

AGENDA

COMMITTEE OF THE WHOLE

Monday, June 22, 2015

7:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor James Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER
DISTRICT

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COMMITTEE OF THE WHOLE

7:00 p.m.
Monday, June 22, 2015
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. June 22, 2015 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the June 22, 2015 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. May 25, 2015 Committee of the Whole

p. 7-10

Recommendation:

THAT the minutes of the May 25, 2015 Committee of the Whole meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Highway 1 Operations Review

p. 13-27

File No. 16.8620.20/053.000

Recommendation:

THAT the report from the Section Manager – Transportation, dated June 15, 2015 and titled *Highway 1 Operations Review*, be received.

3.2. Amendments to the Sign Bylaw

p. 29-40

File No. 08.3227.14/000.000

Presentation: Brian Bydwell, General Manager – Planning, Properties & Permits.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the June 22, 2015 Committee of the Whole rise and report.

MINUTES

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**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole Meeting of the Council for the District of North Vancouver held at 7:00 p.m. on Monday, May 25, 2015 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks
Councillor D. MacKay-Dunn (7:01 pm)
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, Deputy General Manager – Planning, Properties & Permits
Mr. J. Gordon, Manager – Administrative Services
Ms. M. Welman, Manager – Strategic Communication & Community Relations
Ms. S. Dal Santo, Section Manager – Policy Planning
Ms. E. Geddes, Section Manager – Transportation
Ms. S. Dale, Confidential Council Clerk
Ms. K. Rendek, Policy Planner
Ms. C. Archer, Clerk Typist 3
Ms. S. Bandara, Traffic Technician

1. ADOPTION OF THE AGENDA

1.1. May 25, 2015 Committee of the Whole Agenda

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the agenda for the May 25, 2015 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

2.1. May 11, 2015 Committee of the Whole

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the minutes of the May 11, 2015 Committee of the Whole meeting be adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Traffic Calming

File No.

Ms. Erica Geddes, Section Manager – Transportation, provided an overview of the current District Traffic Calming Policy. Ms. Geddes advised that the existing policy allows for two approaches: Neighbourhood-wide Studies or Local Area Service. The District's Traffic Calming Policy was adopted by Council in 2007 and was amended in 2012 to allow for the use of the Local Area Service on collector roads. In 2012 Council also requested that 67% support be achieved before a Local Area Service proposal was brought forward. This ensures that neighbourhoods are united before the District becomes involved. Both local and collector roads can be funded through Local Area Service. According to the policy, Neighbourhood-wide Studies are still possible but staff is not currently pursuing these initiatives. The existing policy also outlines which specific devices can be used on which type of road. Ms. Geddes sought Council's feedback with regards to a funding strategy, a consultation strategy and possible changes to which physical measure should be used on collector roads.

Councillor MACKAY-DUNN left the meeting at 7:15 pm and returned at 7:17 pm.

Council discussion ensued and the following concerns and suggestions were noted:

- Collector roads should balance the needs of adjacent residents with other users;
- Commented on the importance of finding out early in the process if there is consensus in the neighbourhood;
- The policy needs to clarify who residents should contact and how to get on the priority list;
- Spoke in support of maintaining the Local Area Service;
- Opined that the District should pay for traffic calming if it is a safety concern;
- Questioned who determines if the District should pay for traffic calming measures;
- Suggested that 75% neighbourhood support be achieved before a Local Area Service proposal can be brought forward;
- Commented that the District needs to be more innovative when determining which traffic calming measures to use;
- Suggested that less expensive traffic calming options be used before implementing speed bumps; and,
- Requested that Wembley Drive traffic calming be brought forward to a future meeting.

Public Input:

Ms. Eileen Shackle, Resident of Wembley Drive:

- Noted that the Wembley Drive neighbourhood has been on the priority list for 12 years yet traffic calming measures have not been implemented;
- Commented that Wembley Drive has 80% neighbourhood support;
- Noted that the neighbourhood is willing to pay for traffic calming measures; and,

- Urged Council to support implementing traffic calming measures on Wembley Drive.

Ms. Carol Salter, Member, North Shore Safety Advocates:

- Suggested stop signs be installed on long roads;
- Commented on the need for drivers to be cautious and aware of their surroundings;
- Suggested educating schools on sight lines;
- Commented that brighter lights at crosswalks would make neighbourhoods more safe;
- Commented on the importance of alternate means of transportation; and,
- Opined that the Traffic Calming Policy needs to be specific.

Mr. Lyle Craver:

- Spoke in support of the current policy;
- Opined that overall the traffic measures implemented on Fromme Road have not been successful; and,
- Suggested installing signage around areas with speed bumps.

Council recessed at 8:10 pm and reconvened at 8:11 pm.

3.2. Recommended New Names for Lower Lynn Town Centre, Lower Capilano Marine Village Centre and the New Community Recreation Facility in Delbrook

File No. 01.0380.20/074.000

Ms. Sarah Dal Santo, Section Manager – Policy Planning, provided an update on the naming selection and engagement processes to rename the Lower Lynn Town Centre and the Lower Capilano Marine Village Centre. Ms. Dal Santo advised that the Place Naming Committee recommends renaming Lower Lynn Town Centre as “Bridge District” and Lower Capilano Marine Village Center as “Capilano Village”. Staff also sought Council’s direction on naming the new community recreation facility on the William Griffin site.

Council discussed the proposed recommendations and suggested the following:

- Renaming Lower Capilano Marine Village Centre to either “Lower Capilano Town Centre” or “Lions Gate Town Centre”;
- Did not support renaming Lower Lynn Town Centre to “Bridge District” and would like the name to incorporate the geographical surrounding area; and,
- Naming the new community recreation facility on the William Griffin site to either “Mosquito Creek Recreation Centre” or “Delbrook Recreation Centre”.

4. PUBLIC INPUT

Nil

5. RISE AND REPORT

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the May 25, 2015 Committee of the Whole rise and report.

CARRIED
(8:41 pm)

Mayor

Municipal Clerk

REPORTS

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AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input type="checkbox"/> Workshop (open to public)	Date: _____



The District of North Vancouver REPORT TO COUNCIL

June 15, 2015

File: 16.8620.20/053.000

AUTHOR: Erica Geddes, Section Manager - Transportation

SUBJECT: Highway 1 Operations Review

RECOMMENDATION:

THAT the report from the Ministry of Transportation and Infrastructure describing recent traffic operations of Highway 1 on the North Shore be received.

REASON FOR REPORT:

To provide updated information related to recent congestion on Highway 1.

SUMMARY:

The Ministry of Transportation and Infrastructure has engaged a consultant (Parsons) to review the recent traffic operations of Highway 1, focussing on the approaches to the Iron Workers Memorial Second Narrows Bridge. On June 22, 2015 the Ministry's consultant is scheduled to present the findings of this technical work.

BACKGROUND:

At the February 23, 2015 Committee of the Whole meeting, information was provided to District of North Vancouver Council that the Ministry of Transportation and Infrastructure (MOTI) was undertaking a study to identify the cause of the recent congestion along Highway 1.

At that meeting preliminary information was provided from Ironworkers Memorial Bridge traffic data indicating that:

- The total number of vehicles crossing the bridge daily had not increased significantly;
- Day-to-day traffic volumes may be more variable;
- Rush hour traffic is no longer directional, but now generally evenly split between northbound and southbound directions; and
- Afternoon congestion is now common in the southbound (eastbound) direction.

However, it was understood that MOTI's review would conduct a more detailed review with additional information.

ANALYSIS:

Presentation slides from the Ministry's consultant were submitted to District staff on June 12, 2015 and are attached to this report. Final material used at the June 22, 2105 Committee of the Whole presentation can be reference in the official minutes.

It is expected that the presentation will:

- Review the methodology used to investigate the current traffic conditions after the opening of the Port Mann Bridge and Highway 1 project;
- Review recent changes in peak hour volumes and the length of the rush hour periods;
- Review changes to the daily traffic volumes on and off the North Shore;
- Identify problem areas; and
- Discuss next steps.

CONCLUSION:

The presentation from the Ministry of Transportation and Infrastructure's consultant is expected to provide valuable insight into the recent Highway 1 traffic patterns on the North Shore.

Short term mitigation measures to relieve congestion may be developed in the next phase of the study, but physical changes to the Highway 1 interchanges may be needed to provide the desired improvement.

Respectfully submitted,



Erica Geddes

Section Manager - Transportation

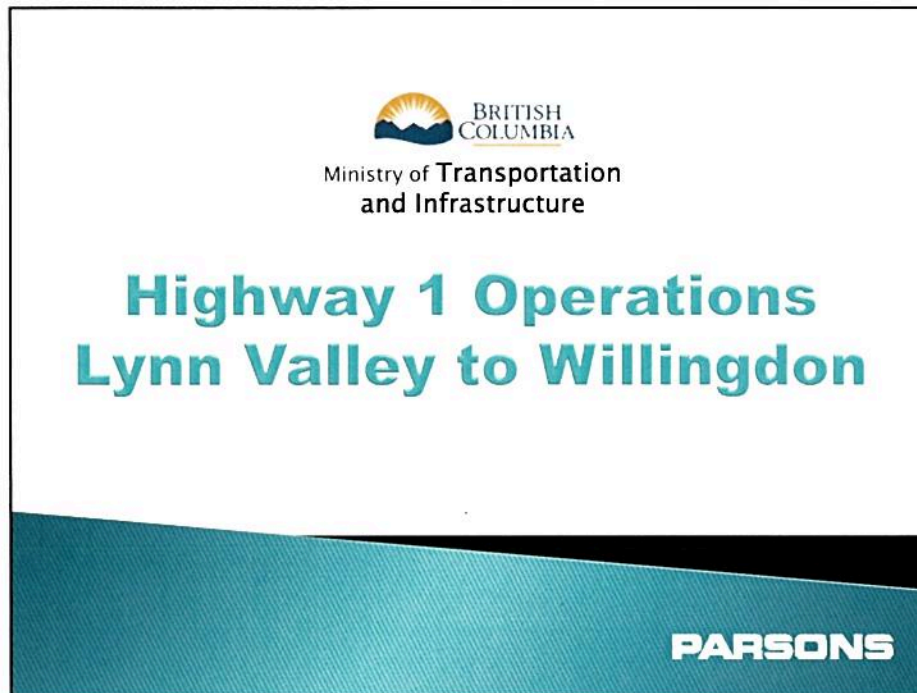
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Background and Study Objectives

- ▶ Investigate current traffic operations on Highway 1 between Lynn Valley Road and Willingdon Avenue interchanges
- ▶ Review recent changes in peak and daily traffic volume and how they are affecting operations
- ▶ Identify problem areas
- ▶ Identify potential short term improvements, taking into consideration committed improvements at Lower Lynn / Mountain Highway

Study Focus

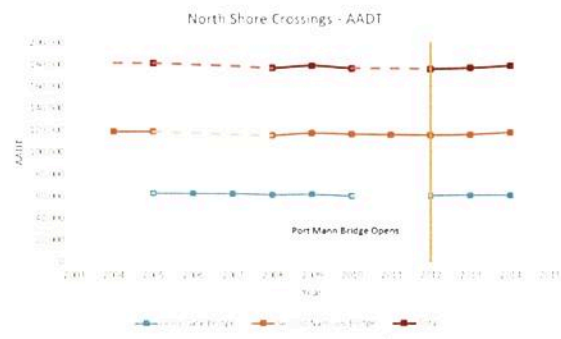
- Broader interest in 10 interchanges and their on / off ramps as they influence congestion approaching / departing the Ironworkers Memorial Bridge (IWMB)
- More detailed focus on immediate bridge and North Shore influences:
 - Hastings Street / Cassiar Street
 - McGill Street
 - Dollarton Highway / Main Street
 - Fern Street
 - Mountain Highway
 - Lynn Valley Road

Data Sources

- Data collection is a challenge as there is only one 24/7/365 counter on the IWMB
- Permanent count station on the IWMB includes directional distribution over 10 years, hourly and daily trends (15 minute intervals), heavy vehicle counts
- Supplemented with available turning movement counts from CNV / DNV, short manual counts, and detector data from Highway 1 corridor south of Cassiar
- Population, employment and building permit trends

Traffic Trends

- ▶ Less than half a percentage point per annum increase in daily traffic over Burrard Crossings (10 years)
- ▶ Since Port Mann Bridge completed in 2012, 0.6% and 1.7% increases have been observed on IWMB in 2013 and 2014, respectively

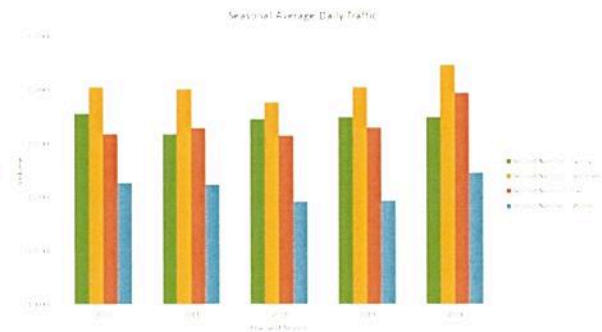


Demographic Trends

- ▶ Over same 10 year period, North Shore grew by 0.5% per annum while Metro Vancouver grew by 1.5% per annum
- ▶ Daily traffic growth over 10 years slightly less than North Shore population growth
- ▶ % of North Shore residents with a Place of Work on North Shore increased from 46% to 50%
- ▶ Jobs filled by workers south of Burrard Inlet increased from 17,260 to 19,660 (+14%)
- ▶ Building / demo permits grew by 3.9% per annum over last five years (value increased by 12.6% per annum)
- ▶ Sea to Sky traffic growth 3.0% per annum
- ▶ Horseshoe Bay ferry traffic down

Identifying the Peak

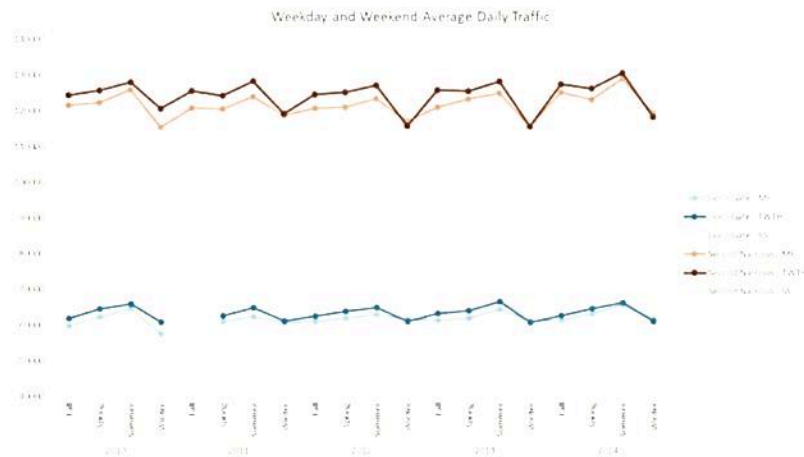
- ▶ Seasonal data aggregated to highlight differences
- ▶ Summer days average highest daily volumes (2% higher than fall)
- ▶ August had highest weekday average traffic in 2014



Identifying the Peak

- ▶ Seasonal trends hold when broken down by day of the week
- ▶ Tuesday, Wednesday, Thursday counts screened out as highest volumes
- ▶ During the two years following the completion of Port Mann / Highway 1, average August weekday volume has increased by over 4,800 daily vehicles

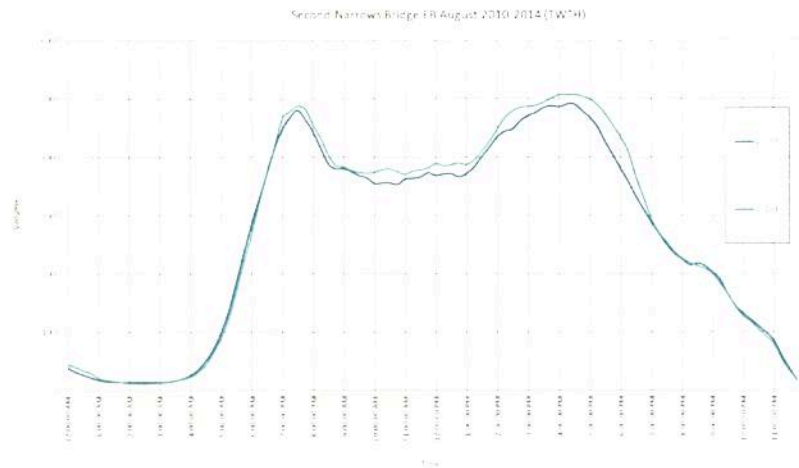
Weekday and Weekend Variation



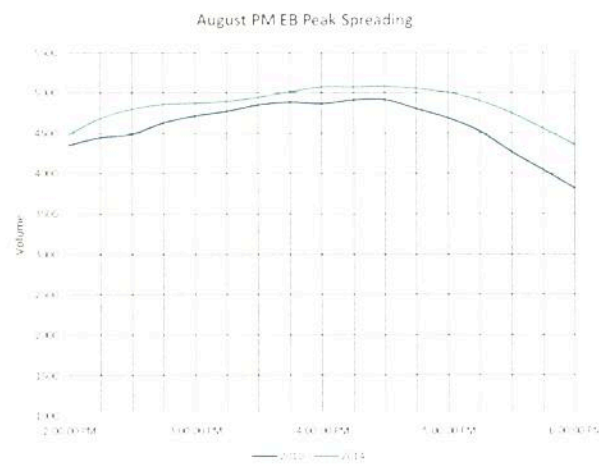
Effects of Congestion From North Shore

- ▶ When a transportation facility reaches maximum capacity, growth in traffic volume typically occurs in the shoulder hours adjacent to the peak hour – “peak spreading”
- ▶ Eastbound traffic profile (from North Shore) shows significant spread during the afternoon peak over the last five years
- ▶ Near / over capacity thresholds throughout a four hour period from 2:00 PM to 6:00 PM

Effects of Congestion From North Shore

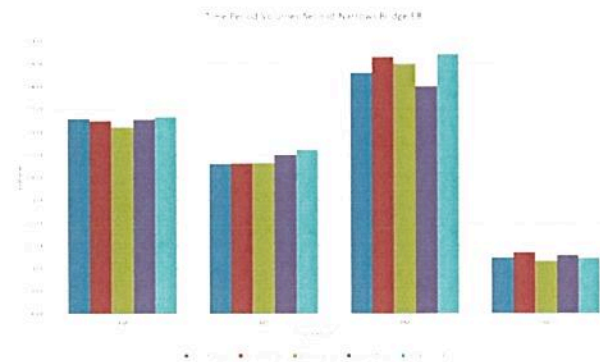


PM Peak Spreading From North Shore



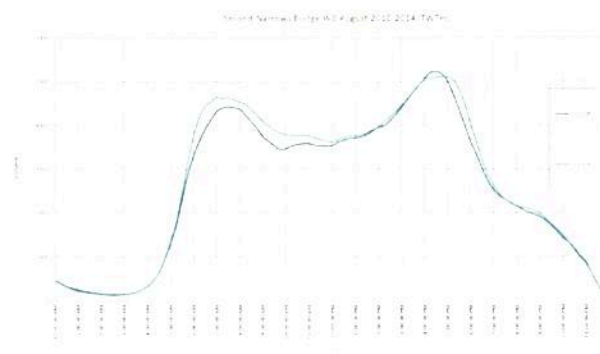
Traffic Growth From North Shore

- By grouping blocks of adjacent hours, we can observe aggregate growth even when peak capacity is constrained
- Peak period traffic from the North Shore has grown much more significantly in the PM peak (+4.4%) than in the AM peak (+0.5%)

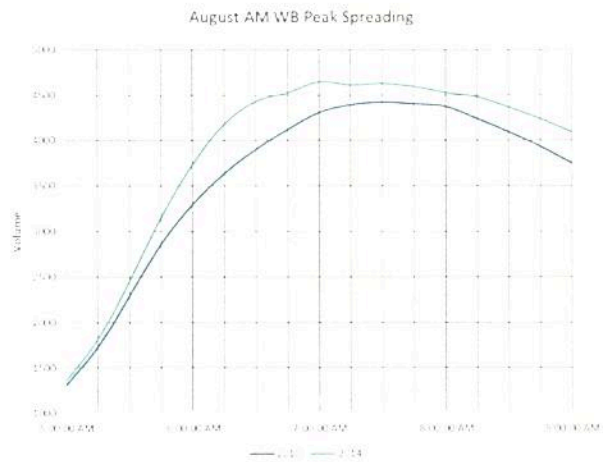


Effects of Congestion To North Shore

- Westbound traffic profile (to North Shore) shows significant spread during the morning peak over the last five years
- Near / over capacity thresholds throughout a three hour period from 6:00 AM to 9:00 AM

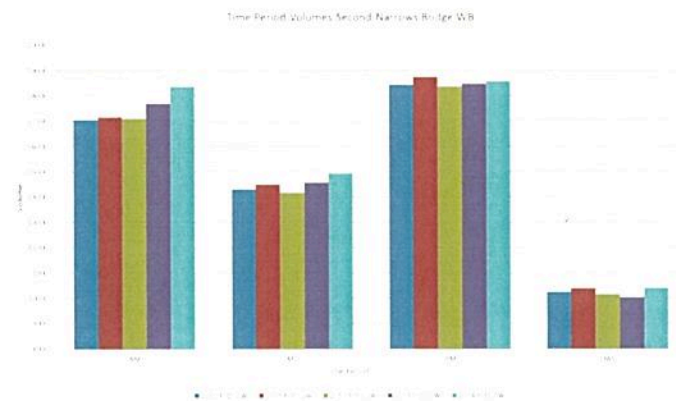


AM Peak Spreading To North Shore



Traffic Growth To North Shore

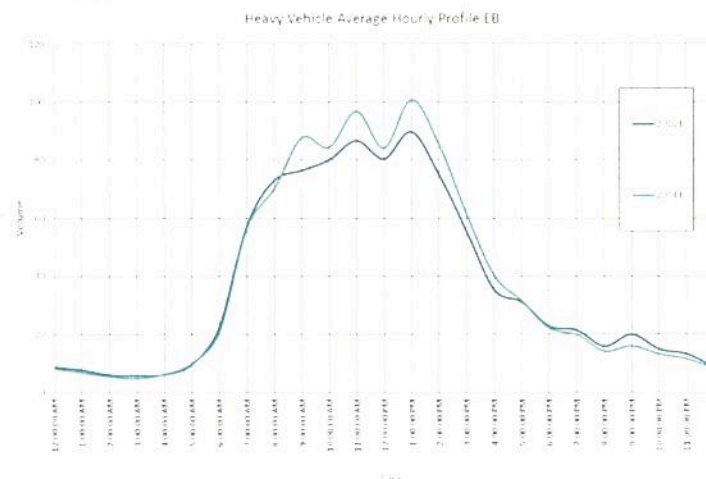
- ▶ Peak period traffic to the North Shore has grown much more significantly in the AM peak (+7.8%) than in the PM peak (+0.7%)



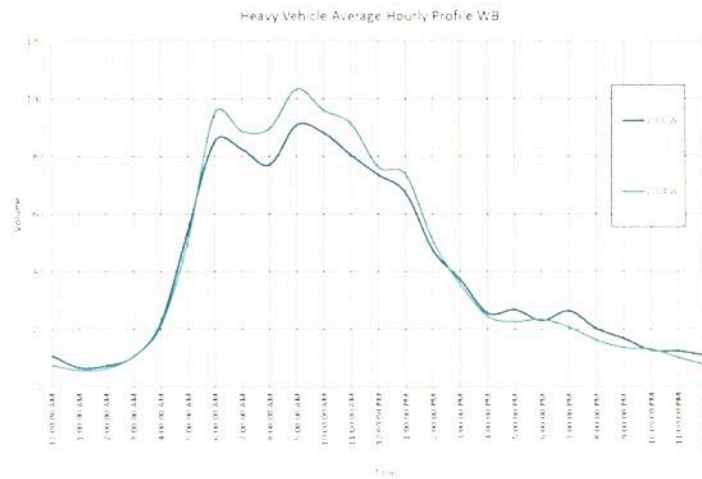
Heavy Vehicles

- ▶ Summer season proportion highest (includes recreational vehicles in the mix)
- ▶ Less than 2% of daily and peak hour totals
- ▶ Heavy vehicles from the North Shore peak through mid-day, avoiding commuter peaks
- ▶ Heavy vehicles to the North Shore peak just before and just after the AM commuter peak hour
- ▶ Does not include light commercial service vehicles

Heavy Vehicles From North Shore



Heavy Vehicles To North Shore



Traffic Operations

- ▶ Used the October 2014 bridge counts as these were the highest peak hour counts when work and schools are in full session
- ▶ Balanced observed bridge counts with isolated counts collected at interchange terminals and ramps
- ▶ Conducted traffic engineering analysis to identify the key congestion triggers as these create queues that spill back and affect the entire network

Traffic Operations

- ▶ AM Peak Chokepoints From the North Shore
 - Weave between Fern Street on ramp and Main Street off ramp
 - Dollarton on ramp
 - IWMB on upgrade
- ▶ PM Peak Chokepoints From the North Shore
 - Weave between Fern Street on ramp and Main Street off ramp
 - Dollarton on ramp

Traffic Operations

- ▶ AM Peak Chokepoints To the North Shore
 - Hastings on ramp
 - Dollarton / Main Street off ramp
 - Weave between Dollarton on ramp and Mount Seymour / Lillooet off ramp
 - Merge / diverge between Fern Street on ramp and Mountain Highway off ramp
- ▶ PM Peak Chokepoints To the North Shore
 - Hastings on ramp
 - Dollarton / Main Street off ramp
 - Weave between Dollarton on ramp and Mount Seymour / Lillooet off ramp
 - Merge / diverge between Fern Street on ramp and Mountain Highway off ramp

Geometric Constraints

- North shore interchanges designed / built over 50 years ago
- Numerous elements do not meet modern best practices
 - Short weave distances
 - Short sequential spacing between on / off ramps
 - Limited shy distance to barriers
 - Lane imbalances
- Result is system has less processing capacity, and congestion rapidly spills over to adjacent locations

Summary

- Traffic growth and congestion has most significantly increased in what have traditionally been thought of as "counter-peak" direction
- Growth corresponds to growth in employment and building activity, rather than population growth
- Traffic to the North Shore in the morning and from the North Shore in the afternoon is over facility capacity for multiple adjacent hours
- Congestion stems from several key chokepoints which limit how much traffic can cross IWMB
- Geometric constraints and interchange spacing compound the effects of volume beyond capacity thresholds

Next Steps

- Generate potential mitigation measures
- Include Lower Lynn and Mountain Highway Interchange improvements
- Identify any further optimizations

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Memo

June 12, 2015
File: 08.3227.14/000.000

TO: Mayor and Council

FROM: Brian Bydwell - GM Planning Properties and Permits

SUBJECT: Draft Sign Report

Please see attached draft Report to Council titled "Sign Bylaw 7532 – Sign Bylaw Amendments to Regulate Construction and Real Estate Signage". The findings of staff research and proposed sign changes will be presented at the Committee of the Whole meeting June 22nd, 2015.



Brian Bydwell – GM Planning Properties and Permits

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AGENDA INFORMATION

☐ Regular Meeting Date: _____
☐ Workshop (open to public) Date: _____

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

May 20, 2015
File: 08.3227.14/000.000

AUTHOR: Erik Wilhelm, Community Planner

**SUBJECT: SIGN BYLAW 7532 – SIGN BYLAW AMENDMENTS TO REGULATE
CONSTRUCTION AND REAL ESTATE SIGNAGE**

RECOMMENDATION:

It is recommended:

That Council direct staff to initiate amendments to Sign Bylaw 7532 in order to implement bylaw changes regulating banner signs, construction signs, real estate signs and construction hoarding signs.

REASON FOR REPORT:

On April 27, 2015 Council directed staff to report back with a discussion of signage.

SUMMARY:

Proposed changes to the sign bylaw will provide more clarity to staff, Council, developers and residents regarding banner signs, construction signs, real estate signs and construction hoarding signs. The primary revisions are proposed in order to better regulate onsite marketing signage for mid to large development projects.

BACKGROUND:

Council considered Development Permit 33.14 and 34.14 on April 27, 2015 to allow construction of a market condominium building, an affordable rental building and the resident recreation building at Seylynn Village. The marketing signage package (which formed a section within the Development Permits) envisioned banners, construction signs, real estate signs and graphics/text on construction hoarding (i.e. construction safety fencing).

The Development Permits proposed variances to the Sign Bylaw to allow the proposed signage. Council did not approve the sign variance section of each Development Permit and instructed staff to report back with a discussion of signage.

Staff has reviewed the District's Sign Bylaw and researched a sample of Lower Mainland municipalities. Primary focus has been to review sign bylaw language that affects mid to large scale development projects. This report discusses a number of proposed Sign Bylaw changes to address construction signage.

Background Research - Other Municipalities

Staff contacted a number of Lower Mainland municipalities in order to understand how other municipalities regulate development site banners and construction hoarding signage.

Real Estate and Sales Banners

The majority of municipalities do not allow real estate or sales banners to be installed or draped on new construction projects. The proposed changes to the District's sign bylaw reflect the same.

Construction Hoarding Signage:

Of the sample taken, City of North Vancouver and City of Vancouver were the only two municipalities that formally regulated construction hoarding signage through the sign bylaw. The remainder of municipalities informally allowed construction hoarding signage. If a complaint was received a variance to the sign bylaw was sought by the developer to allow the construction hoarding signage.

Benefits of Construction Hoarding Signage

The British Columbia Building Code requires all construction sites to ensure the general safety of the public. Accordingly, construction hoarding (i.e. fencing) is a requirement for all active construction sites on mid to large scale developments.

Construction hoarding signage is used on nearly all mid to large scale construction projects within the District. Normally, construction hoarding is clad with information related to the development project. The hoarding is often a better alternative to a blank plywood wall surrounding a development site or interlocking metal fencing allowing full view of a construction site. In addition to the safety aspect, construction hoarding signage can provide needed information to the public such as scheduled completion dates and developer contact information.

EXISTING POLICY AND ANALYSIS:

Banner Signs

Currently, there is ambiguity within the definition of a 'banner sign' within the Sign Bylaw. The banner sign definition could be altered to provide a clearer definition and prevent banner signs from being used for real estate marketing purposes. The Sign Bylaw currently utilizes the following definition:

“Banner Sign” means a banner containing sign copy that is used as a temporary sign.

The following definition could be inserted into the sign bylaw:

“Banner Sign” means a temporary sign used to promote an idea or the sale of a product or service found on the lot on which the sign is located and shall not be used to advertise real estate, real estate sales centres or convey construction related information.

The definition above would prohibit banners being used as an advertising method on the sides of development projects.

Construction Signs

The current definition for a ‘Construction Sign’ allows construction signs to be used as an advertising medium for real estate/development projects. The Sign Bylaw currently utilizes the following definition:

“Construction Sign” means a temporary sign promoting a construction or real estate development project which may also be used to identify the owner, general contractor, sub-trades, architect, engineers and others associated with the design, planning, development and financing of a project under construction.

The proposed definition below, improves the intended usage for a construction sign:

“Construction Sign” means a temporary sign used to identify the principal construction and traffic management contact for a development site. To a lesser extent, the sign may be used to identify the owner, general contractor, sub-trades, architect, engineers and others associated with the design, planning, development and financing of a project under construction.

The text within the sign bylaw regulating construction signage could be altered to provide the following changes:

- For properties less than 2000m² (21,528 sq ft) (*Mid-scale development projects*):
 - (i) Only 1 construction sign per lot is allowed;
 - (ii) the construction sign cannot exceed an area of 7.43m² (80 sq. ft); and
 - (iii) The construction sign cannot exceed a height of 3.05m (10 ft).
- For properties greater than 2000m² (21,528 sq ft) (*Large scale development projects*):
 - (i) Only 1 construction sign per road frontage is allowed;
 - (ii) the construction sign cannot exceed an area of 7.43m² (80 sq. ft); and
 - (iii) The construction sign cannot exceed a height of 3.05m (10 ft).
- Require the area used to indicate the primary construction management contact must be no less than 25% of the sign area.

The above changes to the construction sign regulations would provide differentiation between Real Estate Signs and Construction Signs while requiring more area of a construction sign for construction management contact information.

It should also be noted that the allowable construction sign size for non-single family developments (i.e. mid to large scale development projects) is proposed to be reduced from 10m² (108 sq ft) down to 7.43 m² (80 sq ft).

Real Estate Signs

The current 'Real Estate Sign' regulations written for single family residential zones do not require revision. However, the Sign Bylaw does not accurately suit the average marketing/advertising packages (from developers and real estate agents) for mid to large scale development projects. Accordingly, the following changes are proposed for the real estate sign regulations:

For properties less than 2000m² (21,528 sq ft) (Mid-scale development projects):

- Sign permit be required for any real estate sign;
- Decrease the number of allowable real estate signs from 2 per lot to 1 per lot;
- Limit the size of a real estate sign to 3m² (32 sq ft);
- Limit the size face height to 3.05m (10 ft); and
- Limit the total sign height to 4.88m (16 ft)

For properties greater than 2000m² (21,528 sq ft) (Large scale development projects):

- Sign permit be required for any real estate sign;
- Decrease the number of allowable real estate signs from 2 per lot to 1 per road frontage (on corner lot developments);
- Limit the size of a real estate sign to 7.43m² (80 sq ft);
- Limit the size face height to 3.05m (10 ft); and
- Limit the total sign height to 4.88m (16 ft)

The text changes outlined above would leave the single-family regulation unchanged and provide more realistic allowable real estate sign regulations for mid to large scale development projects.

Construction Hoarding Signs

The sign bylaw currently does not contemplate or regulate signs on construction hoarding (i.e. construction fencing), yet does allow large freestanding construction signs. Construction hoarding signage is usually either vinyl graphics/text attached directly to the construction hoarding or an opaque graphic/text fabric overlay. The construction hoarding signage generally advertises the development and provides information related to a development project onsite while screening the messy construction site from public view.

As construction hoarding signage is not specifically regulated within the sign bylaw and is considered a 'grey area' of the sign bylaw, developers have been installing construction hoarding signage around construction projects without any District regulation.

In order to better regulate construction hoarding, the following changes to the Sign Bylaw are recommended:

- Insert the following definition:

“Construction Hoarding Sign” means a graphic mural of images and text installed over a temporary construction safety fence surrounding a development site or building under construction or repair that advertises or identifies an onsite development project.

- Sign permit be required for any construction hoarding sign;
- Construction hoarding signs would not be permitted in single-family zones;
- The height of signage on construction hoarding fencing could not exceed a height of 2.44m (8 ft);
- Sign Copy (i.e. lettering, logos and images) could not comprise more than 50% of the total area of the sign (shading and colours could fill the remainder);
- Prohibit repetitive images and sign copy on each road frontage; and
- Allow construction hoarding to be installed on the periphery of a development site (so sight lines and safety concerns are properly addressed).

A draft copy of all possible revisions, including the changes to construction hoarding, is provided as Attachment 1.

CONCLUSION:

The proposed changes to the sign bylaw would provide more clarity for staff, Council, residents, developers and contractors and allow a degree of control on the extent of construction hoarding advertising provided on each site.

Staff recommend changes to the Sign Bylaw to better regulate banner signs, construction signs, real estate signs and construction hoarding signs within the District and have attached a draft sign bylaw for information.

OPTIONS:

The following options are available for Council's consideration:

1. That Council direct staff to initiate amendments to Sign Bylaw 7532 in order to implement bylaw language to regulate banner signs, construction signs, real estate signs and construction hoarding signs; or
2. That Council receive the staff report as information and leave the Sign Bylaw in its current form.

Respectfully submitted,

Erik Wilhelm, Community Planner

Attach: Attachment A – Draft Amendments to Sign Bylaw

REVIEWED WITH:

☐ Sustainable Community Dev. _____

☐ Development Services _____

☐ Utilities _____

☐ Engineering Operations _____

☐ Parks & Environment _____

☐ Economic Development _____

☐ Human resources _____

☐ Clerk's Office _____

☐ Communications _____

☐ Finance _____

☐ Fire Services _____

☐ ITS _____

☐ Solicitor _____

☐ GIS _____

External Agencies:

☐ Library Board _____

☐ NS Health _____

☐ RCMP _____

☐ Recreation Com. _____

☐ Museum & Arch. _____

☐ Other: _____

The Corporation of the District of North Vancouver

Bylaw XXXX

A bylaw to amend Sign Bylaw 7532, 2005

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

1. Citation

This bylaw may be cited as "Sign Bylaw 7532, 2005, Amending Bylaw XXXX, 2015 (Amendment X)".

2. Amendments

2.1 Sign Bylaw 7532, 2005 is amended as follows:

- a. Deleting the definition of "Banner Sign" in its entirety within Section 3.3 and inserting the following text in its place:

"Banner Sign" means a temporary sign used to promote an idea or the sale of a product or service found on the lot on which the sign is located and shall not be used to advertise real estate, real estate sales centres or convey construction related information;

- b. Deleting the definition of "Construction Sign" within Section 3.3 in its entirety and inserting the following text in its place:

"Construction Sign" means a temporary sign used to identify the principal construction and traffic management contact for a development site. To a lesser extent, the sign may be used to identify the owner, general contractor, sub-trades, architect, engineers and others associated with the design, planning, development and financing of a project under construction;

- c. Adding the following in alphabetical sequence, after the "Construction Sign" definition, within Section 3.3:

"Construction Hoarding Sign" means a graphic mural of images and text installed over a temporary construction safety fence surrounding a development site or building under construction or repair that advertises or identifies an onsite development project.

- d. Inserting the following text into Table 1 (in alphabetical sequence) into the "Signs Requiring Permit" column:

- Construction Hoarding Sign
 - Real Estate Sign
- e. Deleting "Real estate sign" within Table 1 and inserting the following text in its place into the "Signs Not Requiring Permit" column:
- Real Estate Sign in a single-residential zone
- f. Inserting the following text after Section 8.3.2:
- 8.3.3 Notwithstanding Sections 8.2.4, 8.3.1 and 8.3.2, subject to any other provisions of Section 8.2, Construction Signs, Real Estate Signs and Construction Hoarding Signs may be located anywhere on a lot.
- g. Deleting Sections 8.5.2.4 through 8.5.2.5 of Section 8.5.2 (Construction Sign) in their entirety and inserting the following text:
- 8.5.2.4 for a property less than 2000m² in any other zone,
- 8.5.2.5.1 not more than 1 sign is allowed on a lot;
- 8.5.2.5.2 a sign shall not exceed a sign area of 7.43m²; and
- 8.5.2.5.3. a sign shall not exceed a height of 3.05m;
- 8.5.2.5 for a property greater than 2000m² in any other zone,
- 8.5.2.6.1 1 sign per road frontage is permitted;
- 8.5.2.6.2 a sign shall not exceed a sign area of 7.43m²; and
- 8.5.2.6.3 a sign shall not exceed a height of 3.05m;
- 8.5.2.6 The area used to indicate the primary construction management contact person and/or company must be no less than 25% of the sign area.
- 8.5.2.7 a sign shall be removed within 2 weeks from the date the project construction is completed.
- h. Deleting Sections 8.5.6.1 through 8.5.6.4 of Section 8.5.6 (Real Estate Sign) in their entirety and inserting the following text:
- 8.5.6.1. in a single-family residential zone,
- 8.5.6.1.1 a sign permit is not required;
- 8.5.6.1.2 not more than 2 signs are allowed on a lot;

- 8.5.6.1.3 a sign shall not exceed a sign area of 0.56m²; and
- 8.5.6.1.4 a sign shall not exceed a height of 1.22m;
- 8.5.6.2. for a property less than 2000m² in any other zone,
 - 8.5.6.2.1 a sign permit is required;
 - 8.5.6.2.2 not more than 1 sign is allowed on a lot;
 - 8.5.6.2.3 a sign shall not exceed a sign area of 3m²;
 - 8.5.6.2.4 a sign face shall not exceed a height of 3.05m; and
 - 8.5.6.2.5 the total height of a sign shall not exceed a height 4.88m (16 ft) above grade.
- 8.5.6.3 for a property greater than 2000m² in any other zone,
 - 8.5.6.3.1 a sign permit is required;
 - 8.5.6.3.2 1 sign per road frontage is permitted;
 - 8.5.6.3.3 a sign shall not exceed a sign area of 7.43m²;
 - 8.5.6.3.4 a sign face shall not exceed a height of 3.05m;
 - 8.5.6.3.5 the total height of a sign shall not exceed a height 4.88m (16 ft) above grade.
 - 8.5.6.4.6. when attached to a building, a sign shall not extend above the roofline or beyond the end of the façade on which it is located.
- 8.5.6.4 a sign shall be removed within 7 days of the later of completion of any project construction or unconditional sale of lease is achieved on the subject parcel
- i. Inserting the following text after Section 8.5.8:
 - 8.5.9 Construction Hoarding Sign
 - 8.5.9.1 a sign permit is required;
 - 8.5.9.2 a sign is not permitted within a single-family residential zone;
 - 8.5.9.3 a sign must not display repetitive sign copy, logos or images along the same road frontage;
 - 8.5.9.4. a sign must not exceed a height of 2.44m;

- 8.5.9.5. total allowable sign copy, logos and images must not exceed 50% of the Construction Hoarding Sign area;
- 8.5.9.6. when a Construction Hoarding Sign is used in conjunction with a Real Estate Sign:
- The portion of a Construction Hoarding Sign adjacent to any Real Estate Sign must not contain sign copy, logos or images within 2.43m of a Real Estate Sign; and
 - The total allowable area used for sign copy, logos or images on a Construction Hoarding Sign shall be reduced by the total area of any Real Estate Sign(s).

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk