

# AGENDA

## *REGULAR MEETING OF COUNCIL*

**Monday, June 19, 2023**

**7:00 p.m.**

**Council Chamber, Municipal Hall**

**355 West Queens Road**

**North Vancouver, BC**

**Watch at <https://dnvorg.zoom.us/j/67910218298>**

**Council Members:**

Mayor Mike Little

Councillor Jordan Back

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Herman Mah

Councillor Lisa Muri

Councillor Catherine Pope



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## REGULAR MEETING OF COUNCIL

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### AGENDA

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tsleil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

### CLOSED PUBLIC HEARING ITEMS NOT AVAILABLE FOR DISCUSSION

- Bylaw 8561 – OCP Amendment 1310 Monashee Drive
- Bylaw 8562 – Rezoning 1310 Monashee Drive
- Bylaw 8606 – Phased Development Agreement 1310 Monashee Drive
- Bylaw 8623 – OCP Amendment 1541-1557 Bond Street
- Bylaw 8622 – Rezoning 1541-1557 Bond Street
- Bylaw 8626 – Rezoning 100 Forester Street

## 1. ADOPTION OF THE AGENDA

### 1.1. June 19, 2023 Regular Meeting Agenda

*Recommendation:*

THAT the agenda for the June 19, 2023 Regular Meeting of Council for the District of North Vancouver is adopted as circulated, including the addition of any items listed in the agenda addendum.

## 2. ADOPTION OF MINUTES

### 2.1. May 15, 2023 Regular Council Meeting

p. 9-15

*Recommendation:*

THAT the minutes of the May 15, 2023 Regular Council meeting are adopted.

## 3. PUBLIC INPUT

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

## 4. RECOGNITIONS

## **5. DELEGATIONS**

- 5.1. Akua Schatz, Tamara White and Jake Fry, Small Housing BC** **p. 19-29**  
Re: BC Housing Action Plan

Application Form  
Attachment 1: PowerPoint Presentation

*Recommendation:*  
THAT the delegation of Small Housing BC is received for information.

## **6. RELEASE OF CLOSED MEETING DECISIONS**

## **7. COMMITTEE OF THE WHOLE REPORT**

## **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.

*Recommendation:*  
THAT items \_\_\_\_\_ are included in the Consent Agenda and are approved without debate.

- 8.1. East 29<sup>th</sup> Street Parking Pockets** **p. 33-40**  
File No. 16.8620.20/054.000

Report: Section Manager, Regional Transportation, May 30, 2023

*Recommendation:*  
THAT staff are directed to deliver “parking pocket” solutions on the north and south sides of East 29th Street that retain the existing cycling and sidewalk facilities and address accessibility needs of adjacent residents;

AND THAT staff are directed to allocate a capital budget for these works from the District’s Growing Communities Fund grant.

- 8.2. Delbrook Avenue Safety Improvements** **p. 41-45**  
File No. 16.8310.01/000.000

Report: Section Manager, Regional Transportation, June 1, 2023

*Recommendation:*  
THAT the June 1, 2023 report of the Section Manager – Regional Transportation entitled Delbrook Avenue Safety Improvements is received for information.



**8.3. Nature and Biodiversity Strategy Terms of Reference** **p. 47-57**  
File No. 13.6770/Biodiversity/File

Report: Manager – Biodiversity Policy and Projects  
Attachment 1: Nature and Biodiversity Strategy Terms of Reference  
Attachment 2: Timeline of District Environmental Initiatives

*Recommendation:*

THAT staff are directed to proceed with the development of a Nature and Biodiversity Strategy in accordance with the Terms of Reference as set out in Attachment 1 of the June 6, 2023 report of the Biodiversity Projects and Policy Manager entitled Nature and Biodiversity Strategy Terms of Reference.

**8.4. Traffic Management Plan for Deep Cove** **p. 59-60**  
File No.

Report: Councillor Lisa Muri, June 5, 2023

*Recommendation:*

THAT Council direct staff to report back on a comprehensive traffic management plan for Deep Cove, north of Mount Seymour Parkway, at the earliest opportunity.

**9. REPORTS**

**9.1. Mayor**

**9.2. Chief Administrative Officer**

**9.3. Councillors**

**9.4. Metro Vancouver Committee Appointees**

**9.4.1. Indigenous Relations Committee – Councillor Hanson**

**9.4.2. Board – Councillor Muri**

**9.4.3. Regional Culture Committee – Councillor Muri**

**9.4.4. Regional Parks Committee – Councillor Muri**

**9.4.5. Liquid Waste Committee – Mayor Little**

**9.4.6. Mayors Committee – Mayor Little**

**9.4.7. Mayors Council on Regional Transportation – Mayor Little**

**9.4.8. Zero Waste Committee – Mayor Little**

## **10. ADJOURNMENT**

*Recommendation:*

THAT the June 19, 2023 Regular Meeting of Council for the District of North Vancouver is adjourned.

## MINUTES

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

Minutes of the Regular Meeting of Council for the District of North Vancouver held at 7:00 p.m. on Monday, May 15, 2023 in the Council Chamber of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Acting Mayor Lisa Muri  
Councillor Jordan Back  
Councillor Betty Forbes  
Councillor Jim Hanson  
Councillor Herman Mah  
Councillor Catherine Pope

**Absent:** Mayor Mike Little

**Staff:** David Stuart, Chief Administrative Officer  
Gavin Joyce, General Manager – Engineering, Parks and Facilities  
Dan Milburn, General Manager – Planning, Properties and Permits  
Saira Walker, General Manager – Corporate Services  
Caroline Jackson, Director – Climate Action, Natural Systems and Biodiversity  
Rick Danyluk, Deputy General Manager – Finance and Deputy Chief Financial Officer  
Nicola Chevallier, Deputy General Manager – Engineering Operations and Facilities  
Jennifer Paton, Assistant General Manager – Planning  
Janine Ryder, Manager – Real Estate and Properties  
Yan Zeng, Manager – Development Planning  
Genevieve Lanz, Deputy Municipal Clerk  
Tamsin Guppy, Development Planner  
Wendelin Jordan, Project Engineer  
Emel Nordin, Development Planner  
Cheryl Archer, Confidential Council Clerk  
Emily Allen, Committee Clerk

**1. ADOPTION OF THE AGENDA**

**1.1. May 15, 2023 Regular Meeting Agenda**

**MOVED by Councillor BACK**

**SECONDED by Councillor POPE**

THAT the agenda for the May 15, 2023 Regular Meeting of Council for the District of North Vancouver is adopted as circulated, including the addition of any items listed in the agenda addendum.

**CARRIED**

**2. ADOPTION OF MINUTES**

**2.1. April 3, 2023 Regular Council Meeting**

**MOVED by Councillor BACK**

**SECONDED by Councillor MAH**

THAT the minutes of the April 3, 2023 Regular Council Meeting are adopted.

**CARRIED**

## **2.2. April 17, 2023 Regular Council Meeting**

**MOVED by Councillor BACK**

**SECONDED by Councillor MAH**

THAT the minutes of the April 17, 2023 Regular Council Meeting are adopted.

**CARRIED**

## **2.3. April 24, 2023 Special Council Meeting**

**MOVED by Councillor BACK**

**SECONDED by Councillor MAH**

THAT the minutes of the April 24, 2023 Special Council Meeting are adopted.

**CARRIED**

## **2.4. May 1, 2023 Public Meeting**

**MOVED by Councillor BACK**

**SECONDED by Councillor MAH**

THAT the minutes of the May 1, 2023 Public Meeting are received.

**CARRIED**

## **3. PUBLIC INPUT**

### **3.1. Colin Armstrong:**

- Advised that he is the Chief Executive Officer of HTEC, the applicant for item 8.4 Text Amendment Rezoning for a Hydrogen Liquefaction Facility at 100 Forester Street (Bylaw 8626);
- Commented on the environmental impact of the proposal, noting that the District declared a Climate Emergency in 2019;
- Advised that the proposal is to recycle the hydrogen produced as a by-product of sodium chlorate production, which is currently being released into the atmosphere, into a zero-emission fuel;
- Noted there is growing demand for zero-emission vehicles and there is a hydrogen fueling station at Westview Shopping Centre; and,
- Commented on the safety audits and risk analysis conducted as part of the proposal.

### **3.2. Kelly Bond:**

- Spoke regarding item 8.2 Bylaws 8623, 8622, 8624, 8625 OCP Amendment, Rezoning, Housing Agreement and Development Cost Charges (DCC) Waiver Bylaws for a Six-Storey Rental Building at 1541-1557 Bond Street;
- Commented on the District's Residential Tenant Relocation Assistance Policy;
- Expressed concern regarding communication with tenants affected by development applications and suggested updating the policy with requirements to notify tenants prior to each public input opportunity, including at the preliminary application stage;
- Stated that tenants affected by the Bond Street application claimed not to have been notified of the application;
- Suggested conducting an audit of the policy and of recent applications; and,
- Suggested the District create a support position to assist with tenant relocation.

**3.3. Brian Scott:**

- Advised that he is Plant Manager for ERCO Worldwide LP;
- Spoke in support of item 8.4 Text Amendment Rezoning for a Hydrogen Liquefaction Facility at 100 Forester Street (Bylaw 8626);
- Commented on the ERCO facility's safety record over 77 years in operation;
- Advised that hydrogen is created as a by-product and it is currently released; and,
- Noted that ERCO and HTEC have worked together for many years.

**3.4. Norman Laube:**

- Advised that he is a long-term District resident and one of the Principals at Pure Living Homes, the applicant for item 8.2 Bylaws 8623, 8622, 8624, 8625 OCP Amendment, Rezoning, Housing Agreement and Development Cost Charges (DCC) Waiver Bylaws for a Six-Storey Rental Building at 1541-1557 Bond Street; and,
- Spoke in support of the proposal, noting application team is present to answer any questions.

**3.5. Hazen Colbert:**

- Stated that he and Mayor Little have received threats over the previous month in response to not supporting artificial turf fields (ATFs) in the District;
- Stated that threats should not influence District policy;
- Expressed concern regarding the safety of members of Council; and,
- Opined that ATFs, cycling lanes, and pickleball courts should not be as controversial as they are.

**3.6. Corrie Kost:**

- Spoke regarding item 8.4 Text Amendment Rezoning for a Hydrogen Liquefaction Facility at 100 Forester Street (Bylaw 8626);
- Noted that he had submitted written materials to Mayor and Council;
- Stated that the applicant's Quantitative Risk Assessment study did not include complete exhaustion of a large hydrogen cylinder;
- Queried the distance between the chlorine plant and the proposed hydrogen facility;
- Expressed concern that a cascade failure could occur at the site;
- Opined that hydrogen fuelled vehicles are not a viable alternative to electric vehicles; and,
- Asserted that producing liquid hydrogen uses more electricity than would be required to operate an electric vehicle.

**4. RECOGNITIONS**

**5. DELEGATIONS**

**5.1. Charlotte Burns, Mark Vaughan, and George Haughn, West Vancouver Field Hockey Club**

Re: Our Club, Our Community, on the North Shore

Charlotte Burns, General Manager; Mark Vaughan, President; and George Haughn, Vice President, West Vancouver Field Hockey Club, provided an overview of the organization's activities in the community, highlighting inclusive programs for all ages

and abilities including engagement with schools, scholarships, mentorship, support for neurodivergent players, and fundraising activities in support of local charities.

**MOVED by Councillor MAH**

**SECONDED by Councillor POPE**

THAT the delegation of the West Vancouver Field Hockey Club is received for information.

**CARRIED**

## **6. RELEASE OF CLOSED MEETING DECISIONS**

### **6.1 April 27, 2023 Advisory Oversight Committee Meeting**

#### **6.1.1. Community Services Advisory Committee – Appointments for 2023-2025**

File No. 01.0360.04.001.000

THAT Michael Kleisinger is appointed to the Community Services Advisory Committee for a three-year term ending December 31, 2025;

THAT Rivka (Becky) Zelikson is appointed to the Community Services Advisory Committee for a three-year term ending December 31, 2025;

AND THAT this resolution is released to the public.

## **7. COMMITTEE OF THE WHOLE REPORT**

Nil

## **8. REPORTS FROM COUNCIL OR STAFF**

### **8.1. Bylaws 8617 and 8618 Expanding the Inter-municipal Transportation Network Services Business Licence Scheme to Hope, Kent and Mission**

File No. 09.3900.20/000.000

**MOVED by Councillor HANSON**

**SECONDED by Councillor BACK**

THAT “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw 8617, 2023” is ADOPTED;

AND THAT “Inter-Municipal Transportation Network Services Business Licence Bylaw 8618, 2023” is ADOPTED.

**CARRIED**

### **8.2. Bylaws 8623, 8622, 8624, 8625 OCP Amendment, Rezoning, Housing Agreement and Development Cost Charges (DCC) Waiver Bylaws for a Six-Storey Rental Building at 1541-1557 Bond Street**

File No. 08.3060.20/064.21



**MOVED by Councillor HANSON**  
**SECONDED by Councillor BACK**

THAT “District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8623, 2023 (Amendment 48)” is given FIRST Reading;

AND THAT “District of North Vancouver Rezoning Bylaw 1425 (Bylaw 8622)” is given FIRST Reading;

AND THAT “Housing Agreement Bylaw (Rental Only) 8624, 2023” is given FIRST Reading;

AND THAT “1541-1557 Bond Street Development Cost Charges Waiver Bylaw 8625, 2023” is given FIRST Reading;

AND THAT pursuant to Section 475 and Section 476 of the *Local Government Act*, additional consultation is not required beyond that already undertaken with respect to Bylaw 8623;

AND THAT in accordance with Section 477 of the *Local Government Act*, Council has considered Bylaw 8623 in conjunction with its Financial Plan and applicable Waste Management Plans;

AND THAT Bylaw 8623 and Bylaw 8622 are referred to a Public Hearing.

**CARRIED**

Opposed: Councillor POPE

**8.3. Proposed Partial Highway Closure and Dedication Removal Bylaw 8621 – “1541-1557 Bond Street Highway Closure Bylaw 8621, 2023”**

File No. 02.0930.20/512.000

**MOVED by Councillor BACK**  
**SECONDED by Councillor HANSON**

THAT “1541-1557 Bond Street Highway Closure Bylaw 8621, 2023” is given FIRST READING;

AND THAT staff is authorized to publish notification for two consecutive weeks as per the provisions in the *Community Charter*.

**CARRIED**

**8.4. Text Amendment Rezoning for a Hydrogen Liquefaction Facility at 100 Forester Street (Bylaw 8626)**

File No. 08.3060.20/014.23

**MOVED by Councillor MURI**  
**SECONDED by Councillor MAH**

THAT “District of North Vancouver Rezoning Bylaw 1426 (Bylaw 8626)” is given FIRST Reading;

AND THAT “District of North Vancouver Rezoning Bylaw 1426 (Bylaw 8626)” is referred to a Public Hearing.

**CARRIED**

Opposed: Councillor FORBES

## **9. REPORTS**

### **9.1. Mayor**

Nil

### **9.2. Chief Administrative Officer**

Provided an update on the following:

- The Ministry of Transportation and Infrastructure has been granted an injunction regarding protests on the Mountain Highway overpass over Highway 1 and the RCMP is monitoring the situation; and,
- Advised that Mike Danks of North Shore Rescue will be joining District Fire and Rescue Services as Deputy Fire Chief.

### **9.3. Councillors**

**9.3.1.** Councillor Hanson reported on his attendance at the May 4, 2023 RCMP event recognizing members and residents for exceptional acts of courage in law enforcement, noting that this is the first time the event has been held since the start of the COVID-19 pandemic.

**9.3.2.** Councillor Back reported his attendance at the following:

- The annual Outdoor Safety and Emergency Preparedness open house on May 13, 2023 at Argyle Secondary School; and,
- The District Youth Awards ceremony and reception on May 11, 2023 as Master of Ceremonies, noting that a larger venue may be needed in the future due to high attendance.

**9.3.3.** Councillor Mah reported on his attendance at the District Youth Awards ceremony and reception on May 11, 2023.

**9.3.4.** Councillor Pope reported on her attendance at the Vancouver Coastal Health North Shore Local Government Liaison meeting, noting topics covered included toxic drug deaths, planning for heat events, staffing at Lions Gate Hospital, and an update on Car 22, the RCMP and Vancouver Coastal Health mobile mental health outreach program.

**9.3.5.** Councillor Muri reported on her attendance at the following:

- The Lower Mainland Local Government Association Annual Conference and Annual General Meeting from May 1 to 3, 2023 with Mayor Little and Councillors Mah and Pope, noting that the District's Rights of Tenants Facing Displacement Through Redevelopment resolution was endorsed; and,
- Opening Day at the Deep Cove Yacht Club.

### **9.4. Metro Vancouver Committee Appointees**

#### **9.4.1. Indigenous Relations Committee – Councillor Hanson**

Nil

**9.4.2. Board – Councillor Muri**

Nil

**9.4.3. Regional Culture Committee – Councillor Muri**

Nil

**9.4.4. Regional Parks Committee – Councillor Muri**

Nil

**9.4.5. Liquid Waste Committee – Mayor Little**

Nil

**9.4.6. Mayors Committee – Mayor Little**

Nil

**9.4.7. Mayors Council on Regional Transportation – Mayor Little**

Nil

**9.4.8. Zero Waste Committee – Mayor Little**

Nil

**9.4.9. Liquid Waste Committee – Mayor Little**

Nil

**10. ADJOURNMENT**

**MOVED by Councillor MAH**

**SECONDED by Councillor FORBES**

THAT the May 15, 2023 Regular Meeting of Council for the District of North Vancouver is adjourned.

**CARRIED**

(8:33 p.m.)

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Mayor

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Municipal Clerk

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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 email to [gordonja@dnv.org](mailto:gordonja@dnv.org)

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

**Delegations have five minutes to make their presentation. Questions from Council may follow.**

Name of group wishing to appear before Council: Small Housing BC

Title of Presentation: BC Housing Action Plan

Name of person(s) to make presentation: Akua Schatz, Tamara White, Jake Fry

Purpose of Presentation:

- ☒ Information only  
☐ Requesting a letter of support  
☐ Other – please describe:

Attach separate sheet if additional space is required

**Note: Delegation requests will not be accepted if they are requesting financial assistance of any kind or are in relation to any potential or current development application with the District.**

Contact person (if different than above): Craig Keating

Daytime telephone number: 604-787-0226

Email address: craigkeating@strategies360.ca

Will you be providing supporting documentation? ☒ Yes ☐ No

If yes: ☐ Handout ☐ Digital Format ☒ PowerPoint Presentation

**Note: All supporting documentation must be provided 14 days prior to your appearance date.  
 This form and any background material provided will be published in the public agenda.**

Presentation requirements: ☒ Laptop ☐ Tripod for posterboard  
☒ Multimedia projector ☐ Flipchart  
☐ Overhead projector

Arrangements can be made, upon request, for you to familiarize yourself with the Council Chamber equipment on or before your presentation date.



## Delegation to Council Request Form

### Rules for Delegations:

1. Delegations must submit a Delegation to Council Request Form to the Municipal Clerk. Submission of a request does not constitute approval nor guarantee a date. The request must first be reviewed by the Clerk.
2. The Clerk will review the request and, if approved, arrange a mutually agreeable date with you. You will receive a signed and approved copy of your request form as confirmation.
3. Only one delegation will be permitted at any Regular Meeting of Council.
4. Delegations must represent an organized group, society, institution, corporation, etc. Individuals may not appear as delegations.
5. Delegations are scheduled on a first-come, first-served basis, subject to direction from the Mayor, Council, or Chief Administrative Officer.
6. The Mayor or Chief Administrative Officer may reject a delegation request if it regards an offensive subject, has already been substantially presented to council in one form or another, deals with a pending matter following the close of a public hearing, or is, or has been, dealt with in a public participation process.
7. Supporting submissions for the delegation should be provided to the Clerk by noon 14 days preceding the scheduled appearance.
8. Delegations will be allowed a maximum of five minutes to make their presentation.
9. Any questions to delegations by members of Council will seek only to clarify a material aspect of a delegate's presentation.
10. 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.
11. Please note the District does not provide grants or donations through the delegation process.
12. Delegation requests that are non-jurisdictional or of a financial nature may not be accepted.

### 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 (if not handed out or published in the agenda) to assist with the accuracy of our minutes

I understand and agree to these rules for delegations

Craig Keating

May 23, 2023

Name of Delegate or Representative of Group

Date

Signature

### For Office Use Only

Approved by:

Municipal Clerk

Deputy Municipal Clerk

Appearance date:

Receipt emailed on:

Rejected by:

Mayor

CAO

Applicant informed on:

Applicant informed by:

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.





# Gentle Density Housing Solutions

# What does Gentle Density Housing look like?



Laneway/Coach Home



Pocket Neighbourhood



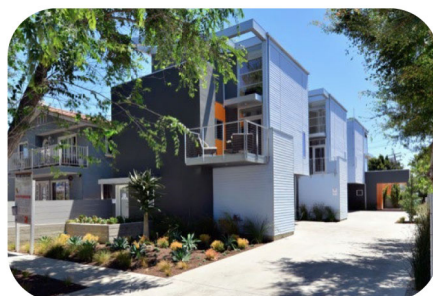
Lockoff Suites



Houseplex



Tiny House



Small Lot Homes



Row Homes

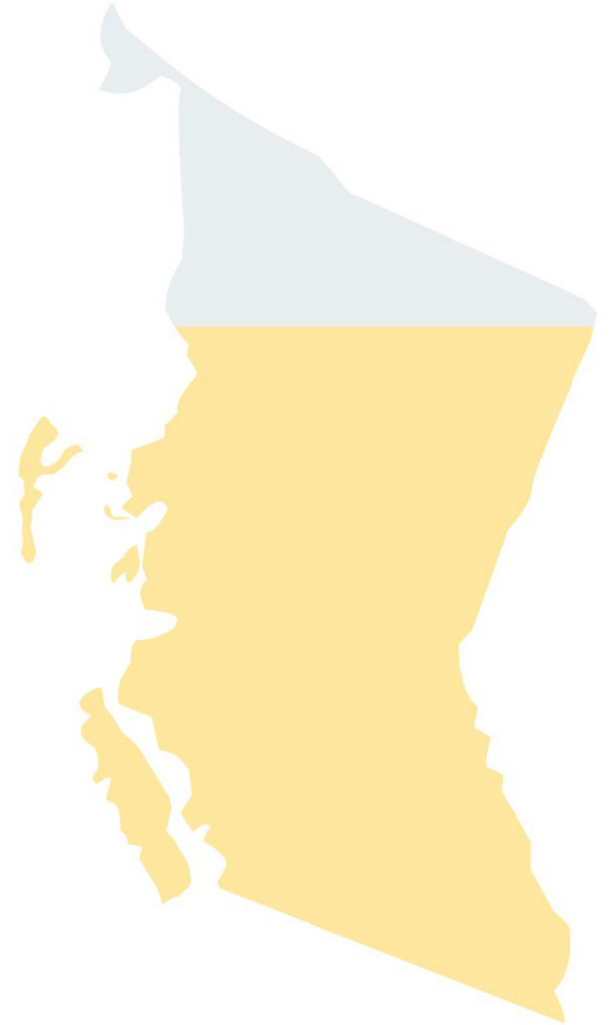


Secondary Suites

## Research Results

### What does the public want?

- 71% of British Columbians agree that **infill housing** can help address the housing crisis in the province
- Over a fifth of homeowners (>20%) across urban areas say they would **consider building a small secondary home** on their property in the next five years.





## Let's Get Small Housing Built

### Enable ownership

- Tap into pent-up demand
- Create starter homes
- Mitigate speculation by relying on homeowner-developer



## Let's Get Small Housing Built

### Simplify regulations

- Don't make it harder than single-family home
- Procedural clarity for ordinary owners of lots
- Lower parking requirements
- Limit requirements for additional road, water, or sewage infrastructure

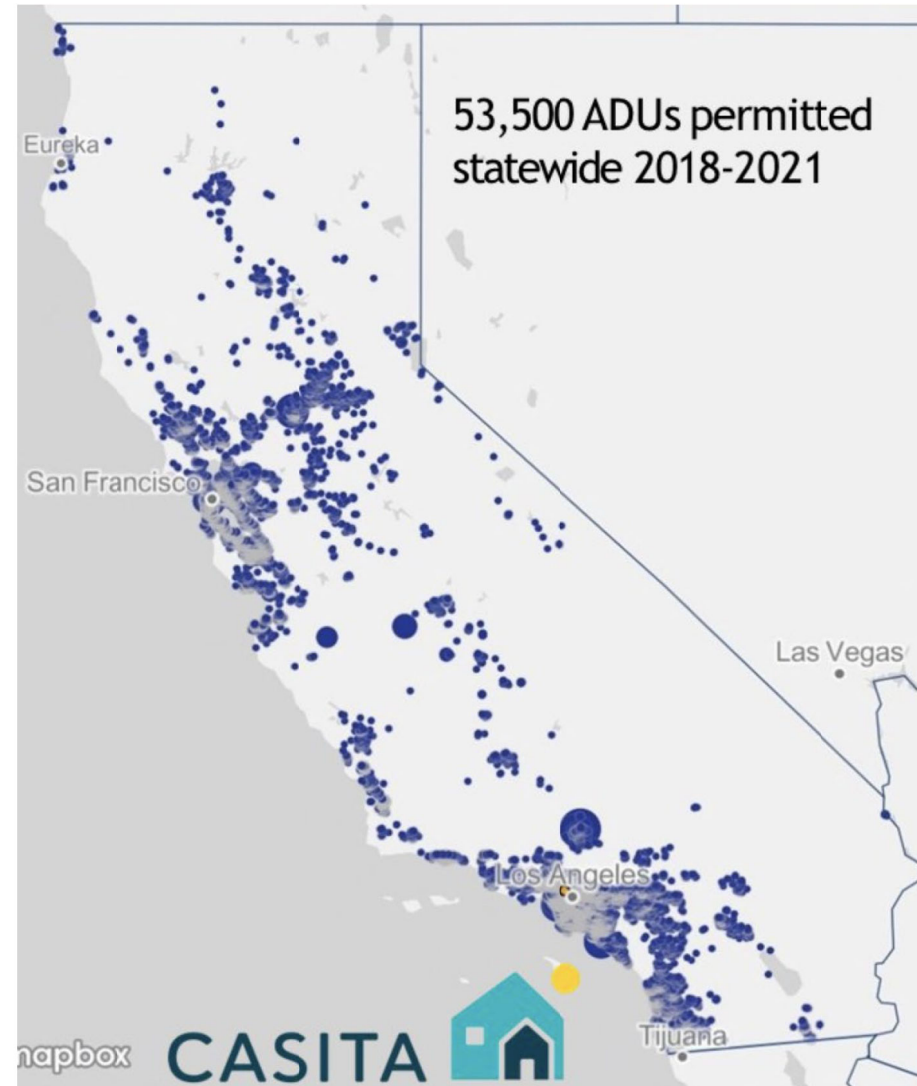




American Case Studies

# ADU Revolution in Progress

- 53,500 ADUs permitted in California between 2018 - 2021
- A new \$4B industry, providing jobs and economic growth





The Atlantic (2023)

# 66%-80%

In California, 66-80% of ADUs qualify as affordable to households earning the area median income.



## Let's Collaborate.

Small Housing BC can be instrumental for municipalities seeking to implement gentle density strategies, **we provide practical and adaptable solutions to address housing challenges.**



# Thank you!

[smallhousing.ca](http://smallhousing.ca)



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## REPORTS

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AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input type="checkbox"/> Other:	Date: _____

8.1  
 GMJ

CAO

Dept.  
Manager

GM/  
Director

## The District of North Vancouver

### REPORT TO COUNCIL

May 30, 2023  
File: 16.8620.20/054.000

**AUTHOR:** Steve Carney, PEng, PTOE

**SUBJECT:** E 29th St Parking Pockets

#### RECOMMENDATION:

THAT the Committee of the Whole recommend to Council:

1. THAT staff deliver 'parking pocket' solutions on both the north and south sides of E 29<sup>th</sup> St that retain the existing cycling and sidewalk facilities while addressing accessibility needs of adjacent residents **(RECOMMENDED)**
  
1. THAT staff are to allocate a capital budget for these works from the provincial Growing Communities Fund reserve **(RECOMMENDED)**

#### REASON FOR REPORT:

Bike lanes were installed in 2019 along both sides of E 29<sup>th</sup> St as part of the broader 'E 29<sup>th</sup> St safety and mobility project'. In the lead-up to and since implementation of the bike lanes, the District has received both positive and negative feedback generally categorised, respectively, from the broader cycling community and adjacent property owners.

On January 9, 2023, a Council motion was brought forward at a Regular Council meeting for consideration to remove the existing bike lane on the southern side of E 29<sup>th</sup> St (between William Ave and Fromme Rd), in order to provide greater vehicle and delivery accessibility for adjacent residents. Council decided to not consider the motion at that time, and instead chose to defer to a Council workshop for further discussion with District staff. A Council workshop occurred on February 6, 2023 where several design solution options were discussed. The purpose of this report is to facilitate resolution of the recommended option at the upcoming June 19, 2023 Regular Council meeting.

#### SUMMARY:

This report summarizes the background on the E 29<sup>th</sup> St Safety and Mobility project, its alignment with existing policy, and recommendations to achieve greater resident accessibility while also retaining the existing cycling facilities that support broader multi-modal transportation goals.

Given that the capital plan currently does not include a provision for modifications to the E 29<sup>th</sup> bike lanes, Council direction is required to: (a) provide clear direction to District staff on whether or not a parking pocket solution is supported, and (b) provide direction to allocate a capital budget for these works, estimated at \$150,000, from the \$10.25M Growing Communities Fund received from the Province by the District. This fund was announced by the Province on Feb 10, 2023, shortly following the E 29<sup>th</sup> St Council workshop.

**BACKGROUND:**

The following provides an overview of the E 29<sup>th</sup> St safety and mobility project background:

- 2017: Council provided direction to staff to look at possible safety and mobility improvements along E 29<sup>th</sup> St given past safety concerns and future community needs (such as the implementation of the Lynn Valley Town Centre). Staff undertook technical work, concurrent with community consultation, to develop a recommended solution. One key theme that emerged related to trade-offs in how the road space should be allocated between on-street parking and dedicated cycling space.
- In addition, E 29<sup>th</sup> St between Lonsdale Ave and Lynn Valley Rd was identified as a candidate for repaving in 2019 as part of ongoing asset management requirements, and therefore a potential opportunity was created to rethink road space allocation to coordinate early implementation of cycling improvements on E 29<sup>th</sup> St as it is identified as a long-term corridor in the overall bike network master plan.
- May 6, 2019: Staff presented to Council their recommended solution, that included a specific treatment between William Ave and Fromme Rd that balanced the conflicting community feedback and the need to quickly realize better safety and cycling infrastructure – with a one-way bike lane proposed on the north side, and on-street parking provided on the south side. This particular solution along these blocks of E 29<sup>th</sup> St was recommended as an interim measure that could be re-evaluated in the future once cycling volumes increased upon buildout of the broader active transportation network. Council did not support this recommendation and instructed District staff to develop a further enhanced concept between William Ave and Fromme Rd that had separated bike facilities on both sides of E 29<sup>th</sup> St.
- May 27, 2019: Staff presented a revised, enhanced concept that generally included separated cycling facilities on both sides of E 29<sup>th</sup> St between William Ave and Fromme Rd through the elimination of all on-street parking along these blocks. This enhanced concept was approved by Council.
- Since May 2019: Council and staff have received correspondence that both support the installed bike lanes (generally from the broader cycling community) and oppose what has been implemented due to loss of on-street parking and accessibility (generally from adjacent property owners). Adjacent residents have submitted an inventory that they compiled acknowledging that all properties between Tempe Glen Dr and Fromme Rd have access to off-street parking via driveways fronting E 29<sup>th</sup> St or rear lane access – however, have continued to express concerns about loss of on-

street parking, with more focused feedback about accessibility (i.e., need for short-term on-street parking for pick-up/drop-off, home deliveries, access for people with mobility needs, etc.).

- January 9, 2023: A council motion entitled 'E 29<sup>th</sup> St Delineators' was brought forward at this Regular Council meeting that recommended removal of the bike lane on the southern side of E 29<sup>th</sup> St (between William Ave and Fromme Rd) in order to reinstate on-street parking. This motion was referred to a Council workshop.
- A February 6, 2023 Council workshop, staff presented possible parking pocket solutions for E 29<sup>th</sup> St, similar to what was recently constructed, and lessons learned, as part of the Lynn Valley Road Active Transportation project. At the session it was clear to staff that the parking pocket concept was supportable by the majority of Council with general discussion pertaining to whether these should be located on one or both sides of E 29<sup>th</sup> St (between William Ave and Fromme Rd). Staff understand, based on the workshop discussion, that there was general consensus that parking pockets on both sides of E 29<sup>th</sup> St was the preferred solution – and staff were directed to bring this back to a Regular Council session for consideration so that the decision could be formally adopted to enable implementation. This specific Council Report directly responds to Council's desire out of the Council Workshop on February 6, 2023 to bring this matter back to a Regular Council session.
- For further background, previous Council reports relevant to this project include:
  - E 29<sup>th</sup> St Corridor Plan and Construction Project (April 25, 2019) considered by Council May 6, 2019
  - E 29<sup>th</sup> St Corridor Safety and Mobility Improvements (May 17, 2019) considered by Council May 27, 2019
  - E 29<sup>th</sup> St Corridor Safety and Mobility Improvements (July 11, 2019) Information Report to Council included in the July 22, 2019 Agenda Package
  - E 29<sup>th</sup> St Safety and Mobility Improvements – Supplemental Information (Jan 14, 2022)

**EXISTING POLICY:**

DNV Transportation Plan; DNV Official Community Plan (OCP); OCP Action Plan, INSTPP; North Vancouver Bicycle Master Plan; North Shore Area Transit Plan; Community Energy & Emissions Plan; DNV Development Servicing Bylaw, DNV Snow Removal Policy.

**ANALYSIS:**

Please refer to the February 06 Council Workshop Report to Committee entitled 'Council Workshop on Cycling in the District and E 29th St' for a summary of analysis completed to date for the E 29<sup>th</sup> St corridor.

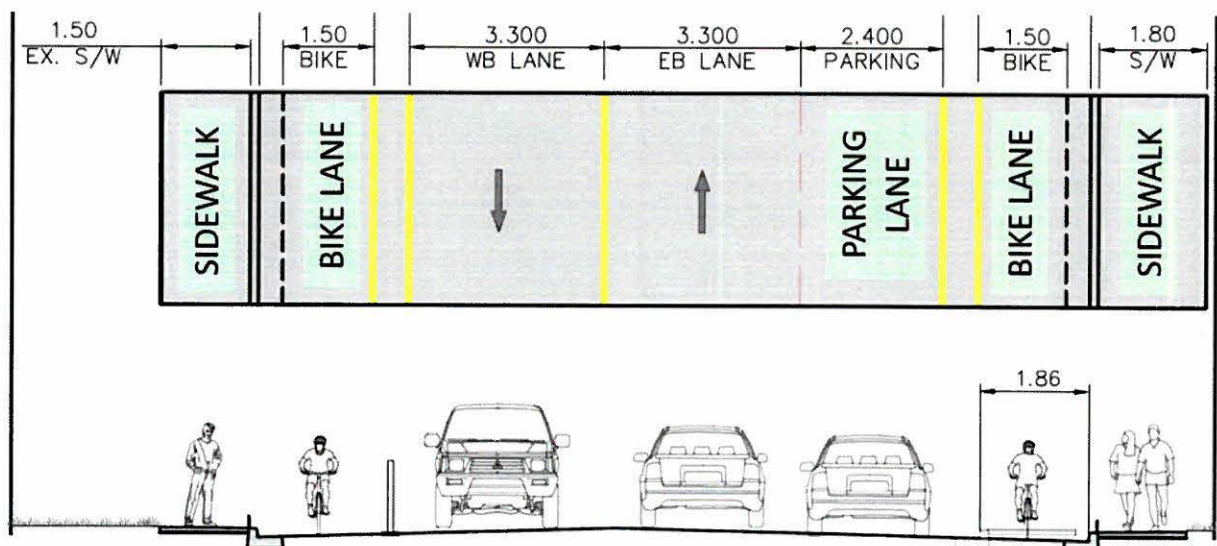
In response to continued public input generally related to accessibility for residents (particularly for those with mobility impairments), and loading/unloading needs for home-based businesses and deliveries, staff identified several possible corridor modification options. Further analysis determined that parking pockets were the recommended design



solution for the E 29<sup>th</sup> St corridor – in part due to a similar approach being implemented recently on Lynn Valley Road that has generally received positive feedback.

Parking pockets are designed to accommodate some on-street parking while maintaining continuous cycling and pedestrian facilities – and hence a good option to meet both of the competing concerns/themes we are hearing from the community (i.e., retaining cycling infrastructure versus improving accessibility for local residents).

One of the key benefits to note in positioning cyclists between the sidewalk and the parking lane (opposed to between parking lane and the travel lane) is that both the probability and potential severity of a ‘dooring’ incident is decreased. ‘Dooring’ is an incident where a person opens the door of a parked car into the path of an approaching cyclist causing the cyclist to crash. Cyclists are less likely to be ‘doored’ on the passenger side, and if a ‘dooring’ does occur cyclists will fall towards the sidewalk and not the travel lane. **Figure 1** illustrates a parking pocket concept in cross-section for a typical roadway (south side only shown). A built parking pocket example is also shown in **Photo 1**, constructed as part of recent active transportation improvements on Lynn Valley Rd.



**Figure 1. Cross-section of parking pocket concept**

To assess the potential for retaining more on-street parking along E 29<sup>th</sup> St, a parking pocket concept has been developed between St Christophers Rd and Fromme Rd. In this configuration, a section of curb, gutter, existing bike lane and sidewalk on E 29<sup>th</sup> St would be relocated away from the travel lanes towards the property line enabling ‘parking pockets’ to be created between the vehicle travel lane and bike lane. Impacts to properties may include reduction in the length of driveways, and potential tree and hedge removal – and should Council agree with the staff recommendation, it will also provide staff with clear direction to proceed with these noted minor impacts (noting, though, that all impacts are located within the District’s right of way). **Figure 2** shows the parking pocket design for E 29<sup>th</sup> St, where



parking pockets are provided on both the north and south sides of E 29<sup>th</sup> St between St Christophers Rd and Fromme Rd.



Photo 1. Lynn Valley Rd parking pocket

The north parking pocket is expected to provide 2-3 parking spaces, while the south parking pocket is expected to provide 5-6 parking spaces, pending final design. Rationale in support of this recommended solution includes the preservation of safe and continuous cycling facilities, consistency with broader multi-modal transportation goals, and the ability to achieve improved vehicle access to properties for adjacent residents.

It is anticipated that if a parking pocket solution is pursued, a portion of the parking spaces would be time limited to support short-term needs such as deliveries and providing access for visitors to nearby properties with mobility needs, while also permitting overnight parking. To be consistent with parking pockets recently constructed on Lynn Valley Rd, it is expected that a portion of parking spaces will be signed as 30 min loading zones (applicable 8 am to 6 pm), while the remainder will be unrestricted. The appropriateness of time limits will be monitored following implementation and can be adjusted as needed based on community feedback and site observations.

It should be noted that the concept shown in **Figure 2** considers existing site constraints and creates the most cost-effective and feasible solution. Existing constraints including utility poles, catch basins, driveways, and road right-of-way. Alternate parking pocket locations are not considered feasible, primarily as a result of high driveway densities along the corridor.

Council is to be made aware that the location of the parking pockets shown in **Figure 2** is relatively fixed and not flexible, if staff apply the objective of providing a cost-effective solution per the identified budget in this report. Any other location would require additional infrastructure changes (such as utility relocations) which would substantially increase the

overall project budget which would not fit with the overarching objective of a cost-effective solution.

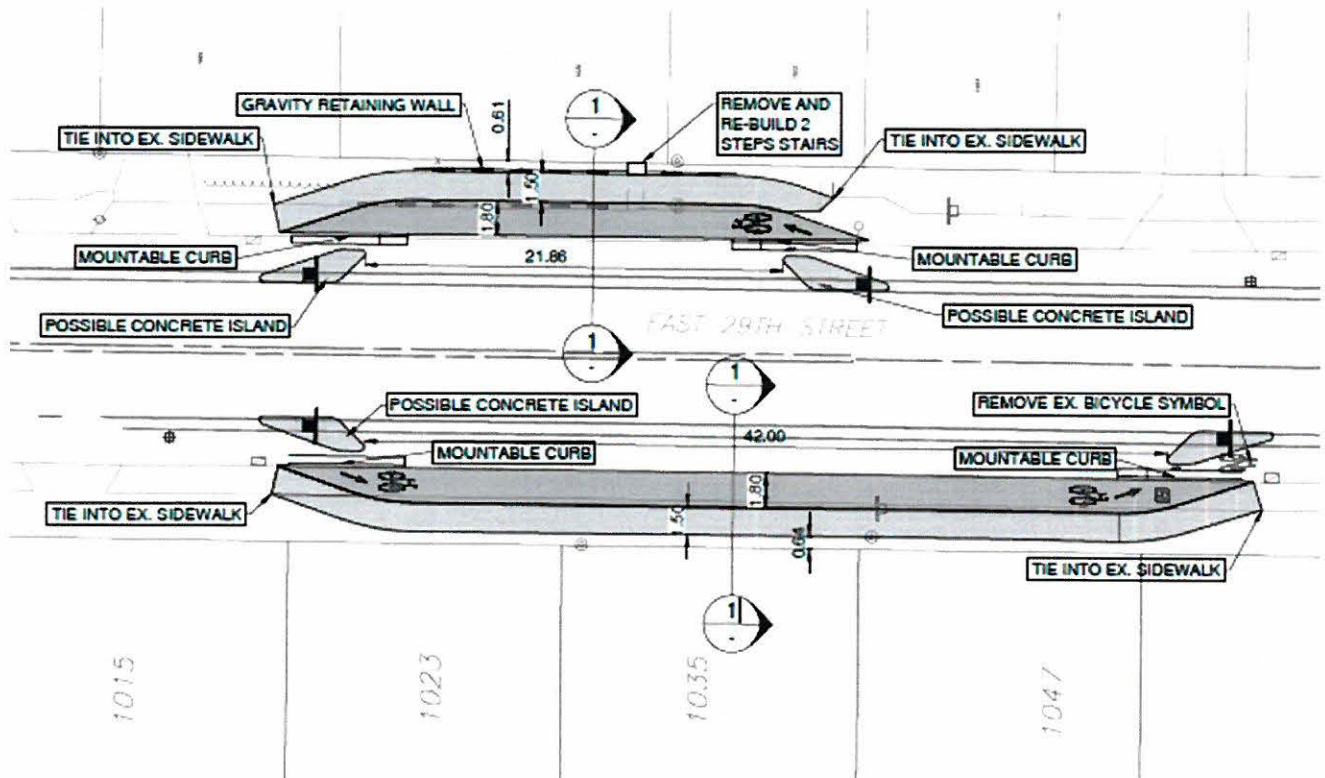


Figure 2. Parking Pocket Concept for E 29<sup>th</sup> St (between St Christophers Rd and Fromme Rd)

**Timing/Approval Process:**

Staff anticipate that the implementation of parking pockets would be completed in 2023/2024 depending on contractor availability.

**Concurrence:**

DNV Streets, DNV Bylaws, DNV Solid Waste, DNV Design and Planning.

**Financial Impacts:**

It is estimated that construction of the parking pockets would cost approximately \$150,000.

**Liability/Risk:**

Securing local resident support for recommended solution.

**Social Policy Implications:**

Expanding (or, in this case, retaining) the District's cycling network aligns with OCP targets on mode share, OCP Action Plan priorities, climate action initiatives, social equity, and transportation policy.



**Environmental Impact:**

Facilitating a mode shift to sustainable transportation choices such as cycling has a positive environmental impact through reduced greenhouse gas emissions.

**Public Input:**Historical context:

Public consultation related to the E29<sup>th</sup> St safety and mobility project has been ongoing since late-2016. Following the May 27, 2019 Council decision for an enhanced cycling facility to be installed between William Ave and Fromme Rd, and that on-street parking on both sides would be removed, staff prepared updated communications messaging and materials. The following information is provided for context of efforts undertaken between late-May 2019 and prior to implementation of the bike lanes:

- DNV.org/E29th website updates went live June 11, 2019
- Approximately 700 letters were sent to immediately impacted residents on E 29<sup>th</sup> St, delivered in person and via Canada Post on June 12, 2019
- Following letter distribution to immediately impacted residents, a postcard drop to approximately 2,000 neighbourhood residents (who were involved in initial project consultation) was delivered June 17, 2019
- On-street project information signage installed June 18, 2019
- Ongoing construction updates via social media, website, and on-street signage
- Local businesses have also been contacted and consulted on parking needs

In response to the updated project scope, DNV received complaints from approximately 80 households along the corridor specifically unhappy with the loss of on-street parking due to new cycling infrastructure. They submitted correspondence acknowledging they have access to off-street parking, but still have concerns. The majority of the complaints are related to the William Ave to Fromme Rd segment; however, complaints have been received throughout the corridor including from some side streets.

In contrast, staff have received considerable correspondence via social media and e-mail expressing support for the bike lanes as well as a letter of project support from HUB (cycling advocacy group), and written support of the project from the Boundary Elementary School PAC Chair. The District continues to receive input from both the cycling community and impacted homeowners.

Future changes to E 29<sup>th</sup> St corridor (subject to staff receiving direction):

Should District staff be provided with direction to make modifications to the E 29<sup>th</sup> St corridor, as presented in this report, they will inform the surrounding residents of these changes prior to their implementation. For clarity, staff do not intend nor have capacity in 2023 to undertake any engagement beyond the 'Inform' level on the public engagement spectrum – particularly, should Council approve the staff recommendation, it provides very clear direction of next steps and implementation, with feedback being sought from surrounding residents limited to discussing potential construction impacts (which is covered by the 'Inform' level of the public engagement spectrum which staff plan to undertake).

**Conclusion:**

The District continues to receive input from both the cycling community and impacted homeowners on the E 29<sup>th</sup> St project. Staff recommend a parking pocket solution between William Ave and Fromme Rd. These parking pockets (one on the northern side, one on the southern side) balance the desire to retain safe and comfortable cycling infrastructure as part of our active transportation network, while also providing localized space for accessibility and mobility needs of adjacent residents. Parking pockets are estimated to cost approximately \$150,000.

**Options:**

1. THAT staff deliver 'parking pocket' solutions on both the north and south sides of E 29<sup>th</sup> St that retain the existing cycling and sidewalk facilities while addressing accessibility needs of adjacent residents **(RECOMMENDED)**
2. THAT Council refer back to staff **(NOT RECOMMENDED)**

Respectfully submitted,



Steve Carney, PEng, PTOE  
Transportation Section Manager

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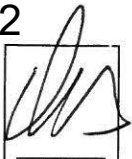
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## The District of North Vancouver REPORT TO COUNCIL

June 01, 2023  
File: 16.8310.01/000.000

**AUTHOR:** Steve Carney, PEng, PTOE

**SUBJECT:** Delbrook Ave Safety Improvements

### RECOMMENDATION:

THAT the June 01, 2023 Council report of the Transportation Section Manager entitled Delbrook Ave Safety Improvements is received for information.

### REASON FOR REPORT:

On December 01, 2022 Councillor Jordan Back submitted a Council Motion with the following recommendation: THAT Council direct staff to report back on engineering and road design options for enhanced safety along the Delbrook Ave corridor in an effort to slow traffic and make the corridor safer for all users. This report is to provide Council with a summary of recent work completed to date on Delbrook Ave, and an update on planned future improvements.

### SUMMARY:

On May 16, 2022, staff presented an overview of the road safety framework at a Council Workshop on the topic of the District of North Vancouver Road Safety Program which provided an overview for how the District prioritizes capital investment and resources in conjunction with resident requests received. At this meeting, it was proposed by staff, and supported by the 2018-2022 term of Council, that the methodology to rank and prioritize corridors for road safety improvements be assessed through a combination of collision data, collision severity, resident concerns and proximity to schools and parks. The District manages over 100 collector and arterial roads. Based on the road safety evaluation framework presented at the May 16, 2022 workshop, Delbrook corridor does not rank among the top 20 corridors.

Although Delbrook is not considered a high priority corridor for major road safety related investment at this time, there remains a desire to develop a broader strategy to address on-going speeding concerns across the District, including treatments and strategies that can be applied to Delbrook. This strategy may be a combination of policy development, education, enforcement, and engineering.

**BACKGROUND:**

Council has repeatedly heard from residents about concerns around speeding and traffic safety on Delbrook Road. Some of these communications from residents date back 5 years requesting staff to implement traffic calming measures such as curb extensions.

Recent actions taken by the District to address these concerns include the following:

- Presentation to the Delbrook Community Association 2020 AGM including a discussion on speed mitigation measures
- Installation of pedestrian-activated rapid flashing beacon lights for crosswalks along Delbrook at Windsor Rd (2018), Evergreen PI (2019), and Saville (2020)
- Custom pavement markings to encourage speed control and improve pedestrian safety for both northbound and southbound approaches to the crosswalk at Saville Crescent
- Requests to North Vancouver RCMP to increase speed enforcement
- Design of concrete bump-outs at Evergreen PI (scheduled for 2023 construction)

Despite these improvements, residents continue to express their concerns around traffic safety issues, including excessive speeding along the corridor. Note that under the District's Traffic Calming Policy, traffic calming will only be considered on local and collector roads. As an arterial road Delbrook is not currently eligible for traffic calming.

**EXISTING POLICY:**

The District's prioritization of capital investment and resources into road safety improvements is guided by the methodology established within the Road Safety Program and input received from Council during a May 16, 2022 Road Safety Council Workshop. This methodology was established to objectively evaluate and prioritize the highest risk road safety corridors across the District by reviewing data from collision history (severity and frequency), public input within the Report a Problem database, and proximity to schools and parks. Staff are following this methodology and the Delbrook corridor is currently ranked 24<sup>th</sup> on this prioritized list.

At present, staff are prioritizing their attention on other, higher ranking road safety improvement corridors including Mt Seymour Pkwy, Mountain Hwy, Capilano Rd, Lonsdale Ave, Keith Rd, Riverside Dr, Marine Dr, Kirkstone Rd, E 20th St, and Main St.

Council direction is needed should they specifically require staff to refocus attention to the Delbrook Ave corridor, as this does not align with the established prioritization methodology, and such direction will impact the ability for staff to implement road safety improvements to identified higher priority corridors due to limited resourcing availability.

Additional relevant policy-related documents include:

- OCP Action Plan
- Transportation Plan
- Road Safety Plan
- Safe Routes to School Studies
- Pedestrian Master Plan
- Bike Master Plan
- Traffic Calming Policy



**ANALYSIS:**

District staff regularly receive speeding related complaints and collect speed and volumes data for collector and arterial roads across the District. **Table 1** lists District arterial and collector roads in descending order by observed 85<sup>th</sup> percentile speeds (averaged for both directions). Note that Delbrook currently ranks as 9<sup>th</sup> in terms of observed speed over posted limit. Note also that Mt Seymour Pkwy is posted at 60 km/hr, while all other roads default to 50 km/hr as per the provincial Motor Vehicle Act.

Corridor	Reference Location	Location by Block	Date of Data	85th Percentile Speeds (kph)
Mt Seymour Pkwy	E of Riverside Dr	2200 Blk	Mar 2020	77.3
Capilano	at Grousewoods Dr	5600 Blk	Sep 2021	68.6
Mt Seymour Rd	S of Indian River Dr	1400 Blk	Jun 2022	68.0
Pemberton	mid block W 1st to W 3rd	100 Blk	Apr 2019	67.4
E Keith Rd	E of Lynnmouth Ave	1300 Blk	Jun 2022	66.0
Mountain Hwy	N of E 18th St	1800 Blk	May 2022	65.5
Dollarton Hwy	W of Ellis St	2800 Blk	May 2021	64.1
Highland	at SunnyCrest Dr	3900 Blk	Aug 2021	63.7
Delbrook	S of Saville Cres	4000 Blk	Oct 2020	62.2
Montroyal	W of Starlight Way	200 Blk	Nov 2020	61.0
Deep Cove Rd	S of Cliffmont Rd	1700 Blk	Oct 2022	58.0
Lonsdale	N of King Rd	3100 Blk	Apr 2021	55.5
Sunset	N of Ruby Ave	3900 Blk	May 2023	48.3

**Table 1. Observed 85<sup>th</sup> Percentile Speeds on District Roads**

Speed reader boards are currently installed on Nancy Greene Way (southbound), Capilano Rd (southbound), Lonsdale Ave (southbound), Mt Seymour Pkwy (eastbound and westbound), Naughton Ave (eastbound) and Dollarton Hwy (eastbound). An expanded program will include new speed reader boards for Delbrook Ave (northbound and southbound), Arbourlynn Dr (northbound and southbound), and Deep Cove Rd (northbound). Installation at these locations is scheduled for 2023.

In future years it is anticipated that the speed reader board program will be expanded to include a number of speed reader board signs that are rotated across multiple arterial and collector road locations to improve effectiveness by mitigating the effect of habituation. Speed reader boards are also capable of collection vehicle speed and volume data, and so will be a useful tool in longer term planning and prioritization efforts.

Future work may also involve the development of road geometric concepts designed to mitigate observed speeding, however this will require dedicated budget allocation and further discussion with Council around how traffic calming principals may be applied to arterial roads to ensure alignment with existing policy and corridor priorities.

**Timing/Approval Process:**

An expanded speed-reader board program can be implemented in 2023, will further expansion in future years. Geometric design work could commence in 2024 pending appropriate budget approvals.

**Financial Impacts:**

Expanding a speed-reader board program can be completed within existing 2023 budgets. This program is considered a low-cost, quick-to-implement, low resource-demand solution. Developing conceptual road design options for Delbrook will require financial resources in the order of \$50,000. This would enable the development of conceptual design options for further evaluation and/or consultation.

**Liability/Risk:**

Reduced liability/risk relative to existing condition through the implementation of additional speed management tools.

**Social Policy Implications:**

Consistent with policy around traffic calming, road safety, safe routes to schools, OCP Action Plan pedestrian safety and other active transportation initiatives.

**Public Input:**

The District continues to receive significant input related to concerns around speeding and road and pedestrian safety for many of our collector and arterial roads.

**Conclusion:**

Although Delbrook is not considered a high priority corridor for major road safety related investment at this time, there remains a desire to develop a broader strategy to address on-going speeding concerns across the District, including treatments and strategies that can be applied to Delbrook. This includes applying the road safety framework to identify corridor improvement priorities for major investment, expansion of the District's speed reader board program, continued data collection and evaluation, and continued active transportation investment including investment in sidewalks, crosswalk upgrades, dedicated cycling facilities, and transit infrastructure.

**Options:**

- 1) THAT the June 01, 2023 Council report of the Transportation Section Manager entitled Delbrook Ave Safety Improvements is received for information  
**(RECOMMENDED)**.
- 2) THAT Council refer back to staff.

Respectfully submitted,




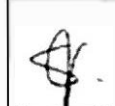
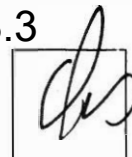
Steve Carney, PEng, PTOE  
Transportation Section Manager



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Dept. Manager	GM/ Director	CAO

## The District of North Vancouver REPORT TO COUNCIL

June 6, 2023  
File: 13.6770/Biodiversity/File

**AUTHOR:** Matthew MacKinnon, Biodiversity Policy & Projects Manager, Climate Action, Natural Systems and Biodiversity

**SUBJECT:** Nature and Biodiversity Strategy Terms of Reference

### RECOMMENDATION:

THAT staff is directed to proceed with the development of a Nature and Biodiversity Strategy in accordance with the Terms of Reference as set out in Attachment 1 of the June 6, 2023 report of the Biodiversity Projects and Policy Manager entitled Nature and Biodiversity Strategy Terms of Reference.

### SUMMARY:

The purpose of this report is to seek direction from Council regarding the proposed Terms of Reference for developing a Nature and Biodiversity Strategy (Attachment 1). The Nature and Biodiversity Strategy will establish biodiversity goals and objectives for the District and will be an overarching plan to protect, enhance, and restore biodiversity and natural systems in the District.

### BACKGROUND:

Nature, or biodiversity, encompasses the different kinds of life on earth: the variety of plants, animals, and microscopic organisms that work together in ecosystems to maintain balance, or resilience, and support life. Nature provides food, water, soil, and beautiful outdoor spaces for recreation. Services that we depend on include photosynthesis, oxygen, air and water purification, and crop pollination.

Habitat loss, habitat fragmentation, tree canopy loss, invasive species, and climate change impact biodiversity and its role in sustaining life. Loss of biodiversity over the past century has been accelerating and impacts critical ecological services. Some of these services are difficult to replace, such as the role that birds and insects play in pollination.

The District of North Vancouver encompasses extensive forests, streamside riparian habitats, and coastal areas that provide a spectacular setting and a strong identity for District residents. Many District residents choose to live in the District because of the close proximity to nature.

The District has a long history of demonstrating leadership in environmental stewardship. For over 50 years, the District's Ecology Centre has been providing educational programming to connect children with nature in the spectacular setting of the District's Lynn Canyon Park. In 1993, the District adopted an Environmental Protection Bylaw, one of the first of its kind in Canada, to protect, preserve and conserve ecological systems in the District. Each year, thousands of volunteer hours are devoted to habitat restoration projects such as invasives removal and planting projects in District parklands. A list of District initiatives over the years is provided (Attachment 2).

More recently, in 2019, District Council declared a climate and ecological emergency and is implementing a number of accelerated actions to achieve three overarching goals: 1) Reduce greenhouse gas emissions as a municipality and in the wider community; 2) Protect and enhance ecosystem health and biodiversity; and 3) Improve resilience to climate change. The development of a Nature and Biodiversity Strategy for protecting, enhancing, and restoring biodiversity and natural systems supports these goals.

#### **EXISTING POLICY:**

The District's 2011 Official Community Plan identifies a number of policies to guide the District's work to protect the ecological integrity of our diverse ecosystems (Section 9.1, Biodiversity Policies):

- *Identify and map ecologically important features and develop an Ecological Management Strategy to protect these features*
- *Facilitate the connection and restoration of ecologically important areas, natural features, and urban habitat areas to create a comprehensive network of diverse habitats and wildlife corridors within the District*
- *Collaborate with other levels of government, First Nations governments, and community organizations to identify, manage and conserve ecologically important areas*
- *Promote environmentally-friendly landscaping practices through the development review process and through stewardship initiatives*

The 2012 Parks and Open Space Strategic Plan guides the management of the District's diverse parkland ecosystems towards maintaining and enhancing their ecological integrity. The plan identifies a number of overarching goals along with supportive objectives and actions. Two key overarching goals are as follows:

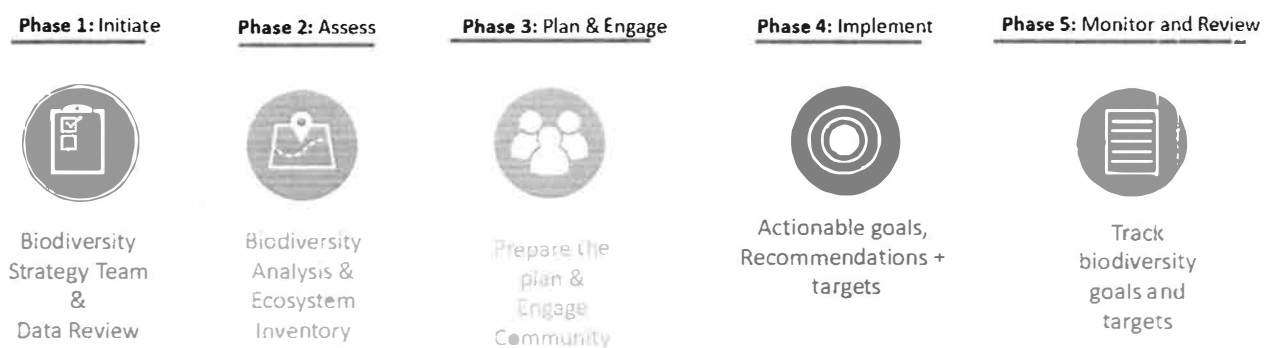
- *Goal 3: Maintain and expand a safe and diverse trail and greenway system to link north shore amenities, encourage alternate modes of transportation, conserve ecological integrity and support an active lifestyle.*
- *Goal 4: Promote and support broad community stewardship of parks and open spaces to effectively conserve, protect and enhance ecological integrity and biodiversity.*

The 2017 Climate Change Adaptation Strategy calls for the development of a strategy (Required Action 7.1): *Within a Biodiversity Conservation Strategy, generate area-specific guidelines to acquire sensitive areas, restore existing lands with native species, and increase connectivity between biodiversity hubs.*

The 2021 OCP Action Plan seeks to strengthen the resiliency of the natural and built environments to adapt to a changing climate (Priority Action 7) and calls for the development of a Biodiversity Strategy (Implementing Activity 7E).

## ANALYSIS:

The attached Terms of Reference outline the proposed scope and approach for developing the Nature and Biodiversity Strategy. It is recommended that the five milestone biodiversity planning and management framework developed by ICLEI Local Governments for Sustainability be used to guide the development and implementation of the strategy. This framework is similar to that used for the development of the District's Climate Change Adaptation Strategy. The five milestones include development, implementation, and monitoring activities, as follows:



**Figure 1: Five Milestone Biodiversity Planning Framework**

**1 – Initiate.** Initiate strategy development by building the staff working group responsible for guiding development of the strategy, identifying existing policies, actions, networks, resources, and data, and developing a public engagement strategy. Seek Council direction regarding the proposed framework and approach for strategy development.

**2 – Assess.** Assess the current state of biodiversity in the District, reviewing background studies and data, and consulting external datasets. Review existing related policies, regulations, programs, and practices to identify challenges and opportunities. Identify threats to ecosystem health from issues such as invasive species, habitat loss or fragmentation, and climate change. Complete an ecosystem inventory and related mapping.

**3- Plan.** The planning phase will identify the goals, objectives, and actions for the Nature and Biodiversity Strategy. This phase will seek input from staff and the broader community to identify and prioritize actions and develop implementation timelines and responsibilities. Given that ecosystem health issues and solutions span multiple geographic and jurisdictional boundaries, it will be important to engage with neighbouring municipalities, the Provincial and Federal governments and agencies, First Nations, and major industries. Indicators and targets for subsequent monitoring and review phases of plan implementation will also be identified during this phase.

**4- Implement.** During this phase, actions from the plan will be implemented. Training, support, and communication will be provided to support implementation. There will be an emphasis on coordination across various District departments and amongst various agencies and neighbouring jurisdictions.

**5- Monitor and Review.** During this phase, staff will track implementation of the strategy and will consider both progress on action implementation as well as action outcomes – are actions meeting their intended results. A monitoring program will be developed to monitor ecosystem health over time and may include indicators such as tree canopy cover, spread of invasive species, and bird species from annual counts.

**Concurrence:**

The Biodiversity Strategy will involve ongoing engagement with staff from relevant departments, such as Environment, Parks, Community Planning, Development Planning, Engineering, Transportation, Facilities, Permits, and Properties.

**Financial Impacts:**

Development of the Nature and Biodiversity Strategy will be completed using existing staff and budget resources.

**Social Policy Implications:**

Biodiversity supports community and social needs, and provides economic opportunities and recreational activities that contribute to overall wellbeing. Biodiversity loss can have significant direct human health impacts if ecosystem services are no longer adequate to meet social needs. Major shifts or declines in biodiversity and ecosystem services have the potential to negatively affect community well-being.

**Environmental Impact:**

The development of a Nature and Biodiversity Strategy for protecting, enhancing, and restoring biodiversity and natural systems supports the District's leadership in advancing climate adaptation and ecosystem health.

**Public Input:**

Community engagement will utilize two levels of public participation including:

1. Consult: The community will be consulted to assist in developing a vision and providing ideas for protecting and enhancing biodiversity in the District.
2. Inform: The community will be informed on building community awareness and understanding of biodiversity and the impact of climate change and opportunities for the protection and enhancement of natural areas on public and private property.

To meet these community engagement objectives, the community and participating First Nations will be consulted through public engagement sessions and a project website. Targeted consultation and engagement will also occur to engage staff, Council, the Climate Action Advisory Committee, the Parks & Natural Environment Advisory Committee, Squamish Nation and Tseil-Waututh Nation.

**Committee Input:**

The District's Climate Action Advisory Committee helped to inform the development of the scope and approach to the strategy through two workshops taking place in July 2022 and May 2023. Further committee engagement is planned with the Parks and Natural Environment Advisory Committee, the Climate Action Advisory Committee, and others as plan development proceeds.

**Options:**

1. Provide staff with direction to proceed with the development of a Nature and Biodiversity Strategy (staff recommendation).
2. Provide alternative direction to staff.
3. Take no action at this time.

Respectfully submitted,



Matthew MacKinnon  
Biodiversity Policy & Projects Manager  
Climate Action, Natural Systems & Biodiversity

**Attachment 1: Nature and Biodiversity Strategy Terms of Reference**

**Attachment 2: Timeline of District Environmental Initiatives**

REVIEWED WITH:		
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS
<input type="checkbox"/> Parks	x	<input type="checkbox"/> Solicitor
<input type="checkbox"/> Environment	x	<input type="checkbox"/> GIS
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning
<input type="checkbox"/> Climate and Biodiversity	_____	x

External Agencies:	
<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Other:	_____





# **NATURE AND BIODIVERSITY STRATEGY**

## **TERMS OF REFERENCE**

The District of North Vancouver encompasses extensive forests, riparian habitats, and coastal areas that provide a spectacular setting and strong identity for District residents. Together, these ecosystems form a range of habitats that support biodiversity – the diverse forms of life and the habitats and ecosystems that sustain them. Biodiversity is part of a healthy city, and access to nature sustains the mental and physical health of our residents.

The purpose of the District's Nature and Biodiversity Strategy is to:

- Recognize the District's biodiversity as a key foundation of a healthy, livable and sustainable community
- Identify and protect important areas of biodiversity in the District
- Provide recommendations for planning, policies, and actions to protect and restore natural areas, species, and ecological processes

## **FIVE MILESTONE PLANNING FRAMEWORK**

Development and implementation of the District's Nature and Biodiversity Strategy will follow the five milestone framework for biodiversity planning and management developed by the ICLEI Local Governments for Sustainability, a global network of local and regional governments committed to sustainable urban development, with milestones as follows:

- 1 Initiate
- 2 Assess
- 3 Plan & Engage
- 4 Implement
- 5 Monitor & Review

### **MILESTONE 1: INITIATE**

During the "Initiate" phase, staff will seek Council direction regarding the proposed scope and approach to developing the Nature and Biodiversity Strategy. Staff will compile existing data and will identify existing networks and key community groups, agencies, and other interested parties.

Staff will engage with key Council committees (Climate Action Advisory Committee (CAAS), Parks and Natural Environment Advisory Committee (PNEAC)) to inform strategy development. It is anticipated that individuals from the following entities will be directly engaged: Squamish Nation, Tsleil-Waututh Nation, Port of Vancouver, Metro Vancouver, City of North Vancouver, District of North Vancouver, North Shore Streamkeepers, Seymour Salmonid Society, Capilano University, and the Wild Bird Trust. While this phase will include some preliminary pre-engagement activities such as attendance at community events, a more comprehensive public engagement strategy

will be prepared during this phase to support strategy development in subsequent phases.

A staff steering committee responsible for guiding development and implementation of the strategy will be established. This committee will assist in identifying existing biodiversity information, policies, key community members/groups, and resources that will inform the strategy. The committee will meet regularly to review progress and will also be engaged in the review of technical materials related to the strategy.

Input from engagement with Council, committees, staff, and the broader community will inform the goals and objectives of the Biodiversity Strategy and will help to shape subsequent phases of strategy development and implementation.

## **MILESTONE 2: ASSESS**

The ‘Assess’ phase will involve a review and gap analysis of existing information to determine the current state of biodiversity and natural systems in the District.

A review of the District’s existing policies, regulations, and practices along with a best practices review of municipal biodiversity policies will identify potential elements for inclusion in the Strategy.

During this phase, staff will also compile all available GIS mapping data and relevant reports. Analysis of existing data through a biodiversity values ranking methodology that considers issues such as habitat fragmentation and proximity to important freshwater habitats will inform the development of strategies to enhance biodiversity values.

A high-level ecosystem inventory will be completed to better understand the ecological conditions in the District. A sample of ecosystem plots will be visited to obtain baseline information and obtain representative photographs of important biodiversity areas within the District.

A Green Infrastructure Network will be mapped to identify interconnected areas to maintain biodiversity values in the District. The network will include interconnected natural areas on public and private land including wetlands, rivers, coastal areas, green corridors and open spaces to support biodiversity and natural systems in the District.

## **MILESTONE 3: PLAN**

The planning phase will identify the goals, objectives, and actions for the strategy. This phase will seek input from staff, the community, and participating First Nations to help identify key issues, focus areas of concern, and promote knowledge sharing between experts and community members. Community engagement will utilize two levels of public participation including:

1. Consult: The community will be consulted to assist in developing a vision and providing ideas for protecting and enhancing biodiversity in the District.

2. Inform: The community will be informed on building community awareness and understanding of biodiversity and the impact of climate change and opportunities for the protection and enhancement of natural areas on public and private property.

A project story map will be created to provide an opportunity for residents to highlight their favorite natural areas in the District as well as identify potential projects and areas for enhancement.

Staff workshops will identify perceived successes, challenges, resources, service gaps and priorities and will help to identify opportunities for collaboration, challenges or important considerations for the development of the strategy and recommendations. The general structure and content of the workshops will be adapted to focus on relevant content for each department.

Based on research and engagement activities completed to date to identify issues, challenges, and opportunities, goals and objectives for the Strategy will be identified. Subsequently, this phase will identify, prioritize, and select actions. The planning phase will also identify how the objectives and actions can be integrated into new or existing program and policy areas and establish implementation timelines and responsibilities. During this phase, biodiversity indicators and targets for subsequent monitoring and implementation review will be identified. Possible measurable indicators for District ecosystem health may include tree canopy cover, spread of invasive species, and bird species from annual counts, and there may be opportunities to access data collected by stewardship groups, academic institutions, and other agencies.

#### **PHASE 4: IMPLEMENT**

During this phase, actions identified in the Nature and Biodiversity Strategy will be implemented. Some actions will take longer to implement than others and may require significant time or investment, while others may already be in progress or may require integration into an existing program. During this phase, training, support, and communication will be provided to support implementation. There will be an emphasis on coordination across various District departments and amongst various agencies and neighbouring jurisdictions.

#### **PHASE 5: MONITOR & REVIEW**

During this final phase, the District will track plan implementation against biodiversity goals and targets outlined in the Strategy. Tracking implementation will include consideration for the process of implementation (e.g. are actions being implemented according to the schedule outlined in the plan) as well as progress on outcomes (how have conditions changed, and are actions meeting their intended results?). Regular updates on plan implementation will be provided to the public and Council.

**Timeline of District Environmental Initiatives (50 years)**

1972 – Lynn Canyon Ecology Centre established

1990 – The District is one of the first municipalities in Canada to initiate a community task force on the environment, leading to the creation of the District's award winning Environmental Protection Program

1993 - Environmental Protection Bylaw established, one of the first bylaws of its kind in Canada

1994 - Canadian Association of Municipal Administrators Environment Award

1995 - Ministers Award for a Community or Municipality

1995 - Natural Hazards Management Strategy initiated

1996 - International Erosion Control Association Award for Environmental Leadership

1996 - First municipality in BC to establish a Streamside Review Working Memorandum of Understanding with both the Province and the Federal Dept of Fisheries and Oceans

1996 – The District, Environment Canada and the newly established Wild Bird Trust sign the first Maplewood Conservation Area Trust agreement.

2003 – The District adopts the Natural Step Framework

2008 – The District adopts an OCP amending bylaw to create a Streamside Protection Development Permit Area

2008 – The District adopts a Pesticide Use Control Bylaw to regulate the cosmetic use of regulated pesticide products on residential properties

2011 – The District adopts a new Official Community Plan including Development Permit Areas for Natural Hazards (Creek, Slope & Wildfire Protection)

2012 – Parks and Open Space Strategic Plan adopted

2015 – Invasives Management Strategy adopted

2017 – Climate Change Adaptation Strategy adopted

2019 – The District declares a Climate and Ecological Emergency and adopts the 2019 Community Energy and Emissions Plan

2020 - Corporate Rodenticide Policy established, banning the use of rodenticide on DNV owned lands and facilities without a comprehensive Integrated Pest Management process

2020 – Award-winning Sea Level Rise Strategy adopted

2021 – OCP Action Plan adopted by Council

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: June 19, 2023
<input type="checkbox"/> Other:	Date: _____

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

June 5, 2023

File:

**AUTHOR:** Councillor Lisa Muri

**SUBJECT:** Traffic Management Plan for Deep Cove

### RECOMMENDATION:

THAT Council direct staff to report back on a comprehensive traffic management plan for Deep Cove, north of Mount Seymour Parkway, at the earliest opportunity.

### REASON FOR REPORT:

Deep Cove residents have struggled for the last ten years to live through the effects of heightened visitors in their vicinity during the busy periods of spring and summer months. The number of visitors to Deep Cove continues to increase. Some of the challenges residents and local businesses have expressed their frustrations to Council on, include:

- Traffic congestion caused by line-ups on Deep Cove Road;
- Endless cars circling to find parking;
- A quota of hundreds of individuals per hour accessing Quarry Rock;
- Residents routinely report driveways being blocked by day visitors to Deep Cove;
- Commercial garbage bins are often reported to be overflowing;
- Tour buses entering the area, becoming stuck, and further increasing congestion; and,
- Local residents being unable to access services, including professional offices and pharmacies, due to the congestion.

District of North Vancouver (District) staff is aware of the challenges facing residents and businesses and are piloting solutions, such as pay-parking. However, this approach is only one way to manage traffic and congestion. It has become apparent that the current piloted solutions are not enough to return the liveability for Deep Cove residents. With the addition of the plaza on Lower Gallant, it could be a fair assumption that the District should expect even more visitors to the area, and as it is already at its peak, the District needs to act now to control the volume of cars.

[Metro Vancouver is piloting several options](#) for the same concerns in the regional park system, including a reservation system, a real time parking app, and flaggers on-site during peak times such as weekends and holidays. We also know the [Resident Parking Only \(RPO\)](#) model works

well to maintain liveability. A historical area is Fromme, where the RPO model has proven a success.

**Conclusion:**

Deep Cove has always been a welcoming space to visitors. Residents are well aware and know that they live in a very special place within the region. Nonetheless, there needs to be a balance for residents and visitors alike. The current approach does not control visitor volume to Deep Cove and is making this once very liveable community, unliveable. Solutions need to come forth for real change for Deep Cove residents and business.

**Options:**

1. That the motion, as presented, is supported;
2. That the item be referred to a Workshop for further consideration by Council; or,
3. That the motion, as presented, is not supported.

Respectfully submitted,



Lisa Muri  
Councillor

REVIEWED WITH:		
<input type="checkbox"/> Community Planning _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Planning _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
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<input type="checkbox"/> Review and Compliance _____	<input type="checkbox"/> Planning _____	
<input type="checkbox"/> Climate and Biodiversity _____		