REFERENCES

City of North Vancouver Curb Access and Parking Plan, 2025

POLICY HISTORY

Date	Action	Approved By

POLICY REVIEW DATES

Date	Action	Responsible Department



THE CORPORATION OF THE CITY OF NORTH VANCOUVER
“STREET AND TRAFFIC BYLAW, 1991, NO. 6234”

CONSOLIDATED FOR CONVENIENCE – JULY 22, 2024

Amendment Bylaw, 1993, No. 6390	Traffic Control
Amendment Bylaw, 1994, No. 6493	Sandwich Board Signs
Amendment Bylaw, 1994, No. 6532	Overweight Vehicles
Amendment Bylaw, 1994, No. 6604	City Owned Parking Lots
Amendment Bylaw, 1997, No. 6645	Truck Routes
Amendment Bylaw, 1995, No. 6699	City Owned Parking Lots
Amendment Bylaw, 1996, No. 6751	Increase to late payment schedule
Amendment Bylaw, 1997, No. 6883	Application to Plant Trees on City Property
Amendment Bylaw, 1997, No. 6901	Utility Access Agreement
Amendment Bylaw, 1997, No. 6910	Attached Trailer
Amendment Bylaw, 1998, No. 7067	City Owned Parking Lots
Amendment Bylaw, 1998, No. 7068	Automatic Devices to Issue Bylaw Violation Tickets
Amendment Bylaw, 1999, No. 7104	Shuttle Cab
Amendment Bylaw, 1999, No. 7142	Mobile Carts
Amendment Bylaw, 1999, No. 7146	Newsboxes
Amendment Bylaw, 1999, No. 7165	Prohibition of Skateboarders from City Properties, Including Plazas)
Amendment Bylaw, 2003, No. 7492	Increase to Voluntary Payments
Amendment Bylaw, 2003, No. 7564	Panhandling
Amendment Bylaw, 2004, No. 7586	Parking and Stopping Vehicles
Amendment Bylaw, 2004, No. 7599	Bylaw Registry Amendments
Amendment Bylaw, 2004, No. 7462	Use of skateboards and roller skates
Amendment Bylaw, 2004, No. 7663	On-street Disability Parking
Amendment Bylaw, 2005, No. 7668	Wharf Regulation Bylaw
Amendment Bylaw, 2005, No. 7676	Removal of Schedule A: Schedule of Penalties
Amendment Bylaw, 2005, No. 7691	Section 1820.3 City Wharves as Parking Lots
Amendment Bylaw, 2005, No. 7695	Placement of Temporary Signs on City Streets
Amendment Bylaw, 2005, No. 7697	Vehicle Idling
Amendment Bylaw, 2005, No. 7712	Street Use
Amendment Bylaw, 2006, No. 7751	Block Party Approval Process
Amendment Bylaw, 2006, No. 7822	Section 1820.1 - Schedule C
Amendment Bylaw, 2006, No. 7715	Part 9 Vehicle Weight, Loads, Dimensions (Commercial Vehicle Regulations)
Amendment Bylaw, 2007, No. 7845	Vehicles as Living Quarters
Amendment Bylaw, 2007, No. 7881	Tag Days
Amendment Bylaw, 2007, No. 7882	Cooperative Vehicle Parking
Amendment Bylaw, 2008, No. 7915	Unauthorized Street Closure and Block Party Fee Exemption
Amendment Bylaw 2008, No. 7960	Section 1820 re City Owned Parking Lots
Amendment Bylaw, 2009, No. 7989	Neighbourhood Zero Emission Vehicle Regulations
Amendment Bylaw, 2010, No. 8062	Motorcycle parking
Amendment Bylaw, 2010, No. 8082	Resident Exempt Permit Increase
Amendment Bylaw, 2010, No. 8101	Heritage Precinct Street Parking
Amendment Bylaw, 2011, No. 8210	Landscaping Elements and Trees, Part 3 and Part 8
Amendment Bylaw, 2012, No. 8229	RV Parking Restrictions, Part 3, section 202 and Part 5
Amendment Bylaw, 2012, No. 8271	Shared Vehicle Parking
Amendment Bylaw, 2013, No. 8293	Parking Unattached trailers
Amendment Bylaw, 2013, No. 8305	Foot of Bewicke – City Owned Property with Temporary Parking and Vehicular Access
Amendment Bylaw, 2013, No. 8317	Resident and Visitor Parking

Amendment Bylaw, 2013, No. 8335	Bicycle Infrastructure Improvements and Skateboarding/Roller Skating Restrictions Update
Amendment Bylaw, 2013, No. 8343	Legislative Updates
Amendment Bylaw, 2015, No. 8415	Use of Resident Permit Only Parking Zones by Shared Vehicles and People with Disabilities, and Temporary Advertising Signs and 60 km/hr. Speed Limit Zone on Low Level Road
Amendment Bylaw, 2015, No. 8436	Enforcement of Unapproved Highway Closures
Amendment Bylaw, 2016, No. 8476	Temporary Building Zone and Street Occupancy Permits
Amendment Bylaw, 2017, No. 8551	Schedule L
Amendment Bylaw, 2017, No. 8595	Crosswalk Use by Cyclists and Street Occupancy Permits
Amendment Bylaw, 2018, No. 8645	Election Signs
Amendment Bylaw, 2019, No. 8698	Electric Vehicle Charging Stations
Amendment Bylaw, 2019, No. 8536	Sidewalks – Snow and Ice Removal
Amendment Bylaw, 2019, No. 8699	Regional Harmonization of Heavy Truck Definition
Amendment Bylaw, 2019, No. 8737	Schedule C, City-Owned Parking Lots
Amendment Bylaw, 2020, No. 8768	Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates
Amendment Bylaw, 2020, No. 8786	Transit Lanes and Electric Vehicles Charging Parking
Amendment Bylaw, 2020, No. 8801	Ridgeway Neighbourhood 30 km per hour Zone
Amendment Bylaw, 2020, No. 8791	E-Bike Share Service Permit
Amendment Bylaw, 2021, No. 8815	Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST
Amendment Bylaw, 2022, No. 8846	Electric Kick Scooter Pilot
Amendment Bylaw, 2023, No. 8979	Schedule F – Fees
Amendment Bylaw, 2024, No. 9022	Electric Kick Scooter Pilot
Amendment Bylaw, 2024, No. 9034	Fees and Charges
Amendment Bylaw, 2025, No. 9088	Curb Access and Parking Plan Policy Changes

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 6234

**A Bylaw to regulate traffic and the use of streets
within the City of North Vancouver**

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

PART 1 – TABLE OF CONTENTS

101 This Bylaw, for purposes of convenience only, is divided into the following parts:

PART	TITLE
1	Table of Contents
2	Title
3	Definitions
4	Traffic Control
5	Parking and Stopping Vehicles
6	General Regulations
7	Parades, Processions, Funerals and Motion Picture Film Tow Shots
8	Regulation of Street Usage
9	Heavy Trucks – Commercial Vehicles <i>[Bylaw 8699, May 13, 2019]</i>
10	Operation of Vehicles
11	Pedestrian Regulations
12	Cycle and Electric Kick Scooter Regulations <i>[Bylaw 8846, March 7, 2022]</i>
13	Parking Meters
14	Delegation of Authority
15	Permits – Compliance, Revocation
16	Offences, Penalties and Enforcement
17	Repeal and Enactment
	Schedules: A – Deleted <i>[Bylaw 7676]</i> B – Deleted <i>[Bylaw 7068]</i> C – List of Parking Lots Deemed to be Streets D – Table of Authority for the City Engineer and his Duly Authorized Representatives E – Truck Routes F – Deleted <i>[Bylaw 9034]</i> G – Utility Access Agreement H – Designated Locations for Mobile Carts I – Roadways upon which the use of skateboards and roller skates is restricted J – Restricted Streets for Neighbourhood Zero Emission Vehicles K – List of City Properties with Temporary Parking and Vehicular Access L – Cycle routes where vehicle speeds can be reduced with speed limit signs

PART 2 – TITLE

201 This Bylaw may be cited for all purposes as the “**Street and Traffic Bylaw, 1991, No. 6234**”.

PART 3 – DEFINITIONS

301 Words defined in the *Motor Vehicle Act* and Regulations pursuant thereto shall have the same meaning when used in this Bylaw, or in any Resolution of Council passed pursuant hereto, unless otherwise defined in Section 302 of this Bylaw or unless the context otherwise requires.

302 In this Bylaw, unless the context otherwise requires:

“Accessible Passenger Directed Vehicle” has the meaning set out in the *Passenger Transportation Act*. [Bylaw 8768, March 30, 2020]

“Boulevard” means that portion of the street lying between the curb and the adjacent street line; and for a street having two or more roadways, that portion of the street lying between the roadways.

“Bulk Refuse Container” means a container acceptable to the City Engineer that is temporarily placed on a street for the purpose of collecting and disposing of refuse and garbage.

“Bus” means a motor-vehicle capable of carrying more than ten passengers and used for the transportation of persons.

“Bylaw Notice” means a ticket issued in respect of this Bylaw.

“Chief of Police” means the senior member in rank of members of the North Vancouver Detachment of the Royal Canadian Mounted Police or his duly authorized representative.

“City” means The Corporation of the City of North Vancouver.

“City Engineer” means the person holding the Office of City Engineer.

“Commercial Passenger Vehicle” means a Bus or Passenger Directed Vehicle. [Bylaw 8768, March 30, 2020]

“Commercial Vehicle” means a vehicle which is a commercial vehicle defined as such and licensed under the *Commercial Transportation Act* (British Columbia), as amended from time to time and any vehicle not so licensed but which is used for the collection or delivery, or both, of goods, wares, merchandise, or other commodity in the ordinary course of a business undertaking, and displaying a valid decal or plate issued by a municipality for the purpose of identifying a commercial vehicle. [Bylaw 8768, March 30, 2020]

“Community Charter” means the *Community Charter*, SBC 2003, c26.

“Congestion and Curbside Management Permit” means a permit issued by the City Engineer under section 520 of this Bylaw. [Bylaw 8768, March 30, 2020]

“Council” means the City Council of the City.

“Curb” means the line of demarcation between the roadway and the boulevard of any street or the line of demarcation between the roadway and the sidewalk.

“Cycle” means a device having any number of wheels that is propelled by human power and on which a person may ride and includes a Motor Assisted Cycle or E-Bike, but does not include a human-powered wheelchair, a regulated motorized wheelchair or mobility aid device, Skateboard, Roller Skates, or non-motorized push/kick scooter. *[Bylaw 8335, October 21, 2013] [Bylaw 8815, February 8, 2021]*

“Cycle route” means a street located in the City of North Vancouver and identified as a “bikeway or greenway on local or collector road” in Schedule L to this Bylaw.

“E-Bike Share Permit” means a permit issued by the City Engineer under section 520 of this Bylaw. *[Bylaw 8791, December 7, 2020]*

“E-Bike Share Service” means a legal entity whose business is to provide access to a fleet of Motor Assisted Cycles for a fee. *[Bylaw 8791, December 7, 2020]*

“E-Bike Share Zone” means the area or space on a roadway designated by a Traffic Control Device and established for the exclusive use of a specified E-Bike Share Service. *[Bylaw 8791, December 7, 2020]*

“Election Sign” has the meaning ascribed to it under the “Election Sign Bylaw, 2018, No. 8643”. *[Bylaw 8645, May 14, 2018]*

“Electric Kick Scooter” means a motorized device as defined in the Electric Kick Scooter Regulation, effective April 5, 2024. *[Bylaw 8846, March 7, 2022] [Bylaw 9022, April 15, 2024]*

“Electric Kick Scooter Regulations” means the Electric Kick Scooter Regulation, effective April 5, 2024. *[Bylaw 8846, March 7, 2022] [Bylaw 9022, April 15, 2024]*

“Electric Vehicle” means any vehicle that operates, either partially or exclusively, on electrical energy from an off-board source, that is stored on-board for motive purpose; but for the purposes of this bylaw, does not include vehicles that cannot be licensed by the Insurance Corporation of British Columbia. *[Bylaw 8698, April 1, 2019]*

“Electric Vehicle Charging Station” is a battery charging station that is available for public use for the purpose of transferring electric energy to a battery in an Electric Vehicle. *[Bylaw 8698, April 1, 2019]*

“Fire Chief” means the person holding the office of Fire Chief for the City or his duly authorized representative.

“Geo-fence” means a virtual boundary between two geographic areas or a virtual perimeter around a geographic area, the location and delineation of which shall be determined by the City Engineer. *[Bylaw 8768, March 30, 2020]*

“Geo-fenced Area” means the area within a Geo-fence, or on one side of a Geo-fence, as determined by the City Engineer. *[Bylaw 8768, March 30, 2020]*

“Helmet” means a protective device intended to be worn on the head that must:

- (a) have a smooth, rigid and durable outer surface,
- (b) be constructed so that the helmet is capable of absorbing energy on impact,
- (c) be strongly attached to a strap designed to be fastened under the chin of the person wearing it, and
- (d) be undamaged from use or misuse.

“Highway” includes:

- (a) highways as defined in the *Motor Vehicle Act*;
- (b) highways as defined in the Community Charter; and
- (c) every Street, Roadway, Boulevard, Lane, Alley, Sidewalk, walkway, pathway, bridge, viaduct, tunnel, bicycle path, or any other way used by or intended for use by the public.” *[Bylaw No. 8436, Adopted Nov 23, 2015]*

“Idle” means the operation of the engine of a motor vehicle while the motor vehicle is not in motion.

“Intersection” means the area embraced within the prolongation of the lateral property lines of streets which join one another, whether such streets at the junction cross each other or meet at an angle without crossing each other.

“Lane” or “Alley” means any street 9 metres or less in width.

“Landscaping Elements” means flowers, plants, foliage, vegetation, whether occurring naturally or by way of human endeavour, and all things ancillary thereto including rocks, wooden, plastic and metal objects, and irrigation equipment.

“Living Quarters” means a space used temporarily or permanently as a dwelling unit and includes a space used temporarily or permanently for the purposes of sleeping or cooking.

“Local Government Act” means the *Local Government Act*, RSBC 1996, c323.

“Local Government Bylaw Notice Enforcement Act” means the *Local Government Bylaw Notice Enforcement Act*, SBC 2003, c60.

“Metered Space” means any lawful Parking Space on a Street where Parking Meters regulate the use of such space.

Deleted: ¶

“Mobile Carts” shall mean any City approved wagon, cart or kiosk from which merchandise, food, confectionery or beverage is offered for sale on City streets.

“Mobile Storage Container” means a container acceptable to the City Engineer that is temporarily placed on a street for the purpose of facilitating the relocation of residential items.

“Mobile Workshop” means

- (a) a motor vehicle containing equipment that must be operated inside or in association with the motor vehicle; or

- (b) a motor vehicle serving as a facility for taking measurements or making observations or conducting maintenance or construction or operated by or on behalf of the City, a public utility or police, fire or emergency service.

“Mobility Lane” means any portion of a Roadway or path which is separated from motor vehicle traffic by a demarcated buffer that may include, but is not limited to paint, curb, planters, landscaping, parking, bollards, or similar measures, and is designated by the City Engineer for use by persons on Cycles, Skateboards, Roller Skates, Electric Kick Scooters, or non-motorized push/kick scooters. [Bylaw 8846, March 7, 2022]

“Motor Assisted Cycle” or “E-Bike” means a type of Cycle:

- (a) with two or three wheels to which pedals or hand cranks are attached that will allow for the Cycle to be propelled by human power;
- (b) on which a person may ride;
- (c) to which is attached an electric motor that has an output not exceeding 500 W; and,
- (d) that meets the other criteria prescribed under the *Motor Vehicle Act*, the *Motor Vehicle Act Regulations*, and the *Motor Assisted Cycle Regulation*.

[Bylaw 8791, December 7, 2020]

“*Motor Vehicle Act*” means the *Motor Vehicle Act*, RSBC 1996, c 318, as amended. [Bylaw 8343, January 20, 2014]

“*Motor Vehicle Act Regulations*” means the *Motor Vehicle Act Regulations*, B.C. Reg. 26/58. [Bylaw 8791, December 7, 2020]

“Neighbourhood Zero Emission Vehicle” means a neighbourhood zero emission vehicle as defined in the *Motor Vehicle Act Regulations*, B.C. Reg. 26/58.

“Network Card” is a card provided by a network operator that activates a Parking Meter for the purposes of initiating a session and collecting payments. [Bylaw 8698, April 1, 2019]

“One Way Street” means a street upon which vehicular traffic may lawfully move only in one direction.

“Parade” means any procession of more than thirty pedestrians or more than ten vehicles moving upon any street.

“Parking Meter” means a device or other method of controlling parking by the requirement of payment or deposit of a parking fee, including an Electric Vehicle Charging Station. [Bylaw 8698, April 1, 2019]

“Parking Space” or “parking stall” means a section of the roadway indicated by a traffic control device as a place to park one vehicle.

“Passenger Directed Vehicle” has the meaning set out in the *Passenger Transportation Act*. [Bylaw 8768, March 30, 2020]

“Passenger Transportation Act” means the *Passenger Transportation Act*, S.B.C. 2004, c.39, as the same may be amended from time to time. [Bylaw 8768, March 30, 2020]

“Pay Parking Zone” means an area of Street in which Metered Spaces are established by Parking Meters, including time-limited pay parking and pay parking except with permit.

“Peace Officer” means any person defined as a peace officer by the *Interpretation Act*, R.S.B.C. 1979, c 206 and includes the person or persons appointed as Manager, Bylaw Services, Bylaw Enforcement Supervisor, Bylaw Enforcement Officer 1 & 2, and Parking Bylaw Enforcement Officer. [Bylaw 8436, November 23, 2015]

“Peak Daytime Curbside Occupancy Rate” is the ratio of the number of occupied Metered Spaces in a Pay Parking Zone during the hours of 9:00 am to 6:00 pm to the total number of Metered Spaces in a Pay Parking Zone, expressed as a percentage that is calculated based on all data collected by the City within a 30 day period.

“Peak Evening Curbside Occupancy Rate” is the ratio of the number of occupied Metered Spaces in a Pay Parking Zone during the hours of 6:00 pm to 9:00 pm to the total number of Metered Spaces in a Pay Parking Zone, expressed as a percentage that is calculated based on data collected by the City within a 30-day period.

“Pedestrian” means (a) a person on foot, (b) a person using a human powered wheelchair, (c) a person using a regulated motorized wheelchair or motorized mobility aid device, or (d) a child in a stroller. [Bylaw 8815, February 8, 2021]

“Play Vehicle” without limiting the generality of the phrase means coaster wagon, scooter, child’s tricycle, sled, toboggan, ski or skate.

“Private Roadway” or “Driveway” means every road or driveway which is not a street.

“Roadway” means the portion of a street that is improved, designed, or ordinarily used for vehicular traffic, and includes the shoulders up to a physical barrier or to the edge of a ditch or an area improved for grass, planting or pedestrian use; and where a street includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively.

“Recreational vehicle” means, but is not limited to the following:

- (a) Tent trailer
- (b) Travel trailer
- (c) Camper
- (d) Camper van
- (e) Motor home
- (f) 5th wheel

“Resident and Visitor Parking Policy” means the City’s Resident and Visitor Parking Policy, as amended from time to time. [Bylaw 8317, July 15, 2013]

“Resident Exempt Parking Permit Area” means an area on a Roadway in which Resident Exempt Parking Permit Spaces are designated in accordance with the Resident and Visitor Parking Policy.

“Resident Exempt Parking Permit Space” means a section of the Roadway indicated by Traffic Control Devices that exempts resident parking permit holders from time limits for up to 72 hours.

“Roller Skates” means any footwear or device which may be attached to the foot or footwear, to which wheels are attached and such wheels may be used by the wearer for moving or propulsion, including but not limited to in-line skates commonly known as roller blades.

“Sandwich Board Sign” means a free standing, portable sign consisting of two boards which are joined at the top by a means of permanent hinging which, when opened, shall configure to an “A” frame shape and a method of restraint to maintain the “A” frame shape is incorporated in the design.

“Shared Vehicle” means a four-wheeled automobile, van, or pick-up truck owned and operated by a shared vehicle organization. *[Bylaw 8271, November 26, 2012]*

“Shared Vehicle Organization” means a legal entity whose principal business objective is to provide its members, for a fee, with a car-sharing service by which such members have access to a fleet of shared vehicles which they may reserve for use.

“Sidewalk” means that portion of the street other than a roadway that is improved for the use of pedestrians.

“Sidewalk Crossing” means that portion of a sidewalk or boulevard improved or designed for the passage of vehicular traffic to a driveway or private road.

“Skateboard” means all wheeled objects, coasters, toys, conveyances, or similar devices used for transportation or sport which are propelled by human power and does not include bicycles or roller skates.

“Skateboard Park” means an indoor or outdoor civic facility specifically designed and constructed to support skateboard and roller skate activities in a recreational environment, and which is identified by a civic signage posted at the facility.

“Solicit” means to, without consideration, ask for money, donations, goods or other things of value whether by spoken, written or printed word or bodily gesture, for one’s self or for any other person, and solicitation has a corresponding meaning, but does not include soliciting for charity by the holder of a license for soliciting for charity under the provisions of the License Bylaw.”

“Street” means a “Highway” as defined in the *Community Charter*. *[Bylaw 8343, January 20, 2014]*

“Street Line” or “property line” means the dividing line between a street and a parcel of land, the title for which is registered in the Land Title Office.

Deleted: “Resident Exempt Zone” means the area or space on a roadway designated as a resident exempt zone in accordance with the Resident and Visitor Parking Policy. *[Bylaw 8317, July 15, 2013]*

“Taxi” means a Passenger Directed Vehicle, as defined in the *Passenger Transportation Act*, capable of carrying ten or less passengers but does not provide Transportation Network Services, as defined in the *Passenger Transportation Act*. [Bylaw 8768, March 30, 2020]

“Temporary Sign” means a sign which is affixed to the ground, though not in a permanently installed position, and is constructed of canvas, plywood, cardboard, plastic or other similar light material and designed or intended to be displayed for a short period of time, but does not include posters or sandwich board signs.

“Temporary Street Occupancy” means the area or space on a roadway, sidewalk and boulevard adjacent to a construction site which is fenced or otherwise secured for the exclusive use of storing materials and equipment for immediate use on the construction site. [Bylaw 8476, May 2, 2016]

“Through Street” means a street or part of a street designated by Council or the City Engineer at the entrances to which stop signs are erected.

“Traffic” includes pedestrians, vehicles, Cycles, and other conveyances, ridden or herded animals, either singly or together, while using a Highway to travel.” [Bylaw 8436, November 23, 2015]

“Traffic Control Device” without limiting the generality of the phrase means a sign, signal, line, meter, marking, space barrier, geo-fence, or device, not inconsistent with this Bylaw, placed or erected or designated by authority of Council or the City Engineer. [Bylaw 8768, March 30, 2020]

“Transit Lane” means any portion of a roadway designated by the City Engineer for the exclusive use of public transit vehicles and Cycles. [Bylaw 8786, September 14, 2020]

“Transportation Act” means the *Transportation Act*, SBC 2004, c 44. [Bylaw 8343, January 20, 2014]

“Transportation Network Services” has the meaning set out in the *Passenger Transportation Act*. [Bylaw 8768, March 30, 2020]

“Trees” means long lived perennial plant(s) that are woody and have a self supporting trunk with root system. May be deciduous or evergreen and includes all living parts.

“Trust Company” means an office or branch of a trust company to which the *Trust and Loans Company Act (Canada)* applies and in which deposit accounts are held.”

“Working Quarters” means a space used temporarily or permanently to purchase, distribute, manufacture, or construct any material or thing for profit.

“Zero-emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source, or a motor vehicle that has been approved by the City Engineer as a Zero-emission Vehicle. [Bylaw 8768, March 30, 2020]

Zones where Parking is Restricted:

“Building Zone” means the area or space on a roadway adjacent to a construction site designated by a traffic control device and established for the exclusive use of unloading or loading of goods, chattels, things or persons to or from vehicles for use on the construction site.

“Bus Zone” means the area or space on a roadway designated by a traffic control device and established for the purpose of taking on or discharging persons from a bus or taxi. A Bus Zone shall include that portion of roadway 15 metres proceeding, and on the same side as a traffic control device marked "bus stop" or "bus".

“Commercial Loading Zone” means the area or space on a Roadway designated by a Traffic Control Device and established for the exclusive use of Commercial Vehicles for loading or unloading of goods or materials. *[Bylaw 8768, March 30, 2020]*

“Disability Zone” means an area or space on a highway identified by the disabled parking sign as set out in Schedule 2 of Division (23) of the *Motor Vehicle Act* Regulations.

“Film Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of vehicles serving the motion picture film industry, and, without limiting the generality of the foregoing shall include wardrobes, generators, catering vehicles, crew cars and trucks.

“Fire Zone” means the area or space on a roadway designated by a traffic control device and established for free access of Fire Department emergency vehicles.

“Loading Zone” means the area or space on a Roadway designated by a Traffic Control Device and established for the loading or unloading of goods, materials, things or persons. *[Bylaw 8768, March 30, 2020]*

“Passenger Zone” means the area or space on a roadway designated by a traffic control device and established for the purpose of taking on or discharging persons only.

“Public Access Zone” means the area or space on a roadway designated by a traffic control device and established to be used in the indicated limited continuous periods of time for the purpose of taking on or discharging persons, for loading and unloading of goods, chattels, things or persons and for parking of vehicles.

“Resident Permit Only Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of persons who hold a valid permit issued in accordance with the Resident and Visitor Parking Policy and persons driving a shared vehicle. *[Bylaw 8415, May 25, 2015]*

“Shared Vehicle Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of a specified shared vehicle organization. *[Bylaw 8271, November 26, 2012]*

“Special Parking Permit Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of persons who hold a special parking permit issued in accordance with Section 510 of this Bylaw. [Bylaw 8317, July 15, 2013]

“Taxi Zone” means the area or space on a roadway designated by a traffic control device for the purpose of parking a taxi only while taking on or discharging passengers; or parking a taxi for a maximum of fifteen minutes.

“Time-Limited Zone” means the area or space on a roadway designated by a traffic control device and established to restrict parking of vehicles for the indicated limited continuous periods of time.

PART 4 – TRAFFIC CONTROL

401 Traffic Control Devices

The City Engineer is hereby authorized to place or cause to be placed traffic control devices on or above the surface of a street, other than on an arterial highway as defined in the *Transportation Act* of such character and in such location as may be deemed desirable to give effect to the provisions of this Bylaw. [Bylaw 8343, January 20, 2014]

402 Through Streets

The City Engineer may establish through streets by erecting stop signs at entrances to a street.

403 Temporary Parking Restrictions

The Chief of Police is hereby authorized to cause to be placed, for temporary periods not exceeding twenty-four hours at any one time, traffic control devices indicating no parking or limited time parking:

- .1 At the entrance to dance halls, funeral parlours, or other places of public assembly during the period of assembly therein;
- .2 Upon either or both sides of any street or section of street along the route of any parade or in the vicinity of public gatherings;
- .3 At any other location where, in the circumstances, The Chief of Police deems it necessary to facilitate or safeguard traffic.

404 Closing Streets

- .1 When for any reason any Highway or section thereof is unsafe or unsuitable for Traffic, or it is deemed advisable that Traffic should be restricted thereon as to speed, volume or classification, or diverted therefrom, the City Engineer, Fire Chief, Police Chief, or any person duly authorized by the City Engineer, may order such Highway or section

thereof closed, or order that the Traffic thereon or therefrom be restricted or diverted, and for that purpose may erect or place Traffic Control Devices upon such Highway or section thereof; and no person shall enter upon or travel upon such Highway or section thereof so closed as aforesaid, or enter upon or travel thereon contrary to the restrictions placed upon the Highway thereon as aforesaid, or interfere in any way with any Traffic Control Device so placed as aforesaid. *[Bylaw 8436, Adopted November 23, 2015]*

- .2 No person shall for any reason close any Highway or section thereof or restrict or divert Traffic thereon except with the written permission of the City Engineer. *[Bylaw 8436, November 23, 2015]*

405 Loitering Prohibited

No person shall stand or loiter on any street in such manner as to obstruct or impede or interfere with traffic thereon.

406 Crowds or Groups Obstructing Traffic

No person shall congregate with other persons on a street in such a manner as to obstruct the free passage of pedestrians or vehicles, except with the written permission of Council.

407 Tethering Animals in Public Places

No person shall leave any horse or other animals in any street without being tethered in such manner as to prevent such horse or other animal from running away or from moving on the street in any way so as to obstruct or impede other traffic thereon.

408 Sports on Streets

- .1 No person shall engage in any sport, amusement, exercise or occupation on a street, public open space, or plaza, which is likely to spoil or deface City property, or interfere with or delay traffic, or to cause any obstruction whatsoever except with the written permission of Council.
- .2 No person shall propel, coast, ride or in any other way use Roller Skates or a Skateboard on (a) any portion of the Roadways described in Schedule I, unless being used in a designated Mobility Lane, (b) on a portion of the Roadway that has been closed to motor-vehicle traffic, or (c) a portion of the Roadway designated for its use by the City Engineer. *[Bylaw 8815, February 8, 2021]*
- .3 Council, or the City Engineer in the case of winter conditions may declare any street closed to all vehicular traffic for the purpose of permitting people to coast or slide traffic control devices for the purpose of enabling such coasting or sliding.
- .4 Notwithstanding Section 408.2, no person shall propel, coast, ride or in any other way use Roller Skates, a Skateboard or an Electric Kick Scooter

on any portion of the following public open spaces, plazas, or other City properties: *[Bylaw 8846, March 7, 2022]*

- (a) 14th Street Civic Plaza
- (b) St. Roch Dock
- (c) Burrard Dry Dock Pier
- (d) Goldsworthy Pier
- (e) Roger's Plaza
- (f) Shipyard Commons
- (g) Shipbuilders Square

- .5 No person shall engage in or organize a street party on any street except with the written permission of the City Engineer or Council. The City Engineer may provide a permit for a street party provided there is written application indicating consent of at least 67% of all affected residents and provided the occupation of the street is not likely to unreasonably interfere with or delay traffic.
- .6 No person shall engage in or organize a street festival on any street except with the written permission of Council.
- .7 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk.
- .8 No person shall propel, coast, ride or in any other way use rollers skates or a skateboard on any street, including the roadway, lane and sidewalk, public open space, plaza, other City properties or skateboard park unless that person is properly wearing a helmet on his or her head, except if that person is a person for whom the wearing of a helmet would interfere with an essential religious practice.
- .9 No parent or guardian of a person under the age of 16 years shall authorize or knowingly permit that person to propel, coast, ride or in any other way use a skateboard or roller skates in a skateboard park unless that person is wearing a helmet on his or her head that is properly fastened, except if that person is a person for whom the wearing of a helmet would interfere with an essential religious practice.
- .10 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane except as near to the right side of the roadway or lane as is practicable.
- .11 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane that is posted with a speed limit exceeding 50 kilometres per hour.
- .12 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane and sidewalk or skateboard park between sunset and sunrise.

- .13 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane and sidewalk while being towed by a vehicle, person, bicycle or animal.
- .14 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane, in such a manner as to pose a hazard to traffic.
- .15 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane, and sidewalk in any position other than standing.

409 Peace Officer Traffic Direction

When it is considered necessary by a Peace Officer:

- .1 to ensure orderly movement of traffic; or
- .2 to prevent injury or damage to persons or property; or
- .3 to permit proper action in an emergency;

traffic may be directed according to the Peace Officer's discretion, notwithstanding anything in the Bylaw, and every person shall obey those directions.

410 Geo-fenced Areas

The City Engineer is hereby authorized to establish, designate and delineate Geo-fenced Areas and regulate, prohibit or control vehicle access, stopping and loading within such Geo-fenced Areas. *[Bylaw 8768, March 30, 2020]*

411 Transit Lanes

General purpose motor vehicle traffic is prohibited from traveling or stopping in designated Transit Lanes, unless for the purpose of turning onto an intersecting street, roadway, or driveway. *[Bylaw 8786, September 14, 2020]*

PART 5 – PARKING AND STOPPING VEHICLES

501 General Parking Prohibitions

Except as otherwise provided in the Bylaw or when necessary to avoid conflict with traffic or to comply with the law or the direction of a Peace Officer or traffic control device, no person shall stop, stand or park a vehicle:

- .1 on a sidewalk or boulevard;
- .2 in front of or within 3 metres of either side of a driveway, private road or sidewalk crossing;
- .3 on that side and section of a roadway within 3 metres of the imaginary projection of the street lines of a lane intersecting a street;

- .4 within 5 metres of a fire-hydrant measured from a point in the curb or edge of roadway which is closest to the fire-hydrant;
- .5 on a crosswalk or in an intersection;
- .6 within 6 metres of the approach or far side of either a crosswalk or intersection except motorcycles which shall not stop, stand or park within 4 metres of the approach or far side of either a crosswalk or intersection unless prohibited by a no parking or no stopping sign;
- .7 within 6 metres on the approach to a flashing beacon, stop-sign, or traffic control signal located at the side of a roadway except motorcycles which shall not stop, stand or park within 4 metres on the approach to a flashing beacon, stop-sign, or traffic control signal located at the side of a roadway unless prohibited by a no parking or no stopping sign;
- .8 on a lane, except commercial vehicles while actually engaged in loading or unloading and then only when parked in such a manner as to leave on one side of the vehicle more than 3 metres of the usable travelled portion of such lane unobstructed for the free movement of vehicular traffic;
- .9 within 15 metres of the nearest rail of a railway crossing;
- .10 upon any street for the principal purpose of:
 - (a) displaying a vehicle for sale;
 - (b) advertising, greasing, painting, wrecking, storing, or repairing any vehicle, except where repairs are necessitated by an emergency;
 - (c) displaying signs;
 - (d) selling flowers, fruit, vegetables, seafood, or other commodities or articles;
- .11 Deleted *[Bylaw 7712, September 12, 2005]*
- .12 on the roadway side of a vehicle stopped or parked at the edge or curb of a roadway;
- .13 on a bridge or other elevated structure on a street, or in a tunnel, except as permitted by a traffic control device;
- .14 in a place in contravention of a traffic control device that gives notice that stopping, standing or parking there is prohibited;
- .15 in a time-limited zone for a period of time longer than the designated time limit. A Bylaw Officer may issue more than one Notice on any one vehicle during any calendar day for over time limit contraventions.
- .16 in a manner that obstructs the visibility of a traffic sign erected by or with the authority of the Minister of Transportation and Highways or this Bylaw;

- .17 on any school day between the hours of 8:00 o'clock in the forenoon and 5:00 o'clock in the afternoon in front of any school grounds on the side of the roadway forming part of the boundary of such school grounds, as indicated by a traffic control device;
- .18 attended or unattended adjacent to a curb painted yellow;
- .19 in a position that causes it to interfere with removal of snow from a street by a person authorized to do so by the City Engineer;
- .20 in a position that causes it to interfere with fire-fighting;
- .21 in a position that causes it to interfere with the normal flow of traffic on the street;
- .22 in a position that causes it to interfere with the construction, reconstruction, repair or maintenance of a street or public utility or connection thereto by a person authorized to undertake such work by the City Engineer;
- .23 so as to permit it to stand unattended or parked unless he has locked the motor-vehicle or made it secure in such a manner as to prevent the unauthorized use of the motor-vehicle;
- .24 on or over any hose lying on or attached to a roadway;
- .25 on any portion of a street that is designated as a Transit Lane. *[Bylaw 8786, September 14, 2020]*
- .26 on any portion of a street that is designated as a Mobility Lane. *[Bylaw 8815, February 8, 2021]*

502 Stop When Traffic Obstructed

No driver of a vehicle shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic-control signal indication to proceed.

503 Parallel Parking

Except as otherwise provided in this Bylaw:

- .1 No person shall, except on a one way street, stop, stand or park a vehicle on a roadway or street other than on the right side of the roadway and with the right-hand wheels parallel to that side, and within 30 centimetres of a curb if one exists;
- .2 where parking is permitted on both sides of a roadway on a one-way street, the nearside wheels of the motor-vehicle must be within 30

centimetres of the curb, and the vehicle shall face with the direction of the traffic flow;

- .3 where parking spaces have been marked on any roadway for parallel parking no driver shall park any vehicle otherwise than between the lines or markings indicating the limits of a single space except in the case of a vehicle being of greater length than that of a parking space, but in no case shall a vehicle occupy or encroach upon more than two parking spaces;
- .4 no driver shall permit a motor-vehicle to stand on a grade without having turned the front wheels of the motor-vehicle to the adjacent side of the roadway (except on an ascending grade where there is a barrier at the curb in which case the driver shall turn the front wheels of the motor vehicle away from the adjacent side of the roadway).

504 Angle Parking

Angle parking shall be permitted only upon the roadway of such streets or sections thereof as are designated for such purpose by the City Engineer. Upon any street which has been marked for angle parking, vehicles shall be parked with the nearest front wheel not more than 30 centimetres from the curb or other traffic control device, and parallel to and between the lines so marked.

Notwithstanding the parking privileges allowed by the provisions of this Bylaw, it shall be unlawful for the driver of any vehicle to park such vehicle in such a manner that any part of the vehicle shall extend into the roadway of any street beyond the lines or markings indicating the limit of the parking spaces on that section of the street.

On a street where angle parking is permitted, 3.5% of the total number of angle parking shall be designated as a disability zone. One disability zone shall be provided on a street with 30 or less angle parking stalls.

505 Parking – 72 hours

No person shall park any vehicle on any roadway for a longer period than seventy-two consecutive hours.

506 Parking Large Vehicles

No person shall park any vehicle having a gross vehicle weight rating of 5,500 kg or more, or a vehicle having an overall length including any attached trailer exceeding 6.1 metres between 6:00 pm of any day and 6:00 am of the day immediately following on any street in a residential district except when actively engaged in loading or unloading.

Deleted: 4,500

507 Parking Large Vehicles – Permits

Where by reason of the width or length of any vehicle or for any other reason, it is impossible to park such vehicle on any street or section of street in compliance with all the provisions of this Bylaw, then such vehicle shall not be parked upon

such street or section of street except by permission of the City Engineer or Chief of Police, who is hereby empowered to grant a special permit, subject to such conditions as he may think fit.

508 Power to Establish Restrictive Parking Zones *[Bylaw 8317, July 15, 2013]*

The City Engineer is hereby authorized to place or erect or designate or cause to be placed or erected or designated a Traffic Control Device establishing: *[Bylaw 8791, December 7, 2020]*

- (a) a Loading Zone, Commercial Loading Zone, Passenger Zone, Bus Zone, Taxi Zone, Film Zone, Disability Zone, Building Zone, Fire Zone, Time-Limited Zone, Shared Vehicle Zone, and E-Bike Share Zone as the City Engineer deems desirable; *[Bylaw 8791, December 7, 2020]*
- (b) a Special Parking Permit Zone as he deems desirable, provided that the person requesting the establishment of such zone pays for all expenses arising out of the placement or erection or designation of the Traffic Control Device establishing such zone; and *[Bylaw 8768, March 30, 2020]*
- (c) a Resident Permit Only Zone in accordance with the Resident and Visitor Parking Policy. *[Bylaw 8768, March 30, 2020]*

.1 Power to Charge Shared Vehicle Organizations for the Establishment of a Shared Vehicle Zone

If the City Engineer places or erects or causes to be placed or erected a traffic control device establishing a shared vehicle zone, the City Engineer may charge the shared vehicle organization for which the shared vehicle zone was established a fee for the placement or erection of the traffic control device. If the City Engineer places or erects or causes to be placed or erected a traffic control device establishing a shared vehicle zone in a metered zone, the City Engineer may charge the shared vehicle organization for which the shared vehicle zone was established an annual fee equal to the meter revenue that would have been collected by the City had that area not been established as a shared vehicle zone. *[Bylaw 8271, November 26, 2012]*

.2 Use of Shared Vehicle Zone

The shared vehicle organization which requests the establishment of a shared vehicle zone shall have exclusive use of that shared vehicle zone for two years. After the expiration of the two year period, the use of that shared vehicle zone shall be determined by right of first refusal whereby the current user of the shared vehicle zone may choose to continue to use the shared vehicle zone or relinquish the use of that shared vehicle zone. *[Bylaw 8271, November 26, 2012]*

.3 Parking in Electric Vehicle Charging Spaces

No person shall park a motor vehicle in an on-street or City owned parking space equipped with an Electric Vehicle Charging Station unless the motor vehicle fits the definition of an Electric Vehicle as set out in Section 302 of this bylaw. *[Bylaw 8786, September 14, 2020]*

.4 Power to Charge E-Bike Share Services for the Establishment of an E-Bike Share Zone *[Bylaw 8791, December 7, 2020]*

If the City Engineer places or erects or causes to be placed or erected a Traffic Control Device establishing an E-Bike Share Zone, the City Engineer may charge the E-Bike Share Service for which the E-Bike Share Zone was established, a fee for the placement or erection of the Traffic Control Device. If the City Engineer places or erects or causes to be placed or erected a Traffic Control Device establishing an E-Bike Share Zone in a Metered Zone, the City Engineer may charge the E-Bike Share Service for which the zone-Bike Share Zone was established an annual fee equal to the meter revenue that would have been collected by the City had that area not been established as an E-Bike Share Zone. *[Bylaw 8791, December 7, 2020]*

509 Parking Zone Restrictions *[Bylaw 8317, July 15, 2013]*

No person shall stop or park a vehicle in any Loading zone, Commercial Loading Zone, Passenger Zone, Bus Zone, Taxi Zone, Building Zone, Film Zone, Disabled Zone, Fire Zone, Shared Vehicle Zone, E-Bike Share Zone, Resident Permit Only Zone, and Special Parking Permit Zone except that a person may do so: *[Bylaw 8791, December 7, 2020]*

- .1 in a Loading Zone while actually engaged in the loading or unloading of goods, materials or passengers, for no longer than the maximum period indicated on any Traffic Control Device, or in the absence of such posted time limit, for no longer than five minutes for the loading or unloading of persons or 30 minutes for the loading or unloading of goods or materials; *[Bylaw 8768, March 30, 2020]*
- .2 in a Commercial Loading Zone with a Commercial Vehicle while actively engaging in loading or unloading goods or materials, for no longer than the maximum period indicated on any Traffic Control Device, or in the absence of such posted time limit, for longer than 30 minutes; *[Bylaw 8768, March 30, 2020]*
- .3 in a Passenger Zone only for as long as is necessary to take on or discharge passengers, to a maximum of five minutes; *[Bylaw 8768, March 30, 2020]*
- .4 in a bus zone with a bus provided that the bus is not parked so as to impede traffic;
- .5 in a bus zone, with a vehicle owned or operated on behalf of Canada Post Corporation for the delivery or picking up of mail, for no longer than is necessary to pick up or deliver such mail, provided that no driver of such mail vehicle shall enter any bus zone when a bus is approaching thereto,

and the driver of such mail vehicle already entered into the bus zone shall immediately vacate the bus zone on the approach of a bus;

- .6 in a bus zone with a taxi for only as long as it is necessary to take on or discharge passengers, provided that no such driver shall enter any zone when a bus is approaching thereto and the driver of any taxi already entered into such a zone shall immediately vacate such a zone upon the approach of a bus;
- .7 in a taxi zone with a taxi;
- .8 in a fire zone as authorized by the Fire Chief;
- .9 in a disability zone only in accordance with the Regulations of the *Motor Vehicle Act*;
- .10 in a building zone while engaged in the exclusive use of unloading or loading of goods, chattels, things or persons for use at the construction site adjacent to the building zone provided that the vehicle is not standing, stopped or parked in a manner to impede traffic or on the roadway side of a vehicle lawfully standing, stopped or parked in the building zone;
- .11 in a shared vehicle zone with a shared vehicle belonging to a shared vehicle organization assigned to that shared vehicle zone;
- .12 in a resident permit only zone with a valid permit issued in accordance with the Resident and Visitor Parking Policy or with a shared vehicle; and [Bylaw 8415, May 25, 2015]
- .13 in a special parking permit zone with a valid special parking permit issued in accordance with Section 510 of this Bylaw.
- .14 in an E-Bike Share Zone with an E-Bike belonging to an E-Bike Share Service assigned to that E-Bike Share Zone. [Bylaw 8791, December 7, 2020]

510 Special Parking Privileges [Bylaw 8317, July 15, 2013]

.1 Special Parking Permit

The City Engineer is hereby authorized to grant to any person an exemption from any parking time restrictions in a special parking permit zone by issuing a special parking permit to that person, provided that such special parking permit specifies:

- (a) the parking time restrictions to which the exemption applies;
- (b) the period of time for which the exemption applies; and
- (c) the special parking permit zone to which the exemption applies.

.2 Resident Exempt Parking Permit Area

Deleted: Zone

~~The City Engineer is hereby authorized to grant an exemption from the parking time restrictions in a resident exempt zone for up to 72 hours to:~~

- ~~(a) a person who holds a valid permit issued in accordance with the Resident and Visitor Parking Policy; and~~
- ~~(b) a shared vehicle organization which applies for such an exemption and pays an annual application fee set out in Schedule H to the "Fees and Charges Bylaw, 2024, No. 9000" per shared vehicle in the shared vehicle organizations' fleet of shared vehicles.~~

The City Engineer is hereby authorized to grant an exemption from the parking time restrictions in a Resident Exempt Parking Permit Area for up to 72 hours to:

- (a) a person who holds a valid permit issued in accordance with the Resident and Visitor Parking Policy and pays a permit fee as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000", and
- (b) a Shared Vehicle Organization which applies for such an exemption and pays an annual application fee as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000" per shared vehicle in the Shared Vehicle Organizations' fleet of Shared Vehicles.

511 Exemptions to Public Utility Vehicles

The provisions of this Bylaw prohibiting stopping or parking shall not apply to:

- .1 Municipal or Provincial utility service vehicles;
- .2 Service vehicles of a public utility;
- .3 Tow cars as defined in the *Motor Vehicle Act*;

while such vehicles are actually engaged in works of necessity requiring them to be stopped or parked in contravention of any such provision. This exemption shall not relieve the drivers of such vehicles from taking due precautions to indicate the presence of such vehicles on the street while so parked or stopped.

512 Exemption to People with Disabilities

The provisions of this Bylaw regulating time restricted parking and resident parking only zones shall not apply to people with disabilities drivers, whose vehicles prominently display in a window a valid permit issued to people with disabilities by the Social Planning and Review Council of British Columbia. [Bylaw 8415, May 25, 2015]

513 Overtime Parking – Same Block

No person shall move a vehicle from one location to another in the same block to avoid the time limit regulations specified in that particular block.

514 Parking Unattached Trailers

No person shall park any trailer on any roadway without being attached to a motor vehicle, in which that motor vehicle is capable of legally towing the trailer and is in accordance with the *Motor Vehicle Act*. [Bylaw 8293, March 4, 2013]

515 Noise Nuisances from Vehicle Horns and Alarms

No person shall park a vehicle on any street with a:

- .1 vehicle horn or other traffic warning device which operates continuously or intermittently for a period of 10 minutes; or

- .2 the audible sound of a motor vehicle security system which activates either continuously or intermittently for a period exceeding one minute, or which produces a false alarm activating more than three times in a 24 hour period, but not including the activation status signal given when arming or disarming the alarm.

516 Vehicle Idling

No person shall permit a motor vehicle engine to idle on a street for more than three (3) minutes in a 60-minute period.

This section does not apply to:

- .1 A mobile workshop while such a vehicle is being used as a mobile workshop.
- .2 Police, fire or ambulance vehicles while engaged in operational activities, including training activities, except where idling is substantially for the convenience of the operator of the vehicle.
- .3 Vehicles assisting in an emergency activity.
- .4 Vehicles for which idling is required as part of a repair or regular pre-check maintenance process.
- .5 Armoured vehicles in which a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded.
- .6 Vehicles required to remain motionless because of an emergency, traffic, or mechanical difficulties over which the driver has no control.
- .7 Vehicles engaged in a parade or race or any other event authorized by the City of North Vancouver.
- .8 Vehicles required to use heating or refrigeration systems powered by the motor or engine for the preservation of perishable cargo.
- .9 Vehicles when the ambient temperature inside the vehicle is:
 - (a) More than twenty-seven degrees Celsius (27°C); or
 - (b) Less than five degrees Celsius (5°C)

517 Use of Vehicles as Living Quarters

No person shall occupy a vehicle, motor home or trailer as living quarters while it is stopped, standing or parked upon any highway except at a location approved for that purpose by the City;

518 Working Quarters

No person shall use a Recreational Vehicle as Working Quarters;

519 Recreational Vehicle 24 hour parking

No person shall park a recreational vehicle on any street for more than 24 hours.

520 Transportation Network Services

.1 The City Engineer may establish and designate Geo-fenced Areas and regulate and control the operation of Transportation Network Services within any Geo-fenced Area, including the regulation or prohibition of stopping and loading by any Transportation Network Services provider within a Geo-fenced Area. *[Bylaw 8768, March 30, 2020]*

.2 Except for Accessible Passenger Directed Vehicles, a Transportation Network Services provider must not cause, allow, or permit any Passenger Directed Vehicles being operated under the licence issued to them under the Passenger Transportation Act to stop to pick up or drop off any passengers on any Highway within the City of North Vancouver between the hours of 7:00 a.m. and 9:00 p.m. unless they hold a valid Congestion and Curbside Management Permit, in which case the Passenger Directed Vehicles may stop at any place where stopping is permitted at such times for the purposes of picking up or dropping off passengers.

.3 The City Engineer may issue a Congestion and Curbside Management Permit to a Transportation Network Services provider for the fee set out in Schedule H to the “Fees and Charges Bylaw, 2024, No. 9000”, as amended from time to time, which fee may vary among vehicle types, and which fee shall be payable monthly at the end of each month in a manner satisfactory to the City Engineer. No permit shall be required for Accessible Passenger Directed Vehicles used by a Transportation Network Services provider. *[Bylaw 8768, March 30, 2020] [Bylaw 9034, July 22, 2024]*

Deleted: Except for Accessible Passenger Directed Vehicles, a Transportation Network Services provider must not cause, allow, or permit any Passenger Directed Vehicles being operated under the licence issued to them under the *Passenger Transportation Act* to stop to pick up or drop off any passengers on any Highway within the City of North Vancouver between the hours of 7:00 a.m. and 9:00 a.m. or the hours of 2:00 p.m. and 6:00 p.m., Monday through Friday, unless they hold a valid Congestion and Curbside Management Permit, in which case the Passenger Directed Vehicles may stop at any place where stopping is permitted at such times for the purposes of picking up or dropping off passengers. *[Bylaw 8768, March 30, 2020]*

PART 6 – GENERAL REGULATIONS

601 Provisions for Obeying Signs

Subject to this Bylaw and except where otherwise directed by a Peace Officer, every driver of a vehicle and every pedestrian shall obey the instructions of an applicable traffic control device.

602 Firemen May Direct Traffic in Vicinity of Fire

Any Officer or member of a Fire Department while in the course of duty in or about any fire or at the scene of any accident, may direct traffic on any street in

the vicinity of any fire or accident. No person shall fail to comply with the directions of any Officer or member of a Fire Department.

603 Traffic Tickets

No person other than the owner or driver of a vehicle shall remove any notice placed therein or affixed thereto by a Peace Officer in the course of his duty in checking violations of this Bylaw and no person shall deliberately erase a chalk mark from a tire marked by a Peace Officer or remove any other object or device used by him in checking violations of this Bylaw.

PART 7 – PARADES, PROCESSIONS, FUNERALS AND MOTION PICTURE FILM TOW SHOTS

701 Parade – Permit For

No parade or procession shall be held on any street except by written permission of the City granting a permit to one of the persons forming part of the parade organization, and no such order shall be made unless written application at least twenty-four hours before the holding of the parade has been submitted to the Chief of Police and the City Engineer; such application shall specify the nature of the parade, the day and hour at which such parade is to be held, the place or places of formation or commencement thereof, the route intended to be taken, the point of disbandment or dispersal of same, and the approximate length or duration thereof.

702 Parade – Exemption

The provisions of Section 701 shall not apply to any parade of the armed forces, or to any funeral procession.

703 Funeral, Film Tow Shots and Other Processions

- .1 No driver of a vehicle shall drive between the vehicles comprising a funeral, film tow shots, or other authorized procession while it is in motion. The provision shall not apply at intersections where traffic is being controlled by traffic control signals or Peace Officers.
- .2 Funeral processions shall be identified as such by each vehicle therein having its headlights illuminated.
- .3 The route taken by any funeral procession consisting of vehicles and persons on foot, shall be subject to the direction of the Chief of Police.
- .4 Film tow shot processions shall be identified as such by the lead vehicle being a police car.
- .5 A route taken by any film tow shot procession shall be subject to the direction of the City Engineer.

PART 8 – REGULATION OF STREET USAGE

801 Street-Structures / Advertising / Writing-Permit

- .1 No person shall construct, place, maintain mark or imprint, or cause to be constructed, placed, maintained, marked or imprinted any structure, placard, playbill, poster, advertising, writing, pictures, thing, or device in, upon, or over any street, or in any manner whatsoever deface any street except as otherwise permitted by any Bylaw of the City unless written permission to do so has first been granted to such person under authority of this or another Bylaw or, in the event that no authority exists for granting such permission, with the written permission of Council.
- .2 No person shall install temporary signs without having first obtained permission from the City Engineer provided that temporary signs shall not be attached to street trees, street furniture or any other City property. Notwithstanding the foregoing, temporary signs for the purpose of advertising non-profit or fund-raising activities shall be permitted only at the following locations:
 - (a) on the median, 600 Block West Keith (at Marine Drive); and
 - (b) on the boulevard only, on the north side of Keith Road between East and West Grand Boulevard, (not on Grand Boulevard Park proper). *[Bylaw 8415, May 25, 2015]*
- .3 Sections 801.1 and 801.2 do not apply to Election Signs placed and removed in accordance with the "Election Sign Bylaw, 2018, No. 8643". *[Bylaw 8645, May 14, 2018]*

802 Street Waste Matter

Except as otherwise permitted by any Bylaw of the City, no person shall place or deposit, or cause to be placed or deposited, any goods, chattels or other things upon any street, or allow any goods, chattels or other thing to blow, drop, spill, fall, flow or drift onto any street from any premises owned or occupied by him or to allow any substance or thing to fall upon any street from any vehicle or following an accident, allow any substance or thing to remain upon any street longer than is necessary to remove such substance or thing from such street or fail to take immediate and reasonable precautions to safeguard traffic in the event of an accident, which shall include the removal of any damaged vehicle from the line of traffic.

803 Street – Spills

Without limiting the generality of Section 802 or of Section 813, in the event that any substance or material shall, due to any cause whatsoever, blow, drop, spill, fall, flow or drift on to any street it shall be the duty of the person in charge of, and of the owner of, such substance or material to remove such substance or material from such street to clean up such street and to repair any damage caused by such substance or material, as soon as possible, and, such removal, clean-up and repair shall be done at the expense of the owner of such substance or material and of the person responsible for the presence of such substance or material on such streets jointly and severally.

804 Street-Spills Removal

In the event that the terms of Section 803 of this Bylaw are not complied with forthwith, the City Engineer or the Chief of Police or, if the material or substance is a petroleum product, the Fire Chief, may direct that such substance or material be removed and cleaned up and repairs be made at the expense of the person who has defaulted in complying with the said terms, and, the City shall recover the expenses thereof, with interest at such rate as may be prescribed under authority of the *Community Charter*, with costs in like manner as municipal taxes. Without limiting the generality of the foregoing, in the event that any person from whom such expense may be recovered is not an owner of real property within the municipality, such expenses shall be a debt recoverable by action brought by the municipality in any Court of competent jurisdiction. *[Bylaw 8343, January 20, 2014]*

805 Streets – Normal Use

Except as otherwise permitted by any Bylaw of the City or as is herein provided to the contrary, no person shall use any street for the purpose of performing work or doing any act not associated with the normal use of such street for traffic purposes, or which will in any way impede or interfere with traffic or will deface or injure any such street, and no person shall use any street for the purpose of storing any material or substance.

806 Awning, Canopy and Marquee Regulations

No person shall erect or maintain over any street an awning except as otherwise permitted by any Bylaw of the City.

807 Permission to Excavate Streets

No person shall break, tear up or remove or otherwise interfere with any sidewalk, curb or surfacing of any street, or excavate any street or under any street, without having first obtained permission of the City Engineer; and any person acting under such permission shall, upon completion of the work, refill and thoroughly consolidate any excavation and put the street in as good order and repair as it was before the work was done and notify the City Engineer that this restoration work has been completed. The City Engineer may inspect the work and order further restoration to be undertaken.

808 Regulation of Access

The following regulations pertain to access to any street:

- .1 Pedestrian access to an opened lane or street may be permitted at any location.
- .2 Vehicular access to opened lanes or streets shall be in accordance with City Bylaws.

- .3 Crossings for vehicular access shall only be permitted in accordance with City Bylaws. The City Engineer may direct that crossings not serving a purpose in conformance with City Bylaws shall be removed and the curb, sidewalk and boulevard restored to the adjacent standard. The removal and repair shall be made at the expense of the owner or occupier of the real property no longer being served by the crossing.

809 Permission for Sidewalk Crossings

The City Engineer is empowered to grant to any person upon application therefore a permit to construct or alter any curb or roadway on any street, or a sidewalk crossing, in accordance with the particulars of the construction of such sidewalk crossing which was supplied for the information of the City Engineer at the time of such application, and the work shall be carried out in compliance therewith to the satisfaction and subject to the direction of the City Engineer.

810 Driving on Boulevards Prohibited

No person shall drive a vehicle on or across boulevards or sidewalks other than at approved crossings.

811 Barricades Must Be Provided

The person, to whom permission is granted to do any work upon any street, shall construct and maintain a good and sufficient fence or other barrier around the work so being done, in such manner as to prevent accident, and shall place and maintain upon such barrier, suitable and sufficient beacons or flashing lights or flares at night. All work done under authority of such permission and all precautions taken for the protection of the public are subject to the direction and supervision of the City Engineer and any instructions issued by him shall be carried out.

The person to whom such permission is given shall also indemnify the City against loss or damage by reason of any such work and give security that he will carry out the work in accordance with the provisions of this section, if such security is demanded of him by the City Engineer, who is empowered to demand such security, the person of whom such security is demanded shall not proceed with the work until such security has been provided to the satisfaction of the City Engineer. The barricade shall be removed after the street is returned to its original condition or to a condition satisfactory to the City Engineer.

812 Barricades Not To Be Tampered With

No person shall interfere in any way with any barrier, lamp, sign or other device placed upon any street by any person at or near any excavation or other work being performed under authority of a valid permit or placed upon any street by any City Workman.

813 Obstructions – Removal

- .1 Notwithstanding anything herein contained, no person shall place, maintain or permit to remain any goods, chattels or other things upon any Highway which will obstruct or impede Traffic thereon, or deface or injure any such Highway, or which may be an inconvenience to the free and lawful use thereof, or which may unlawfully encroach thereon. *[Bylaw 8436, November 23, 2015]*
- .2 Notwithstanding anything herein contained, no person shall place, maintain or permit to remain any bulk refuse container or mobile storage container upon any street or boulevard without having first obtained permission of the City Engineer.
- .3 The City Engineer and any person designated as a Bylaw Enforcement Officer pursuant to the "Bylaw Notice Enforcement Bylaw, 2018, No. 8675" may remove, detain or impound or cause to be removed, detained, or impounded such goods chattels, motor-vehicles, Cycles, and E-Bikes or other thing which unlawfully has been placed or maintained or permitted to remain or used in any way in contravention of this Bylaw upon any highway and the cost of removing, towing, impounding and storing the same shall be charged to the owner thereof or the person placing, maintaining or permitting to remain or using in any way in contravention of this Bylaw the said goods, chattels, motor vehicles, Cycles, E-Bikes, or other things. *[Bylaw 8791, December 7, 2020]*
- .4 In the event that the charges herein before mentioned are not paid within one month from the removal, detention or impounding, the City or its agents may sell the same by public auction.
- .5 Before selling by public auction under this section, the City or its agents shall advertise the time and place of the proposed public auction in two consecutive issues of a newspaper circulating in the City, giving at least ten days' notice of such proposed sale.
- .6 The proceeds of any such sale by public auction shall be applied firstly against any expense for such sale and all charges for which the owner is liable under this section, and the balance of the proceeds, if any, shall be paid to the owner upon application therefore to the City Clerk.
- .7 Wherein the opinion of the non-commissioned officer in charge of the R.C.M.P. Traffic Department or the Bylaw Enforcement Officer, the thing or obstruction removed, detained or impounded pursuant to section 813.3 is a perishable item or has no apparent marketable value, or its custody involves unreasonable expense or inconvenience, the non-commissioned officer in charge of the R.C.M.P. Traffic Department or the Bylaw Enforcement Officer may dispense with a public auction and may dispose of the thing or obstruction in any manner in which he deems expedient.

814 Sidewalks – Removal of Snow & Ice

The owner or occupier of real property must remove any accumulation of snow or ice from the sidewalks and footpaths bordering the real property within 24 hours

after the cessation of any snowfall that caused any accumulation of snow or ice on any sidewalk or footpath, or prior to the depth of snow accumulation exceeding ten centimetres. *[Bylaw 8536, April 8, 2019]*

815 Sidewalks – Removal of Dirt & Rubbish

The owner or occupier of any real property shall sweep, wash or otherwise remove any accumulation of leaves, dirt or rubbish from the sidewalks and footpaths bordering on the real property owned or occupied by him.

816 Commercial Use of Sidewalks

- .1 Any owner or tenant of business premises fronting a cement concrete public sidewalk may occupy a maximum of 2.5 metres of the sidewalk immediately adjacent to the business premises for:
 - (a) the outdoor commercial display of goods or products for sale, of a type usually offered for sale by the business, or
 - (b) the placement of tables and chairs for the purpose of food service in conjunction with an adjoining restaurant, take-out service prepared food, delicatessen, or bakery provided that:
 - (i) there remains a minimum of 3.0 metres unencumbered sidewalk adjacent to the curb face; this width may be reduced to 2.0 metres with the written approval of the City Engineer;
 - (ii) the maximum allowed area of street occupancy will be reduced by the City Engineer if, in his opinion, it is required for public purposes;
 - (iii) the goods, products, tables and chairs permitted on the sidewalk shall be placed and maintained by the owner in a manner so as not to constitute a hazard to the general public.

- .2 Notwithstanding Section 801.1 and 801.2, any owner or tenant of business premises fronting a cement concrete public sidewalk may occupy the sidewalk immediately adjacent to his premises for the placement of a sandwich board sign provided that:
 - (a) only one such sign shall be located on the street per business premises;
 - (b) the entire sign is located within four feet of the curb edge;
 - (c) the sign does not exceed the dimension of .76 metres wide by 1.22 metres high and that only two sides of the sign may contain advertising copy;
 - (d) the sign shall contain no electrical components and may not be illuminated;
 - (e) the sign is placed on the street only during the operating hours of the business premises to which it applies.

- .3 It shall be an offence under this Bylaw to locate goods or products for sale, to situate tables, chairs or other items related to outdoor dining or to place a sandwich board sign contrary to this Bylaw.
- .4 "Mobile Carts", as defined in Section 302, are permitted to use the sidewalk or City Wharf at locations as described in Schedule H to this Bylaw. Street vending license requirements are to be satisfied as required in the City of North Vancouver Street Vending Guidelines.

817 Obstructive Solicitation

- .1 No person shall solicit in a manner which causes an obstruction. A person shall be deemed to be causing an obstruction when he or she solicits by:
 - (a) sitting or lying on a street in a manner which obstructs or impedes the convenient passage of any pedestrian traffic in a street, in the course of solicitation,
 - (b) continuing to solicit from or otherwise harassing a pedestrian after that person has made a negative initial response to the solicitation or has otherwise indicated a refusal,
 - (c) physically approaching and soliciting from a pedestrian as a member of a group of three or more persons,
 - (d) soliciting on a street within 10 m of
 - (i) an entrance to a bank, credit union or trust company, or
 - (ii) an automated teller machine, or
 - (e) soliciting from an occupant of a motor vehicle in a manner which obstructs or impedes the convenient passage of any vehicular traffic in a street.

818 Street Landscaping and Street Trees

- .1 Subject to Section 813.3 no person, other than a duly authorized person or employee of the City acting in pursuance of his duties shall:
 - (a) dig up in any manner, alter or disturb any landscaping element constructed, planted or installed in any street.
 - (b) Alter or damage any tree planted or situated on any street.
 - (c) Remove any tree planted or situated on any street.
- .2 No landscaping elements may be constructed, planted or installed on any street without having first obtained the permission of the City Engineer and any person acting under such permission shall do so in accordance with the terms and conditions contained in a permit. Landscaping elements, once constructed, planted or installed or planted will become the property of the City.
- .3 Property owners are responsible for the care and maintenance of grass and landscaping elements constructed, planted or installed, excluding trees, pursuant to Section 818.2 on streets adjacent to their property.

819 Tag Days

No person shall hold a Tag Day or otherwise solicit donations of money or in kind or for material assistance upon any street or public place except with the written permission of the City Engineer or any other person duly authorized by the City Engineer.

820 Licensing of Vehicles

- .1 No person may drive, or park a vehicle or trailer on any street without displaying on it, in the manner prescribed in the *Motor Vehicle Act* and Regulations pursuant thereto, the number plates issued or designated by the Superintendent or otherwise prescribed to be displayed on that motor vehicle or trailer for the current licensed year of that motor vehicle or trailer.
- .2 No person may operate or use, or cause a commercial vehicle to be operated or used on a street without holding and displaying a valid and subsisting municipal licence plate required under the authority of any other Bylaw.

821 Utility Access Agreement

Any person seeking permission to construct works on a street, for the purpose of installing utility works, is required to enter into a Utility Access Agreement substantially in accordance with Schedule G.

822 E-Bike Share Services

- .1 The City Engineer may establish and designate Geo-fenced Areas and regulate and control the operation of E-Bike Share Services within any Geo-fenced Area, including the speed of E-Bikes and the regulation or prohibition of parking of any E-Bikes within a Geo-fenced Area.
- .2 No person or legal entity may operate an E-Bike Share Service without a valid E-Bike Share Permit.
- .3 The holder of an E-Bike Share Permit may deploy a fleet of E-Bikes in any location where parking is permitted for the purpose of making E-Bikes available to reserve for use.
- .4 The City Engineer may issue an E-Bike Share Permit to an E-Bike Share Service for the fee set out in Schedule H to the "Fees and Charges Bylaw, 2024, No. 9000", as amended from time to time, which fee may vary based on the total number of E-Bikes deployed in a fleet by the E-Bike Share Service and which fee shall be payable prior to being issued a permit in a manner satisfactory to the City Engineer. *[Bylaw 9034, July 22, 2024]*
- .5 Successful applicants for the E-Bike Share Permit must pay a performance deposit set out in Schedule H to the "Fees and Charges Bylaw, 2024, No. 9000", as amended from time to time, prior to being

issued a permit. The performance deposit fee is refundable, less any deductions.

[Bylaw 8791, December 7, 2020] [Bylaw 9034, July 22, 2024]

PART 9 – HEAVY TRUCKS – COMMERCIAL VEHICLES [Bylaw 8699, May 13, 2019]

901 Size, Weight and Loading Regulations by Reference

Hereby adopted as regulations pursuant to this bylaw are:

- .1 *Motor Vehicle Act Regulations*, B.C. Reg. 26/58:
 - (a) Section 19.01;
 - (b) Section 19.02;
 - (c) Section 19.03;
 - (d) Section 19.05; and
 - (e) Section 19.06,
- all as amended from time to time;
- .2 *Motor Vehicle Act Regulations*, B.C. Reg. 26/58 Division 35 Cargo Securement, as amended from time to time; and
- .3 *Commercial Transport Regulations*, B.C. Reg. 30/78:
 - (a) Division 1 Interpretation;
 - (b) Division 2 Application;
 - (c) Division 7 Commencing at Section 7.05; Size and Weight;
 - (d) Division 8 Pilot Cars and Signs; and
 - (e) Division 11 Penalties,

all as amended from time to time.

[Bylaw 8699, May 13, 2019]

902 Travel on Truck Routes

- .1 A Commercial vehicle or combination of vehicles with a licensed gross vehicle weight of 11,800 kg or more, or a commercial vehicle with four or more axles may only travel on designated Truck Routes, as set out in Schedule E of this bylaw, and on any street providing the shortest distance route between a designated Truck Route and points of origin or destination.
- .2 This Section 902 shall not apply when otherwise directed by the City Engineer, or a Peace Officer, or as dictated by an emergency situation; nor to transit vehicles when on approved transit routes, recreational vehicles, trucks with campers mounted on them, and emergency vehicles.
- .3 A waybill, bill of lading, delivery invoice, dispatch sheet or other documentation identifying an origin or destination not located on a designated Truck Route may be required to demonstrate that an operator of a commercial vehicle as defined in this Section has valid reason to be

off a designated Truck Route. If satisfactory evidence cannot be provided, a Peace Officer may issue a warning or a violation notice in accordance with "Bylaw Notice Enforcement Bylaw, 2018, No. 8675".

[Bylaw 8699, May 13, 2019]

903 Prohibits Cleats, Tractors

.1 No person shall drive or park a vehicle or device upon or along any hard-surfaced street, unless such vehicle or device is so equipped with smooth tires or surfaces of some resilient material in such a manner that only the resilient material comes into contact with the surface of the roadway. This section shall not apply to vehicles which are equipped with chains, studded tires, or other similar device between October 1st and April 30th in the succeeding year.

.2 No person shall, without a permit issued by the City Engineer, drive or operate on a highway a vehicle other than a horse-drawn vehicle, the wheels of which are not equipped with pneumatic tires in good order.

[Bylaw 8699, May 13, 2019]

904 For the purposes of this By-law, wherever in these regulations adopted by this By-law, the term "Minister" or "Minister of Transportation and Infrastructure" appears, the term "Engineer" shall be substituted and where the term "Act" appears, the term "By-law" shall be substituted. *[Bylaw 8699, May 13, 2019]*

905 No person shall operate a vehicle on any street in the City contrary to a regulation adopted by this section. *[Bylaw 8699, May 13, 2019]*

906 Permits for Extraordinary Traffic

.1 Any person desiring a permit required by this Part shall make application in writing therefore to the City Engineer, giving such particulars thereof as the City Engineer may require. The City Engineer may, in their discretion, by a permit in writing, but subject to the conditions or limitations as may be stated therein, authorize the operation and driving of vehicles and loads which are otherwise prohibited from being operated or driven prior to issuance of a permit. An application for such permit shall be made not less than 24 hours in advance of the time the trip is made.

.2 Before any permit is issued, the City Engineer may require a bond of indemnity or such other document or instrument as will ensure payment to the City of the cost of repairing or reconstructing any street or other property of the City damaged by reason of the driving or operating of the vehicle for which the permit is granted. Such bond, document or instrument shall be in the amount prescribed by the City Engineer, and shall be in a form satisfactory to the City.

[Bylaw 8699, May 13, 2019]

907 Permits issued pursuant to this section shall only apply to highways under the jurisdiction of the City. *[Bylaw 8699, May 13, 2019]*

PART 10 – OPERATION OF VEHICLES

1001 Hospital or Quiet Zones

Wherever signs are erected on any part of a street indicating a zone of quiet or hospital zone on such part of the street, no person operating a motor vehicle within such zone shall sound the horn or other warning device of said vehicle, except in an emergency.

1002 Boarding or Alighting From Vehicles

No person shall board or alight from a vehicle while it is in motion on a street.

1003 Speed Limits

It shall be unlawful for any person to drive or operate a motor vehicle on any street within the City of North Vancouver at a rate of speed greater than 50 km per hour, unless otherwise posted.

1004 Speed Limits on Specific Streets

.1 Deleted *[Bylaw 8415, May 25, 2015]*

.2 30 km/h Streets

Notwithstanding Section 1003, it shall be unlawful for any person to drive or operate a motor vehicle at a rate of speed greater than 30 km per hour on:

- (a) Rufus Drive between Cedar Village Crescent and the City Boundary at 16th Street;
- (b) Ridgeway Avenue and Moody Avenue between East Keith Road and East 13th Street;
- (c) East 8th Street, East 9th Street, East 10th Street, East 11th Street and East 12th Street between St. Georges Avenue and Grand Boulevard West; and
- (d) Lyon Place between Ridgeway Avenue and Moody Avenue.

[Bylaw 8801, November 2, 2020]

.3 20 km/h Streets

Notwithstanding Section 1003, it shall be unlawful for any person to drive or operate a motor vehicle on Rogers Court, Chesterfield Place or Chadwick Court in the City of North Vancouver at a rate of speed greater than 20 km per hour.

1005 Speed Limits on Lanes

No person shall drive or operate a motor vehicle upon a lane at a greater rate of speed than 20 km per hour.

.1 Speed Limits on Cycle Routes

No person shall drive or operate a motor vehicle upon a cycle route at a greater rate of speed than that specified on the speed limit traffic control device for that cycle route. *[Bylaw 8335, October 21, 2013]*

1006 Driving over Newly Painted Lines

No person shall drive on or over any newly painted line or marking on any street when the line is indicated by a traffic control device.

1007 Neighbourhood Zero Emission Vehicles

A person may drive or operate a Neighbourhood Zero Emission vehicle only:

- .1 On a street that has a speed limit of 50 kilometres per hour or less; and
- .2 In that portion of the street available for moving traffic that is closest to the right hand edge or curb of the street, except when making a left hand turn is necessary or when passing another vehicle.
- .3 Notwithstanding subsection .1 no person shall, without a permit, drive or operate a Neighbourhood Zero Emission Vehicle on those streets as set out in Schedule J of this bylaw.

PART 11 – PEDESTRIAN REGULATIONS

1101 Use Right Half of Crosswalk

Pedestrians shall use the right half of crosswalks whenever practicable.

1102 Must Observe Care When Leaving Bus

No person who has alighted from a bus which has stopped at the near side of an intersection shall start to cross to the opposite side of the street upon which such bus is moving, until the bus has moved away from its stopping place, unless such crossing is made in compliance with traffic control signals or at the direction of a Peace Officer. This provision shall not apply when a bus has stopped at its regular terminus.

1103 Jaywalking

- .1 In a business district no pedestrian shall cross any street at any place other than upon or along a crosswalk distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface, or where not so indicated that area within the intersection of a street with any other street. Notwithstanding the foregoing, no pedestrian shall cross any street in a Business district at an intersection at a street and a lane.
- .2 Notwithstanding the provisions of Section 1103.1, where there is a signalized or marked crosswalk at an intersection only the signalized or marked crosswalk shall be used by pedestrians.

PART 12 – CYCLE AND ELECTRIC KICK SCOOTER REGULATIONS

[Bylaw 8846, March 7, 2022]

1201 Must Have Adequate Brakes

Every Cycle and Electric Kick Scooter when operated upon a Street shall be equipped with a brake adequate to control the movement of and to stop such Cycle or Electric Kick Scooter whenever necessary.

1202 Operation of Electric Kick Scooters

Pursuant to the *Electric Kick Scooter Regulations*, a person may operate an Electric Kick Scooter in the City, subject to compliance with this Part and all other applicable provisions of this Bylaw and the *Electric Kick Scooter Regulations*.

1203 Operation of Cycles and Electric Kick Scooters on Sidewalks

Despite the general prohibition on operating a Cycle or Electric Kick Scooter on a Sidewalk, a person may do so if authorized by a Traffic Control Device.

1204 Operation of Cycles and Electric Kick Scooters in Elephant's Feet Crosswalks

Despite the general prohibition against operating Cycles on crosswalks in the Motor Vehicle Act, a person may cross a Highway by operating a Cycle or an Electric Kick Scooter on a crosswalk:

- .1 if the crosswalk is marked by or is bordered by two lines of intermittent squares (elephant's feet); or
- .2 if authorized to ride on the crosswalk by a Traffic Control Device.

1205 Every person operating a Cycle or Electric Kick Scooter who crosses or intends to cross a Highway as permitted by section 1204 must:

- .1 enter the crosswalk from the Curb or the edge of the Roadway;
- .2 yield to Pedestrians in the crosswalk; and
- .3 not ride into the path of a vehicle that is so close that it is impractical for the driver to yield the right of way.

1206 Operation of Electric Kick Scooters on Highways

A person must not operate an Electric Kick Scooter on a Highway unless it is operated:

- .1 in a Mobility Lane, if the Highway has a Mobility Lane; or
- .2 as near as practicable to the right side of the Highway if the Highway has a posted speed no greater than 50 km/h and does not have a Mobility Lane.

1207 Restrictions on Operations of Electric Kick Scooters

A person must not operate an Electric Kick Scooter:

- .1 on unpaved park trails; or
- .2 on any Highway listed in Schedule "1" of this bylaw.

1208 Traffic Control Devices Permitting the Use of Cycles and Electric Kick Scooters

Any Traffic Control Device that authorizes Cycles also authorizes Electric Kick Scooters, unless otherwise provided.

PART 13 – PARKING METERS

1301 Authorization

It shall be lawful for the Council by Resolution from time to time to designate Streets or portions thereof where Metered Spaces may be installed, and to install such Parking Meters.

1302 Installation

Parking meters shall either be placed alongside of individual parking stalls (hereinafter referred to as "stall type meters") or shall be in the form of ticket dispensers which, on the deposit of a coin, or other method of payment, issues a ticket or coupon (hereinafter referred to as a "coupon") to authorize parking as permitted under the regulation of this Bylaw. Notwithstanding the foregoing stall type meters may be of the double headed type placed alongside or adjacent to individual parking stalls.

1303 Payment

- .1 Coins used for payment shall be the lawful coinage of Canada. No person shall deposit or cause to be deposited in any stall type meter or ticket dispenser any slug, device or substitute for the coinage described in this section of the Bylaw.
- .2 Payment by a credit card, Network Card, smartphone application or special device issued by the City, shall be in lieu of coinage for those Parking Meters specifically equipped to accommodate such methods of payment. *[Bylaw 8698, April 1, 2019]*
- .3 Payment for stall type parking for a vehicle shall be made by the owner, operator or driver of such vehicle immediately after entering the parking stall.
- .4 Payment for coupons shall be in the amount indicated according to a sign displayed on the ticket dispenser or an official sign of the appropriate authority. Said coupons or coupon while valid shall be conspicuously displayed on the dashboard at all times, while the vehicle is so parked, or in some other location if specified by the said sign or signs or printed on the coupon. Coupons shall be valid for the time paid for in accordance with the said sign or as printed on the coupon or coupons within the lot where said coupon was issued.

1304 Offence

- .1 It shall be an offence under this Bylaw to permit any vehicle to remain in a stall regulated by a stall type meter when the said parking meter shows that the parking time of such vehicle has expired.
- .2 It shall be an offence under this Bylaw to fail to register the plate of any parked vehicle in City owned pay parking lots or on street Parking Space

Deleted: It shall be lawful for the Council by Resolution from time to time to designate streets or portions thereof whereon parking meters may be installed, and to install such parking meters.¶

via smartphone applications or Parking Meter posted in or near to these facilities. [Bylaw 8815, February 8, 2021]

.3 Deleted [Bylaw 8815, February 8, 2021]

.4 No vehicle shall be parked in a Metered Space on which Parking Meters are installed except in compliance with the provisions of this Bylaw.

Deleted: No vehicle shall be parked on any street or portion thereof designated for parking meters and on which parking meters are installed except in compliance with the provisions of this Bylaw.

1305 Impoundment

An owner, operator or driver who leaves a car parked in any street designated pursuant to Section 1301 in contravention of Part 13 of this Bylaw commits an offence under this Bylaw and any Peace Officer may, in addition to issuing a ticket under Part 16 of this Bylaw, impound said offending vehicle and the provisions of Section 813 shall apply.

1306 Damage

No person shall deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any Parking Meter installed under the terms of this Bylaw. [Bylaw 8815, February 8, 2021]

1307 City-Owned Parking Lots

For the purposes of this Bylaw the City-owned parking lots described in Schedule C shall be deemed to be streets under this Bylaw.

1308 Meter Rates

.1 The initial metered rates for all parking spaces in an existing Pay Parking Zone shall, prior to adjustment in accordance with this section 1308, be the rate shown for that Pay Parking Zone as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000".

.2 Every new Metered Space installed in a Pay Parking Zone shall be subject to same rate at the time of installment as the present rate imposed set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000" for the closest Metered Spaces already operating when installment began.

.3 If the Peak Daytime Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone exceeds 85% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be increased as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000".

.4 If Peak Daytime Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone is less than 60% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be decreased as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000", but no Metered Space shall be subject to a fee less than \$1.00 per hour.

.5 If the Peak Evening Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone exceeds 85% in a calendar year, then the fee between 6 PM and 9 PM for the subsequent calendar year shall be increased as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000".

.6 If the Peak Evening Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone is less than 60% in a calendar year, then the fee between 6 PM and 9 PM for the subsequent calendar year shall be decreased as set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000", but no Metered Space shall be subject to a fee less than \$1.00 per hour.

1309 Exemptions

.1 The following vehicles are exempt from the provisions of Section 1308 of this Bylaw:

(a) Shared vehicles belonging to a Shared Vehicle Organization that are parked in a Pay Parking Zone by a member at the end of their rental period, provided that the Shared Vehicle Organization has an agreement with the City Engineer to pay:

i. for Zero-emission Vehicles, 5% of the Parking Meter fees for parking time that is less than the parking time limit,

ii. for vehicles that are not Zero-emission Vehicles, 65% of the Parking Meter fees for parking time that is less than the parking time limit, and,

iii. 100% of the Parking Meter fees for parking time that exceeds the parking time limit.

The Shared Vehicle may remain parked in the Metered Space, without time limit, as long as it is not in contravention of any other stopping or parking regulations.

1310 Lost Revenue

Where a Special Parking Permit Zone, Temporary Street Occupancy Zone, or Film Zone occupy Metered Spaces, the permit holder must pay for all lost Metered Space revenue, at the rates set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000.

PART 14 – DELEGATION OF AUTHORITY

1401 Delegation

- .1 The City Engineer, or for the purposes of the sections of this Bylaw found in Column 1 of Schedule D of this bylaw, the City officers and employees holding the corresponding positions designated in the schedule with an X, are hereby authorized and empowered to make orders in respect to this Bylaw.
- .2 The Chief of Police is hereby authorized and empowered to make orders in respect of any of the matters comprised in Sections 403, 404, 507, 701, 703.3, 804, 813.3, of this Bylaw.
- .3 The Fire Chief is hereby authorized and empowered to make orders in respect of any of the matters comprised in Section 404 and 804 of this Bylaw.
- .4 Each person to whom authorities are delegated in Sections 1401.1, 1401.2, 1401.3 and 1401.4 may rescind, revoke, amend or vary any such order made by him from time to time.
- .5 Any order made under authority of this Section shall be at all times subject to review and rescission by Council.

PART 15 – PERMITS – COMPLIANCE, REVOCATION

1501 Conditions of Permits Must Be Complied With

All permits granted under the provisions of this Bylaw shall be subject to all the terms and conditions contained in such permit and it shall be an offence against the provisions of this Bylaw for any person to act upon any such permit except in compliance with the terms and conditions of such permit.

.1 Insurance and Waiver Requirements

In addition to any other conditions and requirements that may be imposed under this Bylaw, a person authorized to issue a permit or permission shall consider the nature of the permittee's use of the highway and may require as a condition of the permit that the permittee provide the City with any or all of the following in a form acceptable to the City Engineer:

- (a) proof of general liability insurance for the activity to be performed on a highway under the permit in an amount and on terms acceptable to the City Engineer;
- (b) an agreement in writing that the permittee will waive and release the City from all claims against the City in relation to the use of highway as authorized by the permit; and
- (c) an agreement in writing that the permittee will indemnify and save harmless the City for all claims made against the City in relation to the permittee's use of the highway.

[Bylaw 8595, January 15, 2018]

1502 All Permits Revocable

All permits granted under any of the provisions of this Bylaw shall be revocable by the Council and the Council is hereby empowered to revoke the same unless the permit is issued for a stated period of time, provided however that the Council is empowered to cancel any permit issued pursuant to the provisions of this Bylaw, if any of the terms or conditions of the permit or of the provisions of this Bylaw are violated.

1503 Fees

The fees payable for permits issued pursuant to this Bylaw are set out in Schedule H to the "Fees and Charges Bylaw, 2024, No. 9000".

[Bylaw 8595, January 15, 2018]

PART 16 – OFFENCES, PENALTIES AND ENFORCEMENT

1601 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.

1602 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 less than \$20.00 and not more than \$10,000.00 or to imprisonment for not more than six months, or to both. Each day that an offence continues shall constitute a separate offence.

1603 Authority to Impound Play Vehicles. In addition to any other penalty or method of enforcement prescribed by this Bylaw, a Bylaw Officer may detain and impound any play vehicle or skateboard being used by any person in contravention of Sections 408.2 or 408.4 of this Bylaw for a period of 24 hours and, in such an event, the Bylaw Officer shall deliver the play vehicle or skateboard to the Justice Administration Building located at 147 East 14th Street, North Vancouver, and shall advise any person of the day and hour after which the item may be redeemed.

1604 The City Engineer, Chief of Police, Fire Chief and any person designated as a Bylaw Enforcement Officer pursuant to the "Bylaw Notice Enforcement Bylaw, 2005, No. 7675" is hereby authorized and empowered to enforce the provisions of this Bylaw by Bylaw Notice or as otherwise provided by this Bylaw.

PART 17 – REPEAL AND ENACTMENT

1701 Repeal

The Bylaw known as the "Street and Traffic Bylaw 1976, No. 4949", and Bylaws numbered 4955, 5044, 5085, 5173, 5202, 5249, 5409, 5477, 5613, 5626, 5661, 5720, 5798, 5825, 5878, 5963, 6039 and 6136 being amendments thereto, are hereby repealed.

1702 Enactment

READ a first time by the Council on the 30th day of September, 1991.

READ a second time by the Council on the 23rd day of March, 1992.

READ a third time and passed by the Council on the 23rd day of March, 1992.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the 13th day of April, 1992.

Signed by: Mayor John E. Loucks

Signed by: Bruce A. Hawkshaw, City Clerk

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9088

A Bylaw to amend “Street and Traffic Bylaw, 1991, No. 6234”

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 **“Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes)**.
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:
 - A. In Part 3 – Definitions, section 302:
 - (1) By deleting the definition of “Resident Exempt Zone” and replacing it with the following definition, in alphabetical order:

“Resident Exempt Parking Permit Area” means an area on a Roadway in which Resident Exempt Parking Permit Spaces are designated in accordance with the Resident and Visitor Parking Policy.
 - (2) By replacing “Resident Exempt Zone” with “Resident Exempt Parking Permit Area” wherever it appears in the Bylaw.
 - (3) By adding the following definitions in alphabetical order:

“Metered Space” means any lawful Parking Space on a Street where Parking Meters regulate the use of such space.

“Pay Parking Zone” means an area of Street in which Metered Spaces are established by Parking Meters, including time-limited pay parking and pay parking except with permit.

“Peak Daytime Curbside Occupancy Rate” is the ratio of the number of occupied Metered Spaces in a Pay Parking Zone during the hours of 9:00 am to 6:00 pm to the total number of Metered Spaces in a Pay Parking Zone, expressed as a percentage that is calculated based on all data collected by the City within a 30 day period.

“Peak Evening Curbside Occupancy Rate” is the ratio of the number of occupied Metered Spaces in a Pay Parking Zone during the hours of 6:00 pm to 9:00 pm to the total number of Metered Spaces in a Pay Parking Zone, expressed as a percentage that is calculated based on data collected by the City within a 30-day period.

“Resident Exempt Parking Permit Space” means a section of the Roadway indicated by Traffic Control Devices that exempts resident parking permit holders from time limits for up to 72 hours.

B. In Part 5 – Parking and Stopping Vehicles:

- (1) In section 506, by deleting “4,500 kg” and replacing it with “5,500 kg”;
- (2) By deleting section 510.2 in its entirety and replacing it with the following:

“The City Engineer is hereby authorized to grant an exemption from the parking time restrictions in a Resident Exempt Parking Permit Area for up to 72 hours to:

- (a) a person who holds a valid permit issued in accordance with the Resident and Visitor Parking Policy and pays a permit fee as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”, and
 - (b) a Shared Vehicle Organization which applies for such an exemption and pays an annual application fee as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000” per shared vehicle in the Shared Vehicle Organizations’ fleet of Shared Vehicles.”
- (3) By deleting section 520.2 in its entirety and replacing it with the following:

“Except for Accessible Passenger Directed Vehicles, a Transportation Network Services provider must not cause, allow, or permit any Passenger Directed Vehicles being operated under the licence issued to them under the *Passenger Transportation Act* to stop to pick up or drop off any passengers on any Highway within the City of North Vancouver between the hours of 7:00 a.m. and 9:00 p.m. unless they hold a valid Congestion and Curbside Management Permit, in which case the Passenger Directed Vehicles may stop at any place where stopping is permitted at such times for the purposes of picking up or dropping off passengers.”

C. In Part 13 – Parking Meters:

- (1) By deleting section 1301 in its entirety and replacing it with the following:

“1301 Authorization

It shall be lawful for the Council by Resolution from time to time to designate Streets or portions thereof where Metered Spaces may be installed, and to install such Parking Meters.”

- (2) By deleting section 1304.4 in its entirety and replacing it with the following:

“No vehicle shall be parked in a Metered Space on which Parking Meters are installed except in compliance with the provisions of this Bylaw.”

- (3) After section 1307, by adding new sections 1308, 1309 and 1310 as follows:

“1308 Meter Rates

- .1 The initial metered rates for all parking spaces in an existing Pay Parking Zone shall, prior to adjustment in accordance with this section 1308, be the

rate shown for that Pay Parking Zone as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”.

- .2 Every new Parking Meter installed in a Pay Parking Zone shall be subject to same rate at the time of installment as the present rate imposed set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000” for the closest Parking Meter already operating when installment began.
- .3 If the Peak Daytime Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone exceeds 85% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be increased as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”.
- .4 If Peak Daytime Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone is less than 60% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be decreased as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”, but no Metered Space shall be subject to a fee less than \$1.00 per hour.
- .5 If the Peak Evening Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone exceeds 85% in a calendar year, then the fee between 6 PM and 9 PM for the subsequent calendar year shall be increased as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”.
- .6 If the Peak Evening Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone is less than 60% in a calendar year, then the fee between 6 PM and 9 PM for the subsequent calendar year shall be decreased as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”, but no Metered Space shall be subject to a fee less than \$1.00 per hour.

1309 Exemptions

- .1 The following vehicles are exempt from the provisions of Section 1308 of this Bylaw:
 - (a) Shared vehicles belonging to a Shared Vehicle Organization that are parked in a Pay Parking Zone by a member at the end of their rental period, provided that the Shared Vehicle Organization has an agreement with the City Engineer to pay:
 - i. for Zero-emission Vehicles, 5% of the Parking Meter fees for parking time that is less than the parking time limit,
 - ii. for vehicles that are not Zero-emission Vehicles, 65% of the Parking Meter fees for parking time that is less than the parking time limit, and,
 - iii. 100% of the Parking Meter fees for parking time that exceeds the parking time limit.

The Shared Vehicle may remain parked in the Metered Space, without time limit, as long as it is not in contravention of any other stopping or parking regulations.

1310 Lost Revenue

Where a Special Parking Permit Zone, Temporary Street Occupancy Zone, or Film Zone occupy Metered Spaces, the permit holder must pay for all lost Metered Space revenue, at the rates set out in Schedule "H" of the "Fees and Charges Bylaw, 2024, No. 9000."

READ a first time on the <> day of <>, 2025.

READ a second time on the <> day of <>, 2025.




READ a third time on the <> day of <>, 2025.

ADOPTED on the <> day of <>, 2025.

MAYOR

CORPORATE OFFICER



 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: Matthew Menzel, Planner 3

Subject: OFFICIAL COMMUNITY PLAN UPDATE AND AMENDMENT
APPLICATIONS – *LOCAL GOVERNMENT ACT* REQUIRED
CONSULTATION WITH INTER-GOVERNMENTAL AGENCIES

Date: March 19, 2025 File No: 01-0400-01-0001/2025

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

RECOMMENDATION

PURSUANT to the report of the Planner 3, dated March 19, 2025, entitled “Official Community Plan Update and Amendment Applications – *Local Government Act* Required Consultation with Inter-Governmental Agencies”:

THAT the list of referral agencies and groups for Official Community Plan amendments, outlined in *Table 1* of the report, be approved.

ATTACHMENTS

1. Excerpt from the *Local Government Act* (CityDocs [2646518](#))

SUMMARY

In accordance with *Section 475* of the *Local Government Act* (refer to Attachment 1), specific consultation with various inter-governmental agencies needs to be facilitated as part of the development, or amendment of the Official Community Plan (OCP).

The *Local Government Act (LGA)* states that the *Local Government* (more specifically, the council of a municipality) must consider the relevant groups that are engaged with, along with whether the consultation should be early and on-going.

The purpose of this report is to seek approval from Council regarding the list of inter-governmental referral agencies that will be consulted in the upcoming OCP update, as

well as any OCP amendment applications being processed. The report is being brought forward to Council now for its approval of the list below in anticipation of a number of OCP amendments that are expected to be considered by Council this year. In addition, Council has not updated or reviewed this list since the early 2000s.

DISCUSSION

From review of the specific requirements of *Section 475* of the *LGA*, staff have determined the following list (*Table 1*) of inter-governmental agencies to be appropriate to satisfy the consultation requirements, found in *Section 475* of the *LGA*. The list for a full OCP update includes more groups than a single OCP amendment application, due to the larger scope of a full OCP update.


Table 1: Relevant Inter-governmental agencies

Project Type	Inter-Governmental Agency
OCP Update	Metro Vancouver Regional District North Vancouver School District (School District 44) Conseil scolaire francophone de la Colombie-Britannique (CSF) Squamish Nation Tsleil-Waututh Nation District of North Vancouver District of West Vancouver Vancouver Fraser Port Authority Vancouver Coastal Health Ministry of Transportation and Transit
OCP Amendment Applications	Metro Vancouver Regional District North Vancouver School District (School District 44) Conseil scolaire francophone de la Colombie-Britannique (CSF) Squamish Nation Tsleil-Waututh Nation District of North Vancouver Vancouver Fraser Port Authority Vancouver Coastal Health Ministry of Transportation and Transit (if application is within 800 metres of a controlled access highway)

It is important to note, that under *Section 475 (3)*, the above-mentioned consultation is in addition to the public hearing required under *Section 477 (3) (c)* of the *LGA*.

Furthermore, staff will require consultation with relevant community groups or interest holders, as well as the broader community. This is to be facilitated in addition to the *LGA* required consultation with inter-governmental agencies.

RESPECTFULLY SUBMITTED:



 Matthew Menzel
 Planner 3

Excerpt from the Local Government Act

The following provides an excerpt from the *Local Government Act*:

Consultation during development of official community plan

475 (1) *During the development of an official community plan, or the repeal or amendment of an official community plan, the proposing local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected.*

(2) *For the purposes of subsection (1), the local government must*

(a) *consider whether the opportunities for consultation with one or more of the persons, organizations and authorities should be early and ongoing, and*

(b) *specifically consider whether consultation is required with the following:*

(i) *the board of the regional district in which the area covered by the plan is located, in the case of a municipal official community plan;*

(ii) *the board of any regional district that is adjacent to the area covered by the plan;*

(iii) *the council of any municipality that is adjacent to the area covered by the plan;*

(iv) *first nations;*

(v) *boards of education, greater boards and improvement district boards;*


(vi) *the Provincial and federal governments and their agencies.*

(3) *Consultation under this section is in addition to the public hearing required under section 477 (3) (c).*

(4) *If the development of an official community plan, or the repeal or amendment of an official community plan, might affect agricultural land, the proposing local government must consult with the Agricultural Land Commission.*

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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: Kyle Pickett, Planner 1

Subject: DEVELOPMENT VARIANCE PERMIT APPLICATION: 222 EAST 2nd STREET (GWL REALTY ADVISORS INC.)

Date: March 26, 2025 File No: 08-3400-20-0151/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated March 26, 2025, entitled “Development Variance Permit Application: 222 East 2nd Street (GWL Realty Advisors Inc.)”:

THAT Development Variance Permit No. PLN2024-00012 (GWL Realty Advisors Inc.) be considered for issuance under Section 498 of the *Local Government Act* and no Public Meeting be held;

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

ATTACHMENTS

1. Context Map (CityDocs [2634188](#))
2. Architectural Plans (CityDocs [2623239](#))
3. Acoustic Report (CityDocs [2623326](#))
4. Development Variance Permit No. PLN2024-00012 (GWL Realty Advisors Inc.) (CityDocs [2549297](#))

SUMMARY

This report presents an application for a Development Variance Permit (DVP) to provide variance to building height in the existing CD-715 zone to allow for the installation of an acoustical screen around the mechanical equipment on the roof. The existing building in the CD-715 zone has an approved height of 48.5 geodetic metres and the proposed variance would permit an additional height of 4 metres to allow for the acoustic screening.

BACKGROUND

Applicant:	Michael Reed, GWL Realty Advisors Inc.
Architect:	Bryce Rositch, RH Architects Inc.
Official Community Plan Designation:	Residential Level 5 (R5)
Existing Zoning:	CD-715

DISCUSSION

Zoning Bylaw CD-715 was adopted by Council on September 16, 2019 to allow for the development of a 6-storey residential building at 222 East 2nd Street (The Bowline), and final occupancy was given in February 2023. The applicant is now proposing to install an acoustic screen around the mechanical equipment on the rooftop of the west building to reduce negative noise impacts on surrounding properties. By doing so, the approved height for the development would be exceeded. All other aspects of the project remain the same as described in the original Council report.

Site Context & Surrounding Use

The site is located on the north-east corner of East 2nd Street and St. Georges Avenue (Attachment #1). The buildings and uses immediately surrounding the subject site are described in Table 1 below.

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North	221 East 3 rd Street	Three storey Apartment building	CD-592
South	221-225 East 2 nd Street	North Shore Neighbourhood House	CD-737
East	250 East 2 nd Street	Three storey Apartment building	RM-1
West	172-180 East 2 nd Street	Sixteen storey Mixed-Use building	LL-5

Policy Context

The Official Community Plan (OCP) designates the subject site as Residential Level 5 (R5), which provides for residential multi-family uses with a maximum density of 1.6 FSR without bonus density and 2.6 FSR with bonus density. The property is outside the

East 3rd Street (Moodyville) Development Permit Area and is zoned CD-715 (Medium Density Apartment Residential 1), which allows a maximum density of 1.6 FSR.

Project Description

The application proposes the addition of an acoustic screen around the mechanical equipment, which is located on the north-east corner of the roof of the existing six storey apartment building. The purpose of this screen is to reduce the noise generated by the cooling systems, which has been noted to exceed the CNV Noise Control Bylaw No. 8885 limits for night time noise.

The applicant has prepared an acoustical report (Attachment 4) in support of the proposed variance, which has recommended that the installation of an acoustic screen around the mechanical plant will reduce noise to acceptable levels as per the CNV Noise Control Bylaw No. 8885. The report has assessed noise impacts on nearby sensitive uses, including 221 East 3rd Street to the north, and the future North Shore Neighbourhood House at 221 East 2nd Street to the south. This acoustic screen will be constructed on all four sides of the cooling systems, to a height of 1 metre higher than the equipment.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Policy Alignment

The proposed development is consistent with policies and objectives listed in the Official Community Plan regarding mechanical systems in new buildings. Policy alignment is described in Table 2 below.

Table 2. Policy Alignment

Official Community Plan	
Objective 1.2.2 (a) Encourage the displacement of inefficient building systems (e.g. HVAC) through high efficiency system upgrades and sustainable heating and cooling systems.	The placement of mechanical systems on building rooftops is being implemented throughout the City, and the new zones are being written with these systems, and associated screening structures, being excepted from the zoning height limits.

Proposed Zoning Variances

The applicant is requesting a variance to increase the maximum building height by four metres above the as-built top of roof height to allow for construction of an acoustic screen around mechanical equipment. The proposed screen is four metres above the existing height of the roof level, with a geodetic height of 52.38 metres. This height is consistent with the maximum building height permitted in the Schedule A Land Use map in Official Community Plan, as well as other six storey development projects in the City.

The proposed zoning variance is outlined in Table 2.

Table 2. Requested Changes to the Zoning Bylaw

	As-Built Height	Proposed Variance
Principal Building Height	48.5 metres geodetic datum	52.3 metres geodetic datum

By increasing the maximum building height, this will allow for the installation of an acoustic screen which will reduce the noise impacts to within the acceptable range of the Noise Control Bylaw No. 8885. All other aspects of the proposal remain unchanged, and comply with Zoning Bylaw CD-715. As the proposed screening is exempt from GFA calculation there are no FSR implications.

COMMUNITY CONSULTATION

Given the limited scope of the application, no Developer Information Session was required for this application. Detailed information of the proposed variance was provided on the City's webpage, where the community had an opportunity to provide input on the proposal. No formal feedback was provided through the processing of this application.

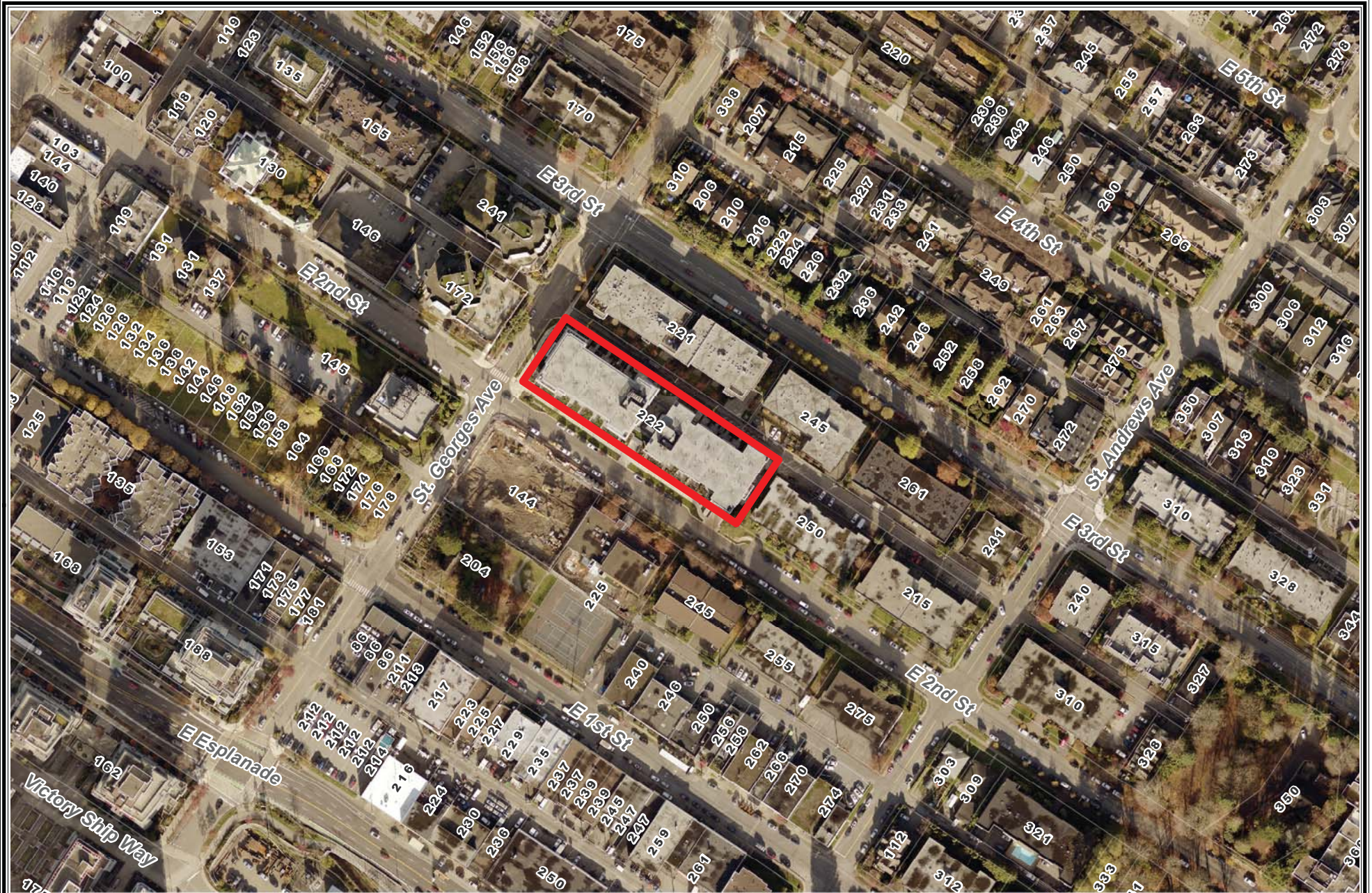
CONCLUSION

Staff are supportive of the variance application as it will reduce negative noise impacts on current and future neighboring properties and to within acceptable noise levels stated within the CNV Noise Control Bylaw No. 8885, while also delivering effective heating and cooling systems to the apartment building it services.

RESPECTFULLY SUBMITTED:



Kyle Pickett
Planner 1



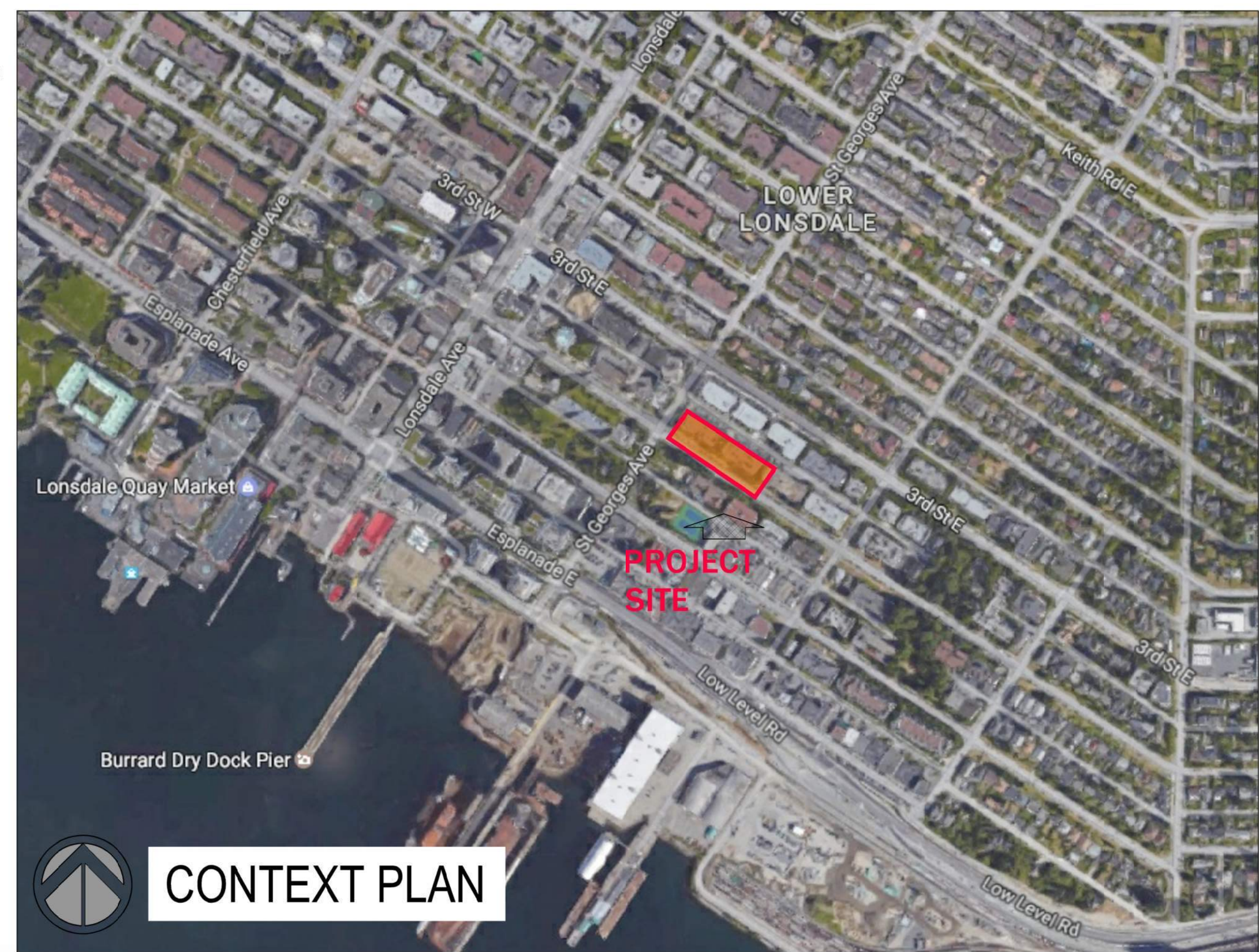
Context Map: 222 East 2nd Street, The Bowline



LOWER LONSDALE RESIDENTIAL RENTAL

222 E 2nd STREET, NORTH VANCOUVER

VIEW FROM E2nd STREET & ST. GEORGE'S AVE.



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11. IFO BELOW GRADE	09 OCT 2020
12. ISSUED FOR CONSTRUCTION	25 NOV 2020
13. FINAL DESIGN DRAWINGS	09 DEC 2022
14. DEVELOPMENT VARIANCE	17 JUN 2024

ISSUED FOR
DEVELOPMENT VARIANCE
PERMIT RESUBMISSION

NOV. 15, 2024

DRAWING LIST

PAGE	TITLE	SCALE
A0.0	COVER SHEET	N/A
A0.1	PERSPECTIVE VIEWS	N/A
A0.2	SHADOW STUDIES	N/A
PLANS		
A1.0	SITE PLAN OVERALL	1/16"=1'-0"
A3.6	ROOF PLAN	1/16"=1'-0"
A3.6A	ROOF PLAN WEST	1/8"=1'-0"
ELEVATIONS		
A4.0	SOUTH & NORTH OVERALL ELEVATIONS	1/16"=1'-0"
A4.0A	SOUTH ELEVATIONS	3/32"=1'-0"
A4.0B	NORTH ELEVATIONS	3/32"=1'-0"
A4.1	EXTERIOR SIDE ELEVATIONS	3/32"=1'-0"
A4.2	COURTYARD ELEVATIONS	3/32"=1'-0"

PROJECT STATISTICS

Lot Area	47824.05	4443.00			
	SF	m ²	SF	m ²	
GFA	Allowed	124343	Proposed	124135	11532
FSR	Allowed	2.6	Proposed	2.6	
Lot Coverage	Allowed		Proposed	57.67%	
BUILDING AREA					
	Building West	Building East	Building W+E		
1st Floor			14133		
2nd Floor			26803		
3rd Floor	11734	12694	24428		
4th Floor	11734	12694	24428		
5th Floor	11734	12554	24288		
6th Floor	10282	10840	21122		
TOTAL			135202		
Total Units	78	81	159		
Level 2 Units	75	77	152		
ALLOWABLE EXCLUSIONS					
	Amenity	Meeting Rm.	Garbage	Stair W	Stair E
Bylaw Ref	15	15	13	18 (a)(b)(c)	
1st Floor	306	156			462
2nd Floor	3437	322	778	214	214
3rd Floor				325	325
4th Floor				325	325
5th Floor				325	325
6th Floor				325	325
TOTAL	3743	478	778	1514	1514
Credit for Level 2 units (20 sf/unit)			Bylaw Ref. 14		3040
TOTAL EXCLUSIONS					11067
TOTAL GFA (after exclusions)					124135
PARKING AND BIKES					
Required					
Parking required (.75/unit)					119
Visitor parking (greater of 10% of total cars or 0.2car/unit)					32
Bikes required (1.5/unit)					239
Short term bikes required (6/60units)					16
Parking reduction (1/6 bikes)					39.8
Visitor parking reduction (50%)					16
Parking required after reduction					79.4
Visitor parking required after reduction					15.9
Total parking required					96
Provided					
Bikes Provided					240
Short term bikes provided					18
Parking provided					121
Visitor parking provided					16
Total parking provided					137

PROJECT DIRECTORY

OWNER	GWL 1600-650 West Georgia Street Vancouver, BC V6B 4N7	Geoff Heu 604-306-1033 Geoff.Heu@gwira.com
PROJECT MANAGER	Turnbull Construction # 1670 Central City Tower 13450 - 102nd Ave Surrey, BC V3T 5X3	Michael Reed 604-802-0843 Michael.reed@gwira.com Geoff Watson 604-282-1363 gwatson@tcpm.ca
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SURVEYOR	McElhanney Associates Land Surveying 780 Beatty St Vancouver, BC V6B 2M1	Yvon Gosselin 604-683-8521 ygosselin@mcElhanney.com
CIVIL	InterCAD 1111 West 8th Vancouver, BC V6H 1C5	Graham Wood William Leung 604-619-7707 mail@intercad.bc.ca
STRUCTURAL	BMZSE #700 - 609 W. Hastings Vancouver, BC V6B 4W4	John Zickmantel 604-685-9533 zickmantel@bmzse.com
ELECTRICAL	Nemetz (S/A) & Associates Ltd. 2009 - W 4th Avenue Vancouver, BC V6J 1N3	Steve Nemetz 604-736-6562 steven@nemetz.com
MECHANICAL	Bycar Engineering Ltd. 105A- 7808 132nd St Surrey, BC V3V 4N1	Bijan Valagohar Sarj Ranu 604-591-2766 sarj@bycar.ca
GEOTECHNICAL	Geopacific Consultants 1779 West 75th Avenue Vancouver, BC V6P 6P2	Farshid Bateni 604-439-0922 bateni@geopacific.ca
CODE CONSULTANT	CFT Engineering 1901 Rosser Avenue Burnaby, BC V5C 6R4	Samir Eidnani 604-684-2384 seidnani@cftengineering.com
TRAFFIC	Bunt and Associates #1550 - 1050 W. Pender Street Vancouver, BC V6E 3S7	Kyle Brandstaetter 604 685 6427 Ext 238 kbrandstaetter@bunteng.com
CONSTRUCTION	Ventana 3875 Henning Drive Burnaby, BC V5C 6N5	Chris Nichols 778-995-2864 CNichols@ventanaconstruction.com
BUILDING ENVELOPE	Aqua-Coast Engineering Ltd 5155 Ladner Trunk Rd #201 Delta, BC V4K 1W4	Ben Marsolais 604-291-9000 bmarsolais@ventanaconstruction.com Pat Cuthbert 604-946-9910 pcuthbert@aquacoast.ca
INTERIOR DESIGN	Portico Design Group Ltd #300 - 1508 W 2nd Ave Vancouver, BC, V6J 1H2	Daver Bolbolan Christine Bauhaus 604-275-5470 cbauhaus@portico.design.com
ACOUSTICAL CONSULTANT	BKL Consultants Ltd. 1200 Lynn Valley Rd North Vancouver, BC, V7J 2A2	Nick Dobbs 604-988-2508 dobbs@bkl.ca
ELEVATOR CONSULTANT	KJA Consultants Inc # 212 409 Granville St Vancouver, BC, V6C 1T2	Paul Marks Adrian Schneider 604-681-9294 marks@bkl.ca adrian.schneider@kja.com
STREET LIGHTS DESIGN	Great Northern Eng. Consultants #202 - 8525 Baxter Pl Burnaby, BC, V6J 1H2	Enrique Ullod 855-463-2266 enrique.ullod@gnec.ca

PROJECT HEIGHT INFORMATION

- MAXIMUM BUILDING HEIGHT AS PER OCP: 18-19m
- BUILDING HEIGHT AS PER APPROVED CD ZONING: 16.78m (55.08')
- MECHANICAL EQUIPMENT HEIGHT ABOVE APPROVED BUILDING HEIGHT: 2.93m (9.63')
- PROPOSED MECHANICAL SCREEN PROJECTION ABOVE APPROVED BUILDING HEIGHT: 3.92m (12.88')
- PORTION OF PROPOSED MECHANICAL SCREEN ABOVE OCP MAX. BUILDING HEIGHT: 1.7m (5.58')
- AVERAGE GRADE (GEODETIC FOR HEIGHT DETERMINATION): 31.67m (103.92')

NO. REVISION: DATE:

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ARCHITECTURAL SEAL:

CLIENT:



PROJECT:
222 E 2nd STREET

NORTH VANCOUVER, BC

DRAWING TITLE:
COVER

DATABASE: 1629-A0.0.dwg

SCALE: N/A

PLOT DATE: JUNE 2024

DRAWN: AH

CHECKED: KH

PROJECT NO.
1629

DWG. NO.

A0.0

D.P. A. No. :



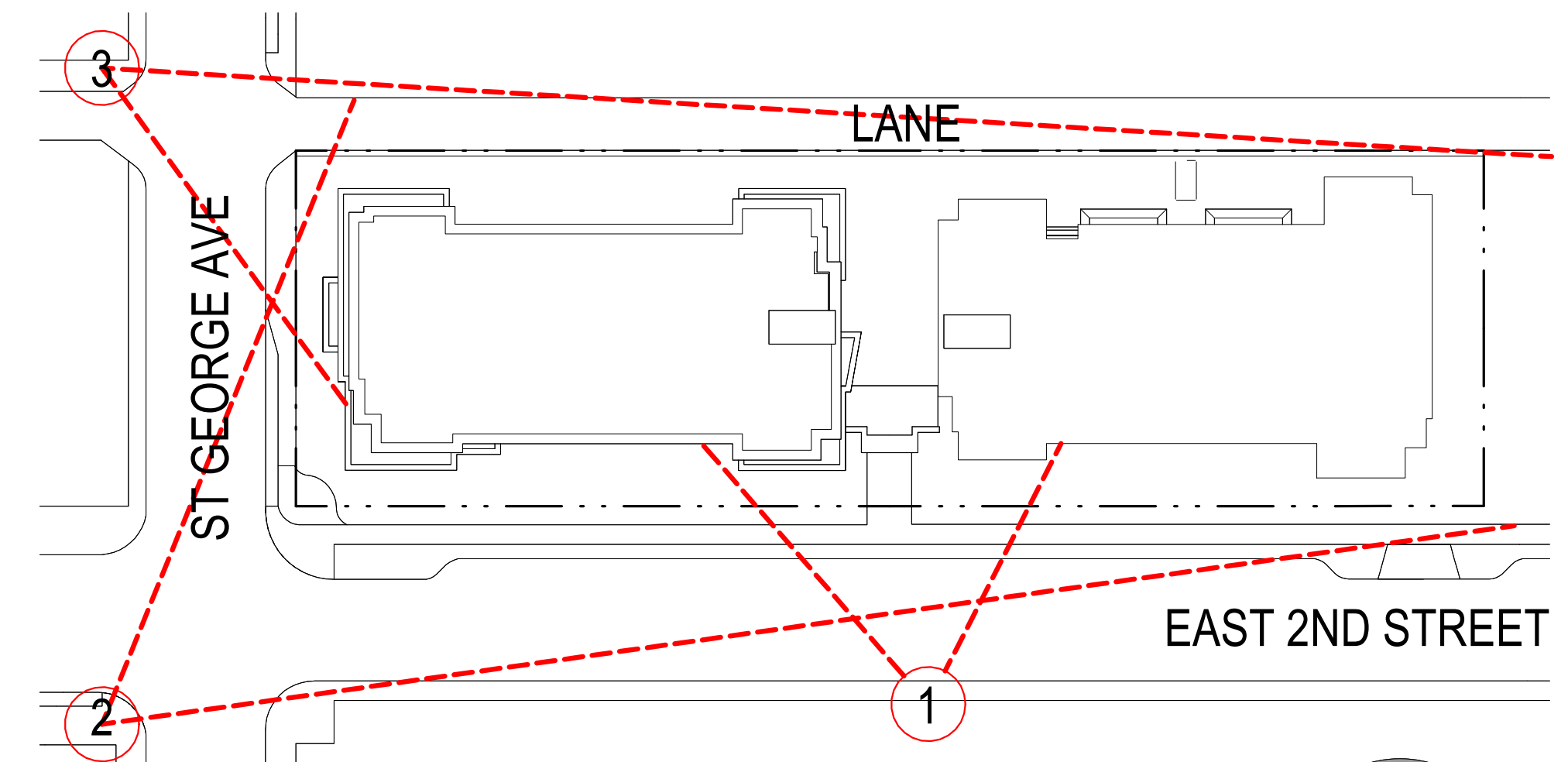
1 VIEW OF MAIN ENTRY (2ND STREET)



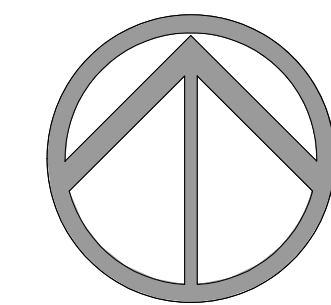
2 VIEW FROM ST GEORGE AVE & 2ND STREET



3 VIEW FROM ST GEORGE AVE ALONG REAR LANE



VIEW KEYPLAN



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PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
PERSPECTIVE VIEWS

BASE FILE : 1629 Building.rvt

SCALE: 1" = 50'-0"

PLOT DATE: JUNE 2021

DRAWN: LP

CHECKED: AH / BR

PROJECT NO. **1629**

DWG. NO. **A0.1**

D.P. No :
B.P. No :



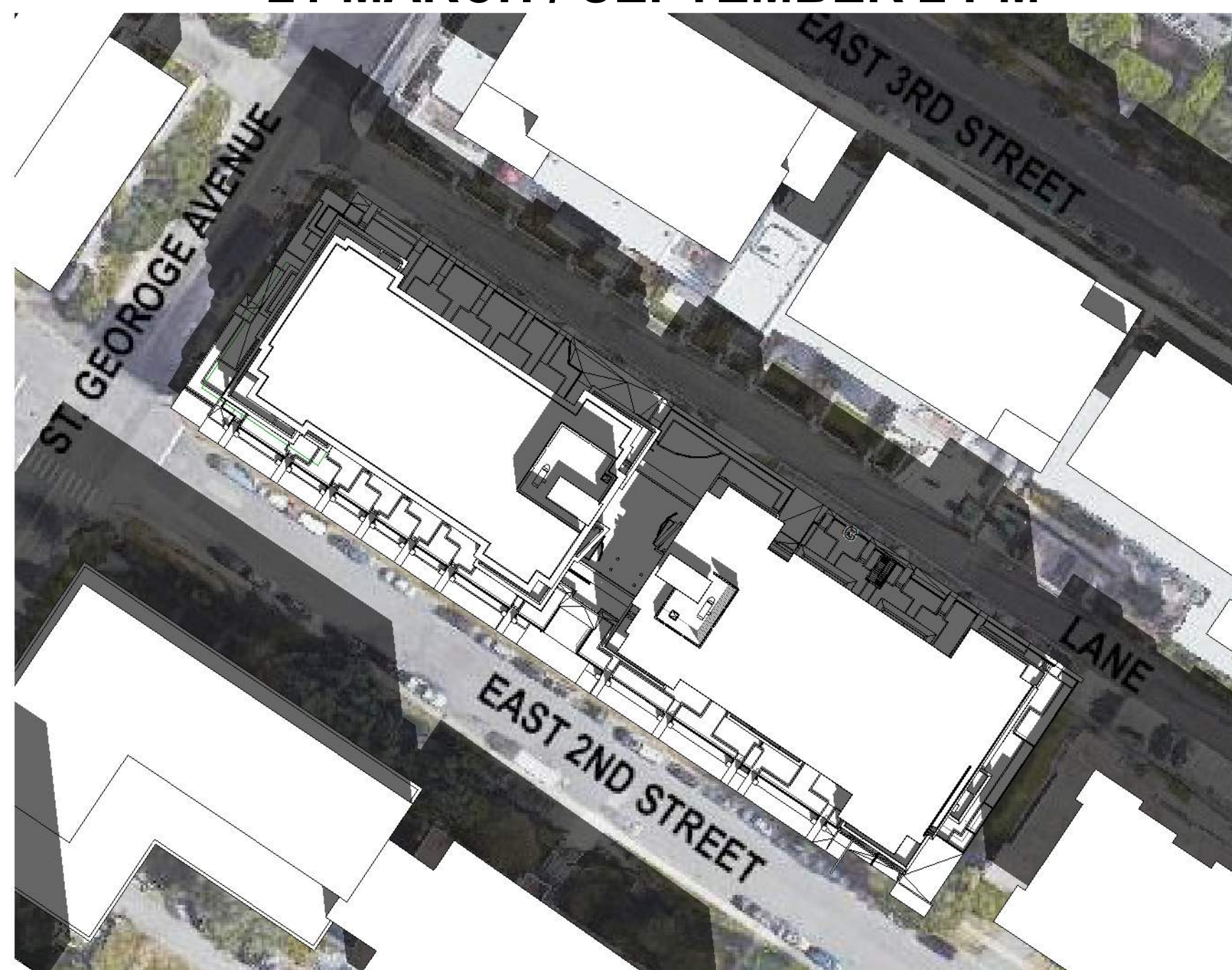
21 MARCH / SEPTEMBER 2 PM



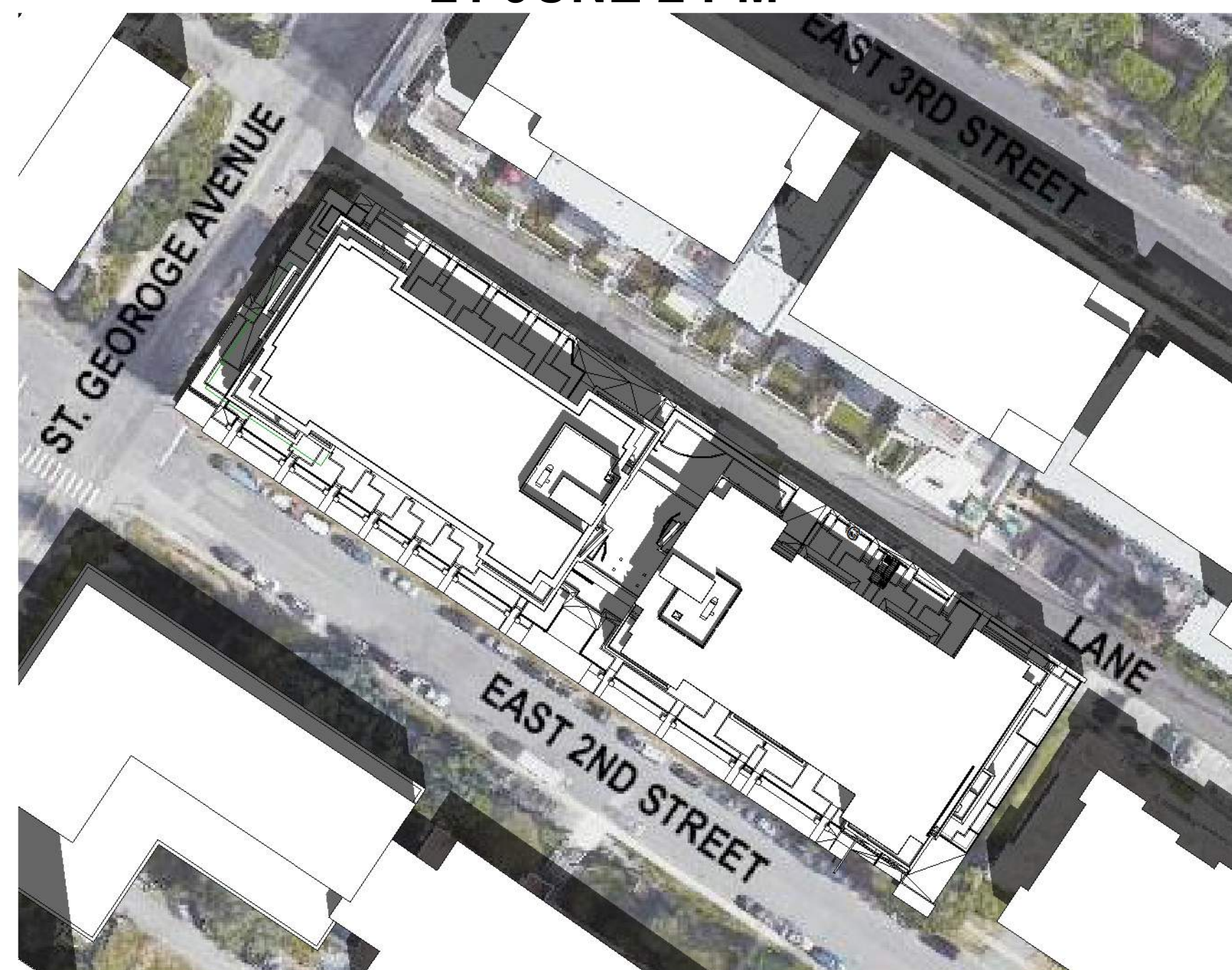
21 JUNE 2 PM



21 DECEMBER 2 PM



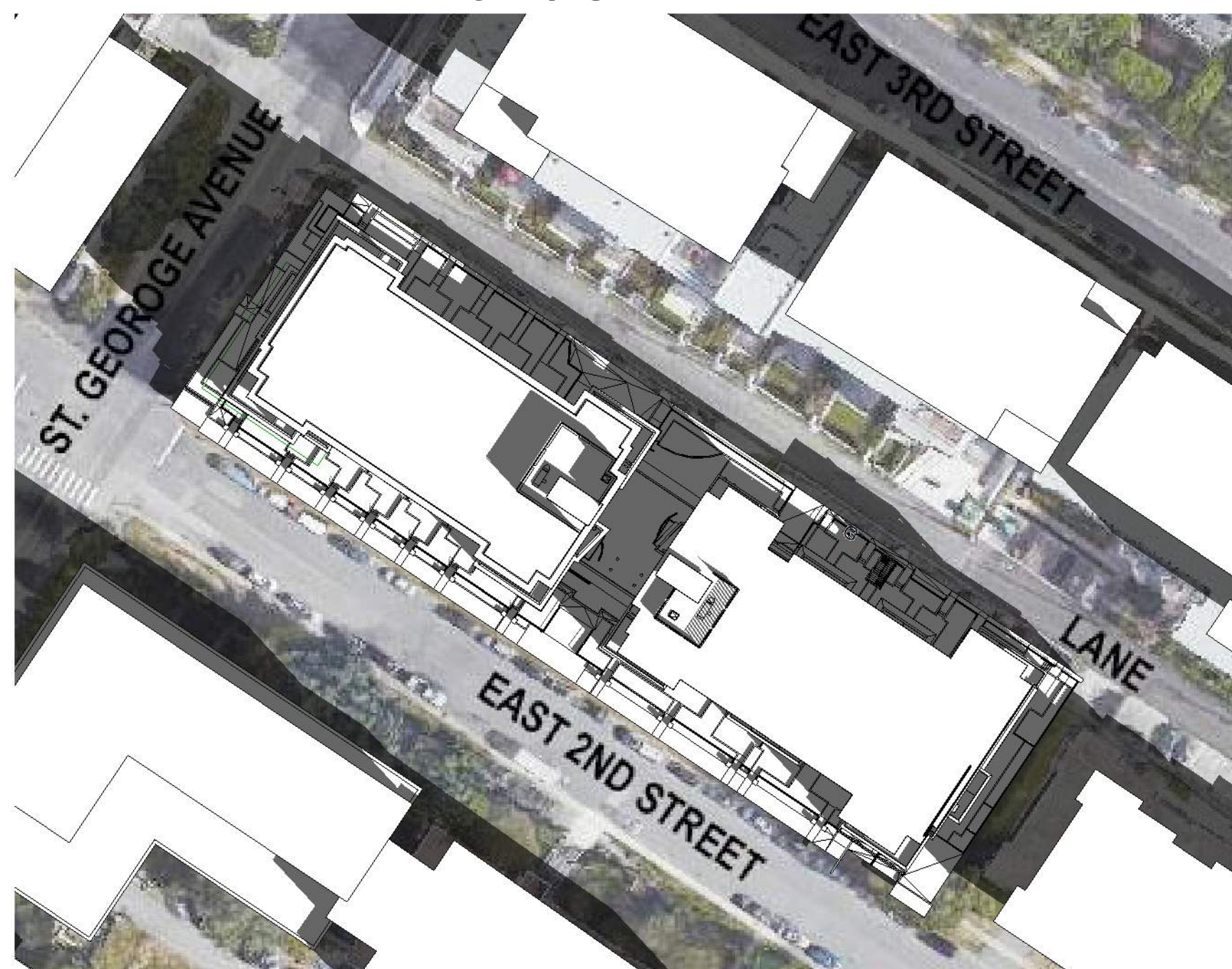
21 MARCH / SEPTEMBER 12 PM



21 JUNE 12 PM



21 DECEMBER 10 AM



21 MARCH / SEPTEMBER 10 AM



21 JUNE 10 AM



21 DECEMBER 12 PM



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PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
SHADOW DIAGRAM

BASE FILE : 1629 Building.rvt
SCALE: 1" = 60'-0"
PLOT DATE: JUNE 2021
DRAWN: LP
CHECKED: AH / BR

PROJECT NO. **1629**

DWG. NO.
A0.2

D.P. No:
B.P. No:



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CLIENT:



PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
SITEPLAN

BASE FILE : 1629 Building.rvt

SCALE: 1/16" = 1'-0"

PLOT DATE: JUNE 2021

DRAWN: LP

CHECKED: AH / BR

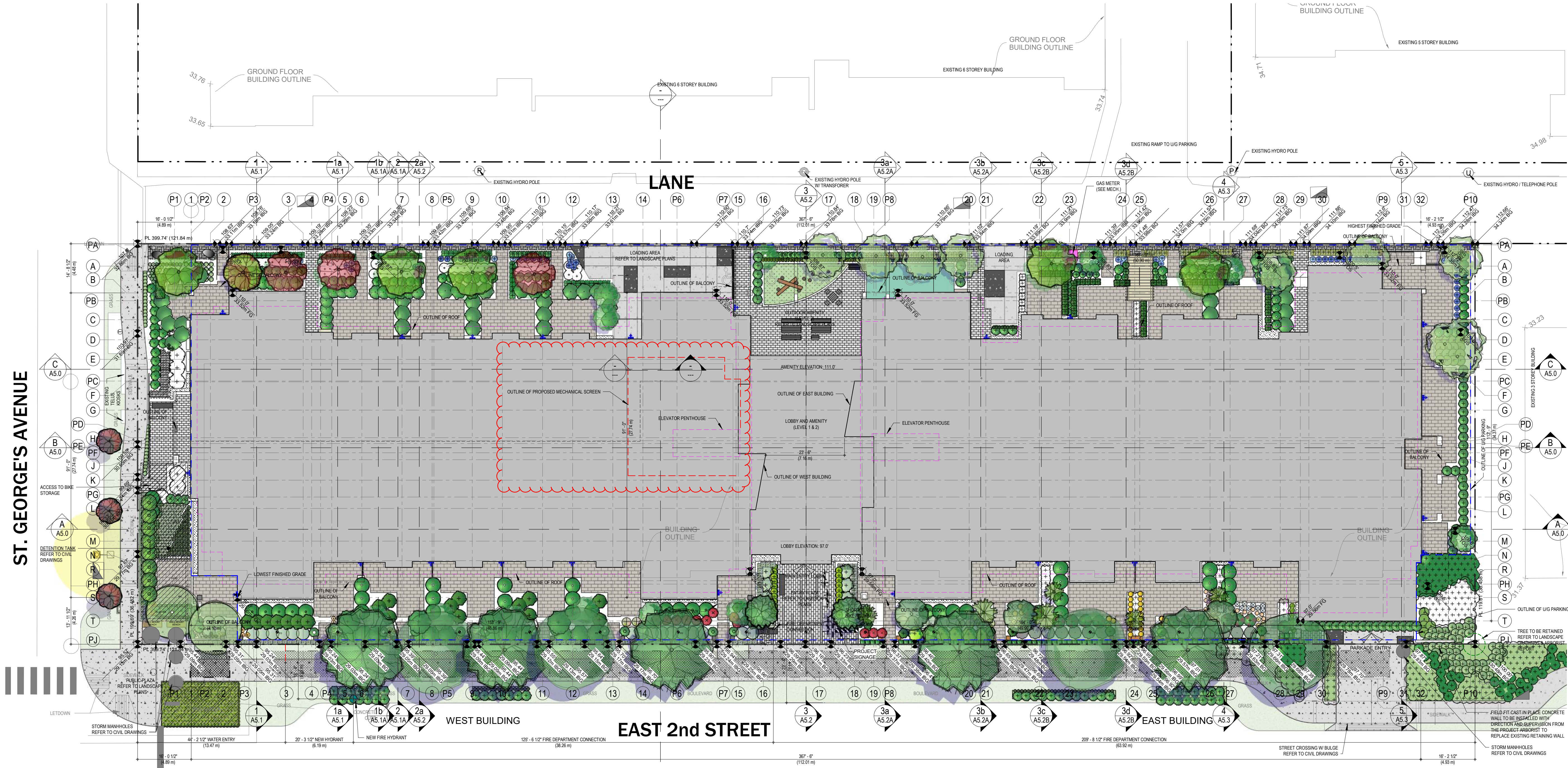
PROJECT NO. **1629**

DWG. NO.

A1.0

D.P. No.:

B.P. No.:



LEGEND			
[Symbol]	TYPICAL DROPPED CEILING	B.G.	BUILDING GRADE
[Symbol]	CONCRETE WALL	E.G.	EXISTING GRADE
[Symbol]	CONCRETE BLOCK WALL	F.D.	FLOOR DRAIN
[Symbol]	INTERIOR WALL	F.F.E.L.	FINISHED FLOOR ELEVATION
[Symbol]	A.D.	F.G.	FINISHED GRADE
[Symbol]	AREA DRAIN	FRG.	REFRIGERATOR
[Symbol]	ATTIC COMPARTMENT OUTLINE	I.B.G.	INTERPOLATED BUILDING GRADE
[Symbol]	B.O.C.	BL.F.D.	LANDSCAPE BI-LEVEL DRAIN
[Symbol]	BOTTOM OF CURB	LIN	LINE CLOSET
[Symbol]	BOTTOM OF PARAPET	L.S.	LAZY SUSAN
[Symbol]	B.O.W.	M.V.T.	MECH. WALL VENT TERMINATION
[Symbol]	BOTTOM OF WALL (TOP OF F.G.)	M.V.G.	MECH. SOFFIT VENT GRILL
[Symbol]	C.B.	M.S.	MECH. STANDPIPE
[Symbol]	CATCH BASIN	P.D.	PATIO BI-LEVEL DRAIN
[Symbol]	COOK TOP	R.D.	ROOF DRAIN
[Symbol]	DISH WASHER	R.S.	ROOF & SHELF
[Symbol]		R.V.	ROOF VENT
[Symbol]		R.W.L.	RAIN WATER LEADER
[Symbol]		S.C.	SANITARY CONNECTION
[Symbol]		S.P.	SPRINKLER PROTECTION
[Symbol]		F.E.	FIRE EXTINGUISHER
[Symbol]		T.O.R.	TOP OF ROOF
[Symbol]		T.O.S.	TOP OF SLAB
[Symbol]		T.O.W.	TOP OF WALL
[Symbol]		W.D.	WASHER / DRYER
[Symbol]		[Symbol]	DOOR MARK
[Symbol]		[Symbol]	WINDOW MARK
[Symbol]		[Symbol]	ROOM FINISH MARK
[Symbol]		[Symbol]	WALL ASSEMBLY MARK
[Symbol]		[Symbol]	FLOOR ASSEMBLY MARK
[Symbol]		[Symbol]	ROOF ASSEMBLY MARK
[Symbol]		[Symbol]	REFER TO LANDSCAPE DWGS. FOR REFERENCE
[Symbol]		[Symbol]	REFER TO INT. DESIGN DWGS. FOR REFERENCE

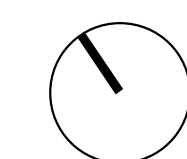
GENERAL NOTES:

- EXISTING GRADE INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY MCELHANEY ASSOCIATES LAND SURVEYING LTD., DATED 1 JUNE 2017.
- BUILDING GRADE ELEVATIONS PER CIVIL DRAWINGS.
- REFER TO CIVIL DRAWINGS FOR OFF-SITE WORK AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTER / RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.
- REFER TO THE UNIT PLANS FOR LEVEL 2 ADAPTABILITY FEATURES.
- MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBOURHOOD.
- UNDERGROUND PARKING IS TO BE ADEQUATELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, CW SPRINKLER PROTECTION AS REQUIRED.

LOT CONTAINS A COMMUNITY GARDEN (207 E. 2ND ST.)

OUTLINE OF NORTH SHORE NEIGHBOURHOOD HOUSE (225 E. 2ND ST.)

APPROXIMATE OUTLINE OF APARTMENT (245 E. 2ND ST.)





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REVISION :		DATE :

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CLIENT:



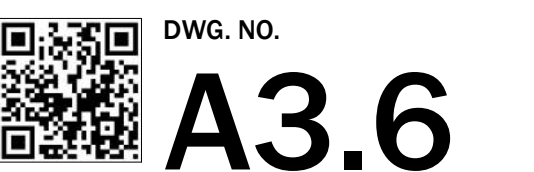
PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

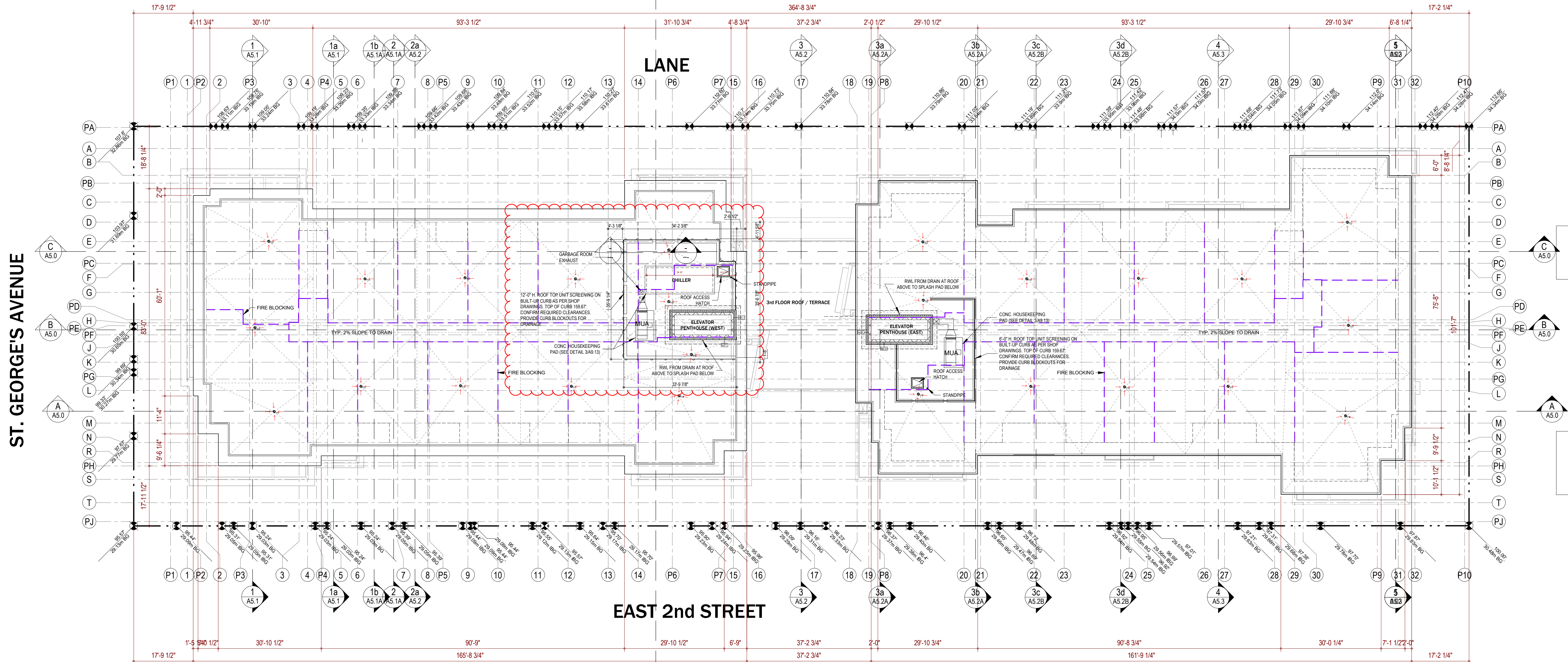
DRAWING TITLE:
ROOF PLAN

BASE FILE : 1629 Building.rvt
SCALE: 1/16" = 1'-0"
PLOT DATE: JUNE 2021
DRAWN: LP
CHECKED: AH / BR

PROJECT NO. **1629**

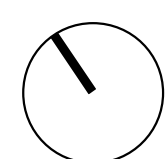


D.P. No:
B.P. No:



ST. GEORGE'S AVENUE

EAST 2nd STREET





RH ARCHITECTS INC.

120 Powell Street, Unit 10
Vancouver, BC Canada
V6A 1G1

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f 604.669.1091

www.rharchitects.ca

ISSUED:	DATE:
1. REZONING/ DPA	17 AUGUST 2017
2. DESIGN PANEL	18 OCTOBER 2017
3. REZ/ DPA RESUBMISSION	21 MARCH 2018
4. COORDINATION	27 SEPT. 2019
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ISSUED FOR
DEVELOPMENT VARIANCE
PERMIT RESUBMISSION
NOV. 15, 2024

No.	Description	Date
REVISION :		DATE :

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ARCHITECTURAL SEAL:

CLIENT:



PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
ROOF PLAN - WEST SIDE

BASE FILE : 1629 Building.rvt

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

PLOT DATE: JUNE 2021

DRAWN: LP

CHECKED: AH / BR

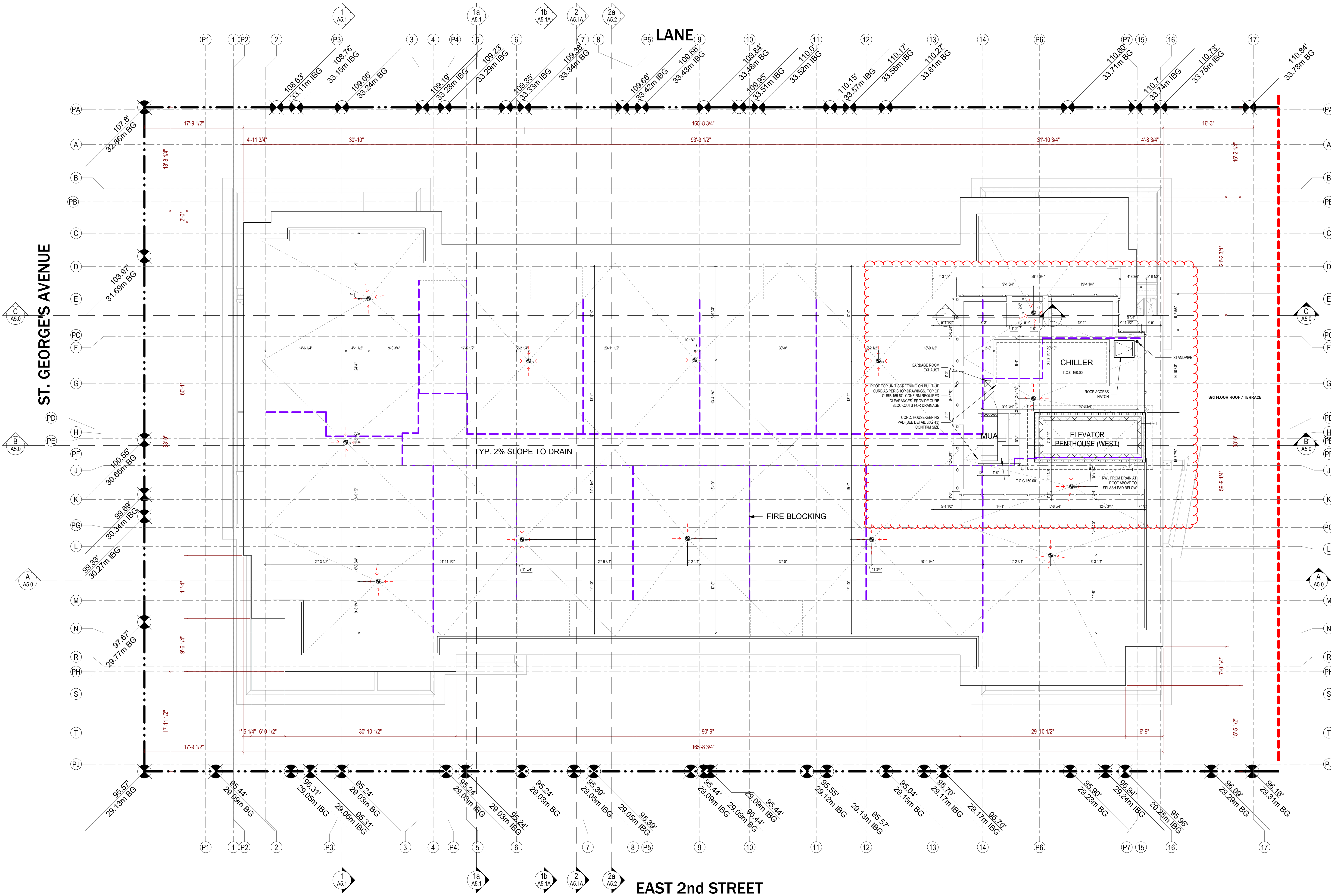
PROJECT NO. **1629**

DWG. NO.

A3.6A

D.P. No.:

B.P. No.:



EAST 2nd STREET

LEGEND	
	TYPICAL DROPPED CEILING
	ALTERNATE DROPPED CEILING
	CONCRETE WALL
	CONCRETE BLOCK WALL
	INTERIOR WALLS
	AREA DRAIN
	ATTIC COMPARTMENT OUTLINE
	B.O.C. BOTTOM OF CURB
	B.O.P. BOTTOM OF PARAPET
	B.O.W. BOTTOM OF WALL (TOP OF F.G.)
	C.B. CATCH BASIN
	COOK TOP
	D.W. DISH WASHER
	B.G. BUILDING GRADE
	E.G. EXISTING GRADE
	F.D. FLOOR DRAIN
	F.F.E.L. FINISHED FLOOR ELEVATION
	F.G. FINISHED GRADE
	FRIG. REFRIGERATOR
	I.B.G. INTERPOLATED BUILDING GRADE
	BL.F.D. LANDSCAPE B-LEVEL DRAIN
	LN. LINEN CLOSET
	L.S. LAZY SUSAN
	M.W.V. MECH. WALL VENT TERMINATION
	M.S.V.G. MECH. SOFFIT VENT GRILLE
	M.S. MECH. STANDPIPE
	P.B. PATIO B-LEVEL DRAIN
	R.D. ROOF DRAIN
	R.S. ROOF SHELF
	R.V. ROOF VENT
	R.W.L. RAIN WATER LEADER
	S.C. SAMESE CONNECTION
	S.P. SPRINKLER PROTECTION
	F.E. FIRE EXTINGUISHER
	T.O.R. TOP OF ROOF
	T.O.S. TOP OF SLAB
	T.O.W. TOP OF WALL
	W.D. WASHER / DRYER
	DOOR MARK
	WINDOW MARK
	ROOM FINISH MARK
	W.A. WALL ASSEMBLY MARK
	F.A. FLOOR ASSEMBLY MARK
	R.A. ROOF ASSEMBLY MARK
	REFER TO LANDSCAPE DETAILS
	REFER TO INT. DESIGN DWGS FOR REFERENCE
	REFER TO DWGS FOR REFERENCE

GENERAL NOTES:

- EXISTING GRADE, INFORMATION, PROPERTY LINES AND SITE BOUNDARIES TAKEN FROM SURVEYORS DRAWING PREPARED BY MELHARRNET ASSOCIATES LAND SURVEYING LTD. (A 160) 1 JUNE 2017.
- BUILDING GRADE ELEVATIONS PER CIVIL DRAWINGS.
- REFER TO CIVIL DRAWINGS FOR OFF-SITE WORK AND SERVICE CONNECTIONS.
- REFER TO LANDSCAPE DRAWINGS FOR GRADING, PLANTER / RETAINING WALLS, PAVING AND LANDSCAPE DETAILS.
- REFER TO THE UNIT PLANS FOR LEVEL 2 ADAPTABILITY FEATURES.
- MECHANICAL EQUIPMENT SHALL BE DESIGNED AND LOCATED TO MINIMIZE ITS NOISE IMPACTS ON THE NEIGHBOURHOOD.
- UNDERGROUND PARKING IS TO BE ADEQUATELY VENTILATED.
- ALL VESTIBULE AND ELEVATOR LOBBY DOORS AT PARKING TO BE FULL GLAZED METAL DOORS, CW SPRINKLER PROTECTION AS REQUIRED.
- WOOD FRAMED BALCONIES TO SLOPE 3% TO EDGE TO ALLOW FOR SETTLEMENT OF STRUCTURE.



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PERMIT RESUBMISSION
NOV. 15, 2024

No.	Description	Date
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REVISION : DATE :

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ARCHITECTURAL SEAL:

CLIENT:



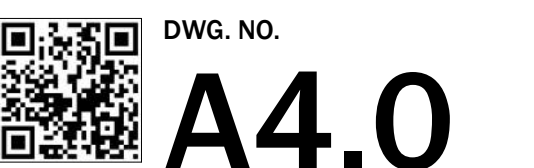
PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
**SOUTH & NORTH
OVERALL
ELEVATIONS**

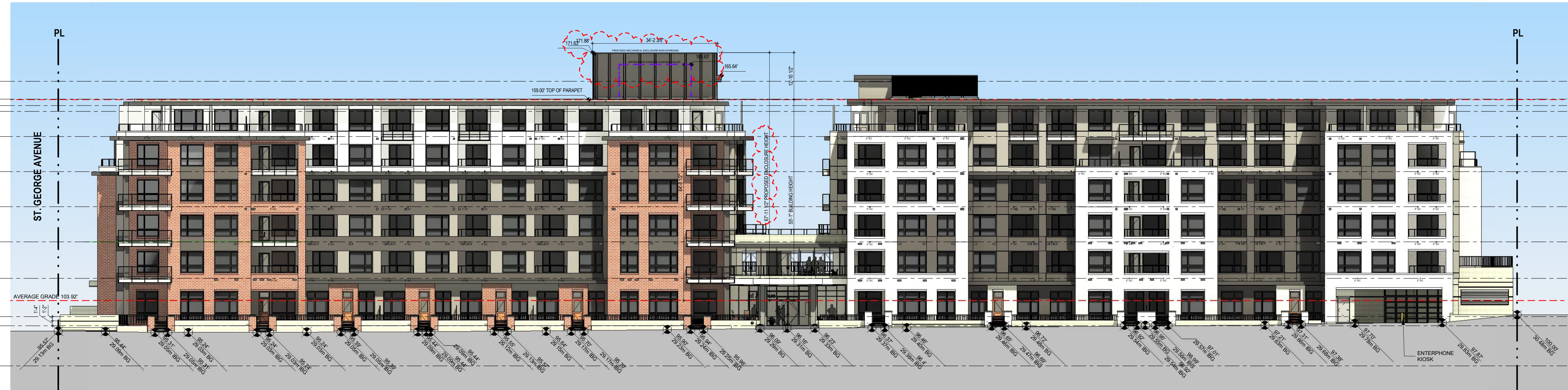
BASE FILE : 1629 Building.rvt
SCALE: 1/16" = 1'-0"
PLOT DATE: JUNE 2021
DRAWN: LP
CHECKED: AH / BR

PROJECT NO. **1629**



D.P. No:
B.P. No:

164' - 0"	TOP(ELEVATOR)	(49.99 m)
159' - 2"	T.O.R	(48.50 m)
155' - 9"	NSNH ROOF 5"	(47.47 m)
147' - 5"	U/S - CEILING	(47.97 m)
148' - 11"	LEVEL 6	(45.38 m)
139' - 3"	LEVEL 5	(42.44 m)
129' - 8"	LEVEL 4	(39.51 m)
120' - 0"	LEVEL 3	(36.58 m)
110' - 0"	LEVEL 2	(33.53 m)
99' - 6"	MEZZANINE	(30.33 m)
97' - 0"	LEVEL 1	(29.57 m)
86' - 0"	P2	(26.21 m)

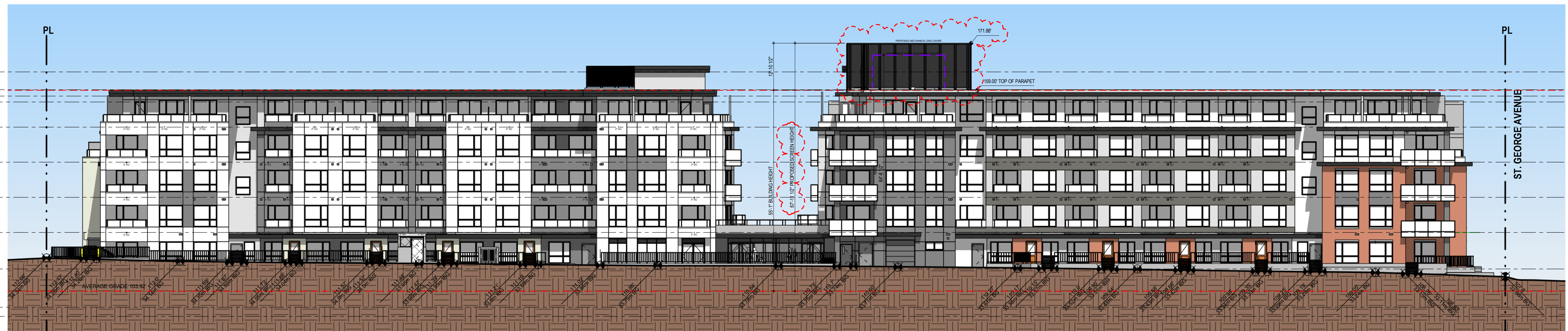


WEST BUILDING

EAST BUILDING

SOUTH ELEVATION FACING EAST 2ND STREET

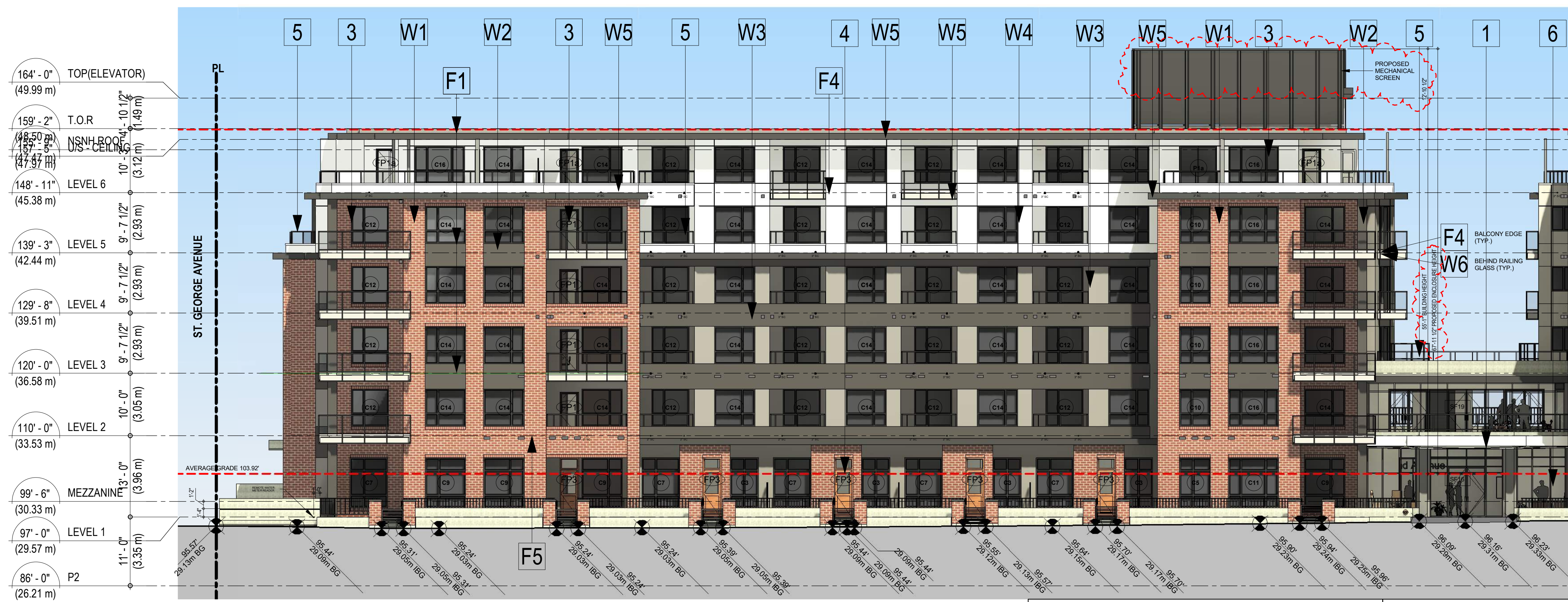
164' - 0"	TOP(ELEVATOR)	(49.99 m)
159' - 2"	T.O.R	(48.50 m)
155' - 9"	NSNH ROOF 5"	(47.47 m)
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120' - 0"	LEVEL 3	(36.58 m)
110' - 0"	LEVEL 2	(33.53 m)
99' - 6"	MEZZANINE	(30.33 m)
97' - 0"	LEVEL 1	(29.57 m)



EAST BUILDING

WEST BUILDING

NORTH ELEVATION FACING LANE



1 SOUTH ELEVATION - WEST BUILDING
3/32" = 1'-0"

ELEVATION SYMBOLS	
	METAL VENT CAP FOR IN SLAB DUCT (COLOUR MATCH TO CLADDING U.N.O.)
	WALL CAP (FOR WOOD FRAME, TYPE T.B.D.)
	DOUBLE WALL CAP (FOR WOOD FRAME, TYPE T.B.D.)
	3" SQUARE COPPER SCUPPER
	2" CIRCULAR METAL SCUPPER

FLASHING LEGEND	
F1	DARK BROWN (CASCADIA METALS)
F2	CASHMERE (CASCADIA METALS)
F3	STONE GREY (CASCADIA METALS)
F4	POLAR WHITE (CASCADIA METALS)
F5	BLACK (CASCADIA METALS)

BUILDING MATERIAL LEGEND

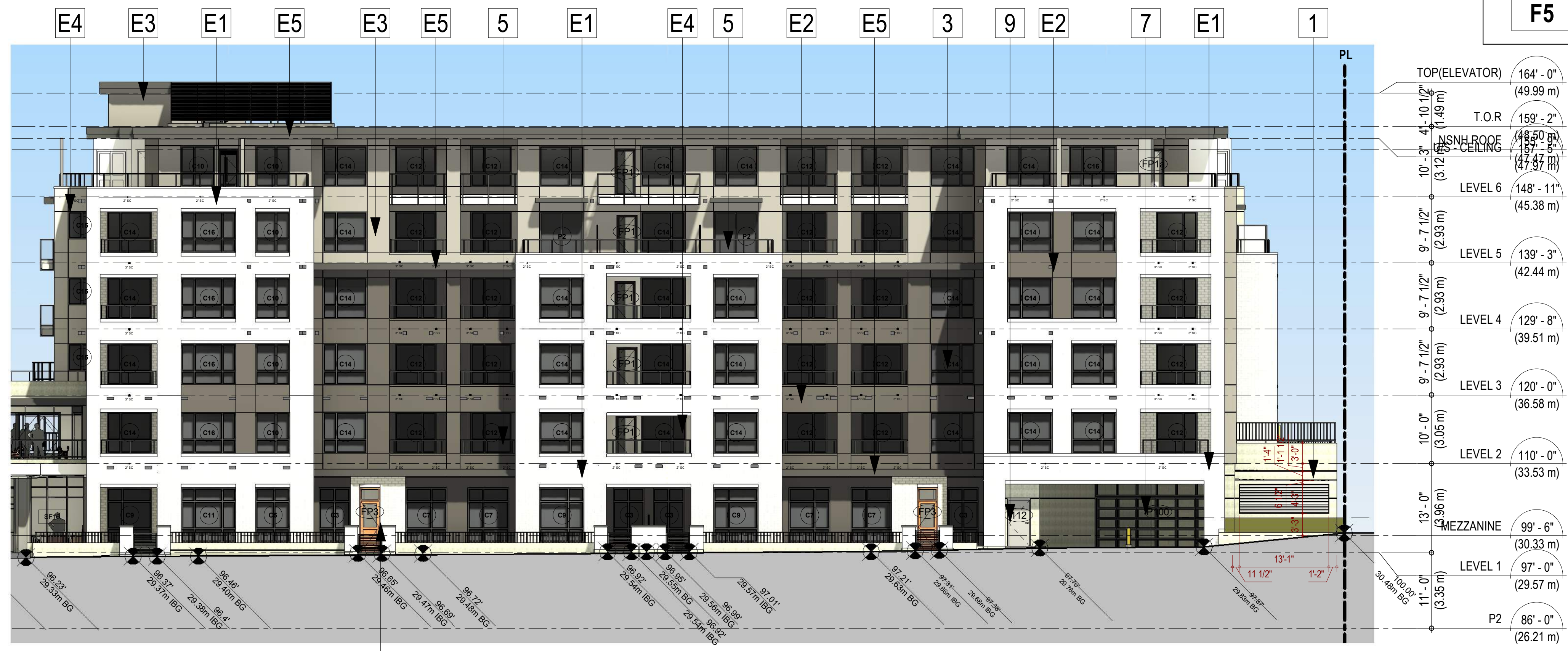
1	PAINTED ARCHITECTURAL CONCRETE WITH REVEALS (BM - ESCARPMENT "CC-518")
2	DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - WHITE FLASHING - F4 - POLAR WHITE
3	DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - BLACK FLASHING - F5 - BLACK
4	SUITE STREET ENTRY DOORS (TBD)
5	ALUMINUM GUARD RAILS (BLACK WITH GLASS INSERTS)
6	ALUMINUM FRAME STOREFRONT GLAZING (BLACK)
7	O/H ALUMINUM DOOR WITH TRANSLUCENT GLASS PANELS - (BLACK FRAME)
8	O/H METAL SOLID DOOR (BLACK)
9	STEEL MAN DOOR (BM - ESCARPMENT "CC-518")
10	METAL FENCE & GATES (BLACK)
11	ARCHITECTURAL CONCRETE PLANTER (SACKED)
12	ALUMINUM FRAMED EXIT DOOR (ANODIZED)
13	CEMENTITIOUS PANEL SOFFIT (BM - WHITE DOVE "OC-17")

WEST BUILDING

W1	BRICK CLADDING (MUTUAL MATERIALS "MAUNA LOA - MISSION")
W2	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
W3	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-518") FLASHING - F3 - STONE GREY
W4	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WINTER WHITE "OC-21") FLASHING - F4 - POLAR WHITE
W5	PAINTED CEMENTITIOUS FASCIA (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
W6	PAINTED CEMENTITIOUS FASCIA (BM - WINTER WHITE "OC-21")

EAST BUILDING

E1	BRICK CLADDING (MUTUAL MATERIALS "LIMESTONE SMOOTH") (ALTERNATE - SUMMIT "ALASKAN SMOOTH")
E2	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
E3	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-518") FLASHING - F3 - STONE GREY
E4	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - MARITIME WHITE "OC-5") FLASHING - F2 - CASHMERE
E5	PAINTED CEMENTITIOUS FASCIA (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN



2 SOUTH ELEVATION - EAST BUILDING
3/32" = 1'-0"

4



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NOV. 15, 2024

No.	Description	Date
REVISION :		DATE :

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ARCHITECTURAL SEAL:



PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
SOUTH ELEVATIONS

BASE FILE : 1629 Building.rvt
SCALE: As indicated
PLOT DATE: JUNE 2021
DRAWN: LP
CHECKED: AH / BR

PROJECT NO. **1629**

DWG. NO. **A4.0A**

D.P. No.:
B.P. No.:



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ARCHITECTURAL SEAL:

CLIENT:
GWL REALTY ADVISORS

PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
NORTH ELEVATIONS

BASE FILE : 1629 Building.rvt

SCALE: As indicated

PLOT DATE: JUNE 2021

DRAWN: LP

CHECKED: AH / BR

PROJECT NO.
1629

DWG. NO.
A4.0B

D.P. No.:

B.P. No.:

BUILDING MATERIAL LEGEND

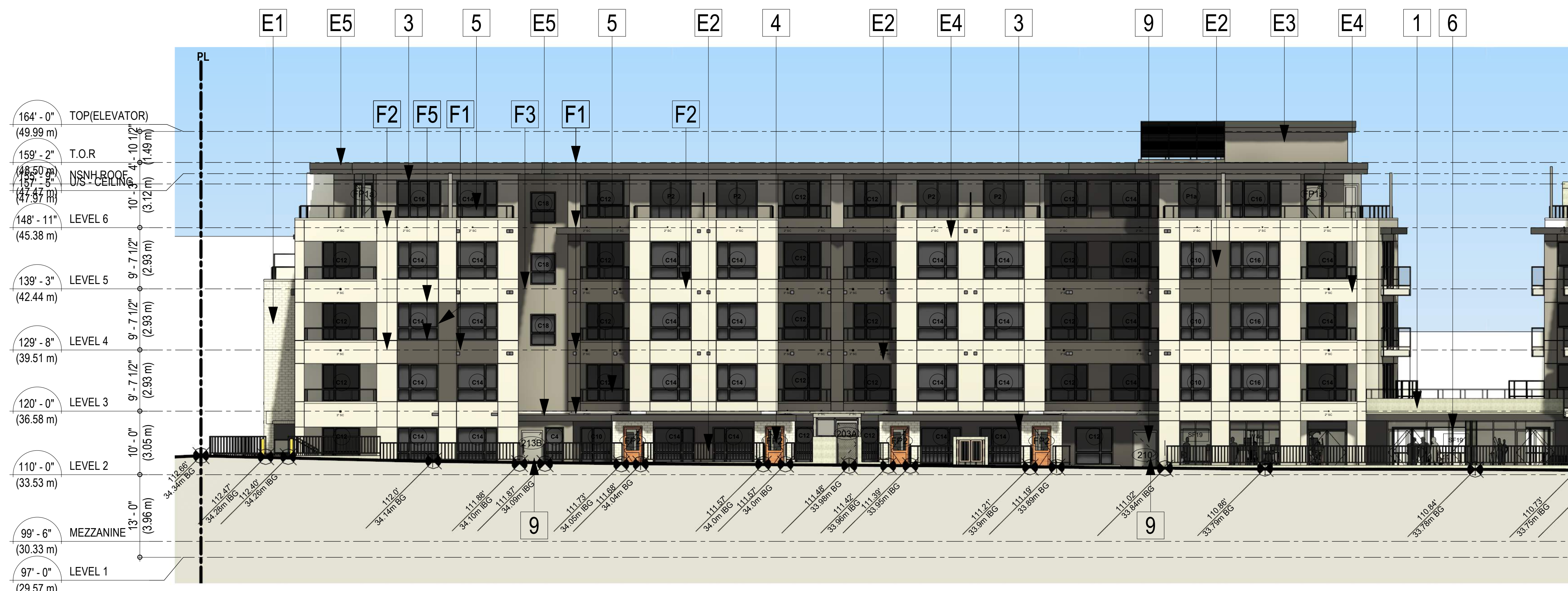
- 1** PAINTED ARCHITECTURAL CONCRETE WITH REVEALS (BM - ESCARPMENT "CC-518")
- 2** DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - WHITE FLASHING - F4 - POLAR WHITE
- 3** DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - BLACK FLASHING - F5 - BLACK
- 4** SUITE STREET ENTRY DOORS (TBD)
- 5** ALUMINUM GUARD RAILS (BLACK WITH GLASS INSERTS)
- 6** ALUMINUM FRAME STOREFRONT GLAZING (BLACK)
- 7** O/H ALUMINUM DOOR WITH TRANSLUCENT GLASS PANELS - (BLACK FRAME)
- 8** O/H METAL SOLID DOOR (BLACK)
- 9** STEEL MAN DOOR (BM - ESCARPMENT "CC-518")
- 10** METAL FENCE & GATES (BLACK)
- 11** ARCHITECTURAL CONCRETE PLANTER (SACKED)
- 12** ALUMINUM FRAMED EXIT DOOR (ANODIZED)
- 13** CEMENTITIOUS PANEL SOFFIT (BM - WHITE DOVE "OC-17")

WEST BUILDING

- W1** BRICK CLADDING (MUTUAL MATERIALS "MAUNA LOA - MISSION")
- W2** CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
- W3** CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-518") FLASHING - F3 - STONE GREY
- W4** CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WINTER WHITE "OC-21") FLASHING - F4 - POLAR WHITE
- W5** PAINTED CEMENTITIOUS FASCIA (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
- W6** PAINTED CEMENTITIOUS FASCIA (BM - WINTER WHITE "OC-21")

EAST BUILDING

- E1** BRICK CLADDING (MUTUAL MATERIALS "LIMESTONE SMOOTH") (ALTERNATE - SUMMIT "ALASKAN SMOOTH")
- E2** CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
- E3** CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-518") FLASHING - F3 - STONE GREY
- E4** CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - MARITIME WHITE "OC-5") FLASHING - F2 - CASHMERE
- E5** PAINTED CEMENTITIOUS FASCIA (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN



1 NORTH ELEVATION EAST BUILDING
3/32" = 1'-0"

ELEVATION SYMBOLS

- METAL VENT CAP FOR IN SLAB DUCT (COLOUR MATCH TO CLADDING U.N.O.)
- WALL CAP (FOR WOOD FRAME, TYPE T.B.D.)
- DOUBLE WALL CAP (FOR WOOD FRAME, TYPE T.B.D.)
- 3" SQUARE COPPER SCUPPER
- 2" CIRCULAR METAL SCUPPER

FLASHING LEGEND

- F1** DARK BROWN (CASCADIA METALS)
- F2** CASHMERE (CASCADIA METALS)
- F3** STONE GREY (CASCADIA METALS)
- F4** POLAR WHITE (CASCADIA METALS)
- F5** BLACK (CASCADIA METALS)



2 NORTH ELEVATION WEST BUILDING
3/32" = 1'-0"



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ARCHITECTURAL SEAL:

CLIENT:



PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
**EXTERIOR SIDE
ELEVATIONS**

BASE FILE : 1629 Building.rvt
SCALE: As indicated
PLOT DATE: JUNE 2021
DRAWN: LP
CHECKED: AH / BR

PROJECT NO. **1629**

DWG. NO. **A4.1**

D.P. No:
B.P. No:

FLASHING LEGEND

F1	DARK BROWN (CASCADIA METALS)
F2	CASHMERE (CASCADIA METALS)
F3	STONE GREY (CASCADIA METALS)
F4	POLAR WHITE (CASCADIA METALS)
F5	BLACK (CASCADIA METALS)

BUILDING MATERIAL LEGEND

1	PAINTED ARCHITECTURAL CONCRETE WITH REVEALS (BM - ESCARPMENT "CC-518")
2	DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - WHITE FLASHING - F4 - POLAR WHITE
3	DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - BLACK FLASHING - F5 - BLACK
4	SUITE STREET ENTRY DOORS (TBD)
5	ALUMINUM GUARD RAILS (BLACK WITH GLASS INSERTS)
6	ALUMINUM FRAME STOREFRONT GLAZING (BLACK)
7	O/H ALUMINUM DOOR WITH TRANSLUCENT GLASS PANELS - (BLACK FRAME)
8	O/H METAL SOLID DOOR (BLACK)
9	STEEL MAN DOOR (BM - ESCARPMENT "CC-518")
10	METAL FENCE & GATES (BLACK)
11	ARCHITECTURAL CONCRETE PLANTER (SACKED)
12	ALUMINUM FRAMED EXIT DOOR (ANODIZED)
13	CEMENTITIOUS PANEL SOFFIT (BM - WHITE DOVE "OC-17")

WEST BUILDING

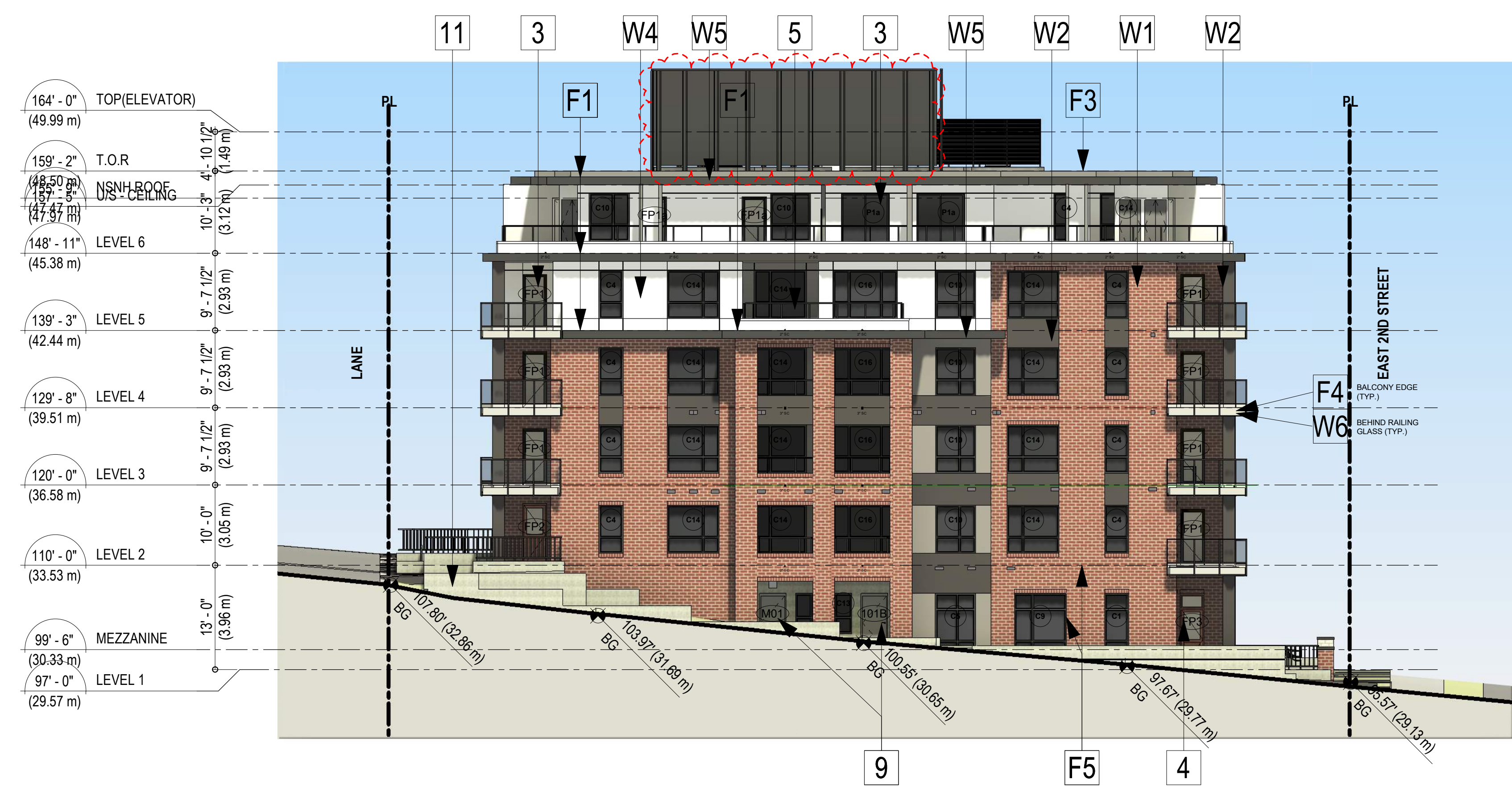
W1	BRICK CLADDING (MUTUAL MATERIALS "MAUNA LOA - MISSION")
W2	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
W3	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-518") FLASHING - F3 - STONE GREY
W4	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WINTER WHITE "OC-21") FLASHING - F4 - POLAR WHITE
W5	PAINTED CEMENTITIOUS FASCIA (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
W6	PAINTED CEMENTITIOUS FASCIA (BM - WINTER WHITE "OC-21")

EAST BUILDING

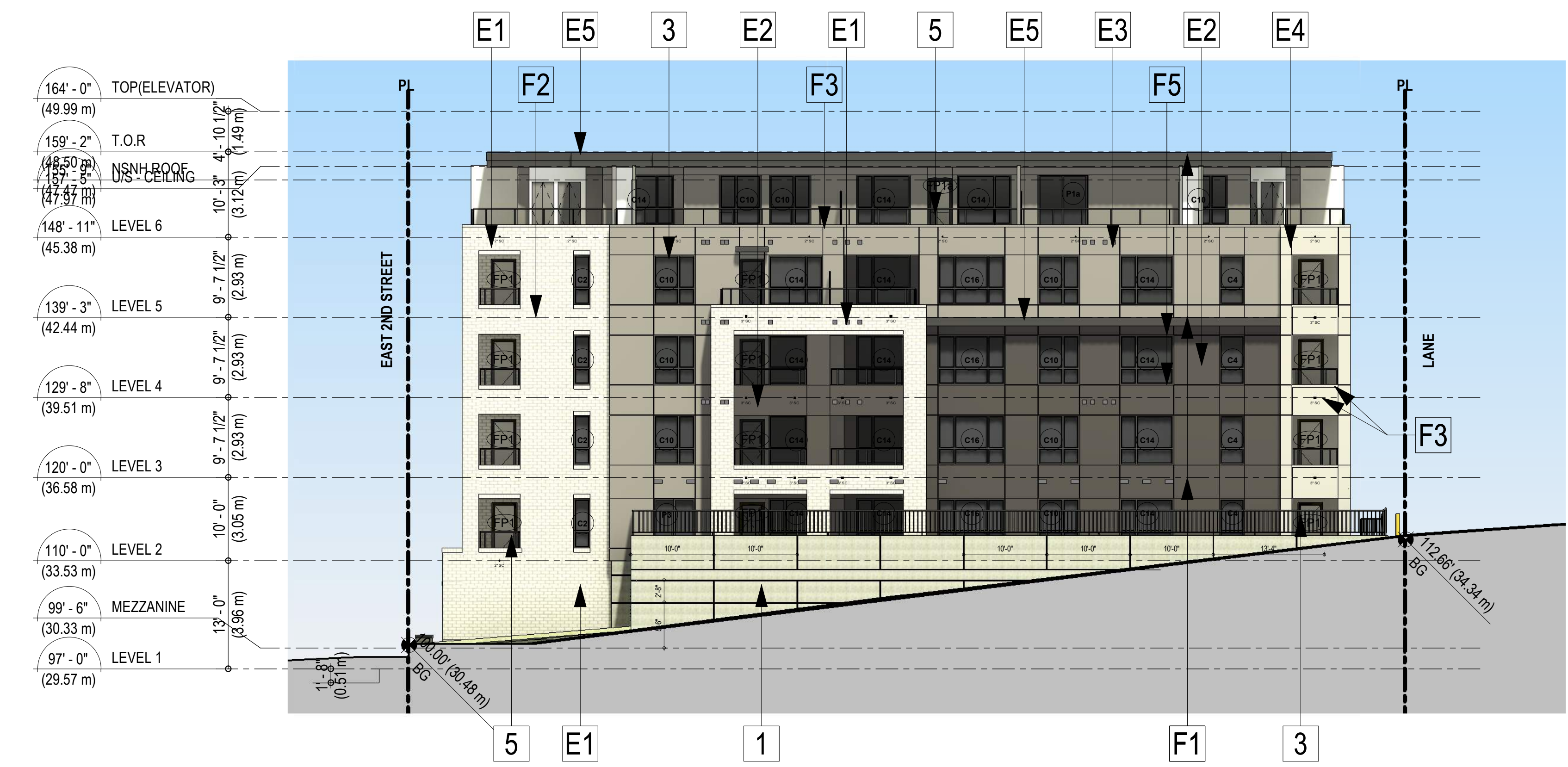
E1	BRICK CLADDING (MUTUAL MATERIALS "LIMESTONE SMOOTH") (ALTERNATE - SUMMIT "ALASKAN SMOOTH")
E2	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
E3	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-518") FLASHING - F3 - STONE GREY
E4	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - MARITIME WHITE "OC-5") FLASHING - F2 - CASHMERE
E5	PAINTED CEMENTITIOUS FASCIA (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN

ELEVATION SYMBOLS

	METAL VENT CAP FOR IN SLAB DUCT (COLOUR MATCH TO CLADDING U.N.O.)
	WALL CAP (FOR WOOD FRAME, TYPE T.B.D.)
	DOUBLE WALL CAP (FOR WOOD FRAME, TYPE T.B.D.)
	3" SQUARE COPPER SCUPPER
	2" CIRCULAR METAL SCUPPER



1 WEST ELEVATION (ST. GEORGE AVE.)
3/32" = 1'-0"



2 EAST ELEVATION
3/32" = 1'-0"



RH ARCHITECTS INC.

120 Powell Street, Unit 10
Vancouver, BC Canada
V6A 1G1

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ISSUED:	DATE:
1. REZONING/ DPA	17 AUGUST 2017
2. DESIGN PANEL	18 OCTOBER 2017
3. REZ./DPA RESUBMISSION	21 MARCH 2018
4. COORDINATION	27 SEPT. 2019
5. EXCAVATION PRICING	15 NOV. 2019
6. COORDINATION	10 JAN. 2019
7. COORDINATION	13 MARCH 2020
8. BP APPLICATION	16 MARCH 2020
9. IFT	10 JULY 2020
10. BP RESUBMISSION	18 SEPT. 2020
11. IFC BELOW GRADE	09 OCT. 2020
12. ISSUED FOR CONSTRUCTION	25 NOV. 2020
13. FINAL DESIGN DRAWINGS	09 DEC. 2022
14. DEVELOPMENT VARIANCE	17 JUN. 2024
15. DEV. VARIANCE RESUB.	15 NOV. 2024

ISSUED FOR
DEVELOPMENT VARIANCE
PERMIT RESUBMISSION
NOV. 15, 2024

No.	Description	Date
REVISION :		DATE :

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ARCHITECTURAL SEAL:

CLIENT:



PROJECT:
222 E 2nd Street

222 E 2nd Street
NORTH VANCOUVER, B.C.

DRAWING TITLE:
**COURTYARD
ELEVATIONS**

BASE FILE : 1629 Building.rvt

SCALE: As indicated

PLOT DATE: JUNE 2021

DRAWN: LP

CHECKED: AH / BR

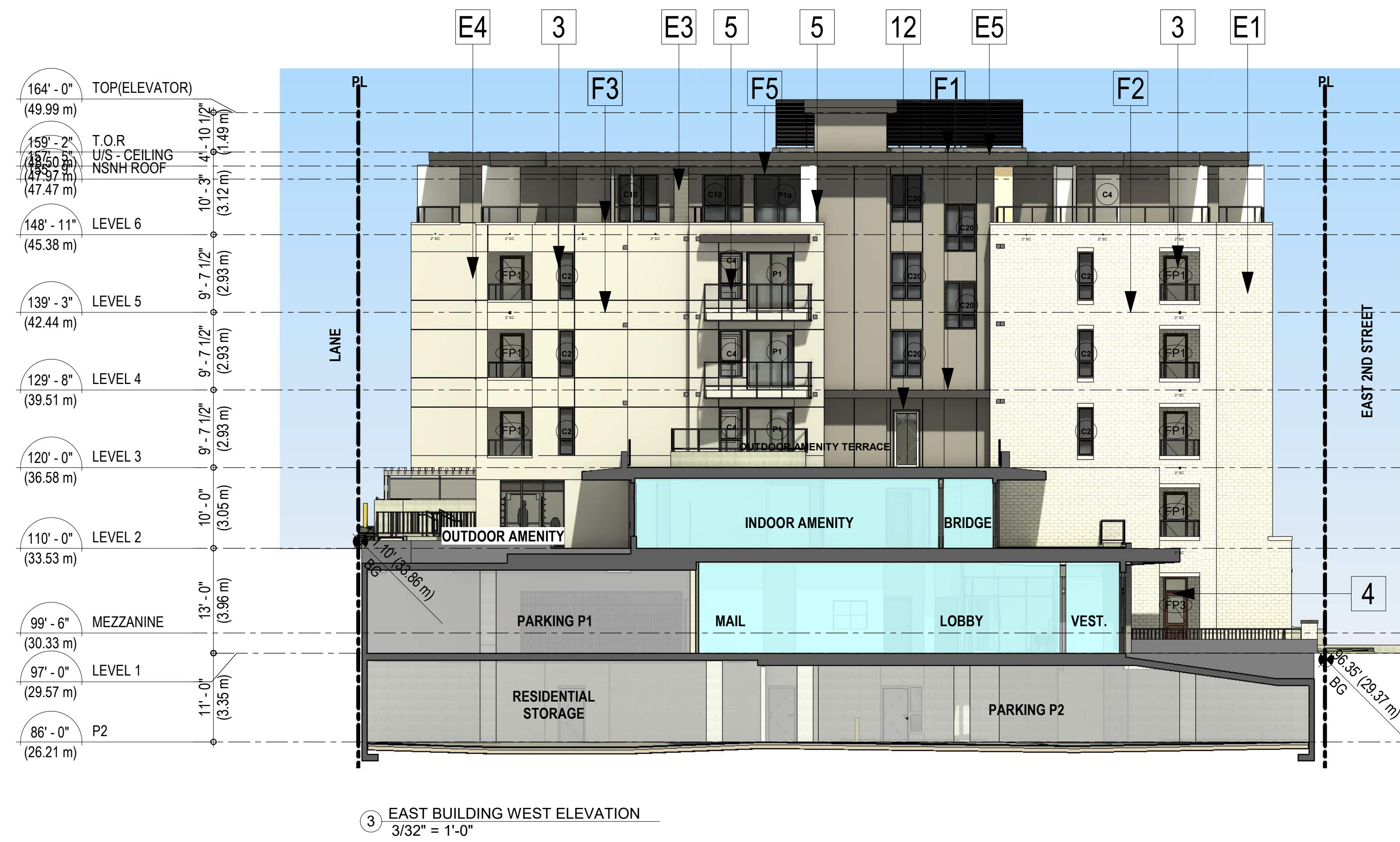
PROJECT NO. **1629**

DWG. NO.

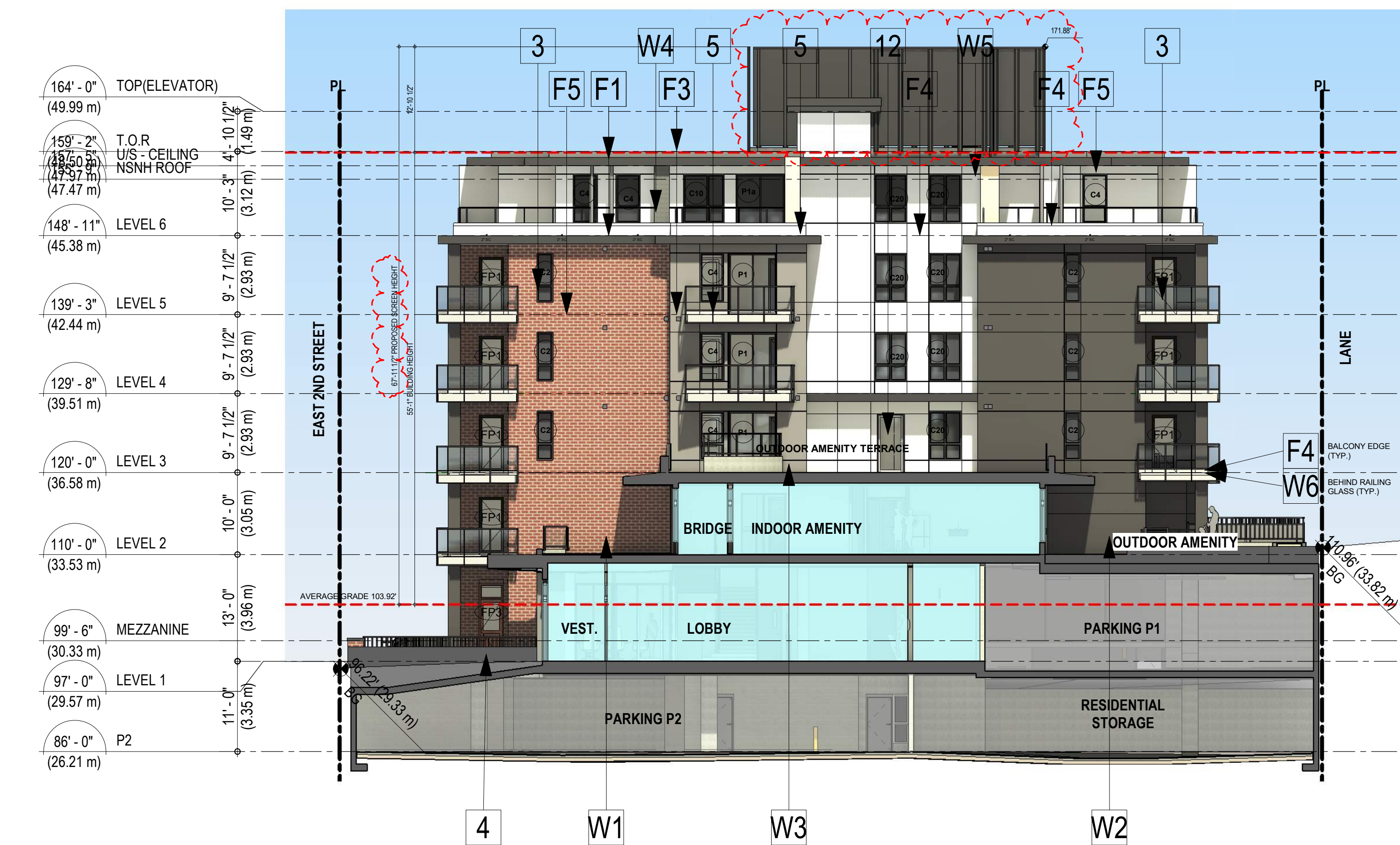
A4.2

D.P. No.:

B.P. No.:



3 EAST BUILDING WEST ELEVATION
3/32" = 1'-0"



A1 WEST BUILDING EAST ELEVATION
3/32" = 1'-0"

FLASHING LEGEND

F1	DARK BROWN (CASCADIA METALS)
F2	CASHMERE (CASCADIA METALS)
F3	STONE GREY (CASCADIA METALS)
F4	POLAR WHITE (CASCADIA METALS)
F5	BLACK (CASCADIA METALS)

BUILDING MATERIAL LEGEND

1	PAINTED ARCHITECTURAL CONCRETE WITH REVEALS (BM - ESCARPMENT "CC-518")
2	DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - WHITE FLASHING - F4 - POLAR WHITE
3	DOUBLE GLAZED VINYL DOOR / WINDOW FRAME & PATIO SLIDING DOOR - BLACK FLASHING - F5 - BLACK
4	SUITE STREET ENTRY DOORS (TBD)
5	ALUMINUM GUARD RAILS (BLACK WITH GLASS INSERTS)
6	ALUMINUM FRAME STOREFRONT GLAZING (BLACK)
7	O/H ALUMINUM DOOR WITH TRANSLUCENT GLASS PANELS - (BLACK FRAME)
8	O/H METAL SOLID DOOR (BLACK)
9	STEEL MAN DOOR (BM - ESCARPMENT "CC-518")
10	METAL FENCE & GATES (BLACK)
11	ARCHITECTURAL CONCRETE PLANTER (SACKED)
12	ALUMINUM FRAMED EXIT DOOR (ANODIZED)
13	CEMENTITIOUS PANEL SOFFIT (BM - WHITE DOVE "OC-17")

WEST BUILDING

W1	BRICK CLADDING (MUTUAL MATERIALS "MAUNA LOA - MISSION")
W2	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
W3	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-518") FLASHING - F3 - STONE GREY
W4	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WINTER WHITE "OC-21") FLASHING - F4 - POLAR WHITE
W5	PAINTED CEMENTITIOUS FASCIA (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
W6	PAINTED CEMENTITIOUS FASCIA (BM - WINTER WHITE "OC-21")

EAST BUILDING

E1	BRICK CLADDING (MUTUAL MATERIALS "LIMESTONE SMOOTH") (ALTERNATE - SUMMIT "ALASKAN SMOOTH")
E2	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN
E3	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - ESCARPMENT "CC-518") FLASHING - F3 - STONE GREY
E4	CEMENTITIOUS PANEL W/ REVEALS & TRIM (BM - MARITIME WHITE "OC-5") FLASHING - F2 - CASHMERE
E5	PAINTED CEMENTITIOUS FASCIA (BM - WILLOW "CC-542") FLASHING - F1 - DARK BROWN

ELEVATION SYMBOLS

	METAL VENT CAP FOR IN SLAB DUCT (COLOUR MATCH TO CLADDING U.N.O.)
	WALL CAP (FOR WOOD FRAME, TYPE T.B.D.)
	DOUBLE WALL CAP (FOR WOOD FRAME, TYPE T.B.D.)
	3" SQUARE COPPER SCUPPER
	2" CIRCULAR METAL SCUPPER

October 2, 2024

File: 3726-19B-R0

2281140 Ontario Inc. and 2278372 Ontario Inc. NF Real Estate LP
Suite 1670 Central City Tower
13450 102nd Avenue
Surrey, BC V3T 5X3

Attention: Ashley Karlen, Project Manager

Dear Ashley:

**Re: The Bowline, 222 East 2nd Street, North Vancouver
Rooftop Mechanical Unit Noise Bylaw Assessment**

BKL Consultants Ltd. (BKL) have previously conducted a noise assessment of mechanical units installed on the rooftop of the Bowline, 222 East 2nd Street, North Vancouver (the project site) to determine their impact on the existing residential building to the north on 221 East 3rd Street.

Full details of the noise assessment can be found in the appended reports:

- 3726-19B Rooftop Chiller Unit Noise Measurements dated September 29, 2023; and,
- 3726-19B - BKL Memorandum- Rooftop Chiller Noise Mitigation dated December 7, 2023.

Following submission of our reports to the City of North Vancouver, they have advised that;

From review of the memorandum entitled 'Rooftop Chiller Unit Noise Mitigation', dated December 7, 2024, it is noted that the assessment has only reviewed the excessive community noise emissions on the property at 221 East 3rd Street. Staff have concerns that the acoustic assessment has not accounted for the potential noise impacts the rooftop chiller unit will have on the future development to the south at 221 East 2nd Street, which is currently under construction (i.e. Phase 1 of the North Shore Neighbourhood House).

In light of the comments received from the City of North Vancouver, we have updated our noise assessment to include prediction of the noise impacts of the rooftop mechanical units on the future receptor to be located on 221 East 2nd Street, south of the project site.

Site Description

The project site consists of two, 6 storey residential buildings (east and west) connected by a shared three storey lobby, amenity and roof terrace building with two levels of shared parkade. The west building has a mechanical enclosure containing a rooftop chiller (CH-1) and make up air unit (MUA-1) enclosed with an architectural louvre. The east building has a mechanical enclosure containing a make up air unit (MUA-2) enclosed with an architectural louvre. The mechanical enclosures are open

to above. The west building mechanical units are north and west of the elevator penthouse. The east building rooftop mechanical units are southeast of the elevator penthouse.

Some residents of 221 East 3rd Street overlook the west building mechanical enclosure. The distance between the north side of the mechanical enclosure and south facade of 221 East 3rd Street is approximately 23 metres.

The North Shore Neighbourhood House (NSNH) will be located approximately 32 metres to the south of the project site at 221 East 2nd Street. We understand that the roof of the NSNH will be one metre lower than the roof of the Bowline therefore, the development will not overlook the Bowline rooftop mechanical units but the buildings will be of a similar height.

An indicative plan of the project site, approximate locations of the rooftop units and the noise sensitive receptors; 221 East 3rd Street and the future NSNH development at 221 East 2nd Street are shown in Figure 1.

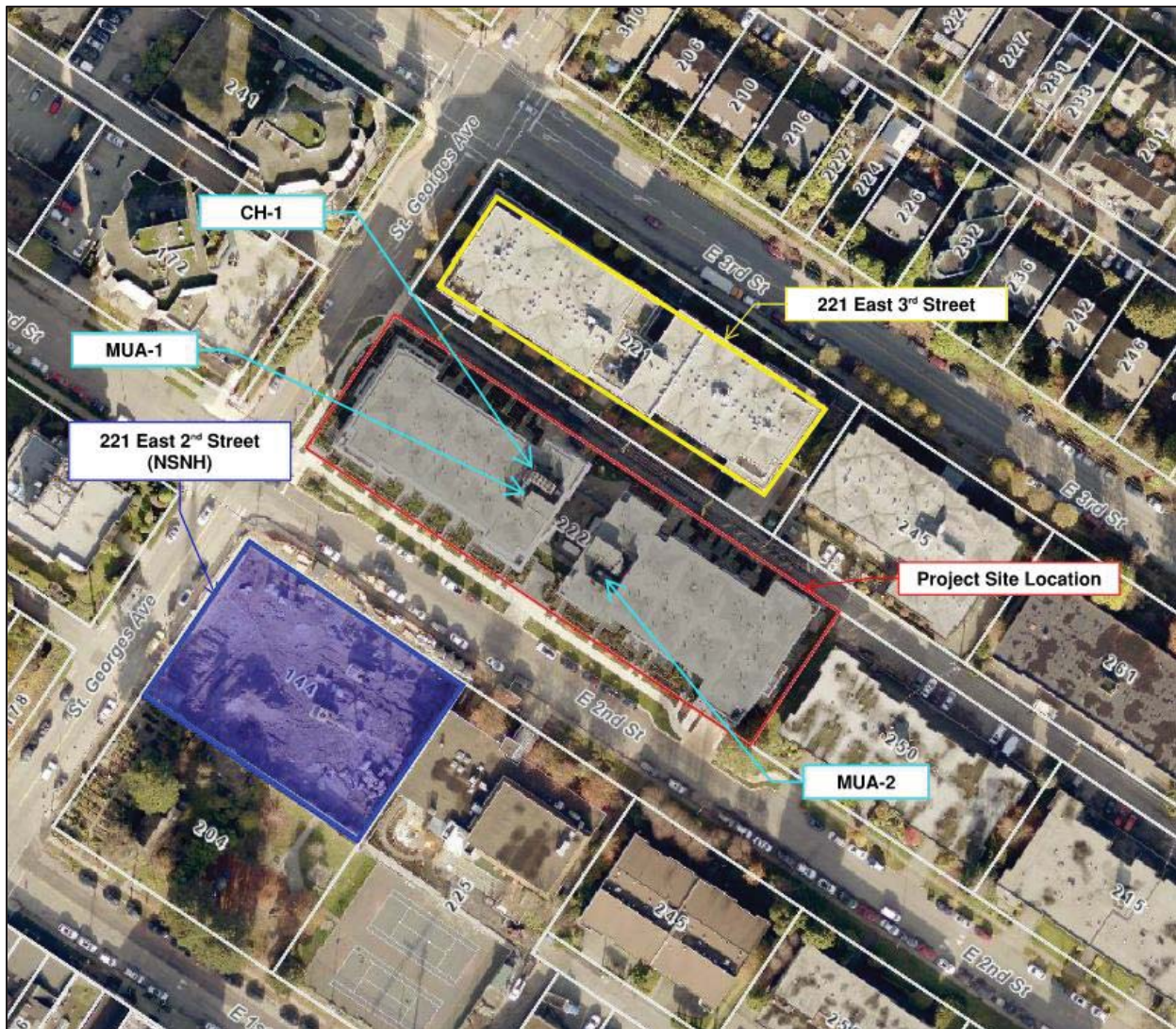


Figure 1: Aerial Photo Showing the Project Site and Existing/Future Noise Sensitive Receptors

City of North Vancouver Noise Bylaw No. 8885

The City of North Vancouver Noise Bylaw No. 8885 (the Bylaw) outlines quantitative noise limits associated with community noise emissions. The Bylaw states the following:

*“A Person may make, cause or permit to be made, a Continuous Sound with a Sound Level during the Daytime of **55** Decibels or less, and during the Nighttime of **45** Decibels or less when received at a Point of Reception within a Quiet Area.”*

Daytime hours are defined as 7:00 am to 8:00 pm of the same day, nighttime is 8:00 pm of any day to 7:00 am of the following day.

Point of Reception (PoR) is defined as:

“Any place on individual residential premises where Sound originating from any source, other than a source of the same individual residential premises, is received”

Per Schedule A of the Bylaw, the project site and nearby residences are situated within a Quiet Area (CD-592). As the rooftop mechanical units could typically operate continuously at any point within a 24-hour period, the more stringent nighttime limit of 45 dBA has been used for our assessment.

The nearest PoRs are:

- PoR-1: 221 East 3rd Street located to the north of the project site; and,
- PoR-2: The future NSNH at 221 East 2nd Street south of the project site.

Tonality

Section 3.4 (b) of the Bylaw specifies a correction of +5 dB should be applied to the measured equivalent sound level whenever the sound has a tonal characteristic, as follows:

- by 3 Decibel or more for tones in the 500 Hz to 16 kHz bands,
- by 5 Decibel or more for tones in the 160 Hz to 400 Hz bands, and,
- by 10 Decibel or more for tones in the 31.5 Hz to 125 Hz bands.

Noise Sources

The primary noise producing equipment located on the Bowline include one (1) rooftop chiller unit (CH-1), and two (2) rooftop make-up air units (MUA-1/2).

Chiller Noise (CH-1)

BKL visited the Bowline, on September 20, 2023, to conduct acoustical measurements associated with the operation of the rooftop chiller unit (CH-1). Our assessment, methodology and summary of our findings are outlined in the BKL Report: 3726-19B Rooftop Chiller Unit Noise Measurements (appended). Noise measurements conducted on site have been used to inform our assessment and noise model.

Make-Up Air Unit Noise (MUAs)

Noise emissions of the MUA units have been taken from manufacturer cut sheets provided by the mechanical consultant. The equipment specifications, including sound power level data, are appended to this report.

Noise Predictions and Assessment

Based on our previous assessment, the following has been assumed;

- A +5 dB tonality penalty has been applied to the specific noise from the chiller unit (CH-1); and
- A noise barrier has been modelled to the north, east and west of the chiller unit (CH-1); and
- The MUA units do not have a tonal component therefore, no tonality penalty has been applied.

Details of the noise barrier are outlined in the appended report: 3726-19B - BKL Memorandum-Rooftop Chiller Noise Mitigation. As we were not aware of the NSNH at the time of our assessment, the proposed barrier included screening to only three sides of the chiller. The proposed barrier extent is shown in Figure 2.

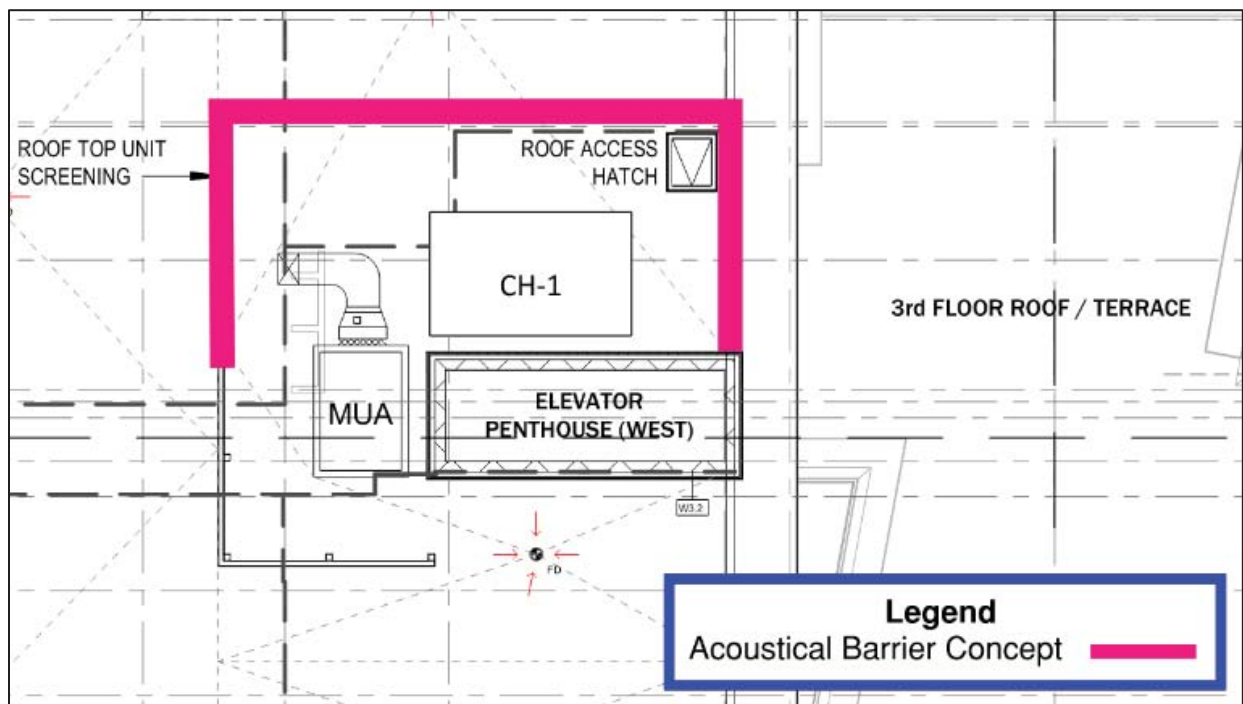


Figure 2: Schematic Showing Acoustical Barrier's Original Proposed Outline

We have updated our noise model to include the proposed NSNH development at 221 East 2nd Street (PoR-2). Based on our updated model, we predict noise impacts from the rooftop mechanical units on the identified points of reception (PoR-1 and PoR-2) would be as shown in Table 1.

Table 1: Summary of Noise Modeling Results

Noise Modelling Results		
Point of Reception	Predicted Noise Level (Leq)	Compliant with the Bylaw
PoR-1 221 East 3 rd Street	46 dBA*	No
PoR-2 221 East 2 nd Street (NSNH)	52 dBA*	

* The results include a +5 dB tonal penalty applied to the chiller unit (CH-1) as stipulated in the Bylaw.

As shown in Table 1, we predict an overall noise level, including tonality penalty for the chiller unit (CH-1), of up to 46 dBA at the existing point of reception north of the project site on 221 East 3rd Street (PoR-1) and up to 52 dBA at the future NSNH building (PoR-2) south of the project site.

With the +5 dB penalty applied, the noise emissions from the rooftop mechanical units at both points of reception are predicted to comply with the daytime criteria of the Bylaw, but exceed the more stringent nighttime noise criteria of the Bylaw.

We should note that, without the penalty applied, the predicted noise levels at PoR-1 will be up to 41 dBA, which complies with even the most stringent nighttime criteria of the Bylaw. The noise levels at PoR-2 would be up to 47 dBA, which marginally exceeds the nighttime criteria of the Bylaw by two decibels.

Mitigation

The Bylaw exceedance at the points of reception is attributable to noise emissions from the chiller unit (CH-1). To control the noise emissions to a reasonable level, the barrier should run from the north facade of the elevator penthouse to the east and wrap around the full extent of the chiller unit (CH-1) to be parallel with the south face of the elevator penthouse. The barrier should extend to the full width of the chiller unit (CH-1).

The noise barrier should extend at least one metre above the top of the chiller unit (CH-1) height.

As the noise barrier will wrap around the chiller unit (CH-1), the interior (chiller unit) facing sides of the noise barrier will require acoustic absorption to reduce unwanted reflected noise. An exterior acoustic product, such as the Kinetics S4 absorption panel (or equivalent), should be applied to the full extent of the interior faces of the noise barrier. These products are moisture resistant and therefore, suitable for use in outdoor settings.

The barrier may be constructed of almost any material having a surface weight of at least 2 lb/ft² (10 kg/m²). For example, galvanized steel, aluminum or transparent panels formed of plastic polymers could be used as long as they have an impervious surface with a negligible number of holes or cracks (< 0.2% of total area) and they meet and exceed the required surface weight.

Ideally, there should be no gap along the bottom edge but a few scuppers could be provided for drainage if required. We have assumed the barrier will generally follow the course of the existing

architectural screen. The revised barrier alignment is shown in Figure 3.

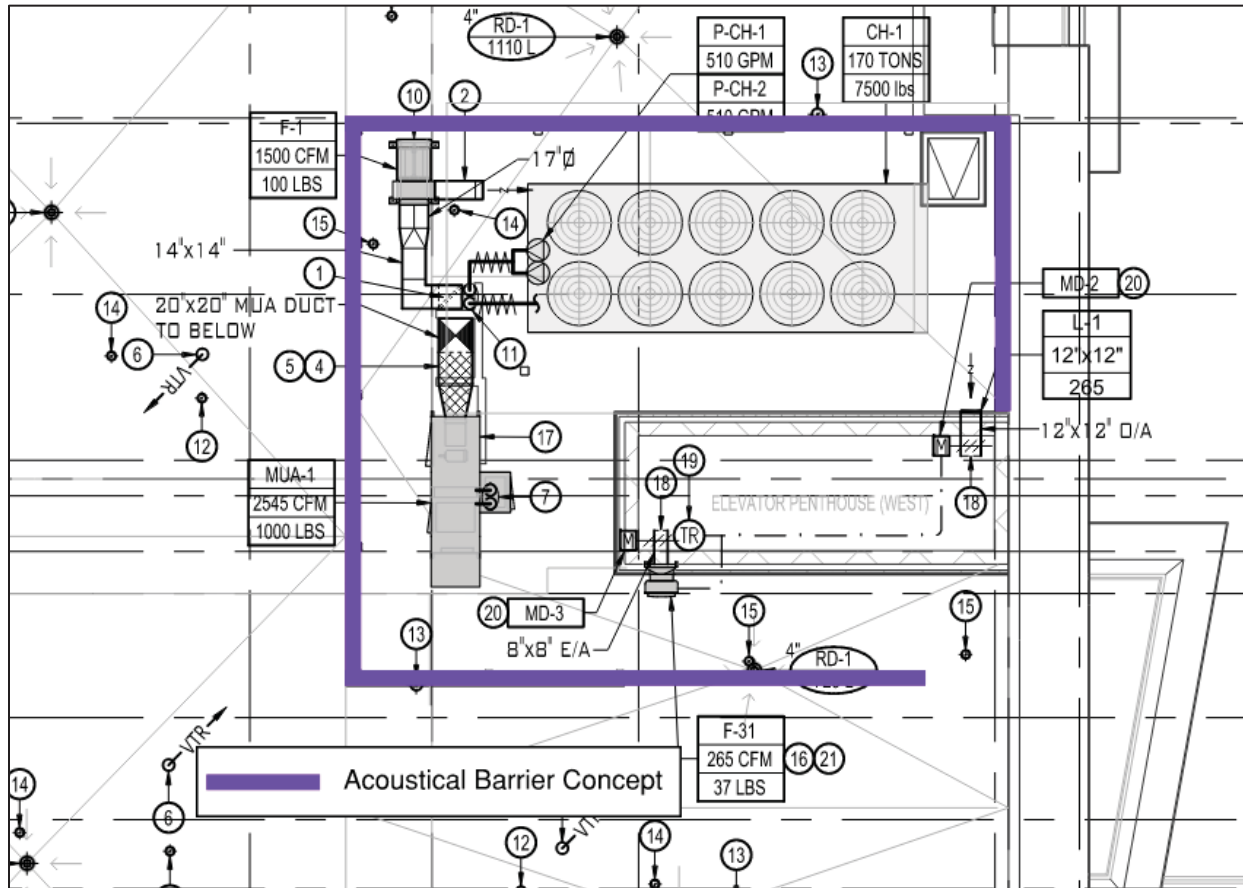


Figure 3: Schematic Showing Revised Acoustical Barrier's Proposed Outline

With the barrier in-situ, we predict noise impacts from the rooftop mechanical units on the identified points of reception (PoR-1 and PoR-2) would be as shown in Table 2.

Table 2: Summary of Updated Noise Modeling Results with Extended Mitigation

Noise Modelling Results with Extended Mitigation		
Point of Reception	Predicted Noise Level (Leq)	Compliant with the Bylaw
PoR-1 221 East 3 rd Street	47 dBA*	No
PoR-2 221 East 2 nd Street (NSNH)	47 dBA*	

* The results include a +5 dB tonal penalty as stipulated in the Bylaw.

As shown in Table 2, we predict an overall noise level, including tonality penalty, of up to 47 dBA at both points of reception (PoR-1 and PoR-2).

With the +5 dB penalty applied, the noise emissions from the rooftop unit at both points of reception are predicted to comply with the daytime criteria of the Bylaw, but marginally exceed the more stringent nighttime noise criteria of the Bylaw by up to two decibels. We should note that, without the penalty applied, the predicted noise levels at both points of reception will be up to 42 dBA, which complies with both the daytime and nighttime noise criteria of the Bylaw.

Discussion

The height of the noise barrier required to mitigate noise emissions to a level compliant with both the daytime and nighttime noise criteria of the Bylaw, to all points of reception, would be in excess of five metres in height. A barrier of this height would not be feasible for a number of reasons including; exceeding wind load and snow drift code requirements. The optimum barrier height, that would work both acoustically and in terms of other code requirements, would be no higher than one metre above the top of the chiller unit (CH-1) height. Further reductions to noise emissions of the chiller unit (CH-1) may not be feasible as, to our knowledge, the manufacturer does not provide any specific acoustic packages or mitigation that could be implemented. Without the tonality penalty applied, we predict noise levels at the points of reception would be compliant with the most stringent (nighttime) noise criteria of the Bylaw (i.e. 45 dB). As previously noted, in terms of perception, a change in noise level of one to two decibels would typically be imperceptible therefore, a marginal exceedance of the nighttime noise criteria may not significantly impact the points of reception.

Closure

A noise bylaw assessment has been conducted for rooftop mechanical units associated with the Bowline, 222 East 2nd Street, North Vancouver. A noise barrier has been proposed to mitigate noise emissions on the nearest points of receptions to a reasonable level. This concludes our noise bylaw assessment. Please note that the recommendations contained herein address only the acoustical requirements with respect to exterior noise. Other requirements should be examined for compatibility with our recommendations.

Please let us know if you have any questions regarding this report.

Sincerely,

BKL Consultants Ltd.

per:



Farbod Ghanouni, EIT
Assistant Project Consultant
ghanouni@bkl.ca



Nick Dobbs, MIOA
Acoustical Consultant
dobbs@bkl.ca

Enclosures:

3726-19B Rooftop Chiller Unit Noise Measurements dated September 29, 2023

3726-19B - BKL Memorandum- Rooftop Chiller Noise Mitigation dated December 7, 2023

Kinetics S4 – Cut Sheet

MUA Unit – Cut Sheet

September 29, 2023

File: 3726-19B-R0

2281140 Ontario Inc. and 2278372 Ontario Inc. NF Real Estate LP
Suite 1670 Central City Tower
13450 102nd Avenue
Surrey, BC V3T 5X3

Attention: Ashley Karlen, Project Manager

Dear Ashley:

**Re: The Bowline, 222 East 2nd Street, North Vancouver
Rooftop Chiller Unit Noise Measurements**

Two rooftop chiller units are located on the roof of the Bowline building situated at 222 East 2nd Street, North Vancouver (herein “project site”). There have been noise complaints from an occupant of a nearby residential building. You would like to understand if the noise emissions associated with the operation of the rooftop chillers comply with the relevant City of North Vancouver noise bylaw limits.

BKL Consultants Ltd. (BKL) visited the project site on September 20, 2023, to measure noise associated with the operation of the chiller believed to be the source of these complaints.

The purpose of our report is to provide our assessment, methodology and summarize our findings following our acoustical evaluation of the rooftop chiller noise emissions.

Site Description

The project site consists of two, 6 storey residential buildings (east and west) connected by a shared three storey lobby, amenity and roof terrace building with two levels of shared parkade. Each of the buildings has a mechanical enclosure containing a rooftop chiller and make up air unit (MUA) enclosed with an architectural louvre. The mechanical enclosures are open to above. The east building rooftop mechanical units are east and south of the elevator penthouse, the west building mechanical units are north and west of the elevator penthouse.

We understand that some residents of 221 East 3rd Street overlook the west building mechanical enclosure. The distance between the north side of the mechanical enclosure and south facade of 221 East 3rd Street is approximately 23 metres.

An indicative plan of the project site, approximate chiller unit locations and 221 East 3rd Street are shown in Figure 1.

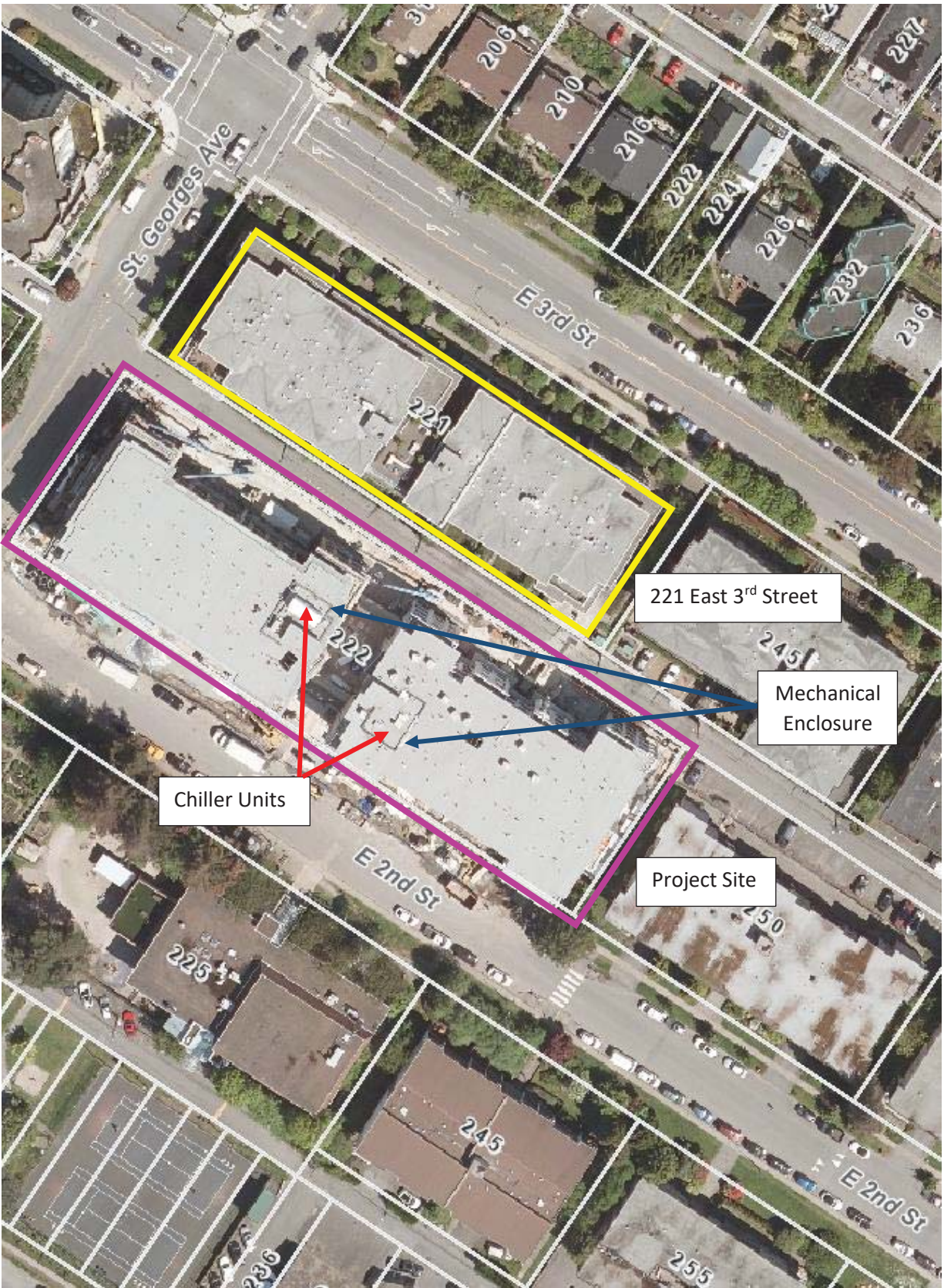


Figure 1: Aerial Photo Showing Project Site and Chiller Locations

City of North Vancouver Noise Bylaw No. 8885

The City of North Vancouver Noise Bylaw No. 8885 (Herein “Bylaw”) outlines quantitative noise limits associated with community noise emissions. The Bylaw states the following:

“A Person may make, cause or permit to be made, a Continuous Sound with a Sound Level during the Daytime of 55 Decibels or less, and during the Nighttime of 45 Decibels or less when received at a Point of Reception within a Quiet Area.”

Daytime hours are defined as 7:00 am to 8:00 pm of the same day, nighttime is 8:00pm of any day to 7:00 am of the following day.

Point of Reception (PoR) is defined as:

“Any place on individual residential premises where Sound originating from any source, other than a source of the same individual residential premises, is received”

Per Schedule A of the Bylaw, the project site and nearby residences are situated within a Quiet Area (CD-592). As the rooftop chillers could typically operate continuously at any point within a 24-hour period, the more stringent nighttime limit of 45 dBA has been used for our assessment.

The nearest PoR is the following:

PoR-1: 221 East 3rd Street, North Vancouver located to the north of the project site.

Tonality

Section 3.4 (b) of the Bylaw specifies a correction of +5 dB should be applied to the measured equivalent sound level whenever the sound has a tonal characteristic, as follows:

- by 3 Decibel or more for tones in the 500 Hz to 16 kHz bands,
- by 5 Decibel or more for tones in the 160 Hz to 400 Hz bands, and,
- by 10 Decibel or more for tones in the 31.5 Hz to 125 Hz bands.

Noise Measurements

BKL visited the Bowline building located at 222 East 2nd Street, North Vancouver, on September 20, 2023, to conduct acoustical measurements associated with the operation of the rooftop chiller equipment.

Measurements were conducted using a type 1 Brüel & Kjær Type 2250 sound level meter which was field calibrated before and after the measurements using a Brüel & Kjær Type 4230 calibrator. There was no drift observed.

It is understood that the west building chiller unit is the source of resident complaints therefore, our assessment focused only on the measurement of this unit.

Short-term spot measurements were conducted in close proximity to the west building rooftop chiller unit only.

The microphone was fitted to a tripod at a height of 1.6 metres above the roof level. Measurements were conducted to the north of the chiller unit at distances of 3 metre and 5 metres and west of the chiller unit at distance of 3 metre, 5 metres and 12 metres.

The measurements were repeated at similar setback distances but with the microphone fitted to a pole at a height of approximately 3 metres above the roof level.

The chiller equipment operated at the maximum duty cycle.

Further noise measurements were conducted on the roof of the west building with all units switched off. These measurements were conducted to determine the prevailing background noise level without contribution from the chiller unit.

Figures 2 and 3 provide photos showing the measurement setup, chiller units, mechanical enclosure and architectural louvre for reference.

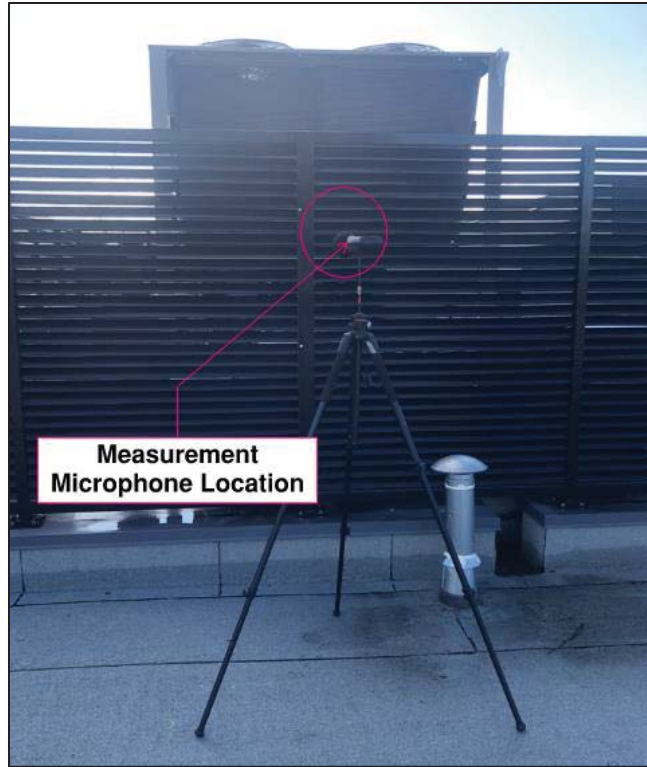


Figure 2: Photo Showing Field Microphone Location at a Height of 1.6 metre, 1 metre from the Existing Enclosure

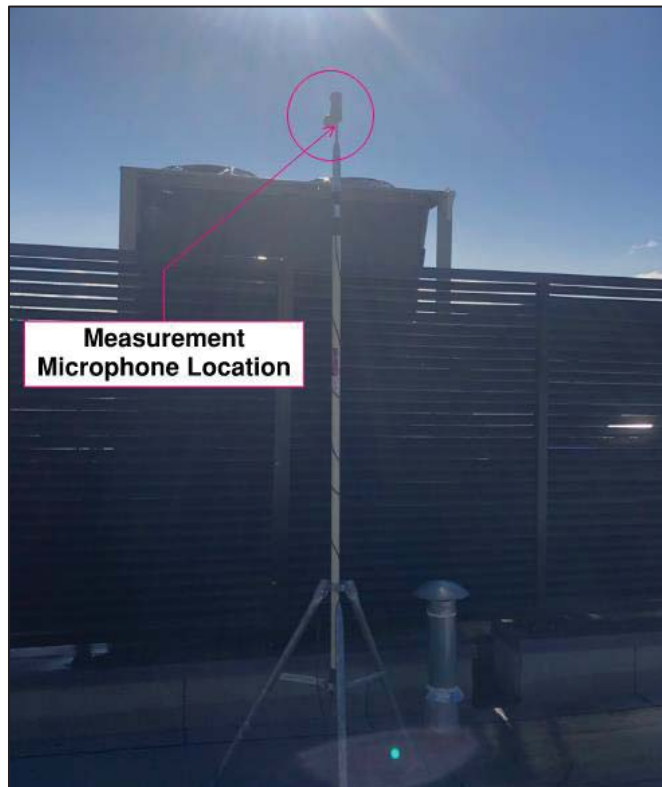


Figure 3: Photo Showing Field Microphone Location at a Height of 3 metres, 1 metre from the Existing Enclosure

Table 1 summarizes the measured noise levels below.

Table 1: Summary of Measured Noise Levels Associated with Rooftop Chiller Operation

Test No.	Measurement Description	Measured Noise Level (dBA)
1	1 metre north of the enclosure at 1.6 metres	73
2	1 metre north of the enclosure at 3 metres	73
3	3 metres north of the enclosure at 1.6 metres	67
4	3 metres north of the enclosure at 3 metres	68
5	1 metre west of the enclosure at 1.6 metres	66
6	1 metre west of the enclosure at 3 metres	67
7	3 metres west of the enclosure at 1.6 metres	63
8	3 metres west of the enclosure at 3 metres	66
9	10 metres west of the enclosure at 1.6 metres	60
10	10 metres west of the enclosure at 3 metres	60
11	Roof background (chiller not operating) – ambient	56

Noise Assessment

From observation during the site visit, there is a direct line of sight between the west building chiller unit and the south facing 5th floor residential suites of 221 East 3rd Street. We measured a distance of 25 metres between the north facade of the west building chiller unit and the south facade of 221 East 3rd Street.

BKL analyzed and predicted the noise propagation of the west building chiller unit based on the measured noise levels at different setback distances and microphone heights. Our predictive noise propagation analysis takes into account distance attenuation, directivity and reflection from the building envelope.

We performed a tonality test, which scans the frequency content of the measured noise emissions to identify any tonal content. The results show a prominent tone at 80 Hz which exceeds the Bylaw threshold of 10 Decibel or more for tones in the 31.5 Hz to 125 Hz bands. As such, a +5 dB tonality penalty would apply to the specific noise from the chiller unit.

Recommendations

Based on our analysis of the measured noise associated with the operation of the west building rooftop chiller, we predict an overall noise level, including tonality penalty, of up to 58 dBA at the point of reception. The overall equivalent predicted noise level exceeds the Bylaw limit of 45 dBA.

To mitigate noise emissions from the west building chiller unit, to a level commensurate with the Bylaw at the point of reception, a noise barrier, as described in our previously issued report; 3726-19B Mechanical _ Building Services Acoustical Review May 21 2020, should be suitable.

Closure

BKL would be available to conduct noise modelling and further analysis of the required height, extent and material specifications of the noise barrier. Further details are noted in Items 8-10 of our issued scope of work; 3726-19B-R0 - Rooftop Chiller Unit Noise Measurement and Inspection.

We believe all the required information is included. Please contact us if you have any questions or wish to proceed with the detailed mitigation design phase of the scope of work.

Sincerely,

BKL Consultants Ltd.

per:



Farbod Ghanouni, EIT
Assistant Project Consultant
ghanouni@bkl.ca

Memorandum

To:	Ashley Karlen, Project Manager	December 7, 2023
From:	Farbod Ghanouni	Page 1 of 4
cc:		File: 3726-19B-R0
Re:	Rooftop Chiller Unit Noise Mitigation	

The following memo outlines a summary of our findings, and provides recommendations to mitigate noise emissions from the rooftop mechanical unit CH-1 (“the Unit”) on the Bowline building situated at 222 East 2nd Street, North Vancouver (“project site”). The purpose of these noise control recommendations is to reduce noise emissions from the Unit at nearby residences to facilitate compliance with the City of North Vancouver noise Bylaw (“the Bylaw”).

The project site consists of two, 6 storey residential buildings (east and west) connected by a shared three storey lobby, amenity and roof terrace building with two levels of shared parkade. The primary concern for excessive community noise emissions is associated with the operation of the Unit on the roof of the west building as would be received at 221 East 3rd Street (“the point of reception”) to the north of the project site.

BKL report *3726-19B Rooftop Chiller Unit Noise Measurements* dated September 29, 2023, provides our acoustical evaluation of measured noise associated with the Unit and indicates a 13 dB noise level exceedance at the point of reception. This exceedance includes a +5 dB tonality penalty associated with the measured low frequency tone (as outlined by the Bylaw). In order to significantly reduce noise emissions associated with the Unit at the point of reception, a noise barrier is recommended.

Noise Modelling

We have developed a 3-D model using the proprietary noise modelling software Cadna/A to predict the noise levels at the point of reception. The measurements of the Unit, conducted on September 20, 2023, were used to calibrate the noise model for two scenarios (with and without the noise barrier). The model implements noise prediction standard ISO 9613-2 and considers the relative height of the sources, the receptors, reflective surfaces, and ground type.

Our assessment only considers noise emissions from the Unit, and does not include contributions from any other rooftop or other mechanical items associated with the project site. We have used our noise model to determine the optimum noise barrier height and extent.

Noise Barrier

Based on our noise model, the noise barrier should extend at least one metre above the top of the Unit height. The barrier should run from the north facade of the elevator penthouse to the east and wrap around the full extent of the Unit to align with the north face of the elevator penthouse west of the Unit. We have assumed the barrier will follow the course of the existing architectural screen. The proposed alignment is shown in Figure 1.

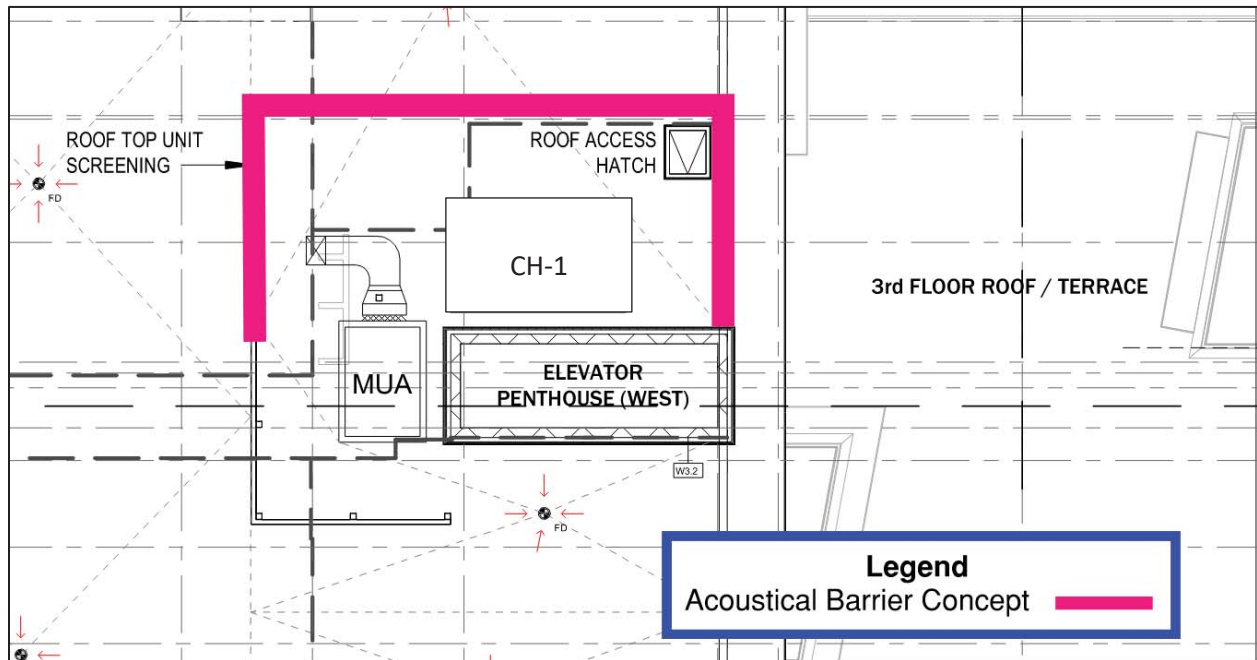


Figure 1: Schematic Showing Acoustical Barrier Concept for West Building Rooftop Chiller Unit CH-1

The barrier may be constructed of almost any material having a surface weight of at least 2 lb/ft² (10 kg/m²). For example, galvanized steel, aluminum or transparent panels formed of plastic polymers could be used as long as they have an impervious surface with a negligible number of holes or cracks (< 0.2% of total area) and they meet and exceed the required surface weight.

Ideally, there should be no gap along the bottom edge but a few scuppers could be provided for drainage if required. The architectural screens already installed could be retained but backed by a solid layer at the required locations, thereby retaining a consistent visual appearance from an outside viewpoint.

Table 1 summarizes the modelled noise results of the Unit at the point of reception. The results include a +5 dB tonal penalty as stipulated in the Bylaw. The actual predicted results would be five decibels lower than those shown in the table.

Table 1: Summary of Noise Modeling Results

Scenario	Overall Noise Level (L_{eq}) plus 5 dB tonal Penalty			
	Noise Receptors Located at 221 East 3 rd Street			
	Residential Suites Directly North of the Unit	Other South facing Residential Suites	West Facing Residential Suites	East Facing Residential Suites
No Barrier	58	57	43	49
With Barrier	46	45	37	37

As shown in Table 1, the predicted noise levels at the point of reception are generally predicted to comply with the most stringent nighttime criteria of the Bylaw (i.e. ≤ 45 dB). We predict that some residential suites, on the top floor of 221 East 3rd Street, directly north of the Unit, may experience noise levels of up to 46 dB. This would include the +5 dB tonal penalty as specified by the Bylaw. Without the penalty applied, we predict a noise level of up to 41 dB at the point of reception, which would comply with the Bylaw.

In terms of perception, an exceedance of 1 dB would be considered negligible. To reduce the predicted noise impacts further, i.e. to 45 dB at all locations, the barrier height would need to increase significantly. This may prove unfeasible for a number of reasons including wind and snow load.

Should complaints persist after installation of the noise barrier, there are additional noise control measures, supplementary to the noise barrier, which may be adopted including:

- Applying sound absorption to the barrier (Kinetics S4 or equivalent);
- Reducing fans operating speed during nighttime;
- Enclosing variable frequency drive equipment with mass loaded vinyl;
- Providing acoustical blanket for compressors, etc; or,
- Discharge and intake silencers (as shown in Figure 2 for example).

We should note that our modelled noise impacts are based on a facade level. Noise levels on the rooftop amenity area of 221 East 3rd Street, such as those that may be conducted by the municipality, could prove to be lower as they are further from the Unit and may include other noise attenuating effects such as partial screening from the building envelope.



Figure 2: Unit Silencer Example

In summary, BKL modeled noise emissions associated with the CH-1 rooftop chiller unit located on the roof of the west Bowline building. Two scenarios were modelled, one with and one without a noise barrier. Without the barrier, we predict that noise emissions from the CH-1 rooftop chiller unit will exceed the criteria of the municipal noise bylaw. With the modelled barrier in-situ, the predicted noise emissions will be mitigated to a level commensurate with the bylaw at all locations with the exception of a minor 1 dB exceedance predicted to upper floor levels of residential suites on the south facade of 221 East 3rd Street. The predicted noise levels include a +5dB tonal penalty as required in the bylaw. Without the penalty applied, the noise levels will be commensurate with the most stringent nighttime noise limit of the bylaw. The required height, extent and material specifications of the noise barrier has been provided. Should they be required, some additional noise control measures have been suggested which could be implemented after the installation of the barrier.

The image shows several rectangular panels of KINETICS S4 Wipeable Absorption Panels. One panel is standing upright, showing its silver, reflective, fiber-reinforced surface. Another panel is lying flat in front of it, showing its white, grid-patterned surface. A third panel is partially visible behind the silver one. The panels are set against a dark blue background.

KINETICS® S4

WIPEABLE ABSORPTION PANEL

This fully encapsulated sound absorber can be cleaned with steam or a soap solution and is very economical. The durable fiber reinforced face is available in white or reflective silver.

S4 panel is an economical and easily cleanable sound absorber. The S4 panel is constructed from a 3 PCF fiberglass core completely encapsulated with a fiberglass reinforced, aluminized polyester film facing. S4 is available in 1" and 2" thicknesses and panel sizes up to 48" x 120". The S4 panel with aluminized (silver) facing can be used in temperatures from -65° F to 265° F.

The S4 panel is well suited for projects where moisture resistant sound absorber panels are required. Applications include natatoriums, shooting ranges, dog kennels, arenas, and mechanical rooms.

S4 - Wipeable Absorption Panel

DESCRIPTION

A fully encapsulated moisture resistant fiberglass sound absorber.

COMPOSITION

1" or 2" thick 3 PCF fiberglass core

Completely wrapped with a neoprene-coated, fiberglass reinforced, aluminized polyester reflective film facing.

Thickness: Film 1.5 mil. At fiber reinforcement 8 mil.

Select reflective silver or white.

ACOUSTICAL PERFORMANCE

Sound Absorption per ASTM C423. Type A Mounting

Frequency, Hz	125	250	500	1000	2000	4000	NRC
1" Thick	0.13	0.32	0.95	1.08	0.62	0.46	0.75
2" Thick	0.26	0.80	1.23	1.00	0.71	0.43	0.95

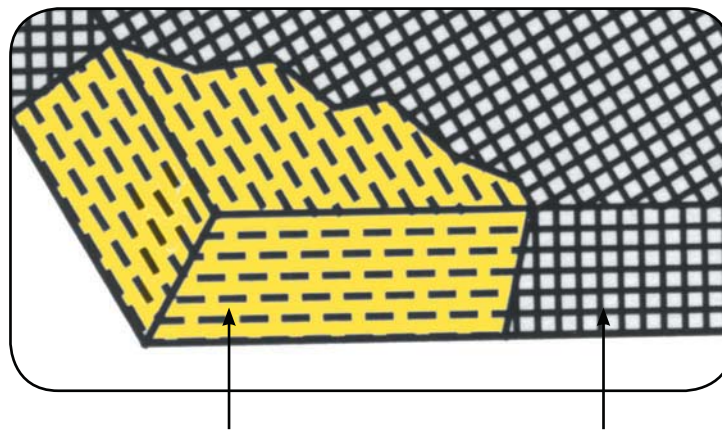
APPLICATIONS

- Projects that require a highly cleanable and moisture resistant acoustical treatment that is economical.
- Arenas
- Natatoriums
- Dog Kennels
- Shooting Ranges
- Mechanical Equipment Rooms
- Workshops

MOUNTING

S4 Clips

J-Clips (top and bottom)



Fiberglass core

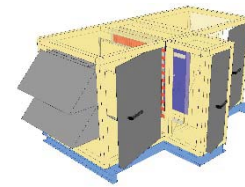
Fiber reinforced film encapsulates the entire panel. Silver or white facing



kineticsnoise.com
sales@kineticsnoise.com
1-800-959-1229

Technical Data Sheet for MUA-1

Job Information		Technical Data Sheet
Job Name	222 E 2nd Street - 11160	
Date	October 08 2020	
Submitted By	MT	
Software Version	12.32	
Unit Tag	MUA-1	




Unit Overview						
Model Number	Supply					
	Air Volume cfm	Static Pressure		External Dimensions		
		External inWc	Total inWc	Height in	Width in	Length in
OAH005GHGM	2745	1.50	3.09	40*	36*	84

**Not including base rails, coil connectors, drain connectors, vestibule sections, control boxes and hoods.*

Unit			
Model Number:	OAH005GHGM		
Approval:	ETL Listed / ETL Listed to Canadian Safety Standards (ETL Label / ETLc Label)		
Outer Panel:	Painted 24 gauge G60 Galvanized Steel		
Liner:	24 gauge Galvanized Steel (unless noted per section)		
Insulation:	R-13 Injected Foam		
Unit Configuration:	Inline horizontal	Drive (Handling) Location:	Right
Base:	4" formed channel	Wall Thickness:	2 in
Roof Curb Kit:	0 in	Altitude:	0 ft
Parts Warranty:	Standard One Year		

Mixing Box		Component: 1		Length: 30 in		Shipping Section: 1			
Portion	Damper			Blade Action	Rated CFM	Air Pressure Drop	Quantity	Hoods	
	Size (length x width)		Location						Type
	Overall	Opening							
Outside Air	28 in x 32 in	24 in x 22 in	End	UltraSeal Low Leak	Parallel	2745 cfm	0.04 insWg	1	Fitted - Factory installed
Return Air	No opening	No opening		None	Opposed	2745 cfm		1	
Filter Data									
Type	Efficiency	Face Velocity	Face Area	Air Volume	Filter Loading				
Pleated	MERV 8	548 ft/min	5.0 ft ²	2745 cfm	Side				
Air Pressure Drop			Number of Filters	Height	Width	Depth			
Clean Air	Mean Air	Dirty Air							
0.26 inWc	0.63 inWc	1.00 inWc	1	20 in	24 in	2 in			
			1	12 in	24 in	2 in			
Door									
Location			Width			Opening			
Drive side			26 in			Outward			

Technical Data Sheet for MUA-1

Hot Water Coil		Component: 2			Length: 16 in		Shipping Section: 1		
Coil Model	Total Capacity	Number of Coils		Number of Rows		Fins per Inch		Tube Diameter	Tube Spacing (Face x Row)
5WQ1003B	166493 Btu/hr	1		3		10		0.625 in	1.50 in x 1.299 in
Air Volume	Air Temperature		Coil Air Pressure Drop	Finned Height	Finned Length	Face Area	Face Velocity		
	Entering	Leaving							
	Dry Bulb	Dry Bulb							
2745 cfm	16.0 °F	71.5 °F	0.36 inWc	30 in	23 in	4.79 ft²	573 ft/min		
Water		Flow Rate	Pressure Drop	Velocity	Volume	Weight	Piping Vestibule		
Entering	Leaving								
120.0 °F	99.5 °F							16.20 gpm	4.80 ftHd
Connection [Data Per Coil]					Min. Fin Surface Temp.	Min. Tube Wall Surface Temp.	Fouling Factor		
Type	Size	Location	Material						
Threaded	1.50 in	Drive side	Carbon steel		99.5 °F	99.5 °F	0.000		
Material									
Fin		Tube		Header		Case			
Aluminum .0075 in		Copper .020 in		Copper		Galv. steel			
AHRI 410 Certification									
 Certified in accordance with the AHRI Forced-Circulation Air-Cooling and Air-Heating Coils Certification Program which is based on AHRI Standard 410 within the Range of Standard Rating Conditions listed in Table 1 of the Standard. Certified units may be found in the AHRI Directory at www.ahridirectory.org									
Door									
Location			Width			Opening			
Drive side			- in			Outward			
Supply Fan		Component: 3			Length: 38 in		Shipping Section: 1		
Fan Performance									
Air Volume	Static Pressure			Brake Horsepower	Speed		Outlet Velocity		
	External	Total	Cabinet		Operating	Maximum			
2745 cfm	1.50 inWc	3.09 inWc	0.55 inWc	1.99 BHP	2139 rpm	3650 rpm	0 ft/min		
Fan Data									
Fan Type	Blade Type / Class	Quantity of Fans	Wheel Diameter	Material Type	Number of Blades	Discharge	Motor Location		
Centrifugal - Plenum	Airfoil / 2	1	15.75 in	Aluminum	9	End, single opening	Behind Fan		
Motor Data									
Power	Electrical Supply	Speed	Efficiency	Enclosure	Frame Size	Supplier	Number of Poles	Lock Rotor Current	Full Load Current
3.0 HP	200/60/3 V/Hz/Phase	1750 rpm	Premium	ODP	182 T frame	Generic	4	70.77 A	9.70 A
Fan Options									
Seismic Restraint:		With snubbers			Isolator Type:		Spring		
VFD/Starter/Disconnect Data									
Selection Type:		External J-Box			Vendor:		Factory Standard		
Voltage:		200 v			Height x Width x Depth:		6.00 in x 6.00 in x 4.00 in		
Mounting:		Door Side			Enclosure:		NEMA 3R		
Door									
Location			Width			Opening			
Drive side			18 in			Outward			

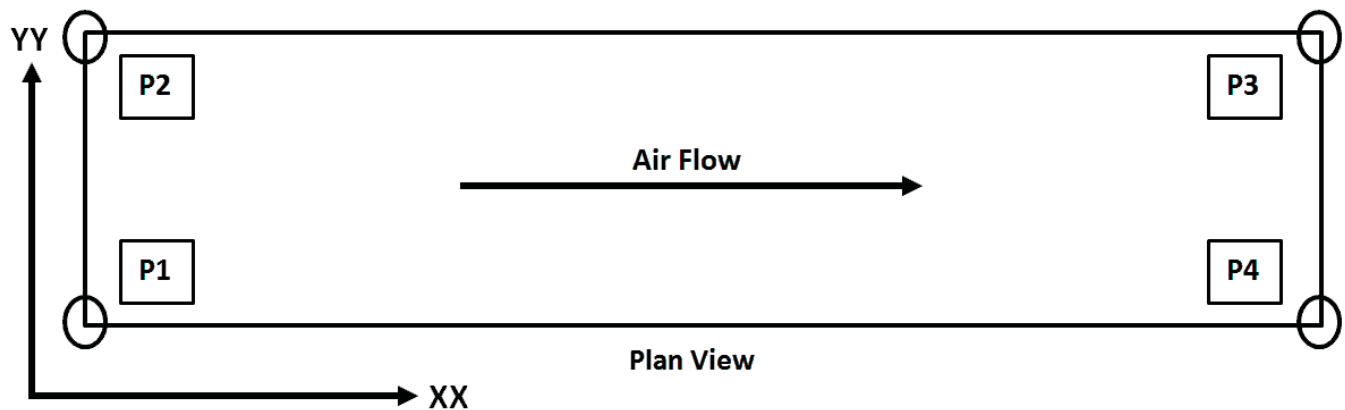
Technical Data Sheet for MUA-1

Unit Sound Power (dB)

Type	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz
Radiated:	66	63	65	58	54	49	46	51
Unit Discharge:	76	72	81	76	76	77	73	67
Unit Return:	68	66	74	71	63	65	60	55

Shipping Section Details

Section	Length in	Weight lb	Corner Weights (lb)				Center of Gravity (in)		
			P1	P2	P3	P4	XX	YY	ZZ
1	84	1062	319	219	212	312	41	15	22
Entire Unit	84	1062	319	219	212	312	41	15	22



NOTE: Piping vestibule shipping section length(s) not included in the total shipping section length.

NOTE: Piping vestibule(s) are shipped attached to the coil section(s).

NOTE: Special components aren't included in the corner weights and center of gravity data.

Supply Static Pressure Drop

Component	Option	Static Pressure Drop
Mixing Box	Filter	0.63 insWg
Mixing Box	Mixing Box	0.04 insWg
Hot Water Coil	Hot Water Coil	0.36 insWg
Supply Fan	Cabinet	0.55 insWg
External Static	External Static	1.50 insWg
Total Supply Static		3.09 insWg

AHRI Certification



Certified in accordance with the AHRI Central Station Air-Handling Unit Certification Program, which is based on AHRI Standards 430/431. Certified units may be found in the AHRI Directory at www.ahridirectory.org.

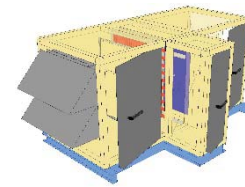
Notes

Standard

1. As a standalone component, unit meets or exceeds requirements of ASHRAE 90.1 - 2007. The approving authority is responsible for compliance of multi - component building systems.

Technical Data Sheet for MUA-2

Job Information		Technical Data Sheet
Job Name	222 E 2nd Street - 11160	
Date	October 08 2020	
Submitted By	MT	
Software Version	12.32	
Unit Tag	MUA-2	



Unit Overview

Model Number	Supply					
	Air Volume cfm	Static Pressure		External Dimensions		
		External inWc	Total inWc	Height in	Width in	Length in
OAH005GHGM	2745	1.50	3.09	40*	36*	84

*Not including base rails, coil connectors, drain connectors, vestibule sections, control boxes and hoods.

Unit

Model Number:	OAH005GHGM		
Approval:	ETL Listed / ETL Listed to Canadian Safety Standards (ETL Label / ETLc Label)		
Outer Panel:	Painted 24 gauge G60 Galvanized Steel		
Liner:	24 gauge Galvanized Steel (unless noted per section)		
Insulation:	R-13 Injected Foam		
Unit Configuration:	Inline horizontal	Drive (Handling) Location:	Right
Base:	4" formed channel	Wall Thickness:	2 in
Roof Curb Kit:	0 in	Altitude:	0 ft
Parts Warranty:	Standard One Year		


Mixing Box

Mixing Box		Component: 1		Length: 30 in		Shipping Section: 1			
Portion	Damper			Blade Action	Rated CFM	Air Pressure Drop	Quantity	Hoods	
	Size (length x width)		Location						Type
	Overall	Opening							
Outside Air	28 in x 32 in	24 in x 22 in	End	UltraSeal Low Leak	Parallel	2745 cfm	0.04 insWg	1	Fitted - Factory installed
Return Air	No opening	No opening		None	Opposed	2745 cfm		1	

Filter Data						
Type	Efficiency	Face Velocity	Face Area	Air Volume	Filter Loading	
Pleated	MERV 8	548 ft/min	5.0 ft ²	2745 cfm	Side	
Air Pressure Drop			Number of Filters	Height	Width	Depth
Clean Air	Mean Air	Dirty Air				
0.26 inWc	0.63 inWc	1.00 inWc	1	20 in	24 in	2 in
			1	12 in	24 in	2 in

Door		
Location	Width	Opening
Drive side	26 in	Outward

Technical Data Sheet for MUA-2

Hot Water Coil		Component: 2			Length: 16 in		Shipping Section: 1		
Coil Model	Total Capacity	Number of Coils		Number of Rows		Fins per Inch	Tube Diameter		Tube Spacing (Face x Row)
5WQ1003B	166493 Btu/hr	1		3		10	0.625 in		1.50 in x 1.299 in
Air Volume	Air Temperature		Coil Air Pressure Drop	Finned Height	Finned Length	Face Area	Face Velocity		
	Entering	Leaving							
2745 cfm	Dry Bulb		0.36 inWc	30 in	23 in	4.79 ft ²	573 ft/min		
	16.0 °F	71.5 °F							
Water		Flow Rate	Pressure Drop	Velocity	Volume	Weight	Piping Vestibule		
Entering	Leaving								
120.0 °F	99.5 °F	16.20 gpm	4.80 ftHd	3.50 ft/s	3.0 gal	28.00 lb	18 in		
Connection [Data Per Coil]					Min. Fin Surface Temp.	Min. Tube Wall Surface Temp.	Fouling Factor		
Type	Size	Location	Material						
Threaded	1.50 in	Drive side	Carbon steel		99.5 °F	99.5 °F	0.000		
Material									
Fin		Tube		Header		Case			
Aluminum .0075 in		Copper .020 in		Copper		Galv. steel			
AHRI 410 Certification									
 <p>Certified in accordance with the AHRI Forced-Circulation Air-Cooling and Air-Heating Coils Certification Program which is based on AHRI Standard 410 within the Range of Standard Rating Conditions listed in Table 1 of the Standard. Certified units may be found in the AHRI Directory at www.ahridirectory.org</p>									
Door									
Location			Width			Opening			
Drive side			- in			Outward			
Supply Fan		Component: 3			Length: 38 in		Shipping Section: 1		
Fan Performance									
Air Volume	Static Pressure			Brake Horsepower	Speed		Outlet Velocity		
	External	Total	Cabinet		Operating	Maximum			
2745 cfm	1.50 inWc	3.09 inWc	0.55 inWc	1.99 BHP	2139 rpm	3650 rpm	0 ft/min		
Fan Data									
Fan Type	Blade Type / Class	Quantity of Fans	Wheel Diameter	Material Type	Number of Blades	Discharge	Motor Location		
Centrifugal - Plenum	Airfoil / 2	1	15.75 in	Aluminum	9	End, single opening	Behind Fan		
Motor Data									
Power	Electrical Supply	Speed	Efficiency	Enclosure	Frame Size	Supplier	Number of Poles	Lock Rotor Current	Full Load Current
3.0 HP	200/60/3 V/Hz/Phase	1750 rpm	Premium	ODP	182 T frame	Generic	4	70.77 A	9.70 A
Fan Options									
Seismic Restraint:		With snubbers			Isolator Type:		Spring		
VFD/Starter/Disconnect Data									
Selection Type:		External J-Box			Vendor:		Factory Standard		
Voltage:		200 v			Height x Width x Depth:		6.00 in x 6.00 in x 4.00 in		
Mounting:		Door Side			Enclosure:		NEMA 3R		
Door									
Location			Width			Opening			
Drive side			18 in			Outward			

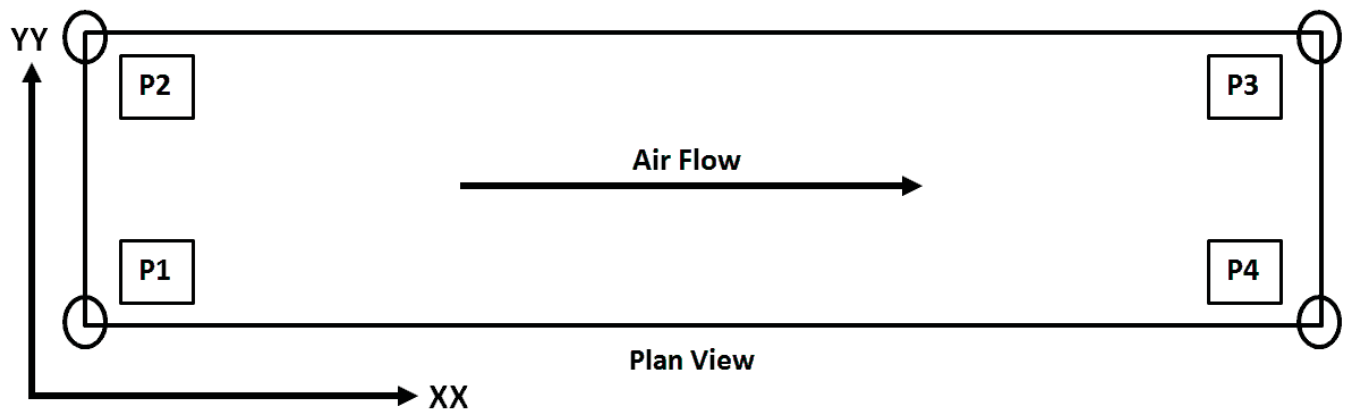
Technical Data Sheet for MUA-2

Unit Sound Power (dB)

Type	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz
Radiated:	66	63	65	58	54	49	46	51
Unit Discharge:	76	72	81	76	76	77	73	67
Unit Return:	68	66	74	71	63	65	60	55

Shipping Section Details

Section	Length in	Weight lb	Corner Weights (lb)				Center of Gravity (in)		
			P1	P2	P3	P4	XX	YY	ZZ
1	84	1062	319	219	212	312	41	15	22
Entire Unit	84	1062	319	219	212	312	41	15	22



NOTE: Piping vestibule shipping section length(s) not included in the total shipping section length.

NOTE: Piping vestibule(s) are shipped attached to the coil section(s).

NOTE: Special components aren't included in the corner weights and center of gravity data.

Supply Static Pressure Drop

Component	Option	Static Pressure Drop
Mixing Box	Filter	0.63 insWg
Mixing Box	Mixing Box	0.04 insWg
Hot Water Coil	Hot Water Coil	0.36 insWg
Supply Fan	Cabinet	0.55 insWg
External Static	External Static	1.50 insWg
Total Supply Static		3.09 insWg

AHRI Certification



Certified in accordance with the AHRI Central Station Air-Handling Unit Certification Program, which is based on AHRI Standards 430/431. Certified units may be found in the AHRI Directory at www.ahridirectory.org.

Notes

Standard

1. As a standalone component, unit meets or exceeds requirements of ASHRAE 90.1 - 2007. The approving authority is responsible for compliance of multi - component building systems.



THE CORPORATION OF THE CITY OF NORTH VANCOUVER
DEVELOPMENT VARIANCE PERMIT

Permit No. PLN2024-00012

File: 08-3400-20-0151/1

Issued to owner(s): **2281140 Ontario INC. No. A0092343 and 2278372 Ontario INC. No. A0082985**

Respecting the lands located at **222 East 2nd Street**, North Vancouver, BC, legally described as:

LOT 1 DL 274 BLOCK 142 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP90507 PID: 031-143-164

(the “Lands”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

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

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” are hereby varied as follows:
 - A. Comprehensive Development Zone 715(3) to be varied in order to increase the maximum building height by 4.0 metres above the as-built top of roof height of 48.5 metres geodetic datum to allow for an acoustic screen around mechanical equipment.

Special Terms and Conditions of Use:

3. The Buildings and Structures shall be developed in accordance with the plans dated and listed on the attached Schedule A “List of Plans” and filed in the offices of the City, approved by Council, and in compliance with the regulations and conditions listed hereunder.
 4. No variances other than those specifically set out in this permit are implied or to be construed.
 5. All plans attached to this Permit and specifications referred to above are subject to any changes required by the Building Inspector or other officials of the City where such plans and specifications do not comply with any bylaw or statute, and such non-compliance is not specifically permitted by this Development Variance Permit. The Lands may be subject to additional regulations, restrictive covenants and agreements which may affect their use, development and amenities, if any section or lesser portion of this Development Variance Permit is held invalid for any reason the invalid portion shall be severed from this Development Variance Permit and the validity of the remainder of the Development Variance Permit shall not be affected.
-

General Terms and Conditions:

6. Pursuant to Section 504 of the *Local Government Act*, this Permit lapses if the work authorized herein is not commenced within 24 months following issuance of this Development Variance Permit. In the event the Owner is delayed or interrupted or prevented from commencing or continuing the construction on or about the subdivision by reason of any Act of God, labour unrest (including strike and lockouts), weather conditions or any similar cause reasonably beyond the control of the Owner, the time for the completion of the works shall be extended for a period equal to the duration of the contingency that occasioned the delay, interruption or prevention, provided that the commercial or financial circumstances of the Owner shall not be viewed as a cause beyond the control of the Owner.
7. This Development Variance Permit shall not vary the permitted uses or densities of land use in the applicable zoning bylaw or application of the zoning bylaw in relation to residential rental tenure, nor a flood plain specification designated under Section 524(3) of the *Local Government Act*.
8. Nothing in this Permit shall in any way relieve Land Owner/Developers obligation to ensure that the development proposal complies in every way with the statutes, regulations, requirements, covenants and licences applicable to the undertaking.

9. Nothing in this Permit shall in any way relieve the Land Owner/Developers obligation to comply with all setback regulations for construction of structures or provision of on-site services pursuant to the *Health Act*, the *Fire Services Act*, the *Electrical Energy Inspection Act*, and any other provincial statutes.

Authorized by Council: _____
Year / Month / Day

Linda C. Buchanan, Mayor

Amelia Cifarelli, Corporate Officer

Date Signed: _____
Year / Month / Day

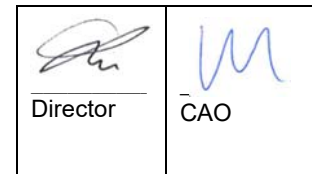
Note: As required by Section 503 of the *Local Government Act*, the City of North Vancouver shall file a notice of this permit in the Land Title Office stating that the land described in this Permit is subject to Development Variance Permit No. PLN2024-00012.

Notice filed the _____ day of _____, 20_____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 222 East 2nd Street

Designer	Project Name	Sheet Description	Sheet No.	Sheet Date	CityDocs File Number
RH Architects INC.	Lower Lonsdale Residential Rental	Cover	A0.0	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	Perspective Views	A0.1	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	Shadow Diagram	A0.2	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	Siteplan	A1.0	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	Roof Plan	A3.6	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	Roof Plan – West Side	A3.6A	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	South & North Overall Elevations	A4.0	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	South Elevations	A4.0A	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	North Elevations	A4.0B	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	Exterior Side Elevations	A4.1	November 2024	2623239
RH Architects INC.	Lower Lonsdale Residential Rental	Courtyard Elevations	A4.2	November 2024	2623239



The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: 2025-2029 FINANCIAL PLAN BYLAW

Date: March 19, 2025 File No: 05-1700-03-0001/2025

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

RECOMMENDATION

PURSUANT to the report of the Chief Financial Officer, dated March 19, 2025, entitled “2025-2029 Financial Plan Bylaw”:

THAT “Financial Plan for the Years 2025 to 2029 Bylaw, 2025, No. 9107” be considered.

ATTACHMENTS

1. “Financial Plan for the Years 2025 to 2029 Bylaw, 2025, No. 9107” (CityDocs [2643525](#))

SUMMARY

The *Community Charter* requires Financial Plans to set out municipal objectives and policies in relation to the distribution of property taxes among the property classes that are subject to taxation. This report recommends adoption of a complete 2025-2029 Financial Plan Bylaw that incorporates Council’s prior endorsements for further consideration.

BACKGROUND

The *Community Charter* requires the preparation and adoption of a Financial Plan covering five years prior to May 15 each year. The proposed 2025-2029 Financial Plan Bylaw (Attachment 1) includes several expenditures, all of which were endorsed by Council on March 3, 2025. The proposed bylaw also includes the expenditures for “Atmospheric River Repair and Restoration” that were supported by Council at its meeting

on March 10, 2025. All the above expenditures are summarized in Schedule 1, Part 1 of the draft Financial Plan Bylaw. Expenditures for 2025 total \$360.5 million and are presented below:

	2024	2025	Increase/ (Decrease)
Operating Budget	\$102.3	\$109.9	\$7.6
Capital Plan	141.4	86.6	(54.8)
Shipyards Budget	2.5	2.7	0.2
Water Budget	19.0	21.5	2.5
Sewerage and Drainage Budget	25.5	36.1	10.6
Solid Waste Budget	4.2	4.4	0.2
Cemetery Budget	0.6	0.6	-
Collection for Other Organizations	59.9	61.6	1.7
Other Items	38.4	37.1	(1.3)
Total	\$ 393.8M	\$ 360.5M	(\$33.3M)

Council endorsed a 2025 tax rate increase of 5.95% to fund the 2025-2029 Financial Plan and, on March 31, 2025, endorsed an across the board property tax increase for each property class.

DISCUSSION

The *Community Charter* requires Financial Plan Bylaws to include some additional disclosures, as described below:

1. Revenue Proportions by Funding Source

- Property Taxes are CNV’s major source of revenue, accounting for 55% of total revenues, which is no change from 2024. The 2025-2029 Financial Plan projects the percentage of revenue coming from property taxes to decrease gradually, due to the assumptions in place surrounding growth of revenue from Fees and Services, particularly within Utilities where rate increases need to account for significant future Metro Vancouver costs. CNV will continue to look for ways to reduce the overall percentage of revenue that comes from property tax consistent with statements in the 2014 Official Community Plan but, for the purposes of this plan, no new material user fees are assumed.

2. Distribution of Property Taxes among the Property Classes

- It is the goal of CNV’s Long Term Property Tax Strategy that CNV’s business to residential tax rate ratio be at or below the median for the region. CNV’s ratio has been near the regional median for the past few years and the Financial Plan assumes no material changes to the current tax distribution.

3. Use of Permissive Tax Exemptions (“PTE’s”)

- The *Community Charter* gives Council the authority to exempt certain lands and/or improvements in the City from municipal taxation. The *Community Charter* requires that a PTE policy statement be included in the Financial

Plan. The summary statement included in the draft Bylaw reflects the current PTE Policy approved by Council.

FINANCIAL IMPLICATIONS

Financial implications have been addressed in detail during the financial planning process and throughout this report.

INTER-DEPARTMENTAL IMPLICATIONS

The 2025-2029 Financial Plan Bylaw is a reflection of CNV's policies and the work plans of all CNV departments. In developing this Bylaw, Finance staff rely on their close working relationship with staff in other departments and CNV's shared-cost agencies.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The preparation and approval of a Financial Plan Bylaw is consistent with the requirements of the *Community Charter*, CNV's 2014 Official Community Plan, CNV's PTE Policy, and Council' recent endorsements.

RESPECTFULLY SUBMITTED:



Larry Sawrenko
Chief Financial Officer

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9107

Financial Plan for the Years 2025 to 2029

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

1. This Bylaw shall be known and cited for all purposes as “**Financial Plan for the Years 2025 to 2029 Bylaw, 2025, No. 9107**”.
2. Schedule “A” attached hereto is the Financial Plan of The Corporation of the City of North Vancouver for the period commencing January 1, 2025, and ending December 31, 2029.

READ a first time on the <> day of <>, 2025.

READ a second time on the <> day of <>, 2025.

READ a third time on the <> day of <>, 2025.

ADOPTED on the <> day of <>, 2025.

MAYOR

CORPORATE OFFICER

**SCHEDULE "A" TO BYLAW NO. 9107
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2025 – 2029**

(1) 2025 – 2029 Financial Plan (\$000's)

2025 - 2029 Financial Plan (\$000's)

For the year ended December 31	2025	2026	2027	2028	2029
Revenue					
Property Value Tax	87,492	90,112	92,934	95,835	98,818
Levies (Storm and Eco)	6,192	6,987	7,904	8,874	9,899
Revenue from Fees and Services	60,520	67,134	75,291	82,461	88,335
Revenue from Other Sources	4,623	4,674	4,725	4,776	4,829
	<u>158,827</u>	<u>168,907</u>	<u>180,854</u>	<u>191,946</u>	<u>201,881</u>
Transfers					
Collections for Other Governments	61,640	62,873	64,130	65,413	66,721
Transfer from Reserves	96,269	62,577	51,132	59,821	41,936
External Contributions	25,643	3,191	4,712	4,444	4,328
Transfer from Capital Assets	18,160	18,523	163,893	19,271	19,656
	<u>201,712</u>	<u>147,165</u>	<u>283,867</u>	<u>148,948</u>	<u>132,640</u>
Total Revenues	360,539	316,072	464,721	340,894	334,521
Expenditures					
Operating Expenses					
General Government	30,836	32,169	33,547	34,972	36,446
Transportation and Transit	9,312	9,498	9,688	9,882	10,080
Health, Social Services, Housing	3,751	3,826	3,903	3,981	4,061
Development Services	10,134	10,337	10,544	10,755	10,970
Protective Services	37,518	38,268	39,033	39,814	40,610
Parks, Recreation and Culture	29,885	30,483	31,093	31,715	32,349
Water	14,335	15,275	15,865	16,448	16,841
Sewer	21,696	26,166	29,766	33,460	37,108
Solid Waste	4,476	4,610	4,748	4,890	5,036
	<u>161,943</u>	<u>170,632</u>	<u>178,187</u>	<u>185,917</u>	<u>193,501</u>
Capital Expenditures	99,362	44,823	40,712	52,610	36,421
Transfers					
Collections for Other Governments	61,640	62,873	64,130	65,413	66,721
Equity	20,349	19,364	19,751	20,146	20,549
Reserves	12,704	15,633	51,816	15,071	14,207
Debt Servicing	4,541	2,746	110,124	1,738	3,122
	<u>99,234</u>	<u>100,616</u>	<u>245,821</u>	<u>102,367</u>	<u>104,600</u>
Total Expenditures	360,539	316,072	464,721	340,894	334,521

**SCHEDULE "A" TO BYLAW NO. 9107
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2025 – 2029**

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

	(\$000's)									
	2025	%	2026	%	2027	%	2028	%	2029	%
Property Value Tax	87,492	55	90,112	53	92,934	51	95,835	50	98,817	49
Levies (Storm and Eco)	6,192	4	6,987	4	7,904	4	8,874	5	9,899	5
Revenue from Fees and Services	60,520	38	67,134	40	75,291	42	82,461	43	88,335	44
Revenue from Other Sources	4,623	3	4,674	3	4,725	3	4,776	2	4,829	2
Total Revenues	158,827	100	168,907	100	180,854	100	191,946	100	201,880	100

Background: Property Taxes are CNV’s major source of revenue. CNV’s reliance on property tax as a source of revenue has increased gradually over the past several years. This trend is partially due to the lack of access to other types of revenues. Where feasible, CNV charges user fees for services, however this is not possible for many services. The 2025 – 2029 Financial Plan projects the percentage of revenue coming from property taxes to decrease gradually, due to the assumptions in place surrounding growth of revenue from Fees and Services, particularly within Utilities where rate increases need to account for significant future costs from Metro Vancouver.

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

(3) Distribution of Property Taxes among the Property Classes

Percentage of Taxes Collected by Property Class		2024 %	2025* %
1	Residential	57.37%	57.78%
2	Utilities	0.43%	0.41%
4	Major Industry	11.09%	10.95%
5	Light Industry	0.95%	0.89%
6	Business And Other	30.12%	29.92%
8	Recreation/Non-Profit	0.04%	0.05%

*2025 estimate based on Completed Roll data

Background: Council adopted a Long Term Property Tax Strategy to shift taxes from the Business and Other and Light Industry tax classes to the Residential tax class. The goal of this strategy was to move CNV’s tax rates and tax rate ratios to a competitive position within the Metro Vancouver Region, while maintaining principles of fairness and equity. As CNV’s tax rates and tax rate ratios are now competitive within the region, Council endorsed an across the board tax rate increase for 2025.

Policy: CNV will continue to distribute property taxes among the various property classes to keep tax rates and tax rate ratios competitive within the Metro Vancouver Region, while maintaining the principles of fairness and equity.

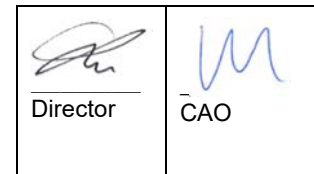
**SCHEDULE “A” TO BYLAW NO. 9107
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2025 – 2029**

(4) Use of Permissive Tax Exemptions

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

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

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



The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: APPROPRIATIONS POLICY

Date: March 19, 2025 File No: 05-1705-01-0001/2024

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

RECOMMENDATION

PURSUANT to the report of the Chief Financial Officer, dated March 19, 2025, entitled "Appropriations Policy":

THAT the Appropriations Policy be endorsed.

ATTACHMENTS

1. Draft Council Policy: Appropriations (CityDocs [2526817](#))

SUMMARY

Appropriation is the final step in the funding of projects approved by Council and follows Council's approval of the 5-year Financial Plan. An Appropriations Policy is being brought forward for Council consideration that improves CNV's financial governance by:

- Enabling CNV's appropriation practice to be documented in a Council approved policy; and
- Establishing three classes of appropriations to improve the efficiency of CNV's financial management and enable Council to focus more of its oversight on the higher value projects in the Financial Plan.

BACKGROUND

CNV's appropriation process began in 2004 with adoption of the then new Community Charter. Subsection 189(1) in the Community Charter states: "...money in a reserve fund, and interest earned on it, must be used only for the purpose for which the fund was established." With that then new Subsection 189, the previous requirement that Council approve use of funds by bylaw was eliminated, allowing Council to authorize the use of funds from a reserve by resolution (i.e. an appropriation). The adoption of Section 189 reduced unnecessary administration and improved financial management efficiency for municipalities across BC.

CNV's practice of creating Information Reports covering larger projects in CNV's Capital Plan to help Council consider appropriation requests began in 2004 with a \$100,000 threshold. This threshold was increased to \$500,000 in 2008. At that time, 14 projects with current year capital spending totaling \$21M were above \$500,000, including projects that were provisions. These 14 appropriations represented 28% of the total number of projects in CNV's Capital Plan, and accounted for 85% of 2008 appropriations by dollar value.

Until 2019, CNV's practice was to generally recommend Capital Plan project appropriations twice per year – an Early Appropriation following Council's endorsement of the Capital Plan for projects requiring funds immediately, and a General Appropriation for most of the remaining projects at the time of Council's approval of the Financial Plan Bylaw. At the discretion of the Director - Finance, some projects were withheld from the early and general appropriations and submitted to Council individually throughout the year, based on their size or nature, under specific appropriations. Only when these larger and/or more complex projects reached a specific milestone (i.e. such as award of a construction contract following the detailed design stage) would the project be brought forward to Council to consider for appropriation.

In 2020, with the arrival of COVID-19, CNV adopted a practice of bringing appropriation requests to Council much more frequently, with appropriations coming to Council for consideration as much as 8 times per year. This new practice was implemented as an emergency measure to protect CNV's financial position, due to the extreme uncertainty created by the pandemic. As society adjusted to the pandemic, appropriation frequency was reduced to quarterly.

DISCUSSION

The Province of BC officially declared the COVID-19 pandemic over in July 2024. Staff recommend returning to a three tiered appropriations practice, as follows:

- an Early Appropriation following Council's endorsement of the Capital Plan for projects requiring funds immediately;
- a General Appropriation for most of the remaining projects at the time of Council's approval of the Financial Plan Bylaw;
- additional Specific Appropriations for larger projects submitted to Council throughout the year when these projects reach milestones/stage gates.

Staff are proposing a new Appropriation Policy (**Attachment 1**) that both documents CNV’s appropriation practice in a formal Council Policy, and also establishes a threshold for General Appropriations.

Since 2008, Council has provided additional oversight of CNV’s larger “New Initiative” capital projects (i.e. greater than \$500,000), through the review of Council Information Reports when funds are appropriated. Staff have developed a number of threshold options to differentiate a project as either qualifying for an Early/General Appropriation, or requiring it to move through the Specific Appropriation process. Three threshold options are summarized in Table 1 below:

Table 1

Council Appropriation Threshold Options	Projects Where Specific Appropriations Would be Required (Based on the 2025-2029 Financial Plan)			
	# of Projects	% of 2025 Capital Plan (by # of Projects)	\$ Value of Projects	% of 2025 Capital Plan (by \$)
\$750K	17	27%	\$45M	86%
\$1.0M	15	24%	\$45M	86%
\$2.0M	12	19%	\$42M	82%

(A) Table summarizes city funded component of “New Initiative” projects and provisions in 2025 of the 2025-2029 Capital Plan.

(B) Council appropriations thresholds are based on total city funded 2025-2029 Capital Plan value.

Option 1 – \$750,000

Since 2008, inflation has driven project costs higher. For example, since 2008, the All Items Consumer Price Index in Canada has increased 44% and the Vancouver Non-Residential Building Construction Price Index has increased by 54%. Setting a threshold at \$750,000 adjusts the existing \$500,000 amount based on changes to inflation. All appropriations from provisions would require an information report, regardless of dollar value.

Option 2 – \$1,000,000

Establishing a threshold of \$1,000,000 would result in 15 (or 86% by city funded dollar value) of the New Initiative projects with appropriations planned in year 2025 of the 2025-2029 Capital Plan requiring Specific Appropriations, slightly more than the total number of projects for which Information Reports were provided to Council back in 2008, and slightly more than by city funded dollar value. All appropriations for provisions would again require an information report, regardless of dollar value.

Option 3 – \$2,000,000 (Recommended)

Establishing a threshold of \$2,000,000 would result in 12 of the projects (or 82% by city funded dollar value) in the 2025-2029 Capital Plan requiring Specific Appropriations, slightly less than the number of projects and slightly less than by city funded dollar value for which Information Reports were provided to Council back in 2008. All appropriations from provisions would again require an information report, regardless of dollar value.

It is recommended that New Initiative projects over \$2,000,000 and all provisions, regardless of value, be appropriated through the Specific Appropriation process with recommendations for Specific Appropriations coming to Council periodically. For Base Programs and other projects below the \$2,000,000 threshold, it's recommended that Council's final spending approval be considered and approved as a part of the Financial Plan Bylaw approval process under a General Appropriation.

It's also worth highlighting that, since 2020, Staff have improved CNV's financial governance and management processes in a number of ways. Improvements in the area of capital project management include:

- Business Partnership Model – All CNV Department are directly supported by a member of the Finance Department (i.e. a “business partner”);
- Quarterly Financial Reviews – In addition to receiving their regular financial reports, Finance provides quarterly presentations to each Department's Directors and Managers on that Department's overall financial performance to assist with general financial management, including capital project management;
- Budget Worksheets – Capital project worksheets used to collect capital project information at the beginning of the capital planning process have been updated to document additional information on anticipated capital project spending;
- Action Plan Progress Reporting – Now re-established with Council and the public;
- Annual Municipal Report – Now aligned to Government Finance Officers Association best practices, with a section on delivery of initiatives, which earned CNV GFOA's Canadian Award for Financial Reporting for its 2023 Report.

In addition to the initiatives above, a number of new initiatives to assist with CNV's project delivery and reporting are either underway or planned for the 2025-2026 period:

- Project Management Toolkit – A consultant has been engage to assess CNV's practices and develop a standardized toolkit;
- Quarterly Financial Report – A publically facing report, including capital spending information, is under development and planned for later in 2025;
- Appropriation Management – Following Early and General Appropriations, the Finance department will internally fund all projects regardless of dollar value throughout year after confirming with the sponsoring department that the project is (1) still required and/or originally anticipated benefits can be achieved and (2) Staff are available to advance the project and the project is ready to proceed.

FINANCIAL IMPLICATIONS

Financial implications are discussed throughout the report.

INTER-DEPARTMENTAL IMPLICATIONS

This recommended policy clarifies CNV's current practice for all Departments.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This recommended Policy supports the Organizational Enabling goal in CNV's Corporate Business Plan to be a "Responsible Organization".

RESPECTFULLY SUBMITTED:



Larry Sawrenko
Chief Financial Officer

COUNCIL POLICY

Policy Name	Appropriations
Policy Number	TBD
Effective Date	TBD
Approved By	Council

PURPOSE

The purpose of this policy is to specify the requirements for appropriations.

DEFINITIONS

Appropriation – the act of authorizing money to be used for a specified use.

Early Appropriation – A Council approved appropriation following Council’s endorsement of a Capital Plan for projects requiring funds immediately.

General Appropriation – A Council approved appropriation following Council’s approval of the Financial Plan Bylaw.

Specific Appropriations – A Council approved appropriation of a larger project in a Capital Plan, typically submitted to Council throughout the year when these projects reach milestones/stage gates.

Base Programs - Projects involving the maintenance and repair of infrastructure, and ongoing program delivery.

New Initiatives - Projects that provide new facilities or levels of service to the community.

Provisions – Projects that set aside funds to cover a probable future expense, even when the amount or timing is uncertain.

POLICY

CNV Council applies a two-step process when approving funds for expenditure included in a Capital Plan.

- 1) Approval of a 5-year Financial Plan that includes a Capital Plan, in accordance with the *Community Charter*.
- 2) Approval of a subsequent funding Appropriation for each specific project.

The following thresholds apply to New Initiative project appropriations depending on total project value:

Value of Project	Approval Requirement	
	Financial Plan	Appropriation
Over \$2,000,000	Council	Specific
Under \$2,000,000		Early or General

Appropriations for Provisions in the Capital Plan will be included in the Special Appropriation Process, regardless of value.

Provisions for Base Programs will follow the General Appropriation process.

AUTHORITY

Administration of this policy is delegated to the Finance Department.

REFERENCES

Community Charter

- 165(1) “A municipality must have a financial plan that is adopted annually, by bylaw, before the annual tax bylaw is adopted.”
- 165(4) “The financial plan must set out the following for each year of the planning period ... The proposed expenditures by the municipality.”

DOCUMENT HISTORY

Date	Action	By