

# AGENDA

## *REGULAR MEETING OF COUNCIL*

**Monday, January 21, 2013**

**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



[www.dnv.org](http://www.dnv.org)

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## REGULAR MEETING OF COUNCIL

**7:00 p.m.**  
**January 21, 2013**  
**Council Chamber, Municipal Hall,**  
**355 West Queens Road, North Vancouver**

### AGENDA

#### BROADCAST OF MEETING

- Broadcast on Shaw channel 4 at 9:00 a.m. Saturday
- Online at [www.dnv.org](http://www.dnv.org)

#### CLOSED PUBLIC HEARING ITEMS NOT AVAILABLE FOR DISCUSSION

- Bylaw 7954 – Rezoning Lot B – Barrow Street/Lynnwood
- Bylaw 7883 – Argyle Rezoning, 1131 Frederick Rd.

#### 1. ADOPTION OF THE AGENDA

##### 1.1. January 21, 2013 Regular Meeting Agenda

*Recommendation:*

THAT the agenda for the January 21, 2013 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

#### 4. RECOGNITIONS

#### 5. DELEGATIONS

- 5.1. Mr. Duncan Wilson, Port Metro Vancouver** **p. 9-10**  
Re: Update on Port Metro Vancouver operations in general and specific to the North Shore
- 5.2. Dr. Arthur Fallick & Dr. Kent Mullinix, Kwantlen Polytechnic University** **p. 11-29**  
Re: South West BC Food System Design & Implementation Plan

**6. ADOPTION OF MINUTES**

**6.1. January 7, 2013 Regular Council Meeting** **p. 33-37**

*Recommendation:*

THAT the minutes of the January 7, 2013 Regular Council meeting be adopted.

**7. RELEASE OF CLOSED MEETING DECISIONS**

**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 7883: District of North Vancouver Rezoning Bylaw 1265** **p. 41-46**  
**Argyle – 1131 Frederick Road**  
File No. 09.3900.01/000.000

*Recommendation:*

THAT District of North Vancouver “Rezoning Bylaw 1265” (Bylaw 7883) is ADOPTED.

**8.2. Bylaw 7962: Rezoning of Land at 2151 Front Street and** **p. 47-75**  
**2011 Old Dollarton for a Mixed Commercial/Residential Project**  
File No. 08.3060.20/086.11

*Recommendation:*

THAT Bylaw 7962, Rezoning Bylaw 1287, rezoning the properties at 2011 Old Dollarton Road and 2151 Front Street to CD68 in order to permit a mixed commercial/residential project, is given FIRST reading;

AND THAT Bylaw 7962, Rezoning Bylaw 1287, be referred to a Public Hearing.

**8.3. Pemberton Heights Traffic Calming Plan** **p. 77- 105**  
File No. 11.5460.83/002.000

*Recommendation:*

THAT Staff be directed to implement the traffic calming measures for West Keith Road and West 22<sup>nd</sup> Street as outlined in the report of the Supervisor – Transportation Engineering dated January 3, 2013.



- \* **8.4. GVRD Mosquito Control Administration and Coordination Service Repeal Bylaw** p. 107-114  
File No. 01.0115.30/002.000

*Recommendation:*

THAT the Council of the District of North Vancouver consents to the repeal of the *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005* and consents to the adoption of the *Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)*.

**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 January 21, 2013 Regular Meeting of Council for the District of North Vancouver be adjourned.

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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: Duncan Wilson

Title of Presentation: Port Metro Vancouver

Purpose of Presentation:

Information only

Requesting a letter of support

Other (provide details below)

Please describe.

Duncan Wilson, Vice President of Corporate Social Responsibility at Port Metro Vancouver, would like to provide an update on Port Metro Vancouver operations in general, and specific to the North Shore.

Attach separate sheet if additional space is required

Contact person (if different than above): Carolyn Timmins

Daytime telephone number: 604.665.9071

Email address: carolyn.timmins@portmetrovancover.com

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

Carolyn Timmins  
 Name of Delegate or Representative of Group  
  
 Signature

September 16, 2012  
 Date

**For Office Use Only**

Approved     Rejected

By: Signature: M. Hatelyford     Municipal Clerk     Deputy Municipal Clerk

Appearance date if applicable: Dec 3 - Jan 21

Applicant informed of approval/rejection on (date): Sept 17, 2012    Oct. 10, 2012    JAN 9 2013

By (signature): M. Hatelyford    Date: Sept 17, Oct. 10, 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.



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**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: Dr. Arthur Fallick and Dr. Kent Mullinix

Title of Presentation: South-West British Columbia Food System Design and Implementation Plan

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

Please describe.

Please see attached Sheet. We will also be bringing additional information to hand out at the council meeting. Attach separate sheet if additional space is required

Contact person (if different than above): Caitriona Feeney

Daytime telephone number: 604-360-6056

Email address: caitriona.feeney@kwantlen.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  
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I understand and agree to these rules for delegations

Kent Mullinix  
Name of Delegate or Representative of Group

Sept. 24, 2012  
Date

Kent Mullinix  
Signature

**For Office Use Only**

Approved       Rejected

By: Signature: [Signature]

Municipal Clerk       Deputy Municipal Clerk

Appearance date if applicable:

January 21, 2013

Applicant informed of approval/rejection on (date):

Dec 14, 2012

By (signature): [Signature]

Date: Dec 14, 2012

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## South-West British Columbia Food System Design and Planning Project Summary

Researchers at Kwantlen Polytechnic University's *Institute for Sustainable Horticulture* are leading an initiative to engage communities throughout south west BC in the development of a **Regional Food System**. The design and implementation plan will offer a vision and roadmap of prioritized steps that can be taken by farmers, food-sector entrepreneurs, consumers, governments, and First Nations to create a Regional Food System that reflects aspirations for increased food security and self-reliance.

Key objectives of the proposed Food System design and planning for south west BC include:

- *Support agriculture and food provisioning by:*
  - Connecting agriculture with key elements of the food system ( processing, distribution, sales);
  - Providing region-specific information for current and future farmers;
  - Attracting and preparing new farmers;
  - Delineating climate change adaptation strategies for agriculture; and,
  - Identifying opportunities and strategies for expanding the regional food sector.
- *Strengthen the regional economy by:*
  - Retaining more of the “local food dollar” and positioning the food sector to contribute directly to the regional economy;
  - Creating opportunities for small to medium sized businesses; and,
  - Creating rewarding, satisfying jobs that will appeal to a new generation.
- *Promote environmental stewardship and health by:*
  - Mitigating environmental degradation and lessening overall ecological footprints;
  - Contributing to regional greenhouse gas emissions reductions;
  - Promoting energy efficiency within the food sector; and,
  - Integrating ecologically sound agriculture with productive natural landscapes.
- *Foster food security and public health by:*
  - Making healthy, fresh, culturally appropriate foods readily available; and,
  - Substantially reducing reliance on imported foods.
- *Strengthen communities and build social capital by:*
  - Building capacity within SWBC communities to engage in agriculture and the food system; and,
  - Bringing together diverse communities by catalyzing action around mutual goals and shared food system values;

The research is being led by Dr. Kent Mullinix and Dr. Arthur Fallick, and has been funded in part by the *Real Estate Foundation of BC*. It will include investigators from the Universities of British Columbia, Northern British Columbia, Victoria, Fraser Valley, and Ben-Gurion University (Israel).

## Bioregional Design and Planning in SWBC and the Yukon

### ***Hypothesis:***

Bioregional food systems comprised of small scale, human intensive, ecologically sound supply chain components have the potential to improve regional food self-sufficiency and strengthen regional economies while reducing the overall environmental impact of the provision of food to people. Bioregional food systems can serve as valuable complements to the current food system and advance food system sustainability.

### ***Research Focus:***

For both SWBC and the Yukon, we are designing a bioregional food system that is comprised of small scale, human intensive, and ecologically sound supply chain components, and that complements the current food system, and testing its potential to fulfill the following food system objectives:

- Function with minimal external inputs,
- Optimize soil, water, and air quality,
- Increase biodiversity,
- Function with minimal non-renewable energy inputs,
- Optimize energy efficiency,
- Reduce and remove greenhouse gas emissions,
- Reduce the overall ecological footprint of the food system,
- Improve the economic viability of farms and ancillary businesses,
- Realize the potential to generate substantial income in and for the local/regional economy,
- Create good jobs and opportunity for small and medium size business development,
- Satisfy the nutritional requirements of its regions' population.

### ***Research Process:***

#### **Phase One:**

- Articulate food system objectives;
- Identify indicators of each food system objective;
- Use indicators to assess the baseline performance of the current food system vis-à-vis food system objectives.

#### **Phase Two:**

- Develop design strategies;
- Use these strategies to inform the design of bioregional food systems for SWBC and Yukon;
- Use indicators to assess the anticipated performance of the bioregional food systems.
- Compare anticipated performance of the bioregional food systems to baseline performance and adjust designs as necessary to ensure improvement vis-à-vis food system objectives.

#### **Phase Three:**

- Develop implementation plans and strategies which can be used by communities of interest to actualize the bioregional food system designs.

## **Project Methodology**

This project is comprised of three phases which will be pursued over a three year period, summarized below and in the diagram on the following page.

*Note that each phase of this project requires the active support and engagement of the regions' stakeholders. We intend to cultivate effective working partnerships with community, industry, and government representatives (including First Nations Governments) across the region, and consider this critical to achieving project goals and ensuring that the research results are appropriate and useful.*

### ***Phase One: Baseline Assessment***

- i. Identify appropriate key objectives of a food system, and their measurement indicators, to inform foundational food system design in Phase Two.
- ii. Survey the current food system and its relationship with communities, the environment, and the economy. Identify and evaluate current assets and limitations in production, traditional food provisioning, processing, distribution, consumption, and waste management through environmental, economic, and socio-cultural lenses. This phase of the research will synthesize and incorporate quantitative data gathered through literature reviews, from existing sources, and through field work, as well as qualitative data gathered through community engagement process.
- iii. Develop inventory and information database of innovative practices, techniques, and infrastructure, for production, traditional food provisioning, processing, distribution, consumption, and waste management adapted to the range of environmental conditions and cultural interests around food systems that have potential to contribute to a bio-regional food system.

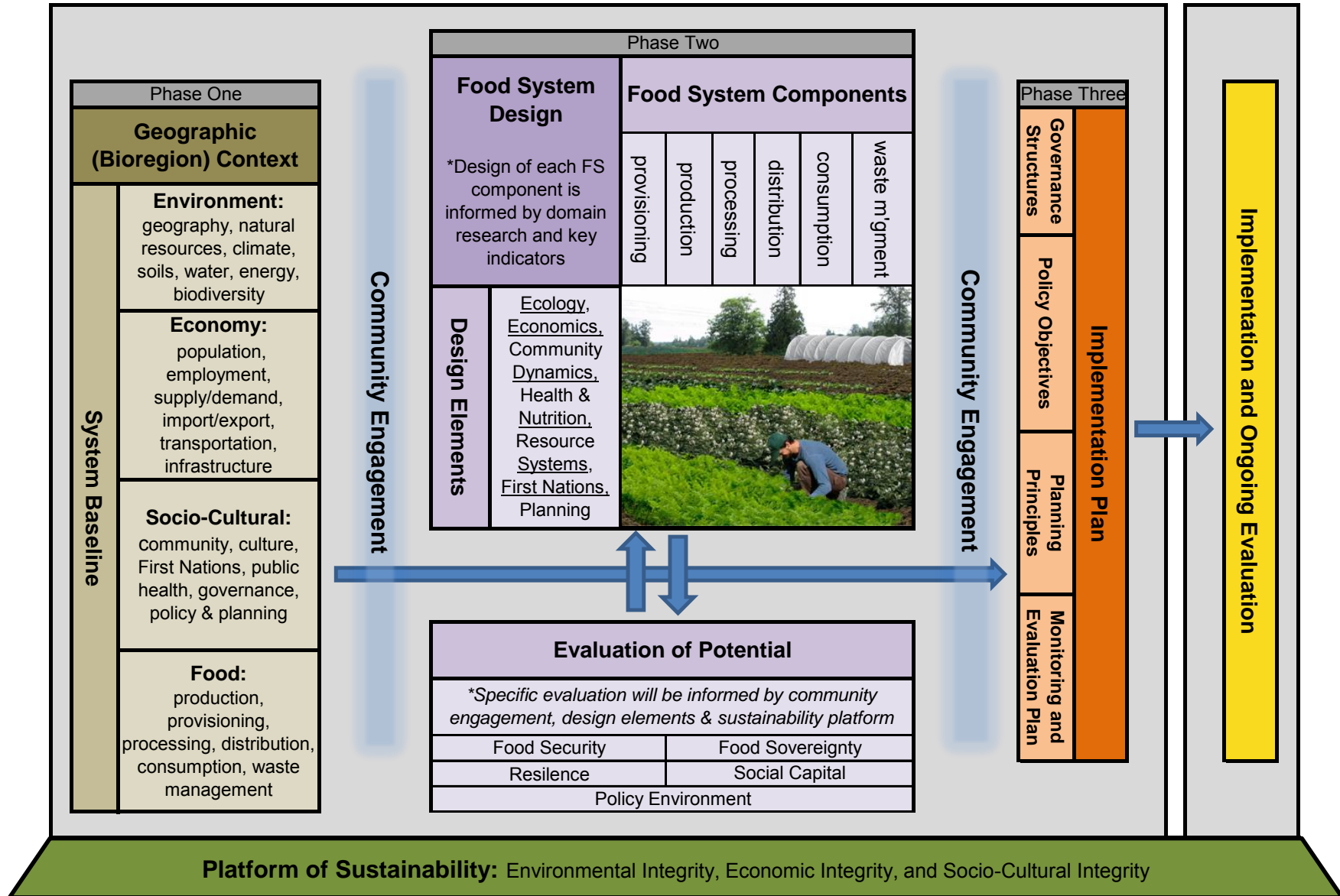
### ***Phase Two: Bio-Regional Food System Design and Evaluation of Potential Impacts and Outcomes***

- i. Synthesize and incorporate information, key outcomes, and community input gathered in Phase One to develop a preliminary Food System Design that integrates and enhances bio-regional potential for production, provisioning, processing, distribution, consumption, and waste management. This preliminary design will identify appropriate locations, scales, technologies, infrastructures, and methods for each of these food system components.
- ii. Work with community partners to iteratively evaluate and refine the preliminary food system design against objectives identified in Phase One.
- iii. Develop spatial and graphic representations of the designed Food System to convey attributes and potential outcomes.

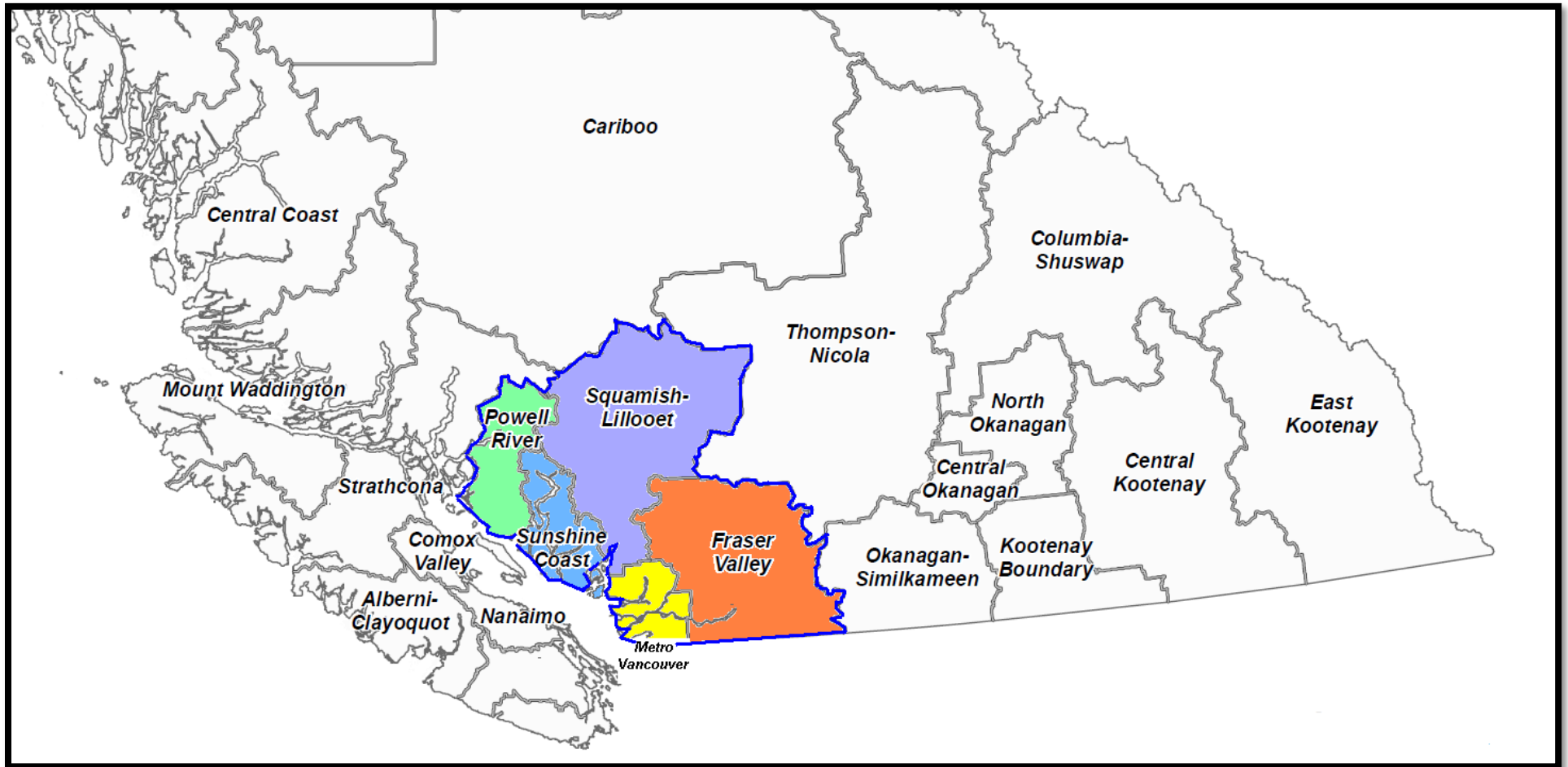
### ***Phase Three: Food System Implementation Plan***

- i. The research team will work with farmers and food-sector entrepreneurs (suppliers, processors, contractors, etc.), consumers, and community, Government, and First Nations leaders to develop a comprehensive plan to implement the Southwest British Columbia Bio-regional Food System Design. Appropriate and practical indices to monitor and evaluate the implementation process will be developed in partnership with communities. This Implementation Plan will include prioritized tools, strategies, and policy recommendations that can realistically be used to incrementally achieve the impacts and outcomes identified in Phases One and Two.

# Food Systems Design Methodology



## Southwest British Columbia Study Area Boundary



### **Southwest British Columbia Research Team**

- **Dr. Kent Mullinix**- Kwantlen Polytechnic University-ISH (Co-Principal Investigator)
- **Dr. Arthur Fallick**- Kwantlen Polytechnic University- ISH (Co-Principal Investigator)
- **Caitlin Dorward**- Kwantlen Polytechnic University- ISH (Research Associate)
- **Anna Rallings**- Kwantlen Polytechnic University- ISH (Research Associate)
- **Caitriona Feeney**- Kwantlen Polytechnic University- ISH (Research Associate)
- **Greg Harris**- Kwantlen Polytechnic University, Dept. of Biology
- **Dr. Cornelia Sussman**- Kwantlen Polytechnic University-ISH (Post-doctoral Research Associate)
- **Karen Ageson**- Kwantlen Polytechnic University- ISH (Research Associate)
- **Katie Robinson**- Kwantlen Polytechnic University- ISH (Research Associate)
- **Marc Schutzbank**- Kwantlen Polytechnic University- ISH (Research Associate)
- **Dr. Sean Smukler**- University of British Columbia, Land and Food Systems
- **Dr. Hannah Wittman**- University of British Columbia, Land and Food Systems
- **Dr. Wendy Mendes**- University of British Columbia, School of Community and Regional Planning/ City of Vancouver Planning
- **Sara Barron**- University of British Columbia, Design Center for Sustainability
- **Dr. Lenore Newman**- Canada Research Chair in Food Security, University of the Fraser Valley
- **Dr. Denver Nixon**- Post-doctoral Fellow, University of the Fraser Valley
- **Dr. Meidad Kissinger**- Ben-Gurion University of the Negev
- **Lorenzo Magzul**- Royal Roads University
- **Dr. Tara Moreau**- Pacific Institute for Climate Studies
- **Dr. Karen Taylor**- Farm Credit Canada

### **Special Project Advisors**

- **Dr. Herb Barbolet**- Simon Fraser University
- **Dr. Bill Rees**- University of British Columbia
- **Professor Patrick Condon**-University of British Columbia
- **Dr. Eduardo Jovel**- University of British Columbia
- **Dr. Alejandro Rojas**- University of British Columbia

## Southwest British Columbia Project- Phase one/Year one to Phase Three/Year Three

Domain	Name	Phase One - Total		Phase Two - Total		Phase Three - Total		TOTAL	TOTAL
		Year 1 - IN KIND	Year 1 - CASH	Year 2 - IN KIND	Year 2 - CASH	Year 3 - IN KIND	Year 3 - CASH	IN-KIND	CASH
Food Systems	Caitlin Dorward	30,625.00		30,625.00				61,250.00	
	Kent Mullinix	31,250.00		33,250.00		31,250.00		95,750.00	
	Scott Green	12,500.00		12,500.00		12,500.00		37,500.00	
	Sean Smukler	12,500.00		12,500.00		12,500.00		37,500.00	
	TBD		15,000.00		5,885.00		15,000.00		\$35,885.00
	TBD		15,000.00					0.00	\$15,000.00
Ecology	Scott Green	12,500.00		12,500.00		-		25,000.00	
	Sean Smukler	12,500.00		12,500.00		-		25,000.00	
	Greg Harris	50,000.00				-		50,000.00	
	TBD		15,000.00				-		\$15,000.00
	Anna Rallings	2,500.00	15,000.00	2,500.00	15,000.00	-	15,000.00	5,000.00	\$45,000.00
Economics	Marc Schutzbank		30,000.00		30,000.00		15,000.00		\$75,000.00
Community/Social Capital	Lorenzo Magzul	10,000.00		10,000.00		10,000.00		30,000.00	
	TBD		15,000.00		15,000.00		15,000.00		\$45,000.00
Community Health/Nutrition	Katie Robinson		30,000.00		15,000.00		15,000.00		\$60,000.00
Energy, Waste, Transportation	Sara Barron		20,000.00		20,000.00		10,000.00		\$50,000.00
Eco Footprint & GHG Mitigation	Meidad Kissenger		15,500.00		7,500.00		-		\$23,000.00
	TBD		30,000.00		17,000.00		-		\$47,000.00
Food Security	Lenore Newman	20,000.00	-	20,000.00	-	20,000.00	-	60,000.00	
	TBD		30,000.00		5,000.00		10,000.00		\$45,000.00
Climate Change Adaptation	Tara Moreau		10,000.00		5,000.00		-		\$15,000.00
First Nations	TBD		30,000.00		15,000.00		15,000.00		\$60,000.00
Planning/Policy and Governance	Arthur Fallick	62,500.00		62,500.00		62,500.00		187,500.00	
	Caitriona Feeney		30,000.00		-		30,000.00		\$60,000.00
	Caitlin Dorward	-		-		30,625.00			\$30,625.00
Design & Viz.	Patrick Condon					12,500.00		12,500.00	
	Sara Barron						20,000.00		\$20,000.00
	CALP						45,000.00		\$45,000.00
GIS	Caitriona Feeney		-		30,000.00		-		\$30,000.00
Goods & Services	Stipends, Meetings, Supplies etc.	-	60,000.00	0.00	55,000.00	0.00	55,000.00	-	170,000.00
Contract Administration		-	20,000.00	0.00	20,000.00	0.00	20,000.00	-	60,000.00
Travel		-	50,000.00	0.00	50,000.00	0.00	45,000.00	-	145,000.00
<b>Sub Total - Personnel + Travel +Goods and Services</b>		256,875.00	430,500.00	208,875.00	305,385.00	191,875.00	325,000.00	\$627,000.00	\$1,091,510.00
<b>Grand Total</b>		<b>687,375.00</b>		<b>514,260.00</b>		<b>516,875.00</b>		<b>\$1,718,510.00</b>	

## Southwest British Columbia Food System Design And Planning

### Project Funding Proposal

Total Project Cost	Total Cash Required	Cash Secured	In-Kind Secured
\$1,719,000.00	\$1,092,000.00	\$300,000.00	\$627,000.00
<b>Funding Needed</b>	<b>\$792,000.00</b>		

	Proposed Funds Over 3 Years
Federal Government	\$10,000.00
Provincial Government	\$50,000.00
Regional Districts	\$360,000.00
Municipalities	\$372,000.00
<b>Total</b>	<b>\$792,000.00</b>



Proposed Funding Strategy				
		Year 1	Year 2	Year 3
<b>Federal</b>		\$10,000.00		
<b>Provincial</b>		\$50,000.00		
<b>Regional Districts</b>				
	Metro Vancouver	\$60,000.00	\$60,000.00	\$60,000.00
	Fraser Valley	\$30,000.00	\$30,000.00	\$30,000.00
	Squamish-Lillooet	\$10,000.00	\$10,000.00	\$10,000.00
	Sunshine Coast	\$10,000.00	\$10,000.00	\$10,000.00
	Powell River	\$10,000.00	\$10,000.00	\$10,000.00
<b>Municipalities</b>				
	City of Abbotsford	\$10,000.00	\$10,000.00	\$10,000.00
	City of Richmond	\$10,000.00	\$10,000.00	\$10,000.00
	City of Surrey	\$10,000.00	\$10,000.00	\$10,000.00
	City of Vancouver	\$10,000.00	\$10,000.00	\$10,000.00
	Corporation of Delta	\$10,000.00	\$10,000.00	\$10,000.00
	City of Burnaby	\$4,000.00	\$4,000.00	\$4,000.00
	City of Chilliwack	\$4,000.00	\$4,000.00	\$4,000.00
	City of North Vancouver	\$4,000.00	\$4,000.00	\$4,000.00
	City of Pitt Meadows	\$4,000.00	\$4,000.00	\$4,000.00
	District Municipality of Maple Ridge	\$4,000.00	\$4,000.00	\$4,000.00
	District of Kent	\$4,000.00	\$4,000.00	\$4,000.00
	District of Mission	\$4,000.00	\$4,000.00	\$4,000.00
	Township of Langley	\$4,000.00	\$4,000.00	\$4,000.00
	City of Coquitlam	\$2,000.00	\$2,000.00	\$2,000.00
	City of Langley	\$2,000.00	\$2,000.00	\$2,000.00
	City of New Westminster	\$2,000.00	\$2,000.00	\$2,000.00
	City of Port Coquitlam	\$2,000.00	\$2,000.00	\$2,000.00
	City of Port Moody	\$2,000.00	\$2,000.00	\$2,000.00
	City of Powell River	\$2,000.00	\$2,000.00	\$2,000.00
	City of White Rock	\$2,000.00	\$2,000.00	\$2,000.00
	District Municipality of North Vancouver	\$2,000.00	\$2,000.00	\$2,000.00
	District Municipality of Sechelt	\$2,000.00	\$2,000.00	\$2,000.00
	District Municipality of West Vancouver	\$2,000.00	\$2,000.00	\$2,000.00
	District of Hope	\$2,000.00	\$2,000.00	\$2,000.00
	District of Lillooet	\$2,000.00	\$2,000.00	\$2,000.00
	District of Squamish	\$2,000.00	\$2,000.00	\$2,000.00
	Island Municipality of Bowen Island	\$2,000.00	\$2,000.00	\$2,000.00
	Resort Municipality of Whistler	\$2,000.00	\$2,000.00	\$2,000.00
	Town of Gibsons	\$2,000.00	\$2,000.00	\$2,000.00
	Village of Anmore	\$2,000.00	\$2,000.00	\$2,000.00
	Village of Belcarra	\$2,000.00	\$2,000.00	\$2,000.00
	Village of Harrison Hot Springs	\$2,000.00	\$2,000.00	\$2,000.00
	Village of Pemberton	\$2,000.00	\$2,000.00	\$2,000.00
	Village of Lions Bay	\$2,000.00	\$2,000.00	\$2,000.00
	<b>SUBTOTAL</b>	<b>\$304,000.00</b>	<b>\$244,000.00</b>	<b>\$244,000.00</b>
<b>GRAND TOTAL</b>		<b>\$792,000.00</b>		

**Project Workplan**

The following project workplan outlines in more detail the specific activities that will be done throughout the 36 month project, and outputs (deliverables) associated with them.

PROJECT WORKPLAN			
Activities	Start Date	End Date	Outputs
List each activity/sub-activity in chronological order.	YYYY/MM/DD	YYYY/MM/DD	For each activity listed, indicate what will be produced, where applicable.
<p>Begin Food System “objectives and indicators” research:</p> <ul style="list-style-type: none"> <li>• Undertake a literature review to identify appropriate ecological, economic, and socio-cultural objectives of a sustainable food system. <ul style="list-style-type: none"> <li>○ For example, a sustainable food system should: satisfy regional demand for as many crops and animal products as possible; have processing and storage infrastructure sufficient to support the region’s agricultural production and wild harvesting outputs; provide a balanced diet to meet the population’s optimal nutrition requirements; etc.</li> </ul> </li> <li>• Refine broad objectives to final list of key objectives appropriate to Southwest British Columbia context.</li> <li>• Determine appropriate and feasible measurement indicators, and their qualitative or quantitative critical values, for each key Southwest British Columbia Food system Objective.</li> </ul>	Month 1	Month 3	<p style="text-align: center;"><b><u>Food System Objectives and Indicators</u></b></p> <p style="text-align: center;"><b><u>DRAFT REPORT</u></b></p> <p><i>Preliminary report outline*:</i></p> <ul style="list-style-type: none"> <li>• Key <i>objectives</i> of Southwest British Columbia Food system and rationale for their selection.</li> <li>• <i>Measurement indicators</i> that can be used to assess the degree to which the current food system is meeting the proposed objectives and whether or not the designed food system has the potential to do so.</li> </ul> <p>*Note that this preliminary outline will likely expand and be adjusted as we learn more through research and community engagement.</p>

<p>Establish plan for engaging with Southwest BC communities to inform foundational Food System design and the “<i>State of the Southwest British Columbia’s Current Food system DRAFT REPORT</i>”, “<i>Food system Objectives and Indicators DRAFT REPORT</i>”, and “<i>Innovative Food systems Practices Inventory DRAFT REPORT</i>” (see below):</p> <ul style="list-style-type: none"> <li>• Identify key individuals representative of the Southwest BC’s geographic communities and communities of interest to participate in community engagement process.</li> <li>• Develop background understanding of participants to tailor meeting process according to their unique characteristics.</li> </ul>	Month 1	Month 3	<p><b><u>Community Values PROGRESS UPDATE I</u></b></p> <p>Compilation including</p> <ul style="list-style-type: none"> <li>• Schedule of meetings and interviews with farmers, community members, leaders, organizations, and government agencies</li> <li>• List of interview questions and topics to be discussed at all meetings.</li> </ul>
<p>Begin community engagement process.</p> <ul style="list-style-type: none"> <li>• Hold meetings with Southwest BC farmers, community members, leaders, organizations, and government agencies, as planned, to identify their values related to the food system, as well as opportunities, gaps, and challenges they face.</li> </ul>	Month 3	Month 6	<p><b><u>Community Values PROGRESS UPDATE II</u></b></p> <p>Compilation of notes/minutes from all “community values” meetings held to date.</p>
<p>Begin survey of Southwest BC’s current food system and its relationship with communities, the environment, and the economy:</p> <ul style="list-style-type: none"> <li>• <i>Environment Factors</i>: inventory natural resources available for agricultural production; evaluate natural resource sensitivities and limitations; evaluate impacts of the current food system (including food imports) on environmental assets such as biodiversity, habitat; water, soil, and air quality; evaluate Southwest BC’s agriculture’s vulnerability to climate change; evaluate current food system contribution to greenhouse gas emissions.</li> <li>• <i>Economic Factors</i>: quantify the economic contribution of the existing food system to the bioregion’s economy</li> </ul>	Month 1	Month 8	<p><b><u>State of Southwest BC’s Current Food system PROGRESS UPDATE</u></b></p> <p>Collection and tabulation of baseline data that has been gathered to date in domains of investigation (<i>Agricultural Production and Post-Production, Environment, Economy, Community/Social Factors, Policy and Government Factors</i>).</p>

<p>(current income generation and jobs); assess the viability/profitability of food system businesses (including farms and other agriculture related businesses); assess market and business opportunities within food and agriculture sectors, including farming (potential revenue and jobs);</p> <ul style="list-style-type: none"> <li>• <i>Community/Social Factors Human</i>: assess the health and nutrition impacts of Southwest BC's current food system; identify specific food-related health challenges such as food availability, quality, and affordability; survey community and industry food system activism, networks, and initiatives (ie: urban agriculture projects, cooperatives, grower groups, lobby groups, etc.); assess the level of connectivity and synergy between these groups; describe the bioregion's food cultures.</li> <li>• <i>Policy and Government Factors</i>: delineate policy, planning, and governance factors that impact agriculture and the food system.</li> </ul>			
<p>Finalize "community values" process and synthesize findings</p> <ul style="list-style-type: none"> <li>• Hold remaining meetings with farmers, community members, leaders, organizations, and government agencies, as planned, to identify their values related to the food system, as well as opportunities, gaps, and challenges they face or identify.</li> <li>• Review all meeting notes to identify linkages and disconnects between communities.</li> <li>• Follow up with community members as necessary to clarify or enrich understanding of values related to the food system.</li> <li>• Make linkages to inform the "<i>State of Southwest British Columbia's Current Food System DRAFT REPORT</i>", "<i>Food system Objectives and Indicators DRAFT REPORT</i>", and "<i>Innovative Agri-food systems Practices</i></li> </ul>	<p>Month 6</p>	<p>Month 12</p>	<p style="text-align: center;"><b><u>Community Values DRAFT REPORT I</u></b></p> <p><i>Preliminary report outline*</i>:</p> <ul style="list-style-type: none"> <li>• Integration of all discussions and notes from community meetings held to date.</li> <li>• Synthesis of findings regarding residents' values, ideas, and aspirations as they relate to agriculture and their food system.</li> <li>• Compilation of preliminary findings which will contribute to the "<i>State of Southwest British Columbia's Current Food System</i>" <i>Draft Report</i> (see next Milestone).</li> </ul> <p>*Note that this preliminary outline will likely expand and be adjusted as we learn more through research and community engagement.</p>

<i>Inventory DRAFT REPORT” (see below).</i>			
<p>Complete the survey of the current food system and its relationship with communities, the environment, and the economy.</p> <ul style="list-style-type: none"> <li>• Use data collected thus far to identify and evaluate current assets and limitations in production, wild and traditional food provisioning, processing, distribution, consumption, and waste management through environmental, economic, and socio-cultural lenses.</li> <li>• Synthesize and incorporate quantitative data gathered through literature reviews, from existing sources, and through field work, as well as qualitative data gathered through community engagement process.</li> </ul>	Month 9	Month 12	<p><b><u>State of Southwest BC’s Current Food system DRAFT REPORT</u></b></p> <p><i>Preliminary report outline*:</i></p> <ul style="list-style-type: none"> <li>• Survey of agricultural production, post production, and production factors;</li> <li>• Survey of environment factors effecting and affected by the bioregions’ food system;</li> <li>• Survey of economic factors effecting and affected by the food system;</li> <li>• Survey of community/social factors effecting and affected by the food system;</li> <li>• Survey of policy, planning, and governance factors effecting and affected by the food system.</li> </ul> <p>*Note that this preliminary outline will likely expand and be adjusted as we learn more through research and community engagement.</p>
<p>Begin “innovative practices” research.</p> <ul style="list-style-type: none"> <li>• Develop inventory and information database of practices, techniques, and infrastructure for production, provisioning, processing, distribution, consumption, and waste management adapted to Southwest BC’s range of environmental conditions and cultural interests and that have potential to contribute to a bioregional food system.</li> </ul>	Month 9	Month 15	<p><b><u>Innovative Food Systems Practices Inventory DRAFT REPORT</u></b></p> <p>This draft report will describe a range of innovative practices that have potential to contribute to the bioregion’s food system and achieve the objectives outlined in the <i>food system Objectives and Indicators DRAFT REPORT</i>.</p>

<p>This inventory will be informed both by local knowledge and by expertise from other regions around the world.</p>			
<p>Establish plan for re-engaging with Southwest BC communities to vet the <i>Foundational Food System Design for Southwest British Columbia</i>:</p> <ul style="list-style-type: none"> <li>• Schedule meetings with community groups and individuals consulted previously.</li> <li>• Make contact and schedule meetings with additional community groups and individuals, as necessary.</li> </ul>	Month 15	Month 15	<p><b><u>Community Feedback PROGRESS UPDATE I</u></b></p> <p>Compilation including a schedule of meetings and interviews with Southwest BC farmers, community members, leaders, organizations, and government agencies.</p>
<p>Develop Foundational Southwest BC Food System Design</p> <ul style="list-style-type: none"> <li>• Incorporate data gathered through community engagement process, Innovative Food Systems Practices Inventory, and the State of Southwest BC Food System report to develop a foundational design that integrates and maximizes bioregional potential for production, provisioning, processing, distribution, consumption, and waste management and identifies appropriate locations, scales, technologies, infrastructures, and methods for each of these food system components.</li> <li>• Iteratively evaluate and refine foundational design against desired impacts and outcomes identified in “<i>Food System Objectives and Indicators DRAFT REPORT</i>”</li> </ul>	Month 10	Month 17	<p><b><u>Foundational Southwest British Columbia Food System Design</u></b></p> <p><b><u>DRAFT REPORT</u></b></p> <p>Draft, foundational designs for the Southwest British Columbia Food System.</p> <ul style="list-style-type: none"> <li>• Delineation of robust food system elements that integrate and maximize territorial potential for production, provisioning, processing, distribution, consumption, and waste management</li> <li>• Mapping of appropriate locations, scales, technologies, infrastructures, and methods for each of these food system components.</li> </ul>
<p>Begin community engagement process to vet <i>Foundational Food System Design for Southwest British Columbia</i>:</p> <ul style="list-style-type: none"> <li>• Hold meetings with Southwest BC farmers, community members, leaders, organizations, and government agencies, as planned, to gather feedback which will be</li> </ul>	Month 18	Month 21	<p><b><u>Community Feedback PROGRESS UPDATE II</u></b></p> <p>Compilation of notes/minutes from all community meetings held to date.</p>

used to iteratively refine the Design.			
<p>Finalize community feedback process and synthesize findings</p> <ul style="list-style-type: none"> <li>• Hold remaining meetings with farmers, community members, leaders, organizations, and government agencies, as planned, to gather feedback which will be used to iteratively refine the <i>Foundational Design</i>.</li> <li>• Review all meeting notes to identify linkages and disconnects between communities.</li> <li>• Follow up with community members as necessary to clarify or enrich understanding of feedback.</li> <li>• Draw conclusions to inform refinement of the <i>Foundational Food System Design for Southwest British Columbia</i> according to feedback gathered.</li> </ul>	Month 21	Month 24	<p><b><u>Community Feedback DRAFT REPORT</u></b></p> <p><i>Preliminary report outline*:</i></p> <ul style="list-style-type: none"> <li>• Integration of all discussions and notes from community meetings held to date.</li> <li>• Synthesis of feedback received from residents on the <i>Foundational Food System Design for Southwest British Columbia</i>.</li> <li>• Conclusions that will inform refinement of the <i>Foundational Food System Design for Southwest British Columbia</i>.</li> </ul> <p>*Note that this preliminary outline will likely expand and be adjusted as we learn more through research and community engagement.</p>
<p>Establish plan for community implementation planning process:</p> <ul style="list-style-type: none"> <li>• Schedule meetings with community groups and individuals consulted previously.</li> <li>• Make contact and schedule meetings with additional community groups and individuals, as necessary.</li> </ul>	Month 25	Month 25	<p><b><u>Community Implementation Planning PROGRESS UPDATE I</u></b></p> <p>Compilation including a schedule of meetings and interviews with farmers, community members, leaders, organizations, and government agencies.</p>
<p>Use results from Community Feedback process to iteratively refine <i>Foundational Food System Design for Southwest British Columbia</i>.</p>	Month 19	Month 27	<p><b><u>Food System Design for the Southwest British Columbia FINAL REPORT</u></b></p> <p>Final designs for the Southwest British Columbia Food System, refined according to community feedback.</p> <ul style="list-style-type: none"> <li>• Delineation of robust food system elements that integrate and maximize territorial potential for production, provisioning, processing, distribution, consumption, and waste</li> </ul>

			<p>management.</p> <ul style="list-style-type: none"> <li>• Mapping of appropriate locations, scales, technologies, infrastructures, and methods for each of these food system components.</li> </ul>
Begin developing the <i>Southwest British Columbia Food System Implementation Plan</i> : feasible, prioritized tools, strategies, and policy recommendations to incrementally actualize the <i>Food System Design for Southwest British Columbia</i> on the ground.	Month 25	Month 30	<p><b><u>Southwest British Columbia Food System Implementation Plan</u></b>  <b><u>FIRST DRAFT REPORT</u></b></p>
Produce spatial and graphic representations of the designed Food System to visually represent its attributes and potential outcomes.	Month 27	Month 33	<p><b><u>Food System Design Visualizations</u></b>  <b><u>DRAFT REPORT</u></b></p> <ul style="list-style-type: none"> <li>• Open source maps and GIS layers, Overlays, Images to accompany <i>Food System Design for Southwest British Columbia FINAL REPORT</i></li> </ul>
Work with farmers, food-sector entrepreneurs (suppliers, processors, contractors, etc.), consumers, and community, Government, and First Nations leaders to refine the <i>Food System Implementation Plan</i> .	Month 25	Month 33	<p><b><u>Community Implementation Planning</u></b> PROGRESS  <b><u>UPDATE II</u></b></p> <p>Compilation of notes/minutes from all community meetings held to date.</p>
Finalize the <i>Food System Implementation Plan</i> based on feedback received in community implementation planning process.  Develop indices and mechanisms to monitor and evaluate the implementation process.	Month 31	Month 34	<p><b><u>Southwest British Columbia Food System Implementation Plan</u></b>  <b><u>SECOND DRAFT REPORT</u></b></p> <p>Implementation Plan which includes prioritized tools, strategies, and policy recommendations that can realistically be used to incrementally achieve the impacts and outcomes identified in the <i>Food system Objectives and Indicators DRAFT REPORT</i>.</p> <p>Indices and mechanisms to monitor and evaluate the implementation process will also be developed.</p>



<p>Synthesize all research into final report.</p> <ul style="list-style-type: none"> <li>• Finalize all draft reports.</li> <li>• Prepare audience-specific reports, as appropriate and necessary (ie: agricultural extension bulletins for the farming community; policy briefs for government partners).</li> </ul>	<p>Month 35</p>	<p>Month 36</p>	<p style="text-align: center;"><b><u>FINAL DOCUMENTS</u></b></p> <ul style="list-style-type: none"> <li>• Food system Objectives and Indicators</li> <li>• State of the Current Southwest British Columbia Food System</li> <li>• Community Values</li> <li>• Innovative Food systems Practices</li> <li>• Foundational Southwest British Columbia Food system Design</li> <li>• Southwest British Columbia Food System Implementation Plan</li> <li>• Audience-specific documents, as necessary</li> </ul>
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## MINUTES

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**DISTRICT OF NORTH VANCOUVER  
REGULAR MEETING OF COUNCIL**

Minutes of the Regular Meeting of the Council for the District of North Vancouver held at 7:01 p.m. on Monday, January 7, 2013 in the Council Chamber of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor R. Bassam  
Councillor R. Hicks  
Councillor M. Little  
Councillor D. MacKay-Dunn  
Councillor L. Muri  
Councillor A. Nixon

**Staff:** Mr. B. Bydwell, General Manager – Planning, Properties & Permits  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. J. Gordon, Manager – Administrative Services  
Ms. S. Haid, Manager – Sustainable Community Development  
Ms. J. Paton, Section Manager – Development Planning  
Ms. L. Brick, Confidential Council Clerk  
Ms. K. Rendek, Community Planner

**Also in**

**Attendance:** Mr. Dan Ellis, Chair, OCP Implementation Committee

**1. ADOPTION OF THE AGENDA**

**1.1. January 7, 2013 Regular Meeting Agenda**

**MOVED by Councillor MURI**

**SECONDED by Councillor MACKAY-DUNN**

THAT the agenda for the January 7, 2013 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.

**CARRIED**

**2. PUBLIC INPUT**

**2.1 Mr. Doug Curran, 2000 Block Curling Road:**

- Commented on the public input processes; and,
- Spoke in support of the Official Community Plan.

**2.2 Mr. Hazen Colbert, 1100 Block East 27<sup>th</sup> Street:**

- Spoke in support of the Community Engagement on the Lynn Valley Implementation Plan; and,
- Expressed opposition to high rises in Lynn Valley.

**2.3 Mr. David Hoerl, 2600 Block Fromme Road:**

- Expressed concern regarding the public process; and,
  - Requested that the implementation process be slowed down to allow for further input.
- 2.4** Mr. Alex Schwarz, 3200 Block Mountain Highway:
- Expressed concern regarding density increases in Lynn Valley; and,
  - Commented on District infrastructure and taxation.
- 2.5** Ms. Lisa Niven, 1700 Block Arbourlynn Drive:
- Expressed concern regarding increased traffic on Arbourlynn Drive;
  - Commented on lack of transit in the Westlynn area; and,
  - Opined that the District is becoming an urban area.
- 2.6** Mr. Ronald Niven, 800 Block East 29<sup>th</sup> Street:
- Expressed concern that the municipality is becoming urban; and,
  - Commented on the increased density in the area and urged Council to consider limiting development in Lynn Valley.
- 2.7** Mr. John Harvey, 1900 Block Cedar Village Crescent:
- Commented on the North Vancouver Policing Committee revised terms of reference.
- 2.8** Ms. Carol Hird, 900 Block Hendecourt Road:
- Spoke regarding the proposed highrises in Lynn Valley;
  - Expressed concern that the increased density would challenge the District goals of improved livability, sustainability, and improved transit; and,
  - Proposed alternative options which would be in keeping with the Official Community Plan goals.
- 2.9** Ms. Connie Fay, 4100 Block Lynn Valley Road:
- Expressed concern that the healthcare capacity on the North Shore is at a maximum and increased density could pose problems at Lions Gate Hospital; and,
  - Commented on the proposed developments in Lynn Valley.

Mayor Walton thanked members of the public for their input and encouraged them to stay involved in the process.

**3. PROCLAMATIONS**

Nil

**4. RECOGNITIONS**

Nil

**5. DELEGATIONS**

- 5.1 Mr. Jonathan Whitworth, CEO, Seaspan Marine Group and Mr. Brian Carter, President, Seaspan Shipyards**

Mr. Whitworth and Mr. Carter spoke regarding the future of Seaspan Shipyards outlining the challenges and opportunities in the coming decades.

**MOVED by Councillor MURI**

**SECONDED by Councillor MACKAY-DUNN**

THAT the Seaspan delegation be received for information.

**CARRIED**

**6. ADOPTION OF MINUTES**

**6.1. November 26, 2012 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor LITTLE**

THAT the minutes of the November 26, 2012 Council Workshop be received.

**CARRIED**

**6.2. December 3, 2012 Regular Council Meeting**

**MOVED by Councillor MURI**

**SECONDED by Councillor LITTLE**

THAT the minutes of the December 3, 2012 Regular Council meeting be adopted.

**CARRIED**

**6.3. December 10, 2012 Regular Council Meeting**

**MOVED by Councillor MURI**

**SECONDED by Councillor LITTLE**

THAT the minutes of the December 10, 2012 Regular Council meeting be adopted.

**CARRIED**

**6.4. December 12, 2012 Special Council Meeting**

**MOVED by Councillor MURI**

**SECONDED by Councillor LITTLE**

THAT the minutes of the December 12, 2012 Special Council meeting be adopted.

**CARRIED**

**7. RELEASE OF CLOSED MEETING DECISIONS**

Nil

**8. REPORTS FROM COUNCIL OR STAFF**

**8.1. Bylaw 7883 and 7930: Argyle Rezoning**  
File No. 09.3900.01/000.000

**MOVED by Councillor NIXON**  
**SECONDED by Councillor HICKS**

THAT "The District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 7930, 2012 (Amendment 3)" is ADOPTED.

**CARRIED**

**8.2. Development Permit 63.10: 1131 Frederick (Argyle School)**  
**Four Townhouse Units**  
File No. 08.3060.20/063.10

Council expressed concern regarding the lack of a sidewalk on Baird Road and requested that staff report back.

**MOVED by Councillor NIXON**  
**SECONDED by Councillor BASSAM**

THAT Development Permit 63.10, to permit development of four townhouses adjacent to Argyle School, be ISSUED.

**CARRIED**

**8.3 Community Engagement on the Lynn Valley Implementation Plan**  
File No. 13.6480.30/002.002

Ms. Susan Haid, Manager – Sustainable Community Development, and Ms. Karen Rendek, Community Planner, provided an update on the Lynn Valley Town Centre and the community engagement process. Mr. Dan Ellis, Chair, OCP Implementation Committee provided an overview of the OCP Implementation Committees process and goals.

**MOVED by Councillor HICKS**  
**SECONDED by Councillor NIXON**

THAT staff be directed to undertake an intensive and focussed community engagement initiative in early 2013 to seek further feedback to shape and refine the Lynn Valley Town Centre Implementation Plan.

**CARRIED**

**8.4 Interim Funding for Selected Agencies for 2013**  
File No. 05.1930.00/000.000

**MOVED by Councillor MURI**  
**SECONDED by Councillor LITTLE**

THAT the following core funded organizations receive interim funding totalling \$292,149 in January 2013, which is equivalent to approximately one half of the proposed 2013 Operating Grant, and distributed as follows:



Capilano Community Services Society	\$54,163
North Shore Neighbourhood House	\$52,663
Boys' and Girls' Clubs of Greater Vancouver (Norvan)	\$11,164
Parkgate Community Services Society (East & West Seymour)	\$99,500
Silver Harbour Centre Society	\$52,909
Mollie Nye House	\$21,750

THAT the balance of the 2013 operating grant be paid in June following approval of the budget; and

THAT if any increases requested by the above agencies are approved as part of the 2013 budget process, that these increases are reflected in the final payment provided to each agency in the final disbursement in June 2013 as described above.

**CARRIED**

**9. REPORTS**

Nil

**10. ANY OTHER BUSINESS**

**11. ADJOURNMENT**

**MOVED by Councillor MURI**

**SECONDED by Councillor LITTLE**

THAT the January 7, 2013 Regular Meeting of Council for the District of North Vancouver be adjourned.

**CARRIED**  
(9:09 pm)

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Mayor

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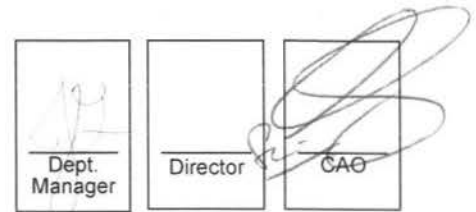
Municipal Clerk

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## REPORTS

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COUNCIL AGENDA/INFORMATION			
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<input checked="" type="checkbox"/> Regular	Date: <u>JAN. 21. 2013</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

January 9, 2013  
File: 09.3900.01/000.000

**AUTHOR:** James Gordon, Municipal Clerk

**SUBJECT:** **Bylaw 7883: District of North Vancouver Rezoning Bylaw 1265 (Argyle – 1131 Frederick Road)**

### RECOMMENDATION:

THAT District of North Vancouver "Rezoning Bylaw 1265" (Bylaw 7883) is ADOPTED.

### BACKGROUND:

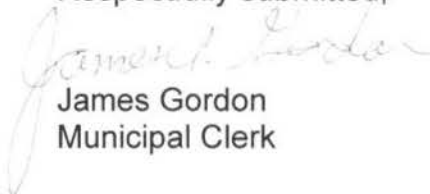
Bylaw 7883 is one of two bylaws required for this development. The other, Bylaw 7930, an amendment to the Official Community Plan, was adopted on January 7, 2013. Through an administrative oversight, Bylaw 7883 failed to be adopted concurrently at that time.

Bylaw 7883 received First Reading and referral to Public Hearing on the April 2, 2012. A Public Hearing was held on the May 15, 2012. The bylaws received Second and Third Readings on June 18, 2012 and is now ready to be considered for adoption by Council.

### OPTIONS:

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

Respectfully submitted,

  
James Gordon  
Municipal Clerk

Attachments: The District of North Vancouver Rezoning Bylaw 1265 (Bylaw 7883)

## 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.

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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 400m<sup>2</sup> 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**

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



**READ** a first time this the 2<sup>nd</sup> day of April, 2012

**PUBLIC HEARING** held this the 15<sup>th</sup> day of May, 2012

**READ** a second time this the 18<sup>th</sup> day of June, 2012

**READ** a third time this the 18<sup>th</sup> day of June, 2012

**ADOPTED** this the

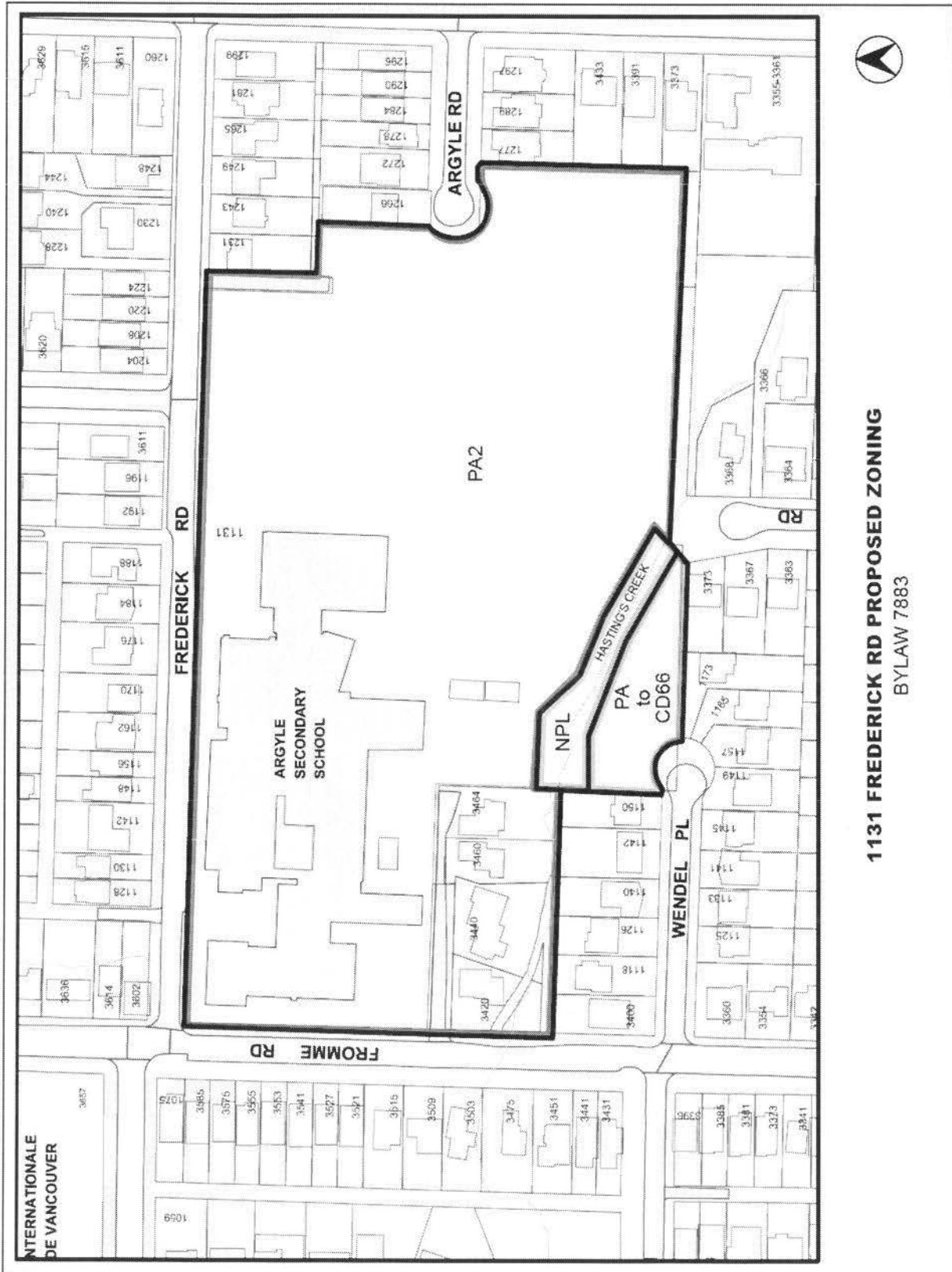
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Mayor

\_\_\_\_\_  
Municipal Clerk

Certified a true copy

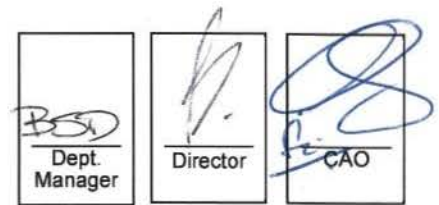
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Municipal Clerk

Schedule "A" to Bylaw 7883



1131 FREDERICK RD PROPOSED ZONING  
BYLAW 7883

COUNCIL AGENDA/INFORMATION				
<input type="checkbox"/> In Camera	Date:	Item #		
<input checked="" type="checkbox"/> Regular	Date: <u>JAN 21, 2013</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

January 7, 2013  
 File: 3060-20/86.11  
 Tracking Number: RCA -

**AUTHOR:** Doug Allan, Community Planner

**SUBJECT: REZONING BYLAW 7962 – REZONING OF LAND AT 2151 FRONT STREET AND 2011 OLD DOLLARTON FOR A MIXED COMMERCIAL/RESIDENTIAL PROJECT**

**RECOMMENDATION:**

That:

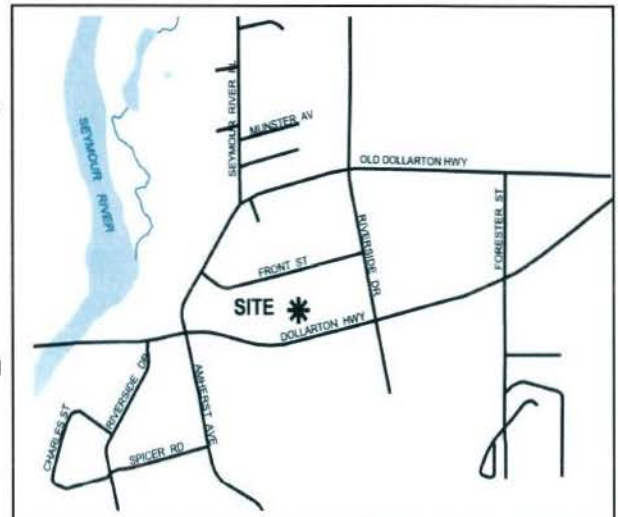
1. Council give First Reading to Bylaw 7962, Rezoning Bylaw 1287 (Attachment A), rezoning the properties at 2011 Old Dollarton Road and 2151 Front Street to CD68 in order to permit a mixed commercial/residential project; and
2. Bylaw 7962, Rezoning Bylaw 1287, be referred to a Public Hearing;

**REASON FOR REPORT:**

To obtain Council’s consideration of First Reading of a zoning amendment to facilitate the development of a mixed commercial and residential project by Great West Life Realty Advisors Inc.(GWL), on behalf of the owner, bcIMC Realty Corporation.

**SUMMARY:**

The proposal is a mixed commercial/residential project in Maplewood Village. The entire development site consists of two lots located between Dollarton Highway and Front Street and between Old Dollarton and Riverside Drive. This application is the first of two development Phases, located on the west half of the site. This Phase consists of: a 4 storey,



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mixed use building with at-grade commercial floor space and 80 rental apartments of which 4 are live/work units. The other two structures are single storey commercial buildings, one of which, located at Dollarton Highway and Old Dollarton Road, is proposed as a restaurant. Phase 2, on the east side of the property will be developed for commercial uses at a later date. The Phase 1 site plan also identifies building siting areas for two additional buildings, one north of the restaurant and a second, along Dollarton Highway. The building adjacent to Dollarton Highway is required to be constructed prior to Phase 2.

Implementation requires rezoning from General Commercial Zone 3 (C3) and General Industrial (I2) to a new Comprehensive Development 68 Zone which is applied to the entire property, and issuance of a Development Permit for the Phase 1 component.

**BACKGROUND:**

Since the adoption of the OCP, Great West Life has been working with staff to refine the proposal to address the Maplewood Village Centre Plan objectives. The key objective has been to establish a clear contextual relationship to the Village Centre, north of Front Street and a strong pedestrian connection from the site to the Village Centre core area.

**EXISTING POLICY:**

The subject property has two different designations under the OCP (Maplewood Village Centre Plan): the former service station site and the east half of the larger property are designated as 'Commercial' with an FSR of up to 1.0 and the remainder of the site is designated Commercial Residential Mixed Use Level 1 with an FSR of up to 1.75, as illustrated on the following map.



Key Village Centre Plan policies include:

- the provision of rental housing through redevelopment;



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- provision of a mix of residential building types and unit sizes; and
- a focus on local serving commercial uses in mixed use, street-oriented development in the village heart.

The project also addresses a number of OCP housing objectives:

- an increase in housing choices across the full continuum of housing needs;
- the provision of more housing options to suit different ages, needs and incomes; and
- the provision of more alternatives to home ownership.

The site is designated as Development Permit Areas for: the regulation of the Form and Character of Commercial and Multi-Family Development; Energy and Water Conservation and Reduction of Greenhouse Gas Emissions, and Protection of Development from Hazardous Conditions (arising from a potential flood hazard). A development permit will be forwarded to Council for consideration should the project advance through Bylaw adoption.

**ANALYSIS:**

**1. Site and Surrounding Area**

The subject property consists of two lots, approximately 2.25ha (5.55 acres) in size, located between Dollarton Highway, Front Street, Old Dollarton and Riverside Drive as illustrated on the following aerial photograph. The two parcels are separated by a 4m wide, unopened lane allowance traversed by a Metro Vancouver sanitary sewer line which is proposed to be incorporated into the development for access and parking under a licence-to-occupy. The former service station site was partially contaminated and some contamination migrated onto the larger Lot A parcel, however, the sites have been remediated and the Province has issued Certificates of Compliance for both parcels.

Surrounding land uses include: to the south and southeast, developed light industrial/commercial buildings (CD18); to the east, a mixed business/commercial project currently under construction (CD19); to the north, developed light industrial (I3) and mixed commercial/residential (C2) properties and, to the west, single family (RS4) and multi-family (RM3) development.



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**2. The Proposal**

As submitted, this application is for rezoning of the property to allow a 2 phased commercial and residential development. As shown on the following site plan, Phase 1 consists of a 4 storey, mixed commercial/residential building and 2 freestanding commercial buildings. The site plan also illustrates the siting of two other future commercial buildings.



**Future Commercial Buildings**

The mixed commercial/residential building located on the north side of the site adjacent to Front Street consists of approximately 1,681.5m<sup>2</sup> (18,100sq.ft.) of grade level commercial space and 76 rental apartment units over three floors. This building also includes 4 rental



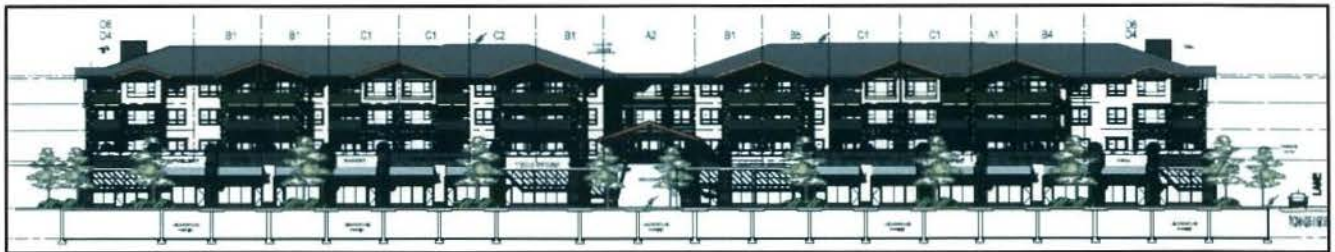
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live/work units located at grade on the north side of the building, for a total of 80 residential rental units. The proposed residential suites consist of 6 bachelor/studios; 29, 1 bedroom units including the 4 live/work units; 18, 1 bedroom + den units and 27, 2 bedroom units. The units vary between 41.62m<sup>2</sup> (448sq.ft.) and 79.25m<sup>2</sup> (853sq.ft.) in size. The building is approximately 18.9m (62ft.) in height.

As illustrated on the site plan, the mixed use building partly appears as two buildings due to a grade level pedestrian breezeway. Otherwise, the upper residential floors of the building extend across the breezeway as shown on the elevation plan below.



**South Elevation of Mixed-Use Building**

The freestanding single storey retail CRU building is 278.2m<sup>2</sup> (2,994sq.ft.) in size and the restaurant building is 504m<sup>2</sup> (5,424sq.ft.) in size. These two buildings are single storey structures although the restaurant building has been designed with a vaulted central roof to appear as a two storey structure, creating a more significant gateway building at the entrance into the Village Centre. The retail building is approximately 9.1m (30ft.) in height and the restaurant is 10.4m (34ft.) high.

The site plan also illustrates two additional commercial building footprints: one on Dollarton Highway and one, north of the proposed restaurant. GWL intends to construct these on market demand. Staff have advised GWL that the building along Dollarton Highway is necessary to improve the Dollarton Highway streetscape by reducing the visibility of the at-grade parking from the street augmenting the existing perimeter landscaping. The actual size and location of this building will be determined in conjunction with the planning for Phase 2 although the Development Covenant will establish minimum dimensions to ensure that it addresses the urban design objectives. These buildings will require separate development permits.

The total floor area amounts to 8,714m<sup>2</sup> (93,793sq.ft.) excluding the future CRU building. For the Phase 1 development, building and site coverages are approximately 25.6% and 65%, respectively, and the FSR is 0.71.

Parking for the residential building is provided underground on the basis of 1 space per unit + two additional spaces for the live/work units for a total of 82 spaces, accessed off Front Street. The remainder of the spaces (133 spaces) are provided on the surface for shared commercial and residential visitor needs. The OCP (Policy 7.2.8) supports reductions in

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parking for purpose built market and affordable rental units where appropriate and GWL has provided a parking study for a reduced residential parking requirement which has been reviewed and supported by Transportation Planning. In this case, a reduction is supportable as the site is within a Village Centre and has reasonable access to transit. However, as no specific spaces have been assigned as residential visitor parking, the Development Covenant will establish conditions to ensure that the visitor spaces are available during higher demand periods. The architectural site plan and representative building elevation plans are included as Attachment B. Representative images of the proposed restaurant and CRU buildings and a view of the project from Dollarton Highway are provided below.



**East Elevation – Restaurant Building**



**North Elevation – CRU Building**



**South Elevation of Restaurant  
(from Dollarton Highway and Old Dollarton Intersection)**



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Landscaping is proposed around the perimeter of the site, augmenting the planting along Dollarton Highway and within the site to assist in screening the open parking area. The project incorporates a central pedestrian plaza with a water feature on the south side of the mixed use building at the entry to the breezeway and a plaza at the west end of the mixed use building. The landscape plan is included as Attachment C.

**Canexus Impact**

Building Measures and Shelter-in-Place Guidelines

To assess the location of the proposed residential units in terms of the proximity of the project to Canexus and the potential hazard associated with their liquid chlorine manufacturing process and storage, GWL retained a consultant to develop specific measures including the introduction of exterior chlorine gas detectors on the building and a voice communication system tied to the fire alarm system. In addition, the consultant has developed shelter-in-place guidelines for building occupants. These building measures and guidelines will be enforced under the development covenant as a condition of rezoning which will also require that GWL provide the shelter-in-place guidelines to their future tenants.

Chemical Risk Assessment:

This development site is located between the  $10^{-5}$  and  $10^{-6}$  risk hazard contours which were established as a result of the proximity of the Canexus chlorine plant. Under the MIACC Land Use Guidelines, residential development between these risk contours should be limited. Council previously limited the residential density to 8 units per acre. This application for 80 units is consistent with that limitation, but it includes the residential development potential associated with GWL's Lot C property on the east side of Riverside Drive. This approach to aggregate the residential development potential utilizing all of the Company's lands north of Dollarton Highway and mass those units at the north end of the development site was reviewed by risk hazard consultant Doug McCutcheon and Associates, to determine if it met the intent of the MIACC Land Use Guidelines. Mr. McCutcheon confirmed that the proposal does meet the intent of the MIACC Guidelines and from a risk perspective, is supported. Mr. McCutcheon's analysis was peer reviewed by Canexus' risk hazard consultant. The conclusions of the McCutcheon and Associates report were supported by the Canexus peer review.

Land Use Covenants:

A covenant between Canexus and GWL is registered on Lot A limiting land uses to those permitted on the south side of Dollarton Highway which does not include residential uses. On the strength of Mr McCutcheon's report and their own consultant's review, Canexus has agreed to amend the covenant to allow residential development as proposed and a letter from the company to that effect is included as Attachment D. The covenant document is in the process of being amended and will be executed and ready for registration prior to adoption of a rezoning bylaw.

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To further support this approach, GWL will be required to register an additional restrictive covenant over their Lot C lands east of Riverside Drive prior to adoption of a rezoning bylaw which will prohibit any future residential development on that property, ensuring that the residential development on the Company's lands north of Dollarton Highway does not exceed the 8 unit/acre limitation.

**Bylaw 7962**

To implement this project, Bylaw 7962 (Attachment A) creates a new Comprehensive Development Zone 68 (CD68) which is applied to the entire site, including the Phase 2 area and the new zone:

- establishes the list of uses, including live/work uses,
- limits the number of residential units to 80, including the 4 live/work units;
- establishes an overall FSR of 1.0 for the entire property, including the future Phase 2 commercial component;
- sets building and site coverages of 80% and 90% respectively, based on the total site area;
- establishes parking requirements of 1 space per rental residential unit + 0.25 spaces/unit for visitor spaces and 1 space/45sq.m for all commercial uses including the proposed restaurant; and
- establishes minimum bicycle parking requirements for the residential and commercial uses.

It should be noted that the former service station lot legally extends across Dollarton Highway and the proposed CD68 Zone applies to that small triangle of land as shown on the map attached to the CD68 Zone, however, it does not have any separate development potential and the Development covenant will specify that this part of the land cannot be developed.

**3. Community Amenity Contribution:**

GWL has indicated the development economics of this project support a very minimal ability to provide community amenity contributions. They are, however, able to participate in the public art program and will provide \$70,000 as part of the first phase and a further \$35,000 as part of the future Phase 2 project. The public art objective is to establish a significant element at the southwest corner of the site to highlight the entry into the Maplewood Village Centre which may be augmented with other smaller elements within the site. If the rezoning proceeds, information on the public art component will be provided to Council as part of the development permit report. The Development Covenant will secure the provision of the contribution for Phase 2.



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**4. Green Building Strategy:**

GWL has indicated that the project will achieve the BuiltGreen 'gold' level and meet the energy performance baseline. Building performance measures will be focussed on mechanical systems, building materials and finishes, indoor air quality, water conservation and waste management. A more detailed list of building and energy measures will be prepared and reported at the development permit issuance stage if the rezoning proceeds and a green building covenant will be secured prior to zoning.

**5. Road Dedication:**

In order to facilitate widening of a portion of Front Street for improved vehicle and pedestrian movement and safety, a 5m strip of land will be dedicated along the north end of the former service station site. A plan of subdivision to facilitate the dedication will be required as a condition of rezoning.

**Social Policy Implications:**

The provision of new rental stock offered by this project is supportable and would add to the supply of market units available in the municipality. The developer proposes to combine the District's existing Adaptable Design Guidelines as they pertain to the outside of the individual units and apply the SAFERHomes standards to the interiors of 100% of the units which results in both a building and individual units incorporating a higher standard of universal adaptability. This initiative is strongly supported.

**IMPLEMENTATION:**

In addition to the adoption of Bylaw 7962, the following are required prior to adoption of the bylaw:

- a 5m road dedication on Front Street;
- an amendment to the restrictive covenant registered on Lot A between GWL and Canexus to allow the proposed residential units;
- a covenant prohibiting any residential units on the owner's other lands north of Dollarton Highway;
- a Development Covenant which will:
  - require that the units be maintained as rental for a period of at least 20 years;
  - prohibit the development of Phase 2 until the second commercial building on Dollarton Highway is constructed;
  - establish minimum dimensions for the additional retail building on Dollarton Highway;
  - prohibit the subdivision of the property;
  - establish provisions for the sharing of commercial and residential visitor parking spaces;
  - secure the provision of the funds for public art for the Phase 2 project;

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- establish adaptable design guideline requirements;
- prohibit neighbourhood public house use on the former gas station lot;
- require a flood hazard covenant to establish minimum flood construction levels for the proposed buildings;
- require a stormwater management covenant;
- require a nuisance covenant to ensure that future residential and commercial occupants are aware of the Canexus plant; and
- require the incorporation of the chlorine gas detection system and shelter-in-place guidelines for the mixed commercial/residential building as recommended by the consultant; and
- a green building covenant.

As conditions of the Development Permit, the following will be required:

- a Licence to Occupy for the use of the unopened lane allowance between the two development parcels;
- an Engineering Services Agreement; and
- a public art plan accepted by the Public Art Advisory Committee.

**CONCURRENCE:**

**Advisory Design Panel:**

This application was reviewed by the Advisory Design Panel on September 13, 2012 and the Panel passed the following motion:

**‘THAT** the ADP has reviewed the proposal, commends the applicant for the quality of the proposal and recommends **APPROVAL** of the project as presented.’

**Public Input:**

A facilitated public information meeting was held on June 29, 2012 following the required public notification and advertising. Approximately 12 people attended the meeting comprised of residents and several adjacent property owners and overall, there was neighbourhood support for the project. The questions and comments raised during the meeting related to:

- sustainable measures to be incorporated to preserve and enhance the environment;
- the amount of parking;
- traffic movements;
- noise control, particularly arising from the location of the outdoor seating area associated with the restaurant.



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**CONCLUSION:**

Overall, this project addresses the urban design objectives in the Maplewood Village Centre Plan and the provision of rental apartment housing, addresses important OCP housing objectives relating to unit types and tenure.

**OPTIONS:**

In considering this application, Council may either:

1. give First Reading to Bylaw 7962, Rezoning Bylaw 1287 (Attachment A), rezoning the subject site to CD68 in order to permit a mixed commercial/residential project and refer Bylaw 7962, Rezoning Bylaw 1287 to a Public Hearing; (staff recommendation);  
or
2. consider and defeat Bylaw 7962 at First Reading.



Doug Allan  
Community Planner  
da/

**Attachments**

- A – Bylaw 7962;
- B – Reduced architectural site plan and building elevation plans;
- C – Reduced landscape plan
- D - Letter from Canexus

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

**Bylaw 7962**

A bylaw to amend The District of North Vancouver Zoning Bylaw (3210) to rezone Lot A, Block H, District Lot 193, Plan LMP44272 PID: 024-721-930 and, Lot A, Except: Part Dedicated Road on Plan LMP52867, Block 18, District Lot 193, Plan 1587 PID: 014-538-415, (2151 Front Street and 2011 Old Dollarton Road) pursuant to Section 903 of the Local Government Act (Great West Life Realty Advisors Inc.)

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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 Rezoning Bylaw 1287 (Bylaw 7962)”.

**2. Amendments**

The following amendments are made to the “District of North Vancouver Zoning Bylaw 1965”:

(A) Part 2 by replacing:

“For definitions applicable to the Employment Zones and Village Commercial Zones and Comprehensive Development Zones 65 and 67 see Part 2A, for all other zones see below.”

with

“For definitions applicable to the Employment Zones, Village Commercial Zones, Comprehensive Development Zones 65, 67 and 68 see Part 2A, for all other zones, see below.”

(B) Part 2A by replacing:

“Definitions Applicable to the Employment Zones, Village Commercial Zones and Comprehensive Development Zone 65 (Sections 600-A, 600-B, 750, 770 and 4B370 to 4B385) and Comprehensive Development Zone 67 (Sections 600-A, 600B, 750, 770, 4B370 to 4B385, and 4B402 to 4B410) only:”

with:

“Definitions Applicable to the Employment Zones, Village Commercial Zones, Comprehensive Development Zone 65 (Sections 600-A, 600-B, 750, 770 and 4B370 to 4B385, Comprehensive Development Zone 67 (Sections 600-A,

600B, 750, 770, 4B370 to 4B385, and 4B402 to 4B410) and Comprehensive Development Zone 68 (Sections 600-A, 600-B, 750, 770, 4B370 to 4B385, 4B402 to 4B410 and 4B411 to 4B418) only.”

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

Comprehensive Development Zone 68                      CD68

(D) Part 4B by inserting the following new section:

**“4B411 Comprehensive Development Zone 68                      CD68**

**Intent**

The purpose of the CD68 Zone is to establish specific land use and development regulations for project consisting of commercial floor space in separate buildings and a mixed use building containing at-grade commercial space and not more than 80 multi-family residential units, including live/work units, in the Maplewood Village Centre.

**4B412 Uses**

(1) All uses of land, buildings and structures in the Comprehensive Development Zone 68 are prohibited except for those uses expressly permitted in this section.

(2) Principal Uses:

Permitted principal uses may include:

- (i) liquor store;
- (ii) live/work use;
- (iii) neighbourhood public house;
- (iv) office use;
- (v) personal service use;
- (vi) residential use;
- (vii) restaurant use;
- (viii) retail use, excluding auctioneer use; and
- (ix) service use.

(3) Accessory Uses:

Permitted accessory uses may include, but are not necessarily limited to:

- (i) administrative offices;
- (ii) display, sales and reception areas;

- (iii) home occupations;
- (iv) interior storage; and
- (v) outdoor customer service areas.

#### **4B413 Use Regulations**

(1) The following regulations apply to principal uses:

- (a) All operations associated with permitted principal uses shall be completely contained within an enclosed building, except outdoor merchandise displays, outdoor customer service areas and, outdoor play area required for a child care use.
- (b) In the case of residential use:
  - (i) not more than 80 residential units, including live/work units, are permitted;
  - (ii) with the exception of live/work units, the dwelling units shall be located above the ground floor of the building and shall be provided with a separate entrance from ground level; and
  - (iii) the dwelling units, in addition to the live/work use, may contain home occupations in accordance with Section 405 of the Zoning Bylaw.
- (c) In the case of live/work use:
  - (i) not more than 4 units devoted to live/work use, are permitted;
  - (ii) businesses within a live/work use are limited to those permitted in the CD68 Zone, excluding:
    - (1) dating service;
    - (2) exotic dancer business;
    - (3) gun shops;
    - (4) liquor store;
    - (5) restaurant use;
    - (6) social escort business, or other similar business; and
    - (7) tattooing, piercing, branding, or other similar service; and
  - (iii) not more than 3 persons shall be engaged in a business at one time.
- (d) In the case of a liquor store:
  - (i) not more than two liquor stores are permitted in the CD68 Zone;



(ii) in the case of 2 liquor stores, one of the two liquor stores must be associated with a neighbourhood pub or restaurant.

(e) In the case of a neighbourhood public house:

(i) the neighbourhood public house may not be located on the lot legally described as Lot A, Except: Part Dedicated Road on Plan LMP52867, Block 18, District Lot 193, Plan 1587 PID: 014-538-415.

(f) in the case of a pet care establishment or veterinarian:

(i) a separate exterior entrance is required;

(ii) all noise associated with the keeping of and caring for animals must be contained within the premises.

(g) Noise, glare, odour and air pollution generated on a parcel shall not be detectable from the parcels property line and all permitted uses shall comply with Section 414 of the Zoning Bylaw.

(h) Drive-through service windows and drive-through aisles are prohibited.

(2) The following regulations apply to accessory uses:

(a) In the case of the outdoor display of goods:

(i) the display area must be located adjacent to the business for which it is required and may not extend beyond the frontage or flanking side of the premises of the business;

(ii) the display area must not prevent safe pedestrian movement on a sidewalk; and

(iii) the display area may not occupy any parking or loading spaces.

(b) In the case of outdoor customer service areas:

Despite Section 413, outdoor customer service areas in the CD68 Zone shall be permitted only in accordance with the following regulations:

(i) an outdoor customer service area must be operationally tied to the principal use of premises which it serves;

(ii) in conjunction with a restaurant use or retail use, the outdoor customer service area shall not exceed the lesser of 50% of the total gross floor area of the premises to which it relates or 20 seats in the case of a retail use and 124 seats in the case of a restaurant use; and

(iii) additional parking is not required for an outdoor customer service area.

- (c) Attached and detached accessory buildings and structures are not permitted in the CD68 Zone, except in accordance with an approved development permit.

**4B414 Acoustical Requirements:**

In the case of residential purposes, including live/work uses, a development permit application shall require evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of the dwelling listed below shall not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purpose of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels:

Portion of Dwelling Unit	Noise Level (Decibels)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

For the purposes of this section, the acoustical report shall provide evidence that commercial activities will not result in contraventions of the above-noted residential noise-level limits.

**4B415 Height, Size and Density Regulations**

Buildings and structures in the CD68 zone shall comply with the following regulations:

(1) Height:

As measured from the lesser of natural or finished grade to the highest point of the roof of a building:

- (i) the height of a mixed use commercial/residential building shall not exceed 18.9m (62ft.); and
- (ii) the height of a commercial building, including a building used as a restaurant, shall not exceed 12m (40ft.).

(2) Building Coverage:

The maximum building coverage shall not exceed 80%.

(3) Site Coverage:

The maximum site coverage shall not exceed 90%.

(4) Floor Space Ratio:

- (i) The floor space ratio shall exclude the floor area of an underground parking structure; and
- (ii) The maximum floor space ratio shall not exceed 1.0.

**4B416 Landscaping Regulations:**

- (1) All setback areas shall either be landscaped or hard surfaced in accordance with an approved landscape plan.
- (2) All surface garbage and recycling container temporary storage areas shall be screened with a minimum 2m (6.5ft.) high screen consisting of a screening wall, landscaping or a combination thereof.
- (3) All electrical kiosks not located underground or within a building shall be screened with landscaping.

**4B417 Flood Construction Requirements:**

All construction must be done in accordance with requirements to address the flood hazard, in particular, all habitable floor space must be constructed above the established flood construction levels, and any basements or underground parking garages constructed must incorporate appropriate flood protection measures as determined by a professional engineer specializing in flood hazard assessment and as required by any restrictive covenant registered on the title of the property.

**4B418 Parking, Loading and Bicycle Parking Regulations:**

- (1) Parking for vehicles shall be provided in accordance with the following regulations:
  - a) Commercial Use (excluding business use in a live/work use)                      1 space/45m<sup>2</sup> of Gross Floor Area
  - b) Residential Use (including Live/Work Use)                      1 space per unit + 0.25 spaces/unit for visitor parking



- (2) The ratio of small car spaces may not exceed 35% of the total parking requirement;
  - (3) The provision of handicapped parking spaces and loading spaces for all commercial uses, including any restaurant use, shall be provided in accordance with Part 10 of the Zoning Bylaw;
  - (4) All regular, small car, handicapped parking spaces and all loading spaces and all manoeuvring aisles shall be provided in accordance with the minimum stall sizes in accordance with Part 10 of the Zoning Bylaw;
  - (5) A total of 16 Bicycle Class 2 spaces are required for the residential use and a minimum of 15 Bicycle Class 2 spaces are required for all commercial and restaurant uses.”
- (E) The Zoning Map is amended by rezoning the following lands from General Commercial 3 (C3) and General Industrial (I2) to Comprehensive Development Zone 68 (CD68):
- (i) Lot A, Block H, District Lot 193, Plan LMP44272 PID: 024-721-930; and,
  - (ii) Lot A, Except: Part Dedicated Road on Plan LMP52867, Block 18, District Lot 193, Plan 1587 PID: 014-538-415,
- as shown on the attached Schedule A.

**READ** a first time this the

**PUBLIC HEARING** held this the

**READ** a second time this the

**READ** a third time this the

Certified a true copy of “Rezoning Bylaw 1287” as at Third Reading

---

Municipal Clerk

**APPROVED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE**  
 this the xx<sup>th</sup> day of xxxx, 20xx

**ADOPTED** this the

---

Mayor

---

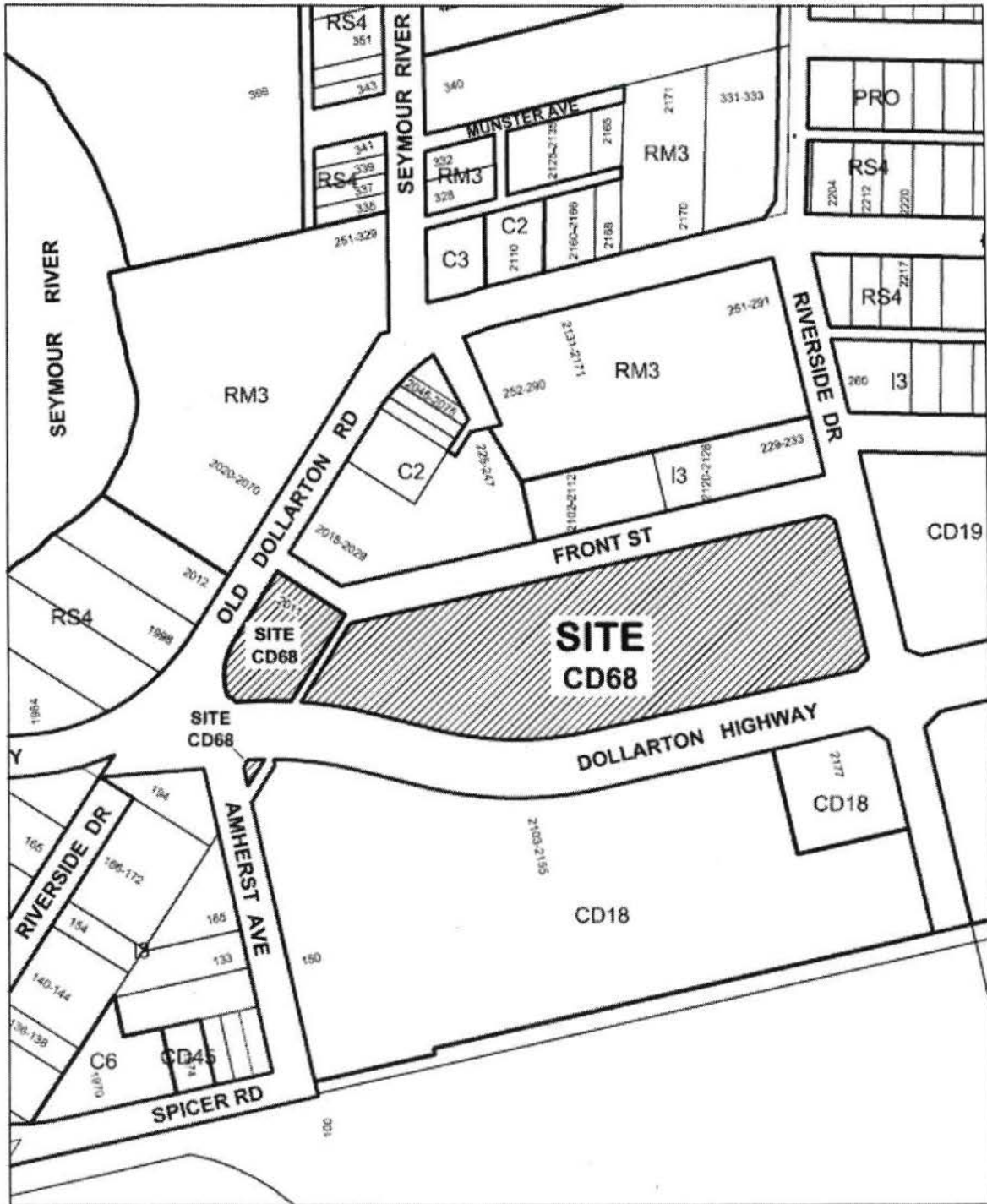
Municipal Clerk

Certified a true copy

---

Municipal Clerk

**Schedule A to Bylaw 7962**



 CD68 Zoning

**PROPOSED REZONING**  
**GREAT WEST LIFE REALTY ADVISORS ( BCIMC )**  
**BYLAW 7962**







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Vancouver, BC Canada  
V6A 1G1

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F 604.669.1091

www.rharchitects.ca

ISSUED:	DATE:
1. REZONING PRE APPLICATION	4 MARCH 2010
2. REZONING APPLICATION	08 APRIL 2010
3. DISCUSSION	01 JUNE 2010
4. DISTRICT COMMENTS	20 JUNE 2010
5. CIVIL PLAN REVIEW	20 APRIL 2011
6. CIVIL PLAN REVIEW	20 MAY 2011
7. CIVIL ELEVATION REVIEW	28 JUNE 2011
8. CIVIL ELEVATION REVIEW	11 JULY 2011
9. PROGRESS REVIEW	26 SEPT 2011
10. DP / REZONING	16 DEC 2011
11. DESIGN PANEL	26 JUNE 2012
12. DP / REZONING RE-SUB	31 OCT 2012

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DP / REZONING  
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31 OCTOBER 2012

ATTACHMENT  
13

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CLIENT  
GWL REALTY ADVISORS

PROJECT  
NORTHWOODS MIXED USE

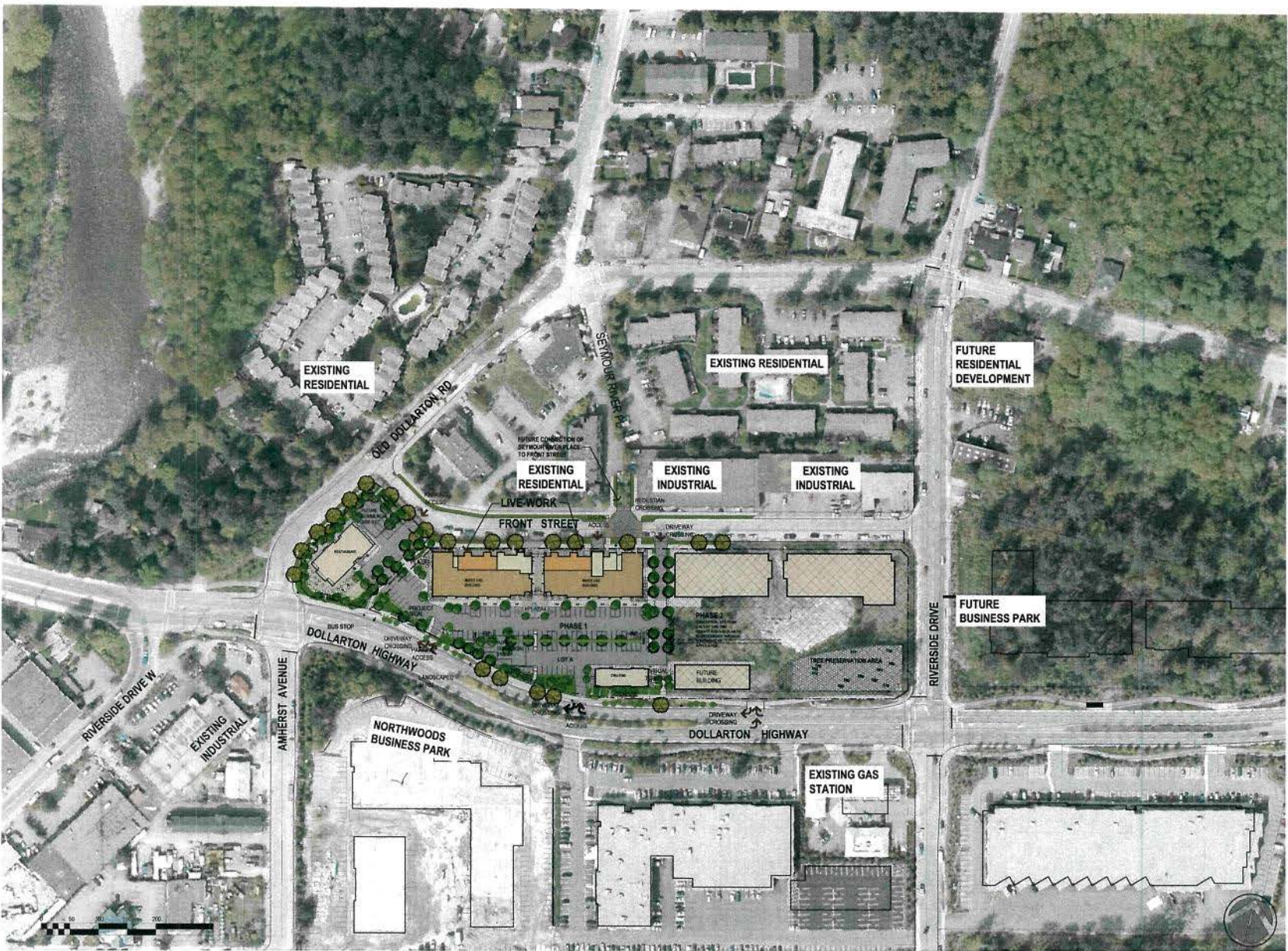
NORTH VANCOUVER, B.C.  
DRAWING TITLE  
CONTEXT PLAN

DATABASE: 0919-A1.0.dwg  
SCALE: 1" = 80'  
DATE: AUG. 2011  
DRAWN: CH / CJ  
CHECKED: KSH

PROJECT NO. 0919

DWG. NO. A1.0

PLOT DATE: 25 OCT 2012  
D.P.A. No.



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TRIAL



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 F 604.669.1091  
 www.rharchitects.ca

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12. DP / REZONING RE-SUB	31 OCT 2012

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 DP / REZONING  
 RE-SUBMISSION  
 31 OCTOBER 2012

**PHASE 2**  
 CONCEPTUAL SITE PLAN  
 ONLY AT THIS TIME -  
 DENSITY AND SITE PLAN TO  
 BE DETERMINED THROUGH  
 A SEPARATE DP  
 APPLICATION

NO REVISION: DATE:  
 This drawing is an instrument of service in the province of British Columbia. It certifies that the information contained herein is true and correct to the best of the knowledge of the drafter and that the drafter is a duly qualified professional engineer or architect. It is not to be used for any other purpose without the written consent of the drafter. The drafter shall verify and be responsible for all dimensions on this plan. Use this office seal for approval of any distribution and variations shown on drawing.

CLIENT: **GWI REALTY ADVISORS**

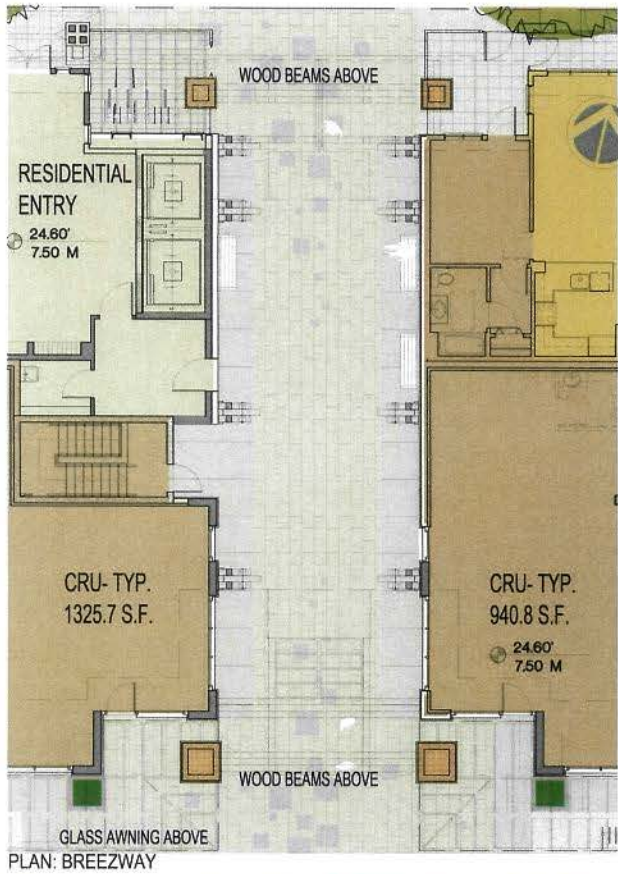
PROJECT: **NORTHWOODS MIXED USE**

NORTH VANCOUVER, B.C.  
 DRAWING TITLE:  
**SITE CONCEPT PLAN**

DATABASE: 0919-A1.0.dwg  
 SCALE: 1" = 30'  
 DATE: AUG. 2011  
 DRAWN: CH / CJ  
 CHECKED: KSH

PROJECT NO: **0919**  
 DWG. NO: **A1.2**  
 PLOT DATE: 29 OCT 2012  
 PLOT A. No.





3D MODEL FOR THE BREEZWAY FROM THE RETAIL SIDE



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CLIENT: GVL REALTY ADVISORS

PROJECT: NORTHWOODS MIXED USE

NORTH VANCOUVER, B.C.

MIXED USE BUILDING  
BREEZWAY

DATABASE: 0919-A0.2.dwg

SCALE: A/A

DATE: AUG. 2011

DRAWN: CJ / KM

CHECKED: KSH

PROJECT NO. 0919

DWG. NO. A0.2.1

PLOT DATE: 25 OCT 2012

D.P.A. No.:





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ISSUED	DATE
1. REZONING APPLICATION	4 MARCH 2010
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NO. REVISION	DATE
1	

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CLIENT: **GWL REALTY ADVISORS**

PROJECT: **NORTHWOODS MIXED USE**

NORTH VANCOUVER, B.C.

DRAWING TITLE: **ELEVATIONS**

DATABASE: 0919-A4.0.dwg  
SCALE: 1/16"=1'-0"  
DATE: AUG. 2011  
DRAWN: AH  
CHECKED: KSH

PROJECT NO: **0919**

DWG. NO. **A4.0**

PLIST DATE: 29 OCT 2012



1.0 NORTH ELEVATION  
SCALE 1/16" = 1'-0"



2.0 SOUTH ELEVATION  
SCALE 1/16" = 1'-0"



3.0 EAST ELEVATION  
SCALE 1/16" = 1'-0"



4.0 WEST ELEVATION  
SCALE 1/16" = 1'-0"

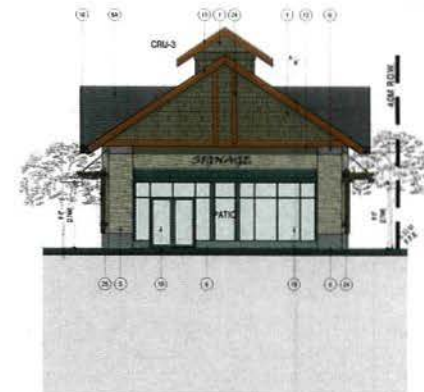
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2	WOOD	WOOD
3	GLASS	GLASS
4	CONCRETE	CONCRETE
5	ROOFING	ROOFING
6	LANDSCAPE	LANDSCAPE
7	PAINT	PAINT
8	IRON	IRON
9	STEEL	STEEL
10	ALUMINUM	ALUMINUM
11	COPPER	COPPER
12	ZINC	ZINC
13	BRASS	BRASS
14	STAINLESS STEEL	STAINLESS STEEL
15	GLASS BLOCK	GLASS BLOCK
16	GLASS CURTAIN WALL	GLASS CURTAIN WALL
17	GLASS DOOR	GLASS DOOR
18	GLASS WINDOW	GLASS WINDOW
19	GLASS SKYLIGHT	GLASS SKYLIGHT
20	GLASS BALCONY	GLASS BALCONY
21	GLASS RAILING	GLASS RAILING
22	GLASS STAIR	GLASS STAIR
23	GLASS ELEVATOR	GLASS ELEVATOR
24	GLASS ENTRANCE	GLASS ENTRANCE
25	GLASS SIGNAGE	GLASS SIGNAGE
26	GLASS PARTITION	GLASS PARTITION
27	GLASS WALL	GLASS WALL
28	GLASS CEILING	GLASS CEILING
29	GLASS FLOOR	GLASS FLOOR
30	GLASS ROOF	GLASS ROOF
31	GLASS BALCONY RAILING	GLASS BALCONY RAILING
32	GLASS STAIR RAILING	GLASS STAIR RAILING
33	GLASS ELEVATOR RAILING	GLASS ELEVATOR RAILING
34	GLASS ENTRANCE RAILING	GLASS ENTRANCE RAILING
35	GLASS SIGNAGE RAILING	GLASS SIGNAGE RAILING
36	GLASS PARTITION RAILING	GLASS PARTITION RAILING
37	GLASS WALL RAILING	GLASS WALL RAILING
38	GLASS CEILING RAILING	GLASS CEILING RAILING
39	GLASS FLOOR RAILING	GLASS FLOOR RAILING
40	GLASS ROOF RAILING	GLASS ROOF RAILING
41	GLASS BALCONY RAILING	GLASS BALCONY RAILING
42	GLASS STAIR RAILING	GLASS STAIR RAILING
43	GLASS ELEVATOR RAILING	GLASS ELEVATOR RAILING
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1.0 SOUTH ELEVATION  
SCALE 1/8" = 1'-0"

NOTE: ALL ROOF SLOPES ARE 8:12  
SEE LANDSCAPE PLANS FOR  
PLANTER HEIGHTS AND GRADES



2.0 WEST ELEVATION  
SCALE 1/8" = 1'-0"



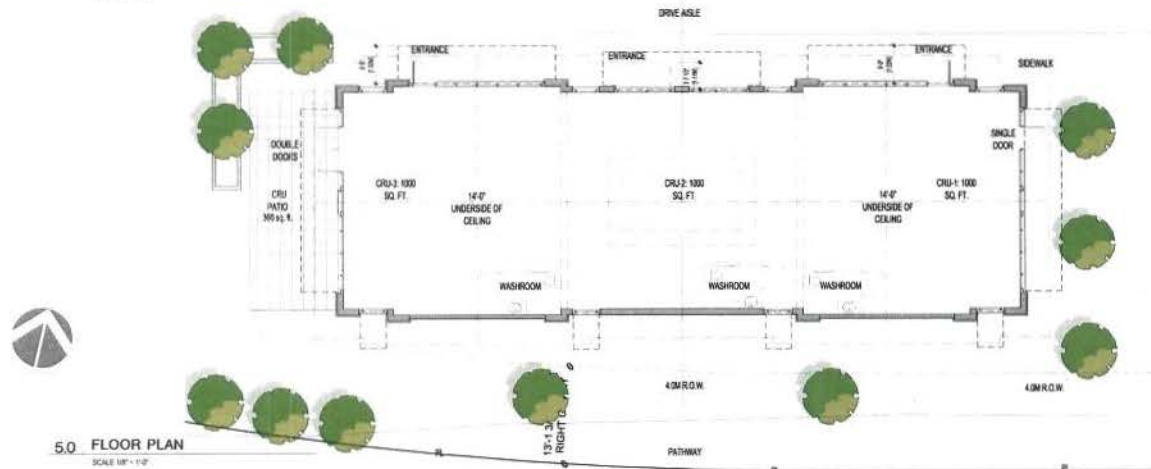
3.0 NORTH ELEVATION  
SCALE 1/8" = 1'-0"

NOTE: ALL ROOF SLOPES ARE 8:12  
SEE LANDSCAPE PLANS FOR  
PLANTER HEIGHTS AND GRADES



4.0 EAST ELEVATION  
SCALE 1/8" = 1'-0"

REFER TO A6.0 FOR  
MATERIAL LEGEND



5.0 FLOOR PLAN  
SCALE 1/8" = 1'-0"



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ARCHITECTURAL SEAL:

CLIENT:  
**GWL REALTY ADVISORS**

PROJECT:  
**NORTHWOODS MIXED USE**

NORTH VANCOUVER, B.C.

DRAWING TITLE:  
**RETAIL PAD-3 INVESTIGATION**

DATABASE: 0919-1340  
SCALE: 1/1  
DATE: NB  
DRAWN: SEPT. 02, 2011  
CHECKED: CH  
BY: KSH  
PROJECT NO.: **0919**

DWG. NO.: **A0.3**  
PLOT DATE: 29 OCT 2012  
D.P. A. No.

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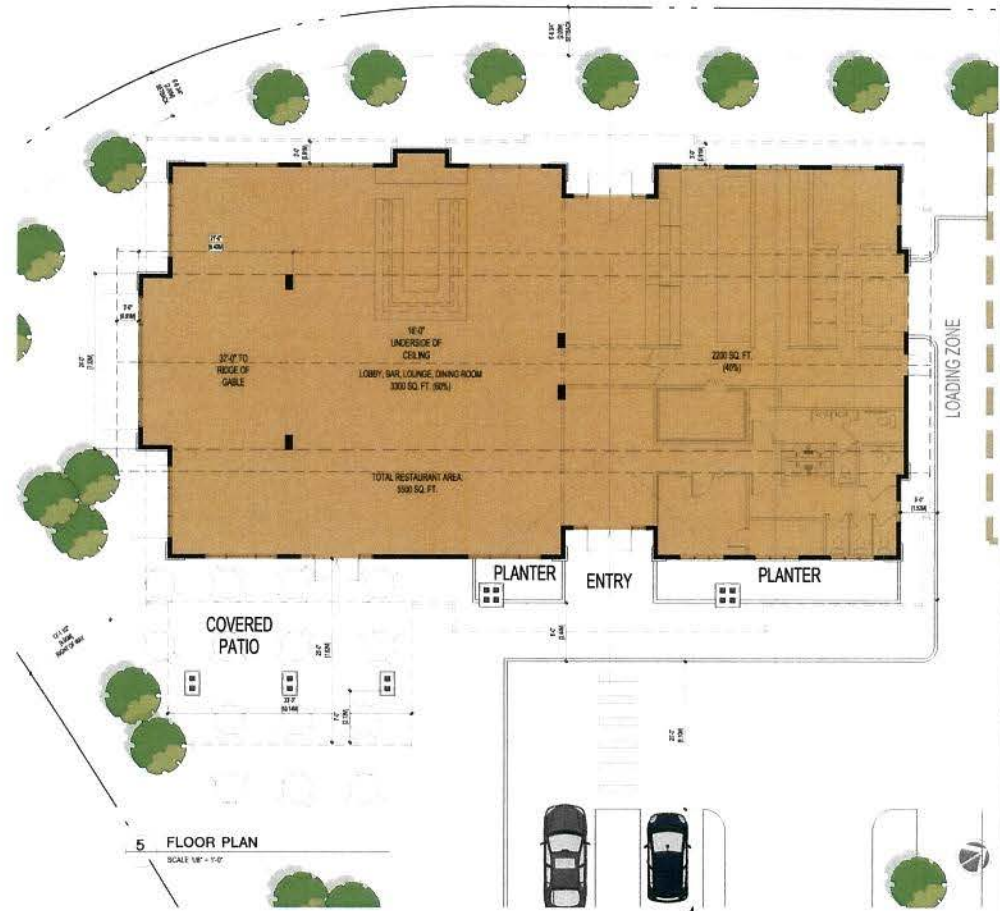
1 SOUTH ELEVATION  
SCALE 1/8" = 1'-0"



2 NORTH ELEVATION  
SCALE 1/8" = 1'-0"



4 WEST ELEVATION  
SCALE 1/8" = 1'-0"



5 FLOOR PLAN  
SCALE 1/8" = 1'-0"



3 EAST ELEVATION  
SCALE 1/8" = 1'-0"

NOTE: ALL ROOF SLOPES ARE 4:12  
SEE LANDSCAPE PLANS FOR  
PLANTER HEIGHTS AND GRADES

REFER TO A6.0 FOR  
MATERIAL LEGEND



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ARCHITECTURAL SCALE:

CLIENT:



PROJECT:  
NORTHWOODS MIXED USE

NORTH VANCOUVER, B.C.

DRAWING TITLE:  
RESTAURANT  
PLAN & ELEVATIONS

DATABASE: 0919-A0.4.dwg  
SCALE: N/A  
DATE: SEPT. 2011  
DRAWN: CH / CJ  
CHECKED: RSH

PROJECT NO. 0919

DWG. NO. A0.4

PLOT DATE: 29 OCT 2012  
D.P. A. No.:







January 10, 2013

bcIMC Realty Corporation  
and GWL Realty Advisors Inc.  
c/o Scott Smythe  
McCarthy Tetrault LLP  
Suite 1300 – 777 Dunsmuir Street  
Vancouver, BC V7Y 1K2

Dear Sirs

Re: Rezoning and Development Permit Application  
District of North Vancouver File No. 3080-20/86.11  
Modification of Covenant BN324242 (the "Covenant")

We are writing to confirm that, in order to facilitate your rezoning and development permit application, Canexus Corporation ("Canexus", formerly Canexus Chemicals Canada Ltd.) is prepared to modify the Covenant by executing and delivering a modification (the "Modification") of the Covenant in the form attached to this letter, on the terms and conditions set out herein.

We understand that the form of the Modification is acceptable to you and to the District of North Vancouver (the "District") and that the rezoning bylaw (the "Bylaw") to be attached to the Modification as Schedule "A", although currently in draft form, will be substantially in the form attached to this letter as Schedule "B". We also understand that the District requires, as a condition of further consideration of your rezoning and development permit application, that Canexus confirm that it will enter into the Modification (with the form of Bylaw attached as Schedule "A") once the form of Bylaw has been finalized and, in any event, prior to final adoption of the Bylaw.

We confirm our agreement that, after the Bylaw has been finalized and upon request by bcIMC Realty Corporation ("bcIMC") and/or GWL Realty Advisors Inc. ("GWL"), Canexus will execute and deliver the Modification (with the Bylaw attached as Schedule "A") to bcIMC or GWL for registration in the Land Title Office, provided that the Bylaw is substantially in the form attached to this letter and permits not more than 80 dwelling units (including live/work units) on the lands legally described as Parcel Identifier: 024-721-930, Lot A, Block H, District Lot 183, Group 1, New Westminster District, Plan LMP44272 ("Lot A"), at a maximum density of 8 units per acre, in addition to general commercial uses, calculated based on the combined area (exclusive of all intervening roads) of:

1. Lot A;
2. Parcel Identifier: 024-721-930
3. Lot C, Block H, District Lot 183, Group 1, New Westminster District, Plan LMP44272; and

CANEXUS CORPORATION Sun Life West Tower, Suite 2100, 144 - 4<sup>th</sup> Avenue S.W. Calgary, AB T2P 3N4 T 403 571-7300 F 403 571-7800 www.canexus.ca



4. Parcel Identifier: 014-538-415 Lot A, Except: Part dedicated Road on Plan LMP52867, Block 18, Group 1, District Lot 193 New Westminster District Plan 1587.

Please acknowledge receipt of this letter and enclosures by signing where indicated below and an returning a copy of this letter by email to Diane Pettie (Diane.Pettie@canexus.ca), with a copy to Elizabeth Jawl (ejawl@stikeman.com).

Yours truly,

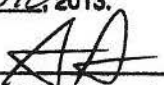
Canexus CORPORATION

By: 

Diane Pettie

Vice President, General Counsel &  
Corporate Secretary

cc: District of North Vancouver  
Attention: Richard Parr/Doug Allan

<p>Acknowledged and received <u>Jan 21 2013</u></p> <p></p> <p>SCOTT SMYTHE, on behalf of bcIMC Realty Corporation and GWL Realty Advisors Inc.</p>	<p>Acknowledged and received _____, 2013.</p> <p>DISTRICT OF NORTH VANCOUVER</p> <p>Per: _____</p> <p>Richard Parr</p>
--	--

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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

January 3, 2013

File: 5460-83/02

Tracking Number: RCA -

**AUTHOR:** A. Milek, Supervisor - Transportation Engineering

**SUBJECT:** Pemberton Heights Traffic Calming Plan

**RECOMMENDATION:**

THAT Staff be directed to implement the traffic calming measures for West Keith Road and West 22<sup>nd</sup> Street as outlined in the report of the Supervisor – Transportation Engineering dated January 3, 2013.

**REASON FOR REPORT:**

To seek Council approval for the implementation of a traffic calming plan developed by the Pemberton Heights Community Association (PHCA) and District Transportation staff.

**SUMMARY:**

In 2012, Transportation staff worked with representatives from the PHCA to develop feasible traffic calming measures aimed at addressing pedestrian safety and vehicle speeding concerns in Pemberton Heights. The proposed traffic calming plan calls for a combination of raised crosswalks/tables and speed humps to be installed on West Keith Road and West 22<sup>nd</sup> Street. A public engagement process that included a mail out survey to 640 homes in the area indicated strong support for the plan with 78 percent of the residents responding in favour.

**BACKGROUND:**

In 2008, the “Marine Drive Neighbourhoods Traffic and Access Review” study was carried out and resulted in a number of quick win and mid to long-term traffic calming recommendations for Pemberton Heights. The improvements carried out to date include:

- The installation of a drip line, signage and temporary centre medians at the intersection of West Keith Road and Graveley Street;
- The construction of a curb bulge and sidewalk at the intersection of West Keith Road and West 19<sup>th</sup> Street; and

- The construction of centre median and curb bulge at the intersection of West 22<sup>nd</sup> Street and West Keith Road.

On February 6, 2012, a representative of the PHCA (Mr. Sean Wiens) made a presentation to District Council. The PHCA felt that the traffic calming measures carried out to date were not effective in addressing speeding and pedestrian safety concerns along West 22<sup>nd</sup> Street and West Keith Road and that further measures were required.

Following several meetings between staff and the PHCA and a well-attended neighbourhood meeting held on March 6, 2012 at Capilano Elementary School, a traffic calming plan was developed (see Attachment 1). The proposed plan was presented to the Pemberton Heights neighbourhood in a mail-out survey that sought input between September 10 and September 28, 2012.

**EXISTING POLICY:**

Traffic Calming Policy (Policy No. 11-8620-1)

**ANALYSIS:**

West Keith Road and West 22<sup>nd</sup> Street are both classified as collector roads. They provide a connection between Capilano Road and Marine Drive which have major arterial road classifications. Additionally, the portion of West Keith Road north of 22<sup>nd</sup> Street and 22<sup>nd</sup> Street from Keith Road to Mackay Road is a bus route.

Staff concluded that although the proposed traffic calming measures will not likely have a significant impact in terms of reducing vehicle volumes, they do represent a reasonable installation for this neighbourhood and they should reduce overall vehicle speeds as well as improve pedestrian safety on West Keith Road and West 22<sup>nd</sup> Street. Furthermore given the current vehicles volumes of approximately 1,700 and 1500 vehicles per day on West 22<sup>nd</sup> Street and West Keith Road respectively, the proposed measures are considered appropriate for these two collector roads.

**Pemberton Heights Neighbourhood Survey**

On September 10, 2012 a letter along with the proposed Pemberton Heights traffic calming plan (Attachment 1) was sent to all homes in the Pemberton Heights neighbourhood to gauge the level of support for the plan. The results of the survey are as follows:

- Number of letters sent: 640
- Responses received: 145 (23 percent response rate)
- In support of plan: 113 (78 percent)
- Not in support: 32 (22 percent)

Attachment 2 provides a summary of the 145 responses received from residents that supported and did not support the proposed traffic calming plan.

**Timing/Approval Process:**

1. Coast Mountain Bus Company and the District Fire Department have been advised of the proposed plan.



2. A letter has been sent to the Pemberton Heights residents informing them of the survey results and the pending January 21, 2013 Council meeting. See Attachment 3.
3. Subject to Council approval, a detailed design will be completed followed by the tendering and construction of the project by the summer of 2013.

**Concurrence:** Engineering staff have reviewed and support the proposed traffic calming scheme.

**Financial Impacts:** The Finance Department has confirmed that there is an available budget of approximately \$48,700 in account C135-0210 for the proposed works. These funds were originally donated by a Marine Drive developer and were earmarked for use on transportation improvements.

**Public Input:**

- PHCA Neighbourhood Meeting held on March 6, 2012 at Capilano Elementary School. Approximately 50 residents attended.
- District survey to the Pemberton Heights Neighbourhood (September 10 to 28, 2012)

  
 Alex Milek

Supervisor – Transportation Engineering

<b>REVIEWED WITH:</b> <input type="checkbox"/> Sustainable Community Development <input type="checkbox"/> Development Services <input type="checkbox"/> Utilities <input type="checkbox"/> Engineering Operations <input type="checkbox"/> Parks & Environment <input type="checkbox"/> Economic Development	<b>REVIEWED WITH:</b> <input type="checkbox"/> Clerk's Office <input type="checkbox"/> Corporate Services <input type="checkbox"/> Communications <input checked="" type="checkbox"/> Finance <input type="checkbox"/> Fire Services <input type="checkbox"/> Human resources <input type="checkbox"/> ITS <input type="checkbox"/> Solicitor <input type="checkbox"/> GIS	<b>REVIEWED WITH:</b> External Agencies: <input type="checkbox"/> Library Board <input type="checkbox"/> NS Health <input type="checkbox"/> RCMP <input type="checkbox"/> Recreation Commission <input type="checkbox"/> Other: _____	<b>REVIEWED WITH:</b> Advisory Committees: <input type="checkbox"/> _____ <input type="checkbox"/> _____ <input type="checkbox"/> _____
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# Attachment 1

## Proposed Pemberton Heights Traffic Calming Plan



-  New Speed Table Or Speed Hump
-  Existing all-way stop control
-  Raised Crosswalk

September 10, 2012



## ATTACHMENT 2

### PROPOSED PEMBERTON HEIGHTS TRAFFIC CALMING PLAN COMMENTS

No.	YES	NO	COMMENTS
1	1		Currently it's beginning to look like a major traffic thoroughfare with speeding cars, etc. The sooner the calming is done the better.
2		1	<p>1. We get nothing on this stretch from the DNV!! and it is frustrating. We have a large volume of traffic, including large trucks "shortcutting" down this street which has destroyed the asphalt and is very noisy.</p> <p>Traffic counters were placed on 19th Street and our section of West Keith Road early this year. However, the counters were on 19th street for one day more than our section and on our section for two days only - including one day on which the Capilano school was not open - giving a terribly distorted picture of the number of vehicles using our section of the road.</p> <p>2. There is no plan evident here which shows co-operation with the City of North Vancouver - and there needs to be an integrated plan. We have no sidewalks on this portion of West Keith Road and are forced to cross McKay Avenue in the City and it is not safe - as vehicles will not stop for pedestrians and drive too quickly.</p> <p>It is a cop out on the part of the District and the City that they do not work together to help their resident tax-payers have a liveable neighbourhood.</p> <p>So - absolutely no approval from our portion of West Keith Road - and we do not see why we should be paying for services to other streets and receiving nothing. This plan will only serve to encourage more drivers onto our portion of West Keith Road - shifting the problem is NOT solving the problem. Please come up with a modified plan to serve ALL the residents of Pemberton Heights.</p> <p>So - absolutely no approval from our portion of West Keith Road - and we do not see why we should be paying for services to other streets and receiving nothing. This plan will only serve to encourage more drivers onto our portion of West Keith Road - shifting the problem is NOT solving the problem. Please come up with a modified plan to serve ALL the residents of Pemberton Heights.</p>
3	1		<p>Received the mail regarding the traffic calming plans for the neighbourhood and am all in favour.</p> <p>At the corner of Bridgman and 22nd, and while there is a four way stop – I would have to say that conservatively, 40% of drivers along 22nd ignore that stop altogether.</p> <p>If I could make a suggestion, I would be putting a raised crosswalk or speed bump at that intersection as well.</p> <p>I cringe every time I see someone drive right through the stop, as Bridgman is one of the main streets that kids come down from the school. I think without either enforcement or a traffic calming strategy, an accident seems inevitable.</p> <p>For background info - my office faces that stop, so I see the traffic going by all day and night.</p>



No.	YES	NO	COMMENTS
4	1		<p>I just received your traffic calming plan for my neighborhood. Thank you! I definitely like the idea of adding speed bumps and crosswalks to the busier Pemberton Heights streets, as I agree that vehicles travel far too fast down 22nd and W. Keith.</p> <p>Here are my thoughts:</p> <ol style="list-style-type: none"> <li>1. I would suggest that the crosswalk proposed for the intersection of 22nd and Pemberton Ave be moved one block East to 22nd and Lloyd. The Corner Shop generates a much heavier pedestrian presence, often by young children who cross 22nd Ave without taking adequate precautions.</li> <li>2. I would dearly love to see the DNV build a more permanent structure (an island?) at the Capilano / onramp entrance to Pemberton Heights. The plastic pylons are inadequate and need to be replaced several times a year, costing unnecessary money. Do you know if there are any plans to fix this issue?</li> <li>3. The signpost to Keith Road West on the right corner of the Capilano entrance to Pemberton Heights is incorrect. It reads Keith Road (omitting the word "West"). Would the DNV be willing to replace it with the correct name?</li> </ol> <p>Thank you for your efforts to keep our neighborhood safe.</p>
5	1		By phone. It will help get cars out of the neighbourhood who don't belong in the neighbourhood.
6	1		<p>Speed tables do not slow down SUV's much, as they're able to clear them easily. At least it's worth a try. A three way stop is essential at West Keith and 22nd. We've almost been hit by cars many times crossing the street at this intersection over our 14 years in the neighbourhood. Very dangerous intersection for pedestrians.</p> <p>While we're clearing out of the neighbourhood next month due to the traffic (moving to a quiet street in West Vancouver), our hearts remain with this wonderful neighbourhood, Pemberton Heights. Too bad traffic has changed it already so much.</p>
7	1		<p>We just received a letter via email from the Pemberton Heights Community Association dated August 14/12 addressed to Owners/Occupants of Pemberton Heights regarding traffic calming measures</p> <p>Because of that, we missed the deadline to reply to you saying that we are definitely in favour of traffic calming measures through our neighborhood.</p> <p>In particular, we are in support of any traffic calming measures at the intersection of Cortell and West 22nd where we have noticed vehicles speeding posing danger to local children trying to cross West 22nd to go to the corner store or to the playground at Sowden.</p>
8	1		We've been hoping for this for over 20 years after the child of a neighbour was struck by a by a car. Please register my husband and I as being in favour.
9	1		I am in support.

No.	YES	NO	COMMENTS
10		1	<p>So we're talking about putting 6 bumps in the road between my house and Cap Road? So even though I drive slowly in my neighborhood my vehicle is going to have to endure all these lumps because a few drivers are going too fast? Talk about going to the lowest common denominator!</p> <p>I don't know what the speed limit is but if people are breaking it, can't we put a cop there from time to time and give them a ticket? We could use the money we were going to spend on these "improvements." And rather than having a police car hidden at the corner of Pemberton and Keith to give seatbelt tickets, (at the safest, most open intersection possible), they could be doing radar work, no?</p> <p>It's kind of like the orange post barriers that were removed, (thank god), from Keith and Graveley. They made it nearly impossible to tow a trailer through, blocked anything big, (like a fire truck), and we're a constant danger in snow conditions. Same goes for the existing ones on Keith where it turns into 19th. All because of one (very unfortunate) driveway, we all have to crank the the wheel hard right and immediately crank the wheel hard left causing extra wear and tear on our steering components and changing a simple maneuver into a much more complex one. You can see by the damage on the posts how many vehicles have not quite made it.</p> <p>Just because we have come up with the euphemism, "traffic calming" doesn't mean we have solved the problem. It really means, "traffic slowing and interrupting". What we should be looking at is how we can allow traffic to flow as freely and safely as possible.</p> <p>Happy to help any way I can, this is just my two cents</p>
11	1		We strongly supprt the proposed traffic calming plan.
12	1		<p>I, Jim Caldicott and my wife Christine Caldicott like the idea of traffic calming and raised crosswalks in our neighbourhood. We live on the corner of Pemberton and W. 22nd and have always thought a crosswalk was needed here.</p> <p>One concern we have is the extra traffic that will be sent down 22nd street. Keith will receive 7 raised humps or crosswalks but 22nd street will receive 3 plus the two already on Mackay. It won't take long for cars passing through to figure out which route is easier to travel on. I suggest taking off 2 humps off Keith to even it up.</p>
13	1		We support the proposed traffic calming plan.
14	1		
15	1		
16	1		We are in support of any traffic calming measures at the intersection of Cortell and West 22nd where we have noticed vehicles speeding posing danger to local childen trying to cross West 22nd to go to the corner store or to the playground at Sowden.
17	1		Your placement of these items are long overdue.
18	1		



No.	YES	NO	COMMENTS
19	1		I would like to make one suggestion to make the raised crosswalk at Lloyd and 22nd due to the pedestrian traffic to and from the corner store and the bus stop opposite the corner store.
20	1		
21		1	<p>There are existing speed humps on MacKay on City land that the transit operations easily and safely navigate, the local bus route should not affect the decision making of placement of the speed reducing speed humps. The buses need slowing down along 22nd street just as much as the rest of the traffic does.</p> <p>The proposed raised crosswalk at West 22nd Street and Pemberton will not calm traffic along that stretch of West 22nd if it is not supported by a stop sign at a busy crossing area, especially one used by children who use the Pemberton Street overpass to get too and from school if they live North of Highway #1 and those that live in the North East area of the neighbourhood.</p> <p>This intersection needs a stop sign.</p> <p>West 22nd Street being the straight road continuously has traffic upwards of 20km over the speed limit.</p> <p>As West 22nd Street has a sidewalk only on the North side of the street between Philip and Lloyd people living on the South side of the street have to walk on the road to get to a stop sign to cross the street safely.</p> <p>For example to legally cross 22nd Street from my residence midway between Bridgeman and Pemberton my 11 &amp; 8 year old children would have to walk along the boardwalk of a block and a half of yards with bushes and flower gardens to contend with until they get to the 4 way stop at Lloyd and West 22nd street.</p> <p>I have resided at this address since January of 2005 and have seen the traffic double in size and the speed increase tremendously. With the constant building work along Marine Drive and the higher density building being constructed at an alarming pace the trend only looks to be rising.</p> <p>30% of Capilano Elementary School students now live outside the catchment and this has affected the traffic also.</p> <p>There is a constant stream of vehicles from nearby wood building and yard supplies that use West 22nd Street even though the vehicles they are driving are over the GVW allowed in the area.</p> <p>The only way I see helping the neighbourhood traffic problem is to that both W22nd Street and Keith equally otherwise all that will happen is the traffic will switch to the "easier" route to drive i.e. the one with less speed humps and stop signs.</p> <p>If the District sees fit to allocate only a limited number of speed humps and raised crosswalks they should be an equal number of calming measures on each street.</p> <p>All tax payers in the area should be treated equally and have equal traffic calming measures on their street.</p>

No.	YES	NO	COMMENTS
22		1	<p>I would like to say that I am FIRMLY AGAINST any and all such measures. This plan, in my opinion, is a very bad idea. Similar things have been tried here several times before, totally failing in every case, and I can promise you that adding speed humps will not have the effect you expect or desire. Similar speed humps were installed on MacKay avenue many years ago and subsequently removed because they were dangerous for buses and cars going down the hill in slippery weather, and made travel up the hill almost impossible in snow. They will be equally dangerous here in the neighbourhood when it snows, despite the lesser incline, especially the ones you plan to add near the off-camber hill corner of West Keith Road and Graveley street. Speed humps do not actually slow down traffic. In fact they do just the opposite, and induce drivers to behave aggressively. By forcing drivers to slow to a crawl to cross these obstacles you irritate the vast majority of them, and the result is that they race off at full throttle as soon as they've cleared the hump, in order to make up for lost time and to take a sort of mental revenge for the inconvenience and physical discomfort caused by the hump. The end result of installing any speed hump is the creation of much more engine noise and pollution, and reckless driving, not greater "safety". These environmental issues must be considered over the long term. The speed hump forces each car's valuable momentum to be converted into useless heat via braking, and then the car has to accelerate again, increasing fuel consumption and pollution and making the area much noisier than it needs to be. They also cause a great deal of physical damage to sports cars which have low suspensions and body work. Does the district plan to pay drivers for damage incurred by these pointless obstructions? And no, the "low" speed humps you've displayed in the proposal paper are still not low enough to avoid that problem</p> <p>Two years ago the District started installing these so-called "traffic calming measures" in front of my house on the corner of Keith and Gravely. We were not consulted on their deployment at all, and I immediately exchanged a series of emails with the District's transportation engineering department, outlining all of the problems that would be caused by their installation: an increase in accidents, trucks being unable to make turns, vehicles driving over curbs and boulevards, and chaos in the snow. No one listened. The first installation consisted of putting an island in the middle of the road at each end of the corner. This resulted in several collisions between cars and trucks and the islands and their signs, trashing the barriers and knocking down the signs on an almost weekly basis. After being repeatedly destroyed and replaced the District decided to exchange these traffic islands for an equally obstructive series of tall red plastic poles. To avoid these poles the cars and trucks started driving over the curbs and boulevards on either side of the corner, causing thousands of dollars in damage, some of which *still* has not been repaired by the District. I still have deep ruts left on my front boulevard from this mess. All of my warnings to the district proved correct, and ultimately they were forced to agree that these solutions simply do not work, and they thankfully restored the corner to its original open</p>
23	1		Fully. Two boys 9 and 7 this has been an issue with me for four years and you can research my previous requests over the years. Let me know what I can do to make it move forward.
24	1		
25	1		Far too many people are speeding and/or driving unsafely on both Keith and 22nd because they are "rat running" to avoid the mess on Marine Drive or are parents (who usually donot live in the neighbourhood) dropping off or picking up their kids with no regard for school zone speeds or pedestrian savety.



No.	YES	NO	COMMENTS
26		1	
27	1		
28		1	I object to the continued effort to 'calm' traffic in our area. If after all the stop signs and other measures have not provided enough 'calming' then I think the expectations of people in the area is too high relating to vehicle speed. I speculate the over abundance of stop signs is encouraging people to use back lanes or to divert to other 'non calmed' streets to travel in our neighbourhood. I have noticed on various occasions the by law officer traveling our lanes looking for off lease dogs or other things, perhaps we could take make traffic speed a by law offence and deploy your abundant resources on traffic speed, If you want to solve the traffic speed in the neighbourhood then close the school then close one of the access points to the area. I think you should publish the number of accidents in the area and the number of people who have been run down by these excessive speeder.
29	1		
30	1		I am in full support of the traffic calming measures. As a resident of Philip Avenue I walk my son to school every morning and crossing 22nd street SB is very dangerous, so the raised crosswalk will be a huge improvement. Could I also recommend moving the No Stopping sign at 22nd and Philip WB ( in front of the church) 5 meters further east as vehicles travelling WB cannot see you until they are in the intersection or the pedestrian is several feet into the intersection. With the No Stopping sign in it's current location it makes it very difficult to turn left ( EB ) from Philip onto 22nd.
31	1		
32	1		I agree with traffic calming as described but there are other problems for pedestrians. 1. There is no room on the street for pedestrians because of parked cars and excessive trafic at shool times. Also there is still no sidewalk on Pemberton between 20th and Keith. 2. Why are so many owners parking on the street when most have double garages? Should this be permitted? 3. If street/car crowding continues then <u>many</u> more sidewalks will be required.
33	1		
34	1		
35	1		
36	1		There should be a stop sign on every corner. It would be a lot quieter and would make traffic slow down. Speed humps are unnecessary.
37	1		Would like a raised crosswalk at Keith & Graveley but not trying to be greedy.
38	1		
39	1		
40	1		



No.	YES	NO	COMMENTS
41	1		
42		1	With two 4-way stops on W. 22nd I feel there is no need for speed humps especially because it is a bus route.
43	1		<p>In regards to the proposed traffic calming for Pemberton Heights, we have the following comments as a resident of this wonderful community. We would greatly appreciate a response to our questions as you finalize a traffic calming plan going forward.</p> <p>While we appreciate that the Pemberton Heights Community Association has done a commendable effort getting neighbourhood feedback on traffic calming for both West Keith Road and West 22nd Street, we would like to be on record as foremost having traffic calming around Capilano Elementary School and other traffic calming measures that support pedestrian safety in the neighbourhood as being the highest priority for the District of North Vancouver. – NOTE – We view the proposed traffic calming plan as being specific for the collector routes of Pemberton Heights but it is not yet a neighbourhood traffic calming plan.</p> <p>Regarding the school, it is disappointing to see that none of the school intersections such as Pemberton at West 20th Street and Bridgman at West 20th Street have yet to receive any traffic calming measures such as pedestrian bulges and raised crosswalks. These two intersections as we best understand traffic flow and the safety of school children are in most need of some type of traffic calming measures - QUESTION – if we support this plan, is there another effort being made by the District and the school board to achieve traffic calming for the school itself or should that be more seriously considered now?</p> <p>Regarding pedestrian safety, we are in support of the raised crosswalks proposed at both Pemberton and West 22nd Street and Philip and West 22nd Street. However, we recommend that the District consider additional raised crosswalks at the existing all-way stop control on West 22nd Street at both Lloyd Avenue (cornerstore) and Pemberton Ave and West Keith Road (pedestrian staircase to Marine Drive) as higher priority traffic calming features than the new speed tables on both West 22nd and West Keith respectively – QUESTION – how has the District balanced features like speed tables that reduce speeds (mid-block) with features like raised crosswalks with or without bulges (at busy pedestrian intersections) that reduce speeds where pedestrian are actually crossing the street?</p> <p>Regarding missing sidewalks, of critical importance is a way for pedestrians to be able to walk along Pemberton from West 21st along the school property all the way to West Keith Road. Currently encroachments of vegetation on both sides of Pemberton Street prohibits pedestrians from using the city boulevard, forcing pedestrians to walk in the middle of the street which unfortunately serves as the primary vehicle entry/exit for school drop off. However, it is equally frustrating walking this street in the middle of the road to access Marine Drive shops or transit. A sidewalk on either side is definitely needed – QUESTION – can the District immediately reclaim back the city boulevard on one of both sides and ensure that it is flat and</p>

No.	YES	NO	COMMENTS
44	1		More stop signs and speed bumps are supported on 22nd and Keith Road. With 23rd being a bike zone we would like to see improved signage and speed limits for car traffic. The stop signs at Bridgman and 22nd need to be enhanced to include flashing lights. This is a main artery for school children crossing to attend Capilano Elementary. I have witnessed cars rolling and driving right through these signs. It is a very heavy traffic corner especially in the morning and afternoon with school hours.
45	1		
46	1		
47		1	
48	1		Although we agree some measures are necessary, the plan shown seems excessive. Three speed bumps on a two block section of Keith road (north/south) is overkill, one would suffice. The speed hump at Cortell on 22nd is also unnecessary as vehicles must already slow for the corner and then a stop sign.
49	1		As a homeowner with two small children, I'm in full support of any and all traffic calming plans.
50	1		We do have a question though - what's the impact to traffic flow moving onto other streets as a result of this proposal? When one street has traffic calming measures, does that move traffic flow to other streets? What has been the result of other traffic calming implications?
51	1		A lower speed limit would also help to correct the problem.
52	1		We totally support the proposed traffic calming plan...as a first step. We would also like something done about the speed of traffic of cars dropping off and picking up their children at the elementary school. Can there be speed bumps installed mid-block on both 1200 block of West 21st and 1200 block of West 20th?
53	1		
54	1		I would like to bring to your attention that there are 12 very young children living on the 2200 block of Bowser Avenue. Each of the parents have expressed concern about crossing Keith Road. Every time we walk them to school, the park, the Corner Store, a bike ride, etc. we have to cross Keith Road and as it is one of only two entrances/exits to Pemberton Heights it can be <i>extremely</i> busy. Some of the busiest times are between 8-9am and 2:30-3:30pm - when Pemberton Heights Elementary schools commences and adjourns. As our children get older and start walking to school on their own our concerns will only be heightened. I should also mention there are 4 families on our street (with no young kids) that walk their dogs on a daily basis and cross Keith Road at 23rd.  On the proposed plan dated September 10, 2012, you have indicated a new speed table or speed hump be installed on West Keith between 22nd and 23rd. Ideally, I would like to see a raised crosswalk with a traffic light that can be activated by the pedestrian. At the very least, a raised crosswalk and a sign like the ones below to prepare drivers for the possibility of people crossing.



No.	YES	NO	COMMENTS
55	1		I have recently moved from Victoria to Pebmberton Heights and it is great area. I looked at the plan , there are 7 New Speed Table for W. Keith Road, which I believe is too much and 4 will be good enough. If people they want to drive fast this will not help very much unless Police catch them. Some of the Tax Payers Money should be spent on Street Lighting which is a safety concern for people coming from work late at night by the the bus. I give you example, on W 23rd Street between Bridgman Ave and Lloyd Ave there is almost no Street Light and total darkness, it really needs lighting. I appreciate your understanding.
56		1	
57	1		I support the traffic calming in Pemberton Heights, <u>however</u> the Speed Hump right before the stop sign at the T intersection of West Keith Rd & Gravely is <b>excessive</b> . With so many speed bumps, people will quickly realize it's faster to go down Philip, which is the next street over. Considering the high number of children who often play on the road on Philip, this will increase traffic and speed on this street substantially, putting our children at a far greater risk on a road which is harder to see children that W Keith than it is now! Having one speed hump on W Keith between 22nd & Graveley would be sufficient.
58	1		

No.	YES	NO	COMMENTS
59		1	<p>Our children walk to school everyday - two attend Capilano Elementary and one attends Sunnyside Pre School. Due to this we are very aware of the traffic challenges in the neighbourhood, and commend the District for taking the step to address it.</p> <p>Unfortunately I can not support the proposed changes as I believe the plan will divert traffic onto other streets in the neighbourhood. These other streets - 23rd specifically - has limited traffic calming, and we are already aware of traffic diverting from 22nd and Keith to 23rd. This increases risk of someone getting hurt as children who walk, or bike, generally stay to these streets as they are quieter then 22nd.</p> <p>In addition with the introduction of the bike route on 23rd I believe that any plan to calm traffic in Pemberton Heights has to take into account the unintended consequences of traffic calming on 22nd and Keith. I believe that one of this unintended consequences will be increased traffic on the secondary roads which will prove more dangerous then the current situation.</p> <p>I believe that there is an opportunity for improvement, and the investment is appreciated, but I believe that we need a strategy that encompasses possible diversion of traffic in the face of increased cross walks and speed bumps on 22nd and Keith.</p> <p>As one last note the District should consider putting a raised cross walk at Bridgeman and 22nd vs. Bridgman and Pemberton as this is where the majority of the traffic (pedestrians and cars) cross to go to Capilnao school as Pemberton is a dead end. Having said that Stop signs at Pemberton and 22nd would help slow traffic as the cars get going very fast between the Lloyd stop sign and Bridgman stop sign. Very often my wife and I witness cars rolling or going straight through the stop signs at Bridgman and 22nd.</p> <p>I am available at anytime to have a conversation and see if we can come up with a solution that addresses this.</p>
60	1		<p>We'd like to draw your attention to our street as well. Because many of the parents drive their kids to Capilano Elementary our section of Pemberton from Keith up to 20<sup>th</sup> gets <b>extremely</b> busy before and after school. These drivers are often late and therefore speeding along our narrow street where many cars park. As we have no sidewalks the kids either walk on the grass or the road. In some areas this isn't possible because of gardens or retaining walls. It is a terribly dangerous situation and we have seen many many close calls with the kids. <b><i>Is there any way you could look at also including some calming measures for the 1900 block of Pemberton?</i></b> We are terrified that a tragedy will happen here one day.</p>
61		1	
62	1		



No.	YES	NO	COMMENTS
63		1	This is a waste of my tax dollars and I do not support this happening in my Pemberton Heights where I currently live. No Thank You and I also thank you for giving us the residents a platform to express out thoughts.
64	1		We are in support of the traffic calming in Pemberton Heights. In fact, the portion of Keith Road that we live on (the 1100 block) is the worst part that I would like to see changed. Cars routinely do 60 or 70 in this section of Keith as they gather steam from either the 3 way stop at Keith and Pemberton and come down the hill, or as they come from Mackay and have a long run towards the 3 way stop at Keith/Pemberton. Either a 3 way stop should be put in at the point where Keith and 19th split off, a raised crosswalk to provide a place for families to get across the road to the path up to Cortell, or an additional speed hump should be put in. Many cars go quite fast either up or down this portion of Keith, and in fact lately, a police officer has pulled over people who were speeding in this area. As such, there needs to be something done here.
65	1		I just opened up the mail to see the proposed speed humps and raised sidewalk in Pemberton Heights....wow...that is so amazing.We live on Graveley Street , and see the children come up the walk at the end of the cul de sac, and cross our fingers that they get to school safe, as the traffic has become faster and scarier. This is wonderful news....thank you !
66	1		
67	1		
68	1		Would suggest the installation of speed bumps between Bridgeman ave and Lloyd ave. On 22 <sup>nd</sup> street. We witness cars travelling at a high rate of speed numerous times day and night...
69	1		Having live in Pemberton Heights for more than 20yrs I do feel that the traffic is definitely heavier. The proposed calming plan I think is good idea but I do not think that the two Speed tables that I have circled on the map are not necessary. It is a very tight corner to start with and the grad of the corner, being sloped on a negative grad makes people slow already. My two cents, or should that be changed to my toonies worth. P.S. I think we could solve all the traffic problems if we just make it a gated community.
70		1	I am against what is proposed for the neighborhood. I believe there are other measures that could be taken. Since I have lived in this area I have never seen a police presence checking on the speed problem. Maybe a few radar traps might calm the neighborhood. I see the additions of all the new apartment buildings on Marine Drive has created a lot of new traffic into the neighborhood. The school has created a lot of traffic which in my years of working at the school I never saw police or bylaw presence dealing with the traffic problems. I know you say there is no cost involved but I am sure somehow my property taxes will go up to help cover cost of the speed bumps that will be installed.



No.	YES	NO	COMMENTS
71	1		In regard to the letter sent to our neighbourhood, I would like to add a few suggestions. I live on West 23rd St. and I see plenty of people speeding on this road also, possibly to avoid 22nd. Maybe one speed bump between Bridgman and Pemberton would be a good addition. Also, if you have vetted this through the Transit people, presumably you have contacts there. We really need bus stop shelters on 22nd - it is extremely miserable standing and waiting to go down to Lonsdale Quay on the south side. On the north side, people are usually prepared to go up to Grouse so it isn't that bad. The stop between Bridgman and Pemberton is a key stop for most people.
72	1		
73	1		
74	1		We have lived in Pemberton Heights since the early 80's. Over the years we have witnessed and heard countless accidents, fender benders and numerous near misses, both at the intersection 5 houses down from us and in trying to back out of our driveway and having cars speeding past us. We had one of our vehicles hit when parked in front of our house (it was a write off) and my father had his car hit while turning into our driveway. The upside is this has made our family very defensive, careful drivers! We are thrilled at the proposal, and fully support it, thank you and your team for the work you do along with the Pemberton Heights Community Association.
75	1		
76	1		
77	1		
78	1		

No.	YES	NO	COMMENTS
79		1	<p>I am absolutely opposed to any so-called traffic calming measures on 22<sup>nd</sup> street west or on any portion of Keith Road in our neighbourhood. Any such work will be a waste of money, disruptive to transit and not solve any issues with people who run stop signs or drive above the posted or applicable speed limits.</p> <p>I have seen these measures effected in other neighbourhoods and can only conclude that they irritate traffic rather than calm it. Even people who would otherwise drive smoothly, safely and within the speed limit seem compelled by these road hazards to waste fuel accelerating from one to the next then slam on their brakes, roll over the hazard and speed on to the next one.</p> <p>If traffic is speeding or disobeying stop signs and this is proven by statistically valid data collection (not anecdotes by a few interested parties) then, how about a little old fashioned police work ticketing the offenders from time to time?</p> <p>This would be far more cost effective and would actually have a chance of identifying the offending parties, perhaps triggering a court mandated traffic safety course or temporary driving suspension for them instead of wasting tax money and everyone's time, especially the law-abiding, by impeding the smooth passage of vehicles down our streets.</p> <p>If the issue is related to the popularity of our elementary school with people from outside the neighbourhood who now rush to deliver their children to the school doorstep or pick them up, barrier the streets a block away from school during these times and make the little darlings walk a block. These parents routinely speed in and out of the neighbourhood. They must be the ones who are late attending something because their behaviour is not affected by the school schedule. They do so just as much at 8 a.m. or 4:30 p.m. as at the time the school bells ring. Please also note that sidewalks on the sides adjacent to the school and the next blocks leading toward the school have been promised this neighbourhood for 20 years. In that time 2 sides of the school grounds and only 1 of the 4 adjacent streets has had sidewalks built.</p> <p>Address that issue and several parents within our own neighbourhood would stop driving their children to school for fear of traffic; maybe even a few from outside the neighbourhood would feel better about their children taking transit to school. This would also help reduce traffic volume and smooth its flow for those who must drive into and out of the neighbourhood throughout the day.</p>
80	1		
81	1		
82	1		
83	1		<p>Would be even better If there was a speed bump right at the stop sign by Bridgman and W. Keith. (Most cars do not stop there).</p>



No.	YES	NO	COMMENTS
84	1		My wife and I, generally, support the traffic calming plan, although we have noticed the disappearance of many speed tables or humps from the final draft plan for 22nd street. Another victory for the bus drivers' union over neighbourhood desires, as it managed on Mackay when repaving saw only one of two humps re-instituted? As for the tables/humps, we should have the same type of speed decreasing mechanisms the First Nations have recently installed on Capilano Rd. south of Marine Drive. They clearly work. Also, traffic will need to be watched on the two blocks of Philip between 22nd and West Keith Rd as cars increasingly avoid the Keith & Keith corner. This was particularly noticeable with plastic cones at Keith & Keith, so the new calming measures will surely increase spillover onto Philip. By definition these people are speeders as they try to 'make time' by avoiding designated through streets. Two speed tables/humps would easily solve the problem.
85	1		
86	1		We are pleased to see a raised crosswalk being installed specifically at the intersection of 22nd and Philip due to the very high volume of pedestrians coming and going from the Church (parishioners, daycare clients, fitness class attendees, etc) and children crossing to get to Capilano Elementary School. We also would like to request to have the speed limit reduced for all road ways from 50 km to 40 km due to the significant number of families, pedestrian traffic and cyclists in our neighbourhood. 50 km is fine on main roads within the District, but in the small, private, residential area of Pemberton Heights, it really is not necessary to have such speeds occurring. This reduction plus your proposed speed humps and raised crosswalks will assist in keeping our neighbourhood safe for all.
87	1		I think the plan needs at least one addition: yellow paint on the curb on 22nd St at the southwest corner of the intersection of 22nd St and Philip. Your map incorrectly shows a bus stop in that area- the bus stop is across the street on the north side. The paint should extend down to the driveway of the home that is on this corner as this is an area where cars often park almost all of the way up to Philip, and traffic accelerates as it comes up the hill. This makes it very difficult and often dangerous to walk/cycle across. The crosswalk may help, but if you have to enter a distance onto 22nd st before you can see a car coming up the hill, it does put the pedestrian at risk.
88	1		Love the speed bumps!
89	1		We are in support of the proposed traffic calming plan for Pemberton Heights however we do have some concerns that calming measures will just move "speeders" to the streets that do not have the bumps.

No.	YES	NO	COMMENTS
90	1		We live on 24th Street (nice touch not including 24th St on the map sent out) and have to deal with users of Sowden Park speeding along our street – especially during baseball and soccer season. The proposed restrictions will have no effect on this, in fact it will encourage more people to use this route as it is a straight shot to Philip Ave and then out of the neighbourhood. So while we agree with the proposal we would like to see it expanded, there should also be a raised crosswalk from where the overpass from the highway joins the neighbourhood at Pemberton, this would slow traffic on 24th down when approaching this junction which is a dangerous spot for pedestrians entering Pemberton Heights.
91	1		Numerous comments listed on separate page.
92	1		I do hear that people speed down Pemberton and it does not seem to be included in the calming so that would be our only suggestion.
93		1	It is overkill.
94		1	
95	1		
96		1	Last year barriers were put in on West Keith Road near 22nd Street corner that were supposed to calm the traffic. From my perspective I do not think they helped. Not only is the center piece on 22nd an eyesore as some of it had to be removed it is still causing problems for the emergency vehicles at times. The increased side areas on Keith Road seem to send people down the middle of the road in order for them to keep their speed up. I think this is more dangerous than it was prior to these being installed. A lot of the cars that are driving quickly are driven by people who live in this neighbourhood. This stretch of road between the highway entrance and the corner where West Keith Road turns is still a problem. However I think that the plan is an overkill. I feel that some speed bumps in the two blocks would be more than enough. Having one as you turn the corner really does not make sense as the majority of cars have slowed to turn. There are already stop signs along the ridge and I feel these are enough. Most of us are driving at a reasonable rate throughout the neighbourhood except for the stretch from the highway exit. I am not sure who is driving these changes but we do not need raised crosswalks in an area where there is lots of visibility. We all need to learn to live with cars in our neighbourhoods. I hope that the district does not put all of these proposals into action.
97	1		See hard copy. Too many comments to list.
98	1		I'm just a little concerned that the number of speed humps proposed for Keith Rd. is somewhat excessive. Drivers who regularly take this route may become frustrated and switch to different streets - 21st and Philip for example, and end up speeding anyway.
99	1		This is a waste of my tax dollars and I do not support this happening in my Pemberton Heights where I currently live.



No.	YES	NO	COMMENTS
100		1	<p>I am writing to say that I am opposed to the ridiculous traffic calming program proposed for 22<sup>nd</sup> St. and Keith Rd. As a resident of Pemberton Heights (and with a house on the busiest part of Keith Rd) I have the opportunity to use both of those routes at least a couple of times per day. I have never come across an accident nor have I ever heard of anyone being injured on these routes. I believe the Pemberton Heights Association is not representing accurately the state of those roads or the use of them – they are strictly dealing with perceived problems and it is based on opinion versus fact (and why are no facts presented in the DNV notice??). I have no doubt that there is a lot of traffic on those routes – one of them after all is a bus route. Both are well regulated with stop signs and I challenge anyone to exceed the speed limit on either of those roads as a result. There is a big problem with people not actually stopping at those signs but that is not an issue that will be resolved with the current proposed measures.</p> <p>Obviously there is a big push to completely close down Keith Rd. as a through road. It is what it is and it serves more of the locals that it does the by passers. To add the number of speed bumps proposed is just a waste of taxpayers' money. If in fact I represent the minority of people that respond to this initiative I want it to be clear that the speed bumps/humps are constructed to limit the speed to the speed limit – not slower. The speed limit has been set and should be the governing factor in any study. Not traffic quantity or opinion. I strongly also believe that, even if the measures are put in place, they will have no effect on the amount of traffic that uses the routes.</p> <p>I strongly believe that the initiative – especially along the view side of Keith Rd. is driven by personal gain and not in the interest of the community. Pemberton Heights has always been a bit of a short cut for those that know about it and measures such as closing the Lloyd Ave. on ramp and various stop signs and speed bumps over the years has had the effect of limiting the traffic and the speed as much as should be allowed under the law. Again – this should not be about perceived problems or even traffic quantities – it should follow the law and allow traffic to flow according to those laws.</p>
101		1	<p>We received your letter regarding the proposed measures the district is thinking of. Personally, I don't see any need for any additional traffic calming measures whatsoever. Given the minimal amount of traffic that comes through this neighborhood on a regular basis, I think that these funds could be better spent on sidewalks and/or gardens. I'm sure the vocal minority that lives on those routes has the opposite opinion. I would chalk those folks up to the people that purchase a home next to a rail yard and then complain about the noise of the trains...On another note, I'm not sure if you had any influence on the trails that have been created in the Mackay Creek area, but if you did, AWESOME JOB!!!! Our family loves the improvements tremendously!!!!</p>
102	1		

No.	YES	NO	COMMENTS
103		1	Please don't mess up our streets with all these humps . The couple of raised crosswalks are a good idea (all crosswalks should be raised) but the lazy policemen in every block of Kieth Road is just overkill. The biggest problem with traffic in this neighbourhood are the mothers who insist on driving their kids to and from school. If you have money to spend here spend it on more sidewalks to make walking easier. Also increased signposting to show where you can get on foot from the area would be a worthwhile improvement.
104	1		We are absolutely in support of the proposed traffic calming plan for Pemberton Heights. Especially the addition of the traffic hump on both sides of 22nd Street on Keith Road (as noted in blue on the map) and the raised crosswalks along W 22nd Street (as noted in green on the map).
105	1		
106	1		We are delighted that the District is addressing the long overdue need for traffic calming measures for the safety of those living in and visiting Pemberton Heights.
107	1		
108	1		
109	1		However we believe that there should also be a raised crosswalk at the confluence of Keith/Pemberton /Cortell. This is a busy crossing for the children going & coming from Capilano Elementary & many time the cars do not come to a full stop at the intersection [particularly on Keith Rd].
110		1	As presented it is overkill. Total waste of taxpayers money. Sounds like a make work project. Are there any statistics supporting danger/injury to pedestrians? Too many accidents in the neighbourhood caused by speed? I think not. The biggest beef I have in the neighbourhood and good luck fixing it is everyone thinking that stop signs are for everyone else but them. Increased enforcement of stop sign runners would be a more worthy project in my opinion! And you asked for it...
111	1		Yes, I approve of the proposed Traffic Calming for P.H. Neighbourhood. Residents have been concerned about traffic on and off Keith since we moved here 25 years ago. We live at the northwest corner of Pemberton and West 21st Streets. I notice the stop signs around the school block (14 of them) have been omitted from the map you have provided. I'm sure this is an oversight. However, even if it were, the traffic pattern will more than likely increase on the Bridgman, 21st and Pemberton Streets route by drivers, local and outsiders, blowing through stop signs to get to Marine Drive. Depending on the height of the "Speed Tables and Humps", it seems obvious where the traffic flow will follow. We do have a twice-a-day traffic jam around the school without outside vehicles adding to the mix. May I suggest that a "Blue and White" show up on occasion to keep watch over our unique community?



No.	YES	NO	COMMENTS
112	1		We support the plan with the addition of two speed humps on West 19 <sup>th</sup> Street. Speed humps on West 19 <sup>th</sup> Street were included in the overall plan for traffic calming measures discussed at the last Pemberton Heights Association meeting. West 19th street is a major cut through with traffic travelling at high speeds. This is a danger to the residents of West 19th street. Attached is a copy of a petition signed by numerous West 19th Street residents requesting traffic calming measures on West 19th Street. (Each page of the three page petition is saved as a separate document. We had a problem saving all the pages as a single document .)
113		1	We support the plan with the addition of two speed humps on West 19 <sup>th</sup> Street. Speed humps on West 19 <sup>th</sup> Street were included in the overall plan for traffic calming measures discussed at the last Pemberton Heights Association meeting. West 19th street is a major cut through with traffic travelling at high speeds. This is a danger to the residents of West 19th street. Attached is a copy of a petition signed by numerous West 19th Street residents requesting traffic calming measures on West 19th Street. (Each page of the three page petition is saved as a separate document. We had a problem saving all the pages as a single document.)
114		1	I feel that the raised crosswalks and speed humps will not slow down traffic. I think a three way stop sign should be installed at Keith and 19th and speed bumps should be installed throughout the neighbourhood. The speed bumps should be the same as the ones installed on lower Capilano Road. That type of traffic calming actually slows traffic whereas the speed humps we currently have in our neighbourhood do nothing. Even large trucks race down our street off of Keith and when they reach the humps they hit them at speed and you can hear their loads shift. The speed hump is not in front of our house but the noise is still very loud. Only a more abrupt bump will slow people down. West 19th is heavily travelled, especially just before and after school hours

No.	YES	NO	COMMENTS
115		1	<p>I am strongly not in favour of this plan as it would be a burden to the traffic flow in my neighbourhood and it is completely unnecessary. The plan calls for many new speed tables or humps and raised crosswalks to the point where traffic would have to slow or stop at every single block along West Keith Road and West 22nd Street (there are existing stop signs as well). This would be highly unnecessary as I have never seen a traffic or a pedestrian accident here in the entire 15 years that I have owned my house. The District has already installed several stop signs which are sufficient to control traffic here in this small area. In addition, the District has put bollards on West Keith Road, raised humps on Mackay, and a concrete median on West 22nd Avenue which already slow the traffic down to almost a stop on the roads! Please do not burden our neighbourhood further by putting in more unnecessary speed humps. It would make it harder for all of us (transit included) to go about our daily lives. You have stated five benefits in your letter, all of which are not a problem in this neighbourhood to begin with! Vehicles do not speed though here, nor is it unsafe for cyclists on our roads. Pedestrians are safe as well in this quiet area. As a taxpayer, I am also concerned about the cost of these speed humps and raised crosswalks. In your letter, you stated that the traffic calming plan would be funded by the District, but if these measures are implemented here then the money will have to come from somewhere. I see that the District is always looking for ways to generate revenue in order to pay for capital improvements, but I do not want to have my taxes raised to pay for unnecessary speed bumps. Please do not go ahead with this plan. Thank you for your consideration.</p>
116		1	<p>See hard copy. Too many comments to list.</p>
117	1		<p>I was unsure of the crosswalk location across west Keith at 19th, it seems like an odd location as there are no sidewalks on the north side of the streets. I have not walked up the stairs there, always assuming it was to someone's residence, but I'm guessing it leads up towards Cortell? It is also my opinion that a crosswalk would be very valuable across 22nd at its western termination at Keith Road. This would also reduce the 'taxi' stops people make while rounding a corner with poor visibility( from the hedge on the north side).The stop sign at this location is often treated like a yield, this may be an opportunity for the community policing department. Even with recent traffic calming strategies it appears to me to have had little impact on the speed of vehicles on Keith. I have had a difficult time pulling out of Bowser Avenue (2100 Block) as there is poor visibility there. The proposed speed tables will help greatly in that regard.</p>



No.	YES	NO	COMMENTS
118		1	<p>As the father of two children, I am certainly in favour of the principle of traffic calming. The safety of our children, pets, and all those using the public streets needs to be addressed before someone is seriously injured or killed. However, I don't support the addition of traffic calming to a neighbourhood done in isolation, on two thoroughfares, which while calming traffic in one area of a neighbourhood simply diverts the dangers to another area. The planning for and subsequent solution to the traffic safety problem in Pemberton Heights needs to address the neighbourhood as a whole. The drivers who will find the traffic calming measures designed to slow them down, such as stop signs or speed bumps an inconvenience or irritation, will naturally migrate to the other routes in the neighbourhood. This will create an even more dangerous situation on streets that that are 2-3 meters narrower than the streets being addressed in this plan. This can already be evidenced by the previous addition of 4-way stops on 22nd and Keith Road. Drivers not wishing to be slowed down by the 4-way stops now choose to speed down 23rd street which is a much narrower street. The planning for and subsequent solution to the traffic safety problem in Pemberton Heights needs to address the neighbourhood as a whole. The drivers who will find the traffic calming measures designed to slow them down, such as stop signs or speed bumps an inconvenience or irritation, will naturally migrate to the other routes in the neighbourhood. This will create an even more dangerous situation on streets that that are 2-3 meters narrower than the streets being addressed in this plan. This can already be evidenced by the previous addition of 4-way stops on 22nd and Keith Road. Drivers not wishing to be slowed down by the 4-way stops now choose to speed down 23rd street which is a much narrower street. Although stop signs were added to 23rd street, it was only 2-way stops which simply created a three block expressway for vehicles travelling east to west? I am really not sure what the logic behind this move was? So unless the traffic calming measures are changed to address the entire neighbourhood, I don't support them as proposed. Perhaps some funding could be put forth to actually enforce the 4-way stops or excessive speeding through the neighbourhood. It seems to me that the majority of the drivers who are the root of the problem are not concerned with the safety of the families whose neighbourhoods they speed through, but will only change their behavior when there are repercussions such as being ticketed.</p>
119	1		<p>Glenn and I have always insisted that whatever happens to calm traffic in the neighbourhood should be fair and equal to residents of both West Keith Road and West 22nd Street. This latest plan looks to favour West Keith because of the District's hesitance to install raised crosswalks at stop signs.</p>
120		1	<p>See hard copy. Too many comments to list.</p>
121	1		

No.	YES	NO	COMMENTS
122		1	<p>Regarding W. 22nd St., I think it's completely unnecessary from a safety perspective. In all my years of owning on the street, I have not seen any speeding issues, not a single one. I believe most people know it is a family residential area and respect that and as a result they observe the posted speed limits or go slower to watch for children. Has a definitive study been done to justify these expenditures? I believe this is an egregious waste of scarce NVD funds to install unnecessary crosswalks and a speed hump in the 2-block stretches between the two existing 4-way stops, and between these 4-way stops and the ninety degree turns at either end of the street. West 22nd St. is a through street, and an impediment at every corner is overkill (on a bus route to boot). The proposed speed hump on W. 22nd St. would be next to my house. I do not support the junking up of my corner of Pemberton Heights. Regarding Keith Rd., again it looks like there is an existing 4-way stop every 2 blocks, and I don't understand the need for so many speed humps. However, I would not object to another stop sign (not part of the proposal) at the corner of Keith Rd. and W. 22nd St. This would be in lieu of the 2 speed humps currently proposed on either side of that intersection on Keith Rd., and a more straightforward and logical solution. This is the only spot where I have actually observed casual driving practices, mostly by bus drivers.</p> <p>It's a pity that the views of those living closest to any proposed changes (the significantly impacted) are not solicited separately by the municipality. The Community Association does not represent me or my neighbors.</p>
123	1		
124		1	<p>We don't need the existing speed bumps, let alone the addition of more of them as well as more crosswalks. The "traffic calming" structures that you have already put on MacKay and on West 22nd Street are already a nuisance. In particular, the concrete median on West 22nd at the intersection of West Keith Road is a hazard for drivers and the transit busses. It has made it impossible for large trucks, such as movie trucks (which generate revenue for the District due to the street permits and fees paid) moving trucks, and construction trucks to come into the neighbourhood this way. These vehicles are now forced to use the only other access route into Pemberton Heights, namely MacKay Avenue, which involves a steep hill. This is not a good option as there is no runaway lane for large, heavy trucks. This is a safe and calm neighbourhood already and we do not have problems with pedestrian safety. Please do not waste our taxpayer dollars on your proposed "traffic calming measures" and instead invest in proper sidewalks so that people can walk on them instead of on the street. There are many blocks without proper sidewalks, only dirt pathways.</p>



No.	YES	NO	COMMENTS
125	1		<p>I had a chance to see the map of the proposed traffic calming measures for West Keith Road and West 22nd and wish to say that although I am in favour of traffic calming on these two streets the number of proposed speed humps or tables seems excessive. I would definitely like to see the one on West Keith between Cortell and the turn at West Keith and 19th Street as drivers tend to pick up speed as they drive downhill. The others along West Keith Road in the flat portion of the road do not seem necessary, perhaps using raised crosswalks at the existing stop signs would be an alternative to consider.</p>
126		1	<p>There is absolutely no need for additional traffic calming along West 22nd. With stop signs every 2 blocks and a large turn, there is no opportunity for traffic to travel at high speed. The buses going back and forth along 22nd already have a challenge navigating the narrow street. Keith Rd already has stop signs which slow traffic. I have lived on the street in question for a long time and have never seen any problems.</p> <p>Seven speed bumps along Keith would be overkill and not necessary. I am at a loss to imagine why this plan was thought to be necessary or desirable</p> <p>I also feel that there was not adequate info given out in a timely manner. I received only a notice of an evening meeting the day before it was scheduled and was working that evening so could not attend. These decisions should be based on the wishes of only the people living on the streets in question, not a neighborhood group claiming to represent these people. Other than the notice about the meeting, I was never asked for my input.</p>

No.	YES	NO	COMMENTS
127	1		<p>There has been an increase in the traffic volume along Pemberton Street ( beside our house ) from West Kieth Road to Capilano Elementary School. The school has recently become an I.B. school which means parents from outside the neighbourhood are driving their children to school. The speed at which some of these parents drive along Pemberton Street is what I would consider excessive. It is worse in the morning when they don't want to be late. Large speed humps need to be installed to help protect parents and schoolchildren who are walking to school. I don't think this problem applies to just Pemberton Street, but probably to the other feeder streets to the school as well.</p> <p>Vehicle traffic though the neighbourhood doesn't always obey the posted stop signs. It would help to put in raised crosswalks on 22nd Street and West Kieth Road at intersections with stop signs. This might slow or stop vehicles that are running the stop signs. The speed humps that are to be installed need to a similar size and height as the speed humps that were put in on Capilano Road south of Marine Drive. Speed humps similar to those that were installed by the City of North Vancouver along McKay Road are just a minor annoyance and don't adequately slow traffic down. The speed humps on Capilano Road work extremely well. An additional raised crosswalk at the intersection of 22nd Street and West Kieth Road should be looked at to slow traffic turning right off of 22nd Street onto West Kieth Road.</p>
128	1		
129	1		See hard copy. Too many comments to list.
130	1		I'm emailing to lend my SUPPORT for the proposed traffic calming proposal. As a mother of a two year old and one on the way I've been increasingly alarmed by the volume and speed at which traffic comes through the neighborhood.
131	1		<p>I just received the traffic calming plan notice for Pemberton Heights and I am in favour of it, however I do have a bit of input. I live on West Keith Road quite close to the entrance off Capilano Road and drive down to Marine drive using W. Keith all the time. I don't think that the two speed humps before and after the turn at the intersection at Gravelly St. are needed. You have to slow down to come around that corner anyway so to encounter a speed hump before and after that corner seems redundant. If those were to not be there, then I might suggest moving the two before and after the W. 22nd intersection down more towards Gravelly. I don't think that speed is much of a problem prior to the W. 22nd intersection, but people do pick up speed if they aren't turning left on 22nd but going straight down Keith towards Gravelly. Otherwise I am encouraged by the design and I'm hoping that it not only cuts down on speed but maybe it will cut down on those who are not residents but use our neighbourhood as a cut through route. On another note, and I don't know if this is possible or if it has been raised, but I see some cross walks that have the paint in swirly patterns instead of the block lines. I think that would be a fun addition to our streets. To be honest they actually make me smile when I see them and because they are unusual I definitely slow down.</p>



No.	YES	NO	COMMENTS
132	1		However, there is another serious problem at the corner of 22 and Bridgman. You may recall that this is 4 way stop intersection. As very frequent user of this intersection, we have noted that a large number drivers travelling East/West on 22nd fail to to stop at the the STOP sign as required. We have witnessed many near accidents. We strongly suggest that speed humps be locatedr on 22nd close to intersection.
133		1	
134	1		Numerous comments listed on separate page.
135	1		
136	1		
137	1		
138	1		
139	1		
140		1	
141	1		
142	1		
143	1		
144	1		
145	1		Hence our concerns lie primarily with the traffic problems on our block and the 22nd intersection. We have been asking for speed controls on this free way for a long time and your past efforts have failed miserably, especially the mess at 22nd/Keith where buses and other large vehicles experienced difficulty in this tight turn area. The speed was not curtailed only frustration!! We are pleased with the new proposals especially the long awaited speed humps on Keith and 22nd. However the only way to complete the speed problem is - a three way STOP at this busy corner!! We repeat , with the 'non-resident students at Cap School, entering and leaving, for drop off and pickup of their kids the lineup and frustrations continue. Plus the added cars due to new suites and apartments above and below sweeping through our neighborhood, all this leads to people/cars rushing through this area despite the controls intended.
<b>Total</b>	113	32	

**Number of Comments Received: 145**

**Support Traffic Calming Plan : 78%**

**Do Not Support Traffic Calming Plan : 22%**

January 4, 2013  
File: 5460.83/001.000

### **ATTACHMENT 3**

Dear: Owner or Occupant:

#### **Re: Proposed Traffic Calming Plan - Pemberton Heights Neighbourhood**

In September 2012 the District of North Vancouver sent a letter to residents in Pemberton Heights regarding a proposed traffic calming plan for their neighbourhood. District Transportation staff worked with representatives from the Pemberton Heights Community Association to develop feasible traffic calming measures aimed at addressing pedestrian safety and vehicle speeding concerns in the neighbourhood.

Residents were asked to comment on the proposed District funded traffic calming plan that calls for the installation of two speed tables, three raised crosswalks and six speed humps at various locations along West 22<sup>nd</sup> Street and West Keith Road. The District was pleased to see that there was strong support for the plan with 78 percent of the residents responding in favour.

In light of the high level of support for the proposed traffic calming plan and in an effort to improve liveability in the Pemberton Heights neighbourhood, Transportation staff will be recommending that District Council approve the implementation of the proposed traffic calming plan at the upcoming January 21, 2013 Council Meeting. Subject to Council approval, construction should take place in the summer of 2013.

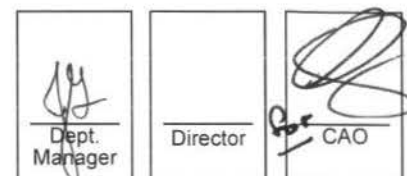
To obtain further information on the overall traffic calming plan, you may wish to contact your Pemberton Heights Community Association representative, Mr. Sean Wiens at [PHTTraffic@senwi.ca](mailto:PHTTraffic@senwi.ca) or the District's, Ms. Vi Mackie at [Mackiev@dnv.org](mailto:Mackiev@dnv.org) or 604-990-2314.

Sincerely,

Alex Milek  
Supervisor – Transportation Engineering

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COUNCIL AGENDA/INFORMATION			
<input type="checkbox"/> In Camera	Date: _____	Item # _____	
<input checked="" type="checkbox"/> Regular	Date: <u>Jan. 21, 13</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

December 27, 2012  
File: 01.0115.30/002.000  
Tracking Number: RCA -

**AUTHOR:** James Gordon, Municipal Clerk

**SUBJECT:** **GVRD Mosquito Control Administration and Coordination Service Repeal Bylaw**

**RECOMMENDATION:**

That the Council of the District of North Vancouver consents to the repeal of the *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005* and consents to the adoption of the *Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)*.

**REASON FOR REPORT:**

The reason for this report is to provide Council with an opportunity to consent to the repeal of GVRD Mosquito Control Administration and Coordination Service Establishment Bylaw 1034.

**BACKGROUND:**

Bylaw 1034 was adopted in 2005 in order to secure funding from the Province for West Nile Virus management initiatives. This funding was discontinued in 2012 which prompted the GVRD Board to initiate the repeal of bylaw 1034. The Province, Fraser Health Authority, and Vancouver Coastal Health Authority are in agreement that no West Nile Virus surveillance or pre-emptive larviciding is required in 2012 based on the minimal West Nile Virus activity observed in British Columbia.

**TIMING/APPROVAL PROCESS:**

The GVRD requires the consent of two thirds of municipalities participating in this service to repeal the service establishment bylaw. They have asked for consenting resolutions to be submitted by January 30, 2013.

**OPTIONS:**

The options available to Council in respect of this request from the GVRD are:



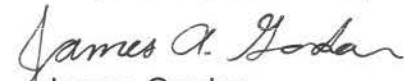
**SUBJECT: GVRD Mosquito Control Administration and Coordination Service  
Repeal Bylaw**

December 27, 2012

Page 2

1. Provide consent to the repeal of the service establishment bylaw; or,
2. Withhold consent to repeal the service establishment bylaw.

Respectfully submitted,

  
James Gordon  
Municipal Clerk

Attachment: Correspondence from the GVRD dated December 21, 2012

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		



DEC 21 2012

File: CR-04-00

Ref: 6877404

Mayor Richard Walton  
District of North Vancouver  
355 West Queens Rd  
North Vancouver, BC V7N 4N5

Dear Mayor ~~Walton~~: *RICHARD*

**Re: Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)**

The Metro Vancouver Board of Directors introduced and gave three readings to the *Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)* at its November 30, 2012 meeting. The *Bylaw* and its terms were approved unanimously by the Regional Administrators Advisory Committee. The purpose of the *Bylaw* is to repeal the *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005*.

Please note that the repeal of the Mosquito Control Administration and Coordination Service Establishment Bylaw will impact West Nile virus-related services only. This will have no impact on *Greater Vancouver Regional District Mosquito Control Service Bylaw No. 1164, 2012* which continues to provide the Nuisance Mosquito control service administered by Metro Vancouver for Coquitlam, Maple Ridge, Pitt Meadows, Surrey and the Township of Langley. Metro Vancouver will also continue to control nuisance mosquitoes on its own lands.

The Board has directed staff to obtain the consent of at least two thirds of participants in the Mosquito Control Administration and Coordination Service to repeal *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005* by adopting *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Repealing Bylaw No. 1179, 2012* (for the West Nile Virus). We request that Council consent on behalf of the electors to the adoption of the *Bylaw*.

In 2005, *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034* was adopted in order to secure funding from the Province for West Nile virus management initiatives. These initiatives were developed and implemented in part through the municipal levy set out in *Bylaw No. 1034*.

The Board decided to repeal *Bylaw No. 1034* because provincial funding for local governments was discontinued in 2012. In addition, both the Fraser Health Authority and Vancouver Coastal Health recommended that no West Nile virus surveillance or pre-emptive larviciding be carried out in 2012 in the Metro Vancouver municipalities they oversee. These decisions are based on the minimal West Nile virus activity observed in the Pacific Northwest and British Columbia.

**Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)**

Page 2 of 2

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The Board considers that the geographic distribution of West Nile virus risks across the region is uneven and sub-regional responsibilities are divided among two health authorities. As such, directions issued to municipalities about West Nile virus should rest with health authorities rather than with Metro Vancouver. Funding for health issues should rest with the Province. The Board has resolved to request that the Fraser Health Authority and Vancouver Coastal Health communicate directly with municipalities within their jurisdictions about West Nile virus risks and actions as necessary.

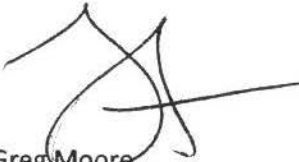
A sample Council resolution is set out below for your convenience:

*"That the Council of \_\_\_\_\_ consents to the repeal of the Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005 and consents to the adoption of the Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)."*

We respectfully request that you include this item on the agenda of your next Council meeting. Following receipt of two-thirds of members' consents, the *Bylaw* must be forwarded to the inspector of Municipalities for approval before it is sent back to the Metro Vancouver Board for final adoption at a meeting in early 2013. Your approval by January 30, 2013, would be greatly appreciated in order to meet these timelines.

All council consents should be forwarded to Paulette Vetleson, Corporate Secretary, at [Paulette.Vetleson@metrovancover.org](mailto:Paulette.Vetleson@metrovancover.org) or via facsimile to 604-451-6686.

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/PV/gr/hm/bb

cc: CAOs/City Managers, Metro Vancouver members  
Municipal Clerks, Metro Vancouver members

**Attachments:**

1. *"Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Repealing Bylaw No. 1179, 2012"*
2. *"Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005"*

**GREATER VANCOUVER REGIONAL DISTRICT**

**BYLAW NO. 1179, 2012**

**A Bylaw to Repeal the Mosquito Control Administration and Coordination Service**

**WHEREAS:**

- A. The Board of Directors of the Greater Vancouver Regional District (the Board) has adopted "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005" pursuant to the provisions of the *Local Government Act* for establishing a service;
- B. The Board considers that the "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005" was adopted in order to secure funding from the Province for West Nile virus management initiatives, to provide for the development and implementation of a regionally coordinated West Nile virus mosquito management program and a regionally coordinated risk communication and West Nile virus data management program. These programs were developed and implemented in part through the municipal levy set out in Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005.
- C. The Board considers that provincial funding for local governments in the Fraser Health and Vancouver Coastal Health authority jurisdictions to conduct mosquito management as part of the Provincial West Nile virus Strategy has been discontinued in 2012. In addition, both the Fraser Health Authority and Vancouver Coastal Health have recommended that no West Nile virus surveillance or pre-emptive larviciding be carried out in 2012 in the Metro Vancouver municipalities they oversee. These decisions are based on the minimal West Nile virus activity observed in the Pacific Northwest and British Columbia.
- D. The Board considers that the geographic distribution of West Nile virus risks across the region is uneven and sub-regional responsibilities are divided among two health authorities. As such, directions issued to municipalities about West Nile virus should rest with health authorities rather than with Metro Vancouver and funding for health issues should rest with the Province.
- E. The Board wishes to repeal "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005" pursuant to the provisions of the *Local Government Act* for repealing an establishing bylaw;

NOW THEREFORE the Board in open meeting assembled enacts as follows:

1. "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005" is hereby repealed.
2. This bylaw shall be cited as "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Repealing Bylaw No. 1179, 2012".



3. This bylaw shall be effective January 1<sup>st</sup>, 2013.

READ A FIRST, SECOND AND THIRD TIME this 30<sup>th</sup> day of November, 2012.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES this \_\_\_ day of \_\_\_\_\_, 2012.

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_ day of \_\_\_\_\_, 2012.

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Greg Moore, Chair

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Paulette A. Vetleson, Secretary

**GREATER VANCOUVER REGIONAL DISTRICT**

**BYLAW NO. 1034, 2005**

**A Bylaw to Establish the Service of Mosquito Control Administration and Coordination**

**WHEREAS:**

A. A regional district may, under section 796(1) of the *Local Government Act*, operate any service that the board considers necessary or desirable for all or part of the regional district subject to certain limitations and conditions;

B. Under section 800(1) of the *Local Government Act*, in order to operate a service, the board of a regional district must first adopt an establishing bylaw for the service;

C. The board of the Greater Vancouver Regional District (the "Board") wishes to establish the service of administration and coordination of mosquito control activities;

D. The Board has obtained participating area approval pursuant to subsections 801(2)(b) and (c) of the *Local Government Act* to establish the service of mosquito control administration and coordination;

NOW THEREFORE the Board in open meeting assembled enacts as follows:

**Service**

1. The service of coordination and administration of mosquito control activities, including, without limiting the foregoing, the development of preparedness and communication plans for mosquito control, (the "Service"), is hereby established.

**Participating Areas**

2. The participating areas for the Service consist of Electoral Area 'A' , Village of Anmore, Village of Belcarra, Bowen Island Municipality, City of Burnaby, City of Coquitlam, Corporation of Delta, City of Langley, Township of Langley, District of Maple Ridge, City of New Westminster, City of North Vancouver, District of North Vancouver, District of Pitt Meadows, City of Port Coquitlam, City of Port Moody, City of Richmond, City of Surrey, City of Vancouver, District of West Vancouver and City of White Rock (the "Participating Areas").

**Service Area**

3. The service area for the Service is the area within the boundaries of the Participating Areas (the "Service Area").

**Cost Recovery**

4. The annual costs for the Service shall be recovered by:
- (a) the imposition of fees and other charges that may be fixed by a separate bylaw;
  - (b) property value taxes imposed in accordance with Division 4.3 of the *Local Government Act*;
  - (c) revenues raised by other means authorized under the *Local Government Act* or another Act; or
  - (d) revenues received by way of agreement, enterprise, gift, grant or otherwise.

**Cost Apportionment**

5. The costs of the Service after deducting the revenues (if any) raised or received under subsections 4(a),(c) and (d) above, shall be apportioned among all of the Participating Areas on the basis of the converted value of land and improvements in the Service Area.

**Maximum Requisition**

6. The maximum amount that may be requisitioned for the Service is nine hundred and fifty thousand (\$950,000) dollars.

**Citation**

7. This Bylaw may be cited as the "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005".

READ A FIRST TIME this 29 day of July, 2005.

READ A SECOND TIME this 29 day of July, 2005.

READ A THIRD TIME this 29 day of July, 2005.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES this 19 day of August, 2005.

RECONSIDERED, PASSED AND FINALLY ADOPTED by an affirmative vote this 24 day of March, ~~2005~~ 2006.

P. A. Weiler  
SECRETARY

[Signature]  
CHAIR