

AGENDA

REGULAR MEETING OF COUNCIL

**Monday, April 2, 2012
7:00 p.m.**

**Council Chamber, Municipal Hall
355 West Queens Road,
North Vancouver, BC**

Council Members:

Mayor Richard Walton
Councillor Roger Bassam
Councillor Robin Hicks
Councillor Mike Little
Councillor Doug MacKay-Dunn
Councillor Lisa Muri
Councillor Alan Nixon



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REGULAR MEETING OF COUNCIL

7:00 p.m.
Monday, April 2, 2012
Council Chamber, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

BROADCAST OF MEETING

- Live broadcast on Shaw channel 4
- Rebroadcast on Shaw channel 4 at 9:00 a.m. Saturday
- Online at www.dnv.org

CLOSED PUBLIC HEARING ITEMS NOT AVAILABLE FOR DISCUSSION

- Rezoning Bylaw 1277: Rezoning for Proposed Triplex Development – (3068 Fromme Road)

1. ADOPTION OF THE AGENDA

1.1. April 2, 2012 Regular Meeting Agenda

Recommendation:

THAT the agenda for the April 2, 2012 Regular Meeting of Council for the District of North Vancouver be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. PUBLIC INPUT

(limit of two minutes per speaker to a maximum of thirty minutes total)

3. PROCLAMATIONS

3.1. **Child Care Month – May 2012** p. 7

4. RECOGNITIONS

Nil

5. DELEGATIONS

5.1. **Barbara McKinley, Norwood Queens Community Association** p. 11 - 12
Re: Key considerations related to changes in use at the Balmoral site.

5.2. **Raj Janjua, Transit Operators Union** p. 13 - 14
Re: State of Public Transit and North Shore area Transit Plan.

6. ADOPTION OF MINUTES

Nil

7. RELEASE OF CLOSED MEETING DECISIONS

Nil

8. REPORTS FROM COUNCIL OR STAFF

With the consent of Council, any member may request an item be added to the Consent Agenda to be approved without debate.

If a member of the public signs up to speak to an item, it shall be excluded from the Consent Agenda.

*Staff suggestion for consent agenda.

Recommendation:

THAT items _____ be included in the Consent Agenda and be approved without debate.

8.1. Bylaw 7926: 2012 – 2016 Consolidated Financial Plan Approval Bylaw p. 23 - 44
File No. 11.5400.01/000.000

Recommendation:

THAT “2012–2016 Consolidated Financial Plan Approval Bylaw 7926, 2012” is ADOPTED.

8.2. Bylaw 7883 and Bylaw 7930: Official Community Plan Amendment p. 45 - 50
(Bylaw 7930) and Rezoning (Bylaw 7883) to Permit the
Development of 4 Townhouse Units at 1131 Fredrick Road (Argyle School)
File No. 08.3060.20/063.10

Recommendation:

THAT Bylaw 7930 “The District of North Vancouver Official Community Plan Bylaw 7900, 2011” be given FIRST Reading;

AND THAT Bylaw 7883 “Rezoning Bylaw 1265” be given FIRST Reading;

AND THAT Bylaws 7930 and 7883 be referred to a Public Hearing;

AND THAT pursuant to Section 879 of the Local Government Act, additional consultation is not required beyond that already undertaken with respect to Bylaw 7930;

AND THAT in accordance with Section 882 of the Local Government Act, Council has considered Bylaw 7930 in conjunction with its Financial Plan and applicable Waste Management Plans.

**8.3. Boundary/Kirkstone Traffic Safety & Calming Study -
Trial Evaluations**

p. 23 - 28

File No. 16.8620.30/012.000

Recommendation:

THAT this report be received for information.

9. REPORTS

9.1. Mayor

9.2. Chief Administrative Officer

9.3. Councillors

9.4. Metro Vancouver Committee Appointees

10. ANY OTHER BUSINESS

11. ADJOURNMENT

Recommendation:

THAT the April 2, 2012 Regular Meeting of Council for the District of North Vancouver be adjourned.

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PROCLAMATION

“Child Care Month” May 2012

WHEREAS: We promote quality, affordable, accessible child care services for the resident of the District of North Vancouver; and

WHEREAS: We recognize that child care is a shared responsibility; and

WHEREAS: We recognize that child care is a comprehensive service to children and families that supplements the care children receive from their families.

NOW THEREFORE I, Richard Walton, Mayor of the District of North Vancouver, do hereby proclaim the month of May as “Child Care Month” in the District of North Vancouver.

A handwritten signature in black ink, appearing to read 'Richard Walton'.

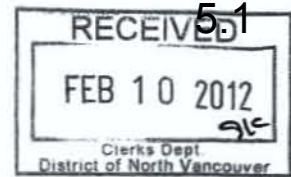
Richard Walton
MAYOR

Dated at North Vancouver, BC
This 2nd Day of April 2012

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DELEGATIONS

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Delegation to Council Request Form

District of North Vancouver
Clerk's Department

355 West Queens Rd, North Vancouver, BC V7N 4N5

Questions about this form: Phone: 604-990-2311

Form submission: Submit to address above or Fax: 604.984.9637

COMPLETION: To ensure legibility, please complete (type) online then print. Sign the printed copy and submit to the department and address indicated above.

Name of person or group wishing to appear before Council: Norwood Queens Community Association

Title of Presentation: Key considerations related to changes in use at the Balmoral site

- Purpose of Presentation:
- Information only
 - Requesting a letter of support
 - Other (provide details below)

Please describe.

the NQCA respectfully requests that NVD Council ask the NVSB to defer the change in use for the Balmoral site until

Attach separate sheet if additional space is required

1. there is transparent consultation with NQ residents
2. traffic/parking safety concerns have been addressed
3. traffic calming measures have been presented to effected residents

Contact person (if different than above): Barbara McKinley - Secretary NQCA

Daytime telephone number: 604 980 6468

Email address: barbaramckinley@shaw.ca

Will you be providing supporting documentation? Yes No

- If yes:
- PowerPoint presentation
 - DVD
 - Handout

Note: All supporting documentation must be provided 12 days prior to your appearance date.

Arrangements can be made, upon request, for you to familiarize yourself with the Council Chamber equipment.

- Technical requirements:
- Laptop
 - Multimedia projector

Delegation to Council Request Form

Rules for Delegations:

1. Scheduled by the Clerk after receipt of a request submitted in writing and addressed to Mayor and Council.
2. If a delegation request concerns a matter previously decided by Council or concerns an issue which is being or has been dealt with in a public participation process, the delegation's request to appear before Council may be placed on the appropriate agenda for Council direction.
3. Supporting submissions for the delegation should be provided to the Clerk by noon 12 days preceding the scheduled appearance.
4. A maximum of 3 delegations will be permitted at any Regular Council meeting.
5. Delegations will be allowed a maximum of five minutes to make their presentation.
6. Any questions to delegations by members of Council will seek only to clarify a material aspect of a delegate's presentation.
7. Persons invited to speak at the Council meeting may not speak disrespectfully of any other person or use any rude or offensive language or make a statement or allegation which impugns the character of any person.

Helpful Suggestions:

- have a purpose
- get right to your point and make it
- be concise
- be prepared
- state your request if any
- do not expect an immediate response to a request
- multiple-person presentations are still five minutes maximum
- be courteous, polite, and respectful
- it is a presentation, not a debate
- the Council Clerk may ask for any relevant notes from you if not handed out or published in the agenda

I understand and agree to these rules for delegations

Barbara McKinley

Feb 8, 2012

Name of Delegate or Representative of Group

Date

Signature

For Office Use Only

Approved Rejected

By: Signature: Jamela A. Goda

Municipal Clerk Deputy Municipal Clerk

Appearance date if applicable:

April 2, 2012

Applicant informed of approval/rejection on (date):

February 14, 2012

By (signature): Jamela A. Goda

Date: February 14, 2012

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected herein will be used only for the purpose of processing this application or request and for no other purpose unless its release is authorized by its owner, the information is part of a record series commonly available to the public, or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207 or at 355 W Queens Road, North Vancouver.

604 984-9637

Mr J Gordon



District of North Vancouver

Delegation to Council Request Form

Name of person or group wishing to appear before Council: C.A.W III Transit operators Union and Cap U student Union Reps

Subject of presentation: State of Public Transit and North shore area Transit plan

- Purpose of presentation: [x] information only [] requesting a letter of support [x] other (provide details)

To urge the Council to talk to city, translink and Provincial govt to have bigger transit depot for North Van

Contact person (if different than above): RAJ JANJUA
Daytime Telephone number: 778 558-0242
Email address: RAJ.JANJUA@hotmail.com

Will you be providing supporting documentation? [] yes [x] no

- If yes: [] handouts at meeting [] PowerPoint presentation [] DVD [] publication in agenda (one original due by noon the Monday prior to your appearance date)

Arrangements can be made, upon request, for you to familiarize yourself with the Council Chamber equipment.

- Technical requirements: [] laptop [] multimedia projector [] easels (number required ___) [] flip chart [] other

Rules for Delegations:

1. Scheduled by the Clerk after receipt of a request submitted in writing and addressed to Mayor and Council.
2. If a delegation request concerns a matter previously decided by Council or concerns an issue which is being or has been dealt with in a public participation process, the delegation's request to appear before Council may be placed on the appropriate agenda for Council direction.
3. Supporting submissions for the delegation should be provided to the Clerk by noon on the Monday preceding the scheduled appearance.
4. Following the delegation, Council may either
 - i. refer the issue for a report; or
 - ii. refer the issue to a specific meeting of Council.
5. A maximum of 3 delegations will be permitted at any Regular Council meeting.
6. Delegations will be allowed a maximum of five minutes to make their presentation, and any delegation wishing to express the opposing viewpoint will also be allowed five minutes.
7. Any questions to delegations by members of Council will seek only to clarify a material aspect of a delegate's presentation.
8. Persons invited to speak at the Council meeting may not speak disrespectfully of any other person or use any rude or offensive language or make a statement or allegation which impugns the character of any person.

Helpful Suggestions:

- have a purpose
- get right to your point and make it
- be concise
- be prepared
- don't waste time
- state your request if any
- do not expect an immediate response to a request
- multiple-person presentations are still five minutes maximum
- be courteous, polite, and respectful
- it is a presentation, not a debate
- the Council Clerk may ask for any relevant notes from you if not handed out or published in the agenda

I understand and agree to these rules for delegations

Raj Janjua RAJ JANJUA
Name of Delegate or Representative of Group

Raj Janjua
Signature

March 7/2012
Date

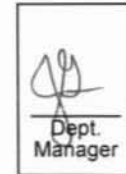
For Office Use	
Approved	Rejected
By (signature) <u><i>Jamie Goette</i></u>	<input type="checkbox"/> Mayor <input checked="" type="checkbox"/> Municipal Clerk <input type="checkbox"/> CAO <input type="checkbox"/> Deputy Municipal Clerk
Appearance date if applicable <u>April 2 - 2nd Delegation</u>	
Applicant informed of approval/rejection on (date) <u>March 8/12</u>	
By (signature) <u><i>Jamie Goette</i></u>	Date <u>March 8/12</u>

DM# 1107145

REPORTS

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COUNCIL AGENDA/INFORMATION			
<input type="checkbox"/> In Camera	Date: _____	Item # _____	
<input checked="" type="checkbox"/> Regular	Date: <u>April 2</u>	Item # _____	
<input type="checkbox"/> Agenda Addendum	Date: _____	Item# _____	
<input type="checkbox"/> Info Package	_____	_____	
<input type="checkbox"/> Council Workshop	DM# _____	Date: _____	Mailbox: _____



The District of North Vancouver REPORT TO COUNCIL

March 27, 2012

File: 11.5400.01/000.000

AUTHOR: Natasha Letchford, Deputy Municipal Clerk

SUBJECT: Bylaw 7926: 2012 -2016 Consolidated Financial Plan Approval Bylaw

RECOMMENDATION:

THAT "2012-2016 Consolidated Financial Plan Approval Bylaw 7926, 2012" is ADOPTED.

BACKGROUND:

The Consolidated Financial Plan Approval Bylaw received first, second, and third reading on March 26, 2012. The bylaw is now ready to be considered for adoption by Council.

Options:

1. Adopt the bylaw;
2. Abandon the bylaw at 3rd reading; or,
3. Rescind 3rd reading and debate possible amendments to the bylaw.

Respectfully submitted,

Natasha Letchford
Deputy Municipal Clerk

The Corporation of the District of North Vancouver

Bylaw 7926

A bylaw to approve the 2012 Consolidated Financial Plan for the five years ending December 31, 2016 pursuant to section 165 of the *Community Charter* (SBC 2004, Chap. 26).

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as "2012-2016 Consolidated Financial Plan Approval Bylaw 7926, 2012".

2. Approval of Consolidated Financial Plan

The 2012 - 2016 Consolidated Financial Plan, as set out in the attached Schedule A, for the five years ending December 31, 2016, is approved.

3. Reserve Fund Appropriations for Capital Expenditures

The 2012 – 2016 Consolidated Financial Plan reserve fund appropriations totalling \$5,464,337 as set out below for 2012 are approved.

Capital Expenditures

1. Other Reserves

Public Art	\$	50,000
Trails Reserve		184,000
Traffic Reserve		159,000
		<hr/>
		393,000

2. Development Cost Charge Reserves

Roadways	\$	353,047
Parks		81,600
Waterworks		119,400
Storm Drainage		102,800
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		656,847

3. Equipment Replacement Reserves

General Equipment Reserve	\$	481,000
IT Equipment Reserve		344,000
Fire Equipment Reserve		730,000
Golf Facilities Equipment Reserve		499,490
Recreation Equipment Reserve		110,000
		<hr/>
	\$	2,164,490

4. Infrastructure Replacement Reserve	
William Griffin Sportfield – Artificial Turf Replacement	\$ 600,000
5. New Capital Reserve	
Energy Retrofit Program	\$ 1,400,000
Fleet Services – Automatic Vehicle Locator (AVL)	50,000
	\$ 1,450,000
6. Land Opportunity Reserve	
Land Acquisition Preparatory Works	\$ 200,000

READ a FIRST TIME this the 26th day of March, 2012.

READ a SECOND TIME this the 26th day of March, 2012.

READ a THIRD TIME this the 26th day of March, 2012.

ADOPTED this the

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

**DISTRICT OF NORTH VANCOUVER
2012 - 2016 CONSOLIDATED FINANCIAL PLAN (000's)**

	2012	2013	2014	2015	2016
REVENUES					
Taxation	80,790	83,454	86,227	89,096	90,800
Penalties and Interest on Taxes	625	638	650	663	677
Sales, Fees, and User Charges	69,860	76,515	79,610	82,493	85,507
Transfer from Governments	1,652	1,825	1,914	1,941	1,969
Investment Income	3,405	3,211	3,493	3,493	3,428
External Contributions	255	11,769	15,978	1,086	295
	156,587	177,412	187,872	178,772	182,676
PROCEEDS FROM DEBT	-	2,700	-	15,000	-
TRANSFERS FROM					
Accumulated Surplus Operating	4,062	3,085	3,085	3,085	3,085
Capital Committed Funds	92	100	100	-	-
Protective Services Reserve	837	57	58	59	61
Other Reserves	393	50	50	50	50
Development Reserves	657	683	680	950	862
Equipment Replacement Reserves	2,164	770	1,758	2,784	1,962
Land Opportunity Reserve	200	-	-	-	-
Infrastructure Replacement Reserve	600	500	6,800	4,510	-
New Capital & Innovation Reserve	1,450	-	-	4,500	700
	10,455	5,245	12,531	15,938	6,720
TOTAL	167,042	185,357	200,403	209,710	189,396
EXPENDITURES					
General Government	18,304	17,851	18,105	18,424	16,112
Protective Services	37,398	37,996	38,889	39,804	40,742
Solid Waste and Recycling Services	8,134	8,280	8,782	9,265	9,708
Social Services	2,709	2,764	2,820	2,877	2,935
Development Services	2,002	2,042	2,082	2,124	2,167
Transport and Other Services	5,658	5,823	5,997	6,176	6,370
Parks, Recreation and Cultural Services	30,712	31,437	32,075	32,728	33,396
Water Utility Services	14,516	16,494	17,463	18,427	19,234
Sewer Utility Services	11,649	12,367	13,160	14,084	15,154
Capital Expenditures	25,745	32,564	49,860	54,238	30,362
	156,827	167,618	189,233	198,147	176,180
DEBT SERVICE					
Principal & Interest	2,801	2,801	3,119	3,119	4,452
TRANSFERS TO					
Accumulated Surplus Operating	617	629	642	654	667
Accumulated Surplus Water	100	-	-	50	75
Accumulated Surplus Sewer	50	100	150	200	250
Other Reserves	198	185	189	193	197
Development Reserves	1,093	1,056	1,068	1,082	1,090
Equipment Replacement Reserves	1,859	1,863	1,918	1,956	1,975
Land Opportunity Reserve	359	7,799	455	464	473
Infrastructure Replacement Reserve	2,842	2,832	2,927	2,898	2,916
New Capital & Innovation Reserve	296	474	702	947	1,121
	7,414	14,938	8,051	8,444	8,764
TOTAL	167,042	185,357	200,403	209,710	189,396

DISTRICT OF NORTH VANCOUVER 2012 REVENUE DISCLOSURE STATEMENT

Proportion of revenue from each funding source

The proportion of total revenue to be raised from each funding source in 2012 is shown in the table on the right. Property tax is an indirect tax on wealth and accounts for the greatest proportion of the revenue of the municipality. The system of property taxation is relatively easy to administer and understand. It provides a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. Other sources of revenue include proceeds from land sales and external grants. This source of revenue is difficult to predict and can fluctuate significantly from year to year.

Revenue Source	% Total	
	2011	2012
Taxation		
Property Value Taxes	52.4%	51.6%
Parcel Taxes	0.1%	0.1%
Sales, Fees and User Charges	43.5%	44.5%
Other Sources	4.0%	3.8%
Proceeds From Borrowing	0.0%	0.0%
TOTAL	100.0%	100.0%

Sales, fees and user charges form the second largest portion of planned revenue. Many municipal services such as water and sewer usage, can be measured and charged on a user-pay basis. This basis attempts to fairly apportion the value of a municipal service to those who make use of it. Other services (e.g. recreation) which have both an individual and community benefit are being funded through a combination of user fees and municipal taxes.

Property Tax Burden

The property tax burden of each property class is shown in the table on the right. The tax rate increase distribution for 2012 is based on the tax strategy approved by Council in 2009 that aims at aligning District tax rates with the average for Metro Vancouver, or the capped rate (if applicable) for all property classes. The strategy assumes some shifting of the tax burden between classes as the tax base

Property Class	% Property Value Tax	
	2011	2012
Residential (1)	71.7%	71.9%
Utilities (2)	0.1%	0.1%
Major Industry (4)	9.9%	9.7%
Light Industry (5)	1.0%	1.0%
Business (6)	17.1%	17.1%
Recreation (8)	0.2%	0.2%
TOTAL	100.0%	100.0%

for a property class is not sufficient to be corrected by investment alone. It is expected that the competitiveness of the municipality as a place for business will benefit from this policy. Council's approach is based on the principles of equity, fairness and responsiveness to community goals. This has led to the proportional relationship between property classes to remain relatively constant over time. Proportional relationships between property classes can be affected by Council's economic policies, provincially legislated tax incentive programs and new permissive and statutory exemptions.

Permissive Tax Exemptions

Permissive tax exemptions were approved in October 2011 and amount to approximately \$381,869 in tax revenue foregone. Council grants permissive tax exemptions based on Section 224 of the Community Charter on "use of property" not on the charitable status of the organization as a whole. Organizations that contribute to the well being of the citizens of the municipality in improving ones quality of life and effectively enhancing community services are eligible.

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COUNCIL AGENDA/INFORMATION				
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<input checked="" type="checkbox"/> Regular	Date:	APRIL 2, 2012	Item #	
<input type="checkbox"/> Agenda Addendum	Date:		Item#	
<input type="checkbox"/> Info Package				
<input type="checkbox"/> Council Workshop	DM#	Date:	Mailbox:	



The District of North Vancouver REPORT TO COUNCIL

March 23, 2012
File: 08.3060.20/63.10
Tracking Number: RCA -

AUTHOR: Steven Petersson, Community Planner

SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

RECOMMENDATION:

It is recommended that:

1. Bylaw 7930, which amends the OCP Land Use map to designate a small portion of land north of Hastings Creek from Residential Level 3: Attached Residential to Institutional, and the Hastings Creek corridor to Parks, Open Space and Natural Areas, be given First Reading;
2. Bylaw 7883, which rezones the subject site from Public Assembly (PA) to Comprehensive Development 66 (CD66) to enable the development of 4 townhouse units and the adjoining riparian area from Public Assembly (PA) to Natural Parkland (NPL), be given First Reading;
3. Bylaws 7930 and 7883 be referred to a Public Hearing;
4. Pursuant to Section 879 of the Local Government Act, additional consultation is not required beyond that already undertaken with respect to Bylaw 7930; and



SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

March 23, 2012

Page 2

- 5. In accordance with Section 882 of the Local Government Act, Council has considered Bylaw 7930 in conjunction with its Financial Plan and applicable Waste Management Plans.**

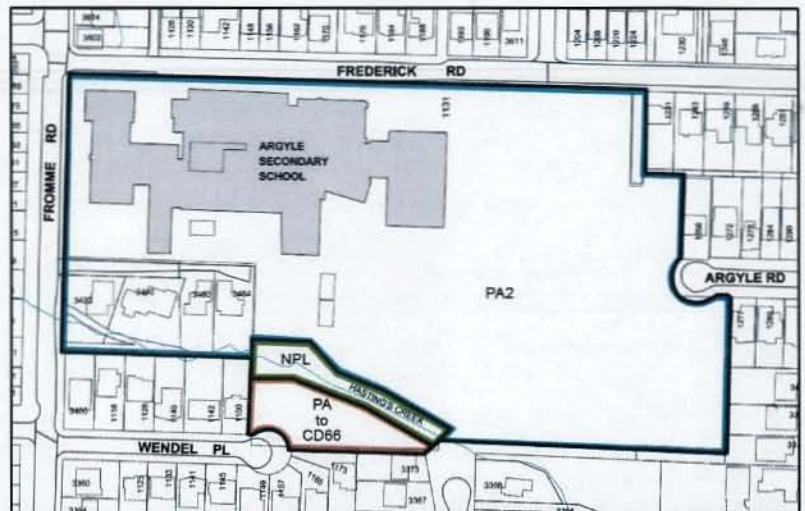
SUMMARY:

The applicant seeks to subdivide off a surplus portion of Argyle School site (an old parking lot south of Hastings Creek) and develop 4 townhouse units in 2 duplex buildings. If approved, the Hastings Creek riparian area will be dedicated to the District for environmental stewardship, the riparian area (currently covered in asphalt) will be restored, a new pedestrian bridge across the creek will be installed at Baird Road, the current pedestrian bridge will be removed, and trail connectivity linking Wendel Place, Baird Road and Argyle School will be improved (see Attachment 1: Land Use Plan).

In order to implement the proposal, the OCP Land Use Map, which designates a small portion of land north of Hastings Creek as Residential Level 3: Attached Residential will be amended to Parks, Open Space and Natural Areas. In addition, the Plan Map will be amended to designate the creek corridor (i.e. 5m from the top of both banks), currently designated Institutional and Residential Level 3, to Parks, Open Space and Natural Areas and the portion of the school site north of the creek corridor currently labelled Residential to Institutional. In addition, the development site will be rezoned to CD66 and the creek corridor rezoned to Natural Parkland. A development permit regulating the form and character of the proposed buildings will be forwarded for Council's consideration if the OCP amendment and rezoning bylaws proceed and the site will need to be subdivided.

BACKGROUND:

The School District identified the former parking lot south of Hastings Creek as surplus land. In December 1997, the former OCP was amended to change the designation from Institutional to Residential Use (Amending Bylaw 40, Bylaw 6982).



Development site at the end of Baird Rd, looking west at the former parking lot

**SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT
(BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE
DEVELOPMENT OF 4 TOWNHOUSE UNITS**

March 23, 2012

Page 3

Further explicit policy support for this project is part of the Lynn Valley Local Plan reference document: Policy 11.5.2, Implementation measure #2 states "Support a School Board No. 44 decision to dispose of the unused parking lot south of Hastings Creek at Argyle Secondary School for low density multi-family or single family use so long as the watercourse area becomes public park space."

EXISTING POLICY:

The OCP designates this parcel as Residential Level 3 – Attached Residential, which is intended for ground-oriented multifamily housing. The Lynn Valley Local Plan reference document designation is Multi-family Residential.

The following OCP policies support the proposal:

- 4.2 (6) Consider the purchase or dedication of additional natural parkland through the Parks Acquisition Strategy where such lands provide important trail linkages, ecological functions, waterfront access, protect natural hazardous lands or offer unique educational, cultural or recreational opportunities.
- 5.1 (6) Support pedestrian connectivity within and to centres by providing a continuous pedestrian network.
- 9.1 (3) Consider the acquisition of environmentally sensitive areas for addition to the parkland system.
- 9.1 (7) Facilitate the connection and restoration of ecologically important areas, natural features, and urban habitat areas to create a comprehensive network of diverse habitats and wildlife corridors within the District.
- 9.3 (2) Facilitate the protection and enhancement of streams, riparian areas and wetlands.
- 9.3 (3) Facilitate the maintenance of fish passage in all streams and restore habitat and connectivity in riparian areas of the District.
- 9.3 (4) Encourage measures to infiltrate rainwater onsite, where appropriate, and manage impervious areas to reduce runoff volumes, improve water quality, and recharge groundwater.
- 9.6 (1) Continue to coordinate and partner with senior governments, neighbouring municipalities, local First Nations governments, the School District, local businesses, and community organizations in the delivery of environmental stewardship initiatives.
- 9.6 (3) Work with land owners to conserve and enhance habitat on private lands.
- 11.2 (2) Encourage low impact development and stormwater management best practices to protect local watersheds and stream hydrology.
- 11.2 (3) Utilize the ecological services provided by natural systems (such as rainwater interception, water quality treatment) and restore or "day-light" culverted sections of creeks wherever practical.

The OCP policies for the Lynn Valley Town Centre support this development in several ways:

SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

March 23, 2012

Page 4

- 3.1.4 (1): Prepare a community amenity strategy for the Lynn Valley Town Centre to deliver community amenities and public benefits generally to include, but not limited to ... parks, greenways, trails.
- 3.1.5 Parks and Open Spaces:
 1. Improve connections to existing parks and open space within and adjacent to the Town Centre through an integrated network of pedestrian walkways, sidewalks and trails according to the Mobility Network Map (Map 7).
 4. Protect natural parkland and local ecosystems including forest and riparian habitat, and seek to rehabilitate Hastings Creek at Lynn Valley Road.
- 3.3 Sustainability:
 4. Complete an integrated stormwater management plan for the Hastings Creek watershed and implement measures to maintain and enhance the health of the watershed.

The site is currently zoned Public Assembly.

ANALYSIS:

Site and Surrounding Area

The subject site consists of an area approximately 2,130m² (23,000 sf) in size on the Argyle School property which the School District identified as surplus to their needs. This area is located south of Hastings Creek on a former parking lot currently covered with asphalt. Aside from the school, the site is surrounded by developed RS4 single family lots.

Hastings Creek is a fish-bearing stream and forms a natural boundary between the Argyle School site and the site proposed for residential development.

Trails extend both north and south of Hastings Creek. In many places, these trails are too close to the creek. Due to the popularity of these trails, the roots of trees within the riparian area have been exposed and damaged.



SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

March 23, 2012

Page 5

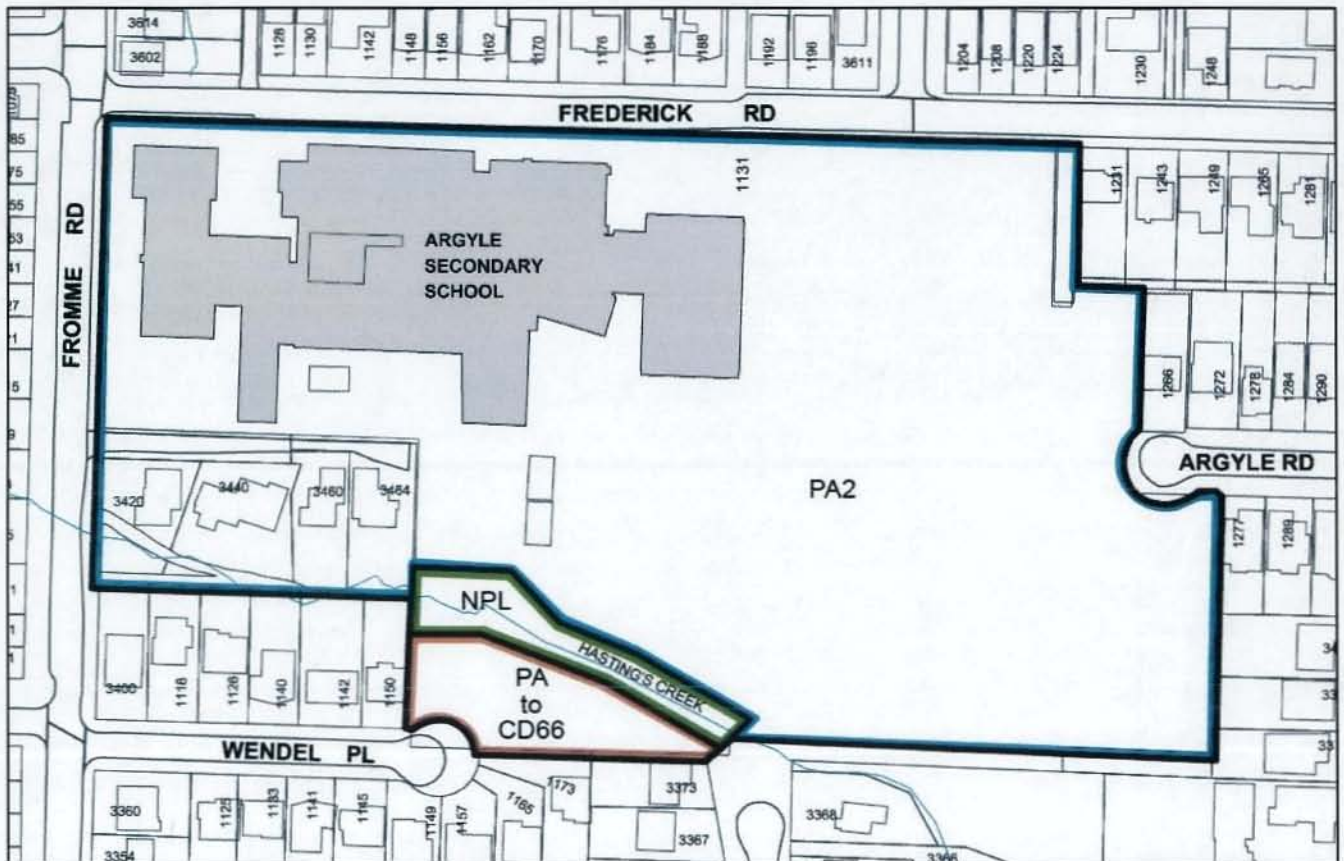
Pedestrian access from Argyle School and the end of Baird Road to Wendel Place was blocked a number of years ago when Wendel Place residents asked the School District to erect a fence. This fence is often damaged. Other neighbours' fences are commonly damaged, partly due to the lack of access to this desirable route (i.e. some people enter private property to get access from the school or Baird Road to Wendel Place), and partly through the lack of good lighting and supervision in the old parking lot.

Project Description

Subdivision into Three Lots

The applicant seeks to create three lots (see map below):

1. The proposed development site, which is 5m from the top of the south bank of Hastings Creek to the adjacent residential lots to the south;
2. The riparian dedication lot, which includes Hastings Creek, and 5m from the top of each bank (to be transferred to the District); and
3. The remaining Argyle School property, from 5m from the north top of bank of Hastings Creek (parent parcel).



The applicant seeks to rezone the 1,670m² (18,036 sq ft) development site to CD66 to develop four townhouses. The townhouses are proposed to be configured as two duplexes.

SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

March 23, 2012

Page 6

The 2,480m² (26,784 sf) Hastings Creek riparian area, including 5m from the top of both banks of Hastings Creek would be dedicated to the District for environmental stewardship and rezoned to Natural Park Land (NPL). This riparian parcel will be given to the District for a natural park. If the proposal is approved, the asphalt in the riparian area will be removed and it will be replanted with native species and a small wetland will be created, resulting in a net ecological benefit to the riparian area and creek.

If the riparian area and development site are subdivided from the Argyle School site, it will not hinder the ability of the school to provide the planned number of classrooms when Argyle School is redeveloped.

Official Community Plan Amendment

Although the proposal complies with the environmental direction in the OCP, the plan map should be amended for clarity. The OCP amendment (Bylaw 7930) will alter the plan map to designate the riparian area (5m from top of bank north and south of the creek) from Residential and Institutional to Parks, Open Space and Natural Areas and the school site north of the creek corridor as Institutional.

Townhouses

The proposal includes development of four ground-oriented, semi-detached townhouses. The townhouses will be 139 m² (1,500sq.ft.) on the main and upper floors, with unfinished basements. The net FSR on the development parcel for this project is 0.49.



Vehicle Access

Vehicle access will be provided via Wendel Place.

Trail Connections

A new pedestrian bridge and light will be installed at the foot of Baird Road, just east of the site, improving pedestrian access to the school (see Attachment 1 Landscape Plan). The current bridge, which crosses the creek from the north-west part of the site to the school parking lot, will be decommissioned.

A pedestrian trail will extend along a proposed right of way adjacent to the southern property line, linking Wendel Place to Argyle School, Baird Road, and the trail extending east to Mountain Highway (red arrow on map, next page). Wendel Place previously had this

SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

March 23, 2012

Page 7

pedestrian connection; however, Wendel Place residents persuaded the School District to erect a fence to prevent pedestrians from getting from Argyle School and Hastings Creek to Wendel Place. The need for an improved, more direct, east-west trail connection was identified by the Lynn Valley Community Association, who made it a condition of support for the project. Although it would be more desirable to put the trail along the creek, rather than a trail linking Baird Road to Wendel Place, a significant segment of the creekside route is private property, and unavailable to be converted into trail. Another possibility would be to put the trail south of the school,

through the school parking lot. This alignment is undesirable because it would put pedestrian traffic through the school parking lot, and is not as direct as the east-west alignment linking Baird Road and Wendel Place.

The map excerpt to the right is from the Official Community Plan. The green line shows the existing trail. The provision of a connection from Baird Road to Wendel Place (the red arrow) will create a more direct connection to Hunter Park and trails further north-west at higher elevations.



Green Building

The applicant submitted the detailed application for this project prior to adoption of the District's Green Building Strategy. Nevertheless, the applicant has committed to a green building strategy which will include creation of a wetland for storm water management. The applicant is committed to applying principals and standards outlined in UBC's Residential Environmental Assessment Program (REAP): REAP is a green building system that strongly encourages builders to use innovative building systems, local materials, high-efficiency appliances and equipment that minimize energy, water consumption and waste production. More information regarding the green building strategy will be provided at the Development Permit stage.

Timing/Approval Process:

If the rezoning bylaw is adopted, the applicant will seek to have the site subdivided from the school parcel. If the subdivision is approved, the applicant will apply for a development permit under the Form and Character Development Permit Area designation.

Concurrence:

SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

March 23, 2012

Page 8

Advisory Design Panel

The Advisory Design Panel reviewed the proposal and recommended approval of the project, subject to a review of the vehicle entry. The entry design was reviewed by staff and the applicant. Staff directed the applicant to remove a visitor parking stall from the road dedication at Wendel Place because it had the potential to block access. The compact entry court design is supported by staff in order to minimize encroachment into the riparian area.

Financial Impacts:

If this development is approved, the annual property tax collected for this site, based on current mill rates, will increase by \$7,600.

Development Cost Charges for this project are estimated to be \$64,221 for the District of North Vancouver, and \$6,060 for Metro Vancouver.

The community amenities provided by this project includes transfer of ownership of the riparian land (identified in the Lynn Valley Local Plan reference document) to the District, \$23,158.16 in off-site landscape improvements and a new pedestrian bridge (value to be determined). In addition, the applicant will provide a right of way along the south property line, for a trail linking Baird Road and Wendel Place.

Environmental Impact:

Streamside Protection and Enhancement Area

The applicant's qualified environmental professional reports that the ideal streamside protection and enhancement area (SPEA) to protect fish habitat associated with Hastings Creek should be 22.5m from the top of bank. In response, at the preliminary application stage, staff directed the applicant to further reduce the development footprint and reduce encroachment into the SPEA. The applicant reduced the SPEA encroachment, particularly on the east part of the site, at the detailed application stage. The project setback is proposed to be 7.5m – 10m from the top of bank with compensation, which will require a variance from the ideal setback distance.

To compensate for this encroachment, the applicant proposes to remove the asphalt which currently covers approximately 80% of the site, and restore the riparian habitat with significant planting of native species. In addition, the riparian area, comprising lands 5m from the top of both banks, will be rezoned to Natural Park Land (NPL) and dedicated to the District for environmental stewardship. The riparian dedication and rezoning represents a significant opportunity for the District to acquire lands for park and ecological purposes in a strategic location. A small wooden split-rail fence (example, in photo, right) will separate the riparian enhancement area from the proposed



**SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT
(BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE
DEVELOPMENT OF 4 TOWNHOUSE UNITS**

March 23, 2012

Page 9

development site.

Provision of a right of way for a trail along the south property line will allow existing informal trails on the south side of the creek to be decommissioned: the trails are currently too close to the stream so tree roots in the SPEA are damaged by pedestrian activity. Public access to the creek will be retained at the new pedestrian bridge at the foot of Baird Road, and the creekside trail extending east and south of the development site.

Fisheries and Oceans Canada reviewed the application and toured the site with the District's Environmental Protection Officer. Fisheries and Oceans Canada wrote it was their opinion that "the subject development layout in itself, including the proposed riparian setback, will not result in the harmful alteration, disruption or destruction of fish habitat" (see Attachment 2: Fisheries and Oceans Canada Review). The development layout, riparian restoration and parkland dedication is also supported by the District's Environmental Protection Officer.

The proposal meets the District's streamside protection guidelines and is supported by both Fisheries and Oceans Canada and the District's Environmental Protection Officer.

Proposed Wetland

The applicant proposes creation of a wetland on the east part of the site. The wetland is intended to supplement, not replace, other stormwater infrastructure in the area. The wetland will reduce surface run-off during storms and encourage stormwater infiltration into Hastings Creek.

Public Input:

Public Information Meeting

Approximately 30 residents participated in a facilitated public information meeting on March 8, 2011. Views in favour and opposed to aspects of the development were expressed. Some participants were concerned about creek impacts, trail access to Wendel Place, and the proposed pedestrian bridge at the foot of Baird Road. Others supported the new bridge and riparian restoration.

Lynn Valley Community Association:

The Lynn Valley Community Association wrote a letter in support of the application. The Association stated that a condition of its support was to include a direct east-west trail link from the development site to Hunter Park. The Association expressed satisfaction that the project would clean up a local "eyesore", a portion of school property which is poorly supervised due to its separation from the rest of the school site.

After receiving some public comment, a follow-up meeting was held with a representative from the Community Association. The Community Association confirmed its support for the development, with the condition that the trail to Wendel Place and the new pedestrian bridge be included in the development programme.

**SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT
(BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE
DEVELOPMENT OF 4 TOWNHOUSE UNITS**

March 23, 2012

Page 10

Public Comment

Staff received 26 email, comment sheet, telephone and planning counter submissions. Four submissions favoured the development. The remaining submissions were concerned about encroachment into the riparian area, loss of public access to a creekside trail segment, concern about vandalism and student traffic from trail improvements, and opposition to the trail link to Wendel Place.

Wendel Place

18 Wendel Place residents, representing 11 households, submitted a petition to communicate their opposition to the proposed trail linking Wendel Place to Baird Road and Argyle School. The petition also noted support for the development of the former parking lot and riparian restoration. District staff met jointly with two Wendel Place residents and the applicant to discuss the matter in depth.

Wendel Place residents, particularly at 1173 Wendel Place, have experienced vandalism and trespassing from people in the unused parking lot. Sometimes this vandalism is senseless damage to a fence. In other cases, damage and trespassing occurs because some pedestrians wish to walk from Baird Road and Argyle School to Wendel Place, but find their access blocked by a fence. The fence at 1173 Wendel Place has been damaged several times: it was noted by the applicant that this fence is located on School District property. The applicant offered the owner of 1173 Wendel Place to retain the encroaching fence and hedge and place an additional fence in front of the hedge to further buffer the property from vandalism and trespass. Staff believe that vandalism and trespassing may decrease once the former parking lot is no longer be used as an informal gathering place, and pedestrian access is provided west to Wendel Place.

Staff feel that proximity to a school is a situation in which trail connectivity should be increased to provide students alternate, direct pedestrian routes to the school.

Wendel Place residents are concerned about vehicle traffic increases from four townhouses on their cul-de-sac. They are also concerned about pedestrian safety: the restoration of the old Wendel Place trail would have pedestrian traffic enter the cul de sac, which does not have sidewalks. Wendel Place residents are worried they will not see pedestrians emerge onto the cul-de-sac when the residents drive in or out of their long driveways.

Conclusion:

If approved, this project will provide additional family-oriented housing next to a school, restore riparian habitat in Hastings Creek, improve trail connectivity in north-west of the Lynn Valley Town Centre, remove an informal gathering place and provide revenue to the School District on an underutilized piece of land that is unsuitable for use by the school. In addition, it would result in transfer of a portion of Hastings Creek into DNV ownership, which is desired by the Environment and Parks Departments and the community.

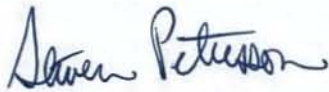
SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

March 23, 2012

Page 11

Options:

1. Council give First Reading to Bylaws 7930 and 7883 (see attached), amending the OCP Land Use Map for clarity and rezoning the subject site from Public Assembly to Comprehensive Development 66 in order to permit development of four townhouses; and to rezone the riparian area from Public Assembly to Natural Park Land (staff recommendation);
2. Council direct staff to work with the applicant to edit the plan and return to Council at a later date; or
3. Council consider and defeat Bylaws 7930 and 7883, Rezoning Bylaw 1265.



Steven Petersson
Development Planner

Attachments:

- Attachment 1: Landscape Plan
- Attachment 2: Fisheries and Oceans Canada Review
- Attachment 3: Bylaw 7930
- Attachment 4: Bylaw 7883

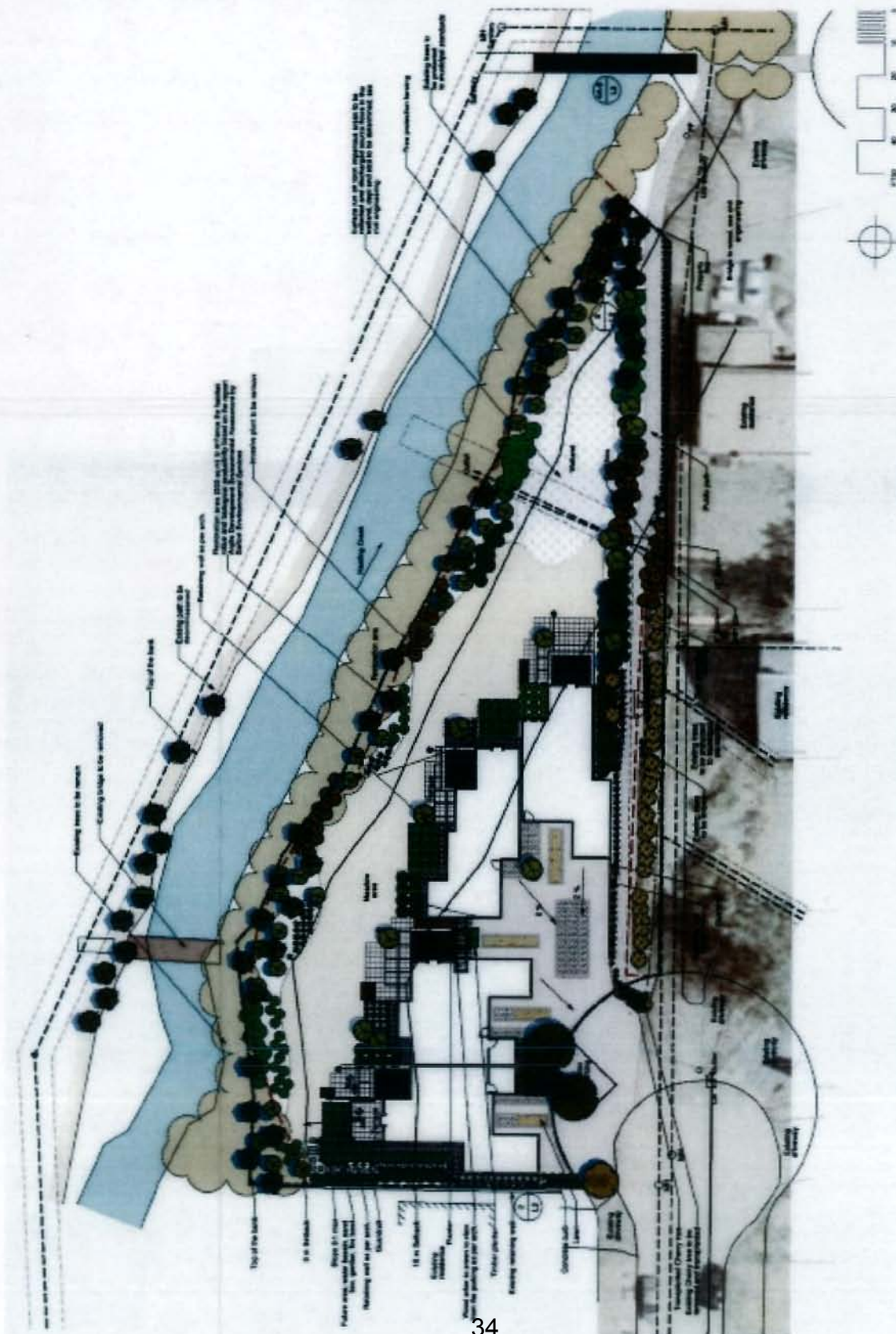
REVIEWED WITH:	REVIEWED WITH:	REVIEWED WITH:	REVIEWED WITH:
<input type="checkbox"/> Sustainable Community Development	<input type="checkbox"/> Clerk's Office	External Agencies:	Advisory Committees:
<input type="checkbox"/> Development Services	<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Library Board	<input type="checkbox"/> _____
<input type="checkbox"/> Utilities	<input type="checkbox"/> Communications	<input type="checkbox"/> NS Health	<input type="checkbox"/> _____
<input type="checkbox"/> Engineering Operations	<input type="checkbox"/> Finance	<input type="checkbox"/> RCMP	<input type="checkbox"/> _____
<input type="checkbox"/> Parks & Environment	<input type="checkbox"/> Fire Services	<input type="checkbox"/> Recreation Commission	
<input type="checkbox"/> Economic Development	<input type="checkbox"/> Human resources	<input type="checkbox"/> Other: _____	
	<input type="checkbox"/> ITS		
	<input type="checkbox"/> Solicitor		
	<input type="checkbox"/> GIS		

SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT (BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE DEVELOPMENT OF 4 TOWNHOUSE UNITS

March 23, 2012

Page 12

Attachment 1: Landscape Plan



**SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT
(BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE
DEVELOPMENT OF 4 TOWNHOUSE UNITS**

March 23, 2012

Page 13

Attachment 2: Fisheries and Oceans Canada Review



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Ecosystems Management
Lower Fraser Area
Unit 3 - 100 Annacis Parkway (Annacis Island)
Delta, BC V3M 6A2

May 09, 2011

District of North Vancouver
355 W. Queens Rd.
North Vancouver, BC V7N 4N5

Attention: Richard Boase, P.Geo., CCEP, Environmental Protection Officer

RE: 1131 Frederick – Development Proposal

Dear Mr. Boase:

Reference is made your April 15, 2011 letter regarding the above subject to which were attached the following documents:

- The Wedgewood Ventures Ltd. document "Argyle Residences Rezoning and Development Permit Application Review" undated but stamped as received by the District of North Vancouver Planning Dept. on September 28, 2010.
- The Eckford + Associates Landscape Architecture Project ID 21031 "Argyle Residential Units Wendel Place North Vancouver, BC" Drawing No. L1 of 3 "Landscape Plan" Rev. A dated 9/24/10.
- The Sartori Environmental Services report "Argyle Development Environmental Assessment" dated January 2008.

It should be noted that the development layout in the Eckford + Associates Landscape Architecture drawing supercedes the development layout in the Sartori Environmental Services report. Further, this letter is intended to provide comments only on that development layout shown and described in the Eckford + Associates Landscape Architecture drawing (the "subject development").

Based upon the information provided, DFO notes that the subject development will take place within an area currently occupied by a paved parking lot and that the subject development will not result in the significant disturbance to existing riparian vegetation on Hastings Creek. On this basis, it is the opinion of DFO that the subject development layout in itself, including the proposed riparian setback, will not result in the harmful alteration, disruption or destruction of fish habitat.

However, during works associated with the construction of the subject development, appropriate mitigation measures are to be implemented in order to prevent adverse impacts to fish and/or fish habitat.

.../2

Canada

**SUBJECT: 1131 FREDERICK ROAD: OFFICIAL COMMUNITY PLAN AMENDMENT
(BYLAW 7930) AND REZONING (BYLAW 7883) TO PERMIT THE
DEVELOPMENT OF 4 TOWNHOUSE UNITS**

March 23, 2012

Page 14

Fisheries and Oceans Canada Letter to District of North Vancouver dated May 09, 2011
Re: 1131 Frederick – Development Proposal

Page 2

This letter is valid until **June 01, 2012**. After that date, if the development has not been completed, or if the project design as specified in this letter is altered so that these comments are no longer valid, a new application will be required.

Please note that this letter must not be taken to imply authorization of the works in accordance with the habitat protection provisions of the federal Fisheries Act. If the harmful alteration, disruption or destruction of fish habitat occurs as a result of any works, or failure to implement appropriate mitigation measures, contravention of Section 35 of the *Fisheries Act* could occur.

This letter is valid only with respect to the mandate of Fisheries and Oceans Canada pursuant to the federal *Fisheries Act*, and for no other purposes. It does not purport to release anyone from any obligation to obtain permission from or to comply with the requirements of any other regulatory agencies. The applicant is responsible to ensure that the requirements of all other regulatory agencies are met.

If you have any questions or require further information, please do not hesitate to contact me at (604) 666-8190.

Sincerely,



Brian G. Naito
Habitat Biologist

The Corporation of the District of North Vancouver

Bylaw 7930

A bylaw to amend The District of North Vancouver Official Community Plan Bylaw 7900,
2011

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as "The District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 7930, 2012 (Amendment 3)".

2. Amendments

1. The following amendments are made to the "District of North Vancouver Official Community Plan Bylaw 7900, 2011":
 - a. Map 2 Land Use Map: as illustrated on Schedule A, designating the portion of 1131 Frederick Road (PID: 007-601-981) from 5m north of the Hastings Creek top of bank **Institutional**, and the Hastings Creek Corridor **Parks, Open Space and Natural Areas**.

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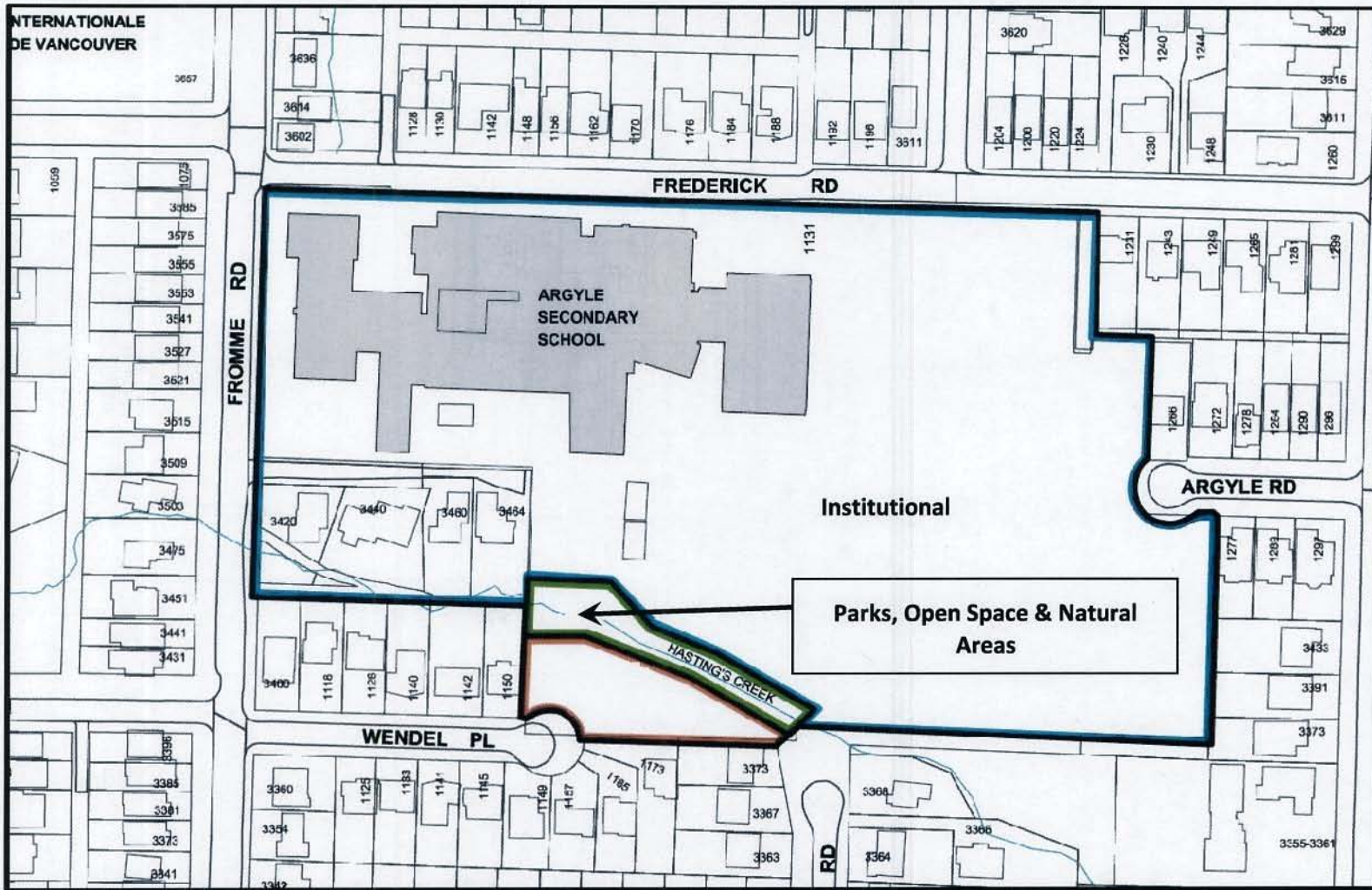
ADOPTED this the

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk



Schedule "A" to Bylaw 7930

1131 Frederick Road
 Bylaw 7930: Proposed Land Use Map Amendment

The Corporation of the District of North Vancouver

Bylaw 7883

A bylaw to amend the District of North Vancouver Zoning Bylaw 1265 (Bylaw 3210) to rezone a portion of Public Assembly property at 1131 Frederick Road to CD66 to permit development of four townhouses, and a portion to Natural Park Land.

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as “**Rezoning Bylaw 1265**”.

2. Amendments

1. The following amendments are made to the “District of North Vancouver Zoning Bylaw 1965” as they affect:

a) Section 301(2) by inserting the following zoning designation:

“**Comprehensive Development Zone 66 (CD 66)**”

b) Part 4B by inserting the following:

“4B386 Comprehensive Development Zone 66 (CD66)”

The CD 66 Zone is applied to:

A portion of 1131 Frederick Road, legally described as Lot A, Blocks 11 and 12, District Lot 2023, Plan 16008, PID: 007-601-981 (shown as Lot 1 on the attached subdivision plan)

4B387 Intent

The purpose of the CD66 zone is to permit development of four multiple family residential units in a townhouse format.

4B388 Uses

(a) Uses Permitted without Conditions:

Ground-oriented multiple-family residential units

(b) Conditional Uses:

Not applicable.

4B389 Conditions of Use:

Not applicable.

4B390 Accessory Use

- (a) **Accessory Uses** are permitted in a building provided that, in combination, they occupy less than 25% of the floor area of each unit.
- (b) **Home occupations** are permitted in residential *dwelling units* in this zone.

4B391 Density

- a) The density in the CD 66 zone is limited to one residential unit per 400m² of site area.
- b) The Floor Space Ratio in the CD 66 zone is limited to 0.55.

4B392 Maximum Principal Building Size

Not applicable.

4B393 Setbacks

Setback	Buildings and Structures
Front	Minimum: 1.25 m (4 ft) Maximum: Not applicable
Rear on a lane	Not applicable
Rear	Minimum: 1.25 m (4 ft)
Side	Minimum: 1.25 m (4 ft)
Side facing a street	Not applicable
Setback to a Creek Top of Bank	Minimum: 7m (23 feet)
Setback from an Ocean Natural Boundary Line	Not applicable

4B394 Building Orientation

Not applicable.

4B395 Building Depth and Width

Not applicable.

4B396 Coverage

- a) Building Coverage shall not exceed a maximum of 35%.
- b) Site Coverage shall not exceed a maximum of 50%.

4B397 Height

- a) The maximum building height is 8 meters (26 feet)
- b) In the case of a roof, the slope of which is 2 in 12 or greater, the maximum permitted height may be increased by 15%.

4B398 Landscaping

- a) All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles and sidewalks shall be landscaped or finished in accordance with an approved landscape plan; and
- b) All electrical kiosks and garbage and recycling container pads not located underground or within a building shall be screened with landscaping.

4B399 Subdivision Requirements

- a) Subdivision standards are as stipulated in Schedule A: Subdivision Plan

4B400 Additional Accessory Structure Regulations

Not applicable.

4B401 Parking and Loading Regulations

- a) Parking spaces shall be provided in accordance with Part 10 of this Bylaw.
- 2. The Zoning Map is amended in the case of the lands illustrated on the attached map by rezoning a portion of the land from Public Assembly (PA) to Comprehensive Development 66 (CD-66).
- 3. The Zoning Map is amended in the case of the lands illustrated on the attached map by rezoning a portion of the land from Public Assembly (PA) to Natural Park Land (NPL).

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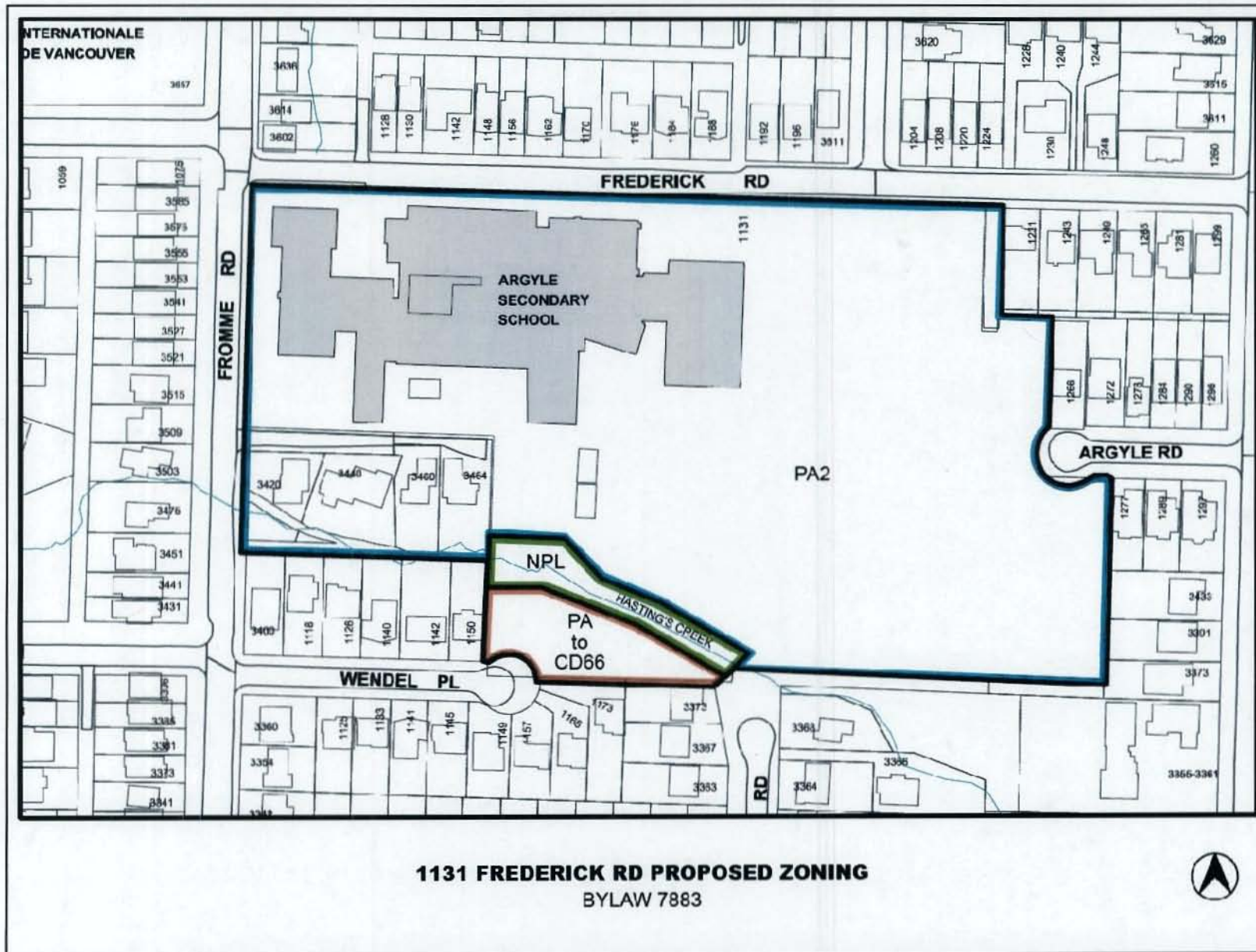
ADOPTED this the

Mayor

Municipal Clerk

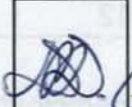


Certified a true copy

Municipal Clerk



1131 FREDERICK RD PROPOSED ZONING
BYLAW 7883

COUNCIL AGENDA/INFORMATION			
<input type="checkbox"/> In Camera	Date: _____	Item # _____	
<input type="checkbox"/> Regular	Date: _____	Item # _____	
<input type="checkbox"/> Agenda Addendum	Date: _____	Item# _____	
<input type="checkbox"/> Info Package			
<input type="checkbox"/> Council Workshop	DM# _____	Date: _____	Mailbox: _____

 Dept. Manager	 Director	 CAO
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The District of North Vancouver REPORT TO COUNCIL

March 19, 2012
File: 16.8620.30/012.000
Tracking Number: RCA -

AUTHOR: Raymond Chan, EIT - Transportation Engineering
Alex Milek, Supervisor – Transportation Engineering

SUBJECT: Boundary / Kirkstone Traffic Safety & Calming Study - Trial Evaluations

RECOMMENDATION:

THAT this report be received for information.

REASON FOR REPORT:

This report provides an update on the recommended Boundary / Kirkstone traffic safety and calming improvements endorsed by Council in 2009 and presents the results of an evaluation of the temporary trial measures implemented prior to proceeding with the permanent installations.

SUMMARY:

This report presents the basis for proceeding with the permanent traffic safety and calming improvements proposed for the intersections of 29th Street at William Avenue and William Avenue at 26th Street and on Kirkstone Road. A performance evaluation for the temporary trial measures installed at 29th Street and William Avenue and William Avenue at 26th Street was carried out by comparing before-and-after traffic data. Staff concluded that the temporary measures at these locations have not resulted in traffic pattern changes or significant driver delays and furthermore, given the additional safety benefits of improved driver stop sign compliance and pedestrian safety, they should be made permanent. Staff also concluded that in light of the relatively high vehicle speeds on Kirkstone Road and the anticipated speed reduction expected from the installation of four speed tables and/or raised crosswalks, these traffic calming devices should be installed. The report also discusses the results of the public input process that indicated public opinion on the temporary trial measures was basically split.

BACKGROUND:

In 2008, the District retained a consultant to conduct a traffic safety and calming study in the Lynn Valley neighbourhoods of Boundary and Kirkstone. During the study, multiple

stakeholders participated in the public consultation process including Boundary Elementary School, the District Fire Department, Coast Mountain Bus Company and residents in the two neighbourhoods. Residents were presented with an opportunity to voice their concerns via a survey and the District Engineering email account.

The recommended plan was endorsed by District Council in May, 2009. The following key recommendations were included in the plan (Attachment 1).

1. Install stop beacons and temporary curb extensions on all four approaches of the East 29th Street and William Avenue intersection.
2. Install curb bulges at William Avenue and 26th Street.
3. Review traffic signal timings on Lynn Valley Road to improve corridor mobility.
4. Install four speed tables and/or raised crosswalks for safer pedestrian crossings and speed control on Kirkstone Road.

EXISTING POLICY:

The District of North Vancouver's Traffic Calming Policy (2007) identified neighbourhoods in the District eligible for traffic calming and safety reviews. The Boundary and Kirkstone neighbourhoods were ranked the second highest and therefore were studied following the Fromme Road Traffic Calming Project.

ANALYSIS:

East 29th Street and William Avenue

The temporary curb bulges installed in the spring of 2010 resulted in a narrowing of the intersection approaches to a single lane. Traffic studies were conducted before and after their installation to determine the impact on the intersection and the surrounding neighbourhood. The performance of these temporary trial traffic safety and calming measures was evaluated with the following studies.

Stop Sign Compliance

Stop sign compliance surveys were conducted before and after the installation of the temporary curb bulges. A survey conducted by CTS in 2008 over an 8 hour period found that only 24% of all vehicular traffic entering the intersection complied with the all-way stop control. Of the 76% of drivers that were non-compliant, rolling stops (vehicles moving at less than 8 km/h) accounted for 75% and non-stops accounted for the remaining 1%. Although of a shorter duration, a recent survey conducted over a 4 hour period during the a.m. and p.m. peak hours showed that approximately 85% of traffic entering the intersection complied with the all-way stop control. The occasional rolling stop and non-stops accounted for approximately 15% and 0% respectively. The higher stop sign compliance rate is of particular importance when one considers that pedestrian activity at this intersection is at its highest during the a.m. and p.m. peak periods.

Traffic Pattern / Volume Change

There has not been a significant change in traffic patterns resulting from the temporary installation. The total number of vehicles entering the intersection remains at approximately 1,000 during the peak hours on a typical weekday.

Queue Lengths on East 29th Street

Queuing conditions were studied on East 29th Street. A queue of two to three vehicles was typically observed in the eastbound and westbound directions during peak hours. Eastbound queue lengths of approximately nine vehicles were observed on occasion, however they were generally for periods of less than three minutes and did not result in unreasonable or significant driver delays. To date, there has been no indication of cut-through traffic on the adjacent road network resulting from the queuing conditions on East 29th Street. This is confirmed by the fact that the traffic volumes entering the intersection during peak hours have remained unchanged.

Based on the above analysis, staff concluded that the temporary trial measures on East 29th Street at William Avenue have not resulted in traffic pattern changes or significant driver delays. Furthermore, given the additional safety benefits of improved driver stop sign compliance, improved right of way control and enhanced pedestrian safety (i.e. shorter crossing distance), the Transportation Section plans to proceed with the permanent installation.

It should be noted that the permanent installation will provide sufficient width between the curb bulges and centre lines to accommodate both cyclists and vehicles.

William Avenue and East 26th Street

The temporary curb extensions on William Avenue at 26th Street enhance pedestrian safety by improving the visibility of pedestrians and reducing the crossing distance. A large number of Boundary Elementary School students cross at this location. Additionally, the curb extensions restrict traffic to a single lane on the northbound and southbound approaches, preventing vehicles from passing which results in safer conditions for pedestrians.

An analysis of the vehicle volumes and queue lengths at the intersection indicates that there has not been a significant shift in traffic patterns or driver delays resulting from the temporary measures. Based on this analysis, the Transportation Section plans to proceed with the permanent installation.

Lynn Valley Road

New traffic signal timing plans were developed and introduced on Lynn Valley Road in May 2011 for improved traffic signal coordination. A traffic engineering consultant was hired to conduct a pre-and-post travel time analysis using a GPS device that recorded travel times, delays and the number of stops. When the travel times were compared, it was found that a driver now saves, on average, approximately two minutes of travel time when passing through the corridor during the AM and PM peak periods. Overall the Lynn Valley corridor travel times were reduced by 41% and 31% in the AM and PM peak periods respectively. The improved traffic signal operation and reduced travel times should encourage drivers to remain on Lynn Valley Road.

Kirkstone Road

As the recommended traffic calming measures for Kirkstone Road called for the installation of four raised crosswalks and/or speed tables, no temporary measures were introduced on the street. The speed data collected as part of the Boundary / Kirkstone study indicated that the 85th percentile speed on Kirkstone Road, east of Rufus Drive was 64 km/hr. The District's

experience with raised crosswalks (or speed tables) installed elsewhere in the municipality (i.e. six speed tables along West 15th Street) shows that speeds may be reduced by as much as 10 km/h with the installation of these traffic calming devices. In light of the relatively high vehicle speeds on Kirkstone Road and the speed reduction expected from the installation of the four raised crosswalks and/or speed tables, the Transportation Section plans to proceed with the installation of these traffic calming devices.

Timing/Approval Process:

The final implementation plan will be presented to the Transportation Consultation Committee for information. All of the recommended improvements will be implemented pending budget availability.

Financial Impacts:

The cost to construct the permanent bulges on East 29th Street at William Avenue and on William Avenue at 26th Street is estimated at \$70,000 (2009 estimate). The cost to install the four raised crosswalks and/or speed tables on Kirkstone Road is estimated at \$28,000. 2011 surplus capital program funding in the amount of \$40,000 has been transferred from the Fromme Road Traffic Calming Project to complete all or a portion of the works at 29th Street and William Avenue. The remaining works are currently unfunded and will be constructed pending budget availability.

Public Input:

District staff gathered public input via surveys, letters and emails following the installation of the temporary trial traffic safety and calming measures in the spring of 2010. Both positive and negative feedback was received from residents in the Boundary and Kirkstone neighbourhoods. During the first four months of implementation, staff received approximately 20 comments questioning the effectiveness of the temporary measures on East 29th Street at William Avenue. The primary concern was that the temporary curb bulges narrowed the road width causing long queue lengths and delays at the intersection. Following this initial four-month period, calls concerning queue lengths and delays subsided.

On the other hand, approximately 22 residents have expressed appreciation for the shorter crossing distance and improved pedestrian safety resulting from the temporary curb bulges. Pedestrian safety has been enhanced by eliminating the possibility of simultaneous through and right turn movements on East 29th Street, particularly for the eastbound approach. Some residents also indicated that the Stop signs within the curb bulges were much more visible.

East 29th Street is a major arterial road and also a bus route. Coast Mountain Bus Company (CMBC) has not received concerns or complaints from their operators or supervisors regarding the temporary curb bulges.

Conclusion:

Based on the analysis of the data collected and the feedback received from the public, Transportation staff have concluded that the temporary curb bulges at 29th Street and William Avenue, and William Avenue at 26th Street should be made permanent. Staff also concluded that there is a need to proceed with the installation of the four raised crosswalks and/or speed tables on Kirkstone Road.



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REVIEWED WITH:	REVIEWED WITH:	REVIEWED WITH:	REVIEWED WITH:
<input type="checkbox"/> Sustainable Community Development	<input type="checkbox"/> Clerk's Office	External Agencies:	Advisory Committees:
<input type="checkbox"/> Development Services	<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Library Board	<input type="checkbox"/> Transportation Consultation Committee
<input type="checkbox"/> Utilities	<input type="checkbox"/> Communications	<input type="checkbox"/> NS Health	<input type="checkbox"/> _____
<input type="checkbox"/> Engineering Operations	<input type="checkbox"/> Finance	<input type="checkbox"/> RCMP	<input type="checkbox"/> _____
<input type="checkbox"/> Parks & Environment	<input type="checkbox"/> Fire Services	<input type="checkbox"/> Recreation Commission	_____
<input type="checkbox"/> Economic Development	<input type="checkbox"/> Human resources	<input type="checkbox"/> Other: _____	
	<input type="checkbox"/> ITS		
	<input type="checkbox"/> Solicitor		
	<input type="checkbox"/> GIS		

Attachment 1 Traffic Calming Plan Recommended by CTS

