AGENDA

REGULAR MEETING OF COUNCIL

Monday, April 13, 2026
7:00 p.m.
Council Chambers, Municipal Hall
355 West Queens Road
North Vancouver, BC
Watch at https://dnvorg.zoom.us/j/64484156494

Council Members:
Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope

NORTH VANCOUVER
DISTRICT

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DISTRICT OF NORTH VANCOUVER

355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311
DNV.org

REGULAR MEETING OF COUNCIL

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AGENDA

We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətaɬ (Tsleil-Waututh), Sḵwx̱wú7mesh 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 8650 – OCP Amendment 1900-1950 Sandown Place
- Bylaw 8651 – Rezoning 1900-1950 Sandown Place
- Bylaw 8739 – OCP Amendment 520 Mountain Highway
- Bylaw 8738 – Rezoning 520 Mountain Highway
- Bylaw 8756 – OCP Amendment 1883 & 1901 Glenaire Drive
- Bylaw 8757 – Rezoning 1883 & 1901 Glenaire Drive
- Bylaw 8778 – Rezoning 100 Amherst Avenue

1. ADOPTION OF THE AGENDA

1.1. April 13, 2026 Regular Meeting Agenda

Recommendation:
THAT the agenda for the April 13, 2026 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. February 2, 2026 Regular Council Meeting **p.11-17**

Recommendation:
THAT the minutes of the February 2, 2026 Regular Council Meeting are adopted.

2.2. February 17, 2026 Special Council Meeting **p.19-21**

Recommendation:
THAT the minutes of the February 17, 2026 Special Council Meeting are adopted.

2.3. February 24, 2026 Public Hearing **p.23-61**

Recommendation:
THAT the minutes of the February 24, 2026 Public Hearing are received.

2.4. March 16, 2026 Public Meeting **p.63-70**

Recommendation:
THAT the minutes of the March 16, 2026 Public Meeting are received.

3. PUBLIC INPUT

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

4. RECOGNITIONS

5. DELEGATIONS

5.1. Hollyburn Community Services Society **p.73-84**
Re: Year In Review

Application Form
Attachment 1: Presentation

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 are 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. Business Licence for Blue Sky Daycare – 431 Vienna Crescent **p.87-104**
File No.

Report: Community Planner, March 26, 2026
Attachment 1: Public Meeting Minutes
Attachment 2: Child Care Spaces Update as of March 1, 2026

Recommendation:
THAT Council approve the application to amend the business licence for Blue Sky Daycare, located at 431 Vienna Crescent, to increase capacity from eight children (multi-age child care) to 14 children.

8.2. 2026-2030 Financial Plan Approval Bylaw 8790 **p.105-114**
File No. 09.3900.20/000.000

Report: Deputy Corporate Officer, March 18, 2026
Attachment 1: Bylaw 8790

Recommendation:
THAT "2026-2030 Financial Plan Approval Bylaw 8790" is ADOPTED.

8.3. Repeal and replace the North Shore Disaster Bylaw 7619, 2006, North Shore Emergency Management Office Agreement Bylaw 7303, 2002, and the Emergency Plan Bylaw 7304, 2002 with North Shore Emergency Management Establishing Bylaw 8791, 2026 and the North Shore Emergency Management Delegation Bylaw 8792, 2026 **p.115-140**
File No. 09.3900.20/000.000

Report: Deputy Corporate Officer, March 18, 2026
Attachment 1: Bylaw 8791
Attachment 2: Bylaw 8792

Recommendation:
THAT "North Shore Emergency Management Establishing Bylaw 8791, 2026" is ADOPTED;

AND THAT "North Shore Emergency Management Delegation Bylaw 8792, 2026 is ADOPTED.

8.4. Bylaw 8778 – Text Amendment Rezoning – 100 Amherst Avenue (Chemtrade) **p.141-190**
File No. 09.3900.20/000.000

Report: Deputy Corporate Officer, March 30, 2026
Attachment 1: Bylaw 8778
Attachment 2: Public Hearing Minutes
Attachment 3: Information Report to Council

Recommendation:
THAT "District of North Vancouver Rezoning Bylaw 1462 (Bylaw 8778)" is given SECOND and THIRD Readings.

8.5. Development Permit 4.25 – Lillooet Social Housing **p.191-289**
File No. 08.3060.20/004.25

Report: Development Planner, March 26, 2026
Attachment 1: Development Permit 4.25
Attachment 2: Public Input Meeting Public Engagement Summary

Recommendation:
THAT Development Permit 4.25 for a six-storey affordable rental apartment building at the southwest corner of Old Lillooet Road and Lillooet Road is ISSUED.

8.6. Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation **p.291-324**
File No.

Report: Senior Community Planner, March 31, 2026
Attachment 1: Council Workshop Follow-up Information
Attachment 2: Draft R3 (SSMUH) Zone
Attachment 3: Map of Proposed SSMUH Implementation Area
Attachment 4: Part 787 of the *Local Government Act*
Attachment 5: PowerPoint Presentation

Recommendation:
THAT Council supports the implementation of Small-Scale Multi-Unit Housing (SSMUH) in the District of North Vancouver and directs staff to prepare the necessary regulatory amendments for Council's consideration to comply with Bill 25 in conjunction with the Zoning Bylaw Rewrite project.

8.7. Pilot Project Update for Edgemont Boulevard and Highland Boulevard **p.326-331**
File No. ENGES-1189852991-425

Report: Transportation Planning Technologist, March 19, 2026

Recommendation:
THAT Council receive the report, titled 'Pilot Project Update for Edgemont Boulevard and Highland Boulevard', dated March 19, 2026.

8.8. 2025 Traffic Volume Update – Ironworkers Memorial Bridge and Regional Crossings **p.333-337**
File No. ENGES-1189852991-428

Report: Section Manager – Transportation, March 25, 2026
Attachment 1: Traffic Volumes on Regional Bridge/Tunnel Crossings

Recommendation:
THAT Council receive the report, dated March 25 2026, titled "2025 Traffic Volume Update – Ironworkers Memorial Bridge and Regional Crossings."

8.9. Passenger Rail Services Within the Sea to Sky Corridor **p.339-341**
File No.

Report: Councillor Lisa Muri, April 1, 2026

Recommendation:
WHEREAS the District recognizes the importance of exploring a Sea to Sky Rail network capable of meeting the long-term mobility, environmental, and economic needs of regional communities and stakeholders;

THEREFORE BE IT RESOLVED THAT the District of North Vancouver Council send a letter to the Minister of Transportation and Transit expressing Council's support for the reestablishment of passenger rail services within the Sea to Sky corridor.

9. REPORTS

9.1. Mayor

9.2. Chief Administrative Officer

9.3. Councillors

9.4. Metro Vancouver Committee Appointees

10. ADJOURNMENT

Recommendation:
THAT the April 13, 2026 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 7:04 p.m. on Monday, February 2, 2026 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

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

Staff: Saira Walker, Acting Chief Administrative Officer
Nicola Chevallier, General Manager – Engineering Public Works
Brett Dwyer, Acting General Manager – Planning, Properties and Permits
Peter Cohen, General Manager – Engineering Infrastructure Services
Rick Danyluk, General Manager – Finance and Chief Financial Officer
Caroline Jackson, General Manager – Climate Action and Parks
Tina Atva, Director, Community Planning and Housing
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Steve Jenkins, Manager - Parks
Zeralynne Te, Manager – Community Planning
Naizam Jaffer, Section Manager – Parks Operations
Eirikka Brandson, Community Planner
Kelsey Stuckert, Senior Policy Analyst
Cheryl Archer, Confidential Council Clerk
Amanda Day, Administration Clerk

1. ADOPTION OF THE AGENDA

1.1. February 2, 2026 Regular Meeting Agenda

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT the agenda for the February 2, 2026 Regular Meeting of Council for the District of North Vancouver is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. December 2, 2025 Public Meeting

MOVED by Councillor BACK
SECONDED by Councillor MURI
THAT the minutes of the December 2, 2026 Public Meeting are received.

CARRIED

2.2. January 12, 2026 Regular Meeting of Council

MOVED by Councillor BACK
SECONDED by Councillor MURI
THAT the minutes of the January 12, 2026 Regular Meeting of Council are adopted.

CARRIED

3. PUBLIC INPUT

3.1. Marg LeSage:

- Spoke regarding item 8.2 People, Dogs and Parks Strategic Plan;
- Advised that she is a commercial dog walker and owns a licenced commercial dog walking business in the District;
- Stated that unlicenced dog walking businesses are harmful to licenced businesses and are a danger to the public;
- Expressed concern regarding a lack of enforcement;
- Expressed concern that commercial dog walkers were being singled out;
- Opined that dog walking businesses outside of the District should not have access to District trails; and,
- Opined that more off-leash trails and access points are needed.

3.2. Danielle O'Neill:

- Spoke regarding item 8.2 People, Dogs and Parks Strategic Plan;
- Advised that she is a commercial dog walker and owns a licenced commercial dog walking business in the District;
- Expressed concern regarding the process for creating the plan and consideration of approval;
- Expressed concern regarding the safety of her staff and the viability of her business with the proposed changes;
- Noted that commercial dog walkers have faced many changes with access to off-leash trails, sometimes with little or no notice;
- Noted that many dog owners live in multi-family units without outdoor access;
- Expressed concern regarding some of the wording in the plan; and,
- Requested additional consultation and consideration of the impacts of the proposed plan.

3.3. Jane Scott:

- Spoke regarding item 8.2 People, Dogs and Parks Strategic Plan;
- Advised that she is a commercial dog walker and owns a licenced commercial dog walking business in the District;
- Expressed appreciation for District Parks Department staff's work, consultation, and planning to create the plan;
- Spoke to the importance of dogs as part of the community, noting significant growth in the human and dog population in the District has led to more frequent and heavier trail use;
- Expressed concern regarding unlicenced commercial dog walking businesses operating in the District, noting they are unpermitted and uninsured, and that some do not comply with group size limits or other bylaw provisions.

3.4. Adi Kabazo:

- Spoke regarding item 8.2 People, Dogs and Parks Strategic Plan;
- Advised that he is a pet owner and owns a pet solutions company;
- Expressed appreciation for natural spaces in the District;
- Stated that off-leash opportunities are important for both residents and visitors to the District;
- Noted that visitors contribute to the local economy by shopping and dining in the District;
- Stated that Metro Vancouver is considering changes to off-leash trails under their jurisdiction; and,
- Recommended proactive management of unsupervised pets in public spaces, including on sidewalks and leashed outside of businesses.

3.5. Hazen Colbert:

- Commented on the population of First Nations members in the District; and,
- Commented on utility fees paid by First Nations members living on reserve and provisions of the *Indian Act* regarding taxation and fees.

3.6. John Lesow:

- Opined that the vacant gas station in Edgemont Village should not be demolished and that zoning for the site should not permit other uses;
- Opined that more condominiums are not needed in Edgemont Village;
- Commented on the closure of a produce store in Edgemont Village;
- Commented on the potential use of the site as a liquor store and opined that it would not be in the interest of the local community; and,
- Commented on traffic congestion and parking.

3.7. Stephanie Wilson:

- Spoke regarding supportive housing in the District;
- Expressed concern regarding the pace of progress in this area;
- Noted that the supportive housing project on Keith Road was approved by Council in 2024 and that there have been no recent updates regarding the project;
- Commented on other approvals of supportive housing projects, noting little progress;
- Stated that while housing takes time, it feels like these types of projects are not prioritized;
- Expressed concern that homelessness continues to increase;
- Commented on people living in vehicles and tents and how they are treated by the community;
- Asked where unhoused and underhoused people can go;
- Commented measures to address housing needs such as modular housing and parking lots for recreational and other vehicles, noting Homeward Bound Safe Park in Washington state as an example of an effective program; and,
- Stated that housing is a human right.

4. RECOGNITIONS

Nil

5. DELEGATIONS

5.1. Pemberton Avenue Businesses
Re: Problem with Illegally Parked RVs

Frankie and Leah, representing businesses on Pemberton Avenue, provided an overview of ongoing issues with illegally parked recreational vehicles (RVs) in the neighbourhood, including occupation of significant portions of street parking available for customers, increased property crime, drug use, human waste and other sanitation and general safety concerns. They suggested RVs be required to move on a regular basis, noting a recent count of 89 vehicles in the area.

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT the delegation of the Pemberton Avenue Businesses is received for information.

CARRIED

Councillor MURI left the meeting at 7:54 p.m. and returned at 7:56 p.m.

6. RELEASE OF CLOSED MEETING DECISIONS

6.1. January 12, 2026 Closed Special Meeting

6.1.1. Inappropriate, Offensive, Misleading, Harassing or Threatening Correspondence to Members of Council or Staff – Policy Updates

THAT the amended Inappropriate, Offensive, Misleading, Harassing or Threatening Correspondence to Members of Council or Staff policy is APPROVED;

AND THAT the resolution and amended policy are released to the public.

7. COMMITTEE OF THE WHOLE REPORT

Nil

8. REPORTS FROM COUNCIL OR STAFF

8.1. Business Licence for Jasmin's Childcare Centre – 2504 Swinburne Avenue

File No.

MOVED by Councillor HANSON
SECONDED by Councillor BACK
THAT Council approve the application to amend the business licence for Jasmin's Childcare Centre, located at 2504 Swinburne Avenue, to increase capacity from eight children (aged 0 to 36 months) to 16 children (eight aged 0 to 36 months and eight aged 30 months to school age).

CARRIED

8.2. People, Dogs and Parks Strategic Plan

File No. CAPPARKS-313193949-31132

MOVED by Mayor LITTLE
SECONDED by Councillor BACK
THAT the People, Dogs and Parks Strategic Plan as detailed in the January 20, 2026 report of the Parks Designer entitled People, Dogs and Parks Strategic Plan is approved.

CARRIED

8.3. Bylaw 8762, 8776, and 8769: New Fire and Rescue Services Bylaw 8762
File No. 09.3900.20/000.000

MOVED by Councillor MURI
SECONDED by Councillor FORBES
THAT "Fire and Rescue Services Bylaw 8762, 2026" is ADOPTED;

AND THAT "Bylaw Notice Enforcement Bylaw 7458, 2004 Amendment Bylaw 8776, 2025 (Amendment 84)" is ADOPTED;

AND THAT "Fireworks Regulation Bylaw 7456, 2004, Amendment Bylaw 8769, 2025 (Amendment 6)" is ADOPTED.

CARRIED

8.4. Bylaw 8777: Fees and Charges Bylaw 6481, 1992 Amendment Bylaw 8777, 2025 (Amendment 98)
File No. 09.3900.20/000.000

MOVED by Councillor MURI
SECONDED by Councillor FORBES
THAT "Fees and Charges Bylaw 6481, 1992 Amendment 8777 2025 (Amendment 98)" is ADOPTED.

CARRIED

9. REPORTS

9.1. Mayor

Mayor Little reported on his attendance at a road safety event at Argyle Secondary School on January 23, 2026.

9.2. Chief Administrative Officer

Nil

9.3. Councillors

9.3.1. Councillor Back reported on his attendance at the Homebuilders Association Vancouver (HAVAN) Legends of Housing event on January 29, 2026.

9.4. Metro Vancouver Committee Appointees

Nil

10. ADJOURNMENT

MOVED by Councillor MURI
SECONDED by Mayor LITTLE
THAT the February 2, 2026 Regular Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(9:04 p.m.)

Mayor

Corporate Officer

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DISTRICT OF NORTH VANCOUVER
SPECIAL MEETING OF COUNCIL

Minutes of the Special Meeting of Council for the District of North Vancouver held at 5:03 p.m. on Monday, February 17, 2026 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Catherine Pope

Absent: Councillor Jordan Back
Councillor Lisa Muri

Staff: Mike Fox, Chief Administrative Officer
Nicola Chevallier, General Manager – Engineering Public Works
Peter Cohen, General Manager – Engineering Infrastructure Services
Rick Danyluk, General Manager – Finance and Chief Financial Officer
Caroline Jackson, General Manager – Climate Action and Parks
Dan Milburn, General Manager – Planning, Properties and Permits
Saira Walker, General Manager – Corporate Services
Tina Atva, Director, Community Planning and Housing
Heather Turner, Director – North Vancouver Recreation and Culture Commission
Mike Gamble, Manager – Civic Facilities
Jaskaran Gill, Manager – Financial Planning and Reporting
Rhonda Schell, Deputy Corporate Officer
Richard Burberry, Section Manager – Project Delivery
Sacha Jones, Section Manager – Financial Planning
Cheryl Archer, Confidential Council Clerk
Jillian Holden, Administration Clerk

1. ADOPTION OF THE AGENDA

1.1. February 17, 2026 Special Meeting Agenda

MOVED by Councillor FORBES
SECONDED by Councillor MAH
THAT the agenda for the February 17, 2026 Special Meeting of Council for the District of North Vancouver is adopted as circulated.

CARRIED

2. PUBLIC INPUT

2.1. Corrie Kost:

- Expressed support for item 3.2 Ensuring Accountability and Protecting Taxpayers with a Provincial Auditor for Metro Vancouver.

2.2. Eric Jensen:

- Expressed concern that the amount of Development Cost Charges might decrease due to increased construction costs and slow homes sales; and,
- Requested more specific information on what is proposed to be cut from the Financial Plan.

3. REPORTS FROM COUNCIL OR STAFF

3.1. 2026-2030 Draft Financial Plan Workbook

MOVED by Mayor LITTLE
SECONDED by Councillor MAH
THAT this report and the 2026-2030 Draft Financial Plan Workbook be received for information.

CARRIED

3.2. Ensuring Accountability and Protecting Taxpayers with a Provincial Auditor for Metro Vancouver

MOVED by Councillor POPE
SECONDED by Councillor HANSON
THAT the LMLGA resolution Ensuring Accountability and Protecting Taxpayers with a Provincial Auditor for Metro Vancouver is supported by Council:

> WHEREAS Lower Mainland taxpayers face significant increases in utility bills due to mismanagement and massive cost overruns on mega projects at Metro Vancouver, including the North Shore Wastewater Treatment Plant;
>
> AND WHEREAS an organization of this size, with this much responsibility for public infrastructure requires independent oversight to ensure that taxpayer's dollars are accountable and spent effectively;
>
> THEREFORE BE IT RESOLVED that LMLGA request the Province of British Columbia establish an Auditor General with a mandate to provide independent oversight of Metro Vancouver.

CARRIED

4. REPORTS

4.1. Mayor

Nil

4.2. Chief Administrative Officer

Nil

4.3. Councillors

Nil

4.4. Metro Vancouver Committee Appointees

Nil

5. ADJOURNMENT

MOVED by Mayor LITTLE
SECONDED by Councillor MAH
THAT the February 17, 2026 Special Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(6:44 p.m.)

Mayor

Corporate Officer

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DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING

100 Amherst Avenue
Zoning Bylaw Amendments

REPORT of the Public Hearing held on Tuesday, February 24, 2026 commencing at 7:09 p.m. in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri (via Zoom)
Councillor Catherine Pope

Staff: Mike Fox, Chief Administrative Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Yan Zeng, Manager – Development Planning
Heidi Granger, Municipal Solicitor
Cheryl Archer, Confidential Council Clerk
Afrooz Fallah, Planning Assistant – Development Planning
Amanda Day, Administration Clerk

Also in Attendance: Naser Badri, Technical Specialist, RiskTec
Raman Batra, Vice President – Electrochem, Commercial, Chemtrade
Dale Bossons, Vice President – Electrochem Manufacturing, Chemtrade
Fareed Ebrahim, Senior Technical Advisor II, Chemtrade
Alex Fergusson, Engineer-in-Training – Process Safety Group, BakerRisk
Blair Hetherington, Emergency Response System Manager, Chemtrade
Amy Jonsson, Director – Corporate Communications, Chemtrade
Alvin Loh, Site Director, Chemtrade
David Montgomery, Principal Consultant, Risktec
Christopher Rees, Team Lead, Risktec
Bryan Ritchey, Senior Project Manager, Chemtrade
Alan Robinson, Group Vice President – Commercial, Chemtrade
Drew Somerville, Project Manager, Chemtrade

1. OPENING BY THE MAYOR

Mayor Little welcomed everyone and advised that the Public Hearing was convened pursuant to Section 464 of the *Local Government Act.* Members of Council, staff, and the public participated in person and via Zoom and the Hearing was being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

Mayor Little stated that:

- The opportunity to be heard or provide written submissions was accommodated by speakers having signed up in advance, the details of the Zoom meeting having been provided on the District's website and in the notice of public hearing, and the acceptance of written submissions up until the hearing was closed;
- Following the staff and applicant presentations, speakers would be called from the established speakers list. At the end of the speakers list, the Chair would call on speakers from the audience;
- Each speaker would have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wished to speak had spoken once, speakers would then be allowed one additional five-minute presentation;
- Any additional presentations would be allowed at the discretion of the Chair;
- Speakers were reminded to refrain from repeating information from their previous presentations and to ensure all comments remained focused on the bylaw under consideration;
- If a written submission was provided, speakers were asked not to read the entire submission, noting that they could provide a summary or briefly reiterate the highlights;
- All members of the audience were asked to be respectful of one another as diverse opinions are expressed, noting that the meeting was an open and impartial forum for Council to hear everyone's views;
- Council's role at Public Hearings is to listen to the public, not to debate the merits of the bylaw;
- Council may ask clarifying questions during Public Hearings;
- A binder containing documents and submissions related to the bylaw is available for review in hard copy and online;
- Speaking opportunities would be provided for everyone who wished to provide input and the meeting would be continued on a second night, if required;
- At the conclusion of the public input Council may request further information from staff, which may or may not require an extension of the meeting, or Council may close the meeting, after which Council should not receive further new information from the public.

2. INTRODUCTION OF BYLAW BY CORPORATE OFFICER

Genevieve Lanz, Corporate Officer, introduced the proposed bylaw, stating that Bylaw 8778 proposes to amend the District's Zoning Bylaw, in general terms, by adding an exception to the prohibition of the manufacture of hazardous substances in all zones for the subject site to permit the manufacturing, processing, liquefaction, handling, storage, loading and shipping of chlorine on the lands located at 100 Amherst Avenue.

3. PRESENTATION BY STAFF

Yan Zeng, Manager – Development Planning, provided an overview of the proposal elaborating on the introduction by the Corporate Officer. Ms. Zeng advised that:

- The proposal requires an amendment to the Zoning Bylaw to permit the manufacturing, processing, liquefaction, handling, storage, loading, and shipping of chlorine at the Chemtrade Facility at 100 Amherst Avenue;
- The subject property is located within the Maplewood Heavy Industrial Area within two jurisdictions, Chemtrade-owned within the District and Vancouver Fraser Port Authority (Port) lands, leased from the Port;
- Part of the chlorine liquefaction process occurred on the leased Port lands and the Port has advised that production activities must be removed from the lands under their jurisdiction by 2030;
- Chemtrade must relocate and consolidate chlorine liquefaction entirely onto their own land that is under the District's jurisdiction;
- Although the site is already zoned for heavy industrial use, the relocation of facilities and capital improvement of the site requires the site-specific amendment to the Zoning Bylaw;
- The proposal is consistent with the Official Community Plan (OCP) objectives for industrial and employment lands: maintaining industrial uses, supporting industrial jobs, and preventing encroachment by incompatible uses;
- The applicant intends to make capital improvements to the facility, including a new condenser tower and an enclosed rail loading facility on the District portion of the lands;
- Storage, railyard, and other support functions would remain on the Port portion of the lands and active chlorine production would be removed;
- Chlorine production is not proposed to be increased;
- The proposed amendment is site-specific and limits the exemption to chlorine and only for 100 Amherst Avenue;
- A Facility Siting Study (FSS) and quantitative risk assessment (QRA) was prepared by BakerRisk, a risk management and engineering consulting firm;
- The FSS evaluated off-site public risk with chlorine hazards and assesses the proposed redesigned facility to remove bulk liquid chlorine storage and add enclosed railcar loading systems, which were designed to reduce potential release scenarios;
- The QRA used quantitative risk modelling to evaluate individual and societal risk and compared the results with Canadian land-use safety guidelines;

- The QRA was revised in response to peer review comments by the District's independent consultant, Risktec;
- Risktec's peer review concluded that:
  - The revised QRA meets Canadian risk tolerance standards;
  - Off-site individual and societal risks remain below applicable thresholds;
  - The 1-in-10,000 per year control zone remains within the property boundary;
  - The modelling techniques used, including QRA, CFD, fault tree analysis, and human reliability assessment, are technically sound, conservative, and consistent with industry best practice; and,
  - The proposed upgrades are expected to reduce both the likelihood of an event and its potential consequences.
- Ms. Zeng provided answers to questions from Council received at First Reading of the bylaw:
  - Subsequent safety review and ongoing operations:
    - The applicant would be required to submit a detailed validation QRA prepared by the same independent qualified professional who provided the Facility Siting Study and QRA prior to issuance of a building permit;
    - Additional peer review may also be required by the District;
    - Prior to the issuance of an occupancy permit, a verification report to confirm that the project has been constructed in accordance with the approved risk assessment and safety commitments;
    - A series of *Land Title Act* Section 219 covenants would be required to be registered on title prior to Council consideration bylaw adoption to secure compliance with all recommendations and requirements in the FSS and QRA. Additional requirements identified through validation and verification, establish clear limitations on chlorine storage, and prohibit chlorine storage on Port lands; and,
    - The covenants are attached to the land, not the individual owner.
  - Agreement between the applicant and the Port;
    - Port lands are federally regulated;
    - The current Port lease expires on June 30, 2030 and there is a non-binding Letter of Intent to extend the lease to December 31, 2044;
    - The Port has confirmed that processing and manufacturing activities are not permitted on lands under its authority;
    - As a condition of lease renewal, chlorine manufacturing must be removed from Port lands, which would be fulfilled by the proposed relocation of these activities to lands within the District's jurisdiction;
    - The Port has indicated it is supportive of continued trade-related use of the site provided that the condition regarding removal of manufacturing is met;
    - The bylaw under consideration is only applicable to District lands; and,
    - Continued operation of the facility would also depend on Port lease arrangements, which are outside District authority;
  - Community safety and emergency response;

- Multiple QRAs have been completed and peer reviewed for the Maplewood area;
- Risk contours were established using Major Industrial Accidents Council of Canada (MIACC) risk acceptability criteria, which define acceptable land uses and densities based on levels of individual risk;
- Schools and hospitals are located within more conservative risk contours;
- The Maplewood Implementation Plan incorporates these contours and includes policies requiring development to align with MIACC guidelines;
- Within the defined risk contour areas, additional building-level measures are recommended;
- There is an established collaborative response for partners including City and District Fire and Rescue Services, North Shore Emergency Management (NSEM), and facility operators;
- In the event of a release with potential off-site impact, Chemtrade would activate a facility siren, which automatically triggers a 911 call and public messaging via the emergency notification system;
- District of North Vancouver Fire and Rescue Services (DNVFRS) would respond immediately and coordinate with the facility;
- NSEM is able to use the emergency notification system to send alerts by text, telephone, and email to defined geographic areas and the system is tested monthly and emergency notification procedures reviewed regularly;
- Emergency planning includes education on shelter-in-place procedures, encouragement for residents and businesses to register for notification systems, covenants registered on title with some of the development in the area to make residents aware of the procedure, and ongoing review through the Community Advisory Panel; and,
- Community safety is addressed through risk-based land use planning, peer-reviewed technical analysis, building-level design mitigation, coordinated emergency response protocols, and, ongoing monitoring and community engagement.

- Rail safety once railcars leave the site;
  - Rail transportation is regulated by the Federal Government and overseen by Transport Canada under the *Railway Safety Act*;
  - The transportation of dangerous goods, including chlorine, is regulated by the *Transportation of Dangerous Goods Regulations*;
  - Railcars used to transport chlorine are specialized pressure tank cars designed to stringent federal standards and are subject to regular inspection, maintenance, and certification;
  - Operational matters such as routing, speed, crew requirements, and rail corridor safety are federally regulated;
  - The District's authority relates to land use and development within its jurisdiction and rail operations beyond the site boundary are under federal jurisdiction;

    - Emergency response coordination with established protocols includes local Fire and Rescue Services, rail operators, and federal authorities.
- Based on the technical review, staff recommend that Council adopt Bylaw 8778 to permit the manufacturing, processing, liquefaction, handling, storage, loading, and shipping of chlorine on the lands located at 100 Amherst Avenue.

4. PRESENTATION BY APPLICANT

4.1. Alan Robinson, Group Vice President – Commercial, and Dale Bossons, Vice President – Manufacturing, Chemtrade:

- Provided an overview of Chemtrade North Vancouver operations, noting that the site produces 40 percent of the country's liquid chlorine, including the treatment of 70 percent of drinking water in western Canada;
- Highlighted the importance of the country's capacity to treat and secure drinking water;
- Advised that 118 people are employed full-time at the site with an annual payroll of 24.5 million dollars, the facility adds 150 million to the economy, and paid almost 6.7 million dollars in taxes and fees to the District in 2025;
- Noted that the facility has operated safety since 1957 and has had no major issues;
- Advised that investments of more than 500 million dollars in safety upgrades to the site have been made since 2010;
- Noted that the facility produces several products;
- Stated that products from the facility support several industries including water treatment, energy, technology, pulp and paper, and others;
- Stated they recognize their responsibility to the community and are focussed on reducing risk, making upgrades, and improved safety and control systems, noting on-site liquid chlorine storage has been reduced by up to 94 percent since 2000;
- Noted that the most hazardous substance produced at the site is chlorine;
- Commented on the regulations regarding transportation of liquid chlorine off the site, noting that transportation by rail is highly regulated;
- Stated that rail is the safest option to transport liquid chlorine;
- Advised that the railcars used for transportation of liquid chlorine are designed to withstand significant impact and rollovers and are regularly inspected and maintained, noting they have never had a release due to a rail incident;
- Noted they propose to undertake a number of safety improvements, including a new enclosed railcar loading facility with modernized handling facilities, designed to be kept under negative pressure and with a scrubbing system attached to the building;
- Advised that major work is proposed to take place between 2028 and 2030;
- Advised that they have conducted significant outreach and engagement with the community over the past few years to communicate the reasons for the application; and,

- Highlighted the company's contributions to the community, including the need to ensure the security of domestic supply.

4.2. Alex Fergusson, Engineer-in-Training – Process Safety Group, BakerRisk:

- Advised that he is a safety consultant with BakerRisk, noting the company has specialized in risk management for 40 years;
- Reviewed how risk is defined in their work, noting it is a data-intensive process to evaluate and understand processes and identify potential maximum credible events and where a release could happen from initial production to final departure of the materials;
- Noted three main pieces define consequence: what is going to happen if there is a loss of containment, define end points and extent of potential impacts, and identify potential vulnerabilities;
- Stated that risk is calculated based on frequency estimates incorporating conditional probabilities;
- Noted there is inherent risk in many aspects of life;
- Advised that their assessment included a detailed review of potential loss of containment events using industry-accepted failure rates for all equipment, taking into account conditional probabilities such as local weather conditions, wind direction, time of day and ignition conditions if there are flammable materials;
- Commented on the modelling tools used in their review as well as site-specific operations and historical data;
- Noted that MIACC guidelines were used as a benchmark for the results to provide information for the project;
- Advised that there are more restrictions on land use closer to the source of risk;
- Compared a 1 in 1,000,000 risk to other activities such as travelling on a long-haul flight or spending a day skiing;
- Stated that all aspects of the operation were reviewed, including the potential for leak sources, equipment failure, human error, or earthquake, noting that the assessment includes the scenario of a full release of a chlorine railcar onsite;
- Advised that the results were referred to RiskTec for peer review; and,
- The risk reduction curves were updated within MIACC guidelines.

5. REPRESENTATIONS FROM THE PUBLIC

5.1. Chris Bowcock:

- Spoke in opposition to the proposal;
- Advised that he is a retired Fire Chief and that he worked in fire protection and emergency management for 25 years, including work at a chlor-alkali plant;
- Stated that he was exposed due to a leak;
- Stated that liquid chlorine in a railcar is under pressure and becomes a gas when released that expands rapidly, presenting a risk to life;
- Noted that chlorine gas affects the respiratory system;
- Reviewed modelling of a chlorine release from a railcar in Washington, DC and extrapolated a release on the North Shore could result in approximately 2,000 fatalities, more than 12,300 hospitalizations, and effects up to 40 kilometres from the incident;
- Commented on the inhalation hazard downwind and upwind of the incident;
- Stated a release would result in a mass casualty event requiring 150 firefighters, 50 paramedics, and 30 police officers from multiple jurisdictions;
- Stated that chlorine affects the respiratory system at low concentration; and,
- Stated that people affected by a release would require rapid transport to medical care.

5.2. Colin Metcalfe:

- Spoke in opposition to the proposal;
- Stated that he is the president of the Pemberton Heights Community Association, but was not speaking on their behalf;
- Stated that he was speaking on behalf of residents and future residents;
- Acknowledged the site has been in operation for many years;
- Stated that chlorine is a highly lethal industrial chemical and the Council will decide whether to allow it in a residential area;
- Stated that chlorine can kill a person within minutes and was used in World War One;
- Commented on the risk of exposure outside of the site, noting it could affect thousands of people;
- Noted that an incident could occur anywhere along the transportation route;
- Opined that the risks are unnecessary and the lack of a previous incident does not mean that one cannot occur in the future;
- Opined that the plant does not need to manufacture chlorine and that other substances serve the same purpose and are in use in other areas;
- Questioned why alternatives are not being used;
- Stated that water treatment is not the issue;
- Expressed concern regarding additional residential density being proposed near the facility;
- Stated that he is not anti-industry;

- Opined that Council would be making a conscious decision to prioritize industry over residents;
- Stated that residents would hold Council responsible if there is an incident in the future;
- Stated that the impacts would continue past the current Council's term of office; and,
- Encouraged Council not to approve the proposal.

5.3. Susie Chant:

- Spoke in support of the proposal;
- Advised that she is the Member of the Legislative Assembly for North Vancouver-Seymour, a nurse by profession, and a long-time resident of North Vancouver;
- Stated that Chemtrade is an important employer, providing high-paying jobs in North Vancouver;
- Stated that continued operation of the facility is crucial to the safe supply of drinking water, noting that it kills bacteria, viruses, and parasites, greatly reducing the risk of these infections, including typhoid and cholera;
- Stated that chlorine is the method of choice for drinking water, noting that most of the supply for B.C., Alberta, and Saskatchewan is produced at the facility and that there is no alternative domestic source;
- Advised that importing chlorine from the United States (USA) would be necessary if it is not produced at the facility, noting that there have been interruptions to the availability of materials from the USA in the past;
- Advised against risking the safety of drinking water on trade with the USA;
- Commented on the closure of outdated chlorine facilities in the USA due to asbestos, noting that the facilities that are being upgraded would be offline for a period of time;
- Commented on the facility's safety record, safety culture, and investment in safety upgrades; and,
- Encouraged Council to approve the proposal.

5.4. Patrick Stafford-Smith:

- Spoke in support of the proposal;
- Advised that he is the Chief Executive Officer of the North Vancouver Chamber of Commerce and that the Chamber supports the proposal;
- Stated that the proposal will ensure that a major employer providing approximately 120 skilled jobs in North Vancouver and regional supplier of essential materials to the province and western Canada remains in North Vancouver;
- Commented on additional economic impacts for local suppliers and contractors;
- Commented on uncertainty in global trade, stating that domestic capacity helps safeguard supply chains and improve community resilience; and,
- Opined that the proposal helps ensure the long-term stability of North Vancouver.

5.5. Charlie Grahn:

- Spoke in support of the proposal;
- Stated that he lives in East Vancouver and is not involved with Chemtrade in any way;
- Stated that his child had asked what the substance piled at the waterfront was several years ago and when he contacted the company to ask, they confirmed it was salt and invited them for a tour of the facility;
- Stated that they spent 2.5 hours at the facility and were shown what they do and discussed both the public benefit and risks; and,
- Opined that if good companies are not supported, bad actors will step in.

5.6. David Cynamon:

- Spoke in opposition to the proposal;
- Stated that his concern regarding the application is public safety;
- Advised that he is from Edmonton and is a businessperson and investor, and has worked in and around the chemical sector;
- Stated that he has worked to reduce public safety risks of chlorine production and transportation for twenty years;
- Stated that his perspective is based on experience;
- Stated that he has family in North Vancouver;
- Acknowledged the importance of clean drinking water and stated that the issue is the production and transportation of hazardous material;
- Stated that a chlorine release would form a dense gas cloud that moves quickly and causes serious physical harm;
- Stated that risks when chlorine is transported by rail are small but carry severe consequences if an incident does occur;
- Stated that more than 90 percent of drinking water sites ban chlorine gas and that some use bleach;
- Stated that sodium hypochlorite (bleach) does not carry the same risks as liquid chlorine;
- Commented on industrial sites close to residential areas and transit corridors;
- Opined that the decision would be difficult to reverse;
- Stated that there are safer alternatives and there is no need to continue to manufacture liquid chlorine;
- Stated that the applicant could produce bleach on the site and eliminate the risk associated with liquid chlorine without losing jobs; and,
- Urged Council to deny the proposal.

5.7. Robyn Kinsley:

- Spoke in support of the proposal;
- Advised that she is the Vice President of Transportation, Emergency Management and Regulatory Affairs at The Chlorine Institute and is a chemical engineer;

- Advised that the chlorine industry has worked closely with the governments of Canada and the USA to improve chlorine rail transportation safety;
- Advised that safety improvements to railcars include stronger value protection designed to withstand rollovers, significantly stronger tanks with reinforced tank heads, thermal protection and an outer steel jacket to slow pressure increase in case of a fire, and head shields on both ends of each car for increased impact protection;
- Noted that enhancements to railcars significantly reduce the risk of release, including in the event of a collision;
- Advised that both Canada and the USA require the older design railcars to be phased out by December 31, 2027;
- Stated that the railcars used by Chemtrade meet the new standards;
- Commented on rail operator requirements and operational rules for rail transportation of chlorine, including speed, routing, inspections, detectors, storage in railyards, incident response, real-time railcar information for emergency responders, positive train control, security and route risk analysis for rail movements of hazardous materials, chain-of-custody monitoring and reporting, and risk reduction programs;
- Advised that the Chlorine Institute works with members to review and update best practices to help ensure the safety of rail transportation of chlorine;
- Noted that rail transportation of chlorine has improved significantly with a 91 percent reduction in railcar releases of chlorine in the USA since 2006 and zero chlorine releases from railcars in Canada in that time period;
- Stated that none of the railcars with the newer enhanced design involved in derailments have released hazardous materials; and,
- Advised that the Chlorine Institute maintains an emergency response mutual aid network in North America, including response teams, member companies, specialized emergency response contractors, and trains first responders regarding chlorine emergency response and connects them with the network.

5.8. Michael Graveson:

- Spoke in opposition to the proposal;
- Advised that he has been a consultant for the chemical industry for more than 40 years;
- Opined that there is missing information as well as misinformation in the materials;
- Opined that transportation of chlorine by railcar is not needed;
- Stated that Canadian drinking water is treated with chlorine bleach, not chlorine gas, less than five percent of Chemtrade's product is used for water treatment, which is sent to an off-site plant to convert to bleach;
- Opined that the safety improvements in the proposal are not adequate to protect the public;
- Stated that Chemtrade makes deadly chlorine gas that has been used as a weapon;

- Opined that water treatment facilities do not want to use chlorine gas, using bleach and ultraviolet light, as well as other alternative methods;
- Stated that Metro Vancouver uses bleach and not chlorine gas for water treatment;
- Stated that he had spoken to most of the major water treatment facilities in BC and Alberta over the past two weeks and offered to share their contact information;
- Stated that Chemtrade materials refer to a survey from 2015 regarding chlorination of drinking water;
- Stated that most of the chlorine produced at the facility is sent to the USA;
- Suggested Chemtrade produce bleach onsite to eliminate the need to transport liquid chlorine;
- Opined that part of the proposal is to reduce bulk liquid chlorine storage and that having the product in railcars is less safe;
- Opined that the enclosed building proposed for loading railcars is a good idea;
- Stated that two to four railcars could be contained in the building and 191 railcars containing chlorine would be stored onsite outside the building;
- Commented on a chlorine leak in 2016 in West Virginia, stating that they used the same type of building to load railcars as in the proposal and that the railcar leaked its contents after it had left the site, causing a mass evacuation event; and,
- Opined that the biggest threat to the District is railcars full of chlorine shipped through the municipality and region.

5.9. Colin Armstrong:

- Spoke in opposition to the proposal;
- Advised that he is a chemical engineer with AcuTech, stating that AcuTech is a global leader in the management and assessment of risk for hazardous chemicals and is lead author of guidelines for chemical transportation safety;
- Provided his qualifications as an expert in the field, including risk assessments and involvement with incidents;
- Commented on risk analysis and how the risks are presented by Chemtrade;
- Stated that it is important to assess the consequences of a risk rather than the likelihood of an incident;
- Advised that he reviewed the report and assessed risks beyond the study to include railcars travelling through the metropolitan area with some travelling to a bleach plant in Langley and others to the United States;
- Stated that modelling shows the potential consequence of a release in transit would be a large gas cloud with up to 2,000 fatalities up to four kilometres from the release;
- Acknowledged that a railcar is unlikely to leak, noting that the possibility of a leak exists;
- Referred to previous incidents involving fatalities, including an explosion in the Port of Jordan in 2022;

- Advised that he performed a QRA based on accident statistics from the Transportation Safety Board of Canada using the same risk criteria as BakerRisk and found a significant number of schools, daycares, and nursing facilities within an intolerable risk area along the transportation route from the Chemtrade site to Langley; and,
- Stated that risk mitigation must be implemented and that proposed mitigation at the facility only is not adequate.

5.10. Jess Conard:

- Spoke in opposition to the proposal;
- Played a video showing a train derailment and health impacts of a release of vinyl chloride in East Palestine, Ohio;
- Advised that she is a resident of East Palestine and was affected by the derailment;
- Noted the cause of the derailment was ruled to have been mechanical and stated that train derailments are frequent in the United States and Canada;
- Urged Council to defer or deny the rezoning application;
- Advised that she founded Rail Watch;
- Stated that there is a derailment involving hazardous materials in Canada every four days;
- Stated that chlorine is shipped in the same type of railcar that cracked in the East Palestine derailment and released a full railcar of chlorine and opined that it is a matter of when, not if, one will crack;
- Stated that containment of the new type of railcar is less effective as the temperature drops;
- Commented on the practice of extending the life of railcars to 50 years and opined it was an economic rather than safety-based decision;
- Noted that safety of the materials outside of the facility site is important to consider;
- Stated that chemical exposure can cause many different physical ailments and injury;
- Stated that the proposal is to transport a chemical weapon used in World War One through the District;
- Compared improvements to railcars to the addition of filters to cigarettes; and,
- Recommended removing the hazard entirely.

5.11. Jennifer Law:

- Spoke in support of the proposal on behalf of the Port;
- Stated that Chemtrade has been a responsible tenant at the site for several decades and have made significant investments in safety improvements over that period to meet or exceed industry standards;
- Commented on Chemtrade's role in ensuring safety of Canada's drinking water;
- Stated that the Port executed a Letter of Intent to extend Chemtrade's lease from its current expiry in 2032 to 2044, subject to District rezoning;

- Stated that the Port requires removal of chlorine manufacturing facilities by 2030 and this requirement is in their lease; and,
- Noted that there are inconsistencies with leases due to historical agreements and that the Port is working to align agreements with the Port's land use plan.

5.12. Griff Marshall:

- Spoke in support of the proposal;
- Advised that he is a Lynn Valley resident and has experience with the chemical industry, not specifically with chlor-alkali;
- Opined that the District needs industrial use as part of the community, noting that businesses provide services and employment;
- Noted that Chemtrade is a longtime employer in the District, manufacturing materials for domestic use;
- Noted that Chemtrade supplies 70 percent of the chlorine in western Canada and 40 percent of the total supply in Canada;
- Expressed concern that the alternative would be importing chlorine from the United States, noting the current political climate;
- Noted the facility's safety record;
- Stated that the facility follows guidelines for safety and, if their proposal is approved, the company intends to spend 50 million dollars on upgrades, including containment for railcar loading;
- Opined that upgrades and new procedures would reduce the risk of a large volume release with the proposed upgrades;
- Advised that Chemtrade and other industrial businesses in the area support regular communication with the community through the Community Advisory Panel (CAP), which is open to the public, noting that he participates in their meetings;
- Encouraged members of the public to attend CAP meetings, noting they discuss industrial activity in the area, including safety performance and planning, and opined that discussion and debate in an open forum is a better way to reach understanding than reacting to concerns that may be based on partial or incorrect information;
- Opined that the proposal would have a positive impact on taxes and jobs in the District and help western Canada be self-sufficient; and,
- Encouraged anyone with concerns to engage directly with Chemtrade.

5.13. George McKay:

- Spoke in opposition to the proposal;
- Advised that he lives on Dollarton Highway approximately two kilometres from the site and at the same elevation of the site;
- Advised that his parents tried to have the chemical plant removed from the site in the 1980s;
- Opined that the operation of a chlorine plant at the site is not in the community's interest and that the use is not compatible with nearby residential use;
- Recommended remediation and redevelopment of the site to accommodate housing or light industrial use;
- Opined that this would be a better use for the site and would generate more revenue than heavy industrial use;
- Recommended moving chlorine production somewhere near fewer residential properties;
- Opined that if the federal government does not want the use on their land that the land use should be changed;
- Opined that the District is not responsible for providing a space for the use and that if it is needed, it should be on federal land; and,
- Stated that the application is an opportunity for the District to take action.

5.14. Rick Hind:

- Spoke in opposition to the proposal;
- Advised that he has worked on environmental issues with Greenpeace and others for the past 30 years, starting with the incident at the Union Carbide facility in Bhopal, India;
- Stated that the incident in Bhopal was predicted by reporters and that a similar facility in West Virginia had a near miss a year later;
- Opined that safety claims are overconfident or dishonest;
- Noted that facilities are run by humans and mistakes are possible;
- Advised that he worked with the United Nations regarding a chlorine international treaty and with legislators and the Environmental Protection Agency in regulatory policy in the USA;
- Noted that railroad safety and security legislation work was undertaken in 2006 and that the September 11, 2001 attacks showed that rail safety is a security issue;
- Stated that the security assessment should take into account a potential intentional attack by bad actors;
- Recommended that a comprehensive assessment of response capacity be required, including how many firefighters and hospital space would be needed to respond to an incident;
- Expressed doubt that any community would be prepared to respond to a chlorine release;
- Commented on the alternative proposal presented by another speaker;

- Expressed concern that bad actors could present a risk intending to hurt and kill people; and,
- Encouraged Council to deny the proposal and Chemtrade to produce a safer alternative to chlorine.

5.15. Peter Teevan:

- Advised that he is a local resident;
- Stated that he has concerns with the proposal;
- Noted that he has attended Public Information Meetings for the project;
- Stated that he is not concerned about the safety of operations within the facility;
- Stated that he trusts Chemtrade and does not trust CN Rail;
- Opined that the rail crossings at Mountain Highway and Riverside Drive are not controlled or well maintained, noting heavy traffic in both areas;
- Stated that in the list of rail incidents in Canada resulting in injuries or deaths on Wikipedia, CN Rail was involved in all but three events;
- Reviewed data from software used to predict the effects of a heavy truck puncture of a railcar at Riverside Drive;
- Showed the affected areas in summer and winter wind conditions;
- Commented on the hydrogen facility next door to the Chemtrade facility, stating that chlorine and hydrogen combine to form hydrochloric acid;
- Noted that the Port requires removing the use from their land by 2030; and,
- Stated that the staff report says the proposal is consistent with the OCP and opined that the use is forbidden by the OCP.

5.16. Eric Godot Andersen:

- Advised that he would like to reconsider his position on the matter due to what has been presented at the hearing and would not use his speaking time.

The hearing recessed at 9:07 p.m. and resumed at 9:20

5.17. Dave Montgomery:

- Advised that he is the principal consultant from Risktec on the project; and,
- In response to a question regarding Ricktec's experience, confirmed that Risktec has completed several QRAs internationally since 2004 and specifically in Canada since 2010, including chlorine facilities.

5.18. Henry Gend:

- Spoke in support of the proposal;
- Advised that he is a longtime District resident currently living in the Dollarton area and a retired professional engineer, noting that he has no connection with Chemtrade;
- Advised that he was an engineer at the site for the companies that operated the facility prior to Chemtrade;

- Stated that he participated in nearly every project during his time at the plant, including modernization projects;
- Opined that the proposal is an excellent plan to improve safety and clean up the site, as well as remove obsolete equipment and buildings;
- Commented on the safety record of the facility, noting there have been no major accidents or injuries and that nothing beyond the site has been affected; and,
- Recommended that Council approve the proposal as it would further improve site safety.

5.19. Rob Inman:

- Advised that he is a longtime resident of North Vancouver and owns buildings near the site;
- Stated that he is impressed with the expertise of the professionals involved in the project and with leadership at DNVFRS;
- Questioned whether he should sell his properties;
- Noted that trains sound their horns at the intersection at Riverside Drive, there are crossing lights, and that trains travel at a slow speed through the intersection;
- Stated that new construction will likely be consistent with earthquake standards;
- Commented on incidents in 1993 at the site when it was operated by Hooker Chemicals, including a chlorine leak that occurred while a railcar was being filled, noting that two workers from the plant inhaled chlorine gas and did not return to their jobs and another had long-term health impacts;
- Noted that he received information from the company after the incidents on what to do in an emergency; and,
- Requested written information for him and his tenants, noting there are many new buildings in the area, noting that he had not heard the siren tested at the site in some time.

5.20. Corrie Kost:

- Spoke in opposition to the proposal;
- Advised that he is a longtime District resident, and has a PhD in physics;
- Noted that he has attended the majority of Council meetings held for the last 40 years;
- Provided binders of historical materials regarding the site;
- Stated that the plant has had no serious releases since it started operating in 1957;
- Opined that if a new facility were proposed for the site today, it would be rejected by all levels of government;
- Opined that the future of vision for Maplewood Village Centre cannot be realized as long as the facility exists;
- Opined that taxes and fees should not be considered in the decision on the matter;
- Opined that safety is more important than money;

- Opined that the facility's 300 million dollar liability insurance in the 1990s should be approximately one billion dollars today and if they do not have that level of insurance, it shows the risk involved;
- Noted that the proposed bylaw does not have an expiry date for the production of chlorine on the site;
- Opined that the rezoning would not be reversible and is not advisable;
- Stated that there are no other chlorine plants anywhere else in the world as close to residential housing;
- Stated that the BakerRisk report shows the 10^{-6} contour does not lie within boundary of site; and,
- Stated that one of the requirements in other jurisdictions including Melbourne, Australia is that the 10^{-6} risk contour is within the boundary of the property.

5.21. Michael Graveson SPEAKING FOR A SECOND TIME:

- Stated that railcars called empty are not completely empty, holding an average of two to three tonnes of chlorine, and are treated as full by emergency responders;
- Opined that the applicant should not claim they are reducing onsite storage;
- Stated that Chemtrade is the largest producer of chlor-alkali in Canada because a larger supplier's plant blew up due to a hydrogen leak;
- Opined that the proximity of loaded railcars is a hazard;
- Stated that the applicant acknowledged that bleach is used as a disinfectant;
- Noted that bleach is produced in Coquitlam and Langley;
- Questioned why the applicant does not produce bleach on the site instead of shipping chlorine to bleach producers; and,
- Stated that he is not advocating for complete closure of the facility.

5.22. Rick Hind SPEAKING FOR A SECOND TIME:

- Opined that if a security assessment had not already been conducted, a vulnerability assessment for cyber and physical attack should be required;
- Expressed concern regarding threats from artificial intelligence;
- Stated that in 2006 railroads claimed that they were unable to get liability insurance for toxic inhalation hazard (TIH) railcars;
- Stated that a worst-case scenario would be more severe in an intentional attackand that railroads are highly vulnerable to attack;
- Stated that there is a high potential for fatalities for a rail incident although the likelihood is low; and,
- Expressed concern regarding the reliability of rail travel and the potential for more than one railcar to be involved in an incident.

5.23. Jess Conard SPEAKING FOR A SECOND TIME:

- Advised that two benzene residue railcars derailed in her community, noting that a residue railcar is one that contains a substance and is not completely full;
- Stated that she sheltered in place for four days, noting that shelter-in-place requires staying indoors with windows closed and ventilation, heat, and air conditioning off and that it is not comfortable;
- Noted that people who rely on delivery services and medical services were negatively impacted; and,
- Advised that she had health issues despite following the guidelines to shelter-in-place.

5.24. Colin Armstrong SPEAKING FOR A SECOND TIME:

- Opined that the BakerRisk report did not assess the worst-case scenario and did not show the area that would be affected;
- Stated that the report did not include an assessment of the impacts of a full railcar release, only the risk;
- Showed the map reviewed during his previous speaking time showing the area potentially affected by a railcar release between the facility and the bleach plant in Langley;
- Reiterated that the BakerRisk report did not assess risk beyond the site;
- Stated that the BakerRisk report did not take the hydrogen facility adjacent to the site into account;
- Disagreed with the report's assessment that the blast wall would mitigate risk, noting that he had not reviewed the hydrogen facility's QRA and that he is considered an expert in hydrogen facilities;
- Reviewed the map of daycares and schools near the rail route to the bleach production facility presented during his previous speaking time and reiterated points regarding risk to the daycares, schools, and medical facilities in the event of a release along the rail route;
- Stated that on-site production has acceptable risk but risk outside the site during transportation does not;
- Opined that risk mitigation measures are required;
- Stated that the industry has moved to using bleach; and,
- Reviewed the hierarchy of controls, noting that elimination of a risk is the most effective and opined that the engineering and administrative controls proposed are not as effective.

5.25. Peter Teevan SPEAKING FOR A SECOND TIME;

- Questioned if seismic activity was included in risk assessments for the site;
- Provided a 2015 Department of Natural Resources map showing the site is at high risk for earthquakes;
- Questioned the level of confidence regarding earthquake safety at the nuclear site at Fukushima, Japan;

- Opined that the risk is similar for the subject site;
- Quoted a bible verse regarding foreseeing danger and taking precautions;
- Questioned the possible impact of a railcar incident in the District outside of the facility;
- Noted that the proposed bylaw amendment includes transportation of liquid chlorine and recommended Council consider the risk;
- Questioned how many people were killed or injured in chlorine accidents over the past 50 years versus in bleach accidents;
- Questioned why the focus is on liquid chlorine if water treatment uses bleach;
- Compared the hazard warnings for liquid chlorine and bleach;
- Reviewed a Metro Vancouver Seymour Water Filtration Plant brochure from 2016, noting that it includes water treatment with bleach;
- Questioned why the word chlorine is shown in brackets below sodium hypochlorite on the brochure and opined it is disinformation;
- Opined that the province and Metro Vancouver are placing the risks and costs on the District for something that benefits others; and,
- Opined that Metro Vancouver is spreading misinformation and disinformation.

5.26. Corrie Kost SPEAKING FOR A SECOND TIME:

- Reiterated points regarding the proximity of the facility to housing, the risk contour not contained within the site boundary, and requirements regarding risk contours that must not be outside the site boundary in Melbourne, Australia;
- Opined that similar requirements should apply to the facility as in Melbourne;
- Referred to previous studies of the site;
- Stated that the risk to the site in an earthquake has not been assessed;
- Stated that shelter-in-place is not effective in an earthquake as windows in residences would be broken;
- Opined that an earthquake is the most likely scenario and would impact the chlorine facility, hydrogen facility, or both;
- Stated that chlorine only has a small part in water safety; and,
- Stated that UV and bleach and maybe a small amount of chlorine are used in water treatment.

The hearing was adjourned due to time constraints prior to the completion of the speaker's remarks. Mayor Little advised that Corrie Kost would be permitted to continue speaking when the hearing reconvened on February 25, 2026.

6. QUESTIONS FROM COUNCIL

Do we know why the Port is requiring removal of chlorine manufacturing facilities on their land by 2030?

In response to the question from Council, the applicant advised that an answer had been provided by speaker Jennifer Law and that the Port is moving to remain within their land use mandate.

Mayor Little added that the Port is removing all manufacturing processes on all their sites to allow for more trade-enabling businesses and industries.

Have accidents involving chlorine leaks occurred at this site in the past? Has this led to death or injury at this site in the past?

In response to the question from Council, the applicant advised that there has never been a fatality on the site as a result of any chemical exposures, including chlorine. The applicant noted that there have been minor injuries treated by first aid due to small releases on site, with workers able to return to work following treatment with oxygen.

How many loaded railcars would typically be on site at one time?

The applicant advised that they are restricted to 32 railcars on site, noting that a speaker referred to a significantly higher number that was inaccurate.

Has staff compared the relative risk of one static tank versus multiple loaded railcars? Did the QRA evaluate only on-site risk, or did it also include transportation risk along the rail corridor?

In response to the question from Council, staff advised that there has been no analysis performed by District staff and referred the question to the applicant team. The applicant's consultant from BakerRisk advised that their scope of work was the facility site and they did not review risks for rail transportation off-site.

What are the additional risks in regard to adding a hydrogen plant next door and an increase in population, representing doubling of the previous density, that was not there when the last rezoning and risk assessment was done?

In response to the question from Council, the applicant's consultant from BakerRisk advised that population density is not part of MIACC guidelines and that they did not review offsite impacts of hydrogen. It was noted that they reviewed the QRA for the hydrogen facility at the adjacent site and, if the recommendation to add a blast wall to that site has been followed, there should be no risk.

Are we recording the presenters' questions as they are part of the record and will the questions be answered?

In response to the question from Council, staff advised that all questions would be recorded but they would only respond to questions from Council.

What resources are required to train and create exercises to emergency situations in the surrounding area, who is responsible for the resident and business community in regard to how to shelter-in-place, and what is the evacuation plan in a worst-case scenario, whose responsibility and who will pay for this program? Where is the plan?

In response to the question from Council, staff advised that the staff presentation included the information regarding the established community safety protocol in the event of an incident. Staff noted that emergency planning is a coordinated responsibility, including Chemtrade's on-site emergency response plan, training, and exercises, of the DNVFRS and NSEM oversight of broader community safety coordination and notification systems. Public shelter-in-place instructions would be communicated through established alert systems and other actions such as evacuation, if required, would be coordinated by incident command based on real-time conditions.

Can we learn more about Baker Engineering and Risktec's experience and record in risk assessment? Do they have experience in the assessment of risk of similar plants (chlorine) in other locations?

In response to the question from Council, the applicant's consultant from BakerRisk advised that BakerRisk performs risk assessments for a variety of industries across all chemical industries, including several manufacturers of chlorine. Staff noted that Risktec is a reputable firm based in Calgary.

If the rezoning is granted, what restrictions will Chemtrade be under in terms of level of production of liquid chlorine? Would they be able to expand production and shipments?

In response to the question from Council, staff advised that the proposal is not to increase production and that legal instruments including the development permit and a covenant on title would restrict production and shipment.

Although rezoning would be enduring, what would happen if the Port decided to not renew the lease with Chemtrade after Dec 31, 2044?

In response to the question from Council, staff advised that the lease is within the Port's jurisdiction and that the facility could not operate without access. The applicant confirmed that they could not continue to operate without access.

I would like to consider how we could align with the Port's lease agreement [in terms of the zoning]?

In response to the question from Council, staff advised that the proposed rezoning of the site would allow the use and, if the zoning for the site changed at a later date to prohibit the use, it would become existing non-conforming and could continue. Staff noted that there would be no direct mechanism for the District to align the site's zoning with the Port's lease agreement.

Other municipalities such as Coquitlam have converted their water treatment facilities to using bleach instead of chlorine to reduce the risk to the community. The North Shore Wastewater Treatment Plant (NSWWTP) will NOT be using Chlorine or bleach and instead using an ultraviolet (UV) process - also to reduce risk. Why isn't Chemtrade using newer technologies that are safer than liquid chlorine? What would be the difference between potable water disinfecting versus wastewater disinfecting.

In response to the question from Council, staff advised that disinfecting potable water and wastewater is different and that UV treatment is suitable for wastewater but does not provide a residual disinfection system. Staff noted that municipalities use bleach for drinking water, which requires chlorine to produce, making chlorine necessary upstream in the supply chain.

The applicant advised that most municipalities use bleach for drinking water. The applicant noted that bleach is made from chlorine, caustic soda, and water and bleach cannot be produced without chlorine. The applicant noted that most municipalities use bleach and reiterated that chlorine is used in its production. The applicant advised that bleach breaks down over time and with exposure to temperature, so is produced locally for municipalities due to these limitations as it no longer works when it breaks down.

Mayor Little clarified that the NSWWTP does not use UV treatment and that potable water filtration includes UV. Mayor Little provided the Seymour Capilano Filtration Plant as an example, where the final treatment stage includes uses both UV and chlorine. Mayor Little further advised that the NSWWTP uses cellular membrane and biofilter technology.

If bleach is safer overall, why doesn't Chemtrade either consider or use a process that involves converting chlorine to bleach?

The applicant advised that they could not share trade information as there were competitors at the public hearing, noting that limited bleach production at the site was under consideration and the limitation would be based on the distance bleach could be shipped without breaking down. The applicant advised that they could not meet their current clients' needs in Canada or the USA if they converted their operation to the production of bleach. It was further noted that if they produced bleach rather than shipping liquid chlorine to bleach plants, it would change transportation of their product from 1,000 railcars of liquid chlorine

to 70,000 to 100,000 truckloads of bleach per year, significantly increasing truck traffic in North Vancouver.

The consultant from BakerRisk described the "worst case scenario" would be the full release onsite of Liquid Chlorine (LC) from a railcar. Would an even worse situation be, during a massive earthquake, that there was full release of LC from a railcar as well as leaks from other loaded railcars that are waiting to be transported?

In response to the question from Council, the applicant's consultant from BakerRisk advised that simultaneous release from multiple railcars release would likely impact a larger area, but the risk is significantly lower and considered so remote, it was not included.

What is the applicant's response to the argument they could produce bleach instead of chlorine?

In response to the question from Council, staff referred to the answer provided by the applicant earlier in the public hearing.

The point is that other water treatment needs, such as wastewater, are not using chlorine either. How many water treatment plants in Canada use chlorine gas, in terms of liquid chlorine, chlorine gas and hypochlorite? Metro uses the latter, please confirm the difference.

In response to the question from Council, the applicant advised that Metro Vancouver uses bleach and that chlorine produced by Chemtrade used to produce bleach.

Will Chemtrade be using the "newer" reinforced railcars? If so, how many and how many fully loaded cars would be on site at any given time?

In response to the question from Council, the applicant advised that all railcars are mandated to be the new type by January 1, 2028 and approximately half of their fleet already meets the new requirements. The applicant noted that the maximum number of loaded railcars on site is 32.

What safety controls remain within the District's authority once chlorine leaves the site? What sort of exercises has NSEM run for a chlorine release?

In response to the question from Council, staff summarized the response from DNVFRS that they have a collaborative response alongside their partners at the City of North Vancouver Fire Department. Staff reviewed the emergency response plan (ERP) for the site, which covers different scenarios including catastrophic chlorine release. Staff noted that key components of the ERP include training and preparedness, regular review and practice of safety processes, tabletop exercises simulating emergency scenarios, and full-scale facility-side exercises to test and update ERP effectiveness. External notification procedures include an immediate 911 call by staff, notification of NSEM to activate the Alertable public alert

system with detailed instructions and information on the nature of the incident, shelter-in-place steps, and instructions shared with first responders, and posted on Chemtrade's social media. Notification also includes direct telephone calls to local First Nations, immediate neighbours, and all levels of elected officials. Incident response procedures include establishment of Chemtrade's incident command centre and activation of their CHLOREP team, contractors and consultants, use of emergency modelling software to predict release impacts and share real-time data with first responders. The resumption of joint emergency exercises has been identified as a priority by Chemtrade and DNVFRS and is planned for Fall 2026. Site tours were provided to Fire Department members in 2024 and 2025 to familiarize members with risks. Chemtrade and CN Rail commitment to ongoing product-specific training including liquid chlorine response. Flowchart and a detailed response are in the public hearing binder.

Can we ask for all presentations from members of the public?

In response to the question from Council, staff advised that the presentations that were emailed to input@dnv.org would be included in the public hearing materials and encouraged presenters to provide their materials prior to the close of the public hearing.

Why is the Port's lease limited to 2044 and why do they want the removal of the facilities from the Port property, is it to avoid liability?

In response to the question from Council, staff advised that the Port is focussing on their mandate and permitted land uses related to trade and shipping.

Has the potential significant increase in residential density of the Addition to Reserve on Dollarton Highway been considered in the risk assessment by Risktec, BakerRisk or the District?

In response to the question from Council, staff advised that information regarding the proposed future use of lands near the site is publicly available in the District's OCP and is part of the calculation of risk.

Staff advised that they have considered the risks and that there have been a number of MIACC assessments, including one in the Maplewood Plan. Staff noted that the applicant's revised MIACC assessment would be used by staff for future land use decisions if the application is approved.

What exactly is the Port leasing to Chemtrade? What is the legal liability to the District in regards to a catastrophic release? Is it the reason the Port wants the production and storage removed from its property? If not, what is it then?

In response to the question from Council, staff advised that matters regarding liability and risk would ordinarily be discussed in-camera. Staff noted that there is statutory risk reduction

in the *Local Government Act* regarding Council's decisions on rezoning or issuance of permits, Council has a core policy decision-making role and has mitigated liability for core policy decisions, and staff recommend that, if the project is approved, save harmless and indemnity clauses be included in conditions attached to the property in a covenant.

Is there any direct compensation offered to the District of North Vancouver (other than normal property taxes) for approval of this project?

In response to the question from Council, staff advised that the application fee would be the only other revenue received for the project.

Can DNV hire a consultant to do a robust, independent review of Chemtrade's operations and safety? The RiskTec report only reviewed the results of Chemtrade's safety report.

In response to the question from Council, staff advised that the standard approach is for the applicant's consultant to complete the report and to have their report peer reviewed.

Have the risk assessments considered security issues?

In response to the question from Council, staff advised that the QRA primarily assesses accidental release and that security threats are reviewed using another framework. The applicant's consultant from BakerRisk advised that staff's summary is accurate and that security is analyzed in a separate process known as a security vulnerability analysis, which has not been conducted for this project.

Is the production and shipping of liquid chlorine the only profitable way for Chemtrade to operate an industrial plant on this land? Is there not a business case to operate a plant that does not present the same level of risk and produce alternatives?

In response to the question from Council, the applicant advised that they are reviewing opportunities for other technologies that would reduce the amount of liquid chlorine shipped from the site. The applicant noted that the business cases for these technologies are on hold as they would not completely replace the production of liquid chlorine at the site.

Has there been any assessment regarding our personnel capacity to handle varying degrees of accidents?

In response to the question from Council, staff advised that the risk response plan for DNVFRS in the public hearing materials provides the requested information.

How many railcars are allowed on the site?

In response to the question from Council, the applicant advised that 32 railcars of liquid chlorine may be on site and that there is no limit to the number of railcars containing other products.

Can staff provide a log of exercises over the last 5 years based on emergency response and training for local business and residents, how often it occurs, who provides the training, and who pays for the cost of the training?

In response to the question from Council, the applicant advised that the facility is mandated to perform a full-scale exercise every five years and has performed a full-scale exercise every two years for the past six years. These exercises involve the entire operation as well as outside parties. The applicant noted that tabletop exercises with staff and consultants are required once per year and are currently held once a month.

Is a blast wall being included in HTEC's development?

In response to the question from Council, staff advised that a development permit for the HTEC site was issued in spring 2025 and a building permit application has not been received. Staff noted that this information would be included in the final design and the regulatory requirements at the building permit stage. Staff noted that they would ensure appropriate safety measures are implemented based on recommendations of the final QRA for the site, which may include a blast wall.

Our GEOweb aerial photos show hundreds of railcars on Chemtrade's site, can they advise given the 32 number?

In response to the question from Council, the applicant advised that there are approximately 260 railcars on site, many of which are empty and others contain other substances produced at the site. The applicant reiterated that 32 railcars of liquid chlorine are permitted on the site. The applicant noted that they track what is in each railcar on site.

Chemtrade's chlorine goes to a bleach plant. Where are those bleach plants?

In response to the question from Council, the applicant advised that they have customers across Canada and the United States and declined to provide a specific list due to the presence of competitors at the public hearing.

What year was the Chemtrade and BakerRisk assessment report completed?

In response to the question from Council, staff advised that the QRA was completed in September 2025 and the peer review in December 2025, with final revisions and comments completed in February 2026.

This rezoning is in perpetuity but water access is only until 2044? What happens then?

In response to the question from Council, staff advised that if the lease is not extended, operations at the site would not be possible.

Is there still a siren or alarm at the site or do they rely on Rapid Notify for alerting the neighbors?

In response to the question from Council, the applicant advised that there is an alarm on site and it is tested every Tuesday.

What insurance protections are in place for on site and off-site risk?

In response to the question from Council, the applicant advised that the site has insurance and that they would need to check with the team regarding the specific details and could report back.

Please confirm the training and education for the community and surrounding businesses and homes, how is the surrounding community advised as to what to do in an event?

In response to the question from Council, staff advised that there ongoing community coordination and education as well as a Community Advisory Panel, instructions regarding shelter-in-place procedures, and covenants for developments in Maplewood to ensure future residents are informed about shelter-in-place procedures. Staff noted they could provide additional clarification prior to consideration of second reading of the bylaw.

At 10:29 p.m. Council considered extending the meeting past 10:30 p.m.

MOVED by Mayor LITTLE
SECONDED by Councillor BACK
THAT the February 24, 2026 Public Hearing regarding Bylaw 8778 is authorized to continue beyond 10:30 p.m.

CARRIED
Opposed: Councillors Hanson and Mah

7. COUNCIL RESOLUTION

MOVED by Mayor LITTLE
SECONDED by Councillor BACK
THAT the February 24, 2026 Public Hearing regarding Bylaw 8778 is adjourned and will reconvene on February 25, 2026 at 7:00 p.m. in Council Chambers of District Hall at 355 West Queens Road, North Vancouver, B.C.

CARRIED
(10:59 p.m.)

The Public Hearing reconvened in the Council Chambers of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Wednesday, February 25, 2026 at 7:01 p.m.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri (via Zoom)
Councillor Catherine Pope

Staff: Mike Fox, Chief Administrative Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Yan Zeng, Manager – Development Planning
Cheryl Archer, Confidential Council Clerk
Afrooz Fallah, Planning Assistant – Development Planning
Amanda Day, Administration Clerk

Also in Attendance: Naser Badri, Technical Specialist, RiskTec
Raman Batra, Vice President – Electrochem, Commercial, Chemtrade
Dale Bossons, Vice President – Electrochem Manufacturing, Chemtrade
Fareed Ebrahim, Senior Technical Advisor II, Chemtrade
Alex Fergusson, EIT – Process Safety Group, BakerRisk
Blair Hetherington, Emergency Response System Manager, Chemtrade
Amy Jonsson, Director – Corporate Communications, Chemtrade
Alvin Loh, Site Director, Chemtrade
David Montgomery, Principal Consultant, Risktec
Bryan Ritchey, Senior Project Manager, Chemtrade
Alan Robinson, Group Vice President – Commercial, Chemtrade
Drew Somerville, Project Manager, Chemtrade

Mayor Little advised that the purpose of the reconvened Public Hearing was to receive further input from the community on Bylaw 8778 and reviewed the established rules of the meeting.

Mayor Little restated that the Public Hearing was convened pursuant to Section 464 of the *Local Government Act.* Members of Council, staff, and the public participated in person and via Zoom and the Hearing was being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

Mayor Little stated that:

- The opportunity to be heard or provide written submissions was accommodated by speakers having signed up in advance, the details of the Zoom meeting having been provided on the District's website and in the notice of public hearing, and the acceptance of written submissions up until the hearing was closed;
- Speakers would be called from the established speakers list, starting with the person who was speaking at the time the hearing was adjourned on February 24, 2026, followed by those who had signed up to speak since the hearing was adjourned. At the end of the speakers list, the Chair would call on speakers from the audience;
- Each speaker would have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wished to speak had spoken once, speakers would then be allowed one additional five-minute presentation;
- Any additional presentations would be allowed at the discretion of the Chair;
- Speakers were reminded to refrain from repeating information from their previous presentations and to ensure all comments remained focused on the bylaw under consideration;
- If a written submission was provided, speakers were asked not to read the entire submission, noting that they could provide a summary or briefly reiterate the highlights;
- All members of the audience were asked to be respectful of one another as diverse opinions are expressed, noting that the meeting was an open and impartial forum for Council to hear everyone's views;
- Council's role at Public Hearings is to listen to the public, not to debate the merits of the bylaw;
- Council may ask clarifying questions during Public Hearings;
- A binder containing documents and submissions related to the bylaw is available for review in hard copy and online;
- Speaking opportunities would be provided for everyone who wished to provide input and the meeting would be continued on a third night, if required;
- At the conclusion of the public input Council may request further information from staff, which may or may not require an extension of the meeting, or Council may close the meeting, after which Council should not receive further new information from the public.

5. REPRESENTATIONS FROM THE PUBLIC (continued)

5.26. Corrie Kost SPEAKING FOR A SECOND TIME (continued) and SPEAKING FOR A THIRD TIME:

- Stated that there is no assessment for a more serious event such as a major earthquake and expressed concern regarding the impact to the facility;
- Opined that liquid chlorine plays a small role in drinking water safety;
- Stated that most drinking water is treated with bleach;

- Opined that shelter-in-place is not a suitable response to an earthquake, noting that windows may break;
- Opined that the Lynn Creek Town Centre would have a chlorine gas cloud;
- Requested information on insurance;
- Requested information on small and large releases and opined that small releases over a period of years can cause major impacts;
- Stated that he is opposed to a chlorine plant being located near a residential area;
- Questioned why the facility is permitted if safety is a priority;
- Opined that money and employment are more important than safety to the District;
- Commented on population growth near the facility since it was originally constructed;
- Acknowledged that safety measures have improved and opined that they are still not adequate;
- Questioned how a power outage would impact the systems in the facility during a chlorine release;
- Questioned how sensitive the mapping of the risk contours is to specific locations of residences and public spaces to ensure risk thresholds are not exceeded;
- Questioned who would be responsible if the study proved to be inaccurate in the future;
- Acknowledged the facility's safety record and expressed concern regarding the risk of earthquakes and the data on which the risks have been assessed; and,
- Stated that if the risk probability has been understated, the risk contours are not accurate.

5.27. Robyn Kinsley SPEAKING FOR A SECOND TIME:

- Advised that of more than 1.9 million hazardous material shipments in Canada and the USA in 2024, 55,000 of which were classed as TIH shipments and more than 65 percent of which were transported in the upgraded railcar design, there were 45 hazardous material railcar incidents rated as serious with no injuries or fatalities;
- Stated that the last chlorine release due to a railcar incident was in 2019 with 0.003lb released and there were no injuries;
- Noted that the last serious chlorine release rail accident resulting in a fatality was in 2005 and, as a result of the incident, major safety improvements were implemented for railcar design, regulations, and operations;
- Stated that the rate of chlorine rail incidents as of 2024 was less than one 100th of one percent;
- Noted that of 20 million chlorine shipments by rail over past 20 years in the USA there has been one fatality caused by derailment involving flammable materials;
- Opined that the probability of a release of chlorine during rail shipment is extremely low and that rail is the safest and most reliable method of land transportation of chlorine; and,

- Compared the equipment and conditions involved in the derailment in East Palestine, Ohio with those in use for chlorine shipments, noting that the train was travelling faster than the maximum speed permitted for trains carrying chlorine though Vancouver, and although the railcars carrying vinyl chloride monomer were an older design not used for chlorine shipment, they remained intact in the derailment, the railcars carrying flammable material that were punctured in the derailment resulting in a large fire are no longer permitted to be used for those materials, and that the release of vinyl chloride monomer was the result of a response decision to avoid leaving the railcars in proximity to the fire.

5.28. Andrea Akelaitis:

- Advised that she is legal counsel for K2 Pure Solutions, experienced in environmental law, and a resident of North Vancouver;
- Stated that municipalities have challenges balancing environmental concerns, safety, and supporting industry; and,
- Recommended the District consider deferring and amending the bylaw to allow production on the condition that they phase out shipping.

5.29. Peter Teevan SPEAKING FOR A THIRD TIME:

- Expressed concern regarding the risk of earthquakes, noting the District is within the Pacific Ring of Fire and stated that there is frequent seismic activity;
- Commented on the public hearing process and purpose;
- Opined that information from the previous night showed that the QRA did not address a worst-case scenario, including seismic activity, the hydrogen facility at the adjacent site, an accident off-site, sabotage or act of war;
- Commented on the changes to the municipality since the facility opened in 1957, including population and land use;
- Questioned if it makes sense to produce a hazardous material in an urban area;
- Stated that when development proposals have come forward in the area, the District staff has advised that the plant is shutting down in 2030;
- Opined that the public will have been gaslit if the proposal is approved;
- Stated that he had warned that the business would not shut down during previous development application processes;
- Questioned how many decisions have been made under the current OCP for developments in the area based on a projected end date of 2030 for chlorine production at the facility;
- Questioned if there was a report from the DNVFRS Fire Chief; and,
- Opined that the public hearing could not be closed unless Council rejects the proposal.

5.30. Jess Conard SPEAKING FOR A THIRD TIME:

- Accused the Chlorine Institute of providing inaccurate information in their presentation;
- Stated that she has lived through a derailment and has spent three years studying related documents, including the National Transportation Safety Board (NTSB) report on the incident;
- Advised that she has travelled to many communities to speak on the issue;
- Questioned the decision to limit the safety assessment to the site;
- Commented on the impact of the vinyl chloride spilled in the derailment in East Palestine;
- Expressed support for the applicant considering alternative products;
- Questioned why the applicant is pursuing alternatives if liquid chlorine is safe;
- Questioned if Council would find an incident or derailment acceptable, who would be affected, the cost of clean up, impact on property values, and insurance claims;
- Questioned if the District is indemnified;
- Stated that the facility does not need to close and that she respects the company; and,
- Recommended amending the proposal to phase out the shipping of chlorine.

5.31. Michael Graveson SPEAKING FOR A THIRD TIME:

- Stated that bleach is already being shipped in trucks and opined that there would be no increase in truck traffic if the facility produced bleach instead of liquid chlorine;
- Stated that if bleach were made on site, it would require a change in logistics;
- Stated that 95 percent of the chlorine produced at the facility is shipped to the United States;
- Stated that bleach is used for water treatment and the facility produces ingredients to make bleach;
- Stated that opposition is to the liquification of chlorine, not the production;
- Stated that there are four chlor-alkali producers in Canada and most of their product is exported due to a lack of domestic demand;
- Stated that Acutech concluded that the risk of shipping liquid chlorine is not acceptable;
- Noted that a reduction of stored liquid chlorine is not proposed and that 32 full railcars would be on site; and,
- Stated that there would be an average of 159 unloaded railcars that are called empty but contain an average of two to three tonnes of liquid chlorine.

5.32. Alex Ferguson, EIT – Process Safety Group, BakerRisk:

- Stated that they used the industry average for the failure rate of containment based on a rate that includes natural hazards that are not adjusted for the specific seismic activity at the subject site; and,
- Noted that the seismic risk analysis is in Appendix F of the QRA.

5.33. Colin Armstrong SPEAKING FOR A THIRD TIME:

- Advised that Acutech wrote the standard for security risk assessments for petrochemical facilities and he is familiar with security threats for chemical facilities;
- Stated that it is standard practice to assess vulnerability to security and other threats as part of a risk assessment;
- Stated that a security risk assessment has not been provided as part of the application and that the QRA did not specifically address security;
- Questioned if a security assessment has been conducted and requested that it be reviewed or an explanation provided if one has not been conducted;
- Stated that the relocation of railcars containing chlorine during the 2010 Olympic Games in Vancouver show that they pose a security threat;
- Stated that the risk of a stored railcar breach used by BakerRisk in the QRA was in a 2006 QRA written by a third-party consultant and requested by the applicant;
- Opined that BakerRisk did not use rail safety data they would normally and used data requested by the applicant;
- Questioned if BakerRisk reviewed the original study as he did not see a reference to this in the QRA;
- Questioned how the validity of the third-party report could be verified;
- Reiterated that housing, daycares and schools are located along rail routes and opined that they are within areas of unacceptable risk.

5.34. Blair Hetherington, Emergency Response System Manager, Chemtrade:

- Commented on emergency response training provided to the community, noting that North Shore Emergency Management (NSEM) offers free training on emergency preparedness and shelter-in-place procedures and that Transcare offers free training supported by Chemtrade; and,
- Noted that the Transcare safety train is located at the facility.

5.35. Rob Inman SPEAKING FOR A SECOND TIME:

- Advised that he is a residential and commercial landlord;
- Stated that he met with all his tenants in the Riverside area and spoke with five of the largest businesses;
- Stated that no one has an issue with the facility and that they had not heard the siren that the applicant had advised is tested every Tuesday;
- Noted that there is a notification via mobile telephone for earthquakes;
- Questioned how tenants would know if there had been a spill at the facility, particularly those with loud equipment in use;
- Stated that the horn for the shift change at Sea Span can be heard up to the Blueridge neighbourhood;
- Recommended the applicant send out information and communicate what residents and businesses should do if there is an incident at the facility;
- Noted that he observed trains travelling through the area at very slow speeds; and,

- Noted that DNVFRS could be on site in a short time due to the proximity of the new firehall on Dollarton Highway.

5.36. Colin Metcalfe SPEAKING FOR A SECOND TIME:

- Referred to the District publication *When the Ground Shakes*; and,
- Stated that the level of expected damage at the site is indicated as complete in a map in the publication.

5.37. Chris Bowcock SPEAKING FOR A SECOND TIME:

- Questioned the percentage of chlorine gas and liquid produced at the facility that is used in Canada and in BC;
- Opined that reported amounts are inaccurate;
- Questioned the effectiveness of shelter-in-place as an emergency response, noting it relies on personal responsibility and that some types of buildings are not airtight;
- Stated that 90 percent effectiveness for residential buildings built to the highest standards as used for emergency training exercises;
- Stated that sealing residential buildings would be difficult for many people;
- Stated that the Acutech report shows 99 percent lethality inside a building at up to 1,200 feet, which would include up to Dollarton Highway;
- Stated exposure would still be significant if reduced by 90 percent;
- Opined that older persons and children may not be able to move quickly enough to reach shelter and that parents of children may have difficulty bringing children inside; and,
- Recommended that vulnerable persons who may need assistance to shelter-in-place are identified.

5.38. Paolo Pucci:

- Opined that the District is not prepared for a significant earthquake;
- Stated that the Cleveland Damwould collapse in an earthquake and would flood the facility; and,
- Commented on proposed residential density increases in the area.

6. QUESTIONS FROM COUNCIL

In the event of a serious chlorine rail incident here, who is legally responsible, and would the District face any financial risk before being reimbursed?

In response to the question from Council, staff advised that the land is privately owned and that Zoning decisions do not give rise to liability exposure to the District, noting that the *Local Government Act* does not allow for compensation due to loss or damages due to the adoption of a Zoning Bylaw, which limits the District's liability. Staff noted that there are risks associated with chlorine production and storage and the District would require a legal covenant to secure performance and compliance with the BakerRisk QRA and RiskTec peer

review relating to construction, production, and storage if the zoning bylaw amendment is adopted. A verification report from BakerRisk confirming the project meets the conditions in the current QRA, as well as a security vulnerability assessment prepared by a qualified professional, would be required prior to the issuance of a building permit.

Can staff provide a log of exercises over the last 5 years based on emergency response and training for local business and residents, how often it occurs, who provides the training, and who pays for the cost of the training? Please confirm the training and education for the community and surrounding businesses and homes, how is the surrounding community advised as to what to do in an event? (referred from February 24, 2026)

In response to the question from Council, staff noted that the applicant had provided a response regarding their responsibility, practices, and protocols as outlined in their emergency response plan at the public hearing on February 24, 2026 and that DNVFRS and NSEM had provided their responses to staff. DNVFRS advised that they are a key emergency response resource in case of an incident at the site and not considered a registered professional authority. During any response, DNVFRS would coordinate with Chemtrade, and CHLOREP, the specialized response team. Chemtrade would also engage contractors and technical consultant in the event on an incident and first responders would receive information in real time. Staff noted that information on DNVFRS training at Chemtrade and incident reports for the past five years are in the public hearing binder. Staff advised that NSEM has established emergency response procedures for the facility. In the event of an incident, Chemtrade staff would assess the situation in accordance with their emergency response plan, including providing a rating of the severity. Chemtrade would then provide information to NSEM, which may be issued as alerts on the Alertable app, if appropriate. Staff reviewed responses based on the level of severity, including when an Emergency Operations Centre would be required, and a description of actions taken for shelter-in-place.

What insurance protections are in place for on-site and off-site risk? (referred from February 24, 2026)

In response to the question from Council, staff provided information from the applicant, advising that Chemtrade has more than 500 million in insurance coverage with FM Global, a firm that only insures clients who are serious about engineered risk reduction and which employs engineers rather than actuaries to underwrite risk. Staff further provided that the insurer has spent considerable time at all large Chemtrade sites, including the location in the District, and has been the insurer for that site since it waws purchased in 2017.

Is the plant isolated from off-site malicious actors?

In response to the question from Council, staff advised that the applicant provided information that a cybersecurity review was completed in 2024 and layers of security have been implemented. Cybersecurity at the facility includes system firewalls, employee training,

and annual review of measures and audit. If the system were to be compromised, they have a series of e-stops that can override and shut down areas of the facility.

How long would a typical shelter-in-place order be for a ruptured Chlorine Tank Car?

In response to the question from Council, staff advised that there is no average or typical length of time, noting that the conditions of events vary based on many factors and that first responders would activate the appropriate response.

Is Sodium Hypochlorite commonly called Chlorine Bleach?

In response to the question from Council, the applicant advised that they are the same substance and it is made from chlorine, sodium caustic soda, and water. Production of chlorine is required prior to bleach production and conversion of chlorine to bleach is a simpler process that can be done on a smaller scale that chlorine production.

How was seismic activity considered in the risk assessments?

In response to the question from Council, staff provided information provided by the applicant, including that the possibility of an earthquake was included in the QRA and that risk from an earthquake was included in Appendix F of the report, using the industry average failure rate, which includes loss of containment due to natural hazards but does capture the higher-than-average seismic activity. It was noted that no release due to a seismic-initiated event was modelled as the applicant intends to address this through design of the new site, including the removal of all outdoor storage of liquid chlorine from the site.

How much of the Chemtrade liquid chlorine, chlorine gas is destined for markets outside Canada?

In response to the question from Council, staff provided information provided by the applicant that they do not disclose the exact location of their customers and confirmation that 70 percent of capacity remains in Canada.

Can DNV request a new, robust study by an independent consultant that goes further than the RiskTec review of Chemtrades's safety study? Specifically, I'd want to know the impact of a severe earthquake, the rail car safety beyond DNV borders, and a clearer explanation and scan of what other municipalities are doing when it comes to water purification and what the best practices are for purification in the future.

In response to the question from Council, staff advised that the District is able to request a separate study beyond those required for the application. Staff noted that the recommended approach was for the applicant's consultant to complete the study based on standards as outlined and to have it peer reviewed. Staff advised that future validation and verification reports would be required prior to the issuance of a building permit due to the

province being in an active earthquake zone. The District has a duty to ensure all approved construction complies with earthquake standards. Staff noted that rail traffic is regulated by other levels of government. Staff advised that they are not able to predict how future technologies will be applied to water purification and that they do not have information on all communities in Canada's processes.

Did the BakerRisk safety study rely on data from 2006?

In response to the question from Council, the applicant's consultant from BakerRisk advised that the railcar failure rate based on 2006 data used in the previous QRA was discussed and reviewed as part of the QRA.

Can staff share examples of similar facilities near residential areas, and what separation or safety measures were used?

In response to the question from Council, staff advised that they do not have a comprehensive scan and are not aware of another example of a site located near residential areas. Staff noted that the Maplewood Area Plan took MIACC guidelines into account regarding risk contours for different land uses. Staff advised they could share clarification at second reading of the bylaw. The applicant stated that there are other chemical facilities in close proximity to residential areas and that their facility is the only chlor-alkali plant close to a residential area.

Still unclear about the earthquake assessment. Did BakerRisk do its assessments using modeling for a severe earthquake event?

In response to the question from Council, the applicant's consultant from BakerRisk advised that they used a 2,475-year return period as specified in the *BC Building Code* (BCBC), noting that he does not have the specific severity level available, but it is more than an average event. Staff advised that the qualified professional must design to the BCBC standard and that the consultant's report complies and is appropriate. Staff noted that *When the Ground Shakes* uses aggregated data and includes buildings not designed to today's modern standards, and that the proposed containment building would be constructed to modern safety standards.

Does the berm and facility envelope on the property provide enough containment for one ruptured railcar?

In response to the question from Council, the applicant advised that the building is designed to contain one ruptured railcar and an additional nominal amount, and to manage evaporating vapour with enough capacity to scrub for that one railcar.

If rezoning is approved, it would contain one railcar, in the case of a rupture. What about the other 32 rail cars filled with chlorine gas?

In response to the question from Council, the applicant advised that the probability of a railcar rupture outside of containment is extremely low and that the property is not designed as a containment system. The applicant noted gas would settle, sink, and dissipate along the ground, and that conditions including wind and weather would affect how that occurred.

7. COUNCIL RESOLUTION

MOVED by Councillor HANSON
SECONDED by Councillor MAH
THAT the February 24, 2026 Public Hearing regarding Bylaw 8778 is closed;

AND THAT "District of North Vancouver Rezoning Bylaw 1462 (Bylaw 8778)" is returned to Council for further consideration.

CARRIED
(8:34 p.m.)

CERTIFIED CORRECT:



Confidential Council Clerk

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DISTRICT OF NORTH VANCOUVER
PUBLIC MEETING

431 Vienna Crescent
Child Care Business Licence Application

REPORT of the Public Meeting held on Monday, March 16, 2026 commencing at 5:02 p.m. in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Catherine Pope

Absent: Councillor Lisa Muri

Staff: Mike Fox, Chief Administrative Officer
Dan Milburn, General Manager, Planning, Properties and Permits
Tina Atva, Director, Community Planning and Housing
Genevieve Lanz, Corporate Officer
Zeralynne Te, Manager, Community Planning
Eirikka Brandson, Community Planner
Kaitlin Hebron, Confidential Council Clerk
Jillian Holden, Administration Clerk

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1. OPENING BY THE MAYOR

Mayor Little welcomed everyone and advised that the purpose of the Public Meeting was to receive input from the community and staff on the proposed child care facility business licence as outlined in the Notice of Public Meeting.

He further noted that the Public Meeting was convened pursuant to Section 59 of the *Community Charter.* Members of Council, staff, and the public participated in person and via Zoom and the meeting was being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

Mayor Little stated that:

- Public participation was accommodated by speakers having signed up in advance and the provision of the Zoom link on the District website and in the notice of meeting;

- Written submissions received by the Corporate Officer were shared with Council and could be submitted up until the time the matter is considered by Council;
- Following the staff and applicant presentations, speakers would be called from the established speakers list. At the end of the speakers list, the Chair would call on speakers from the audience;
- Each speaker would have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wished to speak had spoken once, speakers would then be allowed one additional five-minute presentation;
- Any additional presentations would only be allowed at the discretion of the Chair;
- Speakers were reminded to refrain from repeating information from their previous presentations and to ensure all comments remained focused on the business licence application under consideration;
- If a written submission was provided, speakers were asked not to read the entire submission, noting that they could provide a summary or briefly reiterate the highlights;
- All members of the audience were asked to be respectful of one another as diverse opinions are expressed, noting that the meeting was an open and impartial forum for Council to hear everyone's views;
- Council's role at Public Meetings is to listen to the public and not to debate the merits of the application;
- Council may ask clarifying questions during Public Meetings;
- A binder containing documents and submissions related to the application is available for review in hard copy and online; and,
- Speaking opportunities would be provided for everyone who wished to provide input and the meeting would be continued on a second night, if required.

2. PRESENTATION BY STAFF

Eirikka Brandson, Community Planner, provided an overview of the proposal, noting that:

- The Public Meeting provides an opportunity for community input regarding the application to increase the capacity of an existing child care facility;
- Under the District's Child Care Facilities Business Regulation Bylaw, applications proposing care for 11 to 20 children in a residential building must be presented at a Public Meeting and subsequently considered by Council at a regular Council meeting;
- In accordance with bylaw requirements, notice must be mailed at least 10 days in advance to all properties within a 50-metre radius of the facility and within a cul de sac;
- The applicant has operated Blue Sky Daycare from their home since November 2020 and is currently licensed to provide multi-age care for up to eight children;
- Due to increasing demand and a growing waitlist, the operator is requesting to expand capacity;
- The proposed program would include:

    - Eight spaces for Group Child Care (under 36 months); and,
    - Six spaces for Multi-Age Child Care (30 months to school age).
- The District uses Planning Guidelines for Group Child Care in Residential Zones, last updated in 2014;
- These guidelines help staff evaluate child care proposals that exceed eight children in residential areas;
- Key planning considerations include:
    - Location and neighbourhood context;
    - Transportation and parking;
    - Neighbourhood character; and
    - Facility design and outdoor play space.
- The site is located on Vienna Crescent in the Delbrook neighbourhood;
- Vienna Crescent is accessed via Delbrook Avenue;
- Within a few kilometres there are four elementary schools, which is consistent with the family-oriented nature of residential neighbourhoods and reflects the presence of families in the area;
- Within the Delbrook area there are approximately 120 licensed child care spaces;
- Neighbouring areas have comparatively fewer options, so this location may also serve families from adjacent neighbourhoods;
- Overall, the site is considered well suited for neighbourhood-based child care;
- The zoning bylaw requires two parking spaces for this use;
- The planning guidelines recommend:
    - Two staff/resident spaces; and,
    - One space per ten children for pick-up and drop off.
- For a 14-space child care facility, three spaces are recommended;
- The applicant provides four parking spaces:
    - Two in the garage; and,
    - Two in the driveway.
- On-street parking is available along Vienna Crescent;
- Transit stops are within approximately 100 metres along Delbrook Avenue;
- Staff have reviewed the application and no traffic conflicts are anticipated, including with nearby school drop-off activity;
- The planning guidelines recommend that child care facilities:
    - Fit within the residential streetscape;
    - Use landscaping for privacy and noise mitigation; and;
    - Provide a fully fenced outdoor play area.
- For this proposal:
    - No changes are proposed to the front exterior of this home; and,
    - The property will continue to appear consistent with other single-family homes in the neighbourhood.
- The outdoor play space is fully enclosed and includes landscaping and hedging to support privacy for neighbours;

- Staff consider the proposal consistent with the character of the surrounding neighbourhood;
- The childcare entrance is located at the rear of the building;
- Families access the centre via the east side pathway, which will be upgraded to provide an accessible route;
- The home is split-level with the childcare operating on the lower ground level and residential use remains above;
- Proposed improvements include a new classroom and an accessible washroom;
- Currently the entire backyard is used for an outdoor play space;
- With the second program, the yard will be divided into two adjacent play areas;
- Additional operational details include:
  - Outdoor play twice daily (10:00 a.m. – 11:00 a.m., 3:30 p.m. – 4:30 p.m.); and,
  - Up to three staff members on site at any time, including the director.
- Letters were sent to all properties within 50 metres of the site inviting residents to attend an open house on January 20, 2026;
- The open house was attended by District staff, neighbours, and families from the centre;
- Key feedback included:
  - All attendees expressed support for the proposed expansion;
  - Questions focused primarily on renovations and the scope of construction; and,
  - No concerns were raised regarding the proposal.
- Additional feedback from families include:
  - Parents described the operator as “like extended family”;
  - Families noted the centre provides a safe and trusted environment;
  - Parents emphasized the importance of child care in enabling them to work;
  - Families reported no issues with drop-off or pick-up procedures; and,
  - Positive comments were also shared regarding support for children with diverse needs and the quality of the outdoor play space.
- In 2020, Council endorsed the Child Care Action Plan, identifying the need for 2,055 additional spaces by 2030;
- As of January 2026, the North Lonsdale-Delbrook area exceeds District targets for infants/toddlers and preschooler spaces and is approaching the target for school aged children;
- While the North Lonsdale-Delbrook area has met some space targets, these targets serve as planning benchmarks rather than limits on the number of child care spaces that may be supported in a community;
- The proposed expansion represents a modest increase within an existing, licensed and established child care program that is already operating successfully in the neighbourhood;
- Supporting small-scale expansions such as this helps provide additional neighbourhood-based child care options, improves continuity of care for families whose children may transition between age groups within the same centre, and increases choices for parents seeking programs that best meet their family’s needs;

- Expanding capacity within an existing facility also represents an efficient way to add spaces, as he infrastructure, outdoor play space, and experienced operator are already in place; and,
- The proposal contributes to the District's broader objective of supporting accessible, high-quality child care while maintaining compatibility with the surrounding residential neighbourhood.

3. PRESENTATION BY APPLICANT

3.1. Pari Roustaisefat, Owner, Blue Sky Daycare:

- Noted she runs a multi-age child care facility licensed in 2020 to care for eight children ages six months to five years;
- Stated they are a safe, secure, loving and nurturing environment while maintaining the highest standards of safety and hygiene;
- Noted they welcome all children and families, respecting diversity, and ensuring equal access, support, and a true sense of belonging;
- Commented on fostering close partnerships with families to support each child's emotional, social, physical, and cognitive growth through observation, communication, play, and trusting relationships;
- Noted she has over 20 years experience in running multi-age child care centres;
- Noted she obtained Early Childhood Education plus Infant and Toddler certifications, First Aid, and CPR;
- Stated the daycare creates a positive learning environment that encourages creativity, focus, and engagement where children have a sense of belonging and well-being;
- Stated they apply principles from BC's early learning framework, recognizing each child's uniqueness by using observation-based, inclusive learning that supports social, emotional, physical, intellectual, and creative development while encouraging problem solving and self-expression;
- Noted the curriculum focuses on five different areas:
    - Music and movement;
    - Book corner;
    - Science;
    - Outdoor area; and,
    - Creative art.
- Outlined the infant and toddler program;
- Outlined the preschool program;
- Outlined a sample day schedule;
- Noted the centre is situated close to public transit (approximately 100 metres);
- Noted the centre is well connected to Delbrook Avenue, Genoa Crescent, Valencia Avenue, and Saville Crescent;
- Noted four on-site parking spots for staff and residents, and unrestricted on-street parking in front of the property;

- Stated staggered schedules will support a steady, manageable flow of vehicles;
- Noted they are committed to keeping the neighbourhood calm, safe and respectful;
- Commented on open-house community feedback where 11 people were in attendance and no concerns were expressed;
- Highlighted key themes:
  - Neighbours were supportive of the plan;
  - No noise concerns based on the current number of children; and,
  - Neighbours expressed that child care is an important part of the community.
- One question was raised about whether the house would require external renovations;
- Noted no external renovations are needed or planned;
- Outlined the complaint procedure and noted they encourage open communication and feedback; and,
- Formal complains can be submitted to the centre in writing, including date, time, frequency, location and explanation of the concern.

4. REPRESENTATIONS FROM THE PUBLIC

4.1. Kevin Decker:

- Spoke in favour of the proposal;
- Noted his children attend the daycare;
- Complimented the owner and operator;
- Noted that the support provided for his autistic child has been life changing;
- Highlighted the difficulty of finding daycare;
- Mentioned the children refer to as as “Blue Home Daycare”; and,
- Described the daycare as helpful to both the community and his family.

4.2. Chalys Joseph:

- Spoke in favour of the proposal;
- Noted her toddler attends the daycare;
- Expressed hope that their other child may be able to enroll should space become available;
- Described the care as top notch for many families;
- Noted that finding child care and returning to work is a difficult and demanding process;
- Described the daycare as a safe and loving space for her toddler;
- Highlighted the importance of reliable child care for young children;
- Emphasized the benefit of siblings attending the same daycare;
- Highlighted the large outdoor play area for children to play and explore;
- Noted the location is well served by walking and transit;
- Noted there is ample space for pick-up and drop off;

- Identified a growing need for more child care spaces in the District; and;
- Encouraged expediting the process if possible.

4.3. Erica Borgstrom:

- Spoke in favour of the proposal;
- Described the daycare as a second home for her child;
- Noted the transition to Blue Sky Daycare has been positive, moving away from large scale corporate daycares;
- Highlighted that Blue Sky provides a safe and structured environment;
- Emphasized that children are treated with genuine affection and deep respect;
- Noted a daily routine that balances indoor and outdoor play;
- Highlighted the importance of reliable child care for young children; and,
- Opined that approval would support local business providing an essential service to the community.

4.4. Shane Hall:

- Noted he lives in close proximity to the daycare;
- Raised concern about the need for broader discussion in the District;
- Noted considerations around residential areas versus business zoning;
- Suggested child care centres may be more appropriate outside residential areas; and,
- Noted the lack of sidewalks on the street.

5. QUESTIONS FROM COUNCIL

In response to a question from Council, staff advised that the facility is currently a multi-age centre and would transition to include eight group child care spaces for infants and toddlers, along with six multi-age spaces for children aged 30 months to school age.

In response to a question from Council, the applicant advised that in accordance with the BC Building Code, only one exit door is required for the daycare. The applicant further noted that for an Assembly A2 occupancy of approximately 1,500 square feet, a single exit door is permitted under code.

In response to a question from Council, staff advised that the North Lonsdale-Delbrook area currently exceeds some of its target number of child care spaces. However, adjacent neighbourhoods in the Upper Capilano area have fewer spaces. Staff noted that exact figures for nearby areas can be provided in a future report, and the additional spaces in Delbrook could help meet demand in those neighbouring areas.

6. COUNCIL RESOLUTION

MOVED by Councillor BACK
SECONDED by Councillor MAH
THAT the March 16, 2026 Public Meeting regarding the proposed child care facility business licence for Blue Sky Daycare is adjourned.

CARRIED
(5:42 p.m.)

CERTIFIED CORRECT:



_____
Confidential Council Clerk

DELEGATIONS

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NORTH VANCOUVER DISTRICT

Delegation to Council Request Form

District of North Vancouver
Corporate Officer
355 West Queens Rd, North Vancouver, BC V7N 4N5

Phone: 604-990-2311
Email: signup@dnv.org

COMPLETION: To ensure legibility, please complete (type) online then print. Sign the printed copy and submit via mail or email to the department and address indicated above. If you have any questions about this form, please call the number indicated above.

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

Name of group wishing to appear before Council: Hollyburn Community Services Society

Title of Presentation: Year in Review

Name of person(s) to make presentation: Mark Friesen, E.D & Mike Thorne, Board Member

Purpose of Presentation:

- [x] Information only
- [ ] Requesting a letter of support
- [ ] Other – please describe below:

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): Louise Aronsson

Daytime telephone number: 778-683-6217

Email address: LAronsson@hollyburnsociety.ca

Will you be providing supporting documentation? [x] Yes [ ] No

If yes: [ ] Handout [ ] Digital Format [x] 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.

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

Please note:

- Council Chambers operates in a Windows environment.
- Videos and audio clips are not supported except by special accommodation.
- Disturbing or graphic images are not permitted to be displayed at any time.

Delegation to Council Request Form

Rules for Delegations:

1. Delegations must submit a Delegation to Council Request Form to the Corporate Officer. Submission of a request does not constitute approval nor guarantee a date. The request must first be reviewed by the Corporate Officer.
2. The Corporate Officer 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 Corporate Officer 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. Delegations may not display or include disturbing or graphic images as part of their presentation.
12. Please note the District does not provide grants or donations through the delegation process.
13. 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 Confidential Council Clerk may ask for any relevant notes (if not handed out or published in the agenda) to assist with the accuracy of minutes

I understand and agree to these rules for delegations

Louise Aronsson — Name of Delegate or Representative of Group

Feb. 10, 2026 — Date

Signature

For Office Use Only

Approved by:

Corporate Officer ____ Appearance date: _____

Deputy Corporate Officer ____ Receipt emailed on: _____

Rejected by:

Mayor ____ Applicant informed on: _____

CAO ____ 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 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 Corporate Officer by telephone at 604-990-2207 or in person at 355 W Queens Road, North Vancouver.

HOLLYBURN
Community Services Society
Nurturing a Community of Caring

February 10, 2026

The District of North Vancouver
City Clerk, North Vancouver District Hall
355 West Queens Road
North Vancouver, BC

Regarding: Request for Delegation of Appearance

Dear District of North Vancouver. I hope this letter finds you well.

Hollyburn Community Services Society (HCSS) is requesting an opportunity to present the Agency's work in the District of North Vancouver to the Mayor and Council through a delegation.
The purpose of this delegation is to inform Council of the Services and Programs HCSS can offer members of the communities on the North Shore. HCSS regards this information essential for Council as the Society's role keeps expanding and changing.

Our Executive Director, Mark Friesen, and one of our Board members, Mike Thorne, will conduct the 10 min. power point presentation. The focus points of the delegation will include:

- Programs and Services
- Number of individuals and families supported
- New Initiatives/New Strategic Plan
- Needs in the community
- Housing/Our response to the housing crisis

Thank you for your attention, and we look forward to the opportunity to contribute to our community's ongoing supports and programs.

Thank you for considering our request.

Sincerely,

Louise Aronsson
Community Engagement Manager
Email: LAronsson@Hollyburnsociety.ca
Tel: 778-683-6217

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HOLLYBURN
Community Services Society
Nurturing a Community of Caring

DISTRICT OF
NORTH
VANCOUVER



HOLLYBURN
Community Services Society
Nurturing a Community of Caring

About Us

- Registered Charity sine 2007
- 32 Full and Part-time staff
- 10 Person Governance Board
- Operating budget $4.3M

Hollyburn Community Services Society is a mission-driven organization committed to addressing systemic social issues across the North Shore and beyond.

Every day, we work to ensure individuals and families are safe from violence, marginalized youth are empowered to reach their full potential through education and employment, and that youth, seniors, and families have access to safe, affordable, and sustainable housing.

At Hollyburn, we find a way.

We walk alongside those we serve, offering respectful guidance without imposing solutions, because we believe the richness of the North Shore community and that support should be accessible to all, especially in times of need.

PROGRAMMING STREAMS



Youth Empowerment Programs



Seniors and Family Services



Victim and Survivor Services


IMPACT HIGHLIGHTS
1047
Individuals supported through Hollyburn's programs and services.
16
Community-based programs delivered on the North Shore.
620
New clients accessed Hollyburn's programs and services.
130+
Homes accessed or operated across the North Shore.
438
Youth supported through housing, education, employment & recreation
208
Seniors supported to secure or retain safe housing.
353
Survivors of abuse and violence received trauma-informed support.
86
New homes opened at Hollybrook to house individuals and families.

What we are seeing

UNCOVERING WHAT'S BENEATH THE SURFACE

HOLLYBURN
Community Services Society
Nurturing a Community of Caring

- Significant challenges for low-barrier individuals.
- Increased mental health issues and a lack of immediate support with long waitlists for services.
- Seniors' well-being is declining due to cost of living
- A need for a managed RV site for those living in their vehicles.
- The need for more deep subsidized units



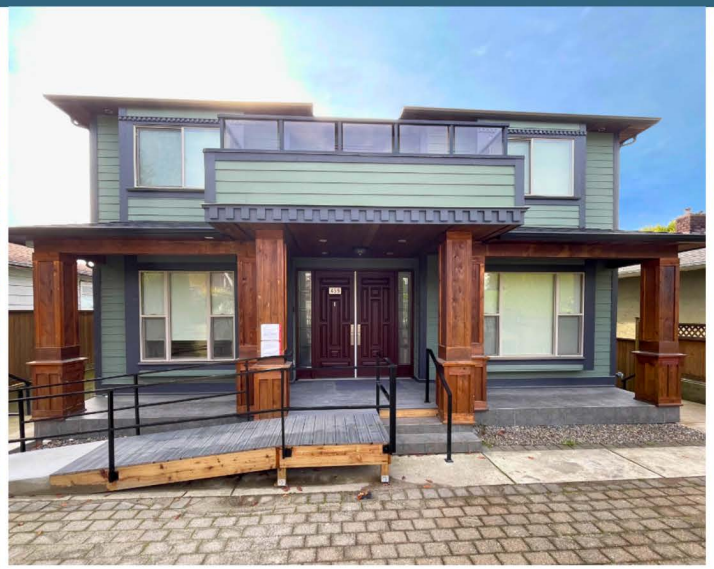
FINDING A WAY FORWARD



Hollybrook

Opened August 2026, Hollybrook has provided 86 homes to individuals and families at below market cost.

Hollybrook is currently at capacity and saw over 700 applications submitted for housing.



Morningstar

Opened November 2026, Morningstar is our new 8 unit transitional house for seniors to help them regain independence.

Since its opening, the house has assisted in providing accommodation to those affected by unforeseen events in our community.



Hidden Housing Solutions Program

Coming soon

This new program matches seniors with spare rooms in their homes with seniors looking for afforable housing.

FINDING A WAY FORWARD

Across the North Shore, individuals and families continue to face barriers to safety, stability, and belonging. Meeting these challenges requires more than intention—it calls for sustained leadership, shared responsibility, and action rooted in care and consistency.

There is work to be done, and we move forward with purpose, and intention.

Our 2025–2028 Strategic Plan reinforces our commitment to ensure that people across the North Shore—regardless of background or circumstance—are heard, supported, and empowered to achieve long term stability.

Through safe and affordable housing, comprehensive wraparound supports, and authentic relationships, we deliver practical, people-centred solutions that strengthen individual potential, expand opportunity, and create lasting change for our community, today and for generations to come.



DISTRICT OF NORTH VANCOUVER

HOLLYBURN
Community Services Society
Nurturing a Community of Caring

Thank you Mayor & Council

- Core funding for the North Shore Youth Safe House
- Hollybrook land
- 2 x Life Success Program Houses Land
- Orwell House Land
- Muncipal Grants

REPORTS

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: April 13, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

March 26, 2026

AUTHOR: Eirikka Brandson, Community Planner

SUBJECT: **Business Licence for Blue Sky Daycare – 431 Vienna Crescent**

RECOMMENDATION:
THAT Council approve the application to amend the business licence for Blue Sky Daycare, located at 431 Vienna Crescent, to increase capacity from eight children (multi-age child care) to 14 children.

REASON FOR REPORT:
The purpose of this report is to summarize and address public input received at the March 16, 2026, public meeting regarding the business licence application for Blue Sky Daycare.

SUMMARY:
The public meeting, held on March 16, 2026, provided residents with an opportunity to comment on the proposed expansion of Blue Sky Daycare. Many respondents expressed support for the proposed child care expansion and the operator.

At the meeting, Council asked about the availability of child care spaces in neighbouring areas and additional information on fire code requirements.

BACKGROUND:
Blue Sky Daycare has operated a multi-age child care facility for eight children at 431 Vienna Crescent since November 2020. The daycare operates weekdays from 7:30 a.m. to 5:30 p.m. and currently maintains a waitlist. District Property Use staff have confirmed that no complaints have been received regarding the subject property or business.

On July 28, 2025, the operator applied to Vancouver Coastal Health (VCH) to increase child care capacity by six children, proposing six spaces for multi-age child care (aged 30 months to school age), and eight spaces for group child care (under 36 months), for a total of 14 children. At this capacity, the District requires a public meeting be held so that community members may make representations to Council on the District business licence application.

The public meeting was held on March 16, 2026 and summarized in the Public Input section of this report. (Meeting minutes are provided in **Attachment 1**.)

A staff report prepared by the Community Planner, dated February 23, 2026, was presented at the March 16, 2026, public meeting. The report outlines additional details regarding the application and its consistency with District policies and the Planning Guidelines for Group Child Care in Residential Zones.

EXISTING POLICY:

Child Care Action Plan (2020)

This plan outlines goals to improve child care services and to assess current and future space and program needs through 2030. To meet projected demand, over 2,000 additional spaces are needed District-wide. Since adoption of the Plan, 1,328 new spaces have been created (as of March 1, 2026).

Child Care Policy (2008)

This policy supports the development of high quality child care services that promote children's social, emotional and intellectual growth. It encourages locating child care facilities in high-needs areas and near community amenities.

Child Care Facilities Business Regulation Bylaw 6724

This bylaw requires a Public Meeting for business licence applications for child care facilities serving 11 to 20 children in residential buildings. Notices of the public meeting were mailed out at least 10 days in advance to residents within 50 metres of Blue Sky Daycare.

SUMMARY OF PUBLIC INPUT:

A public meeting was held on March 16, 2026, to allow residents and members of the public to provide feedback to Council on the proposed expansion of Blue Sky Daycare from eight to 14 children. Meeting minutes are provided in **Attachment 1.** All correspondence and input from the meeting form part of the official record for this application.

Four speakers addressed Council at the meeting, in which three of the speakers expressed strong support for the proposed child care expansion. Two written submissions were received, which supported the proposed child care expansion. Additional feedback will be accepted until the date of the regular Council meeting. Public input received between March 16 – 26, 2026 is included here and summarized below.

Public Feedback

Expressions of support for the proposed child care expansion, highlighted the following:

- the provision of high quality, safe, and supportive care in a structured environment;
- the importance of reliable child care for families, including supporting return to work;
- challenges in securing child care and a growing demand for additional spaces;
- benefits such as inclusive support for children with diverse needs, opportunities for siblings to attend together, and a balance of indoor and outdoor activities;
- the facility's accessibility, outdoor play space, and functional pick-up/drop-off arrangements; and
- support for a local service benefiting both families and the broader community.

A nearby resident raised concerns about the suitability of larger-scale child care facilities expanding into residential areas, citing the need for broader District discussion, careful zoning considerations, and local infrastructure limitations, including the absence of sidewalks.

Council Questions and Staff Responses
Council raised two questions regarding the proposed application. Staff provide the following additional information.

Fire code requirement
During the public meeting, Council requested clarification regarding the number of fire exits required for the daycare. Under the BC Building Code 2024, Section 3.4.2, a single exit is sufficient for Blue Sky Daycare, and is provided via the main entrance on the east side of the house.

Child Care Spaces Update
During the public meeting, Council requested information on the number of child care spaces in areas adjacent to North Lonsdale/Delbrook. Details on this are provided in **Attachment 2**.

In summary, North Lonsdale/Delbrook and Upper Capilano areas are meeting or approaching child care space needs targets. Lynn Valley, however, continues to experience significant gaps and has the greatest unmet child care space needs across all District areas. Specific neighbourhoods within the three noted areas also have limited supply – notably Braemar, Grousewoods, Boundary, Lynn Canyon, Upper West Lynn, and West Lynn Terrace.

Timing/Approval Process:
If Council approves the proposed application, a business licence will be issued upon completion of the following:

- Submission and approval of a building permit application to address applicable BC Building Code requirements;
- Final inspections by the Building Department and Vancouver Coastal Health; and
- Issuance of licences by Vancouver Coastal Health for Group Child Care (under 36 months) and Multi-Age Child Care (30 months to school age).

Social Policy Implication:
The District's Child Care Policy encourages the development of quality child care services near community amenities to support families and enhance community well-being. The Child Care Action Plan (2020) identifies District-wide need for additional child care spaces, and the approval of this business licence amendment supports the District's overall goals. Modest expansions within existing licensed facilities can help increase local supply, support continuity of care, and enhance choice for families, while making efficient use of existing infrastructure.

Conclusion:
The proposed expansion represents a small-scale increase within an established and successfully operating child care facility. It aligns with the District's broader child care objectives by adding neighbourhood-based capacity and improving options for families. Public input indicates general community support, with no concerns raised regarding traffic, parking, or neighbourhood impacts. The operator has an established record and has identified measures to support safe and effective operation. Overall, the proposal contributes to meeting local child care needs in a manner that is incremental and compatible with the surrounding neighbourhood.

Options:

1. THAT Council approve the application to amend the business licence for Blue Sky Daycare, located at 431 Vienna Crescent, to increase capacity from eight children (multi-age child care) to 14 children. (**Staff recommendation**);

2. THAT Council deny the application, maintaining the existing licence to operate for eight children; or

3. THAT Council provide alternative direction.

Respectfully submitted,



Eirikka Brandson
Community Planner

Attachment 1: Public Meeting Minutes (March 16, 2026)
Attachment 2: Child Care Spaces Update (as of March 1, 2026)

REVIEWED WITH:		
❑ Business and Economic _____	❑ Finance _____	External Agencies:
❑ Bylaw Services _____	❑ Fire Services _____	❑ Library Board ___
❑ Clerk's Office _____	❑ Golf _____	❑ Museum and Archives ___
❑ Climate and Biodiversity _____	❑ Housing TA	❑ NSEM ___
❑ Communications _____	❑ Human Resources _____	❑ NS Health ___
❑ Community Planning _____	❑ Integrated Planning _____	❑ NVRC ___
❑ Development Engineering _____	❑ ITS _____	❑ RCMP ___
❑ Development Services _____	❑ Parks _____	❑ Other: ___
❑ Engineering Infrastructure _____	❑ Real Estate _____	
❑ Engineering Public Works _____	❑ Solicitor _____	
❑ Environment _____	❑ Transportation _____	
❑ Facilities _____		

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DISTRICT OF NORTH VANCOUVER
PUBLIC MEETING

431 Vienna Crescent
Child Care Business Licence Application

REPORT of the Public Meeting held on Monday, March 16, 2026 commencing at 5:02 p.m. in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Catherine Pope

Absent: Councillor Lisa Muri

Staff: Mike Fox, Chief Administrative Officer
Dan Milburn, General Manager, Planning, Properties and Permits
Tina Atva, Director, Community Planning and Housing
Genevieve Lanz, Corporate Officer
Zeralynne Te, Manager, Community Planning
Eirikka Brandson, Community Planner
Kaitlin Hebron, Confidential Council Clerk
Jillian Holden, Administration Clerk

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1. OPENING BY THE MAYOR

Mayor Little welcomed everyone and advised that the purpose of the Public Meeting was to receive input from the community and staff on the proposed child care facility business licence as outlined in the Notice of Public Meeting.

He further noted that the Public Meeting was convened pursuant to Section 59 of the *Community Charter.* Members of Council, staff, and the public participated in person and via Zoom and the meeting was being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

Mayor Little stated that:

- Public participation was accommodated by speakers having signed up in advance and the provision of the Zoom link on the District website and in the notice of meeting;

- Written submissions received by the Corporate Officer were shared with Council and could be submitted up until the time the matter is considered by Council;
- Following the staff and applicant presentations, speakers would be called from the established speakers list. At the end of the speakers list, the Chair would call on speakers from the audience;
- Each speaker would have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wished to speak had spoken once, speakers would then be allowed one additional five-minute presentation;
- Any additional presentations would only be allowed at the discretion of the Chair;
- Speakers were reminded to refrain from repeating information from their previous presentations and to ensure all comments remained focused on the business licence application under consideration;
- If a written submission was provided, speakers were asked not to read the entire submission, noting that they could provide a summary or briefly reiterate the highlights;
- All members of the audience were asked to be respectful of one another as diverse opinions are expressed, noting that the meeting was an open and impartial forum for Council to hear everyone's views;
- Council's role at Public Meetings is to listen to the public and not to debate the merits of the application;
- Council may ask clarifying questions during Public Meetings;
- A binder containing documents and submissions related to the application is available for review in hard copy and online; and,
- Speaking opportunities would be provided for everyone who wished to provide input and the meeting would be continued on a second night, if required.

2. PRESENTATION BY STAFF

Eirikka Brandson, Community Planner, provided an overview of the proposal, noting that:

- The Public Meeting provides an opportunity for community input regarding the application to increase the capacity of an existing child care facility;
- Under the District's Child Care Facilities Business Regulation Bylaw, applications proposing care for 11 to 20 children in a residential building must be presented at a Public Meeting and subsequently considered by Council at a regular Council meeting;
- In accordance with bylaw requirements, notice must be mailed at least 10 days in advance to all properties within a 50-metre radius of the facility and within a cul de sac;
- The applicant has operated Blue Sky Daycare from their home since November 2020 and is currently licensed to provide multi-age care for up to eight children;
- Due to increasing demand and a growing waitlist, the operator is requesting to expand capacity;
- The proposed program would include:

    - Eight spaces for Group Child Care (under 36 months); and,
    - Six spaces for Multi-Age Child Care (30 months to school age).
- The District uses Planning Guidelines for Group Child Care in Residential Zones, last updated in 2014;
- These guidelines help staff evaluate child care proposals that exceed eight children in residential areas;
- Key planning considerations include:
    - Location and neighbourhood context;
    - Transportation and parking;
    - Neighbourhood character; and
    - Facility design and outdoor play space.
- The site is located on Vienna Crescent in the Delbrook neighbourhood;
- Vienna Crescent is accessed via Delbrook Avenue;
- Within a few kilometres there are four elementary schools, which is consistent with the family-oriented nature of residential neighbourhoods and reflects the presence of families in the area;
- Within the Delbrook area there are approximately 120 licensed child care spaces;
- Neighbouring areas have comparatively fewer options, so this location may also serve families from adjacent neighbourhoods;
- Overall, the site is considered well suited for neighbourhood-based child care;
- The zoning bylaw requires two parking spaces for this use;
- The planning guidelines recommend:
    - Two staff/resident spaces; and,
    - One space per ten children for pick-up and drop off.
- For a 14-space child care facility, three spaces are recommended;
- The applicant provides four parking spaces:
    - Two in the garage; and,
    - Two in the driveway.
- On-street parking is available along Vienna Crescent;
- Transit stops are within approximately 100 metres along Delbrook Avenue;
- Staff have reviewed the application and no traffic conflicts are anticipated, including with nearby school drop-off activity;
- The planning guidelines recommend that child care facilities:
    - Fit within the residential streetscape;
    - Use landscaping for privacy and noise mitigation; and;
    - Provide a fully fenced outdoor play area.
- For this proposal:
    - No changes are proposed to the front exterior of this home; and,
    - The property will continue to appear consistent with other single-family homes in the neighbourhood.
- The outdoor play space is fully enclosed and includes landscaping and hedging to support privacy for neighbours;

- Staff consider the proposal consistent with the character of the surrounding neighbourhood;
- The childcare entrance is located at the rear of the building;
- Families access the centre via the east side pathway, which will be upgraded to provide an accessible route;
- The home is split-level with the childcare operating on the lower ground level and residential use remains above;
- Proposed improvements include a new classroom and an accessible washroom;
- Currently the entire backyard is used for an outdoor play space;
- With the second program, the yard will be divided into two adjacent play areas;
- Additional operational details include:
  - Outdoor play twice daily (10:00 a.m. – 11:00 a.m., 3:30 p.m. – 4:30 p.m.); and,
  - Up to three staff members on site at any time, including the director.
- Letters were sent to all properties within 50 metres of the site inviting residents to attend an open house on January 20, 2026;
- The open house was attended by District staff, neighbours, and families from the centre;
- Key feedback included:
  - All attendees expressed support for the proposed expansion;
  - Questions focused primarily on renovations and the scope of construction; and,
  - No concerns were raised regarding the proposal.
- Additional feedback from families include:
  - Parents described the operator as “like extended family”;
  - Families noted the centre provides a safe and trusted environment;
  - Parents emphasized the importance of child care in enabling them to work;
  - Families reported no issues with drop-off or pick-up procedures; and,
  - Positive comments were also shared regarding support for children with diverse needs and the quality of the outdoor play space.
- In 2020, Council endorsed the Child Care Action Plan, identifying the need for 2,055 additional spaces by 2030;
- As of January 2026, the North Lonsdale-Delbrook area exceeds District targets for infants/toddlers and preschooler spaces and is approaching the target for school aged children;
- While the North Lonsdale-Delbrook area has met some space targets, these targets serve as planning benchmarks rather than limits on the number of child care spaces that may be supported in a community;
- The proposed expansion represents a modest increase within an existing, licensed and established child care program that is already operating successfully in the neighbourhood;
- Supporting small-scale expansions such as this helps provide additional neighbourhood-based child care options, improves continuity of care for families whose children may transition between age groups within the same centre, and increases choices for parents seeking programs that best meet their family’s needs;

- Expanding capacity within an existing facility also represents an efficient way to add spaces, as he infrastructure, outdoor play space, and experienced operator are already in place; and,
- The proposal contributes to the District's broader objective of supporting accessible, high-quality child care while maintaining compatibility with the surrounding residential neighbourhood.

3. PRESENTATION BY APPLICANT

3.1. Pari Roustaisefat, Owner, Blue Sky Daycare:

- Noted she runs a multi-age child care facility licensed in 2020 to care for eight children ages six months to five years;
- Stated they are a safe, secure, loving and nurturing environment while maintaining the highest standards of safety and hygiene;
- Noted they welcome all children and families, respecting diversity, and ensuring equal access, support, and a true sense of belonging;
- Commented on fostering close partnerships with families to support each child's emotional, social, physical, and cognitive growth through observation, communication, play, and trusting relationships;
- Noted she has over 20 years experience in running multi-age child care centres;
- Noted she obtained Early Childhood Education plus Infant and Toddler certifications, First Aid, and CPR;
- Stated the daycare creates a positive learning environment that encourages creativity, focus, and engagement where children have a sense of belonging and well-being;
- Stated they apply principles from BC's early learning framework, recognizing each child's uniqueness by using observation-based, inclusive learning that supports social, emotional, physical, intellectual, and creative development while encouraging problem solving and self-expression;
- Noted the curriculum focuses on five different areas:
    - Music and movement;
    - Book corner;
    - Science;
    - Outdoor area; and,
    - Creative art.
- Outlined the infant and toddler program;
- Outlined the preschool program;
- Outlined a sample day schedule;
- Noted the centre is situated close to public transit (approximately 100 metres);
- Noted the centre is well connected to Delbrook Avenue, Genoa Crescent, Valencia Avenue, and Saville Crescent;
- Noted four on-site parking spots for staff and residents, and unrestricted on-street parking in front of the property;

- Stated staggered schedules will support a steady, manageable flow of vehicles;
- Noted they are committed to keeping the neighbourhood calm, safe and respectful;
- Commented on open-house community feedback where 11 people were in attendance and no concerns were expressed;
- Highlighted key themes:
  - Neighbours were supportive of the plan;
  - No noise concerns based on the current number of children; and,
  - Neighbours expressed that child care is an important part of the community.
- One question was raised about whether the house would require external renovations;
- Noted no external renovations are needed or planned;
- Outlined the complaint procedure and noted they encourage open communication and feedback; and,
- Formal complains can be submitted to the centre in writing, including date, time, frequency, location and explanation of the concern.

4. REPRESENTATIONS FROM THE PUBLIC

4.1. Kevin Decker:

- Spoke in favour of the proposal;
- Noted his children attend the daycare;
- Complimented the owner and operator;
- Noted that the support provided for his autistic child has been life changing;
- Highlighted the difficulty of finding daycare;
- Mentioned the children refer to as as “Blue Home Daycare”; and,
- Described the daycare as helpful to both the community and his family.

4.2. Chalys Joseph:

- Spoke in favour of the proposal;
- Noted her toddler attends the daycare;
- Expressed hope that their other child may be able to enroll should space become available;
- Described the care as top notch for many families;
- Noted that finding child care and returning to work is a difficult and demanding process;
- Described the daycare as a safe and loving space for her toddler;
- Highlighted the importance of reliable child care for young children;
- Emphasized the benefit of siblings attending the same daycare;
- Highlighted the large outdoor play area for children to play and explore;
- Noted the location is well served by walking and transit;
- Noted there is ample space for pick-up and drop off;

- Identified a growing need for more child care spaces in the District; and;
- Encouraged expediting the process if possible.

4.3. Erica Borgstrom:

- Spoke in favour of the proposal;
- Described the daycare as a second home for her child;
- Noted the transition to Blue Sky Daycare has been positive, moving away from large scale corporate daycares;
- Highlighted that Blue Sky provides a safe and structured environment;
- Emphasized that children are treated with genuine affection and deep respect;
- Noted a daily routine that balances indoor and outdoor play;
- Highlighted the importance of reliable child care for young children; and,
- Opined that approval would support local business providing an essential service to the community.

4.4. Shane Hall:

- Noted he lives in close proximity to the daycare;
- Raised concern about the need for broader discussion in the District;
- Noted considerations around residential areas versus business zoning;
- Suggested child care centres may be more appropriate outside residential areas; and,
- Noted the lack of sidewalks on the street.

5. QUESTIONS FROM COUNCIL

In response to a question from Council, staff advised that the facility is currently a multi-age centre and would transition to include eight group child care spaces for infants and toddlers, along with six multi-age spaces for children aged 30 months to school age.

In response to a question from Council, the applicant advised that in accordance with the BC Building Code, only one exit door is required for the daycare. The applicant further noted that for an Assembly A2 occupancy of approximately 1,500 square feet, a single exit door is permitted under code.

In response to a question from Council, staff advised that the North Lonsdale-Delbrook area currently exceeds some of its target number of child care spaces. However, adjacent neighbourhoods in the Upper Capilano area have fewer spaces. Staff noted that exact figures for nearby areas can be provided in a future report, and the additional spaces in Delbrook could help meet demand in those neighbouring areas.

6. COUNCIL RESOLUTION

MOVED by Councillor BACK
SECONDED by Councillor MAH
THAT the March 16, 2026 Public Meeting regarding the proposed child care facility business licence for Blue Sky Daycare is adjourned.

CARRIED
(5:42 p.m.)

CERTIFIED CORRECT:



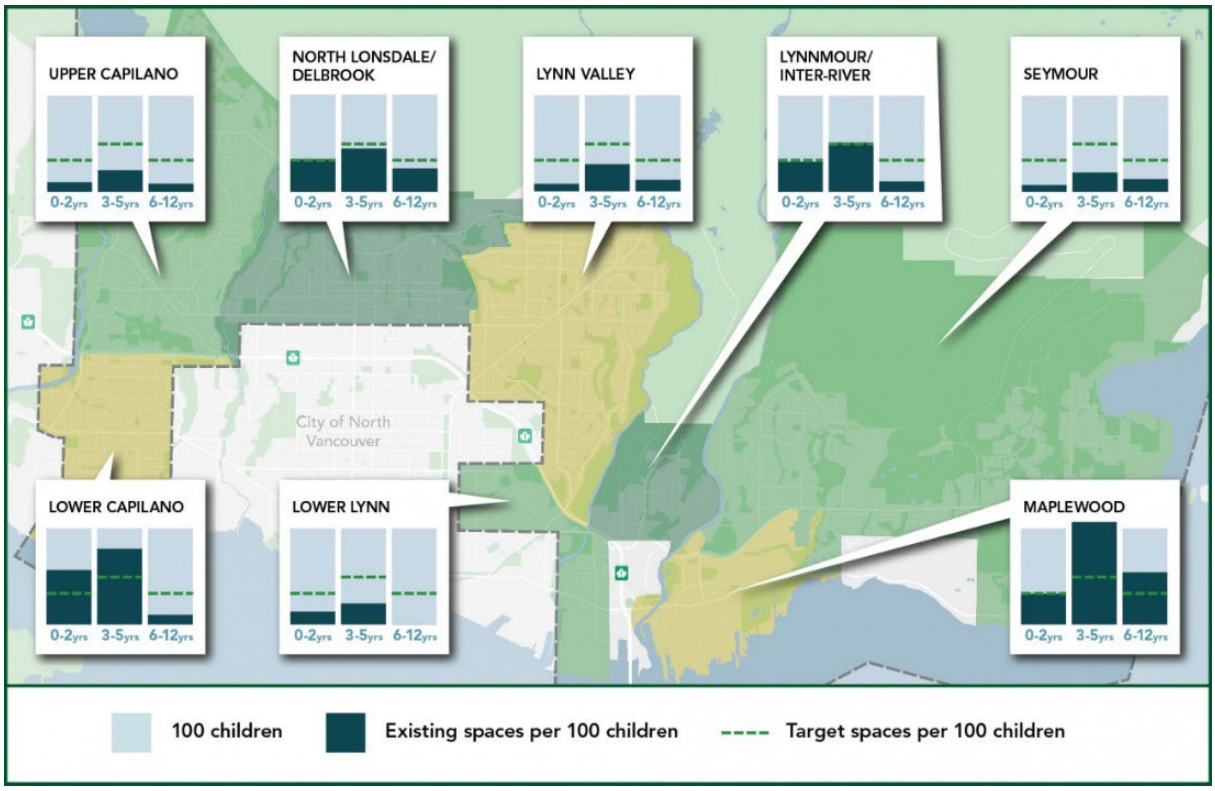
_____
Confidential Council Clerk

Child Care Spaces Update (as of March 1, 2026)

Map 1 illustrates spaces needs and targets based on the ratio of group child care spaces per 100 children across the District at the time the Child Care Action Plan (CCAP) was endorsed and the CCAP inventory was created (2019).

Areas adjacent North Lonsdale /Delbrook (where Blue Sky Daycare is located), including Upper Capilano and Lynn Valley, showed a comparatively higher need for child care spaces at that time.

Map 1: Child care space needs and targets (spaces per 100 children), 2019

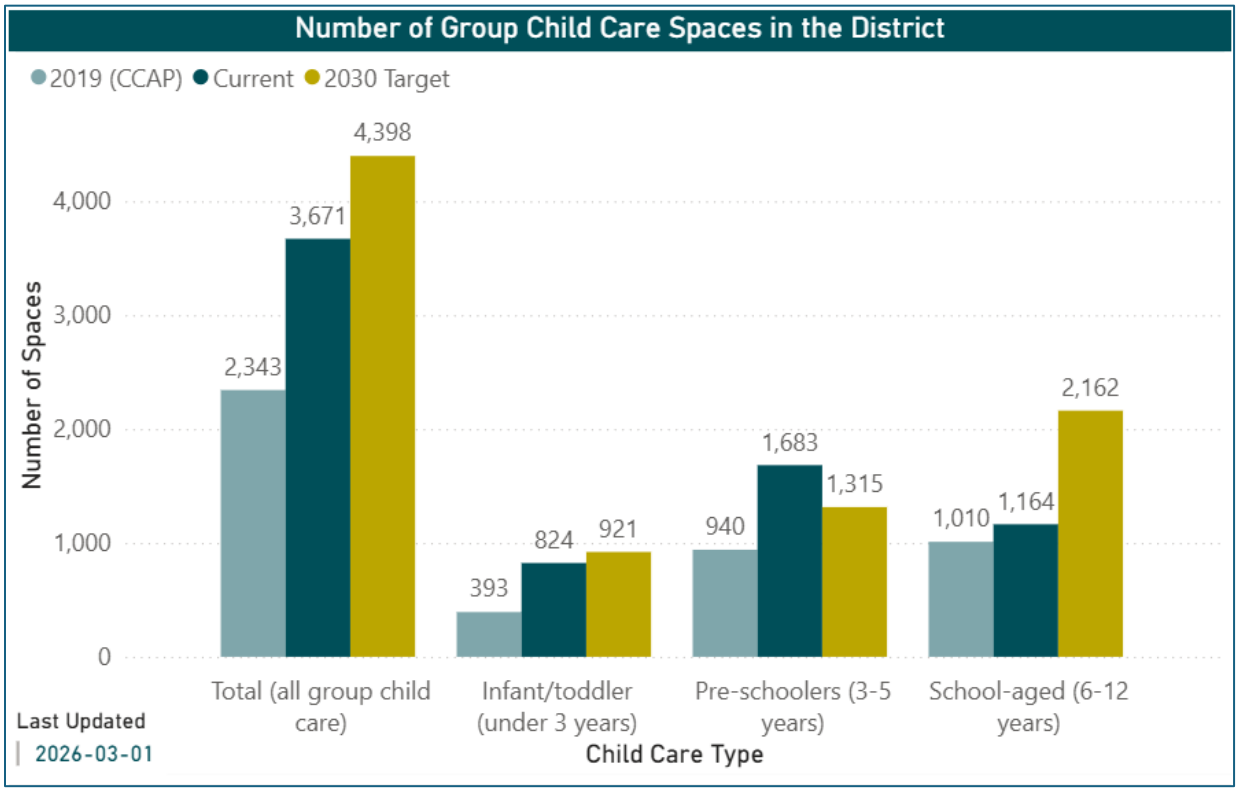


Child Care Spaces Update (as of March 1, 2026)

Figure 1 provides updated data (as of March 1, 2026), comparing the number of group child care spaces by age category in 2019, the current supply, and the target number for 2030.

Overall, the District has achieved approximately 84% of its child care space target since 2019.

Figure 1: Group child care spaces by age category, March 1, 2026

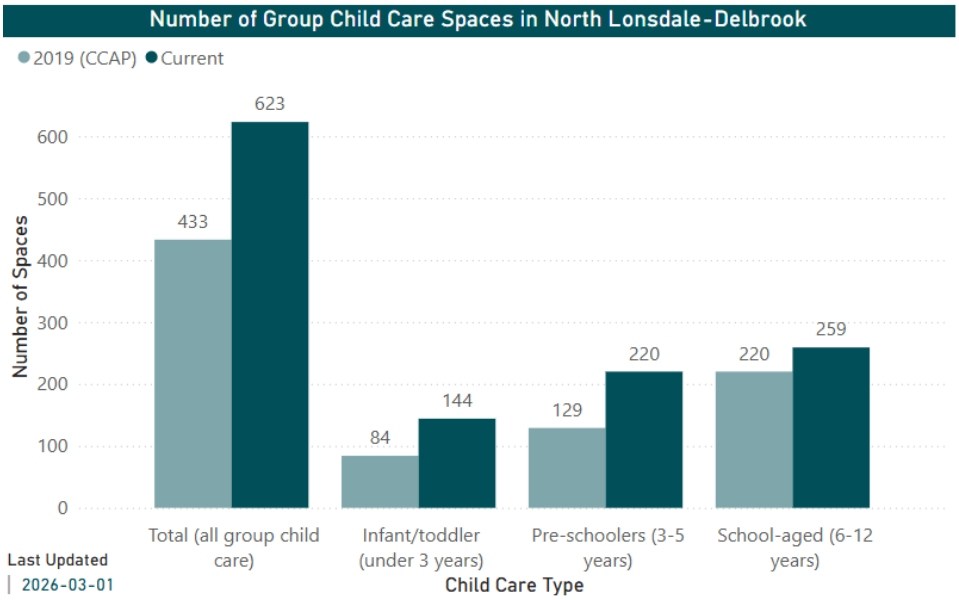


Child Care Spaces Update (as of March 1, 2026)

The following three graphs illustrate the number of group child care spaces by CCAP area at the time the inventory was created in 2019 and as of March 1, 2026.

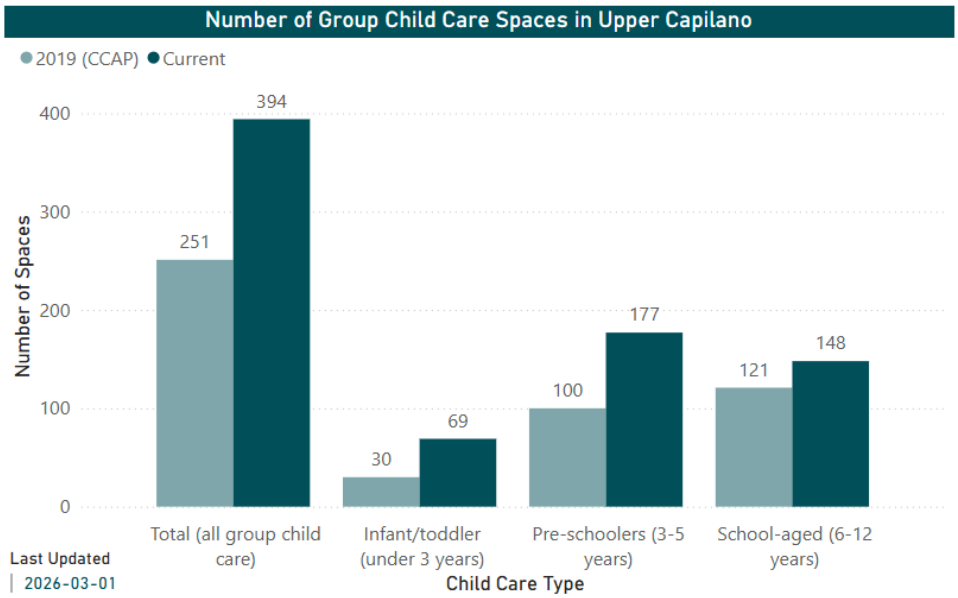
The number of overall spaces in North Lonsdale/Delbrook (**Figure 1**) increased by approximately 44% since 2019.

Figure 1: North Lonsdale/Delbrook



Upper Capilano (**Figure 2**) has increased by approximately 57% between since 2019.

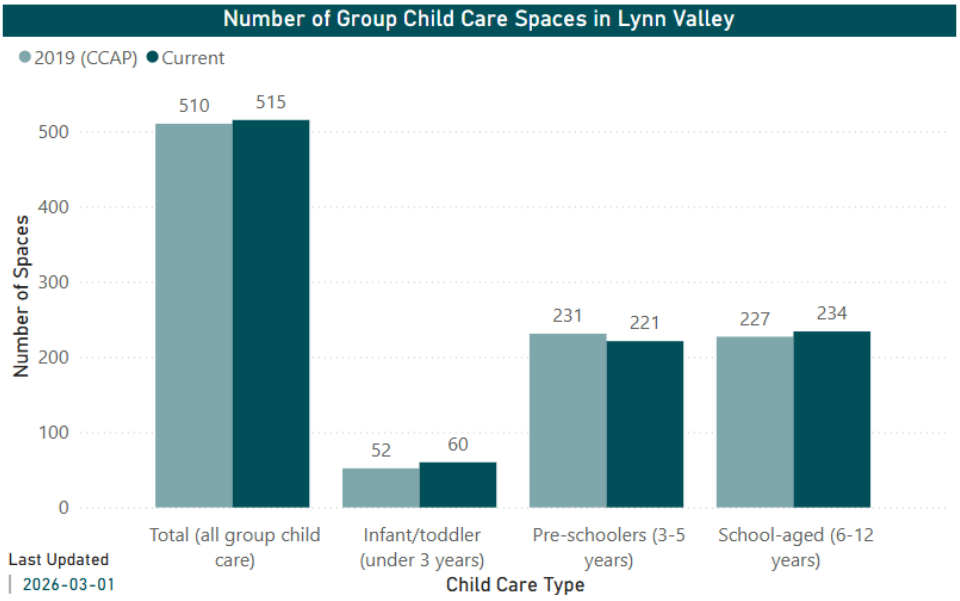
Figure 2: Upper Capilano



Child Care Spaces Update (as of March 1, 2026)

Lynn Valley (**Figure 3**) had an overall increase of only approximately 1% since 2019.

Figure 3: Lynn Valley



Summary

At the time of the 2019 inventory, both Upper Capilano and Lynn Valley had greater child care needs than North Lonsdale/Delbrook. Since then, supply has increased by 57% in Upper Capilano and 44% in North Lonsdale/Delbrook, while Lynn Valley has seen minimal growth (1%). This indicates that Lynn Valley continues to have the greatest need to meet target levels.

Within these areas, some neighbourhoods have particularly limited supply. Braemar (North Lonsdale/Delbrook) has 8 spaces, Grousewoods (Upper Capilano) has 10 spaces, and several Lynn Valley neighbourhoods including Boundary, Lynn Canyon, Upper West Lynn, and West Lynn Terrace, each have 10 or fewer spaces.

AGENDA INFORMATION	
❒ Regular Meeting	Date:
❒ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

March 18, 2026
File: 09.3900.20/000.000

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **2026-2030 Financial Plan Approval Bylaw 8790**

RECOMMENDATION:
THAT "2026-2030 Financial Plan Approval Bylaw 8790" is ADOPTED.

BACKGROUND:
Bylaw 8790 received first, second and third readings on March 16, 2026 (Staff report dated March 10, 2026).

The bylaw is now ready to be considered for adoption by Council.

Options:
1. Adopt the bylaw;
2. Give no further readings and abandon the bylaw at third reading; or,
3. Rescind third reading and debate possible amendments to the bylaw.

Respectfully submitted,

Rhonda Schell
Deputy Corporate Officer, Legislative Services

Attachment:
1. Bylaw 8790

REVIEWED WITH:		
❑ Business and Economic ___	❑ Finance ___	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	❑ Housing ___	❑ NSEM ___
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❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
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❑ Development Services ___	❑ Parks ___	❑ Other: ___
❑ Engineering Infrastructure ___	❑ Real Estate ___	___
❑ Engineering Public Works ___	❑ Solicitor ___	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	

The Corporation of the District of North Vancouver

Bylaw 8790

A bylaw to approve the 2026 Financial Plan for the five years ending December 31, 2030 pursuant to section 165 of the *Community Charter*

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

Citation

1. This bylaw may be cited as "2026-2030 Financial Plan Approval Bylaw 8790".

Approval of Financial Plan

2. The 2026-2030 Financial Plan, as set out in Schedule A, for the five years ending December 31, 2030 is approved.

Reserve Fund Appropriations

3. The 2026-2030 Financial Plan Reserve Fund Appropriations, as set out in Schedule C, are approved.

READ a first time March 16, 2026

READ a second time March 16, 2026

READ a third time March 16, 2026

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8790

	2025	2026	2027	2028	2029	2030
Revenue						
Taxation	146,336	152,940	159,155	165,636	172,440	179,482
Sales, Fees, and Other User Charges	138,260	149,787	157,245	178,117	190,588	194,533
Developer Contributions	14,236	14,236	32,831	33,566	34,318	30,724
Grants and Other Contributions	6,565	6,346	6,086	9,558	4,068	4,258
Investment Income	7,284	7,884	7,865	8,279	8,398	8,969
Penalties & Interest on Taxes	1,185	1,250	1,312	1,378	1,447	1,519
Total Revenue	313,866	332,443	364,494	396,534	411,259	419,485
Proceeds from Borrowing	12,335	8,067	14,604	10,121	7,072	278
Appropriations from:						
Operating Reserves	23,072	12,908	9,188	5,341	4,345	7,565
Capital and New Initiatives Reserves	91,018	79,082	112,659	95,981	98,845	89,569
Total Reserve Appropriations	114,090	91,989	121,847	101,322	103,190	97,134
Source of Funds	**440,292**	**432,499**	**500,945**	**507,978**	**521,521**	**516,897**
Operating Expenditures						
Community Services	56,907	59,123	60,311	61,728	62,906	64,196
Planning and Development	20,426	19,573	19,559	20,096	20,656	21,100
Protective Services	58,835	61,026	62,951	64,922	66,943	68,425
Transportation and Infrastructure	13,943	13,710	13,340	13,620	14,060	14,381
Utilities	76,101	83,822	90,880	98,406	106,362	110,016
Governance and Admin	32,346	32,176	26,373	24,890	24,014	23,383
Total Operating Expenditures	258,558	269,428	273,414	283,663	294,941	301,500
Capital Expenditures	110,102	90,110	126,402	110,056	102,184	85,022
Debt Service	5,357	5,148	7,551	7,064	8,022	8,762
Contributions to:						
Operating Reserves	-185	467	496	5,491	5,932	512
Capital and New Initiatives Reserves	66,461	67,346	93,082	101,705	110,441	121,101
Total Contributions	66,276	67,813	93,578	107,196	116,374	121,614
Use of Funds	**440,292**	**432,499**	**500,945**	**507,978**	**521,521**	**516,897**

Schedule B to Bylaw 8790

District of North Vancouver
2026 Revenue Disclosure Statement

Revenue from each Funding Source

The proportion of total revenue to be raised from each funding source in 2026 is shown in the table to the right. Property tax is an indirect tax on wealth and accounts for the greatest proportion of municipal revenues. The system of property taxation is relatively easy to administer and understand. It provides a stable and consistent source of revenue for services that provide general community benefits that can be often difficult to fund on a user-pay basis.

Funding Source	% Revenues	
	2025	2026
Taxation	44.9%	44.9%
Sales, Fees and User Charges	42.4%	44.0%
Other Sources	9.0%	8.7%
Proceeds From Borrowing	3.8%	2.4%
TOTAL	**100%**	**100%**

Sales, fees and user charges form the second largest portion of planned revenue. Many municipal services, such as water and sewer usage, can be measured and charged on a user-pay basis. This methodology strives to fairly distribute the costs of a municipal service to those who make use of it. Other services (e.g. recreation) which have both private and community benefits are funded through both user fees and municipal taxes.

Other sources of revenue include developer contributions, government grants and other external contributions. These sources of revenue are difficult to predict and can fluctuate significantly from year to year. In 2026, government grants are expected to decrease slightly, while developer contributions in the form of community amenity contributions and development cost charges are expected to increase.

Proceeds from borrowing make up the last source of funding and is used for asset replacement or acquisition of new assets.

Property Tax Burden

Property Class	% Property Tax	
	2025	2026
Residential	72.5%	72.5%
Utilities	0.2%	0.2%
Major Industry	10.2%	10.3%
Light Industry	0.9%	0.9%
Business	15.9%	15.9%
Recreation	0.3%	0.2%
TOTAL	**100.0%**	**100.0%**

The property tax burden for each property class is shown in the table on the left. The tax distribution detailed for 2026 is consistent with the current tax strategy approved by Council in 2009 that aligns the District tax rates with the average for Metro Vancouver, or the capped rate (if applicable) and relevant Ports Property Tax Act impacts. This strategy considers some shifting of the tax burden between classes if the tax base for a property class is not sufficient to be corrected by investment alone. It is expected that the competitiveness of the municipality as a place to do business will benefit from this policy. Ensuring policy objectives continue to support the taxpayers, the District continues to work with the Province to achieve solutions to inequalities presented in Provincial Port regulations as well as attaining workable solutions to assessment valuation issues

affecting the success of select small businesses. Council's tax strategy is based on the principles of equity, fairness, and responsiveness to community goals. Proportionate relationships between property classes can be affected by Council's economic policies, provincially legislated tax incentive programs and new permissive and statutory exemptions.

Permissive Tax Exemptions

Permissive tax exemptions represent approximately $587,000 in foregone tax revenues. Council grants permissive tax exemptions based on Section 224 of the Community Charter on "use of property" not based upon the charitable status of the organization as a whole. Organizations that contribute to the well-being of citizens within the municipality by improving their quality of life and effectively enhancing community services are eligible.

Schedule C to Bylaw 8790

District of North Vancouver
2026 Capital Plan Reserve Fund Appropriations in $'000

		EXISTING CAPITAL			LAND AND HOUSING		NEW CAPITAL			DEVELOPER / PRIVATE			OTHERS		
Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
NEW CAPITAL AND INITIATIVES															
Active Transportation															
Cycling															
Cycling - Edgemont-Queensdale (PH1 Delbrook)	200	-	-	-	-	-	150	-	-	50	-	-	-	-	-
Mtn Hwy: Arborlynn - Hwy 1	50	-	-	-	-	-	-	-	-	-	-	-	-	50	-
Multi-modal															
Spirit Trail (Eastern Segment)	436	-	-	-	-	-	-	-	-	37	-	-	116	283	-
Urban Trails - Outside TC	100	-	-	-	-	-	75	-	-	25	-	-	-	-	-
Pedestrian Safety															
Pedestrian Crossings	250	-	-	-	-	-	225	-	-	25	-	-	-	-	-
Pedestrian Infrastructure	1,600	-	-	-	-	-	842	-	-	158	-	-	-	600	-
Roads & Bridges															
Data Collection and Technology	100	-	-	-	-	-	90	-	-	10	-	-	-	-	-
Neighbourhood Streets Improvements	250	-	-	-	-	-	225	-	-	25	-	-	-	-	-
Road Safety	610	-	-	-	-	-	550	-	-	60	-	-	-	-	-
Signals	80	-	-	-	-	-	72	-	-	8	-	-	-	-	-
Vehicle Bridges on Edgemont Boulevard	300	189	-	-	-	-	81	-	-	30	-	-	-	-	-
Vehicle Bridges over Mackay Creek	200	108	-	-	-	-	72	-	-	20	-	-	-	-	-
Transit															
Phibbs Exchange Washroom	400	-	-	-	-	-	400	-	-	-	-	-	-	-	-
Transit Corridors and Circulation Improvements	300	-	-	-	3	-	-	-	-	297	-	-	-	-	-
Transit Infrastructure	250	-	-	-	-	-	100	-	-	25	-	-	-	125	-
Affordable Housing															
Affordable Housing DNV land															
East Keith - Supportive Housing	3,575	-	-	-	-	3,575	-	-	-	-	-	-	-	-	-
Lillooet West - Social Housing	2,585	-	-	-	-	2,585	-	-	-	-	-	-	-	-	-
Other Capital															
Contingency	1,000	500	100	-	-	-	100	-	-	200	-	-	-	-	100
Climate Action															
Adaptation															
Forest Resiliency	450	-	-	-	-	-	-	450	-	-	-	-	-	-	-
Geohazard Mitigation	1,000	-	-	806	-	-	-	-	-	99	-	95	-	-	-
Wildfire Mitigation	325	-	-	-	-	-	-	175	-	-	-	-	-	150	-
Mitigation															
Public EV Charging Stations	700	-	-	-	-	-	-	-	175	-	-	-	-	525	-

Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
NEW CAPITAL AND INITIATIVES															
Utilities															
Sanitary Sewer Network															
Inflow & Infiltration - Grant Funded	180	-	-	43	-	-	-	-	-	-	-	-	-	137	-
Lift Stations	100	-	-	1	-	-	-	-	-	99	-	-	-	-	-
Sewer Mains & Inflow & Infiltration	135	-	-	1	-	-	-	-	-	133	-	-	-	-	-
Solid Waste Collection															
Solid Waste Carts	500	-	-	500	-	-	-	-	-	-	-	-	-	-	-
Storm Water (Drainage) Network															
Major Culvert Replacement	2,025	-	-	1,824	-	-	-	-	-	201	-	-	-	-	-
Storm Main Upgrade & Expansion	540	-	-	5	-	-	-	-	-	535	-	-	-	-	-
Water Distribution Network															
Water Equipment & PRV's	520	-	-	468	-	-	-	-	-	52	-	-	-	-	-
Water Main Upgrade & Expansion	77	-	-	1	-	-	-	-	-	76	-	-	-	-	-
Community Facilities, Arts, and Culture															
Community Facilities															
Community Centre Renewal / Replacement Options	1,000	668	-	-	-	-	-	36	-	-	196	-	100	-	-
Recreation Strategies	99	-	-	-	-	-	-	99	-	-	-	-	-	-	-
Library, Archives and Exhibits															
Lynn Valley Library Refresh Scoping	250	225	-	-	-	-	-	-	-	-	25	-	-	-	-
Museum Facility Improvement	25	25	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Art and Heritage															
Lower Capilano Public Art	98	-	-	-	-	-	-	-	-	-	98	-	-	-	-
Lynn Creek Public Art	65	-	-	-	-	-	-	-	-	-	65	-	-	-	-
Lynn Valley Public Art	30	-	-	-	-	-	-	-	-	-	30	-	-	-	-
Maplewood Village Public Art	90	-	-	-	-	-	-	-	-	-	90	-	-	-	-
Public Art Provision Outside TC	158	-	-	-	-	-	-	-	-	-	158	-	-	-	-
Parks and Open Spaces															
Community Parks															
Community Parks - Lynn Valley TC	120	-	-	-	-	-	-	-	-	119	1	-	-	-	-
Community Parks - Outside TC	240	-	-	-	-	-	-	216	-	24	-	-	-	-	-
Parks Washrooms	315	165	-	-	-	-	-	135	-	15	-	-	-	-	-
Sports Court Upgrades	600	600	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks Planning	25	-	-	-	-	-	-	23	-	3	-	-	-	-	-
Parks Equipment	60	-	-	-	-	-	-	54	-	6	-	-	-	-	-
District Level Parks															
Cates Park Facilities Replacement / Scoping	117	-	-	-	-	-	-	-	-	12	-	-	105	-	-
Cates Park Shoreline Restoration	2,826	-	-	-	-	-	-	-	-	-	-	-	-	2,826	-
Lynn Canyon Park	142	-	-	-	-	-	-	-	-	-	-	142	-	-	-
Maplewood Farm Facility Replacement Scoping	350	350	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighbourhood Parks - Lynn Creek TC	4,025	-	-	-	40	-	-	-	-	3,985	-	-	-	-	-
Pay Parking in Parks	180	-	-	-	-	-	-	-	-	18	-	-	162	-	-

		EXISTING CAPITAL			LAND AND HOUSING		NEW CAPITAL			DEVELOPER / PRIVATE			OTHERS		
Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
NEW CAPITAL AND INITIATIVES															
Parks and Open Spaces															
Neighbourhood Parks															
Neighbourhood Parks - Outside Centres	120	-	-	-	-	-	-	120	-	-	-	-	-	-	-
Sport Fields															
Handsworth ATF	8,277	-	-	-	-	-	-	-	-	-	597	-	5,375	2,305	-
Inter River Park ATF	883	365	-	-	-	-	-	104	-	115	-	35	76	188	-
Public Safety															
Fire & Rescue															
Fire Equipment Addition	50	-	-	-	-	-	-	50	-	-	-	-	-	-	-
Fire Hall #5 Replacement / Expansion	600	-	-	-	-	-	-	-	-	168	-	-	432	-	-
Maplewood Fire & Rescue Centre	460	-	-	-	-	-	-	-	-	-	-	-	460	-	-
Civic Facilities and Equipment															
Operations Facilities & Equipment															
General Buildings Security System Upgrades	200	200	-	-	-	-	-	-	-	-	-	-	-	-	-
Strategic Facilities Plan Implementation – Provision	5,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-
Technology															
Applications & Hardware															
Corporate Hardware Additions	50	-	50	-	-	-	-	-	-	-	-	-	-	-	-
New Capital and Initiatives Total	**45,290**	**8,396**	**150**	**3,650**	**43**	**6,160**	**2,982**	**1,462**	**175**	**6,626**	**1,259**	**272**	**6,827**	**7,189**	**100**
EXISTING CAPITAL															
Roads & Bridges															
Bridges & Structures	40	40	-	-	-	-	-	-	-	-	-	-	-	-	-
Road Paving	4,330	4,330	-	-	-	-	-	-	-	-	-	-	-	-	-
Street Lighting	190	190	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Operations	430	430	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Capital															
Other Lands															
Lynn Valley Village	1,630	390	-	-	-	-	-	-	-	-	-	-	1,240	-	-
Overhead	1,265	1,265	-	-	-	-	-	-	-	-	-	-	-	-	-
Utilities															
Sanitary Sewer Network															
Lift Stations	2,980	-	-	2,685	-	-	-	-	-	295	-	-	-	-	-
Sewer Mains	1,747	-	-	1,574	-	-	-	-	-	173	-	-	-	-	-
Storm Water (Drainage) Network															
Culverts	203	-	-	183	-	-	-	-	-	20	-	-	-	-	-
Storm Mains	1,000	-	-	901	-	-	-	-	-	99	-	-	-	-	-
Water Distribution Network															
Pump Stations & Reservoirs	950	-	-	856	-	-	-	-	-	94	-	-	-	-	-
Water Equipment & PRV's	1,400	-	-	1,261	-	-	-	-	-	139	-	-	-	-	-
Water Mains	8,173	-	-	7,364	-	-	-	-	-	809	-	-	-	-	-

		EXISTING CAPITAL			LAND AND HOUSING		NEW CAPITAL			DEVELOPER / PRIVATE			OTHERS		
Program	Cost	Infrast. Reserve	Fleet & Equipment	Utilities	Land	Housing	Transp. & Mobility	Community Health & Safety	Climate & Innovation	Develop. Cost Charges	Community Amenity Contrib.	Offsite/ Private	Borrowing	Grants	General Surplus
EXISTING CAPITAL															
Community Facilities, Arts, and Culture															
Community Facilities															
Recreation Facilities General	5,668	5,668	-	-	-	-	-	-	-	-	-	-	-	-	-
Recreation Technology	310	310	-	-	-	-	-	-	-	-	-	-	-	-	-
Library, Archives and Exhibits															
Capilano Library	71	71	-	-	-	-	-	-	-	-	-	-	-	-	-
Library Collections	697	697	-	-	-	-	-	-	-	-	-	-	-	-	-
Library Technology	62	62	-	-	-	-	-	-	-	-	-	-	-	-	-
Lynn Valley Library	70	49	-	-	-	-	-	-	-	-	21	-	-	-	-
Museum & Archives Facilities & Equipment	25	25	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Art and Heritage															
Public Art Program	100	100	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks and Open Spaces															
Community Parks															
Community and Neighbourhood Parks	1,585	1,585	-	-	-	-	-	-	-	-	-	-	-	-	-
Parking Lots	374	374	-	-	-	-	-	-	-	-	-	-	-	-	-
Parks Washrooms	750	750	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Golf Course and Equipment	447	-	447	-	-	-	-	-	-	-	-	-	-	-	-
Parks Equipment	55	55	-	-	-	-	-	-	-	-	-	-	-	-	-
District Level Parks															
Cates Park	210	210	-	-	-	-	-	-	-	-	-	-	-	-	-
Lynn Canyon Park	394	394	-	-	-	-	-	-	-	-	-	-	-	-	-
Natural Parkland															
Alpine Trails	1,015	1,015	-	-	-	-	-	-	-	-	-	-	-	-	-
Sport Fields															
Sportsfields Non-ATF	45	45	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Safety															
Fire & Rescue															
Fire Equipment	130	130	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire Facilities	200	200	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire Ladder Truck Replacement	4,250	-	4,250	-	-	-	-	-	-	-	-	-	-	-	-
Police Services															
Police Facilities & Equipment	512	512	-	-	-	-	-	-	-	-	-	-	-	-	-
Civic Facilities and Equipment															
Operations Facilities & Equipment															
Fleet Services	1,580	-	1,580	-	-	-	-	-	-	-	-	-	-	-	-
Technology															
Applications & Hardware															
Business Applications	369	369	-	-	-	-	-	-	-	-	-	-	-	-	-
Corporate Hardware	700	-	700	-	-	-	-	-	-	-	-	-	-	-	-
Digital Transformation	863	863	-	-	-	-	-	-	-	-	-	-	-	-	-
GRAND TOTAL															
	90,110	28,525	7,127	18,474	43	6,160	2,982	1,462	175	8,255	1,280	272	8,067	7,189	100
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Existing Capital Total	**44,820**	**20,129**	**6,977**	**14,824**	**-**	**-**	**-**	**-**	**-**	**1,629**	**21**	**-**	**1,240**	**-**	**-**
2026 Capital Budget	**90,110**	**28,525**	**7,127**	**18,474**	**43**	**6,160**	**2,982**	**1,462**	**175**	**8,255**	**1,280**	**272**	**8,067**	**7,189**	**100**

AGENDA INFORMATION	
❒ Regular Meeting	Date:
❒ Other:	Date:

Dept. Manager | GM/ Director | CAO

The District of North Vancouver
REPORT TO COUNCIL

March 18, 2026
File: 09.3900.20/000.000

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **Repeal and replace the North Shore Disaster Bylaw 7619, 2006, North Shore Emergency Management Office Agreement Bylaw 7303, 2002, and the Emergency Plan Bylaw 7304, 2002 with North Shore Emergency Management Establishing Bylaw 8791, 2026 and the North Shore Emergency Management Delegation Bylaw 8792, 2026**

RECOMMENDATION:
THAT "North Shore Emergency Management Establishing Bylaw 8791, 2026" is ADOPTED;

AND THAT "North Shore Emergency Management Delegation Bylaw 8792, 2026 is ADOPTED.

BACKGROUND:
Bylaws 8791 and 8792 received first, second and third readings on March 16, 2026 (Staff report dated March 9, 2026).

The bylaws are now ready to be considered for adoption by Council.

Options:
1. Adopt the bylaws;
2. Give no further readings and abandon the bylaws at third reading; or,
3. Rescind third reading and debate possible amendments to the bylaws.

Respectfully submitted,

Rhonda Schell
Deputy Corporate Officer, Legislative Services

Attachments:
1. Bylaw 8791
2. Bylaw 8792

REVIEWED WITH:		
❑ Business and Economic ___	❑ Finance ___	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	❑ Housing ___	❑ NSEM ___
❑ Communications ___	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
❑ Development Services ___	❑ Parks ___	❑ Other: ___
❑ Engineering Infrastructure ___	❑ Real Estate ___	___
❑ Engineering Public Works ___	❑ Solicitor ___	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	

The Corporation of the District of North Vancouver

Bylaw 8791

A bylaw to repeal and replace North Shore Emergency Management Office Agreement Bylaw 7303, 2002, Emergency Office Agreement Bylaw 7304, 2002 and North Shore Disaster Bylaw 7619, 2006

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

Citation

1. This bylaw may be cited as "North Shore Emergency Management Establishing Bylaw 8791, 2026".

Multijurisdictional Emergency Management Organization

2. The powers conferred on the District of North Vancouver by the *Emergency and Disaster Management Act,* SBC 2023, c.37 ("*EDMA*") in respect of participating in a multijurisdictional emergency management organization with the City of North Vancouver and the District of West Vancouver are authorized to be in accordance with the provisions of the agreement between the District of North Vancouver, the City of North Vancouver, and the District of West Vancouver in substantially the form of the Agreement attached to this bylaw as Schedule "A".

Execution of Documents

3. The Mayor and Corporate Officer are authorized to execute the agreement entitled North Shore Emergency Management Agreement which is attached to this bylaw as Schedule "A" and forms part of this Bylaw.

North Shore Emergency Management

4. Upon execution and delivery of the amended North Shore Emergency Management Agreement the North Shore Emergency Management Office is continued as the North Shore Emergency Management.

Repeal

5. North Shore Emergency Management Office Agreement Bylaw 7303, 2002, Emergency Plan Bylaw 7304, 2002, and North Shore Disaster Bylaw 7619, 2006, and any amendments thereto, are hereby repealed.

Severability

6. If any section or portion of this Bylaw is held to be invalid by a decision of a court of competent jurisdiction, such invalid section or portion shall be severed from the remainder of the Bylaw and shall not affect the validity of the remaining portions of the Bylaw.

Effective Date

7. The effective date of this bylaw is subject to execution of Schedule A by all parties.

READ a first time March 16, 2026

READ a second time March 16, 2026

READ a third time March 16, 2026

ADOPTED

Mayor	Corporate Officer

Schedule A to Bylaw 8791

NORTH SHORE EMERGENCY MANAGEMENT AGREEMENT

This Agreement, dated for reference the ___ day of ____, 2026.

BETWEEN:

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER, 355 West Queens Road, North Vancouver, British Columbia, V7N 4N5

(the "District")

AND:

THE CORPORATION OF THE CITY OF NORTH VANCOUVER, 141 West 14th Street, North Vancouver, British Columbia, V7M 1H9

(the "City")

AND:

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER, 750 - 27th Street West Vancouver, British Columbia, V7V 3T3

("West Vancouver")

(the above parties hereinafter collectively called the "Municipalities")

Witnesses that Whereas:

A. The Municipalities wish to establish North Shore Emergency Management ("NSEM") for the purpose of providing a multijurisdictional emergency management organization pursuant to section 19 of the the *Emergency and Disaster Management Act*, SBC 2023, c.37 (the "*EDMA*");

B. The Municipalities wish to delegate to North Shore Emergency Management the authority, on behalf of the District, the City, and West Vancouver to plan, develop and conduct, within the approved funding of any budget year, multijurisdictional Emergency Management Services in the District, City, and West Vancouver; and

C. The Municipalities are committed to the cooperative delivery of North Shore Emergency Management Services to the Municipalities and to the residents of the District, the City, and West Vancouver, and to the equitable sharing of the costs of delivery of those services as set out in this Agreement;

NOW THEREFORE the District, the City, and West Vancouver agree as follows:

PART 1

Definitions

1. In this Agreement, the following definitions apply:

   (a) "Agreement" means this Agreement and all Attachments, which are deemed to be included as part of this Agreement;

   (b) "Appointed Financial Officer" means the Financial Officer for the District;

   (c) "City" means the City of North Vancouver;

   (d) "City CAO" means the City's chief administrative officer;

   (e) "Member" means a person duly appointed to the NSEM Steering Committee pursuant to the terms hereof;

   (f) "Director of NSEM" means the person hired by NSEM through the Steering Committee as the director of NSEM under this Bylaw;

   (g) "District" means the District of North Vancouver;

   (h) "District CAO" means the District's chief administrative officer;

   (i) "Emergency Management Services" means those municipal and multijurisdictional emergency management activities, programs, and services, as allowed for in *EDMA* and provided in the approved NSEM budget from time to time, relating to the four phases of emergency management: the mitigation phase, the response phase (excluding response borrowing), the preparation phase, and the recovery phase (excluding recovery powers and recovery borrowing as set out in sections 118 and 119 of *EDMA*);

   (j) "Oversight Committee" means the persons duly appointed to the Oversight Committee pursuant to the terms hereof;

   (k) "NSEM" means North Shore Emergency Management;

   (l) "Steering Committee" means the persons duly appointed to the Steering Committee pursuant to the terms hereof;

   (m) "West Vancouver" means the District of West Vancouver;

   (n) "West Vancouver CAO" means West Vancouver's municipal manager.

PART 2
NSEM

Mandate

2. The Municipalities are committed to the tri-partite delivery of quality Emergency Management Services to residents of all three (3) municipalities, and mandate NSEM, on behalf of the Municipalities, to plan, develop, evaluate, and jointly and seamlessly deliver,

within the approved funding of any budget year, an appropriate array of quality Emergency Management Services to serve and support the District, City, and West Vancouver and residents in preparing for, responding to, and recovering from emergencies and disasters. In carrying out this mandate, NSEM will act in the best interest of the residents of the District, the City and West Vancouver and in the best interests of the Municipalities.

Powers, Duties and Functions of NSEM

3. The Municipalities agree that the powers, duties and functions of the NSEM are as set out in the District's, the City's, and West Vancouver's companion North Shore Emergency Management Delegation Bylaws respectively, as amended from time to time.

4. NSEM shall consist of the following:

   (a) Oversight Committee;

   (b) Steering Committee;

   (c) Director of NSEM;

   (d) NSEM staff; and

   (e) NSEM volunteers as selected by the Director of NSEM and NSEM staff. Volunteers include but not limited to the Emergency Support Services Team, the Emergency Communications Team, Emergency Education Team and the Emergency Management Team, which may be required to assist the NSEM Director and NSEM staff.

NSEM Delegation Bylaws

5. The City agrees that it will not adopt any bylaws to amend its North Shore Emergency Management Delegation Bylaw without first consulting with the District and West Vancouver. The District agrees that it will not adopt any bylaws to amend its North Shore Emergency Management Delegation Bylaw 8791, without first consulting with the City and West Vancouver. West Vancouver agrees that it will not adopt any bylaws to amend its North Shore Emergency Management Delegation Bylaw, without first consulting with the City and the District.

Director of NSEM

6. The Municipalities agree that:

   (a) the Steering Committee is responsible for employing a person in the capacity of Director of NSEM in accordance with the Municipalities' companion North Shore Emergency Management Delegation bylaws respectively; and

   (b) the powers, duties and functions of the Director of NSEM are as set out in the said Delegation Bylaws.

Composition of Steering Committee

7. The Steering Committee will consist of six (6) Committee members. Attached as Schedule A to this Agreement and forming part of this Agreement are the Steering Committee Rules of Procedures which shall apply to the Steering Committee. The Rules of Procedure may be amended from time to time by the Parties providing their unanimous agreement in writing to amended Rules of Procedure.

Appointment of Steering Committee members

8. The District will appoint two (2) senior staff members to the Steering Committee to serve a two-year term. The District may appoint two (2) alternate senior staff members who may, on behalf of an absent Steering Committee member take the place of, vote and generally act in all matters for the absent Steering Committee member.

9. The City will appoint two (2) senior staff member to the Steering Committee to serve a two-year term. The City may appoint two (2) alternate senior staff members who may, on behalf of an absent Steering Committee member take the place of, vote and generally act in all matters for the absent Steering Committee member.

10. West Vancouver will appoint two (2) senior staff members to the Steering Committee to serve a two-year term. West Vancouver may appoint two (2) alternate senior staff members who may, on behalf of an absent Steering Committee member take the place of, vote and generally act in all matters for the absent Steering Committee member.

11. The three (3) Municipalities will endeavour to appoint some senior staff members to the Steering Committee that have expertise in Finance, Fire Services, Engineering, Climate Action and Corporate Services.

12. For certainty, the term of any senior staff member to the Steering Committee, whether as a Steering Committee member or as an alternate pursuant to Sections 8 through 11 above continues and will be deemed to be extended until the District, the City, or West Vancouver make new appointments pursuant to those sections.

Qualifications

13. A senior staff member appointed pursuant to sections 8 through 11 may only be appointed and hold office at the Steering Committee for such time as they are employed by either the City, the District, or West Vancouver.

Vacancy

14. In the event of a vacancy on the Steering Committee due to death, resignation, or any other reason, the District, the City, or West Vancouver will, as soon as reasonably possible, make a replacement appointment pursuant to sections 8 through 11 as applicable.

Composition of Oversight Committee

15. The Oversight Committee will consist of the three (3) CAOs of the Municipalities.

PART 3
NSEM FINANCES

Operating Financial Plan

16. The Municipalities agree that the operating financial plan for NSEM must include the estimated operational expenditures for NSEM along with anticipated revenues from NSEM through grants and other sources.

Capital Plan

17. The Municipalities agree that the capital financial plan for NSEM must include the estimated capital expenditures for NSEM which would include fittings, furnishings and equipment and any future capital asset acquisitions.

Operating Plan Approval

18. The District, the City, and West Vancouver will each consider for approval (or for amendment and then approval) the operating financial plan provided by the Director of NSEM by October 31 each year for the provision of Emergency Management Services.

Capital Plan Approval

19. The District, the City, and West Vancouver will each consider for approval (or for amendment and then approval) the capital plan provided by the Director of NSEM by October 31 each year in relation to the provision of Emergency Management Services.

Grants

20. NSEM may apply for grants from external entities to provide funding for projects and capacity subject to Steering Committee approval. Grant applications will be considered subject to NSEM internal capacity to fulfill the grant requirements.

Operating and Capital Plan Amendments

21. The Municipalities agree that in considering, amending and approving the operating financial plan and the capital plan the District Council, the City Council, and the West Vancouver Council will be governed by the following principles:

    (a) the operating financial plan and the capital plan will be reasonable and made in good faith;

    (b) the operating financial plan and the capital plan will endeavour to achieve an equitable allocation of operating and capital funds to programs and services in all three Municipalities;

    (c) the operating financial plan and the capital plan will achieve a reasonable level of program and service quality; and

    (d) if the Municipalities cannot come to a consensus on the operating financial plan

and the capital plan for the coming year, the Agreement will be terminated.

Share Determination

22. Subject to section 28 below, NSEM's operating and capital costs shall be apportioned to the Municipalities in proportion to their respective populations as determined by the latest published census, and amendments thereto.

23. The City will provide to NSEM occupancy of a portion of the Gerry Brewer Building, vehicle usage, fuel transactions, and insurance. The District will provide to NSEM human resource services, financial services, and IT services customarily provided to District employees. West Vancouver will provide to NSEM a minute taker for the Steering Committee and Oversight Committee.

Funding Contributions

24. The District will, upon approval by District Council, City Council, and West Vancouver Council of NSEM's operating financial plan and capital plan, pay the District share for NSEM's operating and capital costs.

25. The City will, upon approval by City Council, District Council, and West Vancouver Council of NSEM's operating financial plan and capital plan, pay the City share for NSEM's operating and capital costs.

26. West Vancouver will, upon approval by West Vancouver Council, District Council, and City Council of NSEM's operating financial plan and capital plan, pay the West Vancouver share for NSEM's operating and capital costs.

Financial Over-Sight and Annual Audit

27. The Appointed Financial Officer will be responsible for oversight of the Director of NSEM with respect to all matters relating to financial administration, including responsibility for ensuring compliance with all statutory financial requirements. The Appointed Financial Officer will also ensure that an independent external auditor is appointed to conduct an annual financial audit of NSEM which will be shared with the Municipalities. The Director of NSEM will be responsible for following the budget and financial management policies of the Appointed Financial Officer.

Reimbursement of Costs

28. The anticipated costs of providing to NSEM:

    (a) financial, human resource, and IT services;

    (b) office space and related services (Gerry Brewer Building costs);

    (c) transportation services including vehicle usage, fuel transactions, and insurance; and

    (d) minute taker services for the Steering Committee and Oversight Committee

meetings.

shall be included in NSEM's annual operating financial plan based on a detailed estimate from the District, the City, or West Vancouver, as the case may be. The resulting actual costs of providing these services will be reimbursed by NSEM, with said reimbursement funded by the Municipalities in accordance with the funding formula herein.

Examination of Records

29. Any of the Municipalities may conduct audits or examinations to obtain information or determine that adequate financial controls are being maintained by NSEM. The Municipalities will cooperate with each other in the conduct of any such audits particularly in respect to access to financial records and other information of the NSEM.

Budget Year

30. The budget year of NSEM is that of the Municipalities.

Ownership of Capital Assets

31. Every capital asset that has been jointly funded under this Agreement, including without limitation any real or personal property, fixtures, chattels, vehicles, equipment, computer system software and proprietary will be, at the termination of the Agreement, distributed to the Municipalities in proportion to their respective populations as determined by the latest published census, and amendments thereto.

32. Notwithstanding section 31 above, at the termination of the Agreement, a capital asset may be acquired by agreement by any one of the Municipalities for exclusive use, on payment to the other two Municipalities of the applicable proportion of their contribution to the asset at its then depreciated value in accordance with public sector accounting standards.

PART 4

MISCELLANEOUS

Amendments

33. The Municipalities will, in good faith, negotiate any proposed amendment to this Agreement upon request of either party, all amendments to be in writing and executed by the Municipalities. Without limiting the generality of the foregoing, the funding arrangements provided for in Part 4 herein may be amended by agreement of the Municipalities in writing.

Dispute Resolution

34. The Municipalities will submit any dispute arising out of the interpretation or application of this Agreement:

    (a) first, to the District CAO, the City CAO, and the West Vancouver CAO to resolve the dispute, such resolution will be final and binding upon the parties; and

(b) if the CAOs are unable to reach a resolution to resolve the dispute, to the Inspector of Municipalities, or at the election of the parties, a commercial arbitrator appointed by agreement or, failing agreement, appointed pursuant to the *Commercial Arbitration Act*, for final determination, and the determination of the Inspector or arbitrator as applicable will be final and binding upon the Municipalities.

Term

35. This Agreement continues in effect until:

(a) January 1 of the year two years or more after written notice of termination is delivered on the other Municipalities by either the District, the City, or West Vancouver ;

(b) on January 1 of the year for which the Municipalities were unable to come to an agreement upon and adopt an agreed upon operational financial plan and/or capital plan; or,

(c) by agreement of all three Municipalities.

North Shore Emergency Management Office Agreement

36. Upon execution and delivery of this Agreement, the North Shore Emergency Management Office Agreement entered into between the District, the City and West Vancouver and dated for reference October 8, 2002, and all amendments thereto, shall terminate and be of no further force or effect.

IN WITNESS WHEREOF the District, the City, and West Vancouver have executed this Agreement on the date first above written.

THE CORPORATE SEAL of **THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER** was hereunto affixed in the presence of:

_____
Mayor

_____
Corporate Officer

THE CORPORATE SEAL of **THE CORPORATION OF THE CITY OF NORTH VANCOUVER** was hereunto affixed in the presence of:

_____
Mayor

_____
City Clerk

THE CORPORATE SEAL of **THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER** was hereunto affixed in the presence of:

_____
Mayor

_____
City Clerk

Schedule A to North Shore Emergency Management Agreement
Rules of Procedure

Election of Steering Committee Chair and Vice-Chair

1. The Director of NSEM will preside at the first meeting following the appointments of Steering Committee members, and the first order of business will be the election by the Steering Committee of a Chair and Vice-Chair.

Vice-Chair

2. In the absence or incapacity of the Chair, the Vice-Chair has all the powers and is subject to the same rules as the Chair.

Regular Meetings

3. The Steering Committee will, by resolution, set a schedule of regular meetings, and NSEM will hold meetings in accordance with the approved schedule, with a requirement of at least six (6) meetings per calendar year, unless another date for a meeting is fixed by the Chair at the previous meeting or with 24 hours notice to the Steering Committee.

Quorum

4. A quorum of NSEM is three (3) Steering Committee members and there is a minimum of one (1) Steering Committee member from each of the three Municipalities

Electronic Meetings

5. A Steering Committee member who is unable to attend any meeting in person, may attend and participate by telephone conference, video conference, or similar means, if the Steering Committee members have been provided with notice, an agenda and background material for the meeting and the electronic or other communication facilities must enable the meeting's participants to hear, or watch and hear, each other.

6. The following rules apply to a meeting referred to in section 5:

    (a) the electronic or other communication facilities must enable the meeting's participants to hear, or watch and hear, each other; and

    (b) Except for any part of the meeting that is closed to the public, the facilities must enable the public to hear, or watch and hear, the participation of the member.

Notice

7. Notice of each regular meeting, together with an agenda for the meeting, will be delivered to each Steering Committee member at least five (5) business days prior to each regular meeting. Notice of each special meeting, together with an agenda for the meeting, will be delivered to each Steering Committee Director at the earliest reasonable opportunity prior to the meeting.

Conduct of Steering Committee Meeting

8. The Chair will preside at all meetings of the Steering Committee and will be guided by the following rules:

    (a) The order of business will be as set out in the agenda, except that an item may be added or withdrawn from the agenda by the Chair, subject to majority support;

    (b) Majority vote of the Steering Committee being required if a Steering Committee member objects;

    (c) All decisions of the Steering Committee will be made by resolution and a resolution will be considered adopted by a majority vote of the Steering Committee members present. Each Steering Committee member, including the Chair, has one vote. If the votes of Steering Committee members present at the meeting at the time of the vote are equal for or against the motion, the motion is defeated;

    (d) All meetings of the Steering Committee will be open to the public, except for resolutions and matters that may be considered in a closed meeting in accordance with the requirements in Part 4, Division 3 the *Community Charter*;

    (e) When an item dealt with at a closed meeting is no longer confidential, as resolved by the Steering Committee, the minutes for that item shall be received without debate in a subsequent meeting; and

    (f) The Chair will maintain order by following these rules and any supplementary rules adopted by the Steering Committee. In the absence of any rule or supplementary rule, the Chair may determine every other matter reserved to the presiding officer in accordance with *Roberts' Rules of Order.*

Supplementary Rules

9. The Steering Committee may adopt any supplementary rules of order that do not conflict with those contained in this Agreement.

10. Any decisions related to the performance or termination of the Director of NSEM or appointment of a new Director of NSEM require a minimum of two of the three Municipalities to provide an affirmative vote where each Municipality has one vote (e.g. Steering Committee members for each Municipality have ½ vote and both Steering Committee members from a Municipality would need to vote affirmatively to garner the one vote).

Minutes

11. Minutes of the proceedings of the Steering Committee and any sub-committees must be

    (a) legibly recorded; and

    (b) signed by the Chair or other member presiding at the meeting or at the next meeting at which the minutes are adopted. Once adopted, the minutes will be sent to the three (3) corporate officers.

Standing Committees

12. The Chair may appoint standing committees of Steering Committee members to review and make recommendations to the Steering Committee on any matter. A standing committee will serve at the pleasure of the Steering Committee. Minutes of the meetings of a standing committee will be kept and copies sent to all Steering Committee members and to the three (3) corporate officers. Standing committees may meet by telephone conference, video conference, or e-mail if convenient.

Oversight Committee Meetings

13. The Oversight Committee will hold at least two (2) meetings per calendar year. The Oversight Committee meetings will comprise of the following attendees: The Oversight Committee plus the Steering Committee members as well as the Director of NSEM.

14. The Oversight Committee is an opportunity for the Director of NSEM and the Steering Committee to provide updates on important NSEM matters and allows the Oversight Committee to provide feedback on those matters as well as to raise matters relating to NSEM services.

The Corporation of the District of North Vancouver

Bylaw 8792

A bylaw to delegate certain powers duties and functions relating to the provision of multijurisdictional emergency management powers in the District of North Vancouver to North Shore Emergency Management.

WHEREAS pursuant to section 19 of the *Emergency and Disaster Management Act,* SBC 2023, c.37 (the *"EDMA*"), Council may, by bylaw, delegate its powers, duties and functions to a body established by Council;

AND WHEREAS Council, by Bylaw 8791 has established, jointly with the City of North Vancouver and the District of West Vancouver the North Shore Emergency Management ("NSEM") for the provision of multijurisdictional Emergency Management Services, and, for that purpose, has entered into the North Shore Emergency Management Agreement with the City of North Vancouver and the District of West Vancouver (collectively, the "Municipalities"),

NOW THEREFORE the Council for the Corporation of the District of North Vancouver enacts the following:

Citation

1. This bylaw may be cited as "North Shore Emergency Management Delegation Bylaw 8792, 2026"

Definitions

2. In this Bylaw, the following definitions apply:

   (a) "Annual Service Plan" means the service plan under section 4 herein;

   (b) "Appointed Financial Officer" means either the Financial Officer for the District, the City, or West Vancouver, whichever one has been appointed to act in this capacity by the District, the City, and West Vancouver, by mutual agreement in writing, and on the reference date of this Bylaw means the District's Financial Officer;

   (c) "Budget Submission" means the draft capital plan and draft operating financial plan prepared by the Director of NSEM based on the Annual Service Plan and approved by the NSEM Steering Committee in accordance with sub-section 5(f) and section 11;

   (d) "Capital Plan" means the five year capital plan updated annually approved by the Council's of the District, the City, and West Vancouver;

   (e) "City" means the City of North Vancouver;

   (f) "City CAO" means the City's chief administrative officer;

   (g) "Director of NSEM" means the person hired by NSEM as the director of NSEM;

(h) “District” means the District of North Vancouver;

(i) “District CAO” means the District’s chief administrative officer;

(j) “Emergency Management Services” means those municipal and multijurisdictional emergency management activities, programs, and services as allowed for in *EDMA*, which include a Multijurisdictional Emergency and/or a Single Municipal Emergency, as provided in the approved NSEM budget from time to time, relating to the four phases of emergency management: the mitigation phase, the response phase (excluding response borrowing), the preparation phase, and the recovery phase (excluding recovery powers and recovery borrowing as set out in sections 118 and 119 of *EDMA*);

(k) “NSEM Steering Committee” means persons duly appointed to the NSEM pursuant to the NSEM Establishing Bylaw 8791;

(l) “Multijurisdictional Emergency” means a state that
- (i) is the result of any of the following
  - (A) an event that:
    - (1) has occurred, is ongoing or appears imminent within at least two (2) of the three (3) Municipalities, and
    - (2) is caused by one (1) or more incidents, whether or not those incidents occur in the same location or at the same time, of accident, fire, explosion, technical failure, rioting, security threat, terrorist activity within the meaning of section 83.01 of the *Criminal Code*, force of nature or an incident prescribed under the *EDMA*;
  - (B) the presence, suspected presence, or imminent spread of a transmissible disease or an environmental toxin;
  - (C) an event prescribed by the *EDMA* or the suspected presence of prescribed circumstances; and
- (ii) requires the prompt coordination of action, or the special regulation of persons or property, to protect:
  - (A) the health, safety, or well-being of persons, or
  - (B) the safety of property or objects or sites of heritage value.

(m) “Municipal Emergency Response Plan” means a plan formulated by the municipalities setting out response procedures to be followed in the case of an emergency;

(n) “North Shore Emergency Management Agreement” means the agreement between the District, the City, and West Vancouver as attached as Schedule A to Bylaw 8791;

(o) “North Shore Emergency Management Plan” means an emergency management plan prepared, developed and maintained by NSEM in accordance with the Emergency and Disaster Management Act;

(p) “NSEM” means North Shore Emergency Management;

(q) "North Shore Emergency Operations Centre" (NSEOC) means the centralized facility located at 2nd floor, 147 E.14th St. North Vancouver, V7L 2N4 where Emergency Management Services will be implemented for Multijurisdictional Emergencies and as required for Single Municipal Emergencies.

(r) "Operating Financial Plan" means the annual operating financial plan approved by the Council's of the District, the City, and West Vancouver;

(s) "Single Municipal Emergency" means a state that
  (i) is the result of any of the following
    (A) an event that:
      (1) has occurred, is ongoing or appears imminent within just one (1) of the three (3) Municipalities, and
      (2) is caused by one (1) or more incidents, whether or not those incidents occur in the same location or at the same time, of accident, fire, explosion, technical failure, rioting, security threat, terrorist activity within the meaning of section 83.01 of the *Criminal Code*, force of nature or an incident prescribed under the *EDMA*;
    (B) the presence, suspected presence, or imminent spread of a transmissible disease or an environmental toxin;
    (C) an event prescribed by *EDMA* or the suspected presence of prescribed circumstances; and
  (ii) requires the prompt coordination of action, or the special regulation of persons or property, to protect:
    (A) the health, safety, or well-being of persons, or
    (B) the safety of property or objects or sites of heritage value.

(t) "West Vancouver" means the District of West Vancouver; and

(u) "West Vancouver CAO" means West Vancouver's municipal manager.

General Mandate

3. Pursuant to the North Shore Emergency Management Agreement, Council delegates to the NSEM the authority, on behalf of the District to plan, develop, evaluate, and jointly and seamlessly deliver, within the approved funding of any budget year, and in accordance with the terms, limitations and conditions set out in this Bylaw, an appropriate array of quality Emergency Management Services in the District, the City, and West Vancouver to meet the needs of said residents "General Mandate". In carrying out this mandate, NSEM will act in the best interest of the District, the City, and West Vancouver along with the best interests of residents of the Municipalities.

Annual Service Plan

4. Subject to Steering Committee approval NSEM will on an annual basis formulate an Annual Service Plan for meeting its General Mandate, which plan will be used as the basis for the preparation of the draft Operating Financial Plan and the draft Capital Plan for the next budget year.

Specific Powers, Duties and Functions of NSEM

5. Council delegates to NSEM the following powers, duties and functions for the purpose of carrying out its General Mandate:

    (a) hiring, remuneration and termination of persons in the capacity of Director of NSEM and Acting Director of NSEM through the Steering Committee (during periods of extended absence by the Director of NSEM), provided that all decisions relating to hiring, remuneration and termination of the Director of NSEM and an acting director shall be made through a process, acceptable to the District, the City, and West Vancouver that involves the three (3) Municipalities' CAOs.

    (b) making decisions for delivery of Emergency Management Services in collaboration with the Municipalities;

    (c) setting policies under which NSEM Services will operate subject to NSEM Steering Committee input and approval along with Oversight Committee input;

    (d) developing and maintaining a North Shore Emergency Management Plan;

    (e) reporting to the Council of the District, the City, and West Vancouver two times annually on pertinent matters within the General Mandate or specific powers, duties and functions of NSEM; and

    (f) approve the Budget Submission as set out section 11.

Specific Powers, Duties and Functions of NSEM during a Single Municipal Emergency

6. Council delegates to NSEM the following powers, duties and functions for the purpose of carrying out its mandate during a Single Municipal Emergency:

    (a) In accordance with the impacted municipality's Municipal Emergency Response Plan:

        (i) the municipality may require activation of the NSEOC and may require the Director of NSEM to act as EOC Director, a NSEM staff member to act as Liaison and other municipal staff in the EOC as required;
        (ii) implementing all or part or all of the Municipal Emergency Response Plan and/or the North Shore Emergency Management Plan, and the Director of NSEM may exercise emergency instrument(s), extend them, and ultimately rescind such instruments; and
        (iii) following a State of Local Emergency wherein NSEM has provided Emergency Management Services pursuant to section 6, the Director of NSEM will provide to the provincial administrator a final report on the declaration, and, if applicable, the local recovery period within the prescribed period of time.

    (b) Following consultation with the Director of NSEM, if in the opinion of the Mayor (or Acting Mayor) that the Single Municipal Emergency appears to imminently become a Multijurisdictional Emergency, the Mayor (or Acting Mayor) will instruct NSEM to begin discussions with the relevant Municipalities to determine if NSEM is to exercise its

powers pursuant to section 7.

Specific Powers, Duties and Functions of NSEM during a Multijurisdictional Emergency

7. Council delegates to NSEM the following powers, duties and functions for the purpose of carrying out its mandate during a Multijurisdictional Emergency if it is an impacted municipality:

    (a) Delivering required Emergency Management Services in accordance with the impacted municipality's Municipal Emergency Response Plan, including but not limited to:
        (i) activation of the NSEOC and may require the Director of NSEM to act as EOC Director, a NSEM staff member to act as Liaison and other municipal staff in the EOC as required;
        (ii) implementing in part or all the North Shore Emergency Management Plan and any relevant Municipal Emergency Response Plan;
        (iii) following a State of Local Emergency, the Director of NSEM will provide to the provincial administrator a final report on the declaration, and, if applicable, the local recovery period within the prescribed period of time; and/or
        (iv) If there is a conflict between the North Shore Emergency Management Plan and any relevant Municipal Emergency Response Plan, the North Shore Emergency Management Plan shall be presumed to prevail subject to agreement between the Municipalities' that it shall not.

Reasonable Use of Funds

8. NSEM may not make any expenditure that is not included for that year in the then-current Operating Financial Plan or Capital Plan approved by the three Councils, except that:

    (a) NSEM may make a further expenditure so long as the expenditure is not expressly prohibited by or under the *Community Charter*, *EDMA,* or another Act and provided that the expenditure is approved in advance by the District Council, City Council, and West Vancouver Council, with an appropriate funding source identified;

    (b) where revenues through successful grant applications exceed the amount budgeted in respect of an item in the Operating Financial Plan or where expenditures are less than budgeted in respect of an item in the Operating Financial Plan NSEM may re-allocate the excess revenue or the savings, as the case may be, to another item in the Operating Financial Plan as reasonably required so long as the reallocated funds are used for an authorized expenditure under the then-current Operating Financial Plan and so long as the reallocation is not prohibited by or under the *Community Charter, EDMA,* or another Act and is for the purposes of carrying out the General Mandate; and

    (c) for the purposes of providing Emergency Management Services during a municipal or multijurisdictional emergency event, the Director of NSEM may make a related and reasonable emergency expenditure and upon conclusion of the emergency event will report such expenditure to the NSEM Steering Committee.

Liabilities

9. Except as set out in sub-section 12(j), NSEM will not incur or cause to be incurred liabilities or indebtedness without the prior written consent of the District, the City, and West Vancouver Financial Officers, which consent shall not be granted except as permitted by the provisions of the *Community Charter*. NSEM will not grant or cause to be granted any indemnities or releases without the prior written consent of the District, the City, and West Vancouver Financial Officers which consent shall not be granted except as permitted by the provisions of the *Community Charter.*

Budget Year

10. The budget year of NSEM is that of the District, the City, and West Vancouver.

Annual Budget

11. NSEM's annual budget for each calendar year shall be determined in accordance with the following procedure:

    (a) NSEM will formulate the Annual Service Plan as set out in section 4;

    (b) the Director of NSEM will prepare, in accordance with subsection 12(c), the Budget Submission based on the Annual Service Plan formulated by NSEM;

    (c) the NSEM Steering Committee will review the Budget Submission and will approve it if it is consistent with the Annual Service Plan and is otherwise acceptable;

    (d) the Budget Submission, once approved by the NSEM Steering Committee, will be submitted into the Municipalities' financial planning processes in accordance with subsections 12(c) and 12(d); and

    (e) the annual budget for each calendar year shall be the Budget Submission after it has been adjusted as required by the Municipalities in accordance with their financial planning processes and after it has been approved by the three municipal councils.

Other Powers, Duties and Functions of Director of NSEM

12. Subject always to the reporting requirements set out in section 14, the powers, duties and functions of the Director of NSEM are as follows:

    (a) supervise and manage the operation of NSEM within the general mandate given to NSEM and ensure that NSEM staff comply with the District's policies including but not limited to human resource policies;

    (b) implement, oversee, administer and manage NSEM's decisions under subsection 5(b) and its policies under subsection 5(c);

    (c) each year when required by the District, the City, and West Vancouver prepare and submit into the three (3) Municipalities' financial planning processes the Budget Submission consisting of:

(i) a draft Operating Financial Plan for the following budget year based on NSEM's Annual Service Plan in a form and in such detail as required and directed by the Appointed Financial Officer; and

(ii) a draft Capital Plan for the following five (5) budget years based on NSEM's Annual Service Plan and lifecycle replacement of assets in a form and in such detail as required and directed by the Appointed Financial Officer.

(d) make such adjustments to the Operating Financial Plan and Capital Plan as required by the three (3) Municipalities in accordance with their financial planning processes and in accordance with the North Shore Emergency Management Agreement;

(e) report quarterly to the Steering Committee on NSEM expenditures, revenues, capital, operating projects, grants funded projects and progress on annual workplan deliverables;

(f) As requested, preparing, reviewing and maintaining, in conjunction with the staff of the City, the District, and West Vancouver, their municipal-specific emergency response plans and the North Shore Emergency Management Plan;

(g) preparing, conducting and reporting to the Steering Committee on emergency management plan exercises including the North Shore Emergency Management Plan;

(h) assessing the general state of emergency preparedness within the City, the District, and West Vancouver and reporting thereon to the Steering Committee;

(i) prepare annually, a five (5) year operating financial model and a ten (10) year capital financial model;

(j) enter into agreements or contracts with third parties provided that:

(i) all expenditures associated with the agreement or contract are included in the approved budget;

(ii) the agreement complies with all requirements and limitations set out in the *Community Charter*, *Local Government Act, and EDMA*;

(iii) the prior approval of any expenditure in excess of $250,000 by the District's general manager as set out in the District's Levels for Purchasing Approval Authority Limit and as referred to in Section 14(a) below along with the Steering Committee;

(iv) the agreement is not for more than five (5) years or for a period that could exceed five (5) years by exercising rights of renewal or extension; subject to compliance with all requirements and limitations set out in the *Community Charter,* the *Local Government Act,* and *EDMA*;

(v) where applicable, the activity or program is supported by the Annual Service Plan; and

(vi) all required permits and insurance requirements are met.

(k) negotiate, supervise and manage the agreements and contracts set out in sub-section 12(j);

(l) In alignment with the District's human resource policies, hire, direct, determine compensation of, discipline and discharge such employees as are necessary for the administration, operation, maintenance and supervision of the Emergency Management Services delivered therein and for effectively carrying out the powers duties and functions of NSEM;

(m) comply with directions of the Appointed Financial Officer with respect to matters relating to financial administration and operate within the set Annual Budget and establish the following:

(i) internal controls for financial management including tracking funds and appropriately documenting records, receipts, and invoices for all expenses incurred during Single Municipal Emergencies and Multijurisdictional Emergencies; and

(ii) process to obtain prior approval from the designated District general manager for staff overtime and to track overtime changed to Emergency Management BC ("EMBC").

(n) ensure, in respect of the provision of the Emergency Management Services and the fulfillment of all powers, duties and functions set out in this Bylaw, that:

(i) proper policies and procedures are in place to safeguard assets;

(ii) all financial transactions comply with the requirements and conditions set out in this Bylaw;

(iii) complete and accurate records are kept and are available at all times for review by the three (3) municipal Financial Officers or by authorized third parties such as external auditors;

(iv) NSEM comply with all pertinent Emergency Management BC ("EMBC") policies for all EMBC authorized activities;

(v) endeavor to obtain EMBC pre-approval of continuing evacuee living assistance if an evacuation order extends beyond seventy-two hours

(o) act as a general professional resource for the Municipalities and as a director of EOC as needed;

(p) develop and maintain the North Shore Emergency Management Plan;

(q) work with the Municipalities to ensure that the North Shore Emergency Management Plan is compatible with the Municipal Emergency Response Plan(s); and

(r) communicate and consult with the Oversight Committee on all matters relating to the exercise of the powers, duties and functions of the Director of NSEM in accordance with procedures established by the Municipalities from time to time.

Insurance

13. The Director of NSEM working with the City will obtain and maintain satisfactory levels of insurance for all liability perils, including

(a) at a level recommended by the three (3) municipal Financial Officers, but in any case not less than $10,000,000 per event of public liability in respect of programs operated or sponsored by NSEM; and

(b) replacement cost and property damage insurance for the NSEM portion of the Garry Brewer Building depicted on the attached Plan which is attached as Schedule A to this Bylaw, and equipment, vehicles, goods, chattels, monies and securities in the care, custody and control of NSEM;

and copies of all insurance policies and changes thereto will be provided to the three (3) municipal Financial Officers.

Reporting Requirements of the Director of NSEM

14. The Director of NSEM shall report to and take direction from:

(a) the designated general manager from the District on day-to-day matters including those referred to in subsections 12(a), 12(c), and subsections 12(j) to (l), provided that such direction provided to the Director remains subject to the Steering Committee as set out in subsection 14(b) immediately below;

(b) the NSEM Steering Committee on all matters referred to in section 5, section 7 and in subsections 12(a) to (c), subsections 12(e) to (l), and subsections (o) to (q);

(c) the Appointed Financial Officer on all matters referred to in sub-section 12(d) and sub-sections 12(m) to (n) and section 13; and

(d) the Oversight Committee on all matters referred to in subsection 12(r).

These reporting requirements do not in any way diminish the duty of the Director of NSEM to advise and keep informed the NSEM Steering Committee of all appropriate matters regarding Emergency Management Services.

North Shore Emergency Management Agreement

15. NSEM is subject always to the rules relating to composition, member qualifications, conflicts, organization, procedure and financial oversight set out in the North Shore Emergency Management Agreement as may be amended from time to time by the Municipalities. The North Shore Emergency Management Agreement governs in the event of any inconsistency or perceived inconsistency between any provision in that Agreement and any provision in this Bylaw.

Audit

16. The three Municipalities will be responsible for any and all audits involving NSEM. The Steering Committee and the Director of NSEM will cooperate fully with any auditor appointed by the District, the City, or West Vancouver, or by two or all of them, or by the Appointed Financial Officer.

Severability

17. If any section or portion of this Bylaw is held to be invalid by a decision of a court of competent jurisdiction, such invalid section or portion shall be severed from the remainder of the Bylaw and shall not affect the validity of the remaining portions of the Bylaw.

READ a first time March 16, 2026

READ a second time March 16, 2026

READ a third time March 16, 2026

ADOPTED

Mayor

Corporate Officer

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
❒ Regular Meeting	Date:			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

March 30, 2026
File: PLN2025-00042

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **Bylaw 8778 - Text Amendment Rezoning – 100 Amherst Avenue (Chemtrade)**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 1462 (Bylaw 8778)" is given SECOND and THIRD Readings.

BACKGROUND:
Bylaw 8778 received first reading on January 12, 2026 (staff report dated December 15, 2025). A public hearing was commenced on February 24, 2026 and closed on February 25, 2026.

The bylaw is now ready to be considered for second and third readings by Council.

Options:
1. Give second and third readings to the bylaw;
2. Give no further readings and abandon the bylaw at first reading; or,
3. Debate possible amendments to the bylaw at second reading and return bylaw to a new public hearing if required.

Respectfully submitted,

Rhonda Schell
Deputy Corporate Officer, Legislative Services

Attachments:
1. Bylaw 8778
2. Public Meeting Report
3. Information Report to Council

REVIEWED WITH:		
❑ Business and Economic ___	❑ Finance ___	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	❑ Housing ___	❑ NSEM ___
❑ Communications ___	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
❑ Development Services ___	❑ Parks ___	❑ Other: ___
❑ Engineering Infrastructure ___	❑ Real Estate ___	___
❑ Engineering Public Works ___	❑ Solicitor ___	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	

The Corporation of the District of North Vancouver

Bylaw 8778

A bylaw to amend District of North Vancouver Zoning Bylaw 3210, 1965

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

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1462 (Bylaw 8778)".

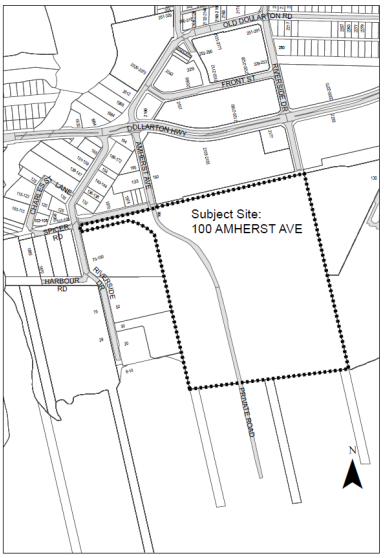
2. Amendments

2.1 District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

a) Section 403A Uses Prohibited in All Zones, (1) (f) "the manufacture of hazardous substances except:" is amended as follows:

After (i), add the following:

(ii) for the manufacturing, processing, liquefaction, handling, storage, loading and shipping of chlorine, on the lands located at 100 Amherst Avenue identified on the plan attached hereto.



READ a first time January 12, 2026

PUBLIC HEARING held February 24, 2026 and February 25, 2026

READ a second time

READ a third time

ADOPTED

Mayor

Corporate Officer

DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING

100 Amherst Avenue
Zoning Bylaw Amendments

REPORT of the Public Hearing held on Tuesday, February 24, 2026 commencing at 7:09 p.m. in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri (via Zoom)
Councillor Catherine Pope

Staff: Mike Fox, Chief Administrative Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Yan Zeng, Manager – Development Planning
Heidi Granger, Municipal Solicitor
Cheryl Archer, Confidential Council Clerk
Afrooz Fallah, Planning Assistant – Development Planning
Amanda Day, Administration Clerk

Also in Attendance: Naser Badri, Technical Specialist, RiskTec
Raman Batra, Vice President – Electrochem, Commercial, Chemtrade
Dale Bossons, Vice President – Electrochem Manufacturing, Chemtrade
Fareed Ebrahim, Senior Technical Advisor II, Chemtrade
Alex Fergusson, Engineer-in-Training – Process Safety Group, BakerRisk
Blair Hetherington, Emergency Response System Manager, Chemtrade
Amy Jonsson, Director – Corporate Communications, Chemtrade
Alvin Loh, Site Director, Chemtrade
David Montgomery, Principal Consultant, Risktec
Christopher Rees, Team Lead, Risktec
Bryan Ritchey, Senior Project Manager, Chemtrade
Alan Robinson, Group Vice President – Commercial, Chemtrade
Drew Somerville, Project Manager, Chemtrade

1. OPENING BY THE MAYOR

Mayor Little welcomed everyone and advised that the Public Hearing was convened pursuant to Section 464 of the *Local Government Act.* Members of Council, staff, and the public participated in person and via Zoom and the Hearing was being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

Mayor Little stated that:

- The opportunity to be heard or provide written submissions was accommodated by speakers having signed up in advance, the details of the Zoom meeting having been provided on the District's website and in the notice of public hearing, and the acceptance of written submissions up until the hearing was closed;
- Following the staff and applicant presentations, speakers would be called from the established speakers list. At the end of the speakers list, the Chair would call on speakers from the audience;
- Each speaker would have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wished to speak had spoken once, speakers would then be allowed one additional five-minute presentation;
- Any additional presentations would be allowed at the discretion of the Chair;
- Speakers were reminded to refrain from repeating information from their previous presentations and to ensure all comments remained focused on the bylaw under consideration;
- If a written submission was provided, speakers were asked not to read the entire submission, noting that they could provide a summary or briefly reiterate the highlights;
- All members of the audience were asked to be respectful of one another as diverse opinions are expressed, noting that the meeting was an open and impartial forum for Council to hear everyone's views;
- Council's role at Public Hearings is to listen to the public, not to debate the merits of the bylaw;
- Council may ask clarifying questions during Public Hearings;
- A binder containing documents and submissions related to the bylaw is available for review in hard copy and online;
- Speaking opportunities would be provided for everyone who wished to provide input and the meeting would be continued on a second night, if required;
- At the conclusion of the public input Council may request further information from staff, which may or may not require an extension of the meeting, or Council may close the meeting, after which Council should not receive further new information from the public.

2. INTRODUCTION OF BYLAW BY CORPORATE OFFICER

Genevieve Lanz, Corporate Officer, introduced the proposed bylaw, stating that Bylaw 8778 proposes to amend the District's Zoning Bylaw, in general terms, by adding an exception to the prohibition of the manufacture of hazardous substances in all zones for the subject site to permit the manufacturing, processing, liquefaction, handling, storage, loading and shipping of chlorine on the lands located at 100 Amherst Avenue.

3. PRESENTATION BY STAFF

Yan Zeng, Manager – Development Planning, provided an overview of the proposal elaborating on the introduction by the Corporate Officer. Ms. Zeng advised that:

- The proposal requires an amendment to the Zoning Bylaw to permit the manufacturing, processing, liquefaction, handling, storage, loading, and shipping of chlorine at the Chemtrade Facility at 100 Amherst Avenue;
- The subject property is located within the Maplewood Heavy Industrial Area within two jurisdictions, Chemtrade-owned within the District and Vancouver Fraser Port Authority (Port) lands, leased from the Port;
- Part of the chlorine liquefaction process occurred on the leased Port lands and the Port has advised that production activities must be removed from the lands under their jurisdiction by 2030;
- Chemtrade must relocate and consolidate chlorine liquefaction entirely onto their own land that is under the District's jurisdiction;
- Although the site is already zoned for heavy industrial use, the relocation of facilities and capital improvement of the site requires the site-specific amendment to the Zoning Bylaw;
- The proposal is consistent with the Official Community Plan (OCP) objectives for industrial and employment lands: maintaining industrial uses, supporting industrial jobs, and preventing encroachment by incompatible uses;
- The applicant intends to make capital improvements to the facility, including a new condenser tower and an enclosed rail loading facility on the District portion of the lands;
- Storage, railyard, and other support functions would remain on the Port portion of the lands and active chlorine production would be removed;
- Chlorine production is not proposed to be increased;
- The proposed amendment is site-specific and limits the exemption to chlorine and only for 100 Amherst Avenue;
- A Facility Siting Study (FSS) and quantitative risk assessment (QRA) was prepared by BakerRisk, a risk management and engineering consulting firm;
- The FSS evaluated off-site public risk with chlorine hazards and assesses the proposed redesigned facility to remove bulk liquid chlorine storage and add enclosed railcar loading systems, which were designed to reduce potential release scenarios;
- The QRA used quantitative risk modelling to evaluate individual and societal risk and compared the results with Canadian land-use safety guidelines;

- The QRA was revised in response to peer review comments by the District's independent consultant, Risktec;
- Risktec's peer review concluded that:
  - The revised QRA meets Canadian risk tolerance standards;
  - Off-site individual and societal risks remain below applicable thresholds;
  - The 1-in-10,000 per year control zone remains within the property boundary;
  - The modelling techniques used, including QRA, CFD, fault tree analysis, and human reliability assessment, are technically sound, conservative, and consistent with industry best practice; and,
  - The proposed upgrades are expected to reduce both the likelihood of an event and its potential consequences.
- Ms. Zeng provided answers to questions from Council received at First Reading of the bylaw:
  - Subsequent safety review and ongoing operations:
    - The applicant would be required to submit a detailed validation QRA prepared by the same independent qualified professional who provided the Facility Siting Study and QRA prior to issuance of a building permit;
    - Additional peer review may also be required by the District;
    - Prior to the issuance of an occupancy permit, a verification report to confirm that the project has been constructed in accordance with the approved risk assessment and safety commitments;
    - A series of *Land Title Act* Section 219 covenants would be required to be registered on title prior to Council consideration bylaw adoption to secure compliance with all recommendations and requirements in the FSS and QRA. Additional requirements identified through validation and verification, establish clear limitations on chlorine storage, and prohibit chlorine storage on Port lands; and,
    - The covenants are attached to the land, not the individual owner.
  - Agreement between the applicant and the Port;
    - Port lands are federally regulated;
    - The current Port lease expires on June 30, 2030 and there is a non-binding Letter of Intent to extend the lease to December 31, 2044;
    - The Port has confirmed that processing and manufacturing activities are not permitted on lands under its authority;
    - As a condition of lease renewal, chlorine manufacturing must be removed from Port lands, which would be fulfilled by the proposed relocation of these activities to lands within the District's jurisdiction;
    - The Port has indicated it is supportive of continued trade-related use of the site provided that the condition regarding removal of manufacturing is met;
    - The bylaw under consideration is only applicable to District lands; and,
    - Continued operation of the facility would also depend on Port lease arrangements, which are outside District authority;
  - Community safety and emergency response;

- Multiple QRAs have been completed and peer reviewed for the Maplewood area;
- Risk contours were established using Major Industrial Accidents Council of Canada (MIACC) risk acceptability criteria, which define acceptable land uses and densities based on levels of individual risk;
- Schools and hospitals are located within more conservative risk contours;
- The Maplewood Implementation Plan incorporates these contours and includes policies requiring development to align with MIACC guidelines;
- Within the defined risk contour areas, additional building-level measures are recommended;
- There is an established collaborative response for partners including City and District Fire and Rescue Services, North Shore Emergency Management (NSEM), and facility operators;
- In the event of a release with potential off-site impact, Chemtrade would activate a facility siren, which automatically triggers a 911 call and public messaging via the emergency notification system;
- District of North Vancouver Fire and Rescue Services (DNVFRS) would respond immediately and coordinate with the facility;
- NSEM is able to use the emergency notification system to send alerts by text, telephone, and email to defined geographic areas and the system is tested monthly and emergency notification procedures reviewed regularly;
- Emergency planning includes education on shelter-in-place procedures, encouragement for residents and businesses to register for notification systems, covenants registered on title with some of the development in the area to make residents aware of the procedure, and ongoing review through the Community Advisory Panel; and,
- Community safety is addressed through risk-based land use planning, peer-reviewed technical analysis, building-level design mitigation, coordinated emergency response protocols, and, ongoing monitoring and community engagement.

- Rail safety once railcars leave the site;
  - Rail transportation is regulated by the Federal Government and overseen by Transport Canada under the *Railway Safety Act*;
  - The transportation of dangerous goods, including chlorine, is regulated by the *Transportation of Dangerous Goods Regulations*;
  - Railcars used to transport chlorine are specialized pressure tank cars designed to stringent federal standards and are subject to regular inspection, maintenance, and certification;
  - Operational matters such as routing, speed, crew requirements, and rail corridor safety are federally regulated;
  - The District's authority relates to land use and development within its jurisdiction and rail operations beyond the site boundary are under federal jurisdiction;

    - Emergency response coordination with established protocols includes local Fire and Rescue Services, rail operators, and federal authorities.
- Based on the technical review, staff recommend that Council adopt Bylaw 8778 to permit the manufacturing, processing, liquefaction, handling, storage, loading, and shipping of chlorine on the lands located at 100 Amherst Avenue.

4. PRESENTATION BY APPLICANT

4.1. Alan Robinson, Group Vice President – Commercial, and Dale Bossons, Vice President – Manufacturing, Chemtrade:

- Provided an overview of Chemtrade North Vancouver operations, noting that the site produces 40 percent of the country's liquid chlorine, including the treatment of 70 percent of drinking water in western Canada;
- Highlighted the importance of the country's capacity to treat and secure drinking water;
- Advised that 118 people are employed full-time at the site with an annual payroll of 24.5 million dollars, the facility adds 150 million to the economy, and paid almost 6.7 million dollars in taxes and fees to the District in 2025;
- Noted that the facility has operated safety since 1957 and has had no major issues;
- Advised that investments of more than 500 million dollars in safety upgrades to the site have been made since 2010;
- Noted that the facility produces several products;
- Stated that products from the facility support several industries including water treatment, energy, technology, pulp and paper, and others;
- Stated they recognize their responsibility to the community and are focussed on reducing risk, making upgrades, and improved safety and control systems, noting on-site liquid chlorine storage has been reduced by up to 94 percent since 2000;
- Noted that the most hazardous substance produced at the site is chlorine;
- Commented on the regulations regarding transportation of liquid chlorine off the site, noting that transportation by rail is highly regulated;
- Stated that rail is the safest option to transport liquid chlorine;
- Advised that the railcars used for transportation of liquid chlorine are designed to withstand significant impact and rollovers and are regularly inspected and maintained, noting they have never had a release due to a rail incident;
- Noted they propose to undertake a number of safety improvements, including a new enclosed railcar loading facility with modernized handling facilities, designed to be kept under negative pressure and with a scrubbing system attached to the building;
- Advised that major work is proposed to take place between 2028 and 2030;
- Advised that they have conducted significant outreach and engagement with the community over the past few years to communicate the reasons for the application; and,

- Highlighted the company's contributions to the community, including the need to ensure the security of domestic supply.

4.2. Alex Fergusson, Engineer-in-Training – Process Safety Group, BakerRisk:

- Advised that he is a safety consultant with BakerRisk, noting the company has specialized in risk management for 40 years;
- Reviewed how risk is defined in their work, noting it is a data-intensive process to evaluate and understand processes and identify potential maximum credible events and where a release could happen from initial production to final departure of the materials;
- Noted three main pieces define consequence: what is going to happen if there is a loss of containment, define end points and extent of potential impacts, and identify potential vulnerabilities;
- Stated that risk is calculated based on frequency estimates incorporating conditional probabilities;
- Noted there is inherent risk in many aspects of life;
- Advised that their assessment included a detailed review of potential loss of containment events using industry-accepted failure rates for all equipment, taking into account conditional probabilities such as local weather conditions, wind direction, time of day and ignition conditions if there are flammable materials;
- Commented on the modelling tools used in their review as well as site-specific operations and historical data;
- Noted that MIACC guidelines were used as a benchmark for the results to provide information for the project;
- Advised that there are more restrictions on land use closer to the source of risk;
- Compared a 1 in 1,000,000 risk to other activities such as travelling on a long-haul flight or spending a day skiing;
- Stated that all aspects of the operation were reviewed, including the potential for leak sources, equipment failure, human error, or earthquake, noting that the assessment includes the scenario of a full release of a chlorine railcar onsite;
- Advised that the results were referred to RiskTec for peer review; and,
- The risk reduction curves were updated within MIACC guidelines.

5. REPRESENTATIONS FROM THE PUBLIC

5.1. Chris Bowcock:

- Spoke in opposition to the proposal;
- Advised that he is a retired Fire Chief and that he worked in fire protection and emergency management for 25 years, including work at a chlor-alkali plant;
- Stated that he was exposed due to a leak;
- Stated that liquid chlorine in a railcar is under pressure and becomes a gas when released that expands rapidly, presenting a risk to life;
- Noted that chlorine gas affects the respiratory system;
- Reviewed modelling of a chlorine release from a railcar in Washington, DC and extrapolated a release on the North Shore could result in approximately 2,000 fatalities, more than 12,300 hospitalizations, and effects up to 40 kilometres from the incident;
- Commented on the inhalation hazard downwind and upwind of the incident;
- Stated a release would result in a mass casualty event requiring 150 firefighters, 50 paramedics, and 30 police officers from multiple jurisdictions;
- Stated that chlorine affects the respiratory system at low concentration; and,
- Stated that people affected by a release would require rapid transport to medical care.

5.2. Colin Metcalfe:

- Spoke in opposition to the proposal;
- Stated that he is the president of the Pemberton Heights Community Association, but was not speaking on their behalf;
- Stated that he was speaking on behalf of residents and future residents;
- Acknowledged the site has been in operation for many years;
- Stated that chlorine is a highly lethal industrial chemical and the Council will decide whether to allow it in a residential area;
- Stated that chlorine can kill a person within minutes and was used in World War One;
- Commented on the risk of exposure outside of the site, noting it could affect thousands of people;
- Noted that an incident could occur anywhere along the transportation route;
- Opined that the risks are unnecessary and the lack of a previous incident does not mean that one cannot occur in the future;
- Opined that the plant does not need to manufacture chlorine and that other substances serve the same purpose and are in use in other areas;
- Questioned why alternatives are not being used;
- Stated that water treatment is not the issue;
- Expressed concern regarding additional residential density being proposed near the facility;
- Stated that he is not anti-industry;

- Opined that Council would be making a conscious decision to prioritize industry over residents;
- Stated that residents would hold Council responsible if there is an incident in the future;
- Stated that the impacts would continue past the current Council's term of office; and,
- Encouraged Council not to approve the proposal.

5.3. Susie Chant:

- Spoke in support of the proposal;
- Advised that she is the Member of the Legislative Assembly for North Vancouver-Seymour, a nurse by profession, and a long-time resident of North Vancouver;
- Stated that Chemtrade is an important employer, providing high-paying jobs in North Vancouver;
- Stated that continued operation of the facility is crucial to the safe supply of drinking water, noting that it kills bacteria, viruses, and parasites, greatly reducing the risk of these infections, including typhoid and cholera;
- Stated that chlorine is the method of choice for drinking water, noting that most of the supply for B.C., Alberta, and Saskatchewan is produced at the facility and that there is no alternative domestic source;
- Advised that importing chlorine from the United States (USA) would be necessary if it is not produced at the facility, noting that there have been interruptions to the availability of materials from the USA in the past;
- Advised against risking the safety of drinking water on trade with the USA;
- Commented on the closure of outdated chlorine facilities in the USA due to asbestos, noting that the facilities that are being upgraded would be offline for a period of time;
- Commented on the facility's safety record, safety culture, and investment in safety upgrades; and,
- Encouraged Council to approve the proposal.

5.4. Patrick Stafford-Smith:

- Spoke in support of the proposal;
- Advised that he is the Chief Executive Officer of the North Vancouver Chamber of Commerce and that the Chamber supports the proposal;
- Stated that the proposal will ensure that a major employer providing approximately 120 skilled jobs in North Vancouver and regional supplier of essential materials to the province and western Canada remains in North Vancouver;
- Commented on additional economic impacts for local suppliers and contractors;
- Commented on uncertainty in global trade, stating that domestic capacity helps safeguard supply chains and improve community resilience; and,
- Opined that the proposal helps ensure the long-term stability of North Vancouver.

5.5. Charlie Grahn:

- Spoke in support of the proposal;
- Stated that he lives in East Vancouver and is not involved with Chemtrade in any way;
- Stated that his child had asked what the substance piled at the waterfront was several years ago and when he contacted the company to ask, they confirmed it was salt and invited them for a tour of the facility;
- Stated that they spent 2.5 hours at the facility and were shown what they do and discussed both the public benefit and risks; and,
- Opined that if good companies are not supported, bad actors will step in.

5.6. David Cynamon:

- Spoke in opposition to the proposal;
- Stated that his concern regarding the application is public safety;
- Advised that he is from Edmonton and is a businessperson and investor, and has worked in and around the chemical sector;
- Stated that he has worked to reduce public safety risks of chlorine production and transportation for twenty years;
- Stated that his perspective is based on experience;
- Stated that he has family in North Vancouver;
- Acknowledged the importance of clean drinking water and stated that the issue is the production and transportation of hazardous material;
- Stated that a chlorine release would form a dense gas cloud that moves quickly and causes serious physical harm;
- Stated that risks when chlorine is transported by rail are small but carry severe consequences if an incident does occur;
- Stated that more than 90 percent of drinking water sites ban chlorine gas and that some use bleach;
- Stated that sodium hypochlorite (bleach) does not carry the same risks as liquid chlorine;
- Commented on industrial sites close to residential areas and transit corridors;
- Opined that the decision would be difficult to reverse;
- Stated that there are safer alternatives and there is no need to continue to manufacture liquid chlorine;
- Stated that the applicant could produce bleach on the site and eliminate the risk associated with liquid chlorine without losing jobs; and,
- Urged Council to deny the proposal.

5.7. Robyn Kinsley:

- Spoke in support of the proposal;
- Advised that she is the Vice President of Transportation, Emergency Management and Regulatory Affairs at The Chlorine Institute and is a chemical engineer;

- Advised that the chlorine industry has worked closely with the governments of Canada and the USA to improve chlorine rail transportation safety;
- Advised that safety improvements to railcars include stronger value protection designed to withstand rollovers, significantly stronger tanks with reinforced tank heads, thermal protection and an outer steel jacket to slow pressure increase in case of a fire, and head shields on both ends of each car for increased impact protection;
- Noted that enhancements to railcars significantly reduce the risk of release, including in the event of a collision;
- Advised that both Canada and the USA require the older design railcars to be phased out by December 31, 2027;
- Stated that the railcars used by Chemtrade meet the new standards;
- Commented on rail operator requirements and operational rules for rail transportation of chlorine, including speed, routing, inspections, detectors, storage in railyards, incident response, real-time railcar information for emergency responders, positive train control, security and route risk analysis for rail movements of hazardous materials, chain-of-custody monitoring and reporting, and risk reduction programs;
- Advised that the Chlorine Institute works with members to review and update best practices to help ensure the safety of rail transportation of chlorine;
- Noted that rail transportation of chlorine has improved significantly with a 91 percent reduction in railcar releases of chlorine in the USA since 2006 and zero chlorine releases from railcars in Canada in that time period;
- Stated that none of the railcars with the newer enhanced design involved in derailments have released hazardous materials; and,
- Advised that the Chlorine Institute maintains an emergency response mutual aid network in North America, including response teams, member companies, specialized emergency response contractors, and trains first responders regarding chlorine emergency response and connects them with the network.

5.8. Michael Graveson:

- Spoke in opposition to the proposal;
- Advised that he has been a consultant for the chemical industry for more than 40 years;
- Opined that there is missing information as well as misinformation in the materials;
- Opined that transportation of chlorine by railcar is not needed;
- Stated that Canadian drinking water is treated with chlorine bleach, not chlorine gas, less than five percent of Chemtrade's product is used for water treatment, which is sent to an off-site plant to convert to bleach;
- Opined that the safety improvements in the proposal are not adequate to protect the public;
- Stated that Chemtrade makes deadly chlorine gas that has been used as a weapon;

- Opined that water treatment facilities do not want to use chlorine gas, using bleach and ultraviolet light, as well as other alternative methods;
- Stated that Metro Vancouver uses bleach and not chlorine gas for water treatment;
- Stated that he had spoken to most of the major water treatment facilities in BC and Alberta over the past two weeks and offered to share their contact information;
- Stated that Chemtrade materials refer to a survey from 2015 regarding chlorination of drinking water;
- Stated that most of the chlorine produced at the facility is sent to the USA;
- Suggested Chemtrade produce bleach onsite to eliminate the need to transport liquid chlorine;
- Opined that part of the proposal is to reduce bulk liquid chlorine storage and that having the product in railcars is less safe;
- Opined that the enclosed building proposed for loading railcars is a good idea;
- Stated that two to four railcars could be contained in the building and 191 railcars containing chlorine would be stored onsite outside the building;
- Commented on a chlorine leak in 2016 in West Virginia, stating that they used the same type of building to load railcars as in the proposal and that the railcar leaked its contents after it had left the site, causing a mass evacuation event; and,
- Opined that the biggest threat to the District is railcars full of chlorine shipped through the municipality and region.

5.9. Colin Armstrong:

- Spoke in opposition to the proposal;
- Advised that he is a chemical engineer with AcuTech, stating that AcuTech is a global leader in the management and assessment of risk for hazardous chemicals and is lead author of guidelines for chemical transportation safety;
- Provided his qualifications as an expert in the field, including risk assessments and involvement with incidents;
- Commented on risk analysis and how the risks are presented by Chemtrade;
- Stated that it is important to assess the consequences of a risk rather than the likelihood of an incident;
- Advised that he reviewed the report and assessed risks beyond the study to include railcars travelling through the metropolitan area with some travelling to a bleach plant in Langley and others to the United States;
- Stated that modelling shows the potential consequence of a release in transit would be a large gas cloud with up to 2,000 fatalities up to four kilometres from the release;
- Acknowledged that a railcar is unlikely to leak, noting that the possibility of a leak exists;
- Referred to previous incidents involving fatalities, including an explosion in the Port of Jordan in 2022;

- Advised that he performed a QRA based on accident statistics from the Transportation Safety Board of Canada using the same risk criteria as BakerRisk and found a significant number of schools, daycares, and nursing facilities within an intolerable risk area along the transportation route from the Chemtrade site to Langley; and,
- Stated that risk mitigation must be implemented and that proposed mitigation at the facility only is not adequate.

5.10. Jess Conard:

- Spoke in opposition to the proposal;
- Played a video showing a train derailment and health impacts of a release of vinyl chloride in East Palestine, Ohio;
- Advised that she is a resident of East Palestine and was affected by the derailment;
- Noted the cause of the derailment was ruled to have been mechanical and stated that train derailments are frequent in the United States and Canada;
- Urged Council to defer or deny the rezoning application;
- Advised that she founded Rail Watch;
- Stated that there is a derailment involving hazardous materials in Canada every four days;
- Stated that chlorine is shipped in the same type of railcar that cracked in the East Palestine derailment and released a full railcar of chlorine and opined that it is a matter of when, not if, one will crack;
- Stated that containment of the new type of railcar is less effective as the temperature drops;
- Commented on the practice of extending the life of railcars to 50 years and opined it was an economic rather than safety-based decision;
- Noted that safety of the materials outside of the facility site is important to consider;
- Stated that chemical exposure can cause many different physical ailments and injury;
- Stated that the proposal is to transport a chemical weapon used in World War One through the District;
- Compared improvements to railcars to the addition of filters to cigarettes; and,
- Recommended removing the hazard entirely.

5.11. Jennifer Law:

- Spoke in support of the proposal on behalf of the Port;
- Stated that Chemtrade has been a responsible tenant at the site for several decades and have made significant investments in safety improvements over that period to meet or exceed industry standards;
- Commented on Chemtrade's role in ensuring safety of Canada's drinking water;
- Stated that the Port executed a Letter of Intent to extend Chemtrade's lease from its current expiry in 2032 to 2044, subject to District rezoning;

- Stated that the Port requires removal of chlorine manufacturing facilities by 2030 and this requirement is in their lease; and,
- Noted that there are inconsistencies with leases due to historical agreements and that the Port is working to align agreements with the Port's land use plan.

5.12. Griff Marshall:

- Spoke in support of the proposal;
- Advised that he is a Lynn Valley resident and has experience with the chemical industry, not specifically with chlor-alkali;
- Opined that the District needs industrial use as part of the community, noting that businesses provide services and employment;
- Noted that Chemtrade is a longtime employer in the District, manufacturing materials for domestic use;
- Noted that Chemtrade supplies 70 percent of the chlorine in western Canada and 40 percent of the total supply in Canada;
- Expressed concern that the alternative would be importing chlorine from the United States, noting the current political climate;
- Noted the facility's safety record;
- Stated that the facility follows guidelines for safety and, if their proposal is approved, the company intends to spend 50 million dollars on upgrades, including containment for railcar loading;
- Opined that upgrades and new procedures would reduce the risk of a large volume release with the proposed upgrades;
- Advised that Chemtrade and other industrial businesses in the area support regular communication with the community through the Community Advisory Panel (CAP), which is open to the public, noting that he participates in their meetings;
- Encouraged members of the public to attend CAP meetings, noting they discuss industrial activity in the area, including safety performance and planning, and opined that discussion and debate in an open forum is a better way to reach understanding than reacting to concerns that may be based on partial or incorrect information;
- Opined that the proposal would have a positive impact on taxes and jobs in the District and help western Canada be self-sufficient; and,
- Encouraged anyone with concerns to engage directly with Chemtrade.

5.13. George McKay:

- Spoke in opposition to the proposal;
- Advised that he lives on Dollarton Highway approximately two kilometres from the site and at the same elevation of the site;
- Advised that his parents tried to have the chemical plant removed from the site in the 1980s;
- Opined that the operation of a chlorine plant at the site is not in the community's interest and that the use is not compatible with nearby residential use;
- Recommended remediation and redevelopment of the site to accommodate housing or light industrial use;
- Opined that this would be a better use for the site and would generate more revenue than heavy industrial use;
- Recommended moving chlorine production somewhere near fewer residential properties;
- Opined that if the federal government does not want the use on their land that the land use should be changed;
- Opined that the District is not responsible for providing a space for the use and that if it is needed, it should be on federal land; and,
- Stated that the application is an opportunity for the District to take action.

5.14. Rick Hind:

- Spoke in opposition to the proposal;
- Advised that he has worked on environmental issues with Greenpeace and others for the past 30 years, starting with the incident at the Union Carbide facility in Bhopal, India;
- Stated that the incident in Bhopal was predicted by reporters and that a similar facility in West Virginia had a near miss a year later;
- Opined that safety claims are overconfident or dishonest;
- Noted that facilities are run by humans and mistakes are possible;
- Advised that he worked with the United Nations regarding a chlorine international treaty and with legislators and the Environmental Protection Agency in regulatory policy in the USA;
- Noted that railroad safety and security legislation work was undertaken in 2006 and that the September 11, 2001 attacks showed that rail safety is a security issue;
- Stated that the security assessment should take into account a potential intentional attack by bad actors;
- Recommended that a comprehensive assessment of response capacity be required, including how many firefighters and hospital space would be needed to respond to an incident;
- Expressed doubt that any community would be prepared to respond to a chlorine release;
- Commented on the alternative proposal presented by another speaker;

- Expressed concern that bad actors could present a risk intending to hurt and kill people; and,
- Encouraged Council to deny the proposal and Chemtrade to produce a safer alternative to chlorine.

5.15. Peter Teevan:

- Advised that he is a local resident;
- Stated that he has concerns with the proposal;
- Noted that he has attended Public Information Meetings for the project;
- Stated that he is not concerned about the safety of operations within the facility;
- Stated that he trusts Chemtrade and does not trust CN Rail;
- Opined that the rail crossings at Mountain Highway and Riverside Drive are not controlled or well maintained, noting heavy traffic in both areas;
- Stated that in the list of rail incidents in Canada resulting in injuries or deaths on Wikipedia, CN Rail was involved in all but three events;
- Reviewed data from software used to predict the effects of a heavy truck puncture of a railcar at Riverside Drive;
- Showed the affected areas in summer and winter wind conditions;
- Commented on the hydrogen facility next door to the Chemtrade facility, stating that chlorine and hydrogen combine to form hydrochloric acid;
- Noted that the Port requires removing the use from their land by 2030; and,
- Stated that the staff report says the proposal is consistent with the OCP and opined that the use is forbidden by the OCP.

5.16. Eric Godot Andersen:

- Advised that he would like to reconsider his position on the matter due to what has been presented at the hearing and would not use his speaking time.

The hearing recessed at 9:07 p.m. and resumed at 9:20

5.17. Dave Montgomery:

- Advised that he is the principal consultant from Risktec on the project; and,
- In response to a question regarding Ricktec's experience, confirmed that Risktec has completed several QRAs internationally since 2004 and specifically in Canada since 2010, including chlorine facilities.

5.18. Henry Gend:

- Spoke in support of the proposal;
- Advised that he is a longtime District resident currently living in the Dollarton area and a retired professional engineer, noting that he has no connection with Chemtrade;
- Advised that he was an engineer at the site for the companies that operated the facility prior to Chemtrade;

- Stated that he participated in nearly every project during his time at the plant, including modernization projects;
- Opined that the proposal is an excellent plan to improve safety and clean up the site, as well as remove obsolete equipment and buildings;
- Commented on the safety record of the facility, noting there have been no major accidents or injuries and that nothing beyond the site has been affected; and,
- Recommended that Council approve the proposal as it would further improve site safety.

5.19. Rob Inman:

- Advised that he is a longtime resident of North Vancouver and owns buildings near the site;
- Stated that he is impressed with the expertise of the professionals involved in the project and with leadership at DNVFRS;
- Questioned whether he should sell his properties;
- Noted that trains sound their horns at the intersection at Riverside Drive, there are crossing lights, and that trains travel at a slow speed through the intersection;
- Stated that new construction will likely be consistent with earthquake standards;
- Commented on incidents in 1993 at the site when it was operated by Hooker Chemicals, including a chlorine leak that occurred while a railcar was being filled, noting that two workers from the plant inhaled chlorine gas and did not return to their jobs and another had long-term health impacts;
- Noted that he received information from the company after the incidents on what to do in an emergency; and,
- Requested written information for him and his tenants, noting there are many new buildings in the area, noting that he had not heard the siren tested at the site in some time.

5.20. Corrie Kost:

- Spoke in opposition to the proposal;
- Advised that he is a longtime District resident, and has a PhD in physics;
- Noted that he has attended the majority of Council meetings held for the last 40 years;
- Provided binders of historical materials regarding the site;
- Stated that the plant has had no serious releases since it started operating in 1957;
- Opined that if a new facility were proposed for the site today, it would be rejected by all levels of government;
- Opined that the future of vision for Maplewood Village Centre cannot be realized as long as the facility exists;
- Opined that taxes and fees should not be considered in the decision on the matter;
- Opined that safety is more important than money;

- Opined that the facility's 300 million dollar liability insurance in the 1990s should be approximately one billion dollars today and if they do not have that level of insurance, it shows the risk involved;
- Noted that the proposed bylaw does not have an expiry date for the production of chlorine on the site;
- Opined that the rezoning would not be reversible and is not advisable;
- Stated that there are no other chlorine plants anywhere else in the world as close to residential housing;
- Stated that the BakerRisk report shows the 10^{-6} contour does not lie within boundary of site; and,
- Stated that one of the requirements in other jurisdictions including Melbourne, Australia is that the 10^{-6} risk contour is within the boundary of the property.

5.21. Michael Graveson SPEAKING FOR A SECOND TIME:

- Stated that railcars called empty are not completely empty, holding an average of two to three tonnes of chlorine, and are treated as full by emergency responders;
- Opined that the applicant should not claim they are reducing onsite storage;
- Stated that Chemtrade is the largest producer of chlor-alkali in Canada because a larger supplier's plant blew up due to a hydrogen leak;
- Opined that the proximity of loaded railcars is a hazard;
- Stated that the applicant acknowledged that bleach is used as a disinfectant;
- Noted that bleach is produced in Coquitlam and Langley;
- Questioned why the applicant does not produce bleach on the site instead of shipping chlorine to bleach producers; and,
- Stated that he is not advocating for complete closure of the facility.

5.22. Rick Hind SPEAKING FOR A SECOND TIME:

- Opined that if a security assessment had not already been conducted, a vulnerability assessment for cyber and physical attack should be required;
- Expressed concern regarding threats from artificial intelligence;
- Stated that in 2006 railroads claimed that they were unable to get liability insurance for toxic inhalation hazard (TIH) railcars;
- Stated that a worst-case scenario would be more severe in an intentional attackand that railroads are highly vulnerable to attack;
- Stated that there is a high potential for fatalities for a rail incident although the likelihood is low; and,
- Expressed concern regarding the reliability of rail travel and the potential for more than one railcar to be involved in an incident.

5.23. Jess Conard SPEAKING FOR A SECOND TIME:

- Advised that two benzene residue railcars derailed in her community, noting that a residue railcar is one that contains a substance and is not completely full;
- Stated that she sheltered in place for four days, noting that shelter-in-place requires staying indoors with windows closed and ventilation, heat, and air conditioning off and that it is not comfortable;
- Noted that people who rely on delivery services and medical services were negatively impacted; and,
- Advised that she had health issues despite following the guidelines to shelter-in-place.

5.24. Colin Armstrong SPEAKING FOR A SECOND TIME:

- Opined that the BakerRisk report did not assess the worst-case scenario and did not show the area that would be affected;
- Stated that the report did not include an assessment of the impacts of a full railcar release, only the risk;
- Showed the map reviewed during his previous speaking time showing the area potentially affected by a railcar release between the facility and the bleach plant in Langley;
- Reiterated that the BakerRisk report did not assess risk beyond the site;
- Stated that the BakerRisk report did not take the hydrogen facility adjacent to the site into account;
- Disagreed with the report's assessment that the blast wall would mitigate risk, noting that he had not reviewed the hydrogen facility's QRA and that he is considered an expert in hydrogen facilities;
- Reviewed the map of daycares and schools near the rail route to the bleach production facility presented during his previous speaking time and reiterated points regarding risk to the daycares, schools, and medical facilities in the event of a release along the rail route;
- Stated that on-site production has acceptable risk but risk outside the site during transportation does not;
- Opined that risk mitigation measures are required;
- Stated that the industry has moved to using bleach; and,
- Reviewed the hierarchy of controls, noting that elimination of a risk is the most effective and opined that the engineering and administrative controls proposed are not as effective.

5.25. Peter Teevan SPEAKING FOR A SECOND TIME;

- Questioned if seismic activity was included in risk assessments for the site;
- Provided a 2015 Department of Natural Resources map showing the site is at high risk for earthquakes;
- Questioned the level of confidence regarding earthquake safety at the nuclear site at Fukushima, Japan;

- Opined that the risk is similar for the subject site;
- Quoted a bible verse regarding foreseeing danger and taking precautions;
- Questioned the possible impact of a railcar incident in the District outside of the facility;
- Noted that the proposed bylaw amendment includes transportation of liquid chlorine and recommended Council consider the risk;
- Questioned how many people were killed or injured in chlorine accidents over the past 50 years versus in bleach accidents;
- Questioned why the focus is on liquid chlorine if water treatment uses bleach;
- Compared the hazard warnings for liquid chlorine and bleach;
- Reviewed a Metro Vancouver Seymour Water Filtration Plant brochure from 2016, noting that it includes water treatment with bleach;
- Questioned why the word chlorine is shown in brackets below sodium hypochlorite on the brochure and opined it is disinformation;
- Opined that the province and Metro Vancouver are placing the risks and costs on the District for something that benefits others; and,
- Opined that Metro Vancouver is spreading misinformation and disinformation.

5.26. Corrie Kost SPEAKING FOR A SECOND TIME:

- Reiterated points regarding the proximity of the facility to housing, the risk contour not contained within the site boundary, and requirements regarding risk contours that must not be outside the site boundary in Melbourne, Australia;
- Opined that similar requirements should apply to the facility as in Melbourne;
- Referred to previous studies of the site;
- Stated that the risk to the site in an earthquake has not been assessed;
- Stated that shelter-in-place is not effective in an earthquake as windows in residences would be broken;
- Opined that an earthquake is the most likely scenario and would impact the chlorine facility, hydrogen facility, or both;
- Stated that chlorine only has a small part in water safety; and,
- Stated that UV and bleach and maybe a small amount of chlorine are used in water treatment.

The hearing was adjourned due to time constraints prior to the completion of the speaker's remarks. Mayor Little advised that Corrie Kost would be permitted to continue speaking when the hearing reconvened on February 25, 2026.

6. QUESTIONS FROM COUNCIL

Do we know why the Port is requiring removal of chlorine manufacturing facilities on their land by 2030?

In response to the question from Council, the applicant advised that an answer had been provided by speaker Jennifer Law and that the Port is moving to remain within their land use mandate.

Mayor Little added that the Port is removing all manufacturing processes on all their sites to allow for more trade-enabling businesses and industries.

Have accidents involving chlorine leaks occurred at this site in the past? Has this led to death or injury at this site in the past?

In response to the question from Council, the applicant advised that there has never been a fatality on the site as a result of any chemical exposures, including chlorine. The applicant noted that there have been minor injuries treated by first aid due to small releases on site, with workers able to return to work following treatment with oxygen.

How many loaded railcars would typically be on site at one time?

The applicant advised that they are restricted to 32 railcars on site, noting that a speaker referred to a significantly higher number that was inaccurate.

Has staff compared the relative risk of one static tank versus multiple loaded railcars? Did the QRA evaluate only on-site risk, or did it also include transportation risk along the rail corridor?

In response to the question from Council, staff advised that there has been no analysis performed by District staff and referred the question to the applicant team. The applicant's consultant from BakerRisk advised that their scope of work was the facility site and they did not review risks for rail transportation off-site.

What are the additional risks in regard to adding a hydrogen plant next door and an increase in population, representing doubling of the previous density, that was not there when the last rezoning and risk assessment was done?

In response to the question from Council, the applicant's consultant from BakerRisk advised that population density is not part of MIACC guidelines and that they did not review offsite impacts of hydrogen. It was noted that they reviewed the QRA for the hydrogen facility at the adjacent site and, if the recommendation to add a blast wall to that site has been followed, there should be no risk.

Are we recording the presenters' questions as they are part of the record and will the questions be answered?

In response to the question from Council, staff advised that all questions would be recorded but they would only respond to questions from Council.

What resources are required to train and create exercises to emergency situations in the surrounding area, who is responsible for the resident and business community in regard to how to shelter-in-place, and what is the evacuation plan in a worst-case scenario, whose responsibility and who will pay for this program? Where is the plan?

In response to the question from Council, staff advised that the staff presentation included the information regarding the established community safety protocol in the event of an incident. Staff noted that emergency planning is a coordinated responsibility, including Chemtrade's on-site emergency response plan, training, and exercises, of the DNVFRS and NSEM oversight of broader community safety coordination and notification systems. Public shelter-in-place instructions would be communicated through established alert systems and other actions such as evacuation, if required, would be coordinated by incident command based on real-time conditions.

Can we learn more about Baker Engineering and Risktec's experience and record in risk assessment? Do they have experience in the assessment of risk of similar plants (chlorine) in other locations?

In response to the question from Council, the applicant's consultant from BakerRisk advised that BakerRisk performs risk assessments for a variety of industries across all chemical industries, including several manufacturers of chlorine. Staff noted that Risktec is a reputable firm based in Calgary.

If the rezoning is granted, what restrictions will Chemtrade be under in terms of level of production of liquid chlorine? Would they be able to expand production and shipments?

In response to the question from Council, staff advised that the proposal is not to increase production and that legal instruments including the development permit and a covenant on title would restrict production and shipment.

Although rezoning would be enduring, what would happen if the Port decided to not renew the lease with Chemtrade after Dec 31, 2044?

In response to the question from Council, staff advised that the lease is within the Port's jurisdiction and that the facility could not operate without access. The applicant confirmed that they could not continue to operate without access.

I would like to consider how we could align with the Port's lease agreement [in terms of the zoning]?

In response to the question from Council, staff advised that the proposed rezoning of the site would allow the use and, if the zoning for the site changed at a later date to prohibit the use, it would become existing non-conforming and could continue. Staff noted that there would be no direct mechanism for the District to align the site's zoning with the Port's lease agreement.

Other municipalities such as Coquitlam have converted their water treatment facilities to using bleach instead of chlorine to reduce the risk to the community. The North Shore Wastewater Treatment Plant (NSWWTP) will NOT be using Chlorine or bleach and instead using an ultraviolet (UV) process - also to reduce risk. Why isn't Chemtrade using newer technologies that are safer than liquid chlorine? What would be the difference between potable water disinfecting versus wastewater disinfecting.

In response to the question from Council, staff advised that disinfecting potable water and wastewater is different and that UV treatment is suitable for wastewater but does not provide a residual disinfection system. Staff noted that municipalities use bleach for drinking water, which requires chlorine to produce, making chlorine necessary upstream in the supply chain.

The applicant advised that most municipalities use bleach for drinking water. The applicant noted that bleach is made from chlorine, caustic soda, and water and bleach cannot be produced without chlorine. The applicant noted that most municipalities use bleach and reiterated that chlorine is used in its production. The applicant advised that bleach breaks down over time and with exposure to temperature, so is produced locally for municipalities due to these limitations as it no longer works when it breaks down.

Mayor Little clarified that the NSWWTP does not use UV treatment and that potable water filtration includes UV. Mayor Little provided the Seymour Capilano Filtration Plant as an example, where the final treatment stage includes uses both UV and chlorine. Mayor Little further advised that the NSWWTP uses cellular membrane and biofilter technology.

If bleach is safer overall, why doesn't Chemtrade either consider or use a process that involves converting chlorine to bleach?

The applicant advised that they could not share trade information as there were competitors at the public hearing, noting that limited bleach production at the site was under consideration and the limitation would be based on the distance bleach could be shipped without breaking down. The applicant advised that they could not meet their current clients' needs in Canada or the USA if they converted their operation to the production of bleach. It was further noted that if they produced bleach rather than shipping liquid chlorine to bleach plants, it would change transportation of their product from 1,000 railcars of liquid chlorine

to 70,000 to 100,000 truckloads of bleach per year, significantly increasing truck traffic in North Vancouver.

The consultant from BakerRisk described the "worst case scenario" would be the full release onsite of Liquid Chlorine (LC) from a railcar. Would an even worse situation be, during a massive earthquake, that there was full release of LC from a railcar as well as leaks from other loaded railcars that are waiting to be transported?

In response to the question from Council, the applicant's consultant from BakerRisk advised that simultaneous release from multiple railcars release would likely impact a larger area, but the risk is significantly lower and considered so remote, it was not included.

What is the applicant's response to the argument they could produce bleach instead of chlorine?

In response to the question from Council, staff referred to the answer provided by the applicant earlier in the public hearing.

The point is that other water treatment needs, such as wastewater, are not using chlorine either. How many water treatment plants in Canada use chlorine gas, in terms of liquid chlorine, chlorine gas and hypochlorite? Metro uses the latter, please confirm the difference.

In response to the question from Council, the applicant advised that Metro Vancouver uses bleach and that chlorine produced by Chemtrade used to produce bleach.

Will Chemtrade be using the "newer" reinforced railcars? If so, how many and how many fully loaded cars would be on site at any given time?

In response to the question from Council, the applicant advised that all railcars are mandated to be the new type by January 1, 2028 and approximately half of their fleet already meets the new requirements. The applicant noted that the maximum number of loaded railcars on site is 32.

What safety controls remain within the District's authority once chlorine leaves the site? What sort of exercises has NSEM run for a chlorine release?

In response to the question from Council, staff summarized the response from DNVFRS that they have a collaborative response alongside their partners at the City of North Vancouver Fire Department. Staff reviewed the emergency response plan (ERP) for the site, which covers different scenarios including catastrophic chlorine release. Staff noted that key components of the ERP include training and preparedness, regular review and practice of safety processes, tabletop exercises simulating emergency scenarios, and full-scale facility-side exercises to test and update ERP effectiveness. External notification procedures include an immediate 911 call by staff, notification of NSEM to activate the Alertable public alert

system with detailed instructions and information on the nature of the incident, shelter-in-place steps, and instructions shared with first responders, and posted on Chemtrade's social media. Notification also includes direct telephone calls to local First Nations, immediate neighbours, and all levels of elected officials. Incident response procedures include establishment of Chemtrade's incident command centre and activation of their CHLOREP team, contractors and consultants, use of emergency modelling software to predict release impacts and share real-time data with first responders. The resumption of joint emergency exercises has been identified as a priority by Chemtrade and DNVFRS and is planned for Fall 2026. Site tours were provided to Fire Department members in 2024 and 2025 to familiarize members with risks. Chemtrade and CN Rail commitment to ongoing product-specific training including liquid chlorine response. Flowchart and a detailed response are in the public hearing binder.

Can we ask for all presentations from members of the public?

In response to the question from Council, staff advised that the presentations that were emailed to input@dnv.org would be included in the public hearing materials and encouraged presenters to provide their materials prior to the close of the public hearing.

Why is the Port's lease limited to 2044 and why do they want the removal of the facilities from the Port property, is it to avoid liability?

In response to the question from Council, staff advised that the Port is focussing on their mandate and permitted land uses related to trade and shipping.

Has the potential significant increase in residential density of the Addition to Reserve on Dollarton Highway been considered in the risk assessment by Risktec, BakerRisk or the District?

In response to the question from Council, staff advised that information regarding the proposed future use of lands near the site is publicly available in the District's OCP and is part of the calculation of risk.

Staff advised that they have considered the risks and that there have been a number of MIACC assessments, including one in the Maplewood Plan. Staff noted that the applicant's revised MIACC assessment would be used by staff for future land use decisions if the application is approved.

What exactly is the Port leasing to Chemtrade? What is the legal liability to the District in regards to a catastrophic release? Is it the reason the Port wants the production and storage removed from its property? If not, what is it then?

In response to the question from Council, staff advised that matters regarding liability and risk would ordinarily be discussed in-camera. Staff noted that there is statutory risk reduction

in the *Local Government Act* regarding Council's decisions on rezoning or issuance of permits, Council has a core policy decision-making role and has mitigated liability for core policy decisions, and staff recommend that, if the project is approved, save harmless and indemnity clauses be included in conditions attached to the property in a covenant.

Is there any direct compensation offered to the District of North Vancouver (other than normal property taxes) for approval of this project?

In response to the question from Council, staff advised that the application fee would be the only other revenue received for the project.

Can DNV hire a consultant to do a robust, independent review of Chemtrade's operations and safety? The RiskTec report only reviewed the results of Chemtrade's safety report.

In response to the question from Council, staff advised that the standard approach is for the applicant's consultant to complete the report and to have their report peer reviewed.

Have the risk assessments considered security issues?

In response to the question from Council, staff advised that the QRA primarily assesses accidental release and that security threats are reviewed using another framework. The applicant's consultant from BakerRisk advised that staff's summary is accurate and that security is analyzed in a separate process known as a security vulnerability analysis, which has not been conducted for this project.

Is the production and shipping of liquid chlorine the only profitable way for Chemtrade to operate an industrial plant on this land? Is there not a business case to operate a plant that does not present the same level of risk and produce alternatives?

In response to the question from Council, the applicant advised that they are reviewing opportunities for other technologies that would reduce the amount of liquid chlorine shipped from the site. The applicant noted that the business cases for these technologies are on hold as they would not completely replace the production of liquid chlorine at the site.

Has there been any assessment regarding our personnel capacity to handle varying degrees of accidents?

In response to the question from Council, staff advised that the risk response plan for DNVFRS in the public hearing materials provides the requested information.

How many railcars are allowed on the site?

In response to the question from Council, the applicant advised that 32 railcars of liquid chlorine may be on site and that there is no limit to the number of railcars containing other products.

Can staff provide a log of exercises over the last 5 years based on emergency response and training for local business and residents, how often it occurs, who provides the training, and who pays for the cost of the training?

In response to the question from Council, the applicant advised that the facility is mandated to perform a full-scale exercise every five years and has performed a full-scale exercise every two years for the past six years. These exercises involve the entire operation as well as outside parties. The applicant noted that tabletop exercises with staff and consultants are required once per year and are currently held once a month.

Is a blast wall being included in HTEC's development?

In response to the question from Council, staff advised that a development permit for the HTEC site was issued in spring 2025 and a building permit application has not been received. Staff noted that this information would be included in the final design and the regulatory requirements at the building permit stage. Staff noted that they would ensure appropriate safety measures are implemented based on recommendations of the final QRA for the site, which may include a blast wall.

Our GEOweb aerial photos show hundreds of railcars on Chemtrade's site, can they advise given the 32 number?

In response to the question from Council, the applicant advised that there are approximately 260 railcars on site, many of which are empty and others contain other substances produced at the site. The applicant reiterated that 32 railcars of liquid chlorine are permitted on the site. The applicant noted that they track what is in each railcar on site.

Chemtrade's chlorine goes to a bleach plant. Where are those bleach plants?

In response to the question from Council, the applicant advised that they have customers across Canada and the United States and declined to provide a specific list due to the presence of competitors at the public hearing.

What year was the Chemtrade and BakerRisk assessment report completed?

In response to the question from Council, staff advised that the QRA was completed in September 2025 and the peer review in December 2025, with final revisions and comments completed in February 2026.

This rezoning is in perpetuity but water access is only until 2044? What happens then?

In response to the question from Council, staff advised that if the lease is not extended, operations at the site would not be possible.

Is there still a siren or alarm at the site or do they rely on Rapid Notify for alerting the neighbors?

In response to the question from Council, the applicant advised that there is an alarm on site and it is tested every Tuesday.

What insurance protections are in place for on site and off-site risk?

In response to the question from Council, the applicant advised that the site has insurance and that they would need to check with the team regarding the specific details and could report back.

Please confirm the training and education for the community and surrounding businesses and homes, how is the surrounding community advised as to what to do in an event?

In response to the question from Council, staff advised that there ongoing community coordination and education as well as a Community Advisory Panel, instructions regarding shelter-in-place procedures, and covenants for developments in Maplewood to ensure future residents are informed about shelter-in-place procedures. Staff noted they could provide additional clarification prior to consideration of second reading of the bylaw.

At 10:29 p.m. Council considered extending the meeting past 10:30 p.m.

MOVED by Mayor LITTLE
SECONDED by Councillor BACK
THAT the February 24, 2026 Public Hearing regarding Bylaw 8778 is authorized to continue beyond 10:30 p.m.

CARRIED
Opposed: Councillors Hanson and Mah

7. COUNCIL RESOLUTION

MOVED by Mayor LITTLE
SECONDED by Councillor BACK
THAT the February 24, 2026 Public Hearing regarding Bylaw 8778 is adjourned and will reconvene on February 25, 2026 at 7:00 p.m. in Council Chambers of District Hall at 355 West Queens Road, North Vancouver, B.C.

CARRIED
(10:59 p.m.)

The Public Hearing reconvened in the Council Chambers of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Wednesday, February 25, 2026 at 7:01 p.m.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri (via Zoom)
Councillor Catherine Pope

Staff: Mike Fox, Chief Administrative Officer
Dan Milburn, General Manager – Planning, Properties and Permits
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Yan Zeng, Manager – Development Planning
Cheryl Archer, Confidential Council Clerk
Afrooz Fallah, Planning Assistant – Development Planning
Amanda Day, Administration Clerk

Also in Attendance: Naser Badri, Technical Specialist, RiskTec
Raman Batra, Vice President – Electrochem, Commercial, Chemtrade
Dale Bossons, Vice President – Electrochem Manufacturing, Chemtrade
Fareed Ebrahim, Senior Technical Advisor II, Chemtrade
Alex Fergusson, EIT – Process Safety Group, BakerRisk
Blair Hetherington, Emergency Response System Manager, Chemtrade
Amy Jonsson, Director – Corporate Communications, Chemtrade
Alvin Loh, Site Director, Chemtrade
David Montgomery, Principal Consultant, Risktec
Bryan Ritchey, Senior Project Manager, Chemtrade
Alan Robinson, Group Vice President – Commercial, Chemtrade
Drew Somerville, Project Manager, Chemtrade

Mayor Little advised that the purpose of the reconvened Public Hearing was to receive further input from the community on Bylaw 8778 and reviewed the established rules of the meeting.

Mayor Little restated that the Public Hearing was convened pursuant to Section 464 of the *Local Government Act.* Members of Council, staff, and the public participated in person and via Zoom and the Hearing was being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

Mayor Little stated that:

- The opportunity to be heard or provide written submissions was accommodated by speakers having signed up in advance, the details of the Zoom meeting having been provided on the District's website and in the notice of public hearing, and the acceptance of written submissions up until the hearing was closed;
- Speakers would be called from the established speakers list, starting with the person who was speaking at the time the hearing was adjourned on February 24, 2026, followed by those who had signed up to speak since the hearing was adjourned. At the end of the speakers list, the Chair would call on speakers from the audience;
- Each speaker would have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wished to speak had spoken once, speakers would then be allowed one additional five-minute presentation;
- Any additional presentations would be allowed at the discretion of the Chair;
- Speakers were reminded to refrain from repeating information from their previous presentations and to ensure all comments remained focused on the bylaw under consideration;
- If a written submission was provided, speakers were asked not to read the entire submission, noting that they could provide a summary or briefly reiterate the highlights;
- All members of the audience were asked to be respectful of one another as diverse opinions are expressed, noting that the meeting was an open and impartial forum for Council to hear everyone's views;
- Council's role at Public Hearings is to listen to the public, not to debate the merits of the bylaw;
- Council may ask clarifying questions during Public Hearings;
- A binder containing documents and submissions related to the bylaw is available for review in hard copy and online;
- Speaking opportunities would be provided for everyone who wished to provide input and the meeting would be continued on a third night, if required;
- At the conclusion of the public input Council may request further information from staff, which may or may not require an extension of the meeting, or Council may close the meeting, after which Council should not receive further new information from the public.

5. REPRESENTATIONS FROM THE PUBLIC (continued)

5.26. Corrie Kost SPEAKING FOR A SECOND TIME (continued) and SPEAKING FOR A THIRD TIME:

- Stated that there is no assessment for a more serious event such as a major earthquake and expressed concern regarding the impact to the facility;
- Opined that liquid chlorine plays a small role in drinking water safety;
- Stated that most drinking water is treated with bleach;

- Opined that shelter-in-place is not a suitable response to an earthquake, noting that windows may break;
- Opined that the Lynn Creek Town Centre would have a chlorine gas cloud;
- Requested information on insurance;
- Requested information on small and large releases and opined that small releases over a period of years can cause major impacts;
- Stated that he is opposed to a chlorine plant being located near a residential area;
- Questioned why the facility is permitted if safety is a priority;
- Opined that money and employment are more important than safety to the District;
- Commented on population growth near the facility since it was originally constructed;
- Acknowledged that safety measures have improved and opined that they are still not adequate;
- Questioned how a power outage would impact the systems in the facility during a chlorine release;
- Questioned how sensitive the mapping of the risk contours is to specific locations of residences and public spaces to ensure risk thresholds are not exceeded;
- Questioned who would be responsible if the study proved to be inaccurate in the future;
- Acknowledged the facility's safety record and expressed concern regarding the risk of earthquakes and the data on which the risks have been assessed; and,
- Stated that if the risk probability has been understated, the risk contours are not accurate.

5.27. Robyn Kinsley SPEAKING FOR A SECOND TIME:

- Advised that of more than 1.9 million hazardous material shipments in Canada and the USA in 2024, 55,000 of which were classed as TIH shipments and more than 65 percent of which were transported in the upgraded railcar design, there were 45 hazardous material railcar incidents rated as serious with no injuries or fatalities;
- Stated that the last chlorine release due to a railcar incident was in 2019 with 0.003lb released and there were no injuries;
- Noted that the last serious chlorine release rail accident resulting in a fatality was in 2005 and, as a result of the incident, major safety improvements were implemented for railcar design, regulations, and operations;
- Stated that the rate of chlorine rail incidents as of 2024 was less than one 100th of one percent;
- Noted that of 20 million chlorine shipments by rail over past 20 years in the USA there has been one fatality caused by derailment involving flammable materials;
- Opined that the probability of a release of chlorine during rail shipment is extremely low and that rail is the safest and most reliable method of land transportation of chlorine; and,

- Compared the equipment and conditions involved in the derailment in East Palestine, Ohio with those in use for chlorine shipments, noting that the train was travelling faster than the maximum speed permitted for trains carrying chlorine though Vancouver, and although the railcars carrying vinyl chloride monomer were an older design not used for chlorine shipment, they remained intact in the derailment, the railcars carrying flammable material that were punctured in the derailment resulting in a large fire are no longer permitted to be used for those materials, and that the release of vinyl chloride monomer was the result of a response decision to avoid leaving the railcars in proximity to the fire.

5.28. Andrea Akelaitis:

- Advised that she is legal counsel for K2 Pure Solutions, experienced in environmental law, and a resident of North Vancouver;
- Stated that municipalities have challenges balancing environmental concerns, safety, and supporting industry; and,
- Recommended the District consider deferring and amending the bylaw to allow production on the condition that they phase out shipping.

5.29. Peter Teevan SPEAKING FOR A THIRD TIME:

- Expressed concern regarding the risk of earthquakes, noting the District is within the Pacific Ring of Fire and stated that there is frequent seismic activity;
- Commented on the public hearing process and purpose;
- Opined that information from the previous night showed that the QRA did not address a worst-case scenario, including seismic activity, the hydrogen facility at the adjacent site, an accident off-site, sabotage or act of war;
- Commented on the changes to the municipality since the facility opened in 1957, including population and land use;
- Questioned if it makes sense to produce a hazardous material in an urban area;
- Stated that when development proposals have come forward in the area, the District staff has advised that the plant is shutting down in 2030;
- Opined that the public will have been gaslit if the proposal is approved;
- Stated that he had warned that the business would not shut down during previous development application processes;
- Questioned how many decisions have been made under the current OCP for developments in the area based on a projected end date of 2030 for chlorine production at the facility;
- Questioned if there was a report from the DNVFRS Fire Chief; and,
- Opined that the public hearing could not be closed unless Council rejects the proposal.

5.30. Jess Conard SPEAKING FOR A THIRD TIME:

- Accused the Chlorine Institute of providing inaccurate information in their presentation;
- Stated that she has lived through a derailment and has spent three years studying related documents, including the National Transportation Safety Board (NTSB) report on the incident;
- Advised that she has travelled to many communities to speak on the issue;
- Questioned the decision to limit the safety assessment to the site;
- Commented on the impact of the vinyl chloride spilled in the derailment in East Palestine;
- Expressed support for the applicant considering alternative products;
- Questioned why the applicant is pursuing alternatives if liquid chlorine is safe;
- Questioned if Council would find an incident or derailment acceptable, who would be affected, the cost of clean up, impact on property values, and insurance claims;
- Questioned if the District is indemnified;
- Stated that the facility does not need to close and that she respects the company; and,
- Recommended amending the proposal to phase out the shipping of chlorine.

5.31. Michael Graveson SPEAKING FOR A THIRD TIME:

- Stated that bleach is already being shipped in trucks and opined that there would be no increase in truck traffic if the facility produced bleach instead of liquid chlorine;
- Stated that if bleach were made on site, it would require a change in logistics;
- Stated that 95 percent of the chlorine produced at the facility is shipped to the United States;
- Stated that bleach is used for water treatment and the facility produces ingredients to make bleach;
- Stated that opposition is to the liquification of chlorine, not the production;
- Stated that there are four chlor-alkali producers in Canada and most of their product is exported due to a lack of domestic demand;
- Stated that Acutech concluded that the risk of shipping liquid chlorine is not acceptable;
- Noted that a reduction of stored liquid chlorine is not proposed and that 32 full railcars would be on site; and,
- Stated that there would be an average of 159 unloaded railcars that are called empty but contain an average of two to three tonnes of liquid chlorine.

5.32. Alex Ferguson, EIT – Process Safety Group, BakerRisk:

- Stated that they used the industry average for the failure rate of containment based on a rate that includes natural hazards that are not adjusted for the specific seismic activity at the subject site; and,
- Noted that the seismic risk analysis is in Appendix F of the QRA.

5.33. Colin Armstrong SPEAKING FOR A THIRD TIME:

- Advised that Acutech wrote the standard for security risk assessments for petrochemical facilities and he is familiar with security threats for chemical facilities;
- Stated that it is standard practice to assess vulnerability to security and other threats as part of a risk assessment;
- Stated that a security risk assessment has not been provided as part of the application and that the QRA did not specifically address security;
- Questioned if a security assessment has been conducted and requested that it be reviewed or an explanation provided if one has not been conducted;
- Stated that the relocation of railcars containing chlorine during the 2010 Olympic Games in Vancouver show that they pose a security threat;
- Stated that the risk of a stored railcar breach used by BakerRisk in the QRA was in a 2006 QRA written by a third-party consultant and requested by the applicant;
- Opined that BakerRisk did not use rail safety data they would normally and used data requested by the applicant;
- Questioned if BakerRisk reviewed the original study as he did not see a reference to this in the QRA;
- Questioned how the validity of the third-party report could be verified;
- Reiterated that housing, daycares and schools are located along rail routes and opined that they are within areas of unacceptable risk.

5.34. Blair Hetherington, Emergency Response System Manager, Chemtrade:

- Commented on emergency response training provided to the community, noting that North Shore Emergency Management (NSEM) offers free training on emergency preparedness and shelter-in-place procedures and that Transcare offers free training supported by Chemtrade; and,
- Noted that the Transcare safety train is located at the facility.

5.35. Rob Inman SPEAKING FOR A SECOND TIME:

- Advised that he is a residential and commercial landlord;
- Stated that he met with all his tenants in the Riverside area and spoke with five of the largest businesses;
- Stated that no one has an issue with the facility and that they had not heard the siren that the applicant had advised is tested every Tuesday;
- Noted that there is a notification via mobile telephone for earthquakes;
- Questioned how tenants would know if there had been a spill at the facility, particularly those with loud equipment in use;
- Stated that the horn for the shift change at Sea Span can be heard up to the Blueridge neighbourhood;
- Recommended the applicant send out information and communicate what residents and businesses should do if there is an incident at the facility;
- Noted that he observed trains travelling through the area at very slow speeds; and,

- Noted that DNVFRS could be on site in a short time due to the proximity of the new firehall on Dollarton Highway.

5.36. Colin Metcalfe SPEAKING FOR A SECOND TIME:

- Referred to the District publication *When the Ground Shakes*; and,
- Stated that the level of expected damage at the site is indicated as complete in a map in the publication.

5.37. Chris Bowcock SPEAKING FOR A SECOND TIME:

- Questioned the percentage of chlorine gas and liquid produced at the facility that is used in Canada and in BC;
- Opined that reported amounts are inaccurate;
- Questioned the effectiveness of shelter-in-place as an emergency response, noting it relies on personal responsibility and that some types of buildings are not airtight;
- Stated that 90 percent effectiveness for residential buildings built to the highest standards as used for emergency training exercises;
- Stated that sealing residential buildings would be difficult for many people;
- Stated that the Acutech report shows 99 percent lethality inside a building at up to 1,200 feet, which would include up to Dollarton Highway;
- Stated exposure would still be significant if reduced by 90 percent;
- Opined that older persons and children may not be able to move quickly enough to reach shelter and that parents of children may have difficulty bringing children inside; and,
- Recommended that vulnerable persons who may need assistance to shelter-in-place are identified.

5.38. Paolo Pucci:

- Opined that the District is not prepared for a significant earthquake;
- Stated that the Cleveland Damwould collapse in an earthquake and would flood the facility; and,
- Commented on proposed residential density increases in the area.

6. QUESTIONS FROM COUNCIL

In the event of a serious chlorine rail incident here, who is legally responsible, and would the District face any financial risk before being reimbursed?

In response to the question from Council, staff advised that the land is privately owned and that Zoning decisions do not give rise to liability exposure to the District, noting that the *Local Government Act* does not allow for compensation due to loss or damages due to the adoption of a Zoning Bylaw, which limits the District's liability. Staff noted that there are risks associated with chlorine production and storage and the District would require a legal covenant to secure performance and compliance with the BakerRisk QRA and RiskTec peer

review relating to construction, production, and storage if the zoning bylaw amendment is adopted. A verification report from BakerRisk confirming the project meets the conditions in the current QRA, as well as a security vulnerability assessment prepared by a qualified professional, would be required prior to the issuance of a building permit.

Can staff provide a log of exercises over the last 5 years based on emergency response and training for local business and residents, how often it occurs, who provides the training, and who pays for the cost of the training? Please confirm the training and education for the community and surrounding businesses and homes, how is the surrounding community advised as to what to do in an event? (referred from February 24, 2026)

In response to the question from Council, staff noted that the applicant had provided a response regarding their responsibility, practices, and protocols as outlined in their emergency response plan at the public hearing on February 24, 2026 and that DNVFRS and NSEM had provided their responses to staff. DNVFRS advised that they are a key emergency response resource in case of an incident at the site and not considered a registered professional authority. During any response, DNVFRS would coordinate with Chemtrade, and CHLOREP, the specialized response team. Chemtrade would also engage contractors and technical consultant in the event on an incident and first responders would receive information in real time. Staff noted that information on DNVFRS training at Chemtrade and incident reports for the past five years are in the public hearing binder. Staff advised that NSEM has established emergency response procedures for the facility. In the event of an incident, Chemtrade staff would assess the situation in accordance with their emergency response plan, including providing a rating of the severity. Chemtrade would then provide information to NSEM, which may be issued as alerts on the Alertable app, if appropriate. Staff reviewed responses based on the level of severity, including when an Emergency Operations Centre would be required, and a description of actions taken for shelter-in-place.

What insurance protections are in place for on-site and off-site risk? (referred from February 24, 2026)

In response to the question from Council, staff provided information from the applicant, advising that Chemtrade has more than 500 million in insurance coverage with FM Global, a firm that only insures clients who are serious about engineered risk reduction and which employs engineers rather than actuaries to underwrite risk. Staff further provided that the insurer has spent considerable time at all large Chemtrade sites, including the location in the District, and has been the insurer for that site since it waws purchased in 2017.

Is the plant isolated from off-site malicious actors?

In response to the question from Council, staff advised that the applicant provided information that a cybersecurity review was completed in 2024 and layers of security have been implemented. Cybersecurity at the facility includes system firewalls, employee training,

and annual review of measures and audit. If the system were to be compromised, they have a series of e-stops that can override and shut down areas of the facility.

How long would a typical shelter-in-place order be for a ruptured Chlorine Tank Car?

In response to the question from Council, staff advised that there is no average or typical length of time, noting that the conditions of events vary based on many factors and that first responders would activate the appropriate response.

Is Sodium Hypochlorite commonly called Chlorine Bleach?

In response to the question from Council, the applicant advised that they are the same substance and it is made from chlorine, sodium caustic soda, and water. Production of chlorine is required prior to bleach production and conversion of chlorine to bleach is a simpler process that can be done on a smaller scale that chlorine production.

How was seismic activity considered in the risk assessments?

In response to the question from Council, staff provided information provided by the applicant, including that the possibility of an earthquake was included in the QRA and that risk from an earthquake was included in Appendix F of the report, using the industry average failure rate, which includes loss of containment due to natural hazards but does capture the higher-than-average seismic activity. It was noted that no release due to a seismic-initiated event was modelled as the applicant intends to address this through design of the new site, including the removal of all outdoor storage of liquid chlorine from the site.

How much of the Chemtrade liquid chlorine, chlorine gas is destined for markets outside Canada?

In response to the question from Council, staff provided information provided by the applicant that they do not disclose the exact location of their customers and confirmation that 70 percent of capacity remains in Canada.

Can DNV request a new, robust study by an independent consultant that goes further than the RiskTec review of Chemtrades's safety study? Specifically, I'd want to know the impact of a severe earthquake, the rail car safety beyond DNV borders, and a clearer explanation and scan of what other municipalities are doing when it comes to water purification and what the best practices are for purification in the future.

In response to the question from Council, staff advised that the District is able to request a separate study beyond those required for the application. Staff noted that the recommended approach was for the applicant's consultant to complete the study based on standards as outlined and to have it peer reviewed. Staff advised that future validation and verification reports would be required prior to the issuance of a building permit due to the

province being in an active earthquake zone. The District has a duty to ensure all approved construction complies with earthquake standards. Staff noted that rail traffic is regulated by other levels of government. Staff advised that they are not able to predict how future technologies will be applied to water purification and that they do not have information on all communities in Canada's processes.

Did the BakerRisk safety study rely on data from 2006?

In response to the question from Council, the applicant's consultant from BakerRisk advised that the railcar failure rate based on 2006 data used in the previous QRA was discussed and reviewed as part of the QRA.

Can staff share examples of similar facilities near residential areas, and what separation or safety measures were used?

In response to the question from Council, staff advised that they do not have a comprehensive scan and are not aware of another example of a site located near residential areas. Staff noted that the Maplewood Area Plan took MIACC guidelines into account regarding risk contours for different land uses. Staff advised they could share clarification at second reading of the bylaw. The applicant stated that there are other chemical facilities in close proximity to residential areas and that their facility is the only chlor-alkali plant close to a residential area.

Still unclear about the earthquake assessment. Did BakerRisk do its assessments using modeling for a severe earthquake event?

In response to the question from Council, the applicant's consultant from BakerRisk advised that they used a 2,475-year return period as specified in the *BC Building Code* (BCBC), noting that he does not have the specific severity level available, but it is more than an average event. Staff advised that the qualified professional must design to the BCBC standard and that the consultant's report complies and is appropriate. Staff noted that *When the Ground Shakes* uses aggregated data and includes buildings not designed to today's modern standards, and that the proposed containment building would be constructed to modern safety standards.

Does the berm and facility envelope on the property provide enough containment for one ruptured railcar?

In response to the question from Council, the applicant advised that the building is designed to contain one ruptured railcar and an additional nominal amount, and to manage evaporating vapour with enough capacity to scrub for that one railcar.

If rezoning is approved, it would contain one railcar, in the case of a rupture. What about the other 32 rail cars filled with chlorine gas?

In response to the question from Council, the applicant advised that the probability of a railcar rupture outside of containment is extremely low and that the property is not designed as a containment system. The applicant noted gas would settle, sink, and dissipate along the ground, and that conditions including wind and weather would affect how that occurred.

7. COUNCIL RESOLUTION

MOVED by Councillor HANSON
SECONDED by Councillor MAH
THAT the February 24, 2026 Public Hearing regarding Bylaw 8778 is closed;

AND THAT "District of North Vancouver Rezoning Bylaw 1462 (Bylaw 8778)" is returned to Council for further consideration.

CARRIED
(8:34 p.m.)

CERTIFIED CORRECT:



Confidential Council Clerk

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☑ Info Package Date: March 19, 2026

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
INFORMATION REPORT TO COUNCIL

March 16, 2026
Case: PLN2025-00042
File: 08.3060.20/042.25

AUTHOR: Yan Zeng, Manager of Development Planning

SUBJECT: Bylaw 8778 - Chemtrade Rezoning - 100 Amherst Avenue

BACKGROUND

Bylaw 8778 received First Reading on January 12, 2026. A Public Hearing for Bylaw 8778 was held on February 24, 2026, and was closed on February 25, 2026.

REASON FOR REPORT

This is an information report to provide clarification from District staff on a few questions that were raised during the Public Hearing. The content of this report aims to clarify answers provided at the hearing based on information that was previously provided or already publicly available. This report does not introduce new information.

1. Proportion of Chlorine Production Exported Outside Canada

During the Public Hearing, a question was raised regarding the percentage of liquid chlorine and chlorine gas produced at the North Vancouver facility that is exported outside Canada.

The applicant indicated that approximately 70% of the plant's overall production capacity remains within Canada. This figure refers to total plant production across all products, not specifically to liquid chlorine. The applicant also noted that, as a publicly listed company, Chemtrade does not disclose customer-specific or product-segment market destinations for competitive reasons.

Materials submitted by the applicant as part of the rezoning application indicate that the facility produces over 40% of Canada's liquid chlorine supply and provides more than 70% of the chlorine used for drinking water treatment in Western Canada, including British Columbia and Alberta. The materials also state that the facility supplies up to 60% of the chlorine used for drinking water treatment in the Western United States.

These figures describe the facility's role in supplying regional water treatment markets, rather than the percentage of liquid chlorine exported outside Canada.

2. Examples of Similar Facilities Close to Residential Areas

Council requested examples of similar facilities located in proximity to residential areas and what separation or safety measures were used.

A review of publicly available information indicates that several chlor-alkali facilities in Canada and the United States operate in proximity to residential areas, with varying separation distances depending on site conditions, surrounding land uses, and natural barriers such as rivers or industrial buffers. Examples include facilities operated by ERCO Worldwide, Westlake Chemical, Olin Corporation, and Formosa Plastics:

- ERCO Valleyfield, Quebec – Residential areas are located approximately 150 metres south of the facility boundary. Chlorine is produced on site but is not exported from this facility.
- ERCO Buckingham (Gatineau), Quebec – Residential areas are located approximately 400 metres east, separated from the facility by the Du Lièvre River.
- ERCO Saskatoon, Saskatchewan – Residential areas are located approximately 1,000 metres south of the facility. Chlorine is transported from the site by rail.
- ERCO Port Edwards, Wisconsin – Residential areas are located approximately 1,500 metres east of the facility. Chlorine is also transported by rail.
- Westlake Chemical Beauharnois, Quebec – Residential areas are located approximately 800 metres east, separated from the facility by the St. Louis River.
- Olin Canada ULC Bécancour, Quebec – Residential areas are located approximately 3.3 kilometres away, separated by the St. Lawrence River.
- Formosa Plastics Point Comfort, Texas – Residential areas are located approximately 700 metres north of the facility.
- Olin Corporation McIntosh, Alabama – Residential areas are located approximately 1,000 metres west of the facility.
- Olin Corporation Freeport, Texas – Residential areas are located approximately 1,000 metres south, separated by the Brazos River.
- Westlake Corporation Lake Charles, Louisiana – Residential areas are located approximately 1,600 metres west of the facility.

These examples show that while separation distances vary widely, the facilities of this type commonly rely on risk-based land use planning approaches, consistent with principles developed by the Major Industrial Accidents Council of Canada (MIACC) and similar international frameworks.

Publicly available materials describing these facilities indicate that safety is generally managed through a combination of engineering controls, operational procedures, transportation safety measures, and emergency preparedness programs, rather than through fixed separation distances alone.

Examples of mitigation measures identified in publicly available reports include:

Engineering and Operational Controls

- Enclosed chlorine loading and unloading systems equipped with scrubbers to capture and treat potential chlorine releases (e.g., ERCO Saskatoon).
- Secondary containment systems, such as diked storage areas for chlorine handling infrastructure (e.g., Westlake Chemical facilities).
- Routine inspection and maintenance programs for emergency safety equipment, including fire extinguishers, safety showers, eyewash stations, windsocks, and chemical neutralization stations.
- Area monitoring systems to detect potential chlorine releases.

Emergency Preparedness and Industry Programs

- Participation in industry safety organizations such as the Chlorine Institute and TransCAER (Transportation Community Awareness and Emergency Response).
- Emergency response training and exercises with local fire departments and hazardous materials teams, including on-site training events.
- Annual training and emergency response simulations for facility staff.

Supply Chain and Transportation Oversight

Facilities that ship chlorine by rail generally implement additional safety controls to manage transportation risks. Common practices referenced in industry guidance include:

- Secured and fenced railcar storage areas for chlorine tank cars.
- Railcar design and certification in accordance with North American dangerous goods transportation standards (Transport Canada and CGSB).
- Periodic third-party inspection of railcars.
- External visual inspection of railcars prior to loading or unloading.
- Gas monitoring systems in railcar storage areas.
- Emergency response training for personnel involved in chlorine handling.
- Security measures, including camera surveillance of railcar storage areas.
- Procedures and engineering controls to address potential failures at connections between stationary piping and railcars.

In addition, some operators implement additional supply chain oversight measures, including auditing transportation carriers and suppliers, verifying that transport equipment meets safety standards, and ensuring that drivers and contractors are appropriately trained to handle chlorine products.

Overall, the publicly available information suggests that comparable chlor-alkali facilities operate within a multi-layered risk management framework combining engineering design, operational controls, transportation safety standards, and emergency preparedness programs to manage risks associated with chlorine production, storage, and transport.

3. Safety Measures for Chlorine Rail Cars Outside the Proposed Enclosure

During the Public Hearing, the applicant clarified that the proposed rail car enclosure and associated scrubbing system are designed to contain and treat the vapour release from one ruptured chlorine rail car at a time.

The applicant also confirmed that, although the proposal would reduce fixed chlorine storage on the site, up to 32 rail cars containing chlorine could remain on the plant track outside the enclosure building as part of the facility's operations.

Council asked what safety measures are in place to handle potential events with all 32 rail cars on site.

At the hearing, the applicant responded that the site itself is not designed to function as a secondary containment system for rail cars stored outside the enclosure. In the event of a release from a rail car outside the enclosure, the behaviour of leaked chlorine gas would depend on environmental conditions such as wind and weather. However, the probability of a rupture occurring outside the intended containment area is considered extremely low, based on operational practices and the safety protocols associated with rail car handling and storage at the facility.

Further, it has been stated by Risktec, District-retained peer-review QRA consultant, that concerns related failures due to seismic, flooding, or other natural disaster events are not typically considered in QRAs. This is due to the low frequency of these events occurring. That being said, facilities located in areas of higher frequency of flooding/seismic activity should design their facilities to withstand consequences from these events. QRAs assess more common incidents, and use leak frequency data associated with vessels, columns, flanges, valves, instrumentation, etc. (which have a higher frequency of leading to a leak relative to a natural disaster).

The event frequency of one (1) railcar rupture is already quite low. The event frequency of multiple stored railcar ruptures is even lower. Companies typically do not design their facility around these very rare and catastrophic consequences with very low event frequencies. As a result, the more common event frequencies associated from leaks originating from valves, flanges, etc. are focused on in QRAs.

For Chemtrade, railcars are stored away in a safe yard. In the case of a seismic event, it is assumed that the primary risk is the failure of the connection between the stationary piping and the railcar during loading. These leaks were covered in the QRA and should be addressed within the enclosure design.

4. Emergency Preparedness and Training Exercises

At the hearing Council asked about community-based emergency preparedness training, including any records of such training.

With regards to community safety and emergency preparedness protocols, staff have provided responses that there is an entire system encompassing of coordinated emergency notification systems, building design that prevents safety risks, as well as site-level and north shore-wide first-responder protocols and regular training exercises for these responders.

Based on publicly available documentation, there does not appear to be a regularly occurring and funded community emergency training program specifically directed at surrounding businesses and residents, beyond aforementioned emergency notification systems and general emergency preparedness guidance.

Respectfully submitted,

Yan Zeng, Manager of Development Planning

REVIEWED WITH:

❑ Community Planning		❑ Clerk's Office		External Agencies:	
❑ Development Planning		❑ Communications		❑ Library Board	
❑ Development Engineering		❑ Finance		❑ NS Health	
❑ Utilities		❑ Fire Services		❑ RCMP	
❑ Engineering Operations		❑ ITS		❑ NVRC	
❑ Parks		❑ Solicitor	HG	❑ Museum & Arch.	
❑ Environment		❑ GIS		❑ Other:	
❑ Facilities		❑ Real Estate			
❑ Human Resources		❑ Bylaw Services			
❑ Review and Compliance		❑ Development Services			

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: April 13, 2026	KZ	BSD	MF
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

March 26, 2026
Case: PLN2025-00004
File: 08.3060.20/004.25

AUTHOR: Mackenzie Stonehocker, Development Planner

SUBJECT: DEVELOPMENT PERMIT 4.25 – Lillooet Social Housing

RECOMMENDATION

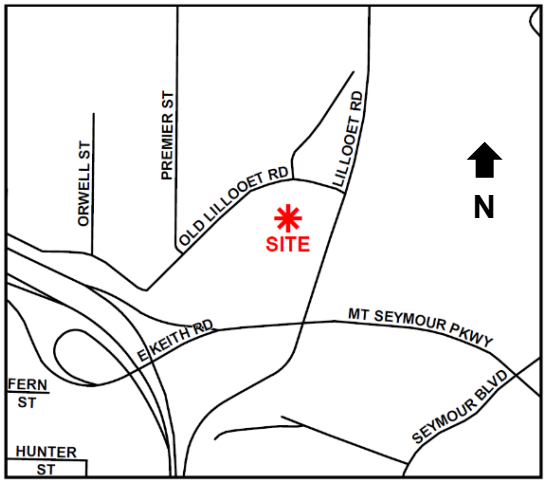
THAT Development Permit 4.25 for a six-storey affordable rental apartment building at the southwest corner of Old Lillooet Road and Lillooet Road is ISSUED.

REASON FOR REPORT

The site is in Development Permit Areas for:

1) Form and Character for Multi-Family Development;
2) Energy and Water Conservation and GHG Emission Reduction;
3) Slope Hazard; and
4) Protection of The Natural Environment.

Therefore, the proposed Lillooet Social Housing development requires issuance of a Development Permit by Council.



BACKGROUND

On December 4, 2023, the District adopted amendments to the Official Community Plan (OCP) and the Zoning Bylaw for the subject site, allowing for apartment-style affordable housing. Refer to the Bylaw Introduction Staff Report[1] for further detail on the three approved bylaws:

[1] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6118012

- Bylaw 8645 amended the Official Community Plan (OCP) designation from Commercial Residential Mixed Use (CRMU1) and Parks Open Space and Natural Areas (POSNA) to Residential Level 5 (RES5);
- Bylaw 8646 rezoned the site from Interim Industrial (I4) to CD146 Zone; and
- Bylaw 8647 waived Development Cost Charges (DCCs) for the affordable housing development on the subject site.

At the time of rezoning, no detailed architectural drawings were developed. Staff informed Council and the public that, should the project proceed, there would be another round of community information sharing on the proposed design (see Public Input section).

In March 2024, the project advanced with the announcement of funding from BC Housing's Community Housing Fund (CHF), which supports the creation of mixed-income housing for families, independent seniors, and individuals.

On behalf of More Than a Roof Housing Society, Public Architecture submitted a Development Permit application for the District-owned site at the southwest corner of Old Lillooet Road and Lillooet Road.

This report recommends that Development Permit 4.25 (Attachment 1) be issued to accommodate the proposed affordable housing project in compliance with CD146 zoning.

DISCUSSION

Site and Surrounding Area

This District-owned site is situated at the southwest corner of Old Lillooet Road and Lillooet Road, on the upper plateau above the Holiday Inn, encompassing approximately 2.4 acres (9,900 m²).

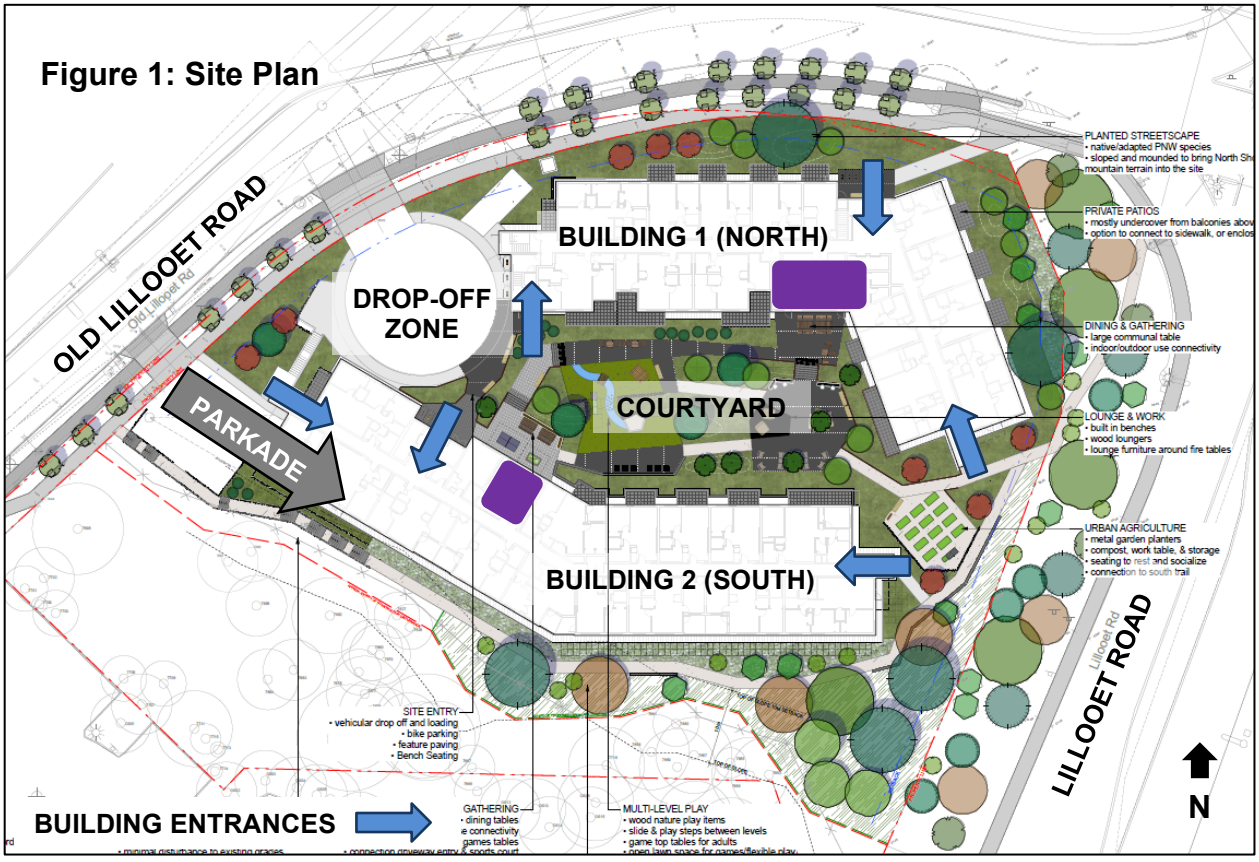
The southern portion of the site features a steep slope adjacent to the Holiday Inn, while the grade levels out toward the north. Mature trees line the site's perimeter and the area next to the Holiday Inn, while the northern portion of the site is more sparsely vegetated, primarily with invasive blackberries.



The site is located in the Lynnmour Inter-River neighbourhood with a mix of townhouses and low-rise apartments. Lynnmour Elementary School is within a five-minute walk (approximately three blocks) west of the site and has capacity for additional students. The Superstore grocery store is conveniently located just one block away to the south. The neighbourhood also benefits from strong transit connections, largely due to its proximity to Capilano University.

Proposal

At 1.59 FSR, the proposal consists of 188 affordable rental units in two six-storey buildings, joined by a central courtyard and an at-grade drop-off zone. The unit mix includes 16 studios, 77 one-bedrooms, 53 two-bedrooms, 36 three-bedrooms, and 6 four-bedrooms, ranging in size from approximately 35 m^2 (376 sq. ft.) to 117 m^2 (1,266 sq. ft.). A total of 131 parking stalls are provided, including 14 visitor stalls located both underground and at-grade near the parkade ramp. The underground parkade also includes 331 Class 1 bicycle parking spaces.



As shown on the site plan (Figure 1), the proposed development offers a range of community and site benefits, including indoor amenity spaces (shown in purple), off-site improvements, a courtyard drop-off area, significant active transportation upgrades, civil infrastructure enhancements, and public boulevard improvements. The size of the site

allows the buildings to be set back from the forested slope along the south side, providing a courtyard area with play space and outdoor seating for residents.

This site is located within the transit-oriented area (TOA) for the Capilano University bus exchange, where provincial legislation encourages higher-density development. While the legislation allows up to eight storeys and 3.0 FSR, the current proposal is well below these maximum densities, reflecting a careful balance between growth and neighbourhood context.

Figure 2: View of North Building pedestrian entrance from north side of Old Lillooet Road



Transportation and safety are key considerations. Recent updates, including improved signal timing and delineator installation at the Lillooet and Old Lillooet intersection, directly responding to community concerns raised during the rezoning process. Although the existing road network can accommodate greater capacity than this project requires, improvements are planned, such as extending the left-turn lane from Lillooet onto Old Lillooet intersection, to accommodate more vehicles.

The project includes an underground parkade for residential and visitor parking, accessed off Old Lillooet Road in a location that meets Transportation Association of Canada (TAC) standards, with clear sightlines in both directions. While provincial TOA legislation does not mandate minimum

Figure 3: Vehicle access from west side of Old Lillooet Road



parking, the project includes 131 parking stalls, demonstrating sufficient parking for residents and visitors based on industry standards and observed needs from similar non-market rental housing projects.

Finally, the southern portion of the site will be largely undisturbed, with many trees retained and native infill planting proposed where feasible. The site is currently affected by invasive species such as English ivy, Himalayan blackberry, and Japanese knotweed, with some areas reaching up to 90% ground cover. The project's environmental management plan prioritizes restoring natural areas and preventing the spread of invasive species, supporting both ecological health and long-term site sustainability.

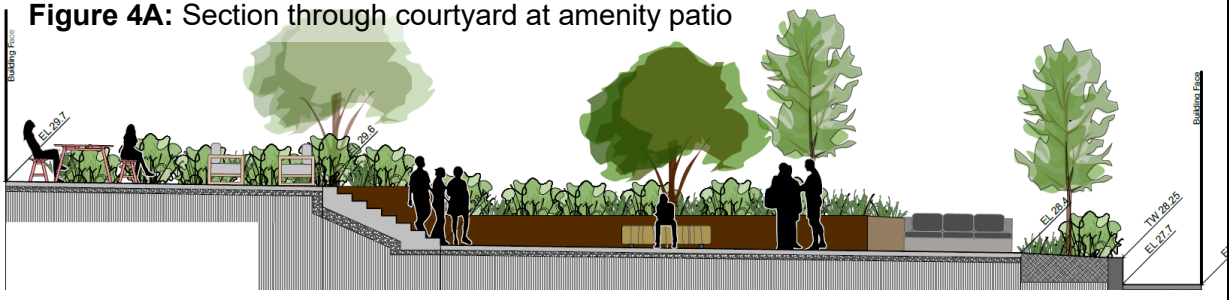
DEVELOPMENT PERMIT AREA (DPA) GUIDELINES

1) Form and Character for Multi-Family Housing

Fronting Old Lillooet Road, the proposed low-rise development is generally compliant with the Form and Character Guidelines for Multi-Family Housing. The project proposes two buildings, each with massing articulated to respond to the adjacent street alignment, preserve views, and follow the sloping topography. Notable highlights include:

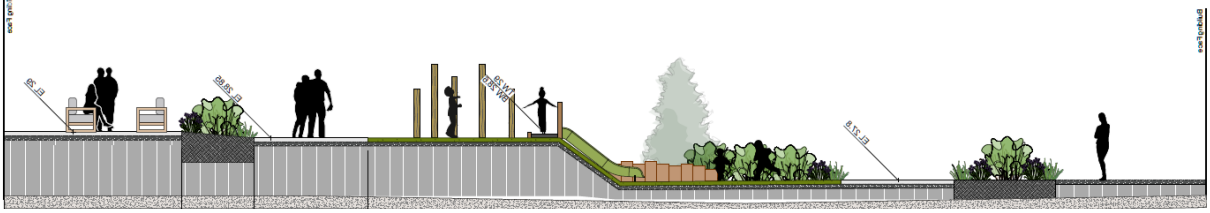
B1.1 Context: New development should fit the neighbourhood context. Consideration should be given to the local topography, vegetation and environmental features. The proposal is compatible with the surrounding neighbourhood of low-rise apartment buildings, articulated to align with the curved streets, and protects the southern slope.

Figure 4A: Section through courtyard at amenity patio



← **Building 1 (North)** **Building 2 (South)** →

Figure 4B: Section through courtyard at tiered play area



← **Building 1 (North)** **Building 2 (South)** →

B1.6 Common Outdoor Space: Residential developments should consider providing communal outdoor space that is conveniently accessible and in a visible, sunny location with suitable wind protection. The central courtyard includes a children's play area in common view, plus general outdoor spaces (e.g. games table, lounge areas, dining area adjacent to indoor amenity room) which follow the topography in an interesting manner. In addition, a community garden is provided at the east end.

B3.14 Private Outdoor Space: Private outdoor space is provided for each dwelling unit. Ground-floor patios are separated from common outdoor space by landscaping.

Figure 5: View of private outdoor space on south side of Building 1



B3.3 Legibility: Design of new development should ensure the identity, function and access to the building is easily understood. The design has evolved to accommodate first responders, as well as practical access for residents and visitors, whether they're arriving on foot, by bike, vehicle or transit.

B2.5 Sustainable Landscape Design: Landscape design is coordinated with building design, site servicing, utility placement and neighbourhood streetscape objectives. The design considers pedestrian wayfinding, the use of native species (especially along Lillooet Road boulevard), appropriate tree species in different locations, and long-term maintenance for both the District and the building operator.

B3.17 Layered Landscaping: Layered landscaping treatments and slightly elevated overlook of the public ream are encouraged to improve residential liveability. This building includes layered landscaping to address the change in grade across the site and ensure that the underground parkade is screened.

Advisory Design Panel

The application was considered by the Advisory Design Panel on March 13, 2025. The Panel recommended approval of the project subject to addressing the following items. Staff are satisfied with the resolution of these items:

- **Building materiality** has been reviewed and refined.
- **Building entrances** have been further refined in terms of legibility, materiality and lighting to enhance visibility.
- **Balcony placement** has been reviewed in consideration of impact on the courtyard and liveability for residents (e.g. sun exposure).

Figure 6: Conceptual landscaping along Lillooet Road



- **Boulevard enhancements**: A double row of street trees is proposed where feasible with sight lines (only a single row can be accommodated near vehicle accesses).
- **Drop-off / pick-up area** has been refined to provide practical, legible access, and connects to the courtyard visually and materially.
- **Courtyard design and outdoor amenities** have been better resolved to protect the privacy of ground-floor patios, and a community garden is included.

Figure 7: Landscaping



Landscaping

Over this large development site, consideration of long-term maintenance was a high priority, and landscaping is designed to reflect the level of activity in the area. Landscaping zones are listed from the most actively used to most natural:

- **Courtyard Landscaping** and **Community Garden** are designed for active use.
- **Street Trees** and **Planted Streetscape** contribute to urban canopy and provide a welcoming streetscape, as well as screening/privacy for units on lower levels.
- **Lillooet Boulevard** is currently a wide, underused grass area. This area is able to accommodate approximately 35 new trees to offset the loss of trees on-site. Shrubs, groundcover and perennials will be planted amongst the trees to provide a lush landscaped buffer between this arterial road and the new homes.
- **Naturalized Planting** provides a transition from the active areas of the development to the natural **Slope Protection** area and to the **Lillooet Boulevard**.

Vehicle and Bicycle Parking

Vehicle Parking	***Bicycle Parking***
117 – Resident parking	331 – Class 1 (long-term)
5 – Visitor parking (surface)	20 – Class 2 (short-term)
9 – Visitor parking (parkade)	
131 – Total	**351 – Total**

Vehicle parking was a prime concern from the public (see Public Input section). Since the PIM, the site has been redesigned to increase the number of parking spaces from 107 to 131. This is the maximum amount of parking that can be accommodated within a one-level parkade, in conjunction with other functions (e.g. bike parking, garbage and recycling, mechanical/electrical rooms, stormwater detention tank).

Acoustic Performance

Development Permit 4.25 includes the District's acoustic regulations for maximum noise levels in bedrooms, living areas and other areas of residential units. Prior to issuance of a Building Permit, the applicant must submit a report from a qualified acoustic consultant demonstrating that the building design enables these acoustic standards to be met.

Accessible Units

In accordance with the District's Accessible Design Policy, 100% of the units will be designed to meet the 'basic' standard and 11 (6%) of the units will be designed to meet the 'enhanced' standard.

2) Energy and Water Conservation and Greenhouse Gas Emission Reductions

In accordance with the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area Guidelines, the project has been designed to reduce energy consumption and incorporate building performance measures that will lower operating costs for current and future owners.

Energy Conservation: The proposed development is on track to meet Step 4 of the BC Step Code and achieve a Greenhouse Gas Intensity (GHGI) target of 3.0 kgCO2e/m²/year, consistent with BCBC 2024 and BC Housing Design Guidelines and Construction Standards. High-efficiency appliances and LED lighting will be installed throughout the building. Lighting controls, including occupancy and daylight sensors, will turn off non-emergency luminaires when not needed and dim lights in naturally lit areas, such as exit stairs, to maximize use of daylight.

Water Conservation: Low-flow showerheads, faucets, and water closets will reduce water consumption and sanitary discharge flows, in accordance with BC Housing guidelines. Native or drought-resistant landscaping will be used to further conserve water, with temporary irrigation provided via hose bibs or drip systems as needed.

Greenhouse Gas Emissions: The project will not have a natural gas connection and will not use any gas-fired appliances or equipment, resulting in zero operational greenhouse gas emissions from fossil fuel combustion. The six-storey wood-framed structure will also produce lower embodied carbon emissions compared with comparable concrete or steel construction.

3) Protection of Development from Hazardous Conditions – Slope Hazard

A Slope Stability Analysis is included in the *Geotechnical Investigation Report – Proposed Multi-Family Housing Development* (Geopacific Consultants, December 4, 2024). The report concludes that the slope, together with the proposed 10 m building setback from the top of the bank, meets the required factor of safety standards as per EGBC “Landslide Assessments in British Columbia” professional practice guidelines (2023).

4) Protection of the Natural Environment, Ecosystems and Biological Diversity

The Natural Environment Development Permit Area (DPA) provides an opportunity to protect the site’s natural setting and ecological functions, while enhancing forested areas, conserving environmentally sensitive habitats, and supporting biodiversity. To guide these objectives, the project includes an *Environmental Assessment Report* (Diamond Head Consulting, October 24, 2024) and an *Invasive Plant Management and Restoration Plan* (Diamond Head Consulting, October 24, 2024), which evaluate site conditions and outline strategies for protection and restoration.

The assessment identified the area along the southern sloped bank as the area of highest ecological value on the property and recommends locating development north

of this to preserve it. The site also has a significant presence of invasive plant species, including English ivy, Himalayan blackberry, and Japanese knotweed, covering approximately 7,206 m² (77,564 sq. ft.). Removal of these species is recommended to reduce the risk of re-infestation, prevent spread during construction, and lower long-term maintenance requirements.

FINANCIAL CONTRIBUTIONS & OFF-SITE IMPROVEMENTS

The estimated total value of off-site works (engineering and landscaping) is approximately $1.2M, which includes:

- **Old Lillooet Road street improvements** – including sidewalk, bike lane, street trees, and street lighting;
- **Lillooet Road street improvements** – including left-turn lane extension, new sidewalk, and landscaping; and
- **Infrastructure improvements** – including water main upgrade along Old Lillooet Road.

This estimate has been provided by the applicant and the full scope (and value) of required off-site construction will be determined through the detailed design work at the Building Permit stage. Details will be secured through the Engineering Services Agreement prior to Building Permit issuance.

During the rezoning process, Bylaw 8647 waived District Development Cost Charges (DCCs) for affordable housing on the subject site.

CONSTRUCTION TRAFFIC MANAGEMENT

To minimize impacts on pedestrian and vehicular movement, the applicant has submitted a preliminary Construction Traffic Management Plan (CTMP). Construction staging and worker parking are anticipated to be accommodated off-site. The CTMP must outline how the applicant will coordinate with other nearby projects to minimize cumulative impacts on pedestrian and vehicular movement.

The preliminary CTMP is sufficient to support issuance of the Development Permit. The preliminary CTMP maintains two-way traffic along Old Lillooet Road by removing parking on both sides of the street, and uses the south boulevard and parking lane for the majority of construction activities (except for utility works). A comprehensive CTMP with additional detail is required at the Building Permit stage, and must be approved prior to Building Permit issuance.

CONCURRENCE

The project has been reviewed by staff from Building, Parks, Engineering, Community Planning, Urban Design, Real Estate, Transportation, and the Fire Department.

PUBLIC INPUT

In 2023, at the time of rezoning, a development concept had not yet been created, so staff informed Council and the public that, should the project proceed, there would be a new round of community information sharing.

The applicant held an in-person Public Information Meeting (PIM) on March 12, 2025, and a virtual PIM from March 10 to April 4, 2025.

Notices were mailed to approximately 1,454 neighbours in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications. One bidirectional sign and two single-sided signs were installed along the frontage of the site to notify passersby of the meeting, and two advertisements were placed in the North Shore News.

Approximately 56 members of the public attended the in-person meeting; 126 visitors attended the virtual PIM landing page; and 106 people viewed the applicant's video presentation. Approximately 118 pieces of public input were received in total. Attachment 2 contains a summary of public engagement.

The majority of respondents expressed concerns rather than outright opposition, with the most frequently cited issues being parking availability, traffic congestion, limited road access, and the overall density of the proposal.

Some respondents expressed support for this specific proposal or for affordable housing in general, though these comments often also raised concerns regarding parking, traffic, or infrastructure capacity.

Responses to Public Input

As a result of issues raised during the rezoning process, the District has improved signal timing and installed a delineator at the Lillooet and Old Lillooet intersection.

With regard to road capacity: Although the existing road network can accommodate greater capacity than this project requires, District staff have negotiated improvements to mitigate traffic impacts, such as extending the left-turn lane from Lillooet onto Old Lillooet intersection.

With regard to parking, the site has been redesigned to increase the number of parking spaces from 107 to 131. This is the maximum amount of parking that can be accommodated within a one-level parkade, while reserving space for other functions (e.g. bike parking, garbage and recycling, mechanical/electrical rooms, stormwater detention tanks), and adding a second level of parking is not feasible for an affordable housing project.

CONCLUSION

The project has been developed in accordance with the CD146 Zone regulations and the Development Permit Area Guidelines for Form and Character of Multi-Family Housing; for Energy and Water Conservation and GHG Emission Reduction; for Slope Hazard; and for Protection of The Natural Environment. It also contributes to a key OCP goal to build “a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life”. Development Permit 4.25 is now ready for Council’s consideration.

OPTIONS

The following options are available for Council’s consideration:

1. Issue Development Permit 4.25 (Attachment 1) to allow for the proposed construction (staff recommendation); or

2. Deny Development Permit 4.25 and provide direction to staff.

Respectfully submitted,



Mackenzie Stonehocker
Development Planner

Attachments:

1. Development Permit 4.25 Attachments	Word DM# 6694121 PDF DM# 6698029
2. Summary of Public Engagement	PDF DM# 6697443

REVIEWED WITH:

❑ Community Planning	____	❑ Clerk's Office	____	External Agencies:	
❑ Development Planning	____	❑ Communications	____	❑ Library Board	____
❑ Development Engineering	____	❑ Finance	____	❑ NS Health	____
❑ Utilities	____	❑ Fire Services	____	❑ RCMP	____
❑ Engineering Operations	____	❑ ITS	____	❑ NVRC	____
❑ Parks	____	❑ Solicitor	____	❑ Museum & Arch.	____
❑ Environment	____	❑ GIS	____	❑ Other:	____
❑ Facilities	____	❑ Real Estate	____		
❑ Human Resources	____	❑ Bylaw Services	____		
❑ Review and Compliance	____	❑ Planning	____		

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DISTRICT OF NORTH VANCOUVER
355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311
DNV.org

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT PERMIT 4.25

This Development Permit 4.25 is hereby issued by The Corporation of the District of North Vancouver to the applicant for the development known as Lillooet Social Housing on the property located at the southwest corner of Lillooet Road and Old Lillooet Road, legally described as Lot 8, Except; Part On SRW Plan 17782 District Lots 612 And 620 Plan 15038 (PID 007-698-038), subject to the following terms and conditions:

A. The following requirement is imposed under Subsection 490 (1) (c) and section 504 of the Local Government Act:

   1. Substantial construction as determined by the Manager of Permits and Licenses shall commence within two years of the date of this permit or the permit shall lapse.

   2. Prior to expiry under A (1) above, the applicant may request an extension to the permit for a period no longer than 1 year and if granted by the District, may be subject to new conditions. The granting of an extension will be at the sole discretion of the General Manager or his/her designate.

   3. A Construction Management Plan is required prior to issuance of the Building Permit and Excavation Permit, and may require amendments during the course of construction to ensure that construction impacts are minimized.

B. The following requirements are imposed under Subsection 491 (1) of the Local Government Act:

   1. No work shall take place except to the limited extent shown on the attached plans (DP 4.25 1 through 65) and in accordance with the following specifications:

      i. The site shall be developed in accordance with the recommendations of

         the *Environmental Assessment Report* prepared by Diamond Head Consulting dated October 24, 2024, and

         the *Invasive Plant Management and Restoration Plan* prepared by Diamond Head Consulting dated October 24, 2024.

      ii. A qualified professional shall confirm that the Building Permit drawings meet the recommendations of the *Environmental Assessment Report* and

of the *Invasive Plant Management and Restoration Plan* referenced above, or meet an equivalent or higher degree of protection.

iii. Mitigation measures are carried out in accordance with the recommendations of the qualified professional providing recommendations on topic.

C. The following requirements are imposed under Subsections 491 (2) of the Local Government Act:

1. No work shall take place except to the limited extent shown on the attached plans (DP 4.25 1 through 65) and in accordance with the following specifications:

i. The site shall be developed in accordance with the recommendations of the *Geotechnical Investigation Report – Proposed Multi-Family Housing Development* report prepared by GeoPacific Consultants dated August 1, 2025.

ii. A qualified professional engineer shall confirm that the Building Permit drawings meet the recommendations of the *Geotechnical Investigation Report* referenced above, or meet an equivalent or higher degree of protection.

iii. Mitigation measures are carried out in accordance with the recommendations of the qualified professional providing recommendations on topic.

D. The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act:

1. The site shall be developed in accordance with the attached plans (DP 4.25 1 through 65).

2. All signage proposed must comply with the District of North Vancouver Sign Bylaw.

3. Prior to the issuance of a Building Permit, the following shall be submitted to:

i. Building Department:

a. Confirmation of registration of plan of subdivision.

b. Confirmation of registration of stormwater management covenant.

c. Confirmation that the accessible design features as outlined in DP 4.25 56 through 65 have been included in the project.

d. A completed report prepared by a qualified acoustic professional outlining the measures to be incorporated in the buildings to ensure:

- Compliance with District of North Vancouver Noise Regulation Bylaw for any rooftop mechanical equipment; and
- That noise levels for dwelling unit occupants will not exceed those listed below:

Portion of dwelling unit	*Noise level (decibels)**
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

*For the purpose of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels.

ii. Parks Department:

a. Three copies of a final detailed landscape plan prepared by a Landscape Architect registered in British Columbia for the approval of the General Manager of Engineering or their designate;

b. A written landscape estimate in accordance with District format, submitted by the Landscape Architect for approval by the Parks and Engineering Services Department for the installation of all landscaping as shown on the final approved landscape plan; and,

c. A completed “Permission to Enter” agreement to provide evidence that a Landscape Architect has been retained to supervise the installation of the landscape works and the written authorization for the District or its agents to enter the premises and expend any or all of the deposit monies to complete the landscape works in accordance with the approved landscape plan.

i. Engineering Department:

a. Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department; and

b. An executed Engineering Services Agreement between the applicant and the District related to the required upgrading of off-site facilities on Lillooet Road and Old Lillooet Road. Upgrades will include, but are not

limited to: street lighting, sidewalk, curb gutter, street trees, and street improvements.

E. The following requirements are imposed under Subsections 491 (9) and (10) of the Local Government Act:

1. The site shall be developed in accordance with the list of *Energy and Water Conservation and Greenhouse Gas Emission Reduction* features provided by the applicant (DP 4.25 55).

    i. Prior to issuance of the Building Permit, confirmation must be provided to the Planning Department that the green building features included in the report noted above.

F. The following requirements are imposed under Subsection 502 of the Local Government Act:

1. Prior to issuance of the Building Permit the following deposits are required:

    i. A security deposit equal to the greater of 125% of the estimated cost of all on-site landscaping, in accordance with the approved cost estimate or $100,000. The deposit must be provided prior to issuance of a Building Permit for the development on the Land and will be held as security for landscaping, building, hazard mitigation and environmental works.

    ii. Engineering security deposit(s), in an amount specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.

_____

Mayor

_____

Corporate Officer

Dated this _____ day of _____, _____

DP 4.25 1

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ISSUES + REVISIONS

NO	DATE	DESCRIPTION
B	11 Oct 2024	Issued for Schematic Design
C	27 Jan 2025	Issued for Development Permit
D	16 Oct 2015	Issued for Development Permit
E	16 Oct 2025	Issued for DD Costing



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WWW.PUBLICARCHITECTURE.CA

REGISTERED ARCHITECT
PROVINCE OF BRITISH COLUMBIA
2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE

Cover sheet

SHEET
G0.00

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DP 4.25 2

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ISSUES + REVISIONS

NO	DATE	DESCRIPTION
B	11 Oct 2024	Issued for Schematic Design
C	27 Jan 2025	Issued for Development Permit
D	16 Oct 2015	Issued for Development Permit
E	16 Oct 2025	Issued for DD Costing

Site description

Project Name	Old Lillooet Road
Address	Old Lillooet Road, North Vancouver
Parking Type	Underground
Building coverage	29%
Site coverage	36%

Floor Space Ratio (FSR)

Gross Floor Area (GFA) w/ exemptions applied **(2)**	14,948.4
Site Area (m²) **(3)**	9,509.3
Proposed FSR	1.6

Gross floor area (GFA) (m²) **(1)**

	GFA		Exclusions		Net Area	
	m²	ft²	m²	ft²	m²	ft²
Building 1	7,323.0	78,824	225.3	2,425	7,097.7	76,399
Building 2	8,056.7	86,722	206.0	2,217	7,850.7	84,504
Total	15,379.7	165,546	431.3	4,642	14,948.4	160,903

Site Area

Site area (m²)	9,509.3
Site area (acres)	2.34
Site area (ft²)	102,357
Units Per Acre (UPA)	80.3

Setbacks	3m
Top of slope setback	10m
Building height	6 storeys

Exclusions (Updated)

Building 1

Floor	Exclusions	Qty	Area m2	Total m2
1	Amenity	1	100.60	100.60
1	Services - Mech/Elec	1	5.20	5.20
Typ 2-6	Amenity	5	14.10	70.50
Typ 2-6	Services - Mech/Elec	5	5.20	26.00
Typ 2-6	Enhanced accessible unit	5	4.60	23.00
Total				225.30

Building 2

Floor	Exclusions	Qty	Area m2	Total m2
1	Amenity	1	63.30	63.30
1	Amenity - Administration	1	30.90	30.90
1	Services - Mech Elec	1	5.70	5.70
1	Enhanced accessible unit	1	4.60	4.60
Typ 2-6	Amenity	5	10.00	50.00
Typ 2-6	Services - Mech / Elec	5	5.70	28.50
Typ 2-6	Enhanced accessible unit	5	4.60	23.00
				206.00
		Total		431.30

Number of units

Name	Total number
Building 1	
Ground floor	
1 Bed A	7
2 Bed A	2
2 Bed C	1
3 Bed A	2
3 Bed B	1
Studio A	1
	14
Typical floor (2-6)	
1 Bed A	35
2 Bed - accessible	5
2 Bed A	15
3 Bed A	10
3 Bed B	5
Studio A	5
Studio B	5
	80
	94
Building 2	
Ground floor	
1 Bed - accessible	1
1 Bed A	4
2 Bed A	4
2 Bed B	1
3 Bed A	2
3 Bed B	1
4 Bed A	1
	14
Typical floor (2-6)	
1 Bed - accessible	5
1 Bed A	25
2 Bed A	20
2 Bed B	5
3 Bed A	10
3 Bed B	5
4 Bed A	5
Studio	5
	80
	94
Grand total	188

Parking calculation

Parking Stall Mix

Stall type	Allowed	Proposed
Accessible **(4)**		8
Small car (35% max)	38	38
Standard car		71
Total Residential		117
Visitor stall		
Outdoor		5
Indoor		9
Total Visitor		14
Total		131

Base Bicycle Parking - Class 1

Unit type (doc 3880619)	Rate	Units	No
Studio + 1 bed units	150%	93	140
2 or more bed units	200%	95	190
Total Class 1			330

Bicycle Stall Mix

Parking type	Target	Proposed
Class 1 Reg (doc 3880619)	330	331
Class 2 **(5)**	19	20

Class 1 Bicycle Stall mix

Stall type		Target	Proposed
Reg - Horizontal	70%	231	254
Long - Horizontal	5%	17	17
Total Horizontal	75%	248	271
Reg - Vertical	max 25%	83	60
Total - Class 1 (Horizontal + Vertical)			331

Notes

(1) "Gross floor area = The total floor area of a building or structure measured to exterior of its walls"
District of North Vancouver, Document 3511600, page 2

District of North Vancouver land use designation:

Residential level 5 - low density apartment
"Areas designated for low density apartments are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low-rise apartments, but may include some townhouses. Some commercial use may be permitted at grade."

(2) Gross Floor Area (GFA) w/ exemptions applied = aggregate gross floor area of all buildings and structures in the CD67 zone exclusive of areas below grade, areas exempted by Section 410 and areas exempted by section 4B406

(3) Site area is based on current civil plan and may change as a result of the subdivision plan.

(4) 8 Accessible parking stalls required for 101 to 150 units
doc 3375230, page 102

(5) Class 2 = visitor bike parking, 6 spaces required per every 60 units.
188 units = 18.8 spaces
Document 3880619 "Bike parking and End-of-Trip Facilities", page 4

Legal description

Part of LOT 8, EXCEPT; PART ON SRW PLAN 17782 DISTRICT LOTS 612 AND 620 PLAN 15038

Building code summary

Regulated by:	BCBC 2024, Part 3
Major occupancy:	Group C
Building classification:	6 Storeys, Sprinklered BCBC 2024 3.2.2.51, 3.2.1.2
Building area[1]:	Building 1: 1,359.2 m² Building 2: 1,361.84 m²
No. of storeys:	Building 1: 6 storeys Building 2: 6 storeys
Building height[2]:	Building 1: 15.375m Building 2: 15.375m
Streets/access routes:	Old Lillooet Road
Sprinkler system:	Yes
Standpipe:	Yes
Fire alarm:	Yes
High building:	No
Permitted construction:	Combustible or Non-Combustible
Mezzanine area:	No
Occupant load:	Building 1: 306 Building 2: 356
Hazardous substances:	No

[1] *Building area* is the greatest horizontal area of a building above grade within the outside surface of exterior walls or within the outside surface of exterior walls and the centreline of firewalls (BCBC 2024 1.4.1.2.(1).

[2] *Building height* is measured from the floor of the first storey to the floor of the uppermost level (BCBC 2024 3.2.2.51(c)

Units requirements

Studio, 1Bed, 2Bed, 3Bed, 4Bed:
DNV "basic accessible"
BCBC 2018

1Bed accessible, 2Bed accessible:
DNV "enhanced accessible"
BCBC 2024

Project team

Client

MTR -More Than A Roof Housing Society
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Project team

Key Stakeholders

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Grace Oh, Project technologist
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Allen Cheung, Project technologist
E: acheung@bchousing.org
T: 604-307-0197

Drawing list

Sheets - Architectural

G0.0 - General	
G0.00	Cover sheet
G0.01	Project information and drawing list
G0.02	Legends and abbreviations
A0.0 - General	
A0.06	Survey and grades
A0.09	Streetscape
A0.10	Shadow analysis
A0.16	Perspective views
A0.17	Material sample board
A1.0 - Floor and ceiling plans	
A1.12	Floor plan - Level 1N
A1.13	Floor plan - Level 2N-6N
A1.15	Floor plan - Level 1S
A1.16	Floor plan - Level 2S-6S
A3.0 - Sections	
A3.07	Building sections

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LICENSED ARCHITECT
JOHN WALL
2025-10-17
BRITISH COLUMBIA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE

Project information and drawing list

SHEET
G0.01

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Equipment legend *Note: delete unused*

- duplex receptacle - see electrical
- fourplex receptacle - see electrical
- single pole switch - see electrical
- occupancy sensor - see electrical
- vacancy sensor - see electrical
- exit sign - see electrical
- fire alarm pull station - see electrical
- fire alarm gong/speaker - see electrical
- smoke alarm - see electrical
- smoke detector - see electrical
- floor box - see electrical
- linear light - see electrical
- pot light - see electrical
- supply air - see mechanical
- return air - see mechanical
- exhaust air - see mechanical
- supply air, wall-mounted - see mechanical
- return air, wall-mounted - see mechanical
- ceiling-mounted sprinkler - see mechanical
- wall-mounted sprinkler - see mechanical
- thermostat - see mechanical
- floor drain - see mechanical
- camera - see security
- wireless access point - see communications

Graphic legend

- north arrow
- grid line identification
- Level XX / 1000 — geodetic elevation above sea level
- drawing number / sheet number — section reference
- drawing number / sheet number — elevation reference
- ROOM NAME / room number / area — room/area tag
- door tag / refer to schedule
- window tag / refer to schedule
- assembly tag / refer to assembly schedule
- ceiling elevation
- centre line
- existing construction to remain
- existing construction to be demolished
- new construction
- 0hr fire seperation
- 45min fire seperation
- 1hr fire seperation
- 1.5hr fire seperation
- 2hr fire seperation

Abbreviation legend

aff	= above finished floor
cl	= centre line
c/w	= complete with
eq	= equal
exist	= existing
ext	= exterior
int	= interior
max	= maximum
min	= minimum
na	= not applicable
nic	= not in contract
oc	= on centre
osci	= owner supplied contractor installed
osoi	= owner supplied owner installed
rec	= recessed
reqd	= required
rm	= room
sim	= similar
tme	= to match existing
t/o	= top of
typ	= typical
uno	= unless noted otherwise
u/s	= underside
vif	= verify in field
w/	= with

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APPROVED ARCHITECTS 2025-10-17 BRITISH COLUMBIA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

Legends and abbreviations

SHEET
G0.02

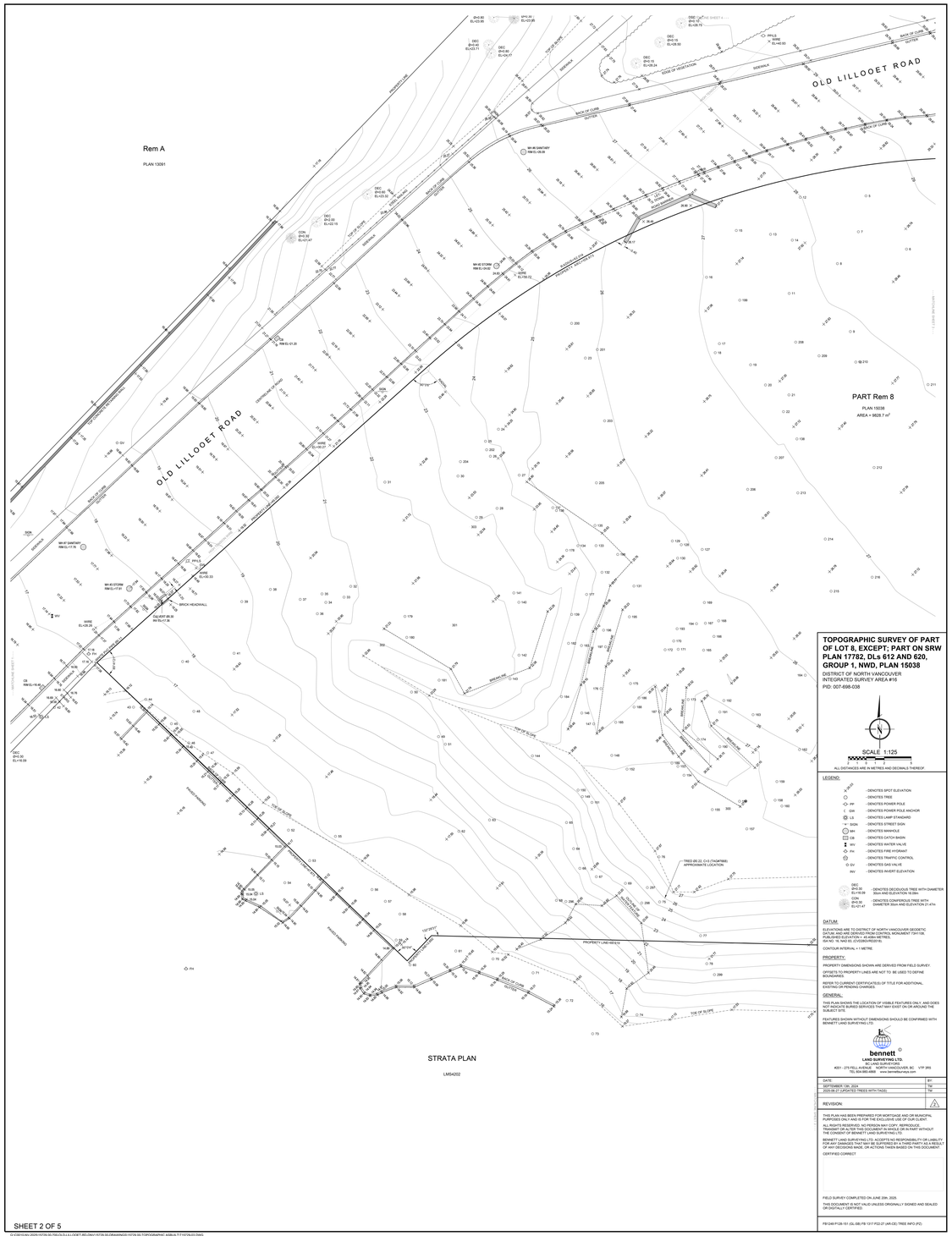
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TOPOGRAPHIC SURVEY OF PART OF LOT 8, EXCEPT; PART ON SRW PLAN 17782, DLs 612 AND 620, GROUP 1, NWD, PLAN 15038

DISTRICT OF NORTH VANCOUVER
INTEGRATED SURVEY AREA #16
PID: 007-698-038

SCALE 1:125

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.

LEGEND:

- DENOTES SPOT ELEVATION
- DENOTES TREE
- DENOTES POWER POLE
- DENOTES POWER POLE ANCHOR
- DENOTES LAMP STANDARD
- DENOTES STREET SIGN
- DENOTES MANHOLE
- DENOTES CATCH BASIN
- DENOTES WATER VALVE
- DENOTES FIRE HYDRANT
- DENOTES TRAFFIC CONTROL
- DENOTES GAS VALVE
- DENOTES INVERT ELEVATION
- DENOTES DECIDUOUS TREE WITH DIAMETER 30cm AND ELEVATION 16.59m
- DENOTES COMPERCIOUS TREE WITH DIAMETER 30cm AND ELEVATION 21.47m

DATUM:

ELEVATIONS ARE TO DISTRICT OF NORTH VANCOUVER GEODETIC DATUM, AND ARE DERIVED FROM CONTROL MONUMENT 73H136. PUBLISHED ELEVATION = 45.408m METRES. (SA NO. 16, NAD 83, (CSRS)(2002.0)).

CONTOUR INTERVAL = 1 METRE

PROPERTY:

PROPERTY DIMENSIONS SHOWN ARE DERIVED FROM FIELD SURVEY.

OFFSETS TO PROPERTY LINES ARE NOT TO BE USED TO DEFINE BOUNDARIES.

REFER TO CURRENT CERTIFICATE(S) OF TITLE FOR ADDITIONAL EASEMENTS OR PENDING CHARGES.

GENERAL:

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DATE	BY
SEPTEMBER 13th, 2024	TM
2025-06-27 (UPDATED TREES WITH TAGS)	TM

REVISION: 1

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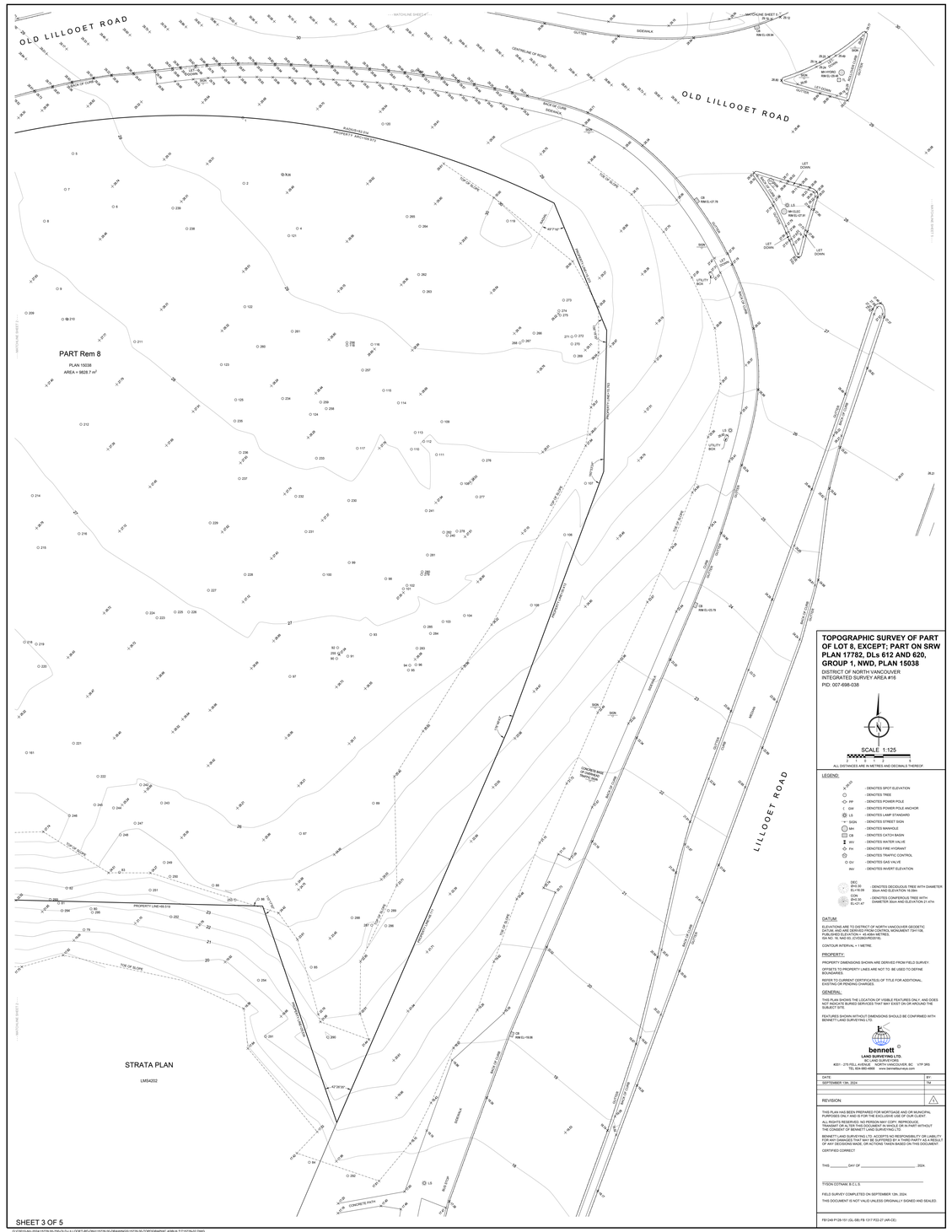
CERTIFIED CORRECT

FIELD SURVEY COMPLETED ON JUNE 20th, 2025.

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FB1248 P126-161 (GL-SB) FB 1317 P22-27 (AR-CE) TREE INFO (PZ)

Q:\2315\5 NV-2020\15726-55-705-DLD-LILLOOET-RD-DWV15726-55-DRAWINGS\15726-55-TOPOGRAPHIC ASBUILT.T15726-S3.DWG



TOPOGRAPHIC SURVEY OF PART OF LOT 8, EXCEPT; PART ON SRW PLAN 17782, DLs 612 AND 620, GROUP 1, NWD, PLAN 15038

DISTRICT OF NORTH VANCOUVER
INTEGRATED SURVEY AREA #16
PID: 007-698-038

SCALE 1:125

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- DENOTES TREE
- DENOTES POWER POLE
- DENOTES POWER POLE ANCHOR
- DENOTES LAMP STANDARD
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DATE	BY
SEPTEMBER 13th, 2024	TM

REVISION: 1

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CERTIFIED CORRECT

THIS _____ DAY OF _____, 2024.

TYSON COTNAM, B.C.L.S.

FIELD SURVEY COMPLETED ON SEPTEMBER 13th, 2024

THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED

FB1248 P126-161 (GL-SB) FB 1317 P22-27 (AR-CE)

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2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
For information only - not to scale

Survey and grades

SHEET
A0.06

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Existing fire hydrant

Old Lillooet Rd

Proposed new hydrant

Railing h:1100mm

Water vault

Loading area

Retention wall

Stair A ST-A

Stair B ST-B

Proposed North Building

Multipurpose entry court

Annunciator panel

Lockbox

Fire department connection

Staging area

Fire truck

Road center line

Existing property line

Proposed property line

Parking access

Outdoor visitor parking

Stair D ST-D

Stair C ST-C

Line of foundation below

Foundation excavation zone

Proposed South Building

Stair E ST-E

Water retention tank

Lillooet Rd

TOP OF SLOPE 10M SETBACK

EXTENT OF NEW GREEN LANDSCAPE

Holiday Inn

Green edge

Cycle path

Underground parking outline

Top of steep slope

Steep slope setback

Property line

Un-surveyed trees to be retained - from the arborist plan

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REGISTERED ARCHITECT JOHN TUECKE BRITISH COLUMBIA 2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

TRUE NORTH

PROJECT CODE
2315
SCALE
1 : 200

Site plan

SHEET
A0.08

1 Site plan
1 : 200

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A - OLD LILLOET ROAD (WEST) LOOKING NORTH



B - HOLIDAY INN



C - LILLOET ROAD



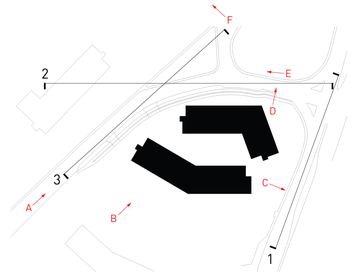
D - OLD LILLOET ROAD (NORTH)



E - OLD LILLOET ROAD (NORTH) LOOKING WEST



F - EXISTING HOUSING

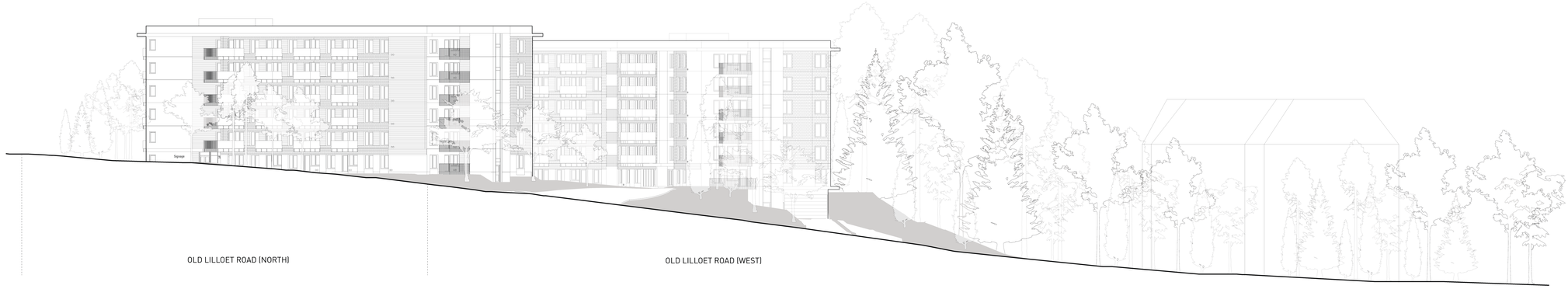


KEY PLAN

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ISSUES + REVISIONS

NO	DATE	DESCRIPTION
D	16 Oct 2015	Issued for Development Permit



Streetscape - West **3**
1 : 250 1 / A0.20



Streetscape - North **2**
1 : 250 1 / A0.20



Streetscape - East **1**
1 : 250 1 / A0.20

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REGISTERED ARCHITECT
2025-10-17
BRITISH COLUMBIA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE

Streetscape

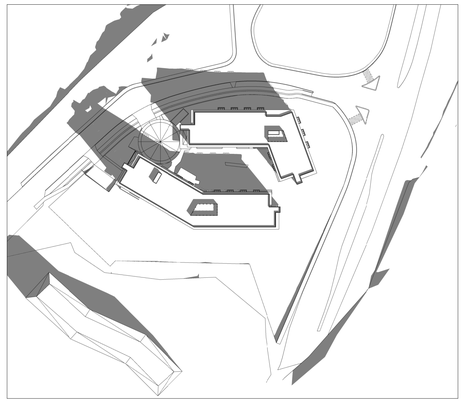
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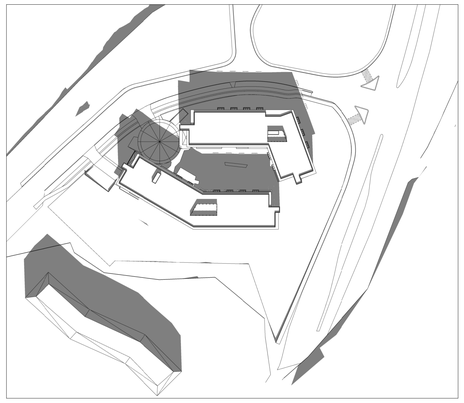
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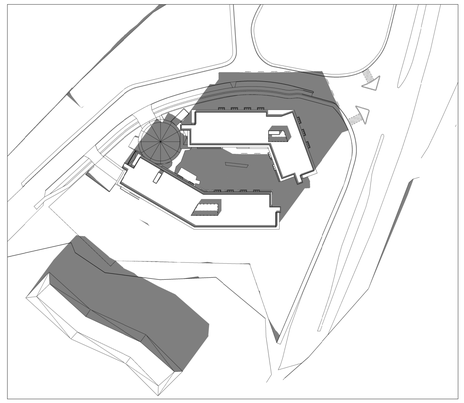
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C	27 Jan 2025	Issued for Development Permit
D	16 Oct 2015	Issued for Development Permit



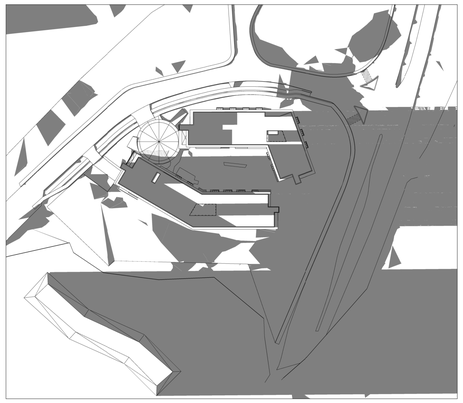
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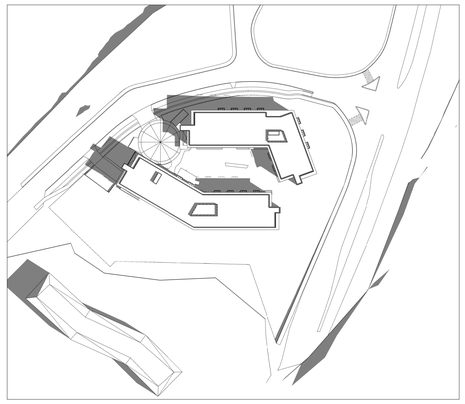
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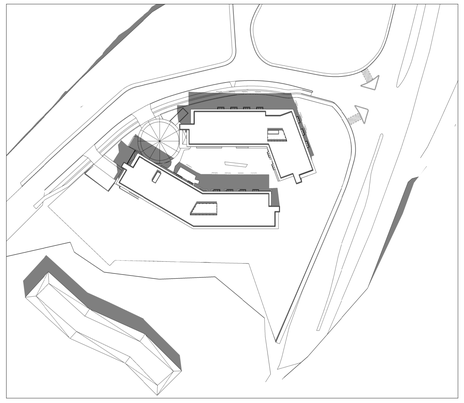
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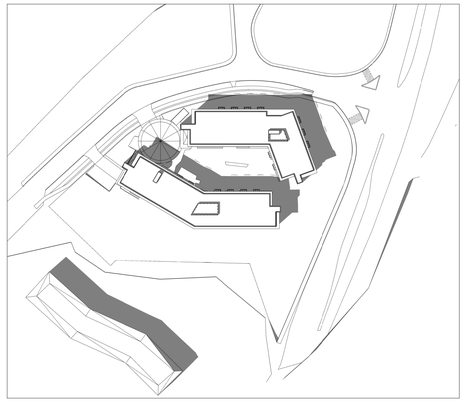
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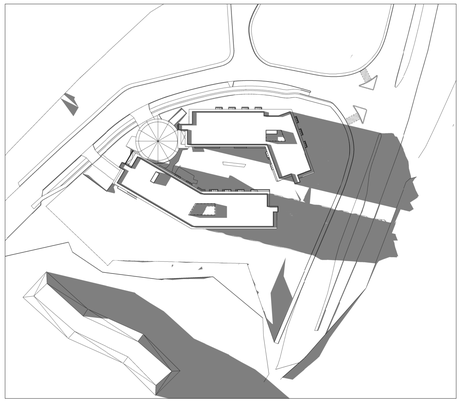
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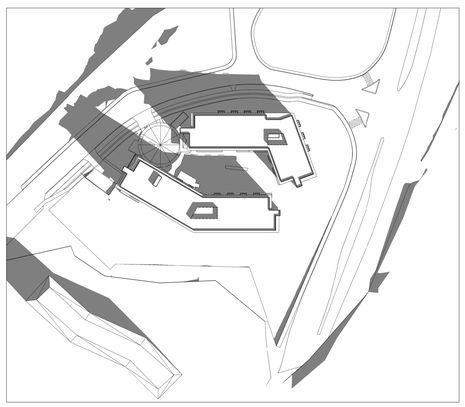
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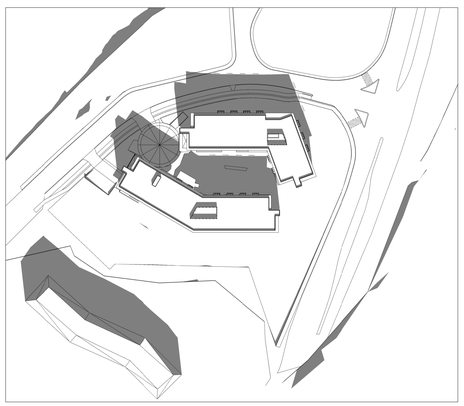
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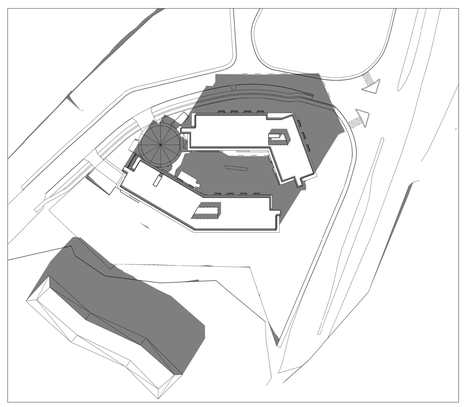
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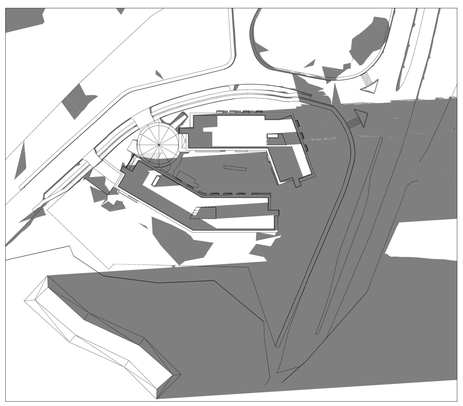
Shadow analysis - Mar 21 @ 10am 10



Shadow analysis - Mar 21 @ 12nn 7



Shadow analysis - Mar 21 @ 2pm 4



Shadow analysis - Mar 21 @ 6pm 1

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LICENSED ARCHITECT
2025-10-17
BRITISH COLUMBIA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE

Shadow analysis

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DP 4.25 8

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1 Lillooet Road



2 Building 1 entrance



3 Old Lillooet Road



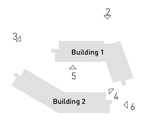
4 Courtyard



5 Building 1 courtyard facade



6 Short elevation detail



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2025-10-17
PROFESSIONAL ENGINEERS AND GEOSCIENTISTS
BRITISH COLUMBIA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
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1 : 200

Perspective views

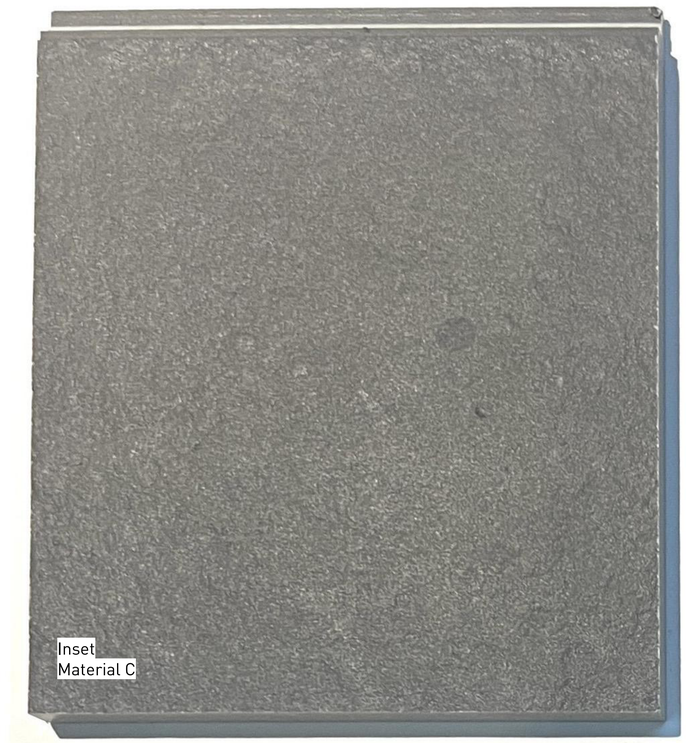
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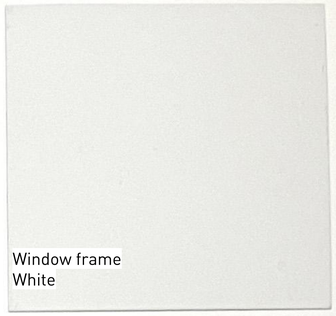
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Inset
Material C



Accent
Material B



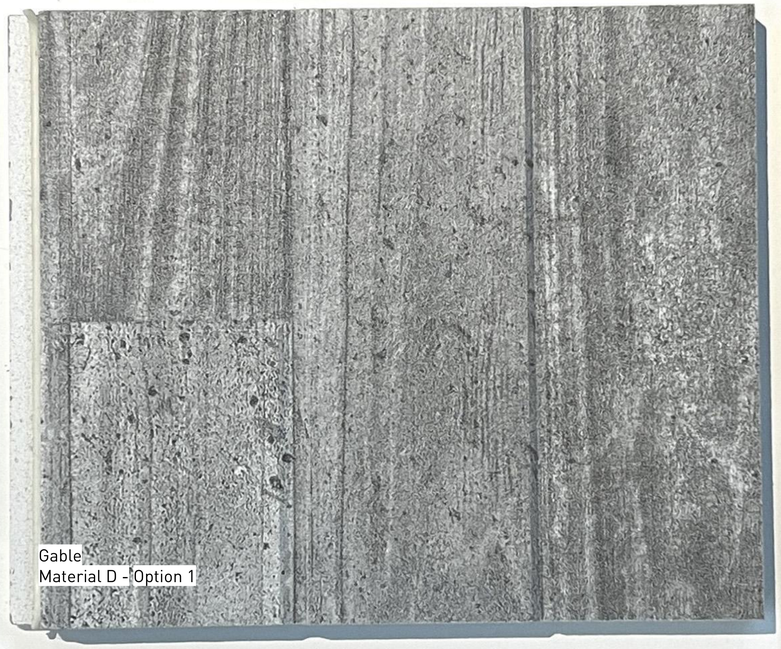
Window frame
White



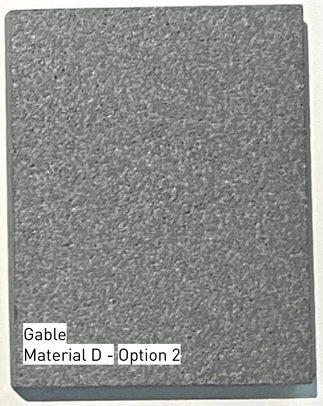
Window frame
Black



Field
Material A



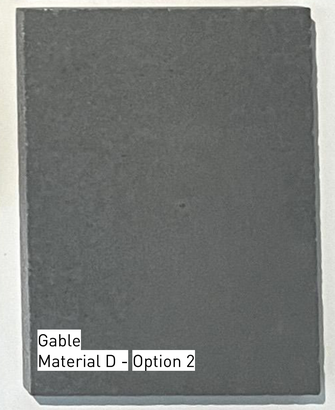
Gable
Material D - Option 1



Gable
Material D - Option 2



Balconies
mid grey flashing



Gable
Material D - Option 2



Guardrail
Translucent glass

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REGISTERED ARCHITECT
PROVINCE OF BRITISH COLUMBIA
2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE

Material sample board

SHEET
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Parking Schedule

Family	Description	Count
Bike stall	Horizontal	79
Bike stall	Oversized	17
Bike stall	Stacked (lower) stall	105
Bike stall	Stacked (upper) stall	70
Bike stall	Vertical	60
		331
Parking Space	Accessible	8
Parking Space	Small	38
Parking Space	Standard	71
Parking Space	Visitor	14
		131

Notes:

Small car stall - 35% max allowed

Building above outline
Top of slope
Top of slope 10m setback
Setback

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Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

Floor plan - P1 / P1S 1
1 : 150 6/A1.210

Floor plan - Level P1N-P1S

SHEET
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Floor plan - L1N - Building 1 1

1 : 100 6/A1.210

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2315
SCALE
1 : 100

Floor plan - Level 1N

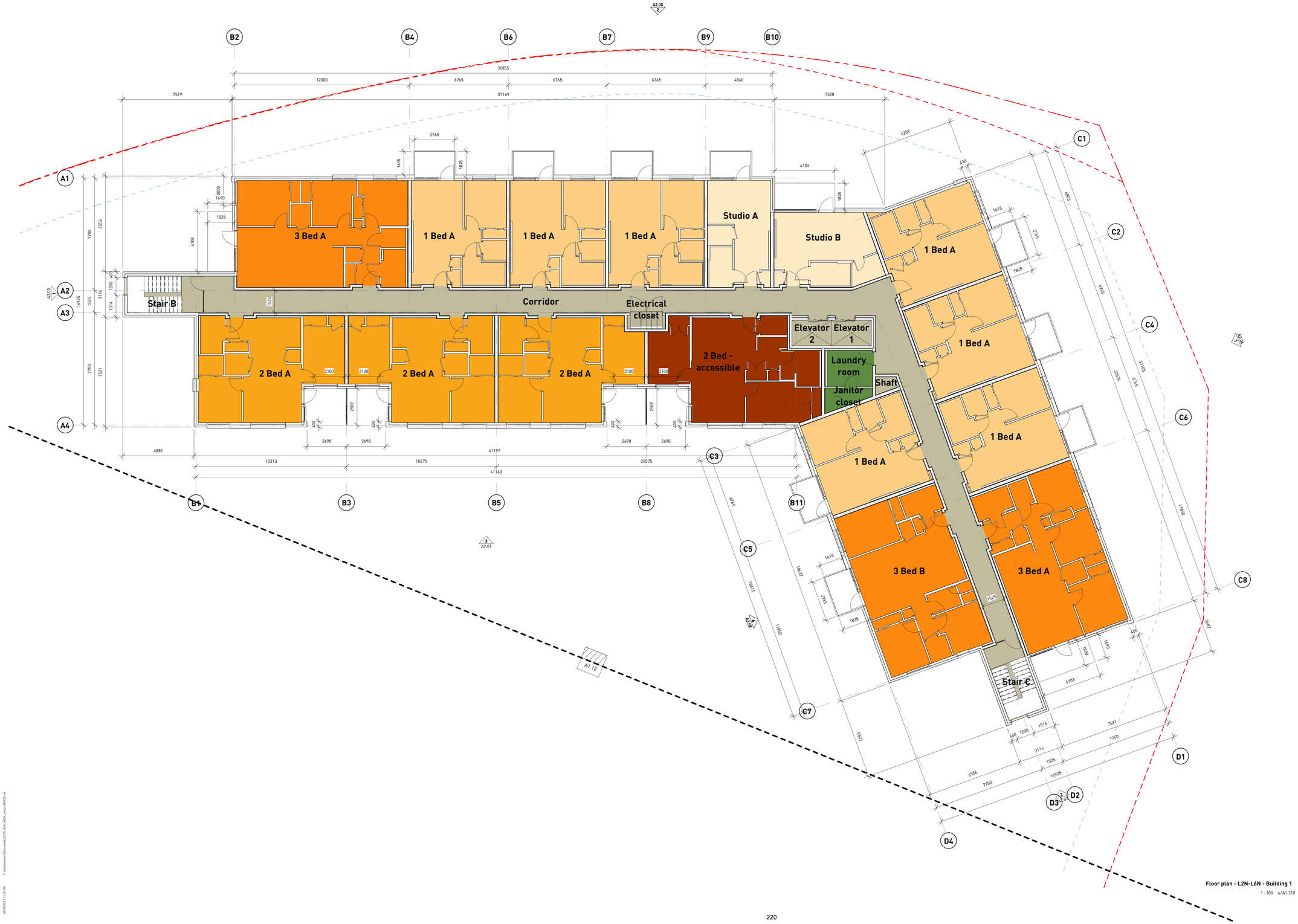
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Floor plan - L2N-L6N - Building 1 **1**

1 : 100 6/A1.210

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Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

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2315
SCALE
1 : 100

Floor plan - Level 2N-6N

SHEET
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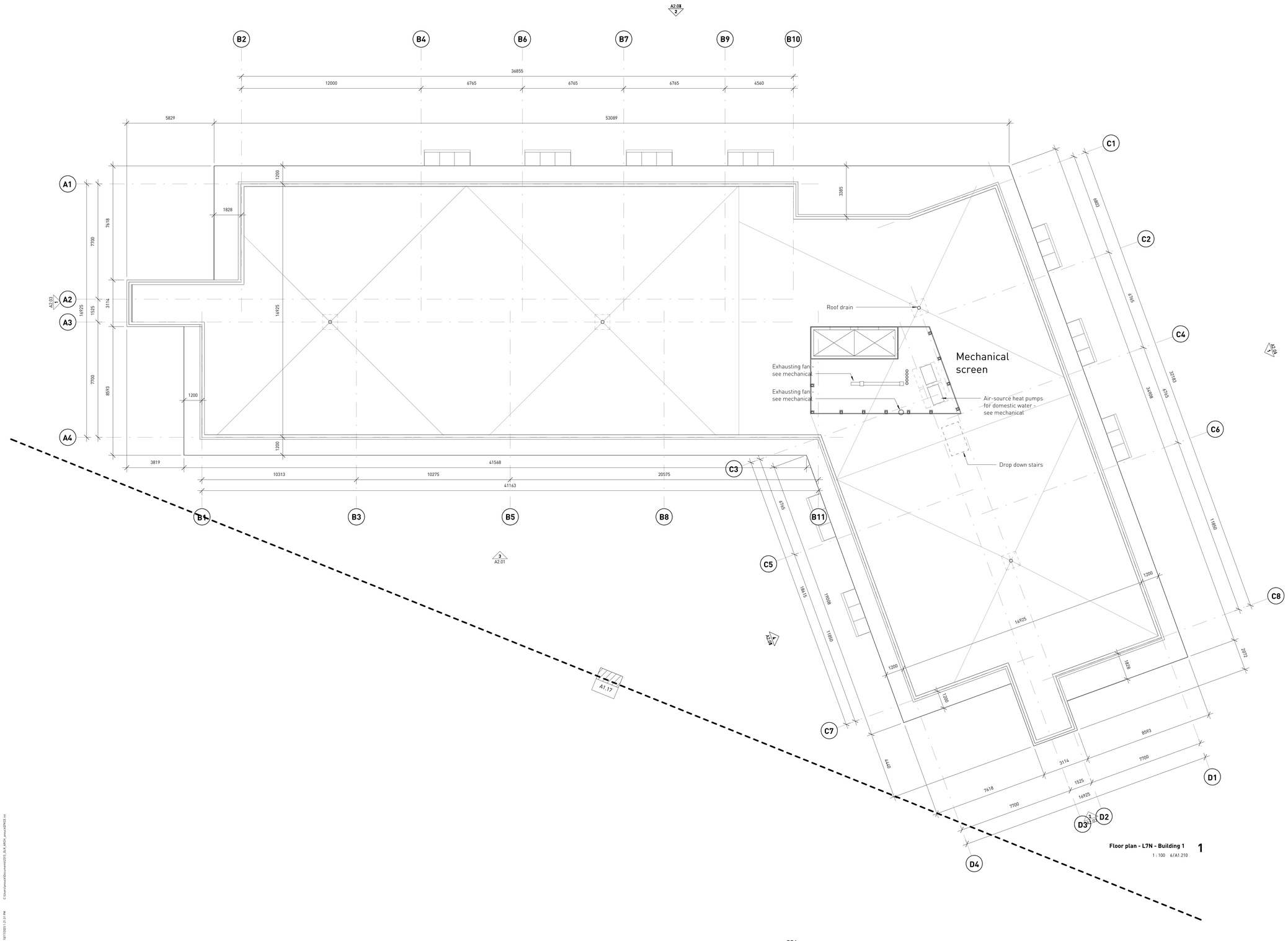
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Floor plan - L7N - Building 1 1

1 : 100 6/A1.210

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Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

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2315
SCALE
1 : 100

Floor plan - Level 7N (roof)

SHEET
A1.14


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Floor plan - L1S - Building 2 1

1 : 100 2/A1.10.2

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2315
SCALE
1 : 100

Floor plan - Level 1S

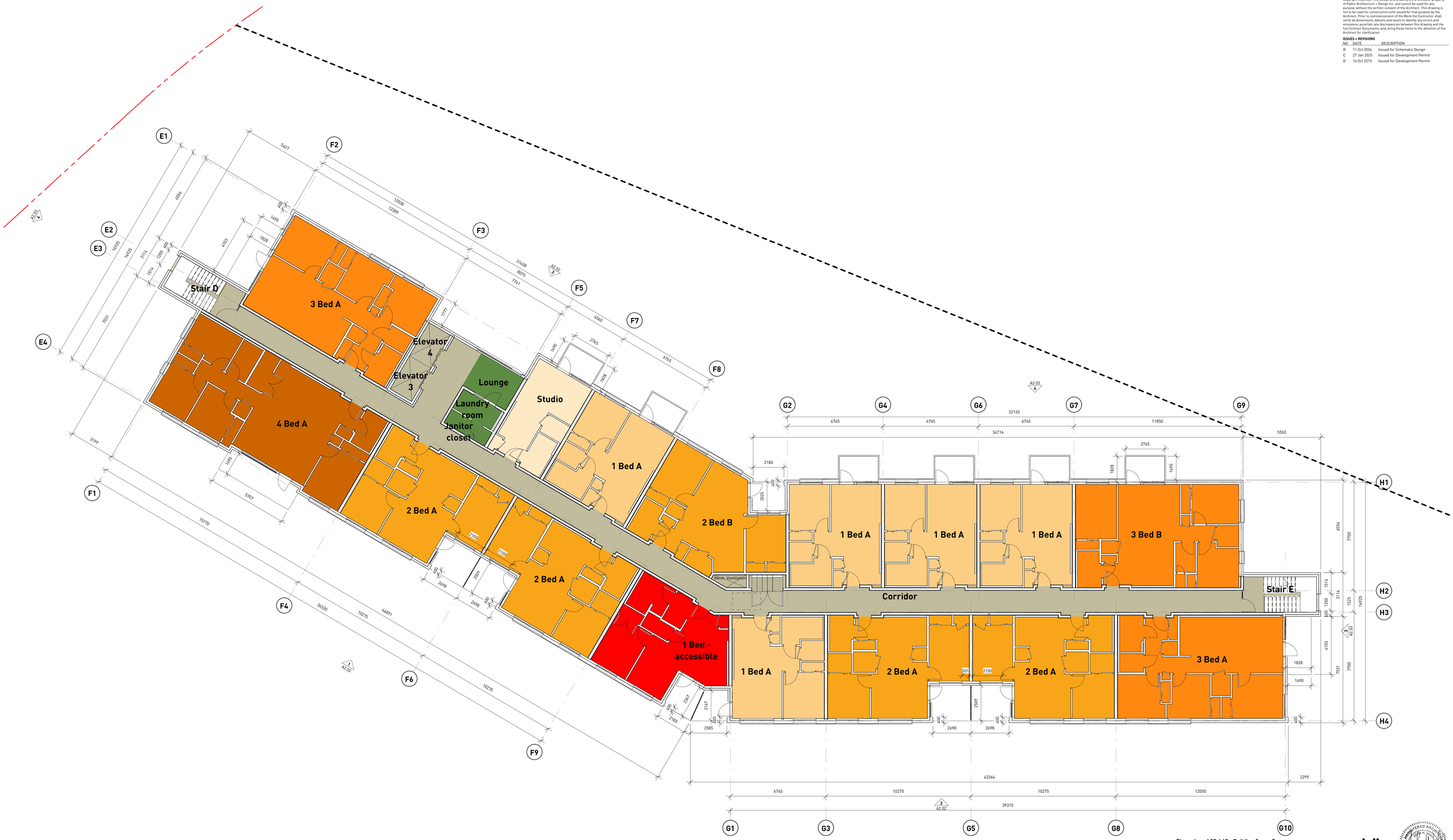
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Floor plan - L2S-L6S - Building 2 1

1 : 100 6/A1.210

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SCALE
1 : 100

Floor plan - Level 2S-6S

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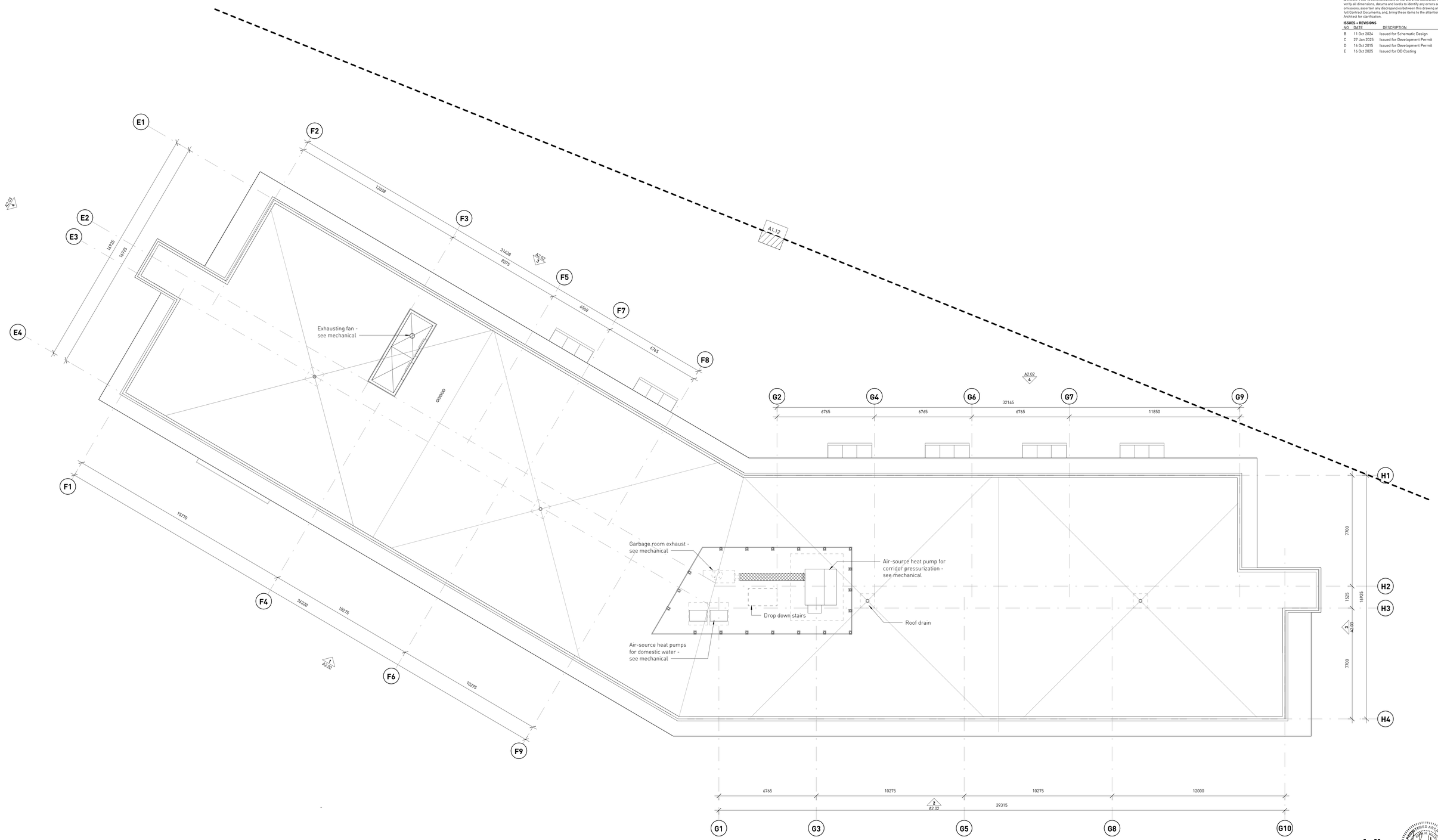
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Old Lillooet Road

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2315
SCALE
1 : 100

Floor plan - L7S - Building 2 **1**
1 : 100 6/A1.210

Floor plan - Level 7S (roof)

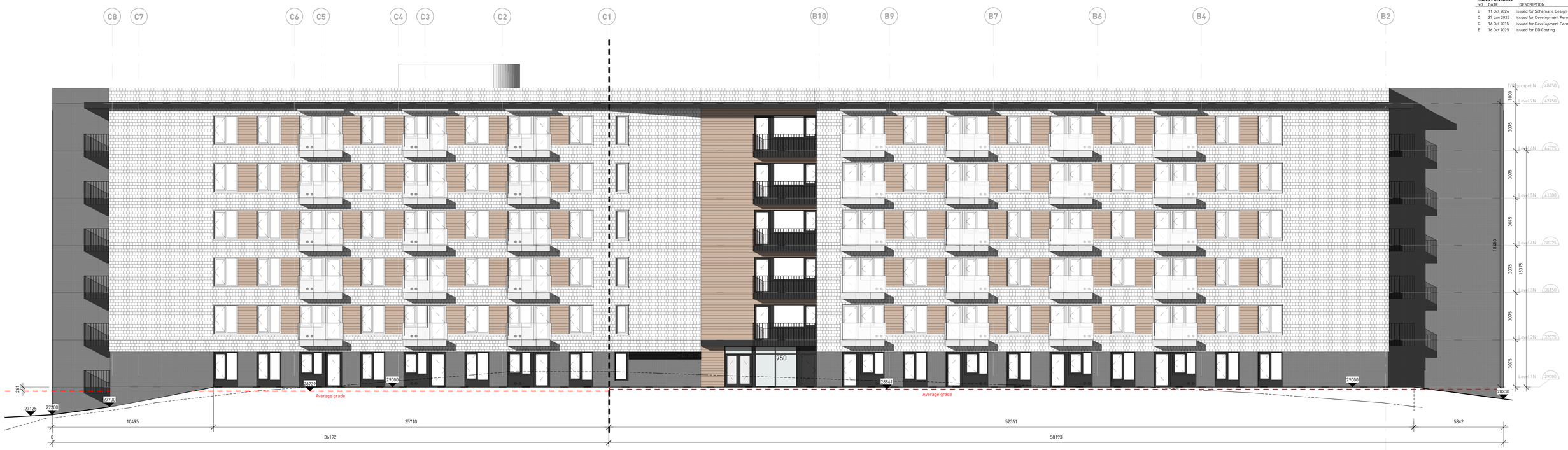
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Elevation building 1 - North east **1**
1 : 100 1/A0.20

Elevation building 1 - North **2**
1 : 100 1/A0.20



Elevation building 1 - South **3**
1 : 100 1/A0.20

Elevation building 1 - South west **4**
1 : 100 1/A0.20

Legend

- Existing grades
- Design grades

Materials

- Fiber cement shingles, white
- Fiber cement panel, wood tone
- Fiber cement panel, grey
- Okoskin
- Prefinished metal guardrail, grey
- tempered glass guardrail



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Elevations - Building 1 - Long elevations

SHEET
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Elevation building 2 - South west **1**

1 : 100 1/A0.20

Elevation building 2 - South **2**

1 : 100 1/A0.20



Elevation building 2 - North **4**

1 : 100 1/A0.20

Elevation building 2 - North West **3**

1 : 100 1/A0.20

Legend

- Existing grades
- Design grades

Materials

- Fiber cement shingles, white
- Fiber cement panel, wood tone
- Fiber cement panel, grey
- Okoskin
- Prefinished metal guardrail, grey
- tempered glass guardrail



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SCALE
As indicated

Elevations - Building 2 - Long elevations

SHEET
A2.02

C:\Users\Various\Documents\2315_OLR_ARCH_Various%20Model.rvt
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Elevation building 1 corner - West **1**

1 : 100 1/A0.20



Elevation building 1 corner - South east **2**

1 : 100 1/A0.20



Elevation building 2 corner - East **3**

1 : 100 1/A0.20



Elevation building 2 corner - North West **4**

1 : 100 1/A0.20

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ISSUES + REVISIONS

NO	DATE	DESCRIPTION
B	11 Oct 2024	Issued for Schematic Design
C	27 Jan 2025	Issued for Development Permit
D	16 Oct 2015	Issued for Development Permit
E	16 Oct 2025	Issued for DD Costing

Legend

- Existing grades
- Design grades

Materials

- Fiber cement shingles, white
- Fiber cement panel, wood tone
- Fiber cement panel, grey
- Okoskin
- Prefinished metal guardrail, grey
- tempered glass guardrail



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REGISTERED ARCHITECT
PROVINCE OF BRITISH COLUMBIA
2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

27 Aug 2024

PROJECT CODE
2315
SCALE
As indicated

Elevations - Building 1 & 2 - Short elevations

SHEET
A2.03

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DP 4.25 20

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Building section - Courtyard **1**

1 : 100 1/A1.07

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2025-10-17
BRITISH COLUMBIA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
1 : 100

Building sections

SHEET
A3.01

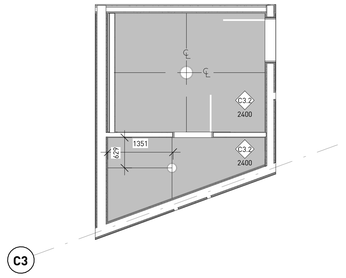
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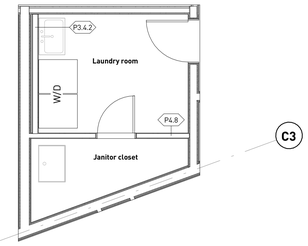
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ISSUES + REVISIONS

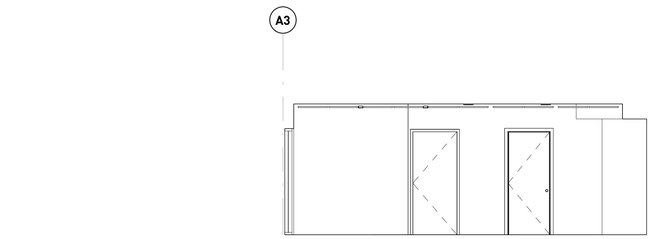
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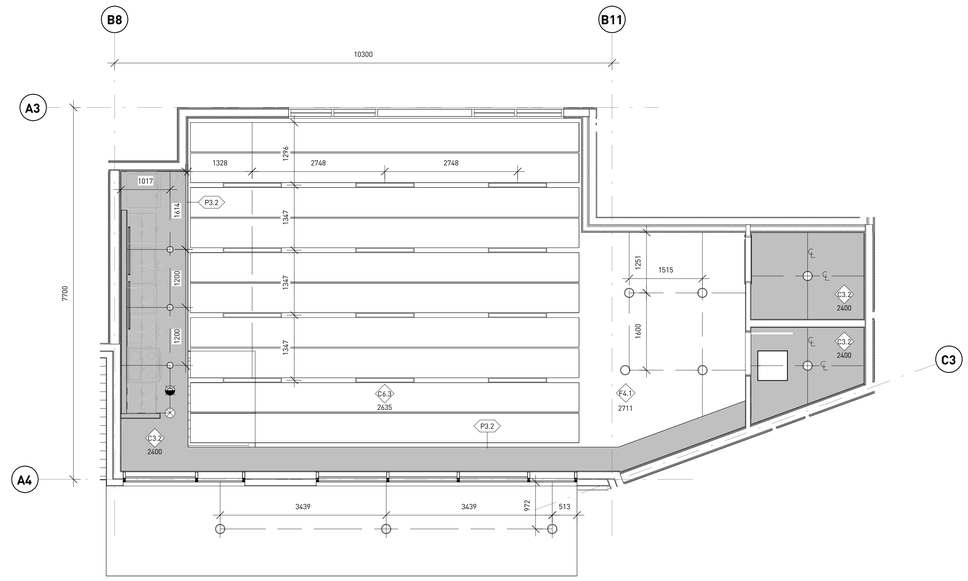
8 RCP - Building 1 amenity - L2N-L6N
1 : 50



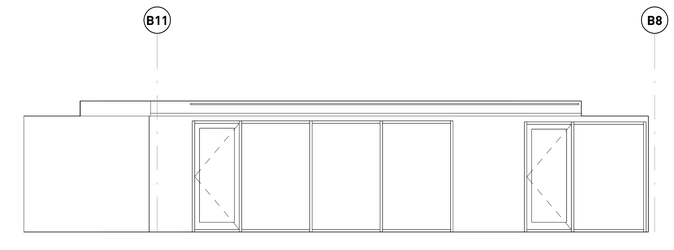
3 Floor plan - Building 1 amenity - L2N-L6N
1 : 50



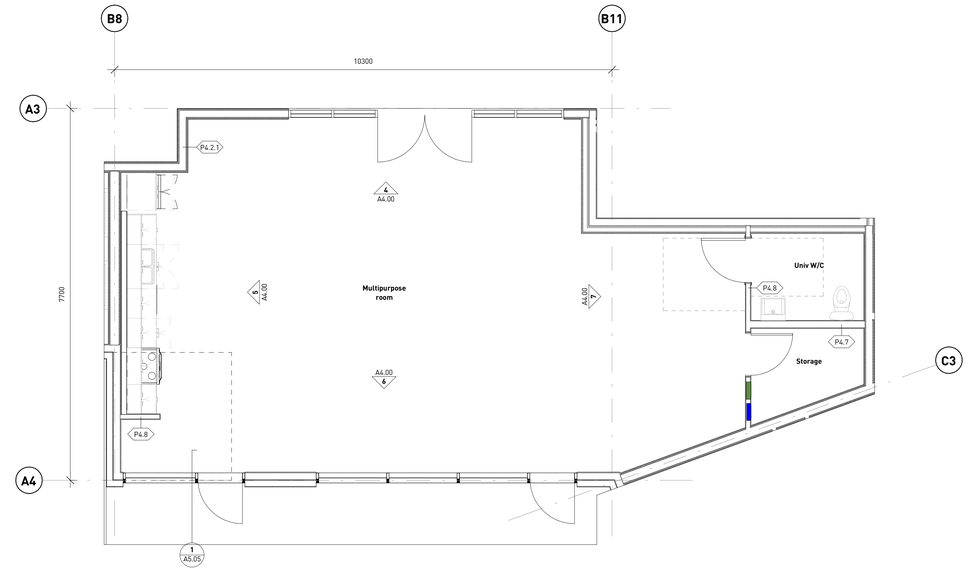
7 Building 1 - Amenity - Interior elevation 4
1 : 50



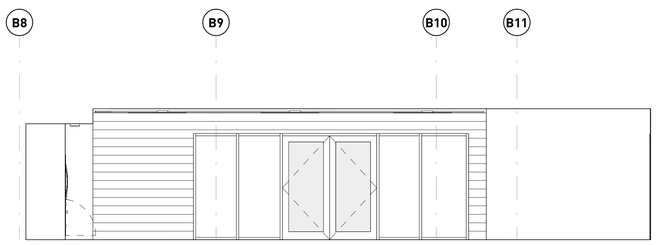
2 RCP - Building 1 amenity - L1N
1 : 50



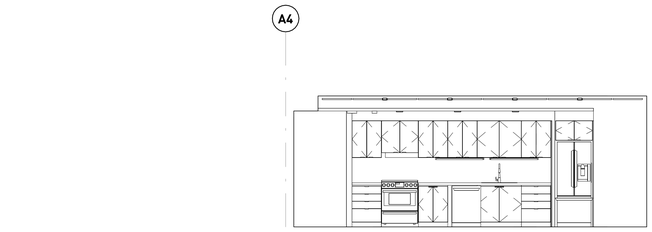
6 Building 1 - Amenity - Interior elevation 3
1 : 50



1 Floor plan - Building 1 amenity - L1N
1 : 50



4 Building 1 - Amenity - Interior elevation 1
1 : 50



5 Building 1 - Amenity - Interior elevation 2
1 : 50

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Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
1 : 50

Building 1 - Amenity spaces

SHEET
A4.00

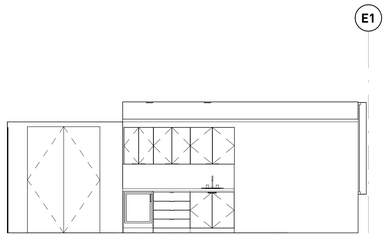
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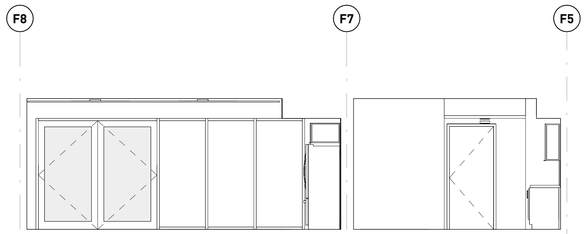
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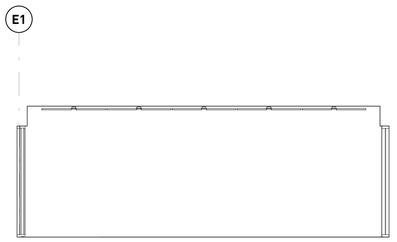
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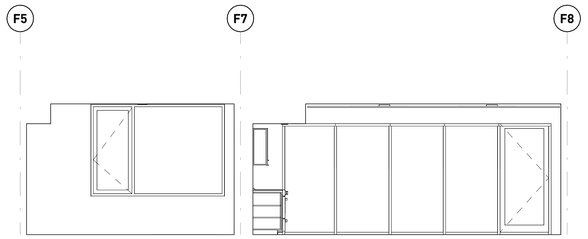
8 **Elevation - L1S - Multipurpose room - West**
1 : 50



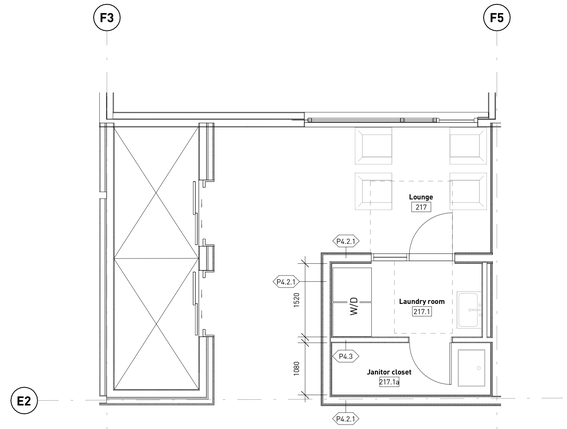
7 **Elevation - L1S - Multipurpose room - South**
1 : 50



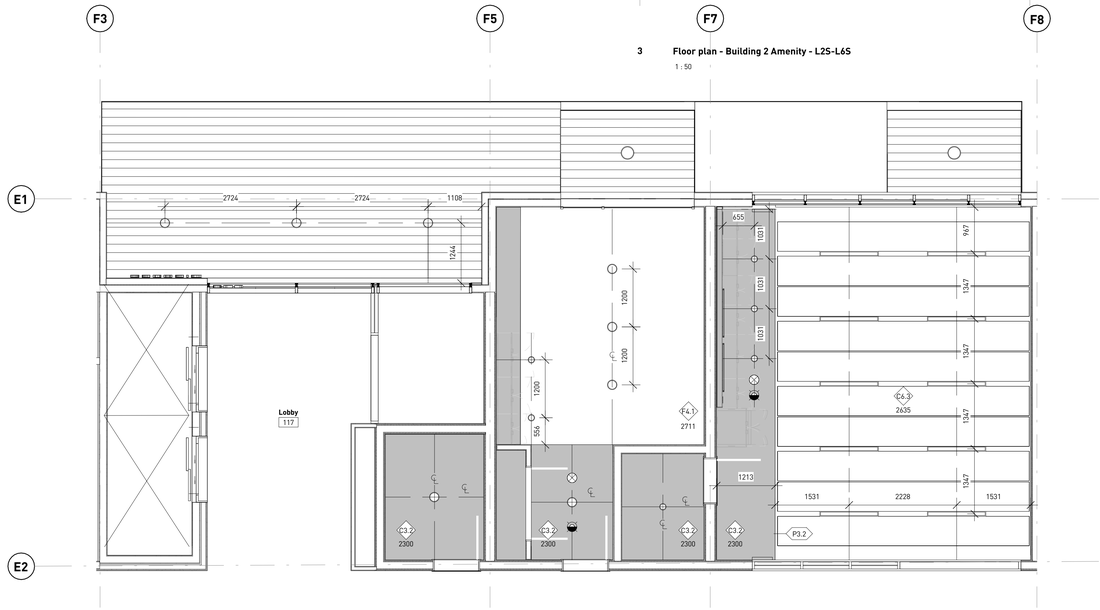
6 **Elevation - L1S - Multipurpose room - East**
1 : 50



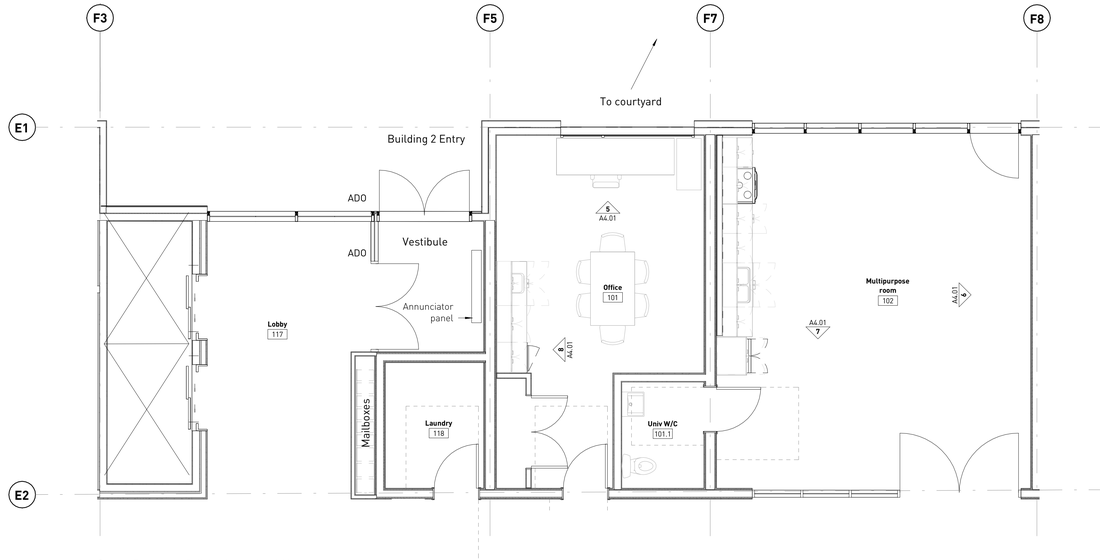
5 **Elevation - L1S - Multipurpose room - North**
1 : 50



3 **Floor plan - Building 2 Amenity - L2S-L6S**
1 : 50



2 **RCP - Building 2 Amenity - L1S**
1 : 50



1 **Floor plan - Building 2 Amenity - L1S**
1 : 50

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REGISTERED ARCHITECT JOHN N. TUCKER 37 BRITISH COLUMBIA 2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
1 : 50

Building 2 - Amenity spaces

SHEET
A4.01

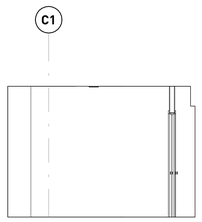
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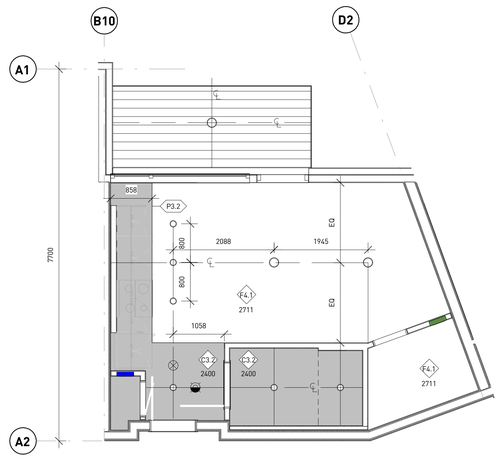
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ISSUES + REVISIONS

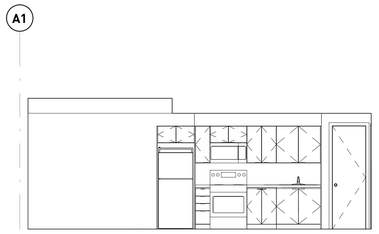
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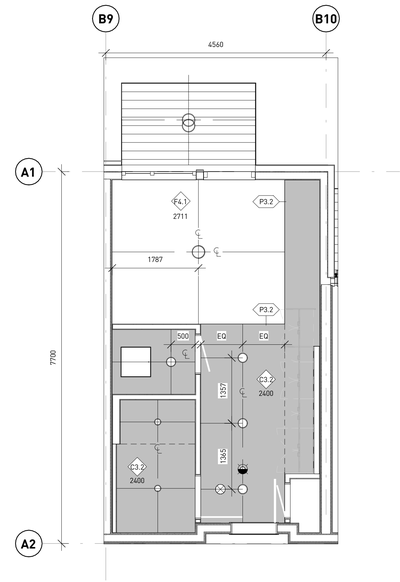
12 **Studio B - Interior Elevation 4**
1 : 50



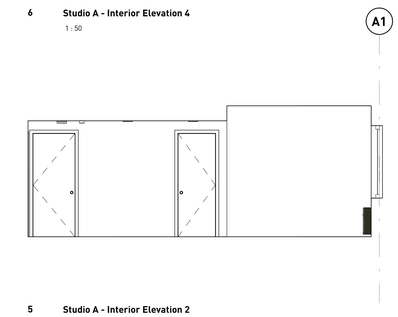
8 **RCP - Unit - Studio B**
1 : 50



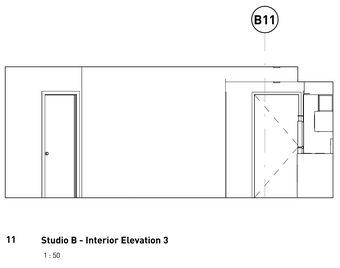
6 **Studio A - Interior Elevation 4**
1 : 50



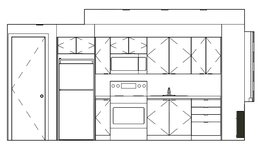
2 **RCP - Unit - Studio A**
1 : 50



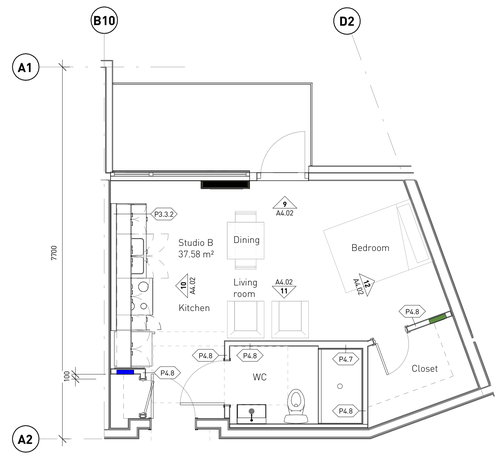
5 **Studio A - Interior Elevation 2**
1 : 50



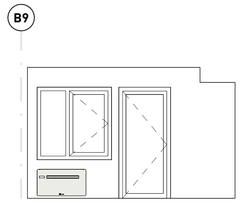
11 **Studio B - Interior Elevation 3**
1 : 50



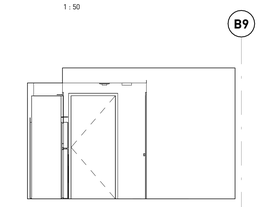
10 **0 Bed B - Interior Elevation 2**
1 : 50



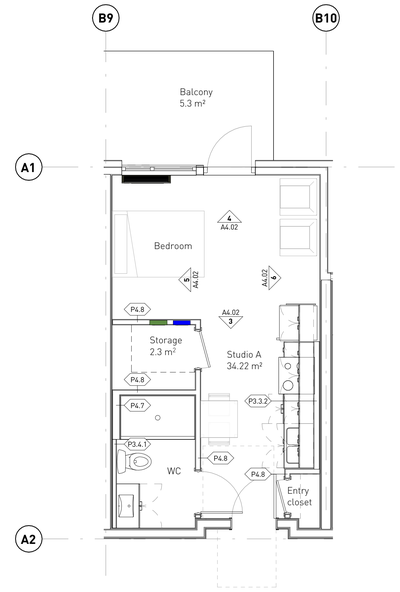
7 **Unit plan - Studio B**
1 : 50



4 **Studio A - Interior Elevation 1**
1 : 50



3 **Studio A - Interior Elevation 3**
1 : 50



1 **Unit plans - Studio A**
1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

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REGISTERED ARCHITECT
PROVINCE OF BRITISH COLUMBIA
2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

Studios

SHEET
A4.02

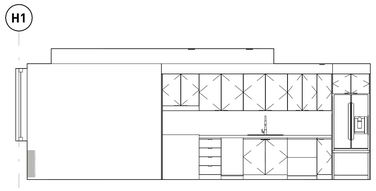
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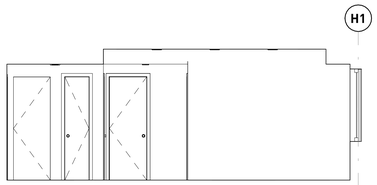
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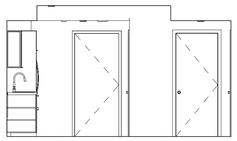
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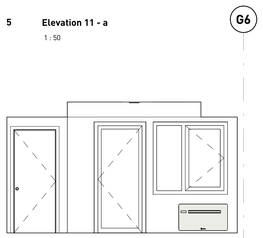
7 **Elevation 12 - a**
1 : 50



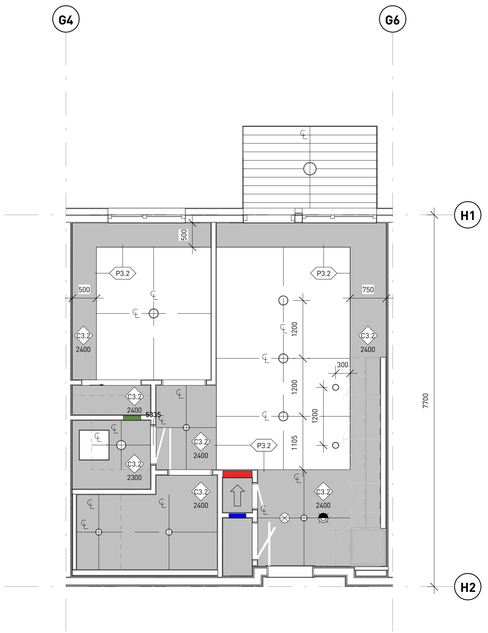
6 **Elevation 13 - a**
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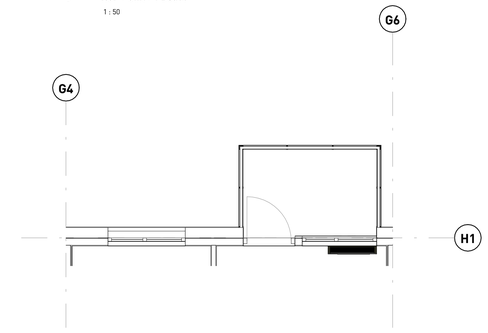
5 **Elevation 11 - a**
1 : 50



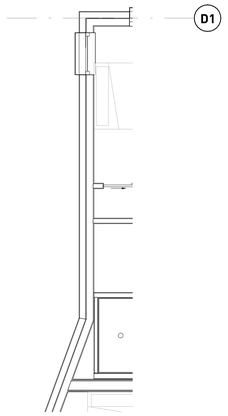
4 **Elevation 10 - a**
1 : 50



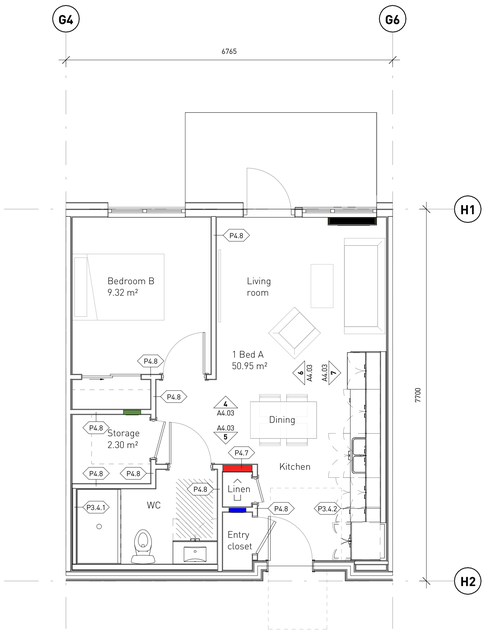
3 **RCP - Unit - 1 Bed A**
1 : 50



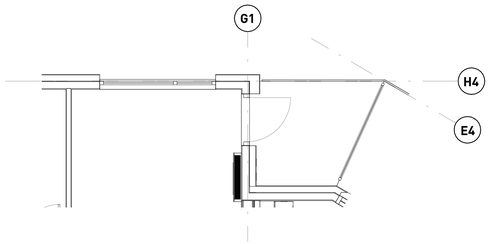
2 **Enlarged unit plan - 1 Bed A typical balcony**
1 : 50



8 **Unit plan - Building North 1 Bed A corner**
1 : 50



1 **Enlarged unit plan - 1 Bed A**
1 : 50



9 **Unit plan - Building South 1 Bed A**
1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

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ARCHITECTS ASSOCIATION OF BRITISH COLUMBIA 2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

1 Bedroom A

SHEET
A4.03

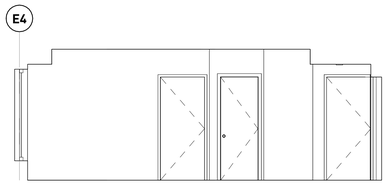
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DP 4.25.25

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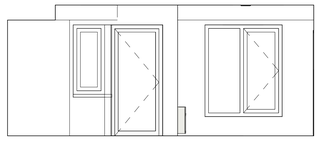
ISSUES + REVISIONS

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D	16 Oct 2015	Issued for Development Permit
E	16 Oct 2025	Issued for DD Costing



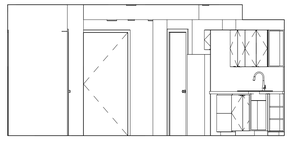
6 1 Bed Acc - Interior elevation 2

1 : 50



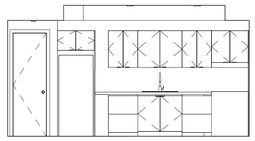
5 1 Bed Acc - Interior elevation 3

1 : 50



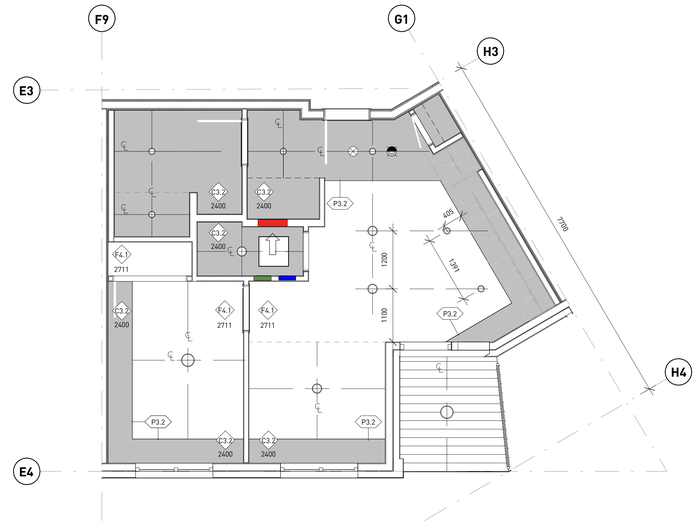
4 1 Bed Acc - Interior elevation 1

1 : 50



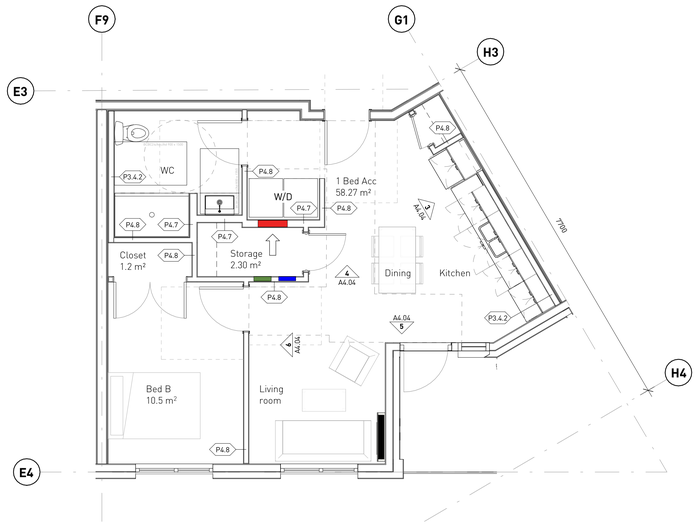
3 1 Bed Acc - Interior elevation 4

1 : 50



2 RCP - Unit - 1 Bed Acc

1 : 50



1 Unit plan - 1 Bed Acc

1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

public
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VANCOUVER BC V5L 1Z1
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WWW.PUBLICARCHITECTURE.CA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

1 Bedroom - accessible

SHEET
A4.04

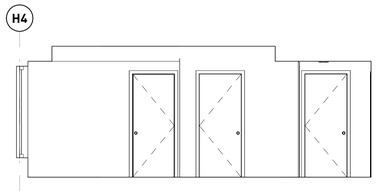
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DP 4.25.26

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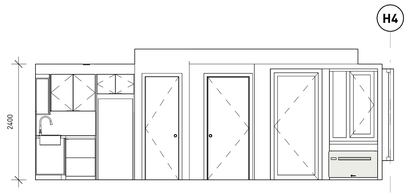
ISSUES + REVISIONS

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E	16 Oct 2025	Issued for DD Costing



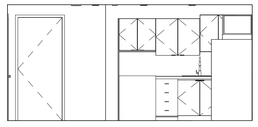
7 Elevation 6 - a

1 : 50



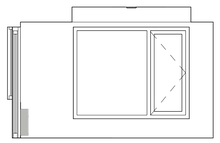
8 Elevation 7 - a

1 : 50



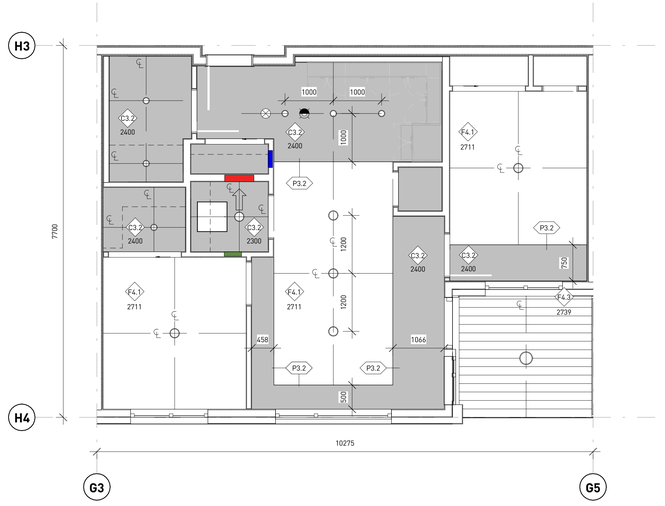
6 Elevation 5 - a

1 : 50



5 Elevation 8 - a

1 : 50



4 RCP - Unit - 2 Bed A

1 : 50

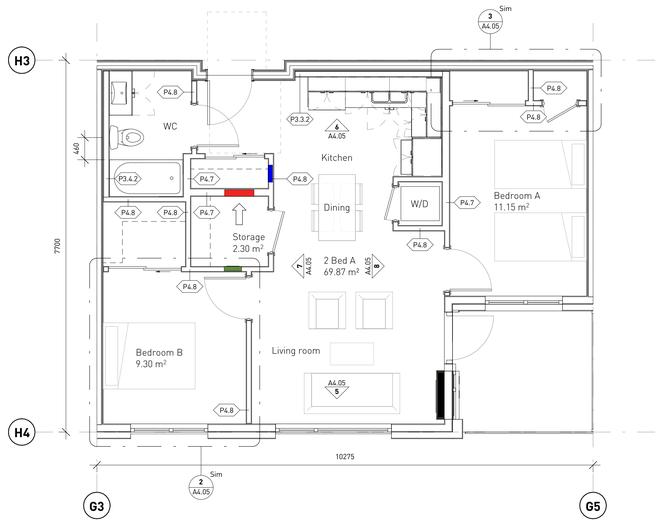
3 Unit plan - Building North - 2 Bed A electrical room

1 : 50



2 Unit plan - Building North - 2 Bed A corner

1 : 50



1 Unit plan - 2 Bed A

1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

public
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ARCHITECTS ASSOCIATION OF BRITISH COLUMBIA 2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

2 Bedroom A

SHEET
A4.05

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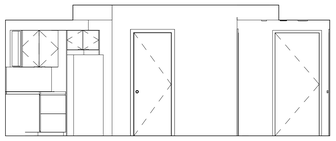
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ISSUES + REVISIONS

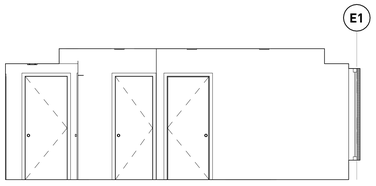
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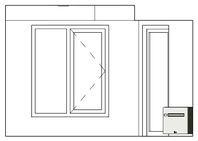
6 2 Bed B - Interior Elevation 4
1 : 50



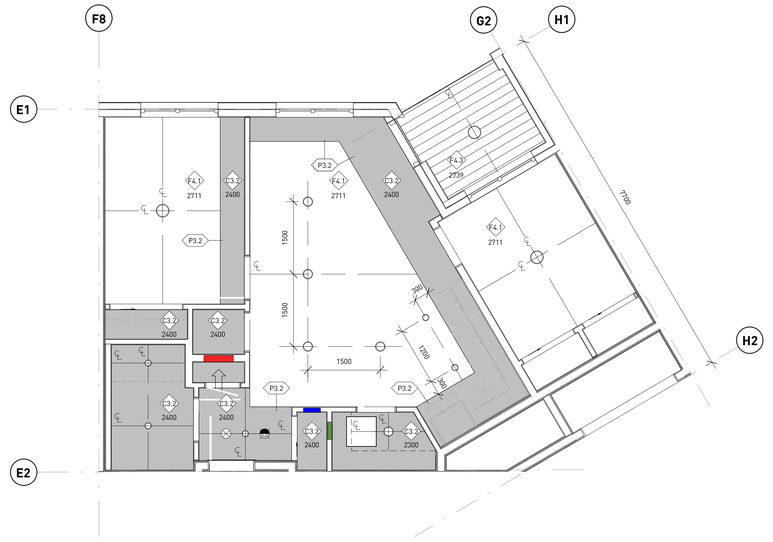
5 2 Bed B - Interior Elevation 3
1 : 50



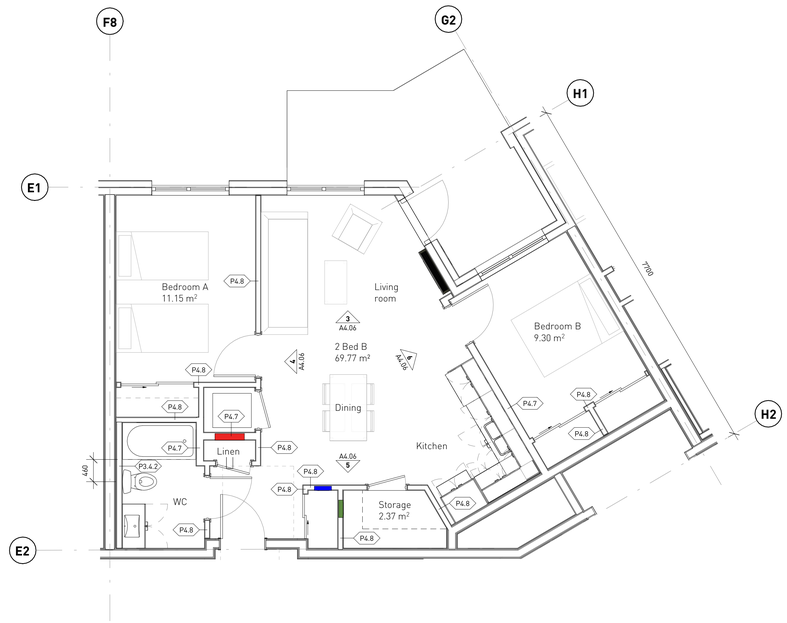
4 2 Bed B - Interior Elevation 2
1 : 50



3 2 Bed B - Interior Elevation 1
1 : 50



7 RCP - Unit - 2 Bed B
1 : 50



1 Unit plan - 2 Bed B
1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

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2025-10-17
PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

2 Bedroom B

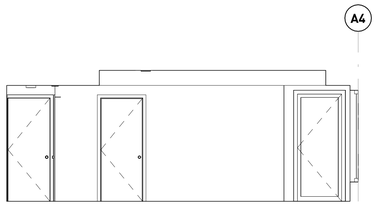
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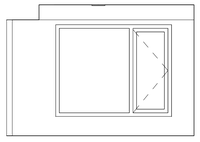
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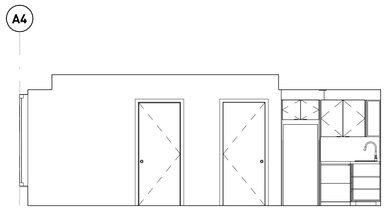
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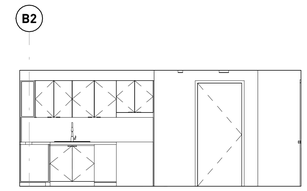
6 **2 Bed C - Interior elevation 4**
1 : 50



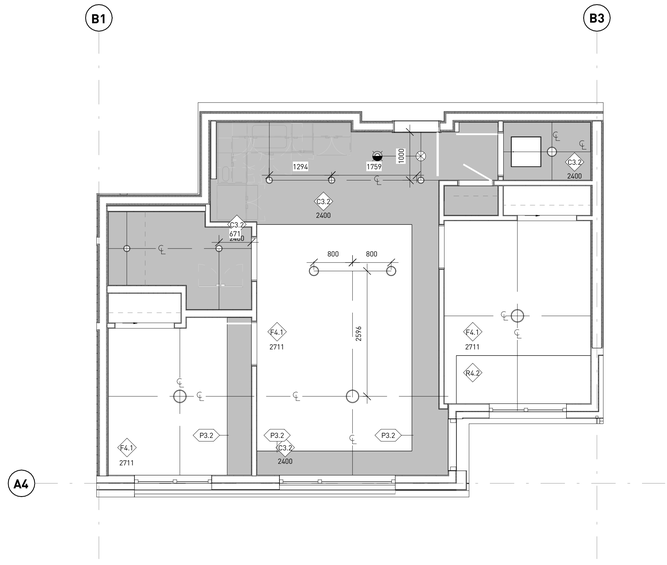
5 **2 Bed C - Interior elevation 3**
1 : 50



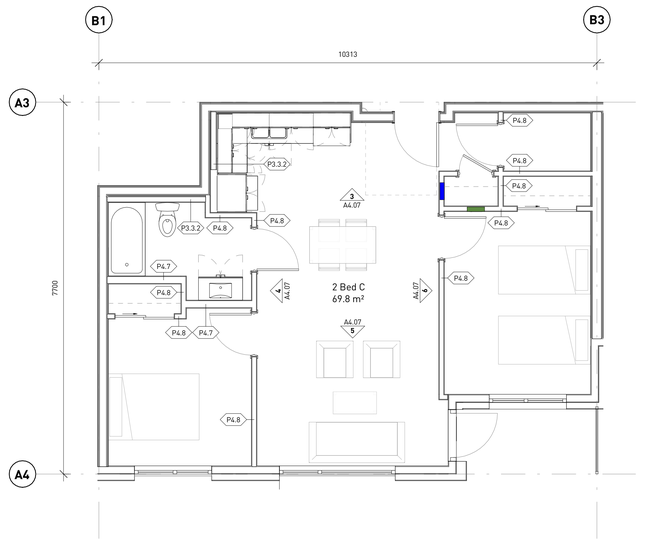
4 **2 Bed C - Interior elevation 2**
1 : 50



3 **2 Bed C - Interior elevation 1**
1 : 50



2 **RCP - Unit - 2 Bed C**
1 : 50



1 **Unit plan - 2 Bed C**
1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

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ARCHITECTS ASSOCIATION OF BRITISH COLUMBIA 2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

2 Bedroom C

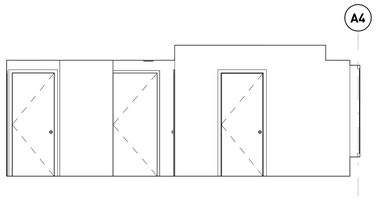
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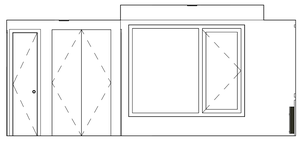
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ISSUES + REVISIONS

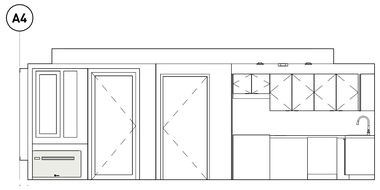
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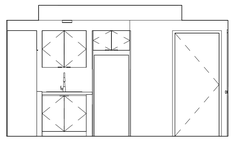
6 2 Bed D Acc - Interior Elevation 4
1 : 50



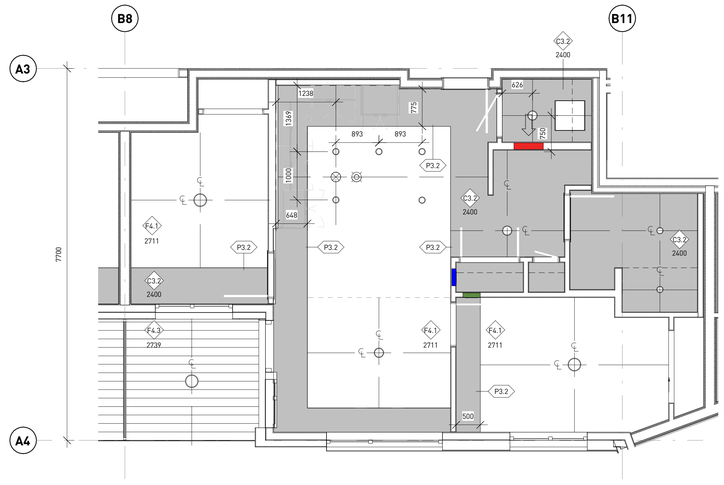
5 2 Bed D Acc - Interior Elevation 3
1 : 50



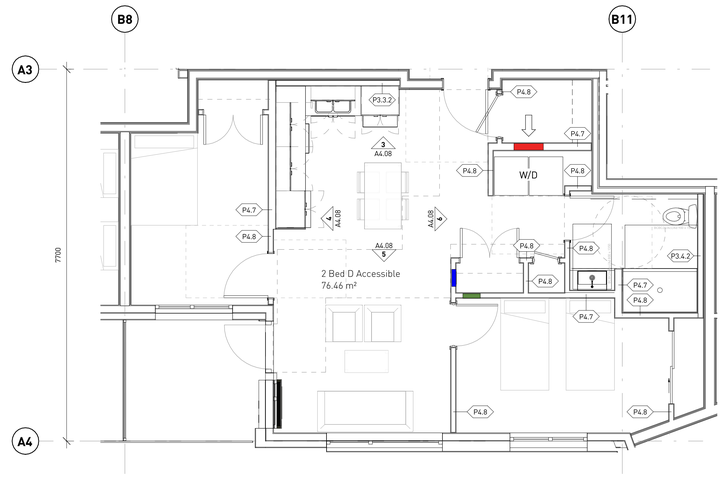
4 2 Bed D Acc - Interior Elevation 2
1 : 50



3 2 Bed D Acc - Interior Elevation 1
1 : 50



2 RCP - Unit - 2 Bed Acc
1 : 50



1 Unit plan - 2 Bed D Acc
1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

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ARCHITECTS ASSOCIATION OF BRITISH COLUMBIA 2025-10-17

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

2 Bedroom - accessible

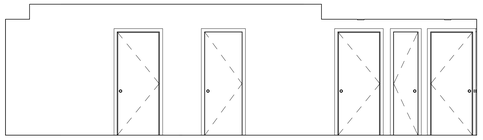
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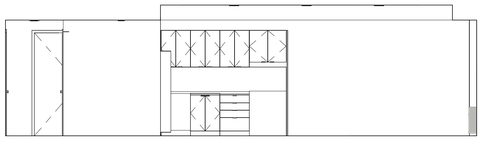
ISSUES + REVISIONS

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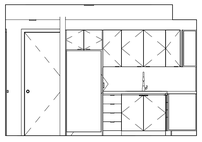
6 3 Bed A - Interior Elevation 3

1 : 50



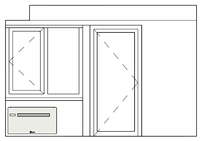
5 3 Bed A - Interior Elevation 1

1 : 50



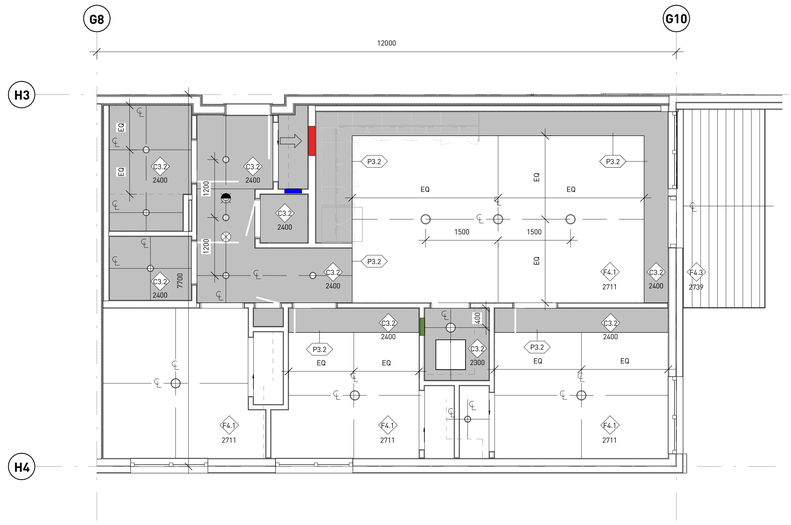
4 3 Bed A - Interior Elevation 2

1 : 50



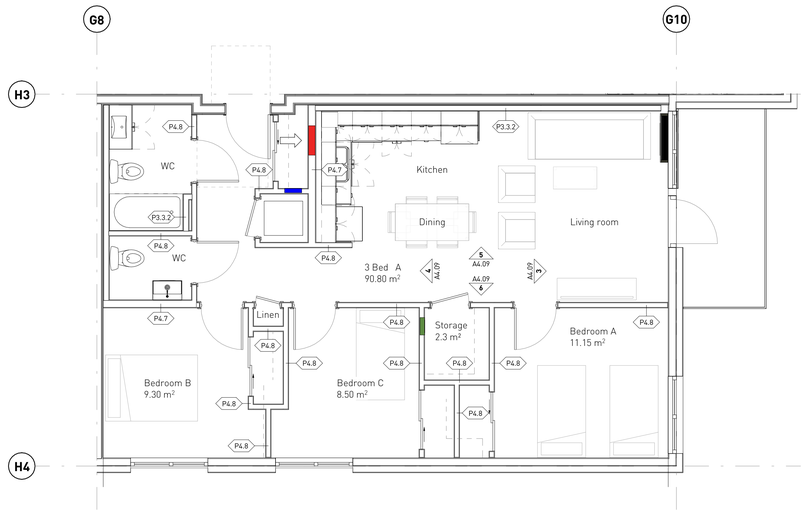
3 3 Bed A - Interior Elevation 4

1 : 50



2 RCP - Unit - 3 Bed A

1 : 50



1 Unit plan - 3 Bed A

1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

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2025-10-17
ARCHITECTS OF COLUMBIA

Old Lillooet Road

Old Lillooet Road, North Vancouver, BC

PROJECT CODE
2315
SCALE
As indicated

3 Bedroom A

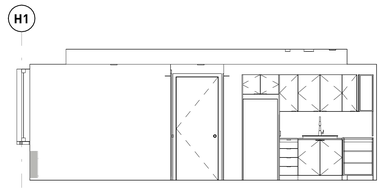
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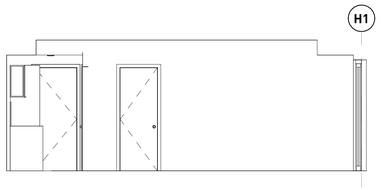
ISSUES + REVISIONS

NO	DATE	DESCRIPTION
B	11 Oct 2024	Issued for Schematic Design
C	27 Jan 2025	Issued for Development Permit
D	16 Oct 2015	Issued for Development Permit
E	16 Oct 2025	Issued for DD Costing



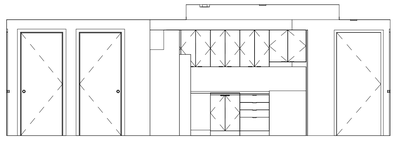
6 3 Bed B - Interior elevation 4

1 : 50



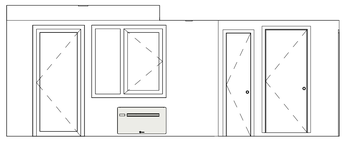
4 3 Bed B - Interior elevation 2

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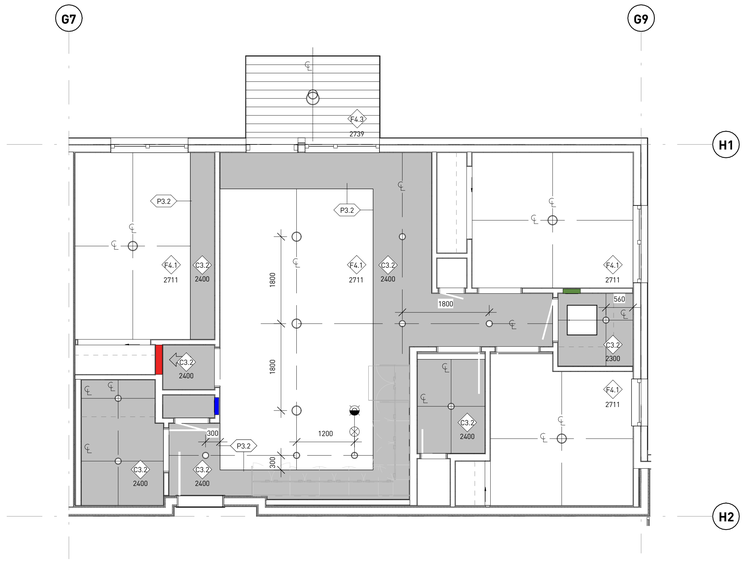
5 3 Bed B - Interior elevation 3

1 : 50



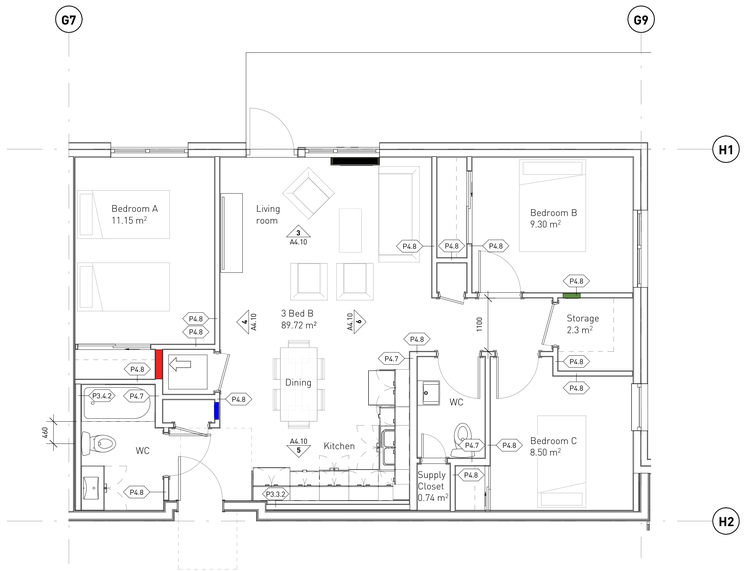
3 3 Bed B - Interior elevation 1

1 : 50



2 RCP - Unit - 3 Bed B

1 : 50



1 Unit plan - 3 Bed B

1 : 50

Area check

Studio
max 33 sqm
+5% 34.65 sqm

One bed
max 49 sqm
+5% 51.45 sqm
+12% 54.88 sqm

Two bed
max 67 sqm
+5% 70.35 sqm
+12% 75.04 sqm

Three bed
max 86 sqm
+5% 90.30 sqm

Manifold
- see mechanical

Electrical panel
- see electrical

Communication box
- see electrical

public
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2025-10-17
PUBLIC ARCHITECTURE + DESIGN INC. BRITISH COLUMBIA

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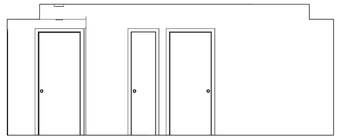
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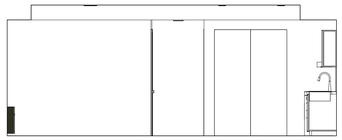
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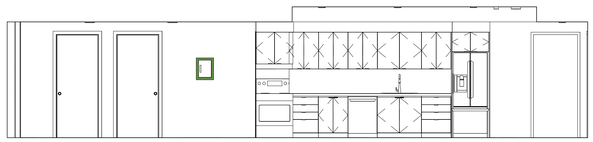
6 4 Bed A - Interior elevation 4

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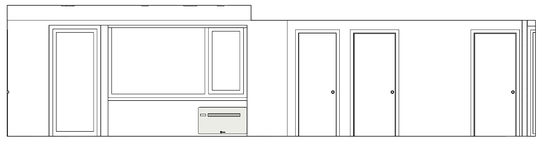
5 4 Bed A- Interior elevation 3

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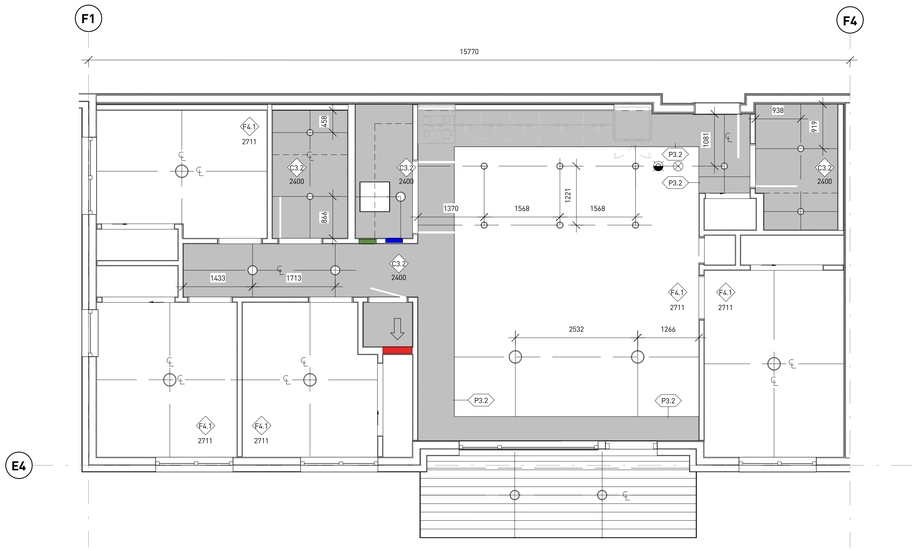
4 4 Bed A - Interior elevation 2

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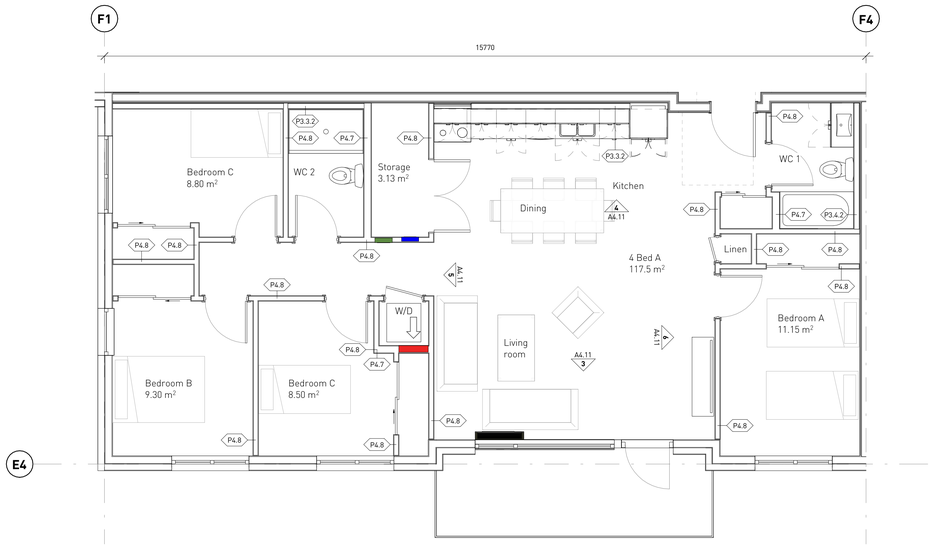
3 4 Bed A - Interior elevation 1

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1 Unit plan - 4 Bed A

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Old Lillooet Road

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SCALE
As indicated

4 Bedroom A

SHEET
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eta landscape architecture

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REISSUED FOR DEVELOPMENT PERMIT
December 19, 2025

Old Lillooet Road

for Vanmar Constructors

Civic Address: Old Lillooet Road, North Vancouver, BC



CONSULTANT TEAM

OWNER:	Vanmar Constructors
LANDSCAPE:	ETA Landscape Architecture
ARCHITECT:	Public Arts

Number	Sheet Title
L0.0	Cover Sheet
L0.1	Landscape Notes & Schedules
L0.2	Landscape Illustrative Plan
L0.3	Landscape Precedent Images
L1.0	Arborist Tree Management Plan
L2.1	Offsite Materials Plan
L2.2	Offsite Planting Plan
L3.0	Landscape Materials Plan
L4.0	Lighting Plan
L5.0	Landscape Grading & Drainage Plan
L6.0	Plant Materials
L6.1	Tree Plan
L6.2	Planting Plan
L7.0	Soil Depth & Servicing Plan
L8.0	Landscape Sections & Elevations
L8.1	Landscape Sections & Elevations
L9.1	Softscape Details
L9.2	Hardscape Details
L9.3	Hardscape Details
L9.4	Landscape Site Furnishing Details
L9.5	Play Details
L9.6	Carpentry Details

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
A	2025-01-24	Issued for DP
B	2025-10-15	Re-Issued for DP
C	2025-12-19	Re-Issued for DP

Professional Seal

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

Cover Sheet

Legal

Project Manager: KD	Project ID: 22414
Drawn By: KD	Scale: As Noted
Reviewed By: DT	Drawing No.: **L0.0** 1 of 19

ALL PLANTS TO BE NURSERY GROWN
ALL PLANT MATERIALS AND LABOUR TO CONFORM
TO THE CURRENT EDITION OF THE CSLA LANDSCAPE STANDARDS.

ALL PLANT MATERIAL TO BE INSPECTED PRIOR TO DELIVERY ON SITE. CONTRACTOR TO ARRANGE FOR INSPECTION AND MATERIAL TO ASSEMBLED IN ONE LOCATION FOR REVIEW.

IMPORTED GROWING MEDIA SHALL BE A SANDY LOAM OR LOAMY SAND TEXTURE (NO LESS THAN 50% SAND BY WEIGHT) CONTAINING 4 AND 15% ORGANINC MATTER (DRY WEIGHT BASIS).

GROWING MEDIA SHALL VIRTUALLY FREE FROM SUBSOIL, WOOD INCLUDING WOODY PLANT PARTS, INVASIVE AND NOXIOUS PLANT AND THEIR REPRODUCTIBLE PARTS, PLANT PATHOGENIC ORGANISMS, ORGANIC OR INORGANIC MATERIALS, TOXINS, STONES OVER 30mm (1.2"), ANY DEBRIS AND FOREIGN OBJECTS.

IMPORTED GROWING MEDIA SHALL CONFORM TO AND BE TREATED AS PER SECTION 6.2.3 TO 6.2.7 INCLUSIVE OF THE CURRENT EDITION CANADIAN LANDSCAPE STANDARDS.

GROWING MEDIUM SHALL CONFORM TO LEVEL 1 "WELL-GROOMED" AREAS: LOW TRAFFIC LAWN AREAS, TREES AND LARGE SHRUBS (1L IN TABLE T-6.3.5.1 OF THE CURRENT EDITION OF THE CANADIAN LANDSCAPE STANDARDS).
IT SHALL POSSESS THE FOLLOWING QUALITIES:

TEXTURE
*COARSE GRAVEL (LARGER THAN 19mm AND SMALLER THAN 40mm): 0-1%
*ALL GRAVEL (LARGER THAN 2mm AND SMALER THAN 40mm): 0-5%
*SAND (LARGER THAN 0.05mm AND SMALLER THAN 2mm): 50-70%
*SILT (LARGER THAN 0.002mm AND SMALLER THAN 0.05mm): 10-25%
*CLAY (SMALLER THAN 0.002mm): 0-20%
*CLAY AND SILT COMBINED: MAXIMUM 25%

ORGANIC CONTENT: 3-10%

Acidity (pH): 6.0-7.0 as per CANADIAN LANDSCAPE STANDARDS

DRAINAGE: PERCOLATION SHALL BE SUCH THAT NO STANDING WATER IS VISIBLE 60 MINUTES AFTER AT LEAST 10 MINUTES OF MODERATE TO HEAVY RAIN OR IRRIGATION.

MINIMUM SOIL DEPTH TO BE AS PER TABLE T 6.3.5.5 OF THE CURRENT EDITION CANADIAN LANDSCAPE STANDARDS :

	Over prepared subgrade where the subsoil drains rapidly	Over structures or where the subsoil drains poorly
LARGE TREE	750mm(30")	915mm(36")
TREES (10m3 PER TREE)	750mm (30")	915mm(36")
SHRUBS	600mm(24")	600-900mm(24"-36")
LAWN-IRRIGATED	150mm(6")	150mm(6")
LAWN-NOT IRRIGATED	150mm(6")	225mm(9")

SOIL DEPTHS WILL BE CHECKED AT TIME OF SUBSTANTIAL COMPLETION REVIEW

SOIL FOR URBAN AGRICULTURE PLOTS IS TO BE URBAN GRO PROVIDED BY VERATEC, OR APPROVED ALTERNATIVE. SOIL FOR URBAN AGRICULTURE AREAS IS TO MEET OR EXCEED THE GUIDELINES FOR COMPOST QUALITY UNDER CANADIAN COUNCIL OF MINISTERS OF THE ENVIRONMENT (CCME).

SOIL IS **NOT** TO BE BLOWN IN FOR INSTALLATION.

COMPOST IS TO BE TESTED AND RESULTS SUBMITTED TO CONSULTANT PRIOR TO DELIVERY TO SITE.

BEDS TO HAVE 3" MULCH LAYER (after settling) CONSISTING OF ORGANIC COMPOSTED BARK APPLIED.

PLANTED AREAS TO HAVE PERMANENT HIGH EFFICIENCY IRRIGATION SYSTEM - SHOP DRAWINGS ARE TO BE PREPARED BY AN IABC CERTIFIED DESIGNER AND APPROVED BY LANDSCAPE ARCHITECT.

CONTRACTOR TO PROVIDE MAINTENANCE FOR 1 YEAR FOLLOWING SUBSTANTIAL COMPLETION.

CONTRACTOR TO PROVIDE WRITTEN 1 YEAR WARRANTY ON PLANT MATERIAL

CONTRACTOR TO PROVIDE COPY OF SOIL TEST TO LANDSCAPE CONSULTANT 3 WEEKS **PRIOR** TO DELIVERY ON-SITE. TEST TO BE PERFORMED BY AN INDEPENDENT LAB AND IS TO INCLUDE RECOMMENDATIONS FOR BOTH LAWN AND PLANTING BEDS.

CONSULTANT TO APPROVE SOIL BEFORE INSTALLATION. THIS DOES NOT PRECLUDE THE CONSULTANT FROM PERFORMING AN INDEPENDENT SOIL ANALYSIS AT TIME OF SUBSTANTIAL COMPLETION. CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF SOIL THAT DOES NOT MEET SPECIFICATIONS AT NO EXTRA COST TO CLIENT.

CONTRACTOR TO PROVIDE WRITTEN 1 YEAR WARRANTY ON SOIL SPECIFICATIONS.

AN INDEPENDENT SOIL TEST TO BE PROVIDED 1 WEEK PRIOR TO END OF 1 YEAR WARRANTY PERIOD CONTRACTOR TO PROVIDE SOIL AMMENDMENTS TO BRING SOIL UP TO QUALITY RECOMMENDED IN SOILS REPORT.

SITE INSPECTION
EXAMINE EXISTING SUBGRADE CONDITIONS AND SIGNIFY ACCEPTANCE IN WRITING TO THE CONSULTANT.

ASCERTAIN THE SIZE AND LOCATION OF ALL EXISTING SERVICES AND SUBGRADES PRIOR TO THE WORK.

IMMEDIATELY REPAIR DAMAGE RESULTING FROM FAILURE TO EXERCISE SUCH PRECAUTIONS AT NO COST TO THE OWNER.

ALL PRUNING TO BE IN ACCORDANCE WITH THE CSLA LANDSCAPE STANDARDS CURRENT EDITION.

ALL SOFTSCAPE AREAS ON SLAB TO INCLUDE MIN. 75MM GRAVEL DRAINAGE LAYERS IN ADDITION TO INDICATED SOIL DEPTH.

PLANT COUNTS
IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT. THE CONTRACTOR IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.

BIRD FRIENDLY PLANTING
PLANTS THAT ENABLE BIRD-FRIENDLY HABITAT CONSERVATION AND PROMOTION HAVE BEEN SELECTED AND CAN BE FOUND THROUGHOUT THE LANDSCAPE. PLANTING IS GROUPED IN NATURALIZED LAYERS OF TREES, TALL SHRUBS, LOW SHRUBS AND GROUNDCOVERS, MIMICKING THE IDEAL ENVIRONMENTAL CONDITIONS FOR BIRDS. THESE LAYERS WILL BE VARIED WITH A DIVERSITY OF TEXTURES AND DENSITIES THAT ATTRACTS AND PROTECTS MANY BIRD SPECIES. SPECIFIC LOCAL AND NON-INVASIVE PLANT SPECIES HAVE BEEN SELECTED BASED ON THEIR ABILITY TO PROVIDE YEAR- ROUND FOOD FOR BIRDS AND/OR YEAR-ROUND NESTING OPPORTUNITIES.

GENERAL NOTES
1.DO NOT SCALE DIRECTLY FROM DRAWINGS.
2.WHERE PLANS AND SPECIFICATIONS ARE FOUND TO BE IN CONFLICT, OR WHERE VARIOUS ITEMS OF WORK ARE SEEN TO BE IN CONFLICT, NOTIFY THE CONSULTANT IN WRITING IMMEDIATELY, PRIOR TO COMMENCING CONSTRUCTION.
3.THE CONTRACTOR IS REQUIRED TO INVESTIGATE AND VERIFY THE ALIGNMENT AND LOCATION OF ALL EXISTING SERVICES AND ALL EXISTING LANDSCAPE FEATURES ON SITE PRIOR TO COMMENCING CONSTRUCTION.
4.THE CONTRACTOR SHOULD PROVIDE SHOP DRAWINGS FOR REVIEW PRIOR TO COMMENCEMENT OF LANDSCAPE WORKS. MOCK UPS MAY BE REQUIRED AS NOTED/REQUESTED.
5.DIMENSIONS ON THIS DRAWING ARE IN MM, UNLESS OTHERWISE STATED AS REQUIRED BY THE CITY.
6.THESE DRAWINGS SHOULD BE READ IN CONJUNCTION WITH CORRESPONDING ARCHITECTURE AND CIVIL ENGINEER'S DRAWINGS.
7.VERIFY LOCATION OF ALL UNDERGROUND STRUCTURES INCLUDING, BUT NOT LIMITED TO, VAULTS, ELECTRICAL DUCT BANKS, MANHOLES, CONDUITS AND PIPING, DRAINAGE STRUCTURES AND OTHER UTILITIES WITH CORRESPONDING WET AND DRY ENGINEER'S AND CIVIL DRAWINGS.
8.ALL VEHICULAR ROADS SUB LAYERS TO BE READ FROM GEOTECHNICAL SPECIFICATIONS.
9.THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL WORK DISTURBED BY CONSTRUCTION OUTSIDE OF LIMIT LINES DEFINED ON DRAWINGS OR THROUGH HIS/HER MEANS AND METHODS TO A CONDITION BETTER THAN OR EQUAL TO THE EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
10. FOR PHASED PROJECT, A SOIL TEST SUBMITTAL WILL BE REQUIRED AT EACH PHASE AND THE TEST IS TO BE WITHIN 3 WEEKS OF THE DELIVERY TO SITE.

PLANTING NOTES- REFER TO CURRENT NOTES LIST.
1.THE CONTRACTOR SHALL INSTALL TREE PROTECTION FENCE AS INDICATED ON THE DRAWINGS OR ARBORIST REPORT IN COMPLIANCE WITH ALL MUNICIPAL AND PROFESSIONAL REQUIREMENTS.
2.TREE PROTECTION TO REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETE.
3.DO NOT STORE CONSTRUCTION MATERIALS, DEBRIS, EXCAVATED MATERIAL OR EQUIPMENT WITHIN TREE PROTECTION ZONE.
4.FINISH GRADING SHALL MEET EXISTING GRADE OF PROTECTED TREES 0.5M OR (20 INCHES) BEYOND THE DRIPLINE.
5.EXACT LOCATIONS OF PROPOSED PLANT MATERIALS SHALL BE FLAGGED / STAKED AND APPROVED BY LANDSCAPE ARCHITECT CONSULTANT ON SITE PRIOR TO INSTALLATION. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS ON SITE.
6.LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT UNSUITABLE MATERIAL DELIVERED OR INSTALLED ON SITE WITHOUT PRIOR REVIEW AND APPROVAL.
7.THE CONTRACTOR SHALL OBTAIN AN AGRONOMIC SOIL ANALYSIS REPORT, WHICH TESTS THE SOIL QUALITY CRITERIA RELATIVE TO – AGRICULTURE BY AN CERTIFIED SOIL NUTRIENT TESTING LABORATORY FOR APPROVAL BY THE LANDSCAPE ARCHITECT. THE REPORT SHALL INCLUDE RECOMMENDATIONS FOR PREPARATION OF GROWING MEDIUM TO MEET THE CSLA AAPC & CNLA ACPP.
8.EXCESS SOIL FROM LANDSCAPE GRADING IS TO BE REMOVED AND DISPOSED OF OFFSITE BY THE CONTRACTOR IN A LOCATION APPROVED BY THE DEPARTMENTAL REPRESENTATIVE.
9.REFER TO PLANT SCHEDULE FOR THE LIST OF SPECIES, INCLUDING SIZE AND FORM AND OTHER SPECIFIED INFO.
10.CONTRACTOR TO OBTAIN APPROVAL OF LANDSCAPE ARCHITECT FOR ANY SUBSTITUTIONS OF PLANT SPECIES OR SIZES.
11.ALL TREES MUST BE GUYED OR STAKED AS PER DETAILS AND SPECIFICATIONS.
12.THE CONTRACTOR SHALL PROVIDE ROOT BARRIERS FOR ALL TREES LOCATED WITHIN TWO (2.0) METERS OF PAVING OR UNDERGROUND UTILITIES.
13.THE CONTRACTOR SHALL MANUALLY IRRIGATE OR ACTIVATE IRRIGATION SYSTEMS NECESSARY TO WATER AND MAINTAIN PROPOSED AND EXISTING VEGETATION.
14.FOR PLANTING SOIL DEPTH, FOLLOW THE CITY'S RECOMMENDATION AND REQUIREMENTS ONLY IF THE CITY'S REQUIREMENTS FOR SOIL DEPTH EXCEEDS CSLA OR BCSLA STANDARDS AND REQUIREMENTS.
15. A SHOP DRAWING INDICATING THE SOIL DEPTH TO BE PROVIDED FOR THE LANDSCAPE REVIEW PRIOR TO INSTALLATION.
16. LIGHT-WEIGHT-BLOWN-IN SOIL WILL NOT BE ACCEPTED UNLESS IT IS REQUIRED BY STRUCTURAL ENGINEER.
17. A LANDSCAPE ARCHITECT SHALL BE ON SITE AT SOIL DELIVERY DATE.

HARD LANDSCAPE & FURNITURE NOTES
1.PROVIDE EXPANSION JOINTS ALIGNED WITH PROPOSED PAVING PATTERN AND PAVING MODULES. THE SPACING OF EXPANSION JOINTS TO STRUCTURAL ENGINEERS RECOMMENDATION.
2.UNLESS SPECIFICALLY DIMENSIONED SITE FURNITURE LOCATIONS ON DRAWINGS ARE APPROXIMATE AND MUST BE APPROVED ON SITE BY THE LANDSCAPE ARCHITECT BEFORE UNDERTAKING INSTALLATION.
3.CONTRACTOR TO SUBMIT ENLARGED DETAILED PLANS AND SHOP DRAWINGS FOR ALL HARDSCAPE MATERIAL PAVING, CLADDING AND CAPPING SHOWING PATTERNS, EXACT DIMENSIONS AND ARRANGEMENT FOR LANDSCAPE ARCHITECT'S APPROVAL.
4.ALL PAVING MATERIALS COLORS AND FINISHES ARE AS INDICATED ON DRAWINGS AND SPECIFICATIONS OR AS APPROVED BY THE LANDSCAPE ARCHITECT.
5.CONTRACTOR TO BUILD A 2M LONG X MINIMUM WIDTH OR 2M WIDTH (WHICH EVER IS LESS) MOCK-UP FOR ALL HARDSCAPE MATERIALS AS SPECIFIED ON DRAWINGS AND SPECIFICATIONS SETS FOR LANDSCAPE ARCHITECT'S APPROVAL PRIOR TO INSTALLATION ON SITE. APPROVED MOCK-UPS COULD STAY AS PART OF THE OVERALL HARDSCAPE INSTALLATIONS.
6.ALL SITE FURNITURE COLORS AND FINISHES IS AS INDICATED ON DRAWINGS AND SPECIFICATIONS OR AS APPROVED BY THE LANDSCAPE ARCHITECT.
7.CONTRACTOR TO FOLLOW MANUFACTURER RECOMMENDATIONS FOR INSTALLATION AND FIXATION OF ALL SITE FURNITURE AND TO SUBMIT SHOP DRAWINGS FOR LANDSCAPE ARCHITECT'S APPROVAL.

SITE LAYOUT & GRADING NOTES
1.ALL PROPOSED DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH CONSTRUCTION.
2.SITE LAYOUT DIMENSIONS ARE IN M, UNLESS OTHERWISE INDICATED.
3.ALL PROPOSED LEVELS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH CONSTRUCTION.
4.STAIRS NUMBERS AND RISERS HEIGHT SHOULD BE VERIFIED ON SITE AND ADJUSTED AS SEEN NECESSARY AND AS APPROVED BY ENGINEER.
5.CONTRACTOR TO CROSS CHECK ALL EXTERNAL WORKS LEVELS WITH EXISTING BUILDINGS. ANY DISCREPANCIES TO BE SUBMITTED FOR THE LANDSCAPE ARCHITECT'S FEEDBACK.
6.DIMENSIONS TAKE PRECEDENCE OVER SCALE SHOWN ON DRAWINGS.
7.FOR LAYING OF ROADS AND CAR PARKING AND ASSOCIATED DRAINAGE REFER TO ENGINEER'S DRAWINGS AND SPECIFICATIONS.
8.THE FINISH GRADING OF PLANTING AREAS SHALL BE 50MM BELOW ADJACENT CURB OR PAVEMENT.

IRRIGATION NOTES
1. IRRIGATION TO BE PROVIDED FOR ALL SOFT LANDSCAPE AREAS SHOWN ON THE DRAWING, BY LANDSCAPE CONTRACTOR.
2. IRRIGATED AREAS TO BE INSTALLED AS A DESIGN BUILD IRRIGATION SYSTEM FROM THE STUB OUTS PROVIDED (TYP. 2", CONFIRM WITH MECHANICAL). PROVIDE SUBMITTALS OF DESIGN FOR LANDSCAPE REVIEW AT LEAST ONE WEEK PRIOR TO INSTALLATION AND AS-BUILT DRAWING WITHIN ONE MONTH OF SUBSTANTIAL PERFORMANCE, TO INCLUDE SLEEVING, DRIP LINE, PIPE SIZE, VALVE BOXES, ETC. VALVE BOXES TO BE LOCATED IN LOW-VISIBLE PLANTED AREAS ONLY AND LOCATIONS TO BE APPROVED.
3. IRRIGATION SYSTEM DESIGN AND INSTALLATION SHALL BE IN ACCORDANCE WITH CANADIAN LANDSCAPE STANDARDS.
4. IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND BE A MEMBER IN GOOD STANDING OF THE IIABC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
5. IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND TRADES.
6. IRRIGATION STUB-OUTS AND HOSE BIBS PER MECHANICAL PLANS.
7. SEPARATE ZONE AND REQUIRED SLEEVES TO BE PROVIDED FOR SPRAY IRRIGATION OF OFFSITE AREAS, PER CITY STANDARDS.
8. ALL IRRIGATION VALVE BOXES TO BE QUIPPED WITH QUICK COUPLERS.
9. TEST SYSTEM PRIOR TO COMPLETION OF LANDSCAPE WORKS TO ENSURE NO LEAKAGE AND SPECIFIED PSI IS MET. PROVIDE WRITTEN NOTICE THAT PRESSURE TESTING HAS MET STANDARDS.
10. MAINTAIN AND OPERATE IRRIGATION PER MANUFACTURER'S RECOMMENDATIONS THROUGHOUT WARRANTY PERIOD - WINTERIZE AS REQUIRED.
11. PROVIDE COPIES OF INSTRUCTION MANUALS FOR OPERATION AND MAINTENANCE OF SYSTEM AND CONTROLS, SEASONAL ACTIVITY, AND SHUTDOWN AND MANUFACTURER'S PARTS CATALOGUE.

LANDSCAPE LIGHTING NOTES
1.ALL LIGHTING POINTS SHOWN ON LANDSCAPE PLANS ARE FOR REFERENCE ONLY. FOR ALL LIGHTING FIXTURES AND TYPES, REFER TO ELECTRICAL DRAWINGS AND SPECIFICATIONS.
2.CONTRACTOR TO SUBMIT SAMPLES OF ALL LIGHT FIXTURES WITH REFERENCE SPECS AND PHOTOMETRIC' S TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION ON SITE.
3.FOR STREET LIGHTING LOCATIONS AND TYPES REFER TO CIVIL DRAWINGS AND SPECIFICATIONS.
4.LIGHTING SPECS TO BE COORDINATED AND REVIEWED WITH ELECTRICAL PRIOR TO CONSTRUCTION.
5.STREET TREES AND FURNISHINGS TO BE LOCATED AT ACCEPTABLE OFFSITE- REFER TO LAYOUT DRAWINGS AND MUNICIPAL STANDARDS.

ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE	NOTES	ATTRIBUTES
TREES - OFFSITE							
Aa	7	Amelanchier alnifolia	Saskatoon serviceberry	as shown	6cm cal/B&B	full/ bushy canopy	B, Ed
Acm	4	Acer macrophyllum	bigleaf maple	as shown	6cm cal/B&B	full/ bushy canopy	N
Ar	4	Acer rubrum	red maple	as shown	6cm cal/B&B	full/ bushy canopy	P, S
Cde	5	Cedrus deodara	deodar cedar	as shown	6cm cal/B&B	full/ bushy canopy	E, W, B, S
Cff	23	Carpinus betulus 'Frans Fontaine'	Frans Fontaine hornbeam	as shown	3.5m ht/B&B	full/ bushy canopy	S
Cn	4	Cornus nuttallii	pacific dogwood	as shown	6cm cal/B&B	full/ bushy canopy	N,B,P
Pc	6	Pinus contorta var contorta	shore pine	as shown	6cm cal/B&B	full/ bushy canopy	N, E, S
Pio	5	Picea omorika	Serbian spruce	as shown	6cm cal/B&B	full/ bushy canopy	E, S
LAWN - OFFSITE							
		Non-Netted, grown on sand	per Municipal standards				
SHRUBS / GROUNDCOVERS / PERENNIALS - OFFSITE							
Bs	317	Blechnum spicant	deer fern	0.3	#2 cont.	full/ bushy plants	N
Mdi	2140	Maianthemum dilatatum	false lily of the valley	0.25	SP 4	full/ bushy plants	N, B, P
Oc	80	Oemleria cerasiformis	Indian plum	1.37	#5 cont.	full/ bushy plants	N, B, P, Ed
Pm	317	Polystichum munitum	sword fern	0.76	#3 cont.	full/ bushy plants	N, E
Ron	139	Rosa nutkana	Nootka rose	0.81	#2 cont.	full/ bushy plants	N, B, P
Sa	158	Symphoricarpos albus	snowberry	0.76	#5 cont.	full/ bushy plants	N, B, P, W
Spd	317	Spiraea douglasii	hardhack	0.76	#2 cont.	full/ bushy plants	N, P

NOTES:
1 ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE CSLA STANDARDS FOR LEVEL 1 'GROOMED' LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.
2 SEARCH AREA TO INCLUDE BRITISH COLUMBIA, WASHINGTON, AND OREGON
3 N - NATIVE E - EVERGREEN B - BIRD FRIENDLY P - POLLINATOR Ed - EDIBLE W - WINTER INTEREST S - VERY SUITABLE/SUITABLE AS PER URBAN TREE LIST FOR METRO VANCOUVER IN A CHANGING CLIMATE
4 IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT. THE CONTRACTOR IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.

MATERIALS AND FURNISHINGS

ID	DETAIL	DESCRIPTION	SIZE	COLOUR	MATERIAL	MODEL	MANUFACTURER	QTY
SITE FURNISHINGS								
F1	1/L9.4	Bike Rack	200x70x850mm H	traffic white *	powdercoat aluminum	Vroom	Vestre *	6
F2	2/L9.4	Sun Lounger	1349x1453x866mm H	traffic white *	powdercoat aluminum nordic pine	Bloc	Vestre *	2
F3	3/L9.4	Dining Table	2025x920x755mm H	traffic white *	powdercoat aluminum nordic pine	Kinn	Vestre *	4
F4	4/L9.4	Dining Chair	578x486x788mm H	traffic white *	powdercoat aluminum nordic pine	April Go	Vestre *	18
F5	5/L9.4	Cafe Table	657x600x383mm H	traffic white *	powdercoat aluminum nordic pine	Kinn (2 w/ game tops)	Vestre *	5
F6	6/L9.4	Cafe Chair	685x666x730mm H	traffic white *	powdercoat aluminum nordic pine	Kinn	Vestre *	11
F7	7/L9.4	Work Table	600mm dia x 730mm H	traffic white *	powdercoat aluminum	Munch	Vestre *	4
F8	8/L9.4	Lounge Sofa	110.5" x 35" x 26.25" H	iron *	aluminum	Marbella	Restoration Hardware *	2
F9	9/L9.4	Lounge Chair	37" x 32.75" x 24.5" H	iron *	aluminum	Marbella	Restoration Hardware *	4
F10	10/L9.4	Urban Agriculture Planter	72" x 36" x 24" H	rust	powdercoat aluminum	Wide Rectangle	GreenTheory *	12
F11	11/L9.4	Garden Work Table	762x1575x762mm H	charcaol grey *	-	Alfresco	LollDesigns	1
F12	12/L9.4	Garden Compost	36"x32"x32" H	-	cedar	Kitsilano	Cedar Creek	1
F13	13/L9.4	Garden Storage	150 gal	-	-	Deck Box Walnut	Kefer	1
F14	14/L9.4	Pool Table	103.75" x 59.75" x 31" H	dark	aluminum	Storm Outdoor	Canada Billiards	1
F15	14/L9.4	Ping Pong Table	-	black	steel	Plaza Outdoor	Tiger Ping Pong	1
F16	TBD	Timber Bench			Wood			10
F17	TBD	Standing Counter						per plan
						*or equivalent alternate approved by Landscape		
PLAY ELEMENTS								
ID	**DETAIL**	**DESCRIPTION**	**SIZE**	**COLOUR**	**MATERIAL**	**MODEL**	**MANUFACTURER**	**QTY**
P1	1/L9.5	Artificial Turf	-	-	-	-	Marathon Surfaces	-
P2	1/L9.5	PIP Play Rubber	-	rainbow blue	-	-	Marathon Surfaces	-
P3	1/L9.5	PIP Slope Grips	-	grey	-	-	Marathon Surfaces	-
P4	2/L9.5	Sand Pit	-	-	-	-	-	-
P5	3/L9.5	Cedar Stump	-	-	cedar	-	-	-
P9	4/L9.5	Play House	6' x 7' 10.5" x 6' H	natural	cedar	Skillion	Habitat	1
P8	5/L9.5	Play Slide	2930x1180mm H	green/brown	steel/plastic	PCm110121	Kompan	1
P6	6/L9.5	Play Bridge		natural	cedar			1
P7	7/L9.5	Forest Poles w/ Birdhouse	1.5 & 1.8m H	leaf green	cedar	Pitch Modern	LollDesigns	21 / 2
MATERIALS								
ID	**DETAIL**	**DESCRIPTION**	**SIZE**	**COLOUR**	**PATTERN**	**MODEL**	**MANUFACTURER**	**QTY**
M1	1,2/L9.2	Amenity Unit Pavers	6"x12"x2-3/8"	natural	running bond	Dorado	Newstone	-
M2	1,2/L9.2	Patio Unit Pavers	24"x24"x2"	charcoal	grid	Manhattan	Newstone	-
M2	1,2/L9.2	Feature Pavers	12" x 12"	charcoal	running bond	Dorado	Newstone	-
M4	4,5/L9.2	CIP Pedestrian Concrete	-	-	-	-	-	-
M5	6/L9.2	Timber Decking	-	-	-	TBD	Trex	-
M6	7,8/L9.2	Drip Strip	-	-	-	-	NW Landscape	-
M7	9/L9.2	Gravel Fines	-	-	-	-	NW Landscape	-
M8	1,2/L9.3	Unit Block Wall	600mm max height	charcoal	-	Dorado	Newstone	-
M9	3/L9.3	CIP Concrete Wall	150mm width	architectural fini	-	-	-	-
M10	4/L9.3	Metal Wall	per plan	corten	-	-	C3 *	-
M11	per Arch	Metal Guardrail	1.07m H	corten	-	-	-	-
						*or equivalent alternate approved by Landscape		
LIGHTING								
ID	**DETAIL**	**DESCRIPTION**	**SIZE**	**COLOUR**	**MATERIAL**	**MODEL**	**MANUFACTURER**	**QTY**
L1	per Elec	Step/Wall Light	-	-	-	-	-	-
L2	per Elec	Bollard Light	610-915mm (24-36") H	-	-	-	-	-
L3	per Elec	Path Light	305-610mm (12-24") H	-	-	-	-	-
L4	per Elec	LED Strip Light	-	-	-	-	-	-

NOTE: IN THE EVENT OF A DISCREPANCY BETWEEN THE SITE FURNISHINGS, MATERIALS, AND LIGHTING SCHEDULE QUANTITIES AND THE LANDSCAPE PLANS, THE LANDSCAPE PLANS TAKE PRECEDENCE.

ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE	NOTES	ATTRIBUTES
TREES							
Aa	6	Amelanchier alnifolia	Saskatoon serviceberry	as shown	3m ht/B&B	full/ bushy canopy	B, Ed
Ac	11	Acer circinatum	vine maple	as shown	6cm cal/B&B	full/ bushy canopy	N
Acm	1	Acer macrophyllum	bigleaf maple	as shown	6cm cal/B&B	full/ bushy canopy	N
Alr	3	Alnus rubra	red alder	as shown	5cm cal/B&B	full/ bushy canopy	N, B
Ar	3	Acer rubrum	red maple	as shown	6cm cal/B&B	full/ bushy canopy	P, S
Ccf	9	Cercis canadensis 'Forest Pansy'	Forest Pansy eastern redbud	as shown	6cm cal/B&B	full/ bushy canopy	B, P, S
Cde	5	Cedrus deodara	deodar cedar	as shown	3.5m ht/B&B	full/ bushy canopy	E, W, B, S
Pas	14	Pinus nigra 'Arnold Sentinel'	Arnold Sentinel Austrian pine	as shown	3m ht/B&B	full/ bushy canopy	E, S
Pc	7	Pinus contorta var contorta	shore pine	as shown	3m ht/B&B	full/ bushy canopy	N, E, S
Pio	4	Picea omorika	Serbian spruce	as shown	3.5m ht/B&B	full/ bushy canopy	E, S
Stps	6	Stewartia pseudocamellia	Japanese stewartia	as shown	6cm cal/B&B	full/ bushy canopy; r	W, P, S
SHRUBS / GROUNDCOVERS / PERENNIALS							
Ajs	17	Acuba japonica 'Serratifolia'	Japanese acuba	1.07	#5 cont.	full/ bushy plants	E
Am	318	Achillea millefolium	yarrow	0.3	#1 cont.	full/ bushy plants	P
Asca	178	Asarum canadense	Canadian wild ginger	0.25	#1 cont.	full/ bushy plants	E
Auu	544	Arctostaphylos uva-ursi	kinnikinick	0.3	#1 cont.	full/ bushy plants	N, E, B, P
Bs	151	Blechnum spicant	deer fern	0.3	#2 cont.	full/ bushy plants	N
Cakf	112	Calamagrostis x acutiflora 'Karl Foerster'	feather reed grass	0.51	#3 cont.	full/ bushy plants	
Cf	144	Carex flacca	blue sedge	0.51	#1 cont.	full/ bushy plants	E
Cos	16	Cornus sericea	red osier dogwood	1.68	#5 cont.	full/ bushy plants	N, P, B, W
Csk	68	Cornus sericea 'Kelseyi'	dwarf red osier dogwood	0.61	#3 cont.	full/ bushy plants	N, B, P, W
Ct	13	Choisya ternata	Mexican mock orange	1.07	#3 cont.	full/ bushy plants	E, P
Dfo	120	Dicentra formosa	pacific bleeding heart	0.61	#2 cont.	full/ bushy plants	P
Dre	175	Dryopteris erythrosora	autumn fern	0.51	#1 cont.	full/ bushy plants	E
Epf	17	Epimedium x perralchicum 'Frohnleiten'	barrenwort	0.46	#1 cont.	full/ bushy plants	E, P
Gem	642	Geranium macrorrhizum 'Bevan's Variety'	bigroot geranium	0.3	#1 cont.	full/ bushy plants	E, P
Gs	273	Gaultheria shallon	salal	0.61	#2 cont.	full/ bushy plants	N, E, B, P, Ed
Hd	4	Holodiscus discolor	oceanspray	1.07	#5 cont.	full/ bushy plants	N, P
Heh	40	Helleborus x hybridus 'Royal Heritage'	hellebore	0.51	#2 cont.	full/ bushy plants	E, W, P
Hh	107	Hosta 'Halcyon'	Halcyon plantain lily	0.61	#1 cont.	full/ bushy plants	P
Lah	144	Lavandula angustifolia 'Hidcote Blue'	Hidcote Blue lavender	0.51	#2 cont.	full/ bushy plants	E, P, Ed
Lp	181	Lonicera pileata	box leaf honeysuckle	0.76	#2 cont.	full/ bushy plants	E, B, P
Maa	140	Mahonia aquifolium	tall Oregon grape	0.61	#3 cont.	full/ bushy plants	N, E, B, P, Ed
Mdi	620	Maianthemum dilatatum	false lily of the valley	0.25	SP 4	full/ bushy plants	N, B, P
Mn	76	Mahonia nervosa	longleaf Oregon grape	0.46	#2 cont	full/ bushy plants	N, E, B, P, Ed
Oo	360	Oxalis oregana	redwood sorrel	0.3	#1 cont.	full/ bushy plants	N, E, P
Pm	321	Polystichum munitum	sword fern	0.76	#3 cont.	full/ bushy plants	N, E
Pt	1026	Pachysandra terminalis	Japanese spurge	0.46	#1 cont.	full/ bushy plants	E, P
Pta	88	Pteridium aquilinum	bracken fern	0.76	#2 cont.	full/ bushy plants	N
Rob	26	Rosmarinus officinalis 'Barbeque'	Barbeque rosemary	0.51	#2 cont.	full/ bushy plants	E, P, Ed
Ron	57	Rosa nutkana	Nootka rose	0.81	#2 cont.	full/ bushy plants	N, B, P
Sa	164	Symphoricarpos albus	snowberry	0.76	#5 cont.	full/ bushy plants	N, B, P, W
Sh	468	Sarcococca hookeriana var. humilis	dwarf sweet box	0.46	#2 cont.	full/ bushy plants	E, B, P
Tv	49	Thymus vulgaris	common thyme	0.25	SP 4	full/ bushy plants	E, P, Ed
Vo	90	Vaccinium ovatum	evergreen huckleberry	0.76	#5 cont.	full/ bushy plants	N, E, B, P
	0			0			
SOUTH EDGE PLANTING (COORDINATED W/ ENVIRONMENTAL REPORT, ENVIRONMENT CONSULTANT TO REVIEW)							
Am	223	Achillea millefolium	yarrow	0.3	#1 cont.	full/ bushy plants	P
Cos	37	Cornus sericea	red osier dogwood	1.68	#5 cont.	full/ bushy plants	N, P, B, W
Mdi	506	Maianthemum dilatatum	false lily of the valley	0.25	SP 4	full/ bushy plants	N, B, P
Pm	76	Polystichum munitum	sword fern	0.76	#3 cont.	full/ bushy plants	N, E
Pta	76	Pteridium aquilinum	bracken fern	0.76	#2 cont.	---	N
Sa	270	Symphoricarpos albus	snowberry	0.76	#5 cont.	---	N, B, P, W
Vo	178	Vaccinium ovatum	evergreen huckleberry	0.76	#5 cont.	full/ bushy plants	N, E, B, P

NOTES:
1 ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE CSLA STANDARDS FOR LEVEL 1 'GROOMED' LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.
2 SEARCH AREA TO INCLUDE BRITISH COLUMBIA, WASHINGTON, AND OREGON
3 N - NATIVE E - EVERGREEN B - BIRD FRIENDLY P - POLLINATOR Ed - EDIBLE W - WINTER INTEREST
S - VERY SUITABLE/SUITABLE AS PER URBAN TREE LIST FOR METRO VANCOUVER IN A CHANGING CLIMATE
4 IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
A	2025-01-24	Issued for DP
B	2025-10-15	Re-Issued for DP
C	2025-12-19	Re-Issued for DP

Professional Seal

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Project
Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title
Landscape Notes & Schedules

Legal

Project Manager KD	Project ID 22414
Drawn By KD	Scale As Noted
Reviewed By DT	Drawing No. **L0.1** 2 of 19



1 Scale: 1:250

0 5 10 15 m

Revision

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

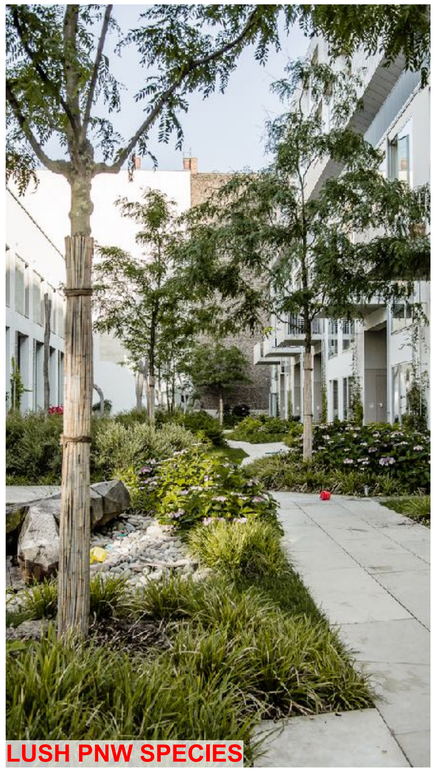
Landscape Illustrative Plan

Legal

Project Manager: KD	Project ID: 22414
Drawn By: KD	Scale: As Noted
Reviewed By: DT	Drawing No.: L0.2
	3 of 19



TIERED AMENITY COURTYARD



LUSH PNW SPECIES



METAL WALL ACCENTS



PLANTING PATIO SCREENING



MULTI-LEVEL KIDS NATURE PLAY







FLEXIBLE USE SPACES





SOCIAL GAMES & OLDER PLAY

Revision

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

Landscape

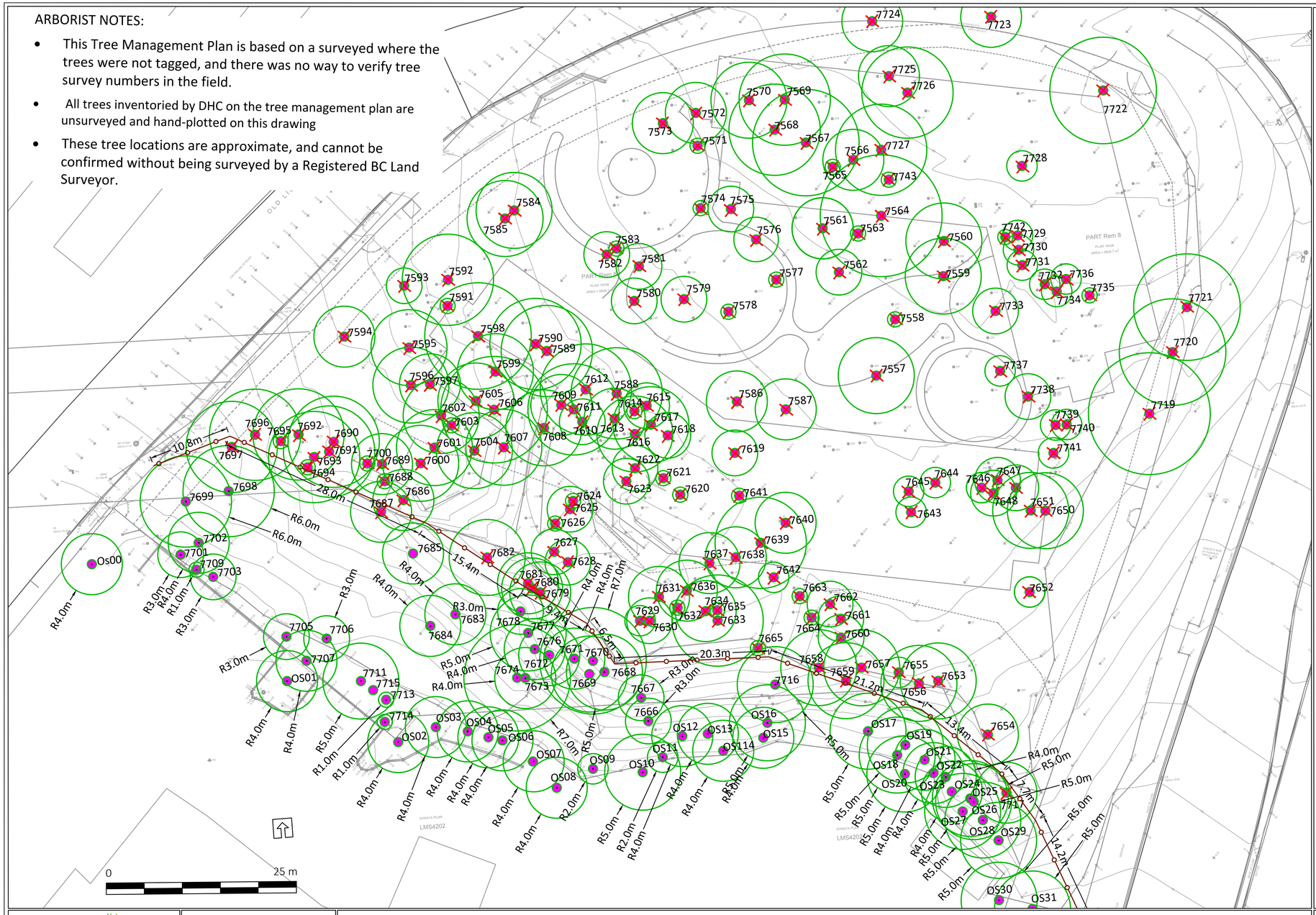
Precedent Images

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L0.3
	4 of 19

ARBORIST NOTES:

- This Tree Management Plan is based on a surveyed where the trees were not tagged, and there was no way to verify tree survey numbers in the field.
- All trees inventoried by DHC on the tree management plan are unsurveyed and hand-plotted on this drawing
- These tree locations are approximate, and cannot be confirmed without being surveyed by a Registered BC Land Surveyor.



LEGEND

- CRITICAL ROOT ZONE
- TREE PROTECTION ZONE AND FENCING
- UN-SURVEYED TREE TO BE RETAINED
- UN-SURVEYED TREE TO BE REMOVED

NOTES

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. ($\frac{1}{2}$ the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
4. No work is permitted within the Tree Protection Zone with the exception of swales. Swale construction is only permitted under the direct supervision of an arborist.
5. The 1.5m area No Build Zone does not allow for any building foundation wall encroachment. Excavation is permitted within this area under the direct supervision of an arborist.
6. Drainage works such as lawn basins, associated piping or services are permitted within the No Build Zone under the direct supervision of an arborist.
7. This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
8. This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

REFERENCE DRAWINGS

1. Base Survey by:

DIAMOND HEAD

3559 COMMERCIAL STREET
VANCOUVER BC | V5N 4E8
T 604.733.4886

Drawing title: Tree Management Plan
Project address: Old Lillooet Road, DNV
Client: More Than A Roof Housing Society c/o CPA Development Consultants Inc.

Drawing No: 001
Date: 24/06/21
Drawn by: CL
Page Size: TABLOID 11"x17"

Page # 1 of 1

Revision

No.	Date	Revision Notes

Issue

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

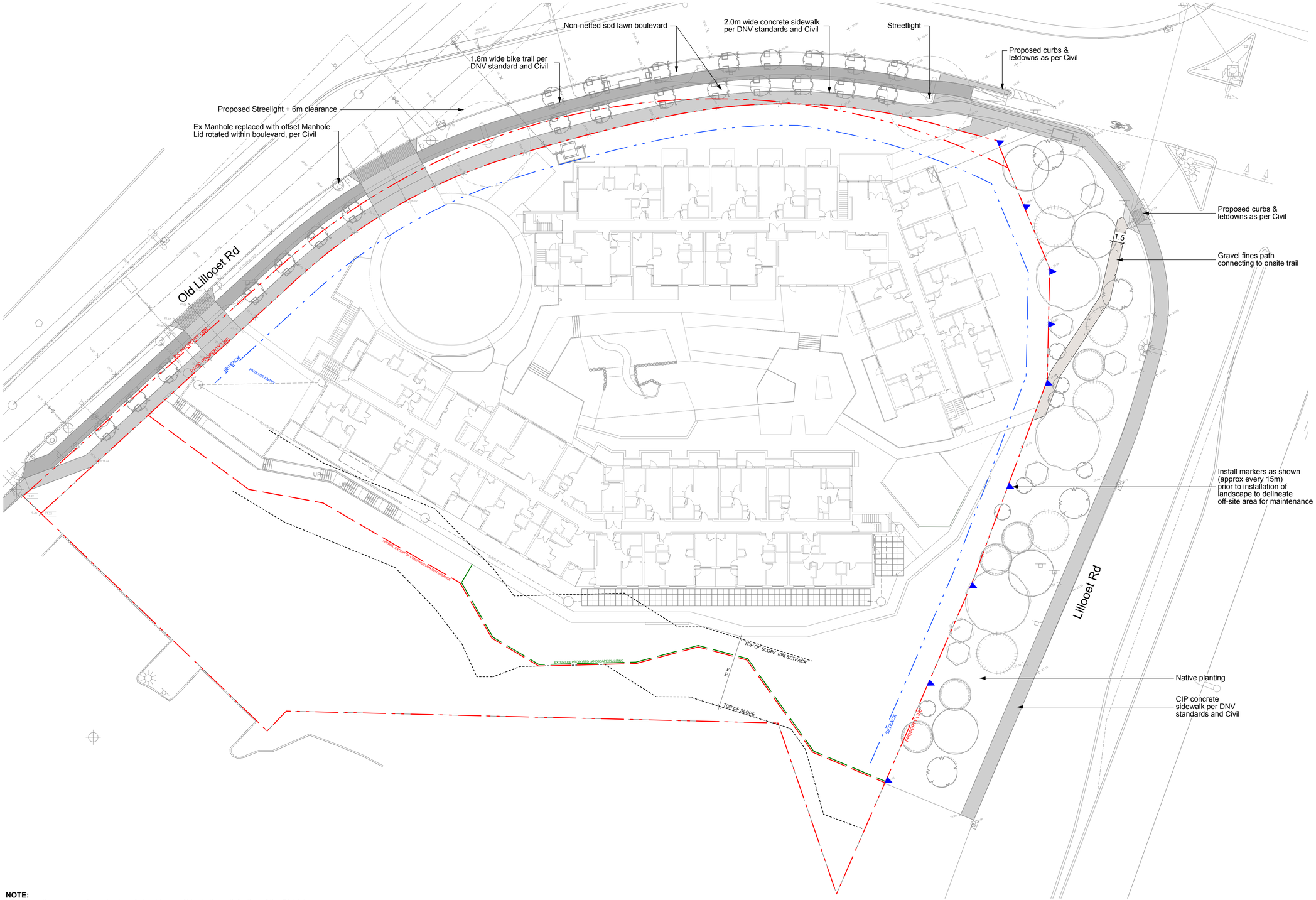
Drawing Title

Arborist Tree Management Plan

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L1.0
	5 of 19

NOTE: For reference only. Refer to full Arborist report for additional information.



NOTE:
- Final location and species selection of street trees will be to the satisfaction of the District
- The DNV is responsible for the on-going maintenance of street trees on off-site areas.
- Property owner is responsible for on-going maintenance of shrubs/groundcover on off-site areas (i.e. blvds).
- Final location of Hydro poles and ultilities to be coordinated w/ BC Hydro prior to construction.

1 Scale: 1:250

Revision

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Issue

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A	2025-01-24	Issued for DP
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C	2025-12-19	Re-Issued for DP

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Project

Old Lillooet Road

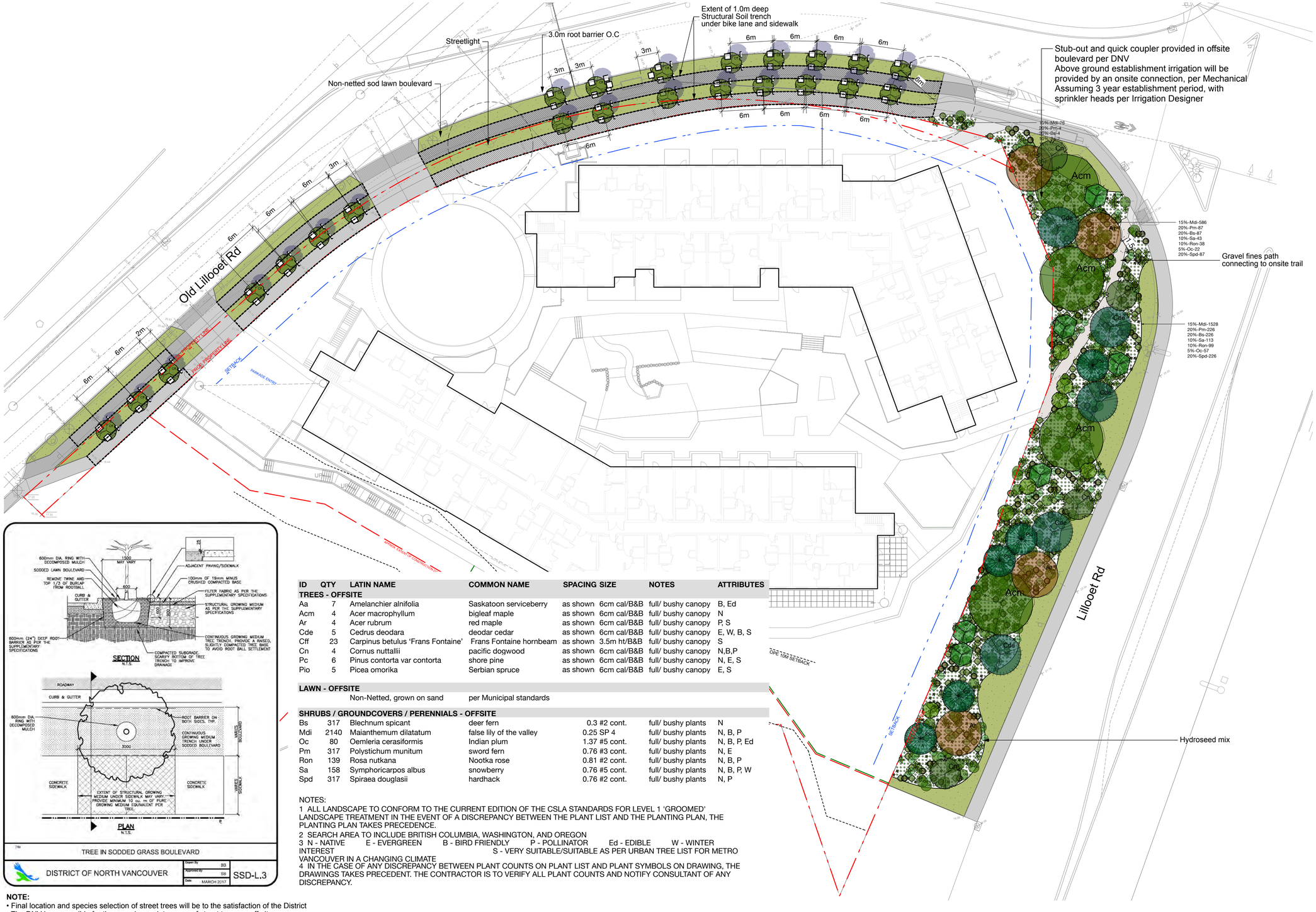
Old Lillooet Road
North Vancouver, BC

Drawing Title

Offsite
Materials Plan

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L2.1
	6 of 19



ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE	NOTES	ATTRIBUTES
TREES - OFFSITE							
Aa	7	Amelanchier alnifolia	Saskatoon serviceberry	as shown	6cm cal/B&B	full/ bushy canopy	B, Ed
Acm	4	Acer macrophyllum	bigleaf maple	as shown	6cm cal/B&B	full/ bushy canopy	N
Ar	4	Acer rubrum	red maple	as shown	6cm cal/B&B	full/ bushy canopy	P, S
Cde	5	Cedrus deodara	deodar cedar	as shown	6cm cal/B&B	full/ bushy canopy	E, W, B, S
Cff	23	Carpinus betulus 'Frans Fontaine'	Frans Fontaine hornbeam	as shown	3.5m ht/B&B	full/ bushy canopy	S
Cn	4	Cornus nuttallii	pacific dogwood	as shown	6cm cal/B&B	full/ bushy canopy	N,B,P
Pc	6	Pinus contorta var contorta	shore pine	as shown	6cm cal/B&B	full/ bushy canopy	N, E, S
Pio	5	Picea omorika	Serbian spruce	as shown	6cm cal/B&B	full/ bushy canopy	E, S
LAWN - OFFSITE							
		Non-Netted, grown on sand	per Municipal standards				
SHRUBS / GROUNDCOVERS / PERENNIALS - OFFSITE							
Bs	317	Blechnum spicant	deer fern	0.3	#2 cont.	full/ bushy plants	N
Mdi	2140	Maianthemum dilatatum	false lily of the valley	0.25	SP 4	full/ bushy plants	N, B, P
Oc	80	Oemleria cerasiformis	Indian plum	1.37	#5 cont.	full/ bushy plants	N, B, P, Ed
Pm	317	Polystichum munitum	sword fern	0.76	#3 cont.	full/ bushy plants	N, E
Ron	139	Rosa nutkana	Nootka rose	0.81	#2 cont.	full/ bushy plants	N, B, P
Sa	158	Symphoricarpos albus	snowberry	0.76	#5 cont.	full/ bushy plants	N, B, P, W
Spd	317	Spiraea douglasii	hardhack	0.76	#2 cont.	full/ bushy plants	N, P

NOTES:
1 ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE CSLA STANDARDS FOR LEVEL 1 'GROOMED' LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.
2 SEARCH AREA TO INCLUDE BRITISH COLUMBIA, WASHINGTON, AND OREGON
3 N - NATIVE E - EVERGREEN B - BIRD FRIENDLY P - POLLINATOR Ed - EDIBLE W - WINTER INTEREST S - VERY SUITABLE/SUITABLE AS PER URBAN TREE LIST FOR METRO VANCOUVER IN A CHANGING CLIMATE
4 IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT. THE CONTRACTOR IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.

NOTE:
- Final location and species selection of street trees will be to the satisfaction of the District
- The DNV is responsible for the on-going maintenance of street trees on off-site areas.
- Property owner is responsible for on-going maintenance of shrubs/groundcover on off-site areas (i.e. blvds).
- Final location of Hydro poles and utilities to be coordinated w/ BC Hydro prior to construction.

1 Scale: 1:250

0 5 10 15 m

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
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Project
Old Lillooet Road
Old Lillooet Road
North Vancouver, BC

Drawing Title
Offsite
Planting Plan

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L2.2
	7 of 19

MATERIALS AND FURNISHINGS

SITE FURNISHINGS

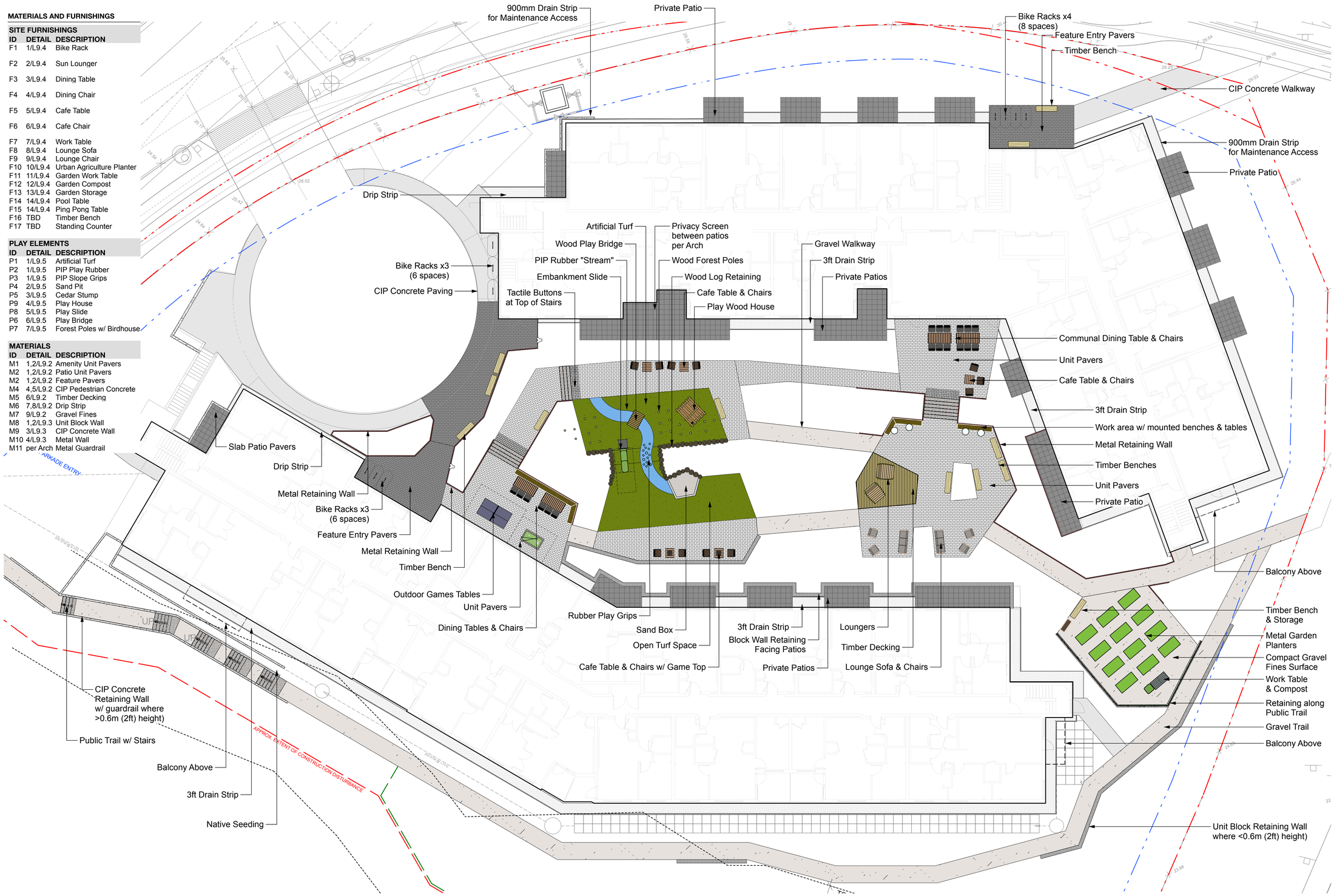
ID	DETAIL	DESCRIPTION
F1	1/L9.4	Bike Rack
F2	2/L9.4	Sun Lounger
F3	3/L9.4	Dining Table
F4	4/L9.4	Dining Chair
F5	5/L9.4	Cafe Table
F6	6/L9.4	Cafe Chair
F7	7/L9.4	Work Table
F8	8/L9.4	Lounge Sofa
F9	9/L9.4	Lounge Chair
F10	10/L9.4	Urban Agriculture Planter
F11	11/L9.4	Garden Work Table
F12	12/L9.4	Garden Compost
F13	13/L9.4	Garden Storage
F14	14/L9.4	Pool Table
F15	14/L9.4	Ping Pong Table
F16	TBD	Timber Bench
F17	TBD	Standing Counter

PLAY ELEMENTS

ID	DETAIL	DESCRIPTION
P1	1/L9.5	Artificial Turf
P2	1/L9.5	PIP Play Rubber
P3	1/L9.5	PIP Slope Grips
P4	2/L9.5	Sand Pit
P5	3/L9.5	Cedar Stump
P9	4/L9.5	Play House
P8	5/L9.5	Play Slide
P6	6/L9.5	Play Bridge
P7	7/L9.5	Forest Poles w/ Birdhouse

MATERIALS

ID	DETAIL	DESCRIPTION
M1	1,2/L9.2	Amenity Unit Pavers
M2	1,2/L9.2	Patio Unit Pavers
M2	1,2/L9.2	Feature Pavers
M4	4,5/L9.2	CIP Pedestrian Concrete
M5	6/L9.2	Timber Decking
M6	7,8/L9.2	Drip Strip
M7	9/L9.2	Gravel Fines
M8	1,2/L9.3	Unit Block Wall
M9	3/L9.3	CIP Concrete Wall
M10	4/L9.3	Metal Wall
M11	per Arch	Metal Guardrail



1 Scale: 1:150

Revision

No.	Date	Revision Notes

Issue

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

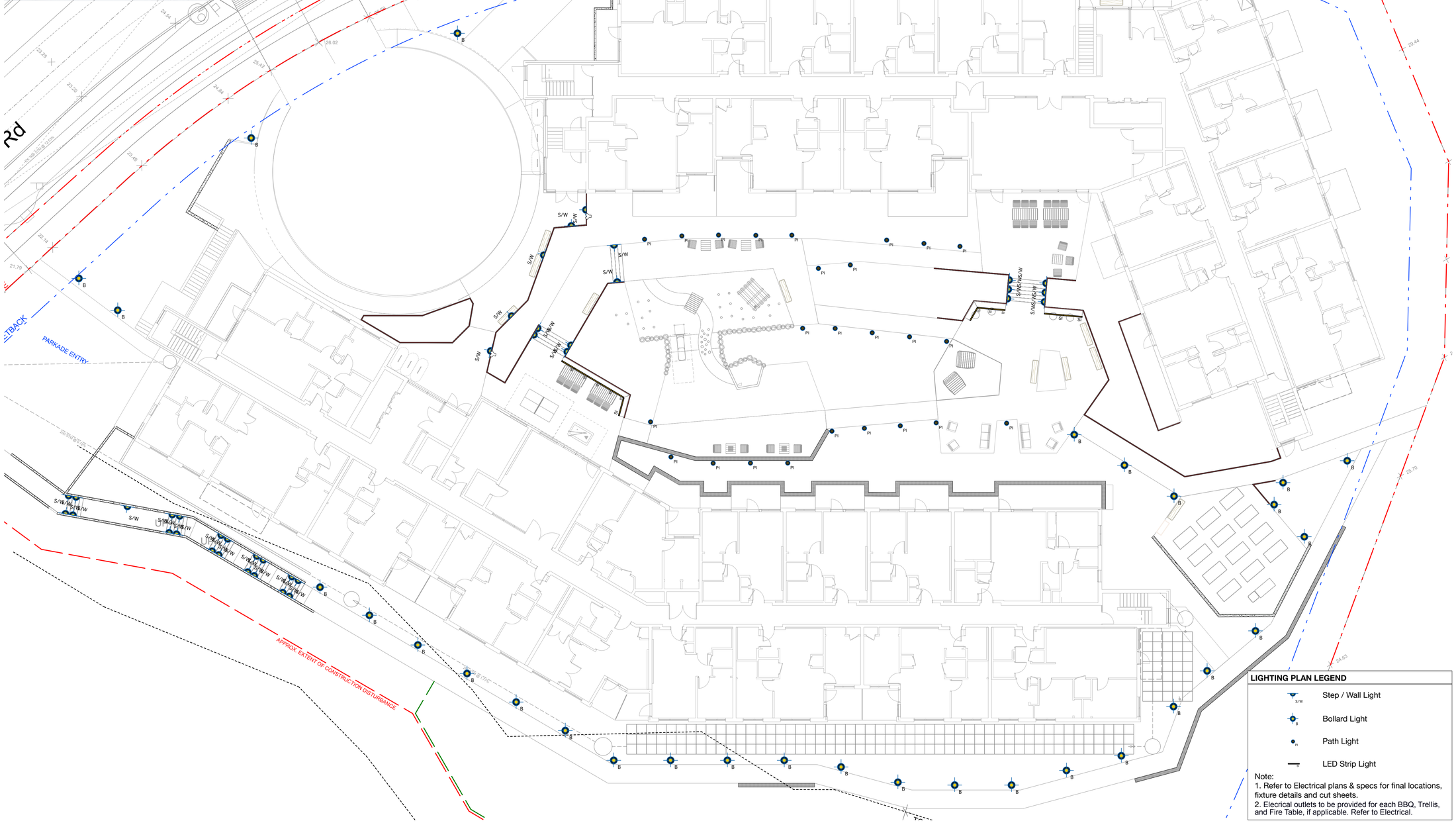
Landscape Materials Plan

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L3.0

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LIGHTING PLAN LEGEND

- S/W — Step / Wall Light
- B — Bollard Light
- PI — Path Light
- — LED Strip Light

Note:
1. Refer to Electrical plans & specs for final locations, fixture details and cut sheets.
2. Elecrical outlets to be provided for each BBQ, Trellis, and Fire Table, if applicable. Refer to Electrical.

1 Scale: 1:150

0 5 10 15 m

Revision

No.	Date	Revision Notes

Issue

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Project

Old Lillooet Road

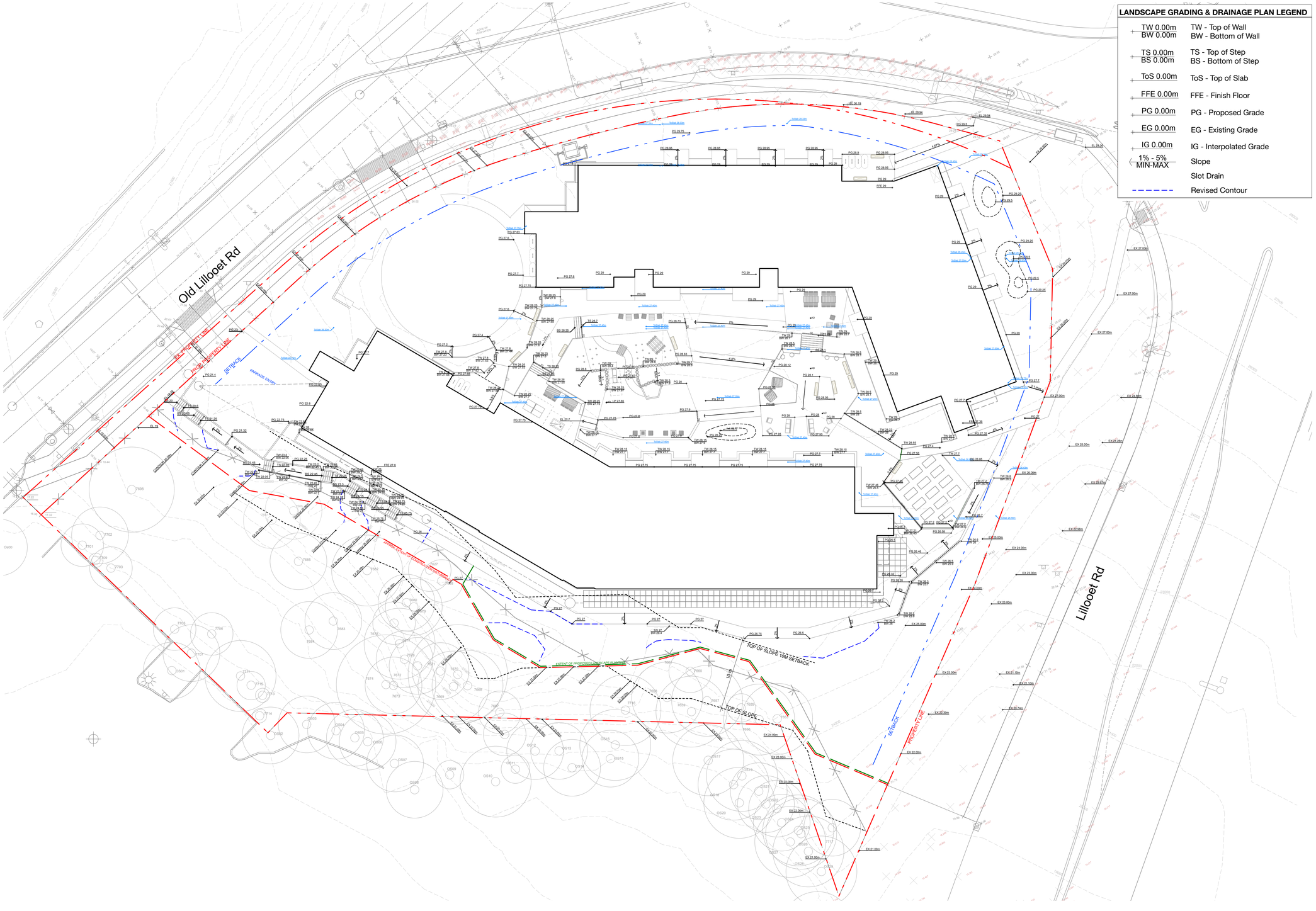
Old Lillooet Road
North Vancouver, BC

Drawing Title

Lighting Plan

Legal

Project Manager: KD	Project ID: 22414
Drawn By: KD	Scale: As Noted
Reviewed By: DT	Drawing No.: L4.0
	9 of 19



LANDSCAPE GRADING & DRAINAGE PLAN LEGEND

TW 0.00m BW 0.00m	TW - Top of Wall BW - Bottom of Wall
TS 0.00m BS 0.00m	TS - Top of Step BS - Bottom of Step
ToS 0.00m	ToS - Top of Slab
FFE 0.00m	FFE - Finish Floor
PG 0.00m	PG - Proposed Grade
EG 0.00m	EG - Existing Grade
IG 0.00m	IG - Interpolated Grade
1% - 5% MIN-MAX	Slope
	Slot Drain
	Revised Contour

Revision

No.	Date	Revision Notes

Issue

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

Landscape Grading & Drainage Plan

Legal

Project Manager KD	Project ID 22414
Drawn By KD	Scale As Noted
Reviewed By DT	Drawing No. **L5.0** 10 of 19

1

Scale: 1:250

0 5 10 15 m

ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE	NOTES	ATTRIBUTES
TREES							
Aa	6	Amelanchier alnifolia	Saskatoon serviceberry	as shown	3m ht/B&B	full/ bushy canopy	B, Ed
Ac	11	Acer circinatum	vine maple	as shown	6cm cal/B&B	full/ bushy canopy	N
Acm	1	Acer macrophyllum	bigleaf maple	as shown	6cm cal/B&B	full/ bushy canopy	N
Alr	3	Alnus rubra	red alder	as shown	5cm cal/B&B	full/ bushy canopy	N, B
Ar	3	Acer rubrum	red maple	as shown	6cm cal/B&B	full/ bushy canopy	P, S
Ccf	9	Cercis canadensis 'Forest Pansy'	Forest Pansy eastern redbud	as shown	6cm cal/B&B	full/ bushy canopy	B, P, S
Cde	5	Cedrus deodara	deodar cedar	as shown	3.5m ht/B&B	full/ bushy canopy	E, W, B, S
Pas	14	Pinus nigra 'Arnold Sentinel'	Arnold Sentinel Austrian pine	as shown	3m ht/B&B	full/ bushy canopy	E, S
Pc	7	Pinus contorta var contorta	shore pine	as shown	3m ht/B&B	full/ bushy canopy	N, E, S
Pio	4	Picea omorika	Serbian spruce	as shown	3.5m ht/B&B	full/ bushy canopy	E, S
Stps	6	Stewartia pseudocamellia	Japanese stewartia	as shown	6cm cal/B&B	full/ bushy canopy; r	W, P, S
SHRUBS / GROUNDCOVERS / PERENNIALS							
Ajs	17	Acuba japonica 'Serratifolia'	Japanese acuba		1.07 #5 cont.	full/ bushy plants	E
Am	318	Achillea millefolium	yarrow		0.3 #1 cont.	full/ bushy plants	P
Asca	178	Asarum canadense	Canadian wild ginger		0.25 #1 cont.	full/ bushy plants	E
Auu	544	Arctostaphylos uva-ursi	kinnikinick		0.3 #1 cont.	full/ bushy plants	N, E, B, P
Bs	151	Blechnum spicant	deer fern		0.3 #2 cont.	full/ bushy plants	N
Cakf	112	Calamagrostis x acutiflora 'Karl Foerster'	feather reed grass		0.51 #3 cont.	full/ bushy plants	
Cf	144	Carex flacca	blue sedge		0.51 #1 cont.	full/ bushy plants	E
Cos	16	Cornus sericea	red osier dogwood		1.68 #5 cont.	full/ bushy plants	N, P, B, W
Csk	68	Cornus sericea 'Kelseyi'	dwarf red osier dogwood		0.61 #3 cont.	full/ bushy plants	N, B, P, W
Ct	13	Choisya ternata	Mexican mock orange		1.07 #3 cont.	full/ bushy plants	E, P
Dfo	120	Dicentra formosa	pacific bleeding heart		0.61 #2 cont.	full/ bushy plants	P
Dre	175	Dryopteris erythrosora	autumn fern		0.51 #1 cont.	full/ bushy plants	E
Epf	17	Epimedium x perralchicum 'Frohnleiten'	barrenwort		0.46 #1 cont.	full/ bushy plants	E, P
Gem	642	Geranium macrorrhizum 'Bevan's Variety'	bigroot geranium		0.3 #1 cont.	full/ bushy plants	E, P
Gs	273	Gaultheria shallon	salal		0.61 #2 cont.	full/ bushy plants	N, E, B, P, Ed
Hd	4	Holodiscus discolor	oceanspray		1.07 #5 cont.	full/ bushy plants	N, P
Heh	40	Helleborus x hybridus 'Royal Heritage'	hellebore		0.51 #2 cont.	full/ bushy plants	E, W, P
Hh	107	Hosta 'Halcyon'	Halcyon plantain lily		0.61 #1 cont.	full/ bushy plants	P
Lah	144	Lavandula angustifolia 'Hidcote Blue'	Hidcote Blue lavender		0.51 #2 cont.	full/ bushy plants	E, P, Ed
Lp	181	Lonicera pileata	box leaf honeysuckle		0.76 #2 cont.	full/ bushy plants	E, B, P
Maa	140	Mahonia aquifolium	tall Oregon grape		0.61 #3 cont.	full/ bushy plants	N, E, B, P, Ed
Mdi	620	Maianthemum dilatatum	false lily of the valley		0.25 SP 4	full/ bushy plants	N, B, P
Mn	76	Mahonia nervosa	longleaf Oregon grape		0.46 #2 cont	full/ bushy plants	N, E, B, P, Ed
Oo	360	Oxalis oregana	redwood sorrel		0.3 #1 cont.	full/ bushy plants	N, E, P
Pm	321	Polystichum munitum	sword fern		0.76 #3 cont.	full/ bushy plants	N, E
Pt	1026	Pachysandra terminalis	Japanese spurge		0.46 #1 cont.	full/ bushy plants	E, P
Pta	88	Pteridium aquilinum	bracken fern		0.76 #2 cont.	full/ bushy plants	N
Rob	26	Rosmarinus officinalis 'Barbeque'	Barbeque rosemary		0.51 #2 cont.	full/ bushy plants	E, P, Ed
Ron	57	Rosa nutkana	Nootka rose		0.81 #2 cont.	full/ bushy plants	N, B, P
Sa	164	Symphoricarpos albus	snowberry		0.76 #5 cont.	full/ bushy plants	N, B, P, W
Sh	468	Sarcococca hookeriana var. humilis	dwarf sweet box		0.46 #2 cont.	full/ bushy plants	E, B, P
Tv	49	Thymus vulgaris	common thyme		0.25 SP 4	full/ bushy plants	E, P, Ed
Vo	90	Vaccinium ovatum	evergreen huckleberry		0.76 #5 cont.	full/ bushy plants	N, E, B, P
	0				0		
SOUTH EDGE PLANTING (COORDINATED W/ ENVIRONMENTAL REPORT, ENVIRONMENT CONSULTANT TO REVIEW)							
Am	223	Achillea millefolium	yarrow		0.3 #1 cont.	full/ bushy plants	P
Cos	37	Cornus sericea	red osier dogwood		1.68 #5 cont.	full/ bushy plants	N, P, B, W
Mdi	506	Maianthemum dilatatum	false lily of the valley		0.25 SP 4	full/ bushy plants	N, B, P
Pm	76	Polystichum munitum	sword fern		0.76 #3 cont.	full/ bushy plants	N, E
Pta	76	Pteridium aquilinum	bracken fern		0.76 #2 cont.	---	N
Sa	270	Symphoricarpos albus	snowberry		0.76 #5 cont.	---	N, B, P, W
Vo	178	Vaccinium ovatum	evergreen huckleberry		0.76 #5 cont.	full/ bushy plants	N, E, B, P

NOTES:

1 ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE CSLA STANDARDS FOR LEVEL 1 'GROOMED' LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.

2 SEARCH AREA TO INCLUDE BRITISH COLUMBIA, WASHINGTON, AND OREGON

3 N - NATIVE E - EVERGREEN B - BIRD FRIENDLY P - POLLINATOR Ed - EDIBLE W - WINTER INTEREST
S - VERY SUITABLE/SUITABLE AS PER URBAN TREE LIST FOR METRO VANCOUVER IN A CHANGING CLIMATE

4 IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLAT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT. THE CONTRACTOR IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.


Acer circinatum


Cercis canadensis


Achillea millefolium


Calamagrostis x acutiflora


Polystichum munitum


Rosa meidiland


Pinus contorta


Thuja plicata


Gaultheria shallon


Pachysandra terminalis


Sarcococca hookeriana


Viburnum davidii


NATIVE/ADAPTED SPECIES FOCUS


HYDROSEEDED AREAS


INFORMAL NATURALIZED MIX

Revision

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Issue

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Project

Old Lillooet Road

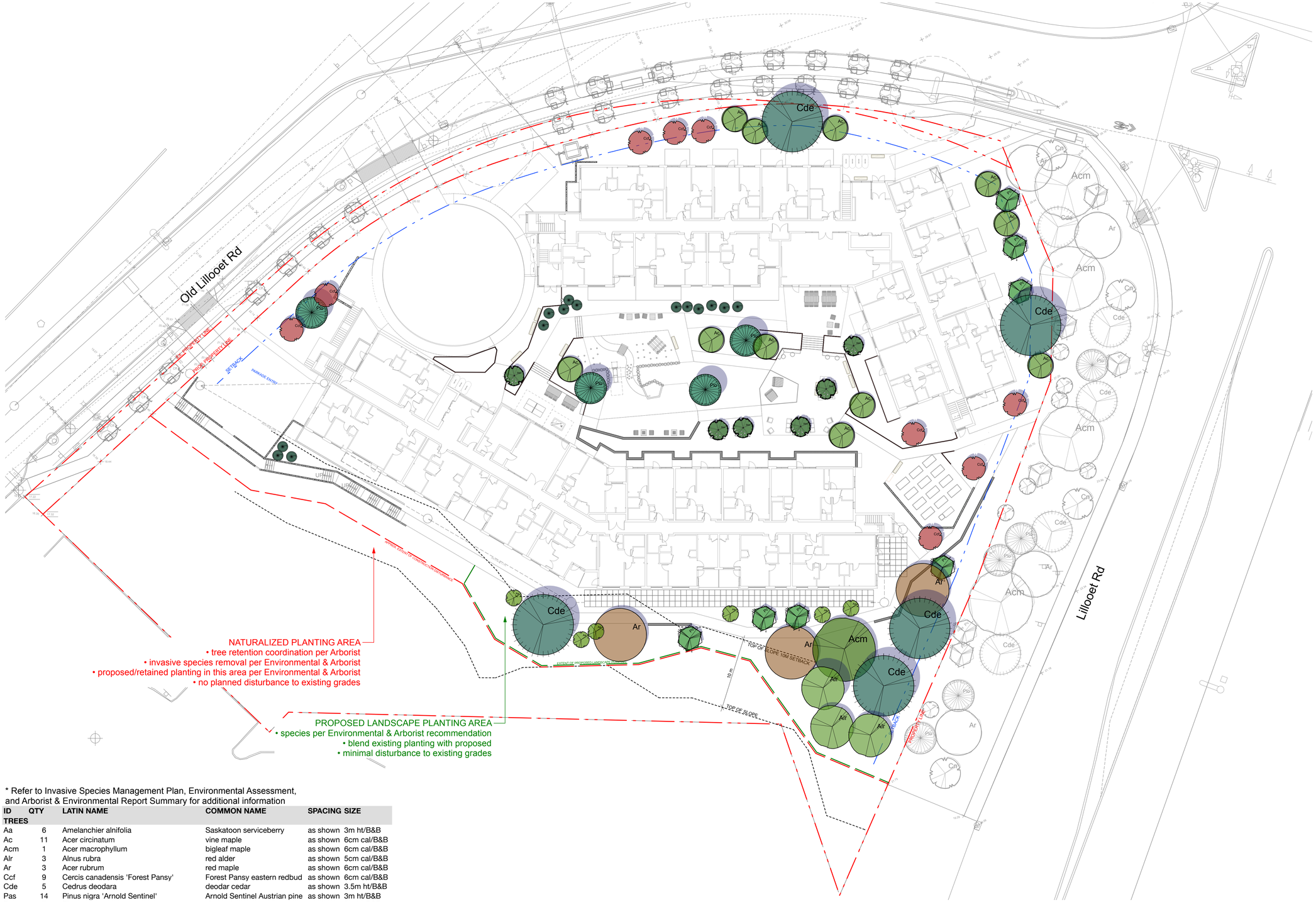
Old Lillooet Road
North Vancouver, BC

Drawing Title

Planting Plan

Legal

Project Manager: KD	Project ID: 22414
Drawn By: KD	Scale: As Noted
Reviewed By: DT	Drawing No.: **L6.0** 11 of 19



* Refer to Invasive Species Management Plan, Environmental Assessment, and Arborist & Environmental Report Summary for additional information

ID	QTY	LATIN NAME	COMMON NAME	SPACING	SIZE
TREES					
Aa	6	Amelanchier alnifolia	Saskatoon serviceberry	as shown	3m ht/B&B
Ac	11	Acer circinatum	vine maple	as shown	6cm cal/B&B
Acm	1	Acer macrophyllum	bigleaf maple	as shown	6cm cal/B&B
Alr	3	Alnus rubra	red alder	as shown	5cm cal/B&B
Ar	3	Acer rubrum	red maple	as shown	6cm cal/B&B
Ccf	9	Cercis canadensis 'Forest Pansy'	Forest Pansy eastern redbud	as shown	6cm cal/B&B
Cde	5	Cedrus deodara	deodar cedar	as shown	3.5m ht/B&B
Pas	14	Pinus nigra 'Arnold Sentinel'	Arnold Sentinel Austrian pine	as shown	3m ht/B&B
Pc	7	Pinus contorta var contorta	shore pine	as shown	3m ht/B&B
Pio	4	Picea omorika	Serbian spruce	as shown	3.5m ht/B&B
Stps	6	Stewartia pseudocamellia	Japanese stewartia	as shown	6cm cal/B&B

1 Scale: 1:250

0 5 10 15 m

Revision

No.	Date	Revision Notes

Issue

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

Tree Plan

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L6.1
	12 of 19



SHRUBS / GROUNDCOVERS / PERENNIALS

Ajs	17	Acuba japonica 'Serratifolia'	Japanese acuba	1.07 #5 cont.
Am	318	Achillea millefolium	yarrow	0.3 #1 cont.
Asca	178	Asarum canadense	Canadian wild ginger	0.25 #1 cont.
Auu	544	Arctostaphylos uva-ursi	kinnikinick	0.3 #1 cont.
Bs	151	Blechnum spicant	deer fern	0.3 #2 cont.
Cakf	112	Calamagrostis x acutiflora 'Karl Foerster'	feather reed grass	0.51 #3 cont.
Cf	144	Carex flacca	blue sedge	0.51 #1 cont.
Cos	16	Cornus sericea	red osier dogwood	1.68 #5 cont.
Csk	68	Cornus sericea 'Kelseyi'	dwarf red osier dogwood	0.61 #3 cont.
Ct	13	Choisya ternata	Mexican mock orange	1.07 #3 cont.
Dfo	120	Dicentra formosa	pacific bleeding heart	0.61 #2 cont.
Dre	175	Dryopteris erythrosora	autumn fern	0.51 #1 cont.
Epf	17	Epimedium x perralchicum 'Frohnleiten'	barrenwort	0.46 #1 cont.
Gem	642	Geranium macrorrhizum 'Bevan's Variety'	bigroot geranium	0.3 #1 cont.
Gs	273	Gaultheria shallon	salal	0.61 #2 cont.
Hd	4	Holodiscus discolor	oceanspray	1.07 #5 cont.
Heh	40	Helleborus x hybridus 'Royal Heritage'	hellebore	0.51 #2 cont.
Hh	107	Hosta 'Halcyon'	Halcyon plantain lily	0.61 #1 cont.
Lah	144	Lavandula angustifolia 'Hidcote Blue'	Hidcote Blue lavender	0.51 #2 cont.
Lp	181	Lonicera pileata	box leaf honeysuckle	0.76 #2 cont.
Maa	140	Mahonia aquifolium	tall Oregon grape	0.61 #3 cont.
Mdi	620	Maianthemum dilatatum	false lily of the valley	0.25 SP 4
Mn	76	Mahonia nervosa	longleaf Oregon grape	0.46 #2 cont
Oo	360	Oxalis oregana	redwood sorrel	0.3 #1 cont.
Pm	321	Polystichum munitum	sword fern	0.76 #3 cont.
Pt	1026	Pachysandra terminalis	Japanese spurge	0.46 #1 cont.
Pta	88	Pteridium aquilinum	bracken fern	0.76 #2 cont.
Rob	26	Rosmarinus officinalis 'Barbeque'	Barbeque rosemary	0.51 #2 cont.
Ron	57	Rosa nutkana	Nootka rose	0.81 #2 cont.
Sa	164	Symphoricarpos albus	snowberry	0.76 #5 cont.
Sh	468	Sarcococca hookeriana var. humilis	dwarf sweet box	0.46 #2 cont.
Tv	49	Thymus vulgaris	common thyme	0.25 SP 4
Vo	90	Vaccinium ovatum	evergreen huckleberry	0.76 #5 cont.
	0			0

SOUTH EDGE PLANTING (COORDINATED W/ ENVIRONMENTAL REPORT, ENVIRONMENT CONSULTANT TO I

Am	223	Achillea millefolium	yarrow	0.3 #1 cont.
Cos	37	Cornus sericea	red osier dogwood	1.68 #5 cont.
Mdi	506	Maianthemum dilatatum	false lily of the valley	0.25 SP 4
Pm	76	Polystichum munitum	sword fern	0.76 #3 cont.
Pta	76	Pteridium aquilinum	bracken fern	0.76 #2 cont.
Sa	270	Symphoricarpos albus	snowberry	0.76 #5 cont.
Vo	178	Vaccinium ovatum	evergreen huckleberry	0.76 #5 cont.

* Refer to Invasive Species Management Plan, Environmental Assessment, and Arborist & Environmental Report Summary for additional information

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
A	2025-01-24	Issued for DP
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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

Tree Plan

Legal

Project Manager: KD	Project ID: 22414
Drawn By: KD	Scale: As Noted
Reviewed By: DT	Drawing No.: L6.2
	13 of 19



IRRIGATED AREAS & SERVICING LEGEND

IS	Irrigation Stub-out
HB	Hosebib
GB	Gas Connection

All onsite planted areas to be irrigated.

Note:
1. Refer to canadian landscape standard, typ.
2. This sheet is for reference only, Contractor to refer to Irrigation drawings for the Irrigation design.
3. Final locations per Mechanical.
4. Shop drawings to be provided prior to installation for Landscape review.
5. Elecrical outlets to be provided for each BBQ, Trellis, and Fire Table, if applicable. Refer to Electrical.

PLANTING SOIL DEPTH LEGEND

305 mm (12") Soil Depth 479.0sq.m = 146.1cu.m	
610 mm (24") Soil Depth 974.3sq.m = 594.3cu.m	
915 mm (36") Soil Depth 905.0sq.m = 828.1cu.m	
Areas w/ Voiding Below (Detail & Spec per Arch/Envelope)	

Note:
All softscape areas to include min. 75mm gravel drainage layers in addition to indicated soil depth for on slab conditions. Build up details and specifications per Envelope and Architecture.

1 Scale: 1:250

Revision

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Project

Old Lillooet Road

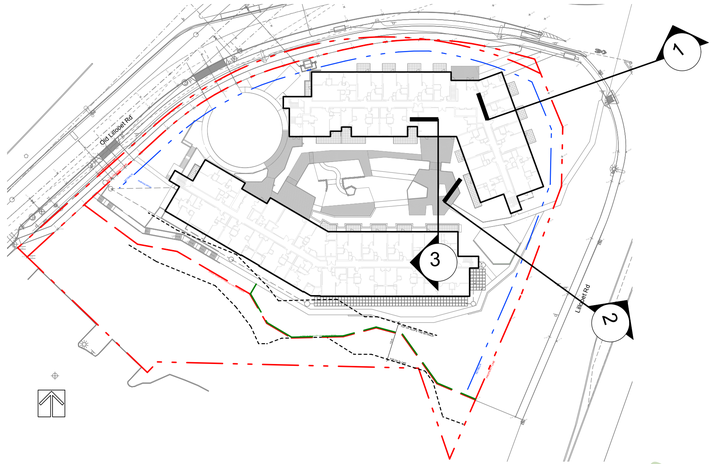
Old Lillooet Road
North Vancouver, BC

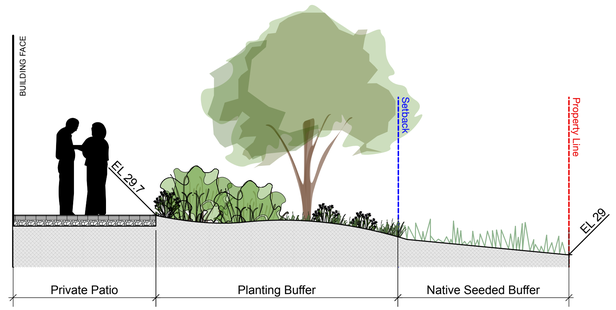
Drawing Title

Soil Depth & Servicing Plan

Legal

Project Manager: KD	Project ID: 22414
Drawn By: KD	Scale: As Noted
Reviewed By: DT	Drawing No.: **L7.0** 14 of 19

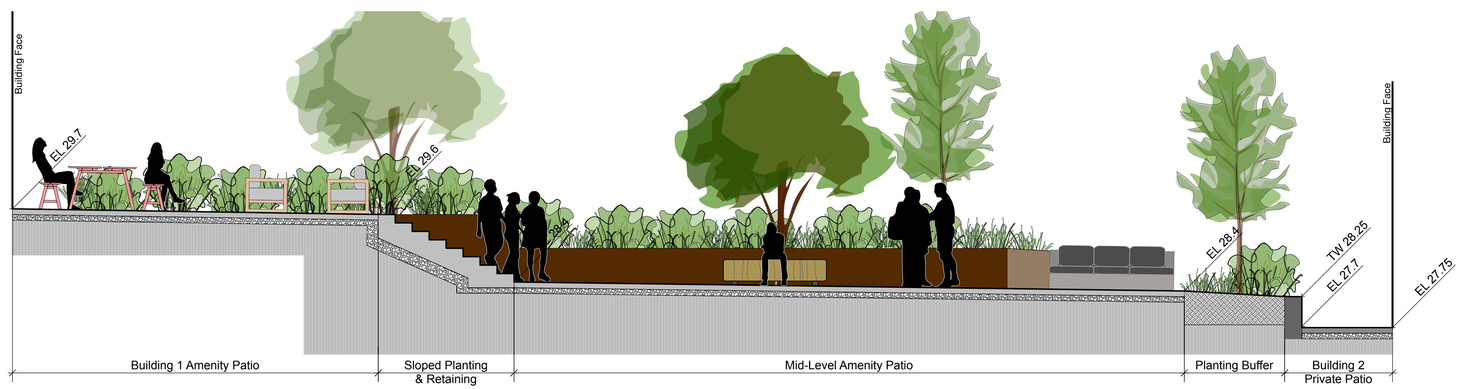




1 SECTION:Building 1 East Facing Patios
Scale: 1:50



2 SECTION: Urban Agriculture
Scale: 1:50



3 SECTION: Interior Amenity North-South
Scale: 1:50

Revision

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

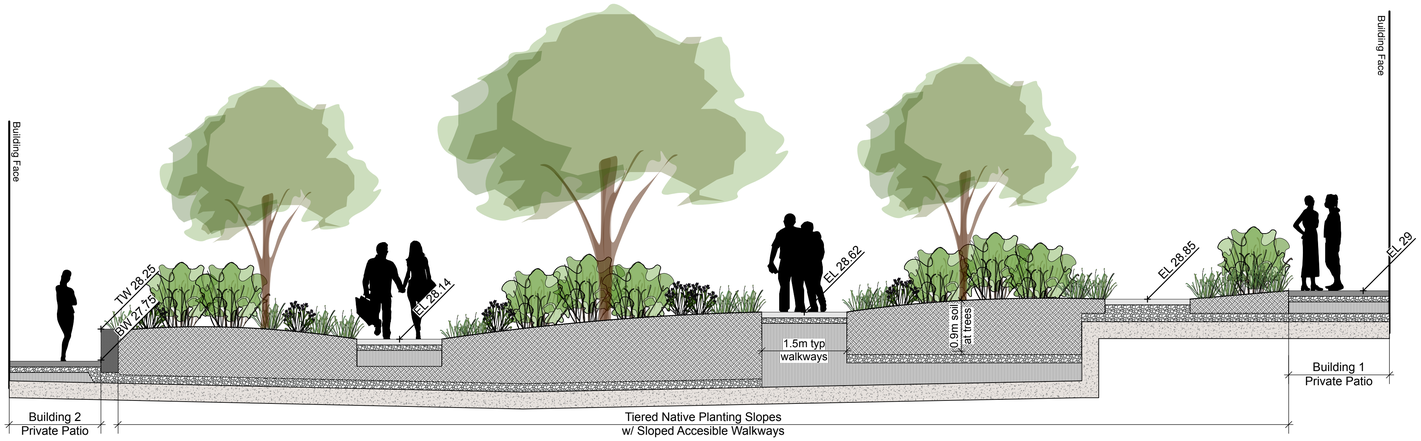
Drawing Title

Landscape Sections & Elevations

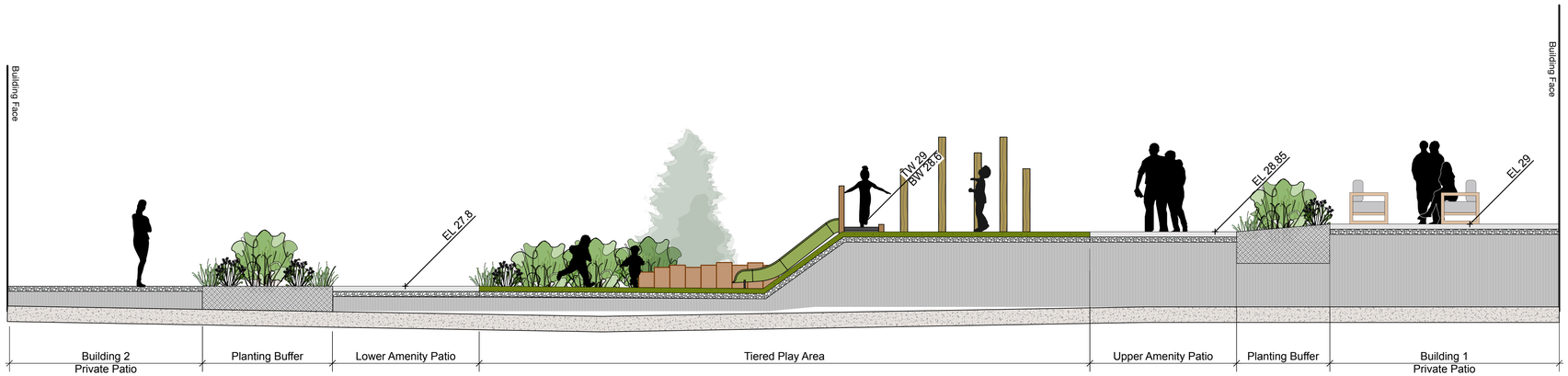
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Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	**L8.0** 15 of 19

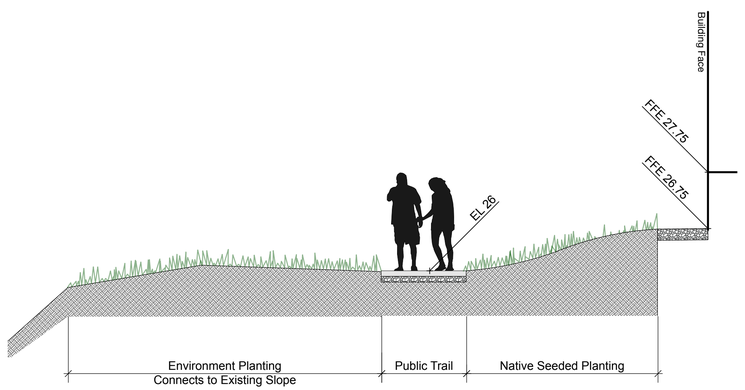




4 SECTION: Interior Amenity Planting North-South
Scale: 1:50



5 SECTION: North-South Through Play Area
Scale: 1:50



6 SECTION: South Trail
Scale: 1:50

Revision

No.	Date	Revision Notes

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Project

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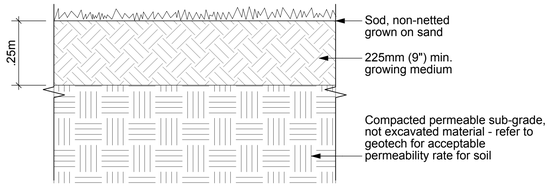
Old Lillooet Road
North Vancouver, BC

Drawing Title

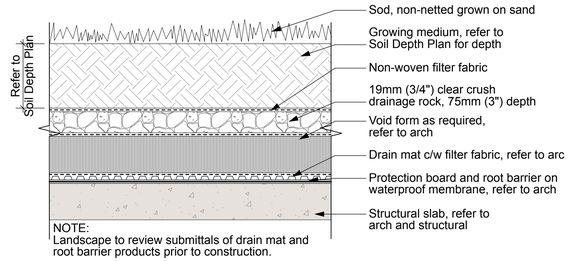
Landscape Sections & Elevations

Legal

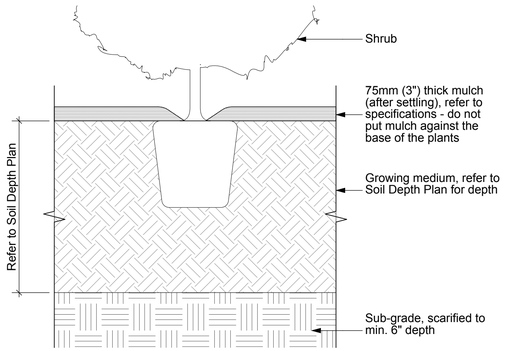
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Drawn By: KD	Scale: As Noted
Reviewed By: DT	Drawing No.: **L8.1** 16 of 19



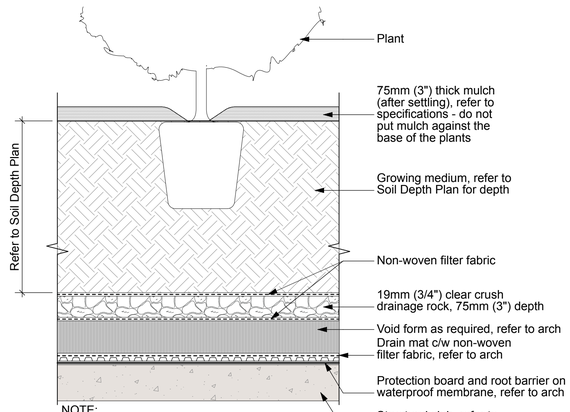
1 DETAIL: Sod at Grade
Scale: 1:10



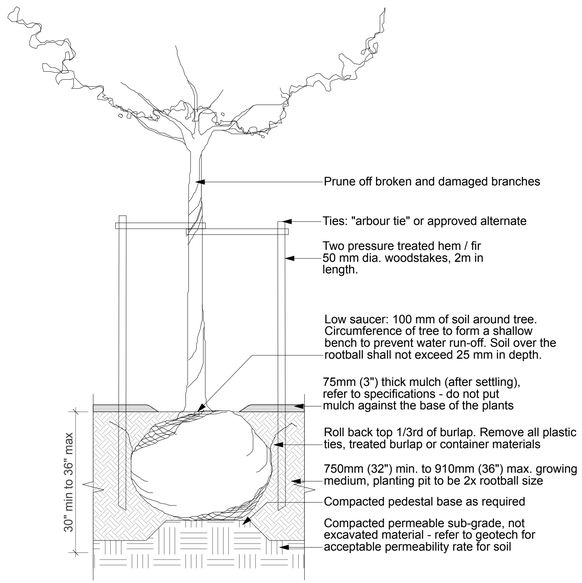
2 DETAIL: Sod on Slab
Scale: 1:10



3 DETAIL: Planting at Grade
Scale: 1:10

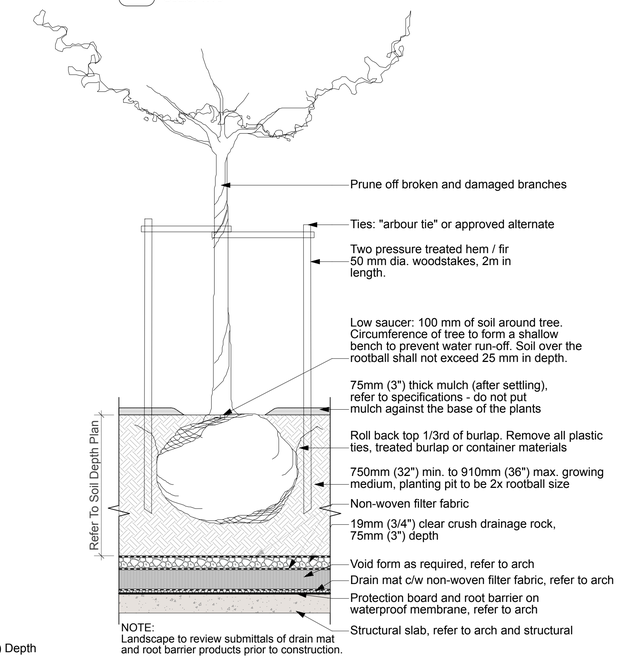


4 DETAIL: Planting on Slab
Scale: 1:10

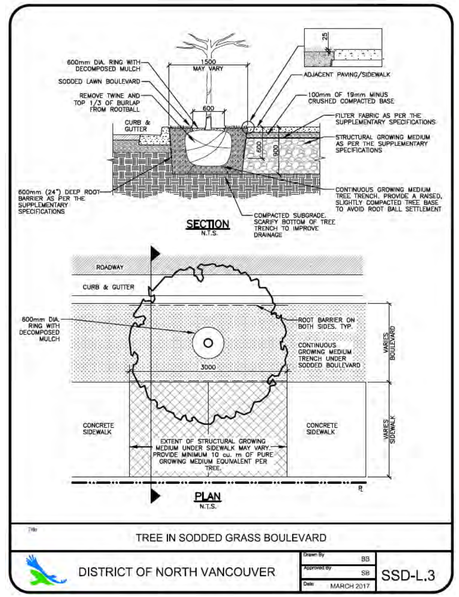


Notes:
-Minimum Width Of Tree Pit Shall Be The Rootball Diameter Plus 24"
-Tree Wells Shall Be 36" In Depth
-Tree Wells In Boulevards Shall Be Connected By A Continuous Soil Trench Of At Least 910mm (36") Depth

5 DETAIL: Tree Planting on Grade
Scale: 1:20



6 DETAIL: Tree Planting on Slab
Scale: 1:20



7 CUTSHEET: Offsite Tree Planting per DNV

Revision

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Issue

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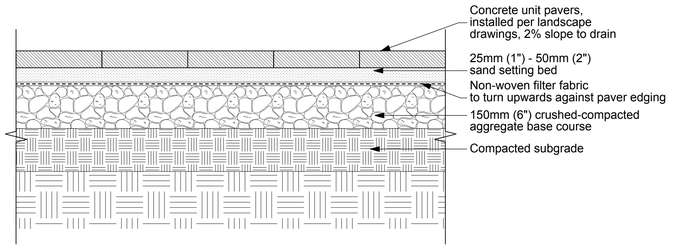
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Project
Old Lillooet Road
Old Lillooet Road
North Vancouver, BC

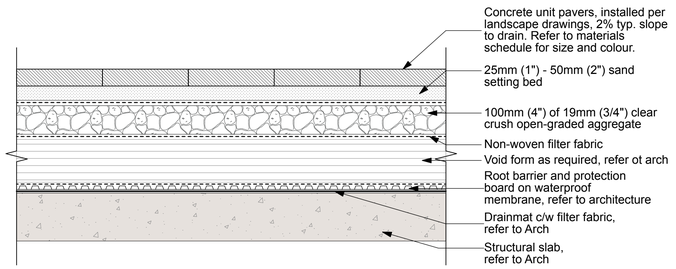
Drawing Title
Softscape Details

Legal

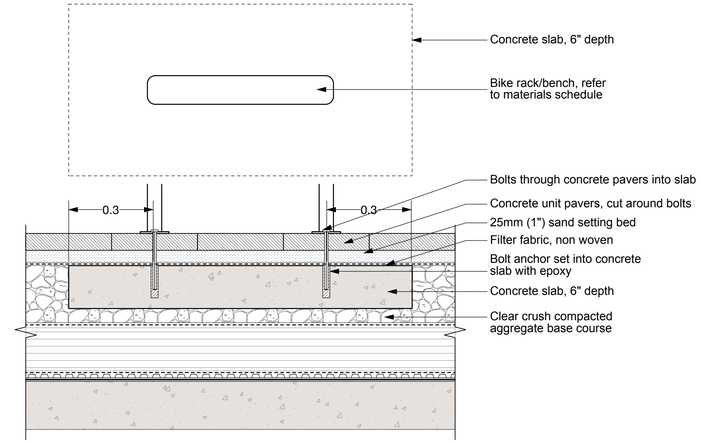
Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L9.1
	17 of 19



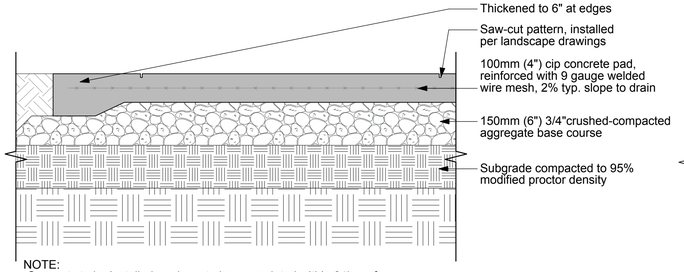
4 DETAIL: Pedestrian Unit Pavers at Grade
Scale: 1:10



5 DETAIL: Pedestrian Unit Pavers on Slab
Scale: 1:10

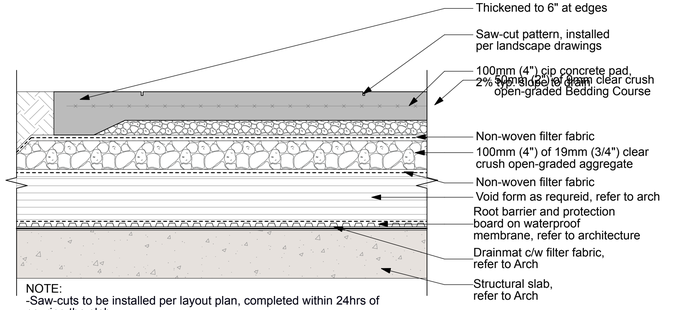


3 DETAIL: Bike Racks/Bench Footing on Pavers
Scale: 1:10



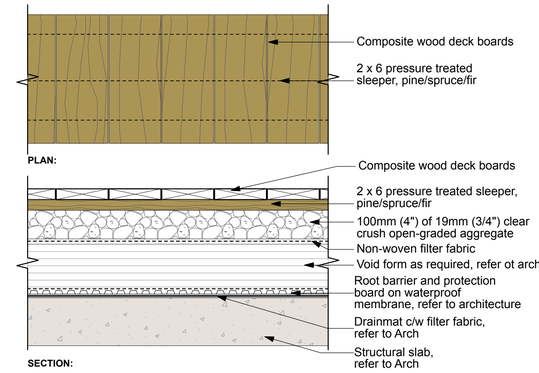
NOTE:
-Saw-cuts to be installed per layout plan, completed within 24hrs of pouring the slab
-Control joints to be 1/4 slab depth
-Control joints max 3m OC, as per MMCD
-Expansion joints to be max 9m OC as per MMCD
-Concrete to be broom-finished unless otherwise noted

4 DETAIL: CIP Pedestrian Concrete at Grade
Scale: 1:10

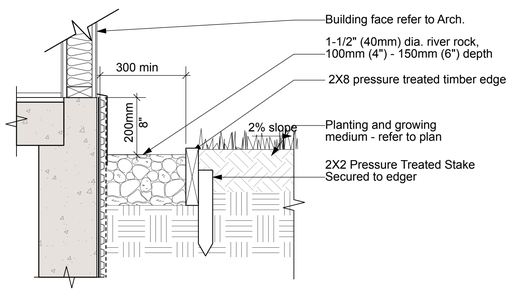


NOTE:
-Saw-cuts to be installed per layout plan, completed within 24hrs of pouring the slab
-Control joints to be 1/4 slab depth
-Control joints max 3m OC, as per MMCD
-Expansion joints to be max 9m OC as per MMCD
-Concrete to be broom-finished unless otherwise noted

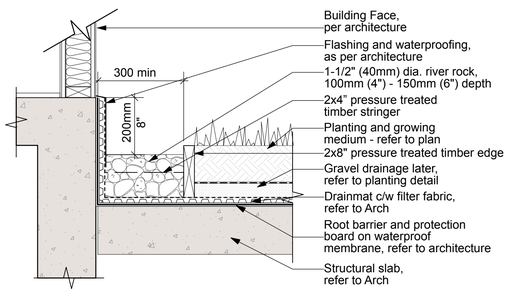
5 DETAIL: CIP Pedestrian Concrete on Slab
Scale: 1:10



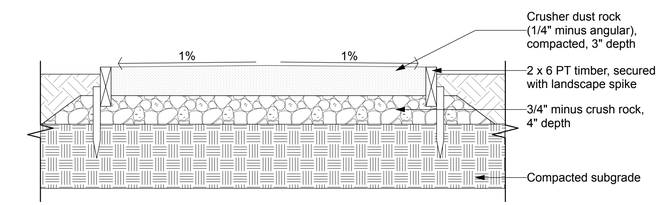
6 DETAIL: Timber Decking on Slab
Scale: 1:10



7 DETAIL: Drip Strp at Grade
Scale: 1:10



8 DETAIL: Drip Strp aon Slab
Scale: 1:10



9 DETAIL: Gravel Fines Walkway
Scale: 1:10

Revision

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

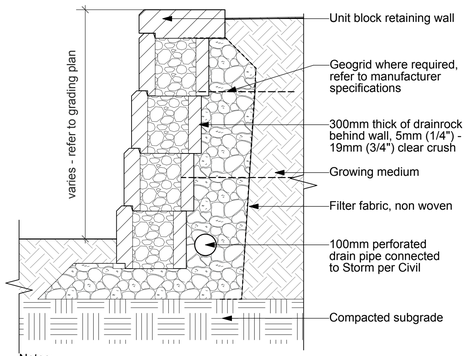
Drawing Title

Hardscape Details

Legal

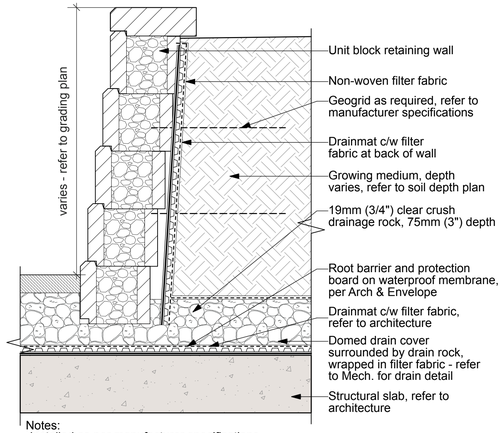
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KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L9.2

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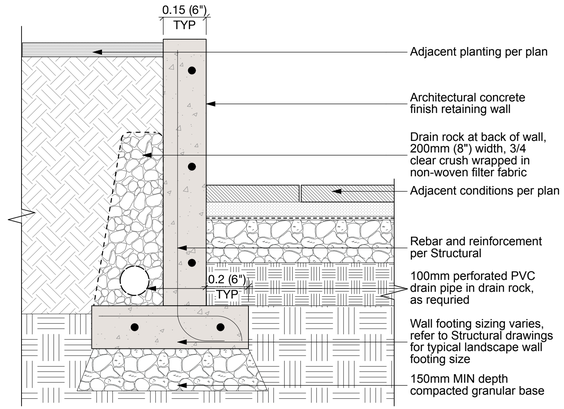
Notes:
-Installed as per manufacturer specifications
-Enigneered drawings required for any walls over 1.2m and/or requiring geogrid

1 DETAIL: Unit Block Retaining Wall at Grade
Scale: 1:10



Notes:
-Installed as per manufacturer specifications
-Enigneered drawings required for any walls over 1.2m and/or requiring geogrid

2 DETAIL: Unit Block Retaining Wall on Slab
Scale: 1:10



NOTE:
Refer to Structural drawings for footing requirements and reinforcement requirements.
Top of wall heights and required planting depth per Landscape drawings.

3 DETAIL: CIP Concrete Wall on Grade
Scale: 1:10

NOTES:
Shop drawings to be provided for Landscape review prior to construction.
Preferred manufacturer C3 (or approved equivalent) to provide recommendations for construction.

4 DETAIL: Metal Retaining Wall
Scale: 1:10

5 DETAIL: CIP Concrete Stairs w/ Handrail & Tactile Warning Strip
Scale: 1:10

Revision

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

Landscape Walls & Fencing

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L9.3
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Product sheet

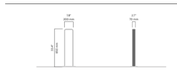
VROOM bicycle rack

686-904A

Designed by
Tore Borgersen, Michael Olofsson, Espen Voll

Vroom bicycle rack comes in narrow and wide versions, and provides good support for two bicycles. It is made from extruded aluminum and has user-friendly rounded edges. The wide version can also be used as a tree guard.

AWARD FOR GOOD EXCELLENCE



Anchoring/assembly

Type A - Base plate



Primary material

Powder-coated aluminum

Aluminum profiles with powder coated surface. We provide a 15 year adhesive guarantee for varnish on our products. Corrosion class C5-M



Color

RAL 9016 - Traffic white

Powder coated with Jotun façade for standard colors. Vestre offers more than 200 standard RAL classic colors at no extra charge.

Sustainability

Indicators	Global warming	Total energy used	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	16.53	219.44	70.65

Certifications

Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

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1 CUTSHEET: Bike Rack

Product sheet

BLOC sun bench

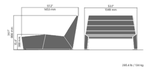
1566-900

Designed by
Atle Tveit, Lars Tornøe

Bloc sun bench can be used on its own or joined in rows and back to back. It is also available with a short seat.



AWARD FOR GOOD EXCELLENCE



Anchoring/assembly

Free-standing/mounted to the ground

Primary material

Hot-dip galvanised and powder-coated steel

The powder coating process was developed to satisfy the tough requirements of the Norwegian offshore industry. Corrosion class C5-M



Color

RAL 9016 - Traffic white

Powder coated with Jotun façade for standard colors. Vestre offers more than 200 standard RAL classic colors at no extra charge.

Secondary material

Linseed oil proofed Nordic pine (standard wood) (ux 600/900)

Standard wood with a 15 year anti-rot warranty. High-quality FSC®-certified timber. Hardness: 1.7 on the Brinell scale. For outdoor use.



Sustainability

Indicators	Global warming	Total energy used	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	303	4075	2

Certifications

Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

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2 CUTSHEET: Lounger

Product sheet

KINN table

6133-904

Designed by
Torbjørn Andersen, Espen Voll

Kinn table is made from Hydro CIRCAL, which consists of at least 75% post-consumer recycled aluminium. This is the highest content of recycled material on the market, which means drastically reduced energy consumption, while the product is also of high quality and durable. The KINN dining table is available in a range of sizes to meet different needs and is easy to move. The table forms part of a larger product series with matching dining chairs, lounge chairs and lounge tables.





Anchoring/assembly

Free-standing

Primary material

Powder-coated aluminum

Aluminum profiles with powder coated surface. We provide a 15 year adhesive guarantee for varnish on our products. Corrosion class C5-M

Color

RAL 9003 - Signal white

Powder coated with Jotun façade for standard colors. Vestre offers more than 200 standard RAL classic colors at no extra charge.

Secondary material

Linseed oil proofed Nordic pine (standard wood)

Standard wood with a 15 year anti-rot warranty. High-quality FSC-certified timber. Hardness: 1.7 on the Brinell scale. For outdoor use.

Sustainability

Indicators	Global warming	Total energy used	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	54	1045	0

Certifications

Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

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3 CUTSHEET: Dining Table

Product sheet

APRIL GO chair

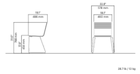
7013-901

Designed by
Tore Borgersen, Michael Olofsson, Espen Voll

April go chair is available with or without armrests, and can be stacked and moved as required. Its sturdy construction makes it difficult to knock over and reduces the risk of it being removed by unauthorised persons. The APRIL GO chair can be supplied with a practical storage trolley with space for eight chairs. The APRIL GO lounge chair has a wide, deep seat that provides a reclined, relaxed sitting position, making it perfect for use as a free-standing chair – or together with other products from the series to create cohesive and inviting spaces for both relaxation and conversation in urban environments.



DOGA AWARD



Anchoring/assembly

Free-standing/mounted to the ground

Primary material

Hot-dip galvanised steel

All steel components are hot-dip galvanised, which produces a matt grey surface after a while. We offer a lifetime anti-rust warranty.



Secondary material

Linseed oil proofed Nordic pine (standard wood)

Standard wood with a 15 year anti-rot warranty. High-quality FSC-certified timber. Hardness: 1.7 on the Brinell scale. For outdoor use.

Sustainability

Indicators	Global warming	Total energy used	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	36.53	552.09	29.67

Certifications

Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

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4 CUTSHEET: Dining Chair

Product sheet

KINN table

6135-904

Designed by
Torbjørn Andersen, Espen Voll

Kinn table is made from Hydro CIRCAL, which consists of at least 75% post-consumer recycled aluminium. This is the highest content of recycled material on the market, which means drastically reduced energy consumption, while the product is also of high quality and durable. The KINN dining table is available in a range of sizes to meet different needs and is easy to move. The table forms part of a larger product series with matching dining chairs, lounge chairs and lounge tables.





Anchoring/assembly

Free-standing

Primary material

Powder-coated aluminum

Aluminum profiles with powder coated surface. We provide a 15 year adhesive guarantee for varnish on our products. Corrosion class C5-M



Color

RAL 9016 - Traffic white

Powder coated with Jotun façade for standard colors. Vestre offers more than 200 standard RAL classic colors at no extra charge.

Secondary material

Linseed oil proofed Nordic pine (standard wood)

Standard wood with a 15 year anti-rot warranty. High-quality FSC-certified timber. Hardness: 1.7 on the Brinell scale. For outdoor use.



Sustainability

Indicators	Global warming	Total energy used	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	83	1380	0

Certifications

Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

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5 CUTSHEET: Cafe Table

Product sheet

KINN chair

6164-904

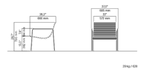
Designed by
Espen Voll, Torbjørn Andersen

Kinn chair The Kinn lounge chair is made of Hydro CIRCAL which consists of at least 75% recycled aluminum. This is the highest content of recycled material on the market, which means drastically reduced energy consumption, while the product is also of high quality and durable. Kinn is comfortable, stackable, and easy to move around as needed. It is part of a larger furniture collection that will be launched in 2022.



Anchoring/assembly

Free-standing





Primary material

Powder-coated aluminum

Aluminum profiles with powder coated surface. We provide a 15 year adhesive guarantee for varnish on our products. Corrosion class C5-M

Color

RAL 9016 - Traffic white

Powder coated with Jotun façade for standard colors. Vestre offers more than 200 standard RAL classic colors at no extra charge.

Secondary material

Linseed oil proofed Nordic pine (standard wood)

Standard wood with a 15 year anti-rot warranty. High-quality FSC-certified timber. Hardness: 1.7 on the Brinell scale. For outdoor use.

Sustainability

Indicators	Global warming	Total energy used	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	67	1153	0

Certifications

Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

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6 CUTSHEET: Cafe Chair

Product sheet

MUNCH table

5132-900

Designed by
Andreas Engesvik, Jonas Stokke

Munch table and the Munch-series comprise elegant lounge furniture for relaxation and contemplation. The series has been specially designed for the new Munch Museum in Oslo. The seating has an ergonomic shape that offers a high degree of comfort. Seats include a layer of springy steel mesh draped over a simple steel frame. Matching injection moulded cushion sets are also available. The Munch series is equally at home indoors and outdoors.

DOGA AWARD



Anchoring/assembly

Free-standing



Primary material

Hot-dip galvanised and powder-coated steel

The powder coating process was developed to satisfy the tough requirements of the Norwegian offshore industry. Corrosion class C5-M



Color

RAL 9016 - Traffic white

Powder coated with Jotun façade for standard colors. Vestre offers more than 200 standard RAL classic colors at no extra charge.

Sustainability

Indicators	Global warming	Total energy use	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	113	1577	2.69

Certifications

Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

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7 CUTSHEET: Work Table

MARBELLA ALUMINUM SOFA

Low-slung and linear, with clean, right angles and boxed bases, Marbella is pure Modernism. Rendered in enduring aluminum, the streamlined silhouette and ultra-deep seats invite relaxation. Our Classic size is perfectly proportioned for smaller spaces.

SELECT FROM 4 STOCKED AND 106 SPECIAL ORDER FABRICS



FINISH OPTIONS



White Slate Iron



DETAILS

- Crafted of durable powdercoated aluminum
- Cushion set is sold separately
- 60"-62½" sofas have 1 seat cushion/1 back cushion
- 84"-110½" sofas have 1 seat cushion/2 back cushions
- Hypoallergenic seat and back cushions come in a choice of luxury performance Limonta®, Perennials® or Sunbrella® fabrics that resist stains, spills, fading and mildew even after years of outdoor exposure. Zippers resist corrosion.
- Seat and back cushions are poly-wrapped foam
- Limonta fabric is woven in Italy of premium high-performance yarns. Crafted of 100% polypropylene, the sustainable fabric is distinguished by a soft hand, offers easy care, and resists stains, spills, fading, mildew and pilling.
- The preferred choice of leading design professionals worldwide, Perennials fabric is the ultimate combination of beauty and brawn – the gold standard in luxury performance indoor/outdoor textiles. Designed by Ann Sutherland and woven of 100% solution-dyed acrylic, the fabric marries the soft hand of premium indoor upholstery with unparalleled durability.
- Sunbrella fabric is the number one outdoor performance textile. Woven of 100% solution-dyed acrylic, Sunbrella is easy care, stain resistant, colorfast and provides up to 98% UV protection.
- Unlike yarn-dyed fabrics where color is surface deep, solution-dyed acrylic color completely permeates the fiber – resulting in colorfast fabrics that withstand even the harshest conditions
- Our custom-fit outdoor covers (sold separately) are strongly recommended to protect furniture from the elements and minimize aging. Learn more.

DIMENSIONS

110½" Luxe Overall: 110½"W x 35"D x 26¼"H
Overall Height With Cushion: 27"
Seat: 99½"W x 29½"D
Seat Height: 9" (14" with cushion)
Arm: 5½"W x 19½"H

8 CUTSHEET: Lounge Sofa

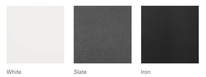
MARBELLA ALUMINUM LOUNGE CHAIR

Low-slung and linear, with clean, right angles and boxed bases, Marbella is pure Modernism. Rendered in enduring aluminum, the streamlined silhouette and ultra-deep seats invite relaxation. Our Classic size is perfectly proportioned for smaller spaces.

SELECT FROM 3 STOCKED AND 101 SPECIAL ORDER FABRICS



FINISH OPTIONS



White Slate Iron



DETAILS

- Crafted of durable powdercoated aluminum
- Cushion set is sold separately
- 1 seat cushion/1 back cushion
- Hypoallergenic seat and back cushions come in a choice of luxury performance Limonta®, Perennials® or Sunbrella® fabrics that resist stains, spills, fading and mildew even after years of outdoor exposure. Zippers resist corrosion.
- Seat and back cushions are poly-wrapped foam
- Limonta fabric is woven in Italy of premium high-performance yarns. Crafted of 100% polypropylene, the sustainable fabric is distinguished by a soft hand, offers easy care, and resists stains, spills, fading, mildew and pilling.
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- Sunbrella fabric is the number one outdoor performance textile. Woven of 100% solution-dyed acrylic, Sunbrella is easy care, stain resistant, colorfast and provides up to 98% UV protection.
- Unlike yarn-dyed fabrics where color is surface deep, solution-dyed acrylic color completely permeates the fiber – resulting in colorfast fabrics that withstand even the harshest conditions
- Our custom-fit outdoor covers (sold separately) are strongly recommended to protect furniture from the elements and minimize aging. Learn more.

DIMENSIONS

Classic Overall: 37"W x 32½"D x 24½"H (25"H with cushion)
Seat: 26"W x 27½"D
Seat Height: 8" (13" with cushion)
Arm: 5½"W x 18"H

9 CUTSHEET: Lounge Chair

Product sheet

Wide Rectangle

Metal Planter

- Fully Welded Construction
- AAMA 2604 Powder Coat
- Powder Coated Inside and Out
- Top Edge Hem Folded at 1" Return
- Positive Drainage w/ Fully Sealed Bottom

How to Specify this Product

Include Product Profile as well as Length, Width and Height. Specify top to dimensions. Supply drawings for custom projects and include product name, material, and color.

Common Sizes

- ☐ 23"L x 23"W x 24"H
- ☐ 35"L x 23"W x 24"H
- ☐ 47"L x 23"W x 24"H
- ☐ 59"L x 23"W x 24"H
- ☐ 71"L x 23"W x 24"H
- ☐ 72"L x 23"W x 24"H
- ☐ 84"L x 23"W x 24"H
- ☐ 96"L x 23"W x 24"H

Custom Sizes

☑ 72"L x 36"W x 24"H

☐ _____ L x _____ W x _____ H

Green Theory

greentheorydesign.com

Date: 03.20.2020
Specifications and Feature Title
Specifications and Feature Notes

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10 CUTSHEET: Urban Agriculture Planter

Product sheet

loll designs

alfresco counter + bar tables

Table 72 x 36



Table 36sq



charcoal: color code CG



use with:
alfresco bar and counter stools

collection:
alfresco

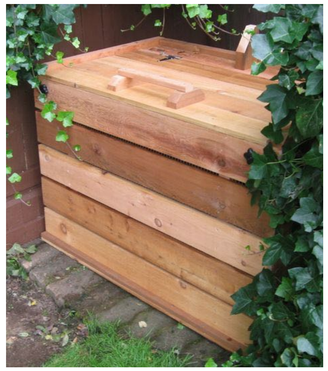
material:
HDPE

shipped flat packed
some assembly required

outdoor furniture
for the modern lifestyle

lolldesigns.com

11 CUTSHEET: Garden Work Table



Kisilano Model Single Compost
By: Cedar Creek Enterprises

12 CUTSHEET: Garden Compost



Signature Deck Box - Walnut
150 Gal
By: Keter

13 CUTSHEET: Garden Storage Bin



Storm Outdoor Billiard Table
Dark Aluminum Powdercoat Finish
By: Canada Billiards



Plaza Outdoor Ping Pong Table
Grey Finish
By: Tiger Ping Pong

14 CUTSHEET: Games Tables

Revision

No.	Date	Revision Notes

Issue

No.	Date	Issue Notes
A	2025-01-24	Issued for DP
B	2025-10-15	Re-Issued for DP
C	2025-12-19	Re-Issued for DP

Professional Seal

eta landscape architecture

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

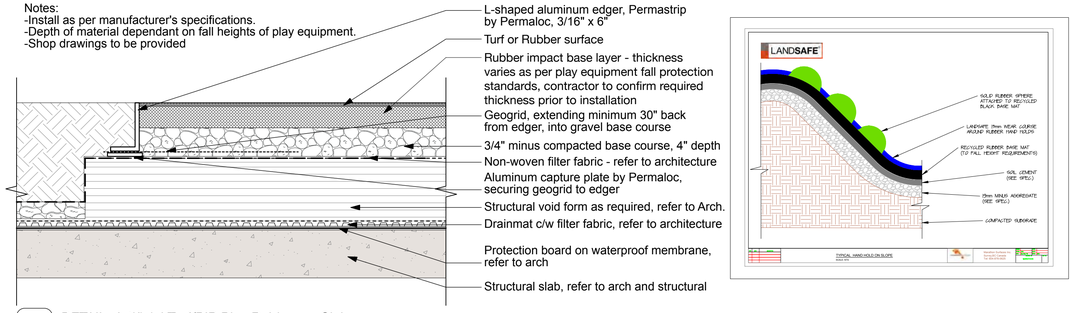
Drawing Title

Landscape Site

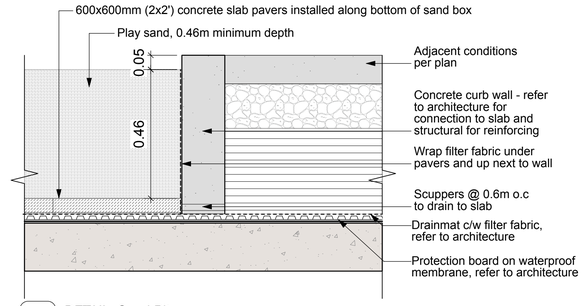
Furnishing Details

Legal

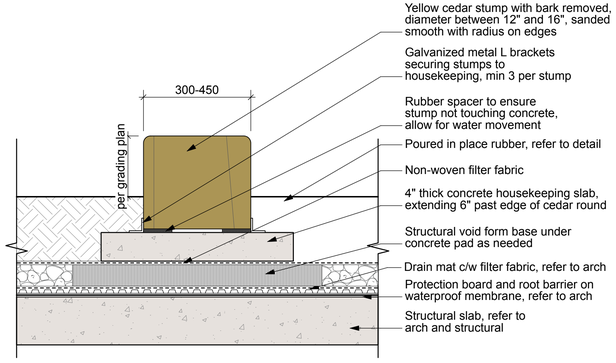
Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L9.4 20 of 19



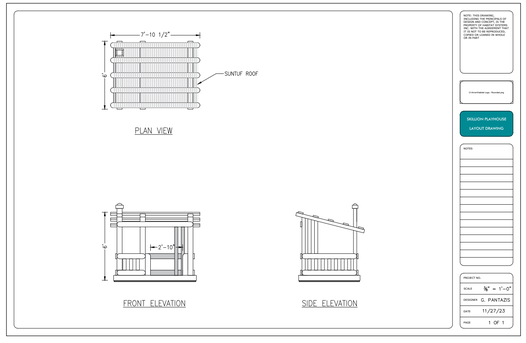
1 DETAIL: Artificial Turf/PIP Play Rubber on Slab
Scale: 1:10



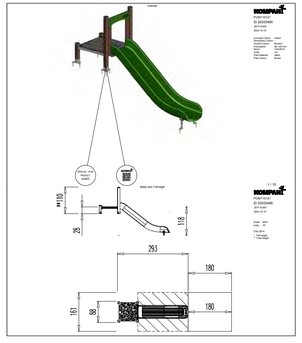
2 DETAIL: Sand Pit
Scale: 1:10



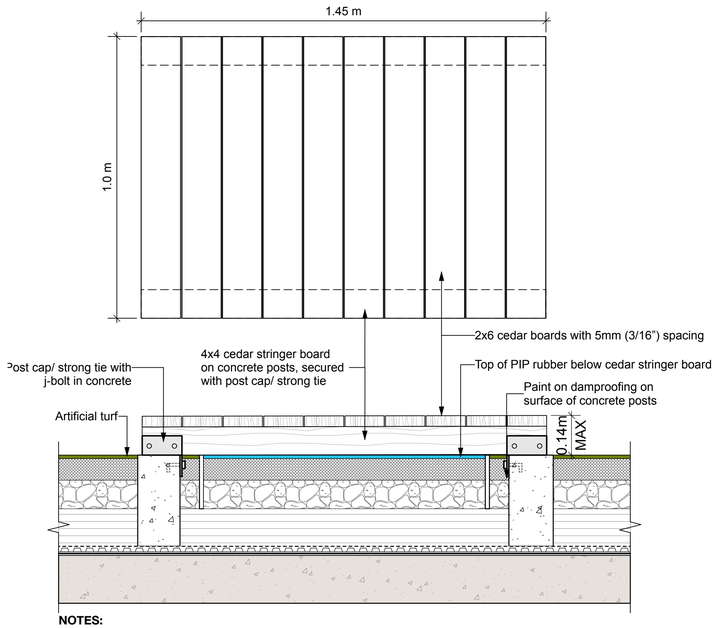
3 DETAIL: Cedar Stump
Scale: 1:10



4 CUTSHEET: Play House

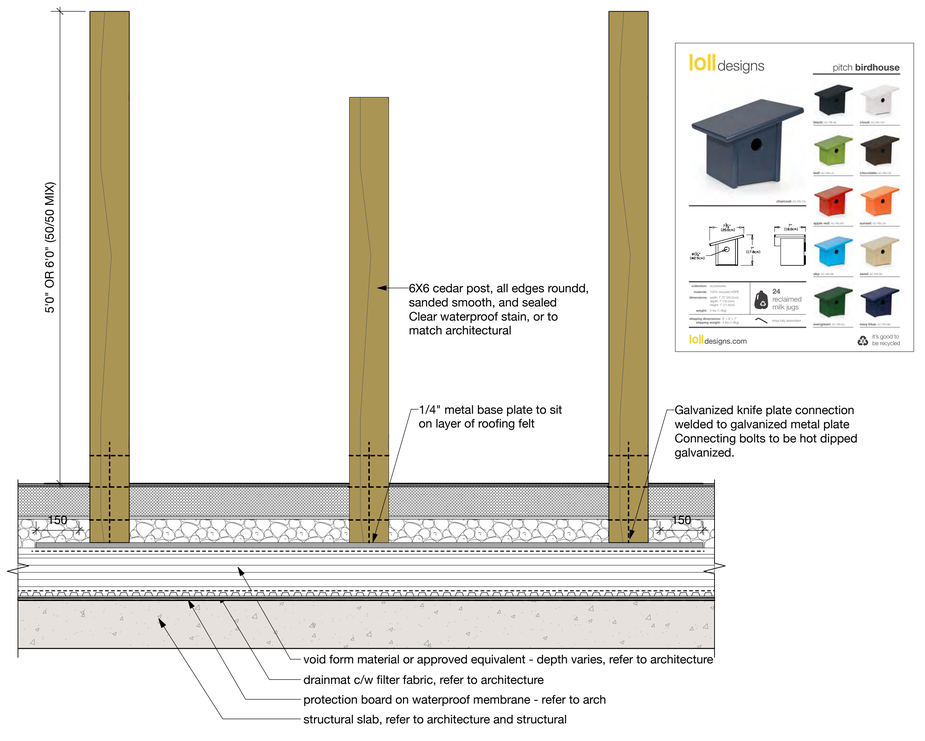


5 CUTSHEET: Play Slide



NOTES:
All wood coming in contact with soil to be pressure treated Cedar.
All mill markings, stamps, paint or tags are to be removed
All cut ends to be treated with preservative, cut Square and clean, exposed wood and edges to be smooth and splinter free.
No loose knots will be accepted.
All exposed wood to be stained (finish per Landscape). Colour TBD and reviewed by Landscape. Provide sample.
Wood dimensions are nominal unless noted on drawings.
Contractor to submit engineered shop drawings of wood structures for approval by consultants prior to fabrication showing all connections and hardware with dimensions.

6 DETAIL: Play Bridge
Scale: 1:10



7 DETAIL: Wood Poles w/ Birdhouses
Scale: 1:10

Revision

No.	Date	Revision Notes

Issue

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

Landscape Site Furnishing Details

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L9.5

21 of 19

DP 4.25 54

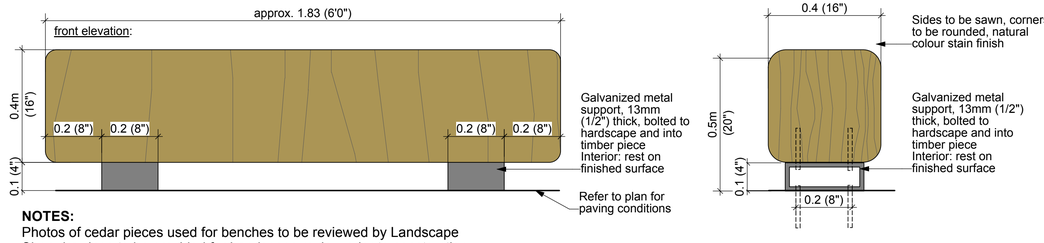
Revision

No.	Date	Revision Notes

Issue

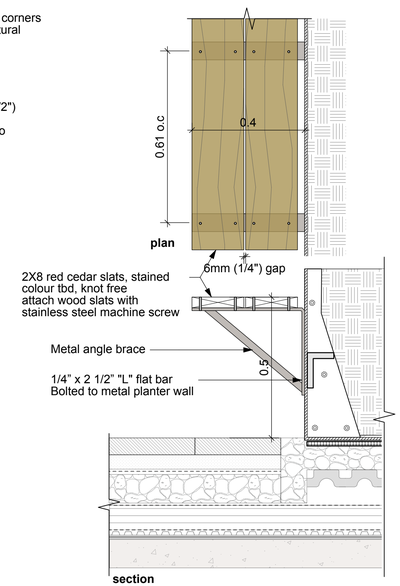
No.	Date	Issue Notes
A	2025-01-24	Issued for DP
B	2025-10-15	Re-Issued for DP
C	2025-12-19	Re-Issued for DP

Professional Seal



NOTES:
Photos of cedar pieces used for benches to be reviewed by Landscape
Shop drawings to be provided for Landscape review prior to construction.
Height/grading at bench location to be confirmed prior to installation. May require spacers for leveling. TBD.
Bench height for entry areas to be between 20" - 22" ht

1 DETAIL: Timber Bench
Scale: 1:10



NOTES:
Shop drawings to be provided for Landscape review prior to construction.

2 DETAIL: Wall Mounted Timber Bench
Scale: 1:10

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Project

Old Lillooet Road

Old Lillooet Road
North Vancouver, BC

Drawing Title

Landscape Site Furnishing Details

Legal

Project Manager	Project ID
KD	22414
Drawn By	Scale
KD	As Noted
Reviewed By	Drawing No.
DT	L9.6

22 of 19

Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA

b. Energy and Water Conservation and Greenhouse Gas Emissions

Energy Conservation: The proposed development complies with Step 4 of the Step Code and Greenhouse Gas Intensity (GHGI) target of 3.0 kgCO2e/m2/year, in accordance with BCBC 2024 and BC Housing Design Guidelines and Construction Standards. Refer to the *BC Housing* Preliminary Design Energy Modelling Report, dated 2024-10-31 for more information.

High efficiency appliances and LED lights will be used throughout the project. Lighting controls, including occupancy and daylighting sensors will be used to turn off all non-emergency luminaires and reduce energy use. In areas with natural lighting, like the exit stairs, luminaires will be dimmed by daylight sensors to make maximum use of natural light.

Water Conservation: Low flow showerheads, faucets and water closets will be provided to reduce water usage rates and sanitary discharge flows in accordance with BC Housing Design Guidelines and Construction Standards. To promote water conservation, native or drought

resistant landscaping in will be provided. Temporary irrigation from hose bibs or drip irrigation will be considered.

Greenhouse Gas Emissions: The project will not have a gas connection, or any gas fired appliances or equipment. As a result, the project will have zero operational greenhouse gas emissions from the burning of fossil fuels. The proposed development will be a six-storey wood framed structure, which will have lower embodied carbon emissions than a similar concrete or steel construction.

ACCESSIBLE DESIGN CHECKLIST – TO BE SUBMITTED AT THE DETAILED PLANNING APPLICATION STAGE

Proposed Development Old Lillooet Road
Address Old Lillooet Road
Date March 23, 2026

Type of Residential: multi-family apartment ~~[ ] mixed-use building [ ] ground-oriented multi-family~~
Total number of residential units 188

Parking
Total number of parking stalls 131 (residential component only)
Total number of accessible parking stalls 8 (residential component only)

A. Basic Accessible Design

Total **apartment** units designed as **basic accessible** units 177 Unit numbers (if applicable)_____
Building number/address (if applicable)_____ Unit sizes_____

B. Enhanced Accessible Design

Total **apartment** units designed as **enhanced accessible** units 11 Unit numbers (if applicable)_____
Building number/address (if applicable)_____ Unit sizes_____

C. Ground-oriented Multi-Family Units

Total **ground-oriented m/f** units designed as **basic accessible** units_____ Unit numbers (if applicable)_____
Building number/address (if applicable)_____ Unit sizes_____

Total **ground-oriented m/f** units designed as **enhanced accessible** units_____ Unit numbers (if applicable)_____
Building number/address (if applicable)_____ Unit sizes_____

I, the Registered Professional of Record for the project confirm that the above development will comply with the standards outlined in this policy.

_____ (signature)

Architect: please refer to document "6.0 251016 - 2315 Old Lillooet Road_DP"

March 23, 2026 (date)

_____(stamp)

BASIC AND ENHANCED ACCESSIBLE DESIGN FEATURES

Building Access and Main Entrances

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability of Accessible Design to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
1-B	Unobstructed access to main building entrances	An accessible path of travel is to be provided: • from the street and private parking area to at least one main entrance • from the main entrance to all suite entry doors (unless prohibited by the terrain or unusual site conditions) • from the main entrance to the elevator • from the main entrance to each common amenity area (e.g. recreational, storage and laundry facilities, mailbox areas, garbage/ recycling areas)		**Yes** – The accessible path applies to the building main entrance, if units are accessed via a corridor or passageway, and/or to a unit entrance of those identified ground floor level entrance ground-oriented m/fs that can be easily accessed without the use of stairs.	To enable a person using a stroller, cane, walker, wheelchair, or trolley to readily access a building	
2-B	Accessible path of travel	The accessible path of travel is to be: • continuous with no steps • have a permanent, firm, non-slip finish • an uninterrupted clear width of 152cm (5ft) • a gradient not more than 1:20 • a different/distinctive texture to adjacent paved surfaces • be free of obstructions lower than 196cm (77in) • be designed as a ramp where gradient exceeds 1:20 (5%) (excludes vehicular underground parking ramp) • have no grating openings that will allow the passage of a sphere more than 13mm (0.5in) in diameter.		**Yes** – The accessible path to unit entrance applies to those identified ground floor level entrance ground-oriented m/fs that can be easily accessed without the use of stairs.	To enable a person using a stroller, cane, walker, wheelchair, or trolley to readily access a building	
3-B/E	Lighting, weather protection, intercom, address numbering	Building entrances in accessible paths of travel are to: • provide weather protection with a min. 152cm x152cm (60in x 60in) canopy over the main entrance and door-phone. • have an intercom system installed with user functions located no more than 1375mm (54in) above paved area. • have good lighting outside & inside building entrance - 100 lux • have mailbox units installed no more than 1375 mm (54 in) above the finished paved area. • have address numbering that is glare free, approx. 60 in above finished floor, highly contrasting (color) and sized as follows depending on distance from the street: At 0-15 m from road, numbering are to be 10cm (4 in). At 15-20 m numbering are to be 15cm (6 in) and at >20m from road, numbering are to be 20cm (8 in).		**Yes** – Basic accessible design applies to identified ground-oriented m/f unit entrances and main building entrance if included in the project design. May have door- bell instead of intercom system.	Provide shelter to any person while unlocking the front door, and easy entry to assist the frail, or persons with stroller, trolley, wheelchair, and visually impaired	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
	and mailbox					
4-B	Entrance door assembly and operation	Door assemblies in the accessible path of travel are to: • provide a clear opening width of no less than 850mm (34in) if there is only 1 door leaf • have the active leaf providing a clear opening of no less than 850 mm (34in) (in a doorway with multiple leaves) • have power-operated doors, functioning for passage in both directions • be operable by devices that do not require tight grasping or twisting • have a push plate or latch releasing device.		**Yes** – Applies to identified ground-oriented m/f unit entrances and main building entrance if included in the project design.	To permit easier entry by a person in wheelchair, stroller, trolley (for moving furniture into/out of building).	

Building Access and Main Entrances – Continued

5-B	Entry door clearance	• Doorways in accessible paths of travel are to have a clear and level area on either side of the door. • Doorway thresholds in accessible paths of travel are to be no more than 13 mm (0.5in) above the floor and bevelled. • The entry foyer shall have a non-slip surface.		**Yes** – Applies to identified ground-oriented m/f unit entrances and main building entrance if included in the project design.	To permit easier entry by person in wheelchair, stroller, trolley (for moving furniture etc).	
6-B	Tactile warning strip on stairs	• Provide tactile warning strips at the top of stairways, on all emergency stairs, and at landings intercepted by other paths of travel.		**Yes**	To assist visually impaired with way-finding	
7-B	Colour contrast	• Provide contrasting colours on signs, address numbers, corridor walls and unit entries.		**Yes**	To assist visually impaired with way-finding	

Corridors and Circulation

8-B	Corridor and passageway width	Corridors and passageways providing access to unit entrances and common facilities should: • be no less than 1220mm (48in) in width and			Permit mobility of those with walkers and wheelchairs,	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		• provide a clear area no less than 1500mm x 1500mm (60 in) adjacent to the elevator entrance at intervals no more than 10m (394in). Corridor doors installed in series are to be separated by a space no less than 1220mm (48 in) plus the width of any door swinging into the separating space. See also 4-B and 5-B above for door assembly and clearance in accessible paths of travel.		**Yes** – Applies to identified ground-oriented m/f unit corridors and passageways, if included in the project design.	strollers, trolleys for moving furniture etc.	
9-E	Access to upper levels **– Applies to identified ground-oriented m/f units only**		Explore opportunities to facilitate future adaptation for a personal elevator or stair lift.	**Yes** – Applies to identified ground-oriented m/f units only.	To facilitate access by a person in a wheelchair to upper floors in a town house unit	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)

Residential Unit – Entry Door

10-B	Unit entry door assembly	Unit entry doors should: • have a clear opening width of no less than 850mm (34in) • be operable by devices, such as lever door handles, that do not require tight grasping or twisting of the wrist • operate when a force of not more than 22 N is applied at the handle, push plate or latch releasing device • Where the threshold is not flush with the floor, the difference in level is to be not more than 13 mm and shall be bevelled.		**Yes** – Also refer to item 4 and 5 above.	To permit easier entry by a person in wheelchair, walker or with a stroller or trolley into the unit.	
11-B	Unit entry door clearance	Door assemblies for unit entry are to have a clear and level area*: • when the door swing is away from this area, not less than 1220 mm (48 in) long by a width equal to the door assembly width plus not less than 300 mm (12 in) of clear space beside the latching jamb of the door • when the door swing is toward this area, not less than 1500 mm (60 in) long by a width equal to the door assembly width plus not less than 600 mm (24 in) clear space beside the latching jamb of the door		**Yes** – Also refer to item 4 and 5 above.	To permit easier entry by a person in wheelchair, walker or with a stroller or trolley into the unit.	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		* Alternative solutions (such as power door installation) will be considered for potential equivalency.				

Residential Unit – Bathroom

12-B	Bathroom entry door assembly	At least one bathroom is to: • provide a clear opening width of no less than 800mm (32in) • be operable by devices, such as lever door handles, that do not require tight grasping or twisting of the wrist Where the threshold is not flush with the floor, the difference in level is to be 13mm (0.5in) in height or less and bevelled.		**Yes** – Applies to at least one bathroom on the ground floor level <u>of the identified ground-oriented m/f units</u>.	To enable a person in a wheelchair to gain access to and from the bathroom	
13-B	Bathroom door clearance	Door assemblies for the above bathroom shall: • open away from (or outside) the bathroom area • have a clear and level area of*: not less than 1220 mm (48 in) long by a width equal to the door assembly width plus not less than 300 mm (12 in) clear space beside the latching jamb of the door. *Except where a pocket door is provided as an alternative to a swing door. The space under the sink (see 24-E) may be used towards meeting clearance requirements.		**Yes** – Applies to at least one bathroom on the ground floor level <u>of the identified ground-oriented m/f units</u>.	To enable a person in a wheelchair to gain access to and from the bathroom	
14-E	Pocket doors		• A minimum of one bathroom is to provide a pocket door. • Doors providing access are to have heavy duty hardware and D-shaped handles.	**Yes –** Applies to at least one bathroom on the ground floor level <u>of the identified ground-oriented m/f units</u>.	To facilitate wheelchair access to small bathroom spaces	

Residential Unit – Bathroom Continued

15-B	Bathroom space	At least one bathroom is to have enough floor space to be 'minimally accessible' per the following: • A clear dimension from the front edge of the toilet to the facing wall is to be a min. of 800mm (32in). • Space from the front edge of the bathtub to the centre of the toilet is to be a min. 508mm (20in). Clear floor area in front of the sink/lavatory is to be a minimum of 760mm (30in) wide by 1220mm (48in) deep centred on the sink/lavatory.		**Yes** – Applies to at least one bathroom on the ground floor level <u>of the identified ground-oriented m/f units</u>.	To enable a person in a wheelchair to use the toilet	
16-B	Bathroom flooring	• Slip resistant flooring – material as recommended by the applicant's architect.		**Yes** – Applies to at least one bathroom <u>of the identified ground-oriented m/f units</u>.	To reduce risk of slipping	
17-B	Bathroom wall reinforcement	Reinforcement provided in wall assemblies adjacent to a toilet* and bathtub or shower are to accommodate the future installation of vertical, horizontal or diagonal grab			To permit installation of grab bars	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
		bars or towel bars and such reinforcement should provide sufficient support to the bars so they can resist a vertical or horizontal load of not less than 1.3 kiloNewtons (kN). *In at least one bathroom, the toilet is to be located next to a reinforced wall for future grab bar installation.		**Yes** – Applies to at least one bathroom on the ground floor level of the identified ground-oriented m/f units.		
18-B	Adjustable height shower	At least one bathroom can accommodate an adjustable height shower head or hand held shower head on adjustable bracket.		**Yes** – Applies to at least one ground floor level bathroom of the identified ground-oriented m/f units.	To enable sit down bathing	
19-E	Pressure and temperature control valves		• Pressure balanced tub and shower valves should minimize risk of scalding (maximum water temperature of approximately 49° C is suggested).	**Yes** – Applies to at least one bathroom on the ground floor level of the identified ground-oriented m/f units.	To prevent scalding	
20-E **(S)**	Tub control valve position		• Tub control valve is to be provided at the outer edge of tub with spout in middle.	**N/A**	To permit filling tub without bending or reaching	
21-B	Bathroom Faucet levers	At least one bathroom is to have lever faucet handles that that do not require tight grasping or twisting.				
22-E **(S)**	Accessible shower		• A min. of one bathroom is to be adaptable to facilitate future installation of a wheelchair accessible shower.	**N/A**	To enable installation of a future wheel-in shower	
23-E	Space under sink		• A min. of one bathroom is to provide space under sink no less than 81 cm (32 in) wide. This space can also be achieved by providing a removable vanity cabinet.	**N/A**	To allow a wheelchair to slide under the sink	

(S) = Applies only enhanced accessible design units in senior's buildings and units in other buildings that are intended specifically for people with disabilities.

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
Residential Unit – Bedroom						
24-E	Space next to bed		• A min. of one bedroom to provide no less than 152cm (60 in) of manoeuvring space between closet & double bed.	**Yes** – Applies to at least 1 bed-room on the ground floor level of identified ground-oriented m/f units	To enable a person in a wheelchair to access the bed	
Residential Unit – Kitchen						
25-E	Turning radius		Provide 152cm (60 in) turning radius in the kitchen (centre islands may not work).	**Yes** – Applies to the kitchen of identified ground-oriented m/f units	To enable sufficient space for wheelchair movements	
26-B	Kitchen flooring	• Slip resistant flooring – material as recommended by the applicant's architect.		**Yes** – Applies to the kitchen of identified ground-oriented m/f units	To reduce risk of slipping	
27-B	Adjustable shelves	• Kitchen cabinets are to include adjustable shelves		**Yes** – Applies to the kitchen of identified ground-oriented m/f units	Ergonomic, easier to reach shelves	
28-E (S)	Cupboards – Lowest Shelf		• Design cupboards above countertops so that the lowest shelf is no more than 137cm (54 in) above the finished floor.	**Yes** – Applies to the kitchen of identified ground-oriented m/f units	To enable easy reach by a person with frailties and/or in a wheelchair	
29-E	Cabinet Handles		• Provide D-shaped cabinet handles for all kitchen cupboards that are intended to be accessible.	**Yes** – Applies to the kitchen of identified ground-oriented m/f units	Permit use by persons with disabilities and/ or frailties	
30-B	Faucet handles	• All kitchen faucets within units and common amenity areas are to be operable by devices (e.g. "lever" handles) that do not require tight grasping or twisting.		**Yes** – Applies to the kitchen of identified ground-oriented m/f units	Ergonomic and easier to use by a person with mobility impairments or frailties	
31-E	Future modification (appliances)		• Provide sufficient space for future installation of cook top, wall oven and side-by-side fridge/freezer or bottom mounted freezer.	**Yes** – Applies to the kitchen of identified ground-oriented m/f units	To facilitate future use of appliances by a person in a wheelchair	
32-E	Sink adjacent to stove		• Kitchen to be designed so that the range and sink are adjacent or can have a continuous counter space between them.	**Yes** – Applies to the kitchen of identified ground-oriented m/f units	To enable a person in a wheelchair to move heavy pots between sink & stove	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
33-E **(S)**	Countertop & sink height		• Facilitate future ability to remove the sink cabinet and lower the countertop height. • Ensure that the kitchen taps are reachable by a person in a wheelchair.	**Yes** – Applies to the kitchen of identified ground-oriented m/f units	To enable full use of the sink by a person in a wheelchair	
34-E **(S)**	Workspace area		• Provide an adjustable height workspace min. 81cm (32 in) between sink and stove.	**Yes** – Applies to the kitchen of identified ground-oriented m/f units	To enable a person in a wheelchair to prepare meals	

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Residential Unit – Electrical

35-E	Kitchen - electrical outlet		• Ensure ready and safe access to at least one electrical outlet units.	**Yes –** Applies to the kitchen of identified ground-oriented m/f units	To enable a person in a wheelchair to reach plugs for kettle, toaster etc.	
36-B	Rocker switches	• All switch types shall be operable with a closed fist (such as rocker switches)		**Yes –** Applies to identified ground-oriented m/f units	Ergonomic design	
37-B	Telephone jacks	• Include a telephone jack in at least one bedroom • Telephone jacks are to be approx. 200 mm or less from an electrical outlet.		**Yes –** Applies to identified ground-oriented m/f units	To enable telephone use from bed	
38-B	Bedroom – 3-way switch	• Three way switched outlet near bed and doorway		**Yes –** Applies to identified ground-oriented m/f units	Allows a person in bed to control lights and/or fan.	
39-E	Electrical switches and outlets		• Controls for the operation of building services or safety devices, including electrical switches, thermostats and intercom switches are to be accessible to a person in a wheelchair, operable with one hand, and be located between 900 mm (35 in) and 1200 mm (47 in) above the floor. • Electrical, telephone, cable and data outlets for occupant use are to be located between 455 mm (18 in) and 1200 mm (47 in) above the floor.	**Yes –** Applies to identified ground-oriented m/f units	To allow wheelchair users to easily reach	
40-B	Visual alarm-installation	• Install visual alarm system in all common areas of the building. Wiring for a visual alarm is to be tied into the fire alarm system.		**Yes**	To alert a person with hearing disabilities of an emergency	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
41-E	Visual alarm - wiring		• Install wiring for visual alarm system in living room and at least one bedroom. Wiring to be connected to the building's fire alarm system.	**Yes –** Applies to identified ground-oriented m/f units	To enable future installation of a warning alarm for hearing impaired	
42-E **(S)**	Visual alarm-installation		• Connection for visual alarm signals to be installed in each suite of a building intended for seniors and be appropriately labelled. • Visual alarm signals are required for suites intended for use by people with a hearing impairment. • A visual alarm system is to be installed in the living room and the accessible bedroom. Wiring for a visual alarm is to be tied into the fire alarm system. When visual signals are required a Strobe light must be installed beside every smoke Alarm. Strobe must have the word "smoke" visible on the lens.		Strobe or other device for the hearing impaired	

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Residential Unit – Laundry

43-E **(S)**	Laundry facilities		Provide front loading side-by-side washer/dryer in the unit or in the accessible common area with 122 cm (48 in) for manoeuvring space in front of washer/dryer.	**Yes –** If laundry facilities are located on the accessible ground floor	To facilitate use by a person in a wheelchair	

Residential Unit – Windows, Patios and Balconies

44-E	Balconies and patios – threshold		Decks, balconies or patios provided for use by occupants of a dwelling unit are to • be accessible to persons using wheelchairs by a design that does not compromise the water resistance of the building envelope. • have a minimum 86 cm (34 in) clear opening door width. • be no less than 152 cm (60 in) deep from the outside face of the exterior wall to the inside edge of the balcony, deck or patio.	**Yes –** Applies to ground floor patio	To enable balcony use by a person in a wheelchair, and also to provide temporary refuge in case of building fire	

	Item	Basic (B) Accessible Design Features	Enhanced (E) Accessible Design Features	Applicability to Ground-Oriented Multi-Family	Purpose/ Intent	Compliance (Y/N)
45-E	Window openings and window sill height		• Windows are to have an opening mechanism no more than 117 cm (46 in) above the floor and be operable by devices (such as “levers”) that do not require tight grasping or twisting. • Window sills are to be located no more than 76 cm (30 in) above the floor.	**Yes –** Applies to ground floor level of identified ground-oriented m/f units	To enable operation and use by a person in a wheelchair	

(S) = Applies only enhanced accessible design units in senior’s buildings and units in other buildings that are intended specifically for people with disabilities.

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DISTRICT OF NORTH VANCOUVER

355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311
DNV.org

Lillooet Road social housing
Public Information Meeting Summary Report

Overview

Both an in-person and virtual Public Information Meeting were held for this detailed planning application for a Development Permit. Members of the public could view a video presentation and browse display boards prepared by the project team on the virtual meeting web page, or they could view the information on boards during the in-person meeting.

Meeting Purpose: 1) To present the development proposal to neighbours
2) To provide an opportunity for the public to ask questions
3) To provide an opportunity for the public to comment on the proposal

Virtual Meeting

Event Date: March 10 to April 4, 2025
Website: DNV.org/public-meeting

Attendance: 548 visitors to the Significant Apps project page, 531 total views
126 visitors to the virtual meeting landing page, 299 total views
72 visitors to the discussion thread, 250 total views
106 people viewed the applicant's video presentation

Comments: 26 comments or questions were received online (+ 25 responses by staff)

In-Person Meeting

Event Date: March 12, 2025 from 5:30 – 7:30 pm
Location: Holiday Inn, 700 Old Lillooet Road – North Shore Ballroom
Attendance: Approximately 56 members of the public came to the in-person meeting
District: Tash Cheong, Development Planner
Tamsin Guppy, Development Planner
Applicant: Casey Clerkson, CPA Development
Heather Stuart Clark, CPA Development
Architect: Shane O'Neill, Public Architecture
Anouck Badina, Public Architecture

	Javier Caceres, Public Architecture
Landscape:	Kristin Defer, ETA Landscape Architecture
Traffic:	James Lee, Bunt & Associates
	Roxanna Sorkhi, Bunt & Associates

Notification

In accordance with District of North Vancouver policies:

Invitation Brochures

Notification flyers were delivered to approximately 1,454 addresses in the 100m+ expanded notification area, as shown on the map in Appendix A.

Newspaper Ad

Newspaper ads were placed in the North Shore News on two consecutive Wednesdays: February 26, and March 5 2025. Copies of the ads are included in Appendix A.

Signs

One bidirectional sign and two single-sided signs were installed along the frontage of the site, as shown on the diagram included in Appendix A.

Comments received

Participants were provided the opportunity to submit questions and comments to the project team and Development Planner through the following means:

- In-person via PIM comment forms or discussions with staff and the applicant
- Through the virtual PIM website for a two-week period from March 10 to April 4, 2025
- Via email or phone throughout the course of the application

In total, approximately 118 pieces of public input were received. A summary of the feedback is included in Appendix B.

The majority of respondents expressed concerns rather than outright opposition, with parking availability, traffic congestion due to a single access route, and the overall density of the proposal being the most frequently cited issues.

Many respondents indicated support for affordable housing in principle, but felt the scale of the proposed development and the surrounding infrastructure capacity were mismatched.

The correspondence indicates that residents are primarily focused on practical neighbourhood impacts associated with additional residential density, including parking availability, traffic conditions, and local infrastructure capacity.

While a small number of respondents expressed clear support or opposition to the proposal, the majority of submissions reflected conditional feedback, acknowledging the need for additional

housing while raising concerns regarding the scale of development and the adequacy of supporting infrastructure.

The table below includes a breakdown of what percentage of comments raised which issues.

Theme	*Percent of comments which raised this theme*	*Key points raised*
Parking supply	~90%	Concern that 107 stalls for 188 units is insufficient; risk of spillover street parking; existing parking pressure already high
Density / scale of development	~75%	Perception that the number of units is too high for the site and surrounding neighbourhood
Traffic / road access	~70%	Single access route via Old Lillooet Rd; congestion near Mount Seymour Parkway; concern about additional traffic volumes
Family housing / amenities	~45%	Requests for child-friendly design, play areas, or community amenities
Neighbourhood fit / building design	~45%	Comments on height, massing, landscaping, and visual compatibility with surrounding development
School capacity	~40%	Concerns regarding capacity at Lynnmour Elementary and reliance on portables
Environmental and wildlife concerns	~15%	References to wildlife habitat and amphibians in the broader area
Emergency access / safety	~10%	Concern regarding limited evacuation routes in the event of emergencies
Construction impacts	~5%	Concerns about construction traffic, noise, and temporary access disruptions

Conclusion

The purpose of these public information meetings (in-person and virtual) was to present the detailed development application to the public, and to provide the public with an opportunity to ask clarifying questions and comment on the proposal. Approximately 1454 invitations were distributed to neighbours, two newspaper ads notified the community of the meeting, and three signs were posted along the site frontage.

The public could participate in this process in several ways:

- Viewing the video presentation
- Browsing the display boards
- Attending the in-person meeting

- Submitting written comments and questions to the Development Planner

Approximately 56 people attended the in-person meeting, while 126 visitors accessed the virtual PIM. Approximately 118 written responses were received, via handwritten comment sheets from the in-person PIM, online comments from the virtual PIM, and emails sent directly to the District's Development Planner (see Appendix B).

The meeting length and format was sufficient to provide all participants an opportunity to learn more and submit questions and make the comments they wished to provide within a two-week period. The applicant successfully notified and presented their proposal to the community, and neighbours had ample opportunity to express their views of the proposal.

The feedback received from the public was provided to the applicant, as well as feedback from staff and other stakeholders, in order to address issues and improve the project design.

Attachments

Appendix A: Notification

Appendix B: Summary of Public Comments

Appendix A: Notification

Newspaper Advertisement #1: North Shore News – February 26, 2025

north shore news nsnews.com WEDNESDAY, FEBRUARY 26, 2025 | A23

Rising cost of living and lack of affordable housing are critical

Continued from A22

Medicare beneficiaries." Slowing fertility rates impact economic output and increase the draw on government services as the population ages, creating an uneven economic recipe that threatens our way of life.

To maintain what we have today, we need to have more children, and what we have today could use a little help when we think about challenges like our chronic lack of doctors and nurses and a collapsing trades workforce at the time of a housing crisis. We've been supplementing our low birth rates with immigration, but read up on why the Liberal government has recently made drastic cuts and you'll know it's not a magic bullet.

The bottom line is if you plan to collect any kind of government income supplement such as Old Age Security, visit a hospital, go to a grocery store, live in a condo, hire workers, or do anything but live alone on an island, you need to care about Canadians having children.

Why women are having one or none

The rising cost of living and the lack of affordable housing are two obvious reasons why Canadians are having fewer children, but there is also the fact that its just so difficult to be a parent today. In 2024, the U.S. Surgeon General released a public health advisory highlighting the effects of parenting stress on parents' mental health and well-being. Much of the challenges working women face are captured in terms like the motherhood penalty and mental load. Seeing the extreme challenges mothers face, many women are rethinking children altogether.

Creating the conditions to help women thrive in the workplace

While the parents who chose to have children have the main responsibility to care for them, the U.S. Surgeon General notes that, "society as a whole must see itself as sharing in this responsibility – and shaping policy, programs…." In other words, it takes a village. It is time to think about structural barriers that prevent women from reaching higher in their careers or working around the problem by not having children at all or only one. Supporting our economy through increased fertility rates needs to start with equitable and modern policies.

Here are some ideas that could create a better environment for parents on the North Shore and beyond:

- Separate EI from maternity leave and value parental work by increasing the maximum payout (the government doesn't put a cap on your taxes) and tie it to inflation.
- Increase the B.C. child-care fee reduction subsidy and mandate that new major building developments include child-care centres that have daycare, kindergarten, elementary school and before and aftercare on site to support parents with more than one child.
- Include maternal and child health supports in provincial health-care coverage including private lactation consultants, pelvic floor physio and clinical counsellors.



We should be making it easier for parents to have and raise children, writes advocate Alicia Peters. ANDY PRIEST / NSN

While politicians and businesses are rightly focused on the immediate Trump tariff threats coming from south of the border, they would do well to look ahead at Canada's population growth trajectory and implement some policies and programs to help ease the burden of parenthood.

Alicia Peters is an award-winning senior corporate affairs and government relations leader living on the North Shore. After becoming a mother, brought together a non-partisan coalition of parents, health-care providers, and politicians to advocate for modernized and equitable policies in maternal health care, maternity and parental leave, childcare, and more. aliciapeters.ca@gmail.com

Notice Disposition and Proposed Assistance

Third Floor of Lynn Creek Community Recreation Centre - 1491 Hunter Street

The District of North Vancouver plans to enter into a lease with Parkgate Community Services Society for a 3,410 square foot childcare facility located on the third floor of 1491 Hunter Street. The lease would commence on March 15th, 2025, for a five year period, with two five year renewal options. The rent will be at the nominal amount of $1 annually.

The market rent of this facility would be approximately $135,000 per year. By leasing this facility at nominal rent the District would be providing assistance to the Society for the term of the lease.



DISTRICT OF NORTH VANCOUVER

Questions?
Lauren Bailey, Property Services Agent
604-990-2451 or baileyl@dnv.org

Lillooet Rd Affordable Housing

Located on District-owned land, this mixed-income rental housing project featuring 188 rental units across two six-storey buildings will provide affordable housing with rental rates aligned to BC Housing's Community Housing Fund.





LEARN MORE

Public Info Meeting:
5:30pm–7:30pm
Wed. March 12, 2025
Holiday Inn, North Shore Ballroom,
700 Old Lillooet Rd,
North Vancouver

Virtual Public Meeting:
March 10–April 4
at DNV.org/public-meeting

See the project designs at:
DNV.org/lillooet-road-housing

DISTRICT OF NORTH VANCOUVER
Tash Cheong
604-990-2411
cheongt@dnv.org

Shane O'Neill
604-738-4323
info@publicarchitecture.ca

Newspaper Advertisement #2: North Shore News – March 5, 2025

A24 | WEDNESDAY, MARCH 5, 2025 north shore news nsnews.com

NOTICE

3712-3718 Edgemont Blvd

BYLAW FIRST, SECOND AND THIRD READINGS ZONING BYLAW AMENDMENTS

When: Monday, March 17, 2025 at 7pm

Where: Council Chambers, 355 West Queens Road, North Vancouver, BC

What: On Monday, March 17, 2025, at its regularly scheduled meeting, Council will consider First, Second and Third Readings of Bylaw 8732, proposed amendments to the Zoning Bylaw to permit the creation of a 21-unit townhouse at 3712-3718 Edgemont Boulevard.

Bylaw 8732 proposes to amend the District's Zoning Bylaw by rezoning the site from Residential Multiple Family 1 (RM1) to Comprehensive Development Zone 155 (CD155). The CD155 Zone addresses permitted and accessory uses, conditions of use, and zoning provisions such as density, amenities, height, setbacks, building and site coverage, landscaping and storm water management, and parking, loading and servicing requirements.



How: The Regular Meeting of Council will be held in a hybrid format with a combination of in-person and electronic participation by some or all members of council, or by staff and the public. The public are invited to attend at the Council Chambers where they will be able to see and hear the entire proceedings. Those wishing to view or to participate in the meeting electronically may do so at https://dnvorg.zoom.us/j/64484156494 or by phone by dialling 1-778-907-2071 and entering webinar ID 644 8415 6494.

Need more info? Copies of the bylaw are available for review at 355 West Queens Road, North Vancouver, BC, between 8:00am and 4:30pm Monday to Friday (except holidays), starting Tuesday, Mar. 4, 2025, or online at **DNV.org/agenda**

DISTRICT OF NORTH VANCOUVER

Questions?
Liam Butler
Development Planner
butlerl@dnv.org
604-990-2311

Storm provides excellent spawning habitat

Continued from A1

infrastructure on the North Shore. Leslie Pomeroy, the Streamkeepers' lead volunteer on the program, said they worried it would also provide major disruptions to the salmon at first, wiping out the loose gravel they need to bury their eggs in.

But they quickly found the storm provided a bit of a refresh for the creeks that had seen lower flows in recent years, and in later weeks of the survey, they had the highest counts on record for fish spawning above Highway 1.

"After that, we almost immediately saw that gravel had resettled in the creek and provided what would be excellent spawning habitat for the salmon," she said. "Obviously the water levels were so high that they could get up the creek much more easily. Everything was just easier for them.... The atmospheric river, weirdly enough, even though it was bad for humans, was kind of a gift for salmon."

Although a healthy return with big numbers is always welcomed, Grade 11 student Ben Brosnan reminded council of the bigger picture.

"By swimming upstream and spawning and dying, they're essential in our biodiversity, in our nutrient cycles, in our food web. They are the connection. And this is one of the reasons why we do stream keeping. It serves as a proxy for determining the health of our salmon, our streams and our local environments," he said. "We're really proud of that number as it just shows what progress we're making towards preserving our environment."

The West Vancouver Streamkeepers group has carried out numerous habitat rehabilitation projects on creeks around the municipality aimed at giving returning salmon the best possible conditions to spawn in and safe and healthy waterways for the next generation to mature in until they migrate to the ocean.



West Vancouver Streamkeepers John Barker and Leslie Pomeroy don their distinctive yellow vests for fish surveying with West Van Secondary students Ben Brosna (Grade 11) and Oliver Huang (Grade 12) at McDonald Creek.
PAUL MCGRATH / NSN

The yellow reflective vests that the students and volunteers wear while counting fish on the streams has become a recognized and respected symbol with the broader public who see them doing their work, Huang said.

"I think these vests that we wear today are not just a uniform. It really shows the community that we're here to make a difference," he said.

Pomeroy said it would be nice to think a strong return this year will translate to high numbers of hatchlings in the spring and an even better return when they return from the ocean to spawn in four years. But, as they saw in 2024, salmon have a way of keeping us guessing.

"Most seem to have gotten the job done so there is a potential for a good return, but it's going to also ultimately depend on environmental conditions at the time," she said. "You just can't predict it. This is why I keep doing it, because every single year, you see something in the stream you've never seen before.... It's just this little unfolding mystery."

Lillooet Rd Affordable Housing

Located on District-owned land, this mixed-income rental housing project featuring 188 rental units across two six-storey buildings will provide affordable housing with rental rates aligned to BC Housing's Community Housing Fund.





LEARN MORE

Public Info Meeting:
5:30pm–7:30pm
Wed. March 12, 2025
Holiday Inn, North Shore Ballroom,
700 Old Lillooet Rd,
North Vancouver

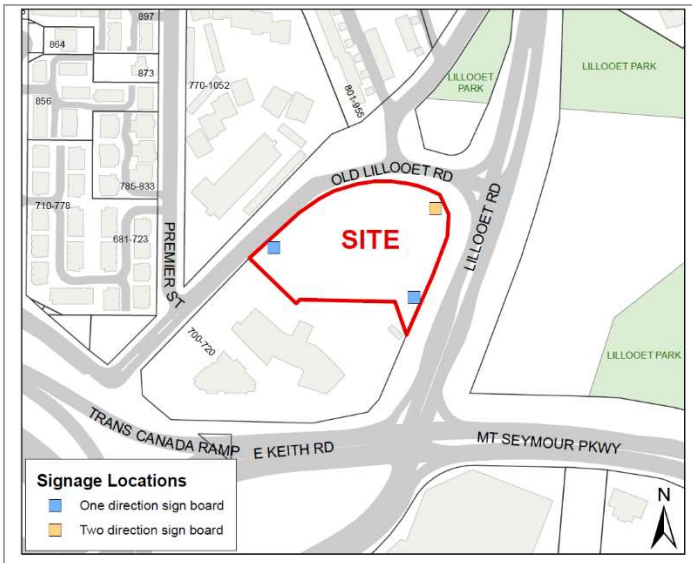
Virtual Public Meeting:
March 10–April 4
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See the project designs at:
DNV.org/lillooet-road-housing

DISTRICT OF NORTH VANCOUVER
Tash Cheong
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Shane O'Neill
604-738-4323
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Notification Signs



This is the future site of **Affordable Housing**

Located on District-owned land, this mixed-income rental housing project featuring 188 rental units across two six-storey buildings will provide affordable housing with rental rates aligned to BC Housing's Community Housing Fund.



LEARN MORE

Public Info Meeting:
5:30pm–7:30pm, Wed. March 12
Holiday Inn, North Shore Ballroom
700 Old Lillooet Rd, North Vancouver

Virtual Public Meeting:
March 10–April 4
at DNV.org/public-meeting

See the project designs at:
DNV.org/lillooet-road-housing

DISTRICT OF NORTH VANCOUVER

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Notification Letter – Page 1

DISTRICT OF NORTH VANCOUVER

355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311
DNV.org

February 19, 2025
File: 08.3060.20/004.25
Case: PLN2025-00004

Re: Notice of Public Meeting in Your Neighbourhood

Dear neighbour,

I am writing to inform you that Public Architecture, on behalf of More Than a Roof Housing Society, has submitted a Development Permit application for an affordable rental housing project in your neighbourhood. The subject land is located on the southwest corner of Old Lillooet Road and Lillooet Road, on the upper plateau above the Holiday Inn (see map below). The purpose of this letter is to provide high-level details about the proposal and explain how you can share your feedback.

Background

The District has made municipal land available for affordable rental housing and partnered with More Than a Roof Housing Society and BC Housing to deliver much-needed homes on this site.

On December 4th, 2023, the District Council approved a rezoning for the subject site, allowing for apartment-style housing to proceed. During this time, no detailed architectural drawings were available, and staff informed Council and the community that, should the project proceed, another round of community information sharing would be held to discuss the specific project design.



Figure 1: Map of site (in red)

The project has now advanced further with the announcement of funding from BC Housing's Community Housing Fund (CHF), which supports the creation of mixed-income housing for families, independent seniors, and individuals.

Document Number: 6476888

Notification Letter – Page 2

The Proposal

In accordance with the approved rezoning, the applicant has submitted a Development Permit application proposing:

- 188 homes across two six-storey buildings, separated by a central courtyard
- A variety of unit types for a mix of ages, including two, three, and four bedroom family units
- An underground parkade accessed off of Old Lillooet Rd., consisting of 107 underground parking stalls, with 9 visitor stalls, and an at-grade drop off zone
- 331 Class 1 bicycle parking (i.e., long-term bicycle parking)

Information Sharing Sessions

As part of the Development Permit application, staff are sharing further developed project details with the community and specifically seeking community's input on the design, form, and character aspect of the proposal.

You will have the opportunity to view renderings of the proposed buildings, review project details, and share your feedback with District staff, the applicant team, and project consultants during the following:

In-Person Public Information Meeting

Date: Wednesday, March 12th, 2025
Time: 5:30-7:30pm
Location: Holiday Inn, North Shore Ballroom, 700 Old Lillooet Road, North Vancouver, BC

Virtual Public Information Meeting

Date: Monday, **March 10th – Friday April 4th 2025**
Website: DNV.org/public-meeting

Why Your Input Matters

Your feedback can help District staff assess the design of this project and suggest further improvements to the applicant. While the site has already been rezoned to allow for apartment-style housing, the Development Permit stage focuses on refining architectural details, building materials, landscaping, and how the development integrates with the surrounding neighbourhood.

Notification Letter – Page 3

For further information or to provide your input, please contact Mina Sami, Planning Assistant, at samim@dnv.org or myself, Tash Cheong, at cheongt@dnv.org or 604-990-2411.

Thank you,

Tash Cheong, MScPl.
Development Planner
cheongt@dnv.org
Direct: 604-990-2411

District of North Vancouver
355 West Queens Road
North Vancouver, BC
V7N 4N5

Attachment 1 – Proposal Drawings

Document Number: 6476888

Notification Letter – Page 4

Attachment 1 – Proposal Drawings



Figure 2: Looking south from Old Lillooet Rd.



Figure 3: View of two buildings from Old Lillooet Rd. looking southeast

Notification Letter – Page 5

Attachment 1 – Proposal Drawings



Figure 4: View of central courtyard

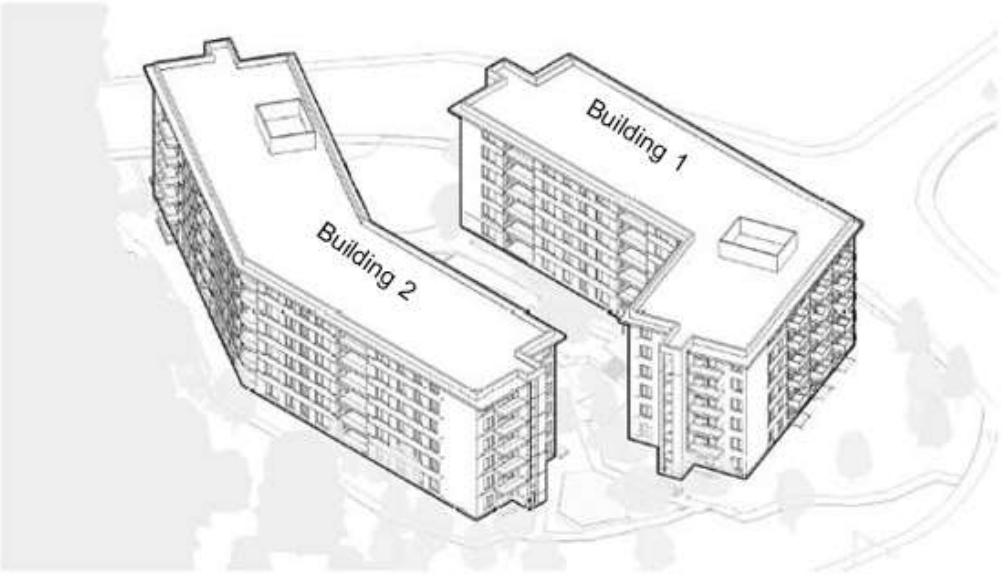
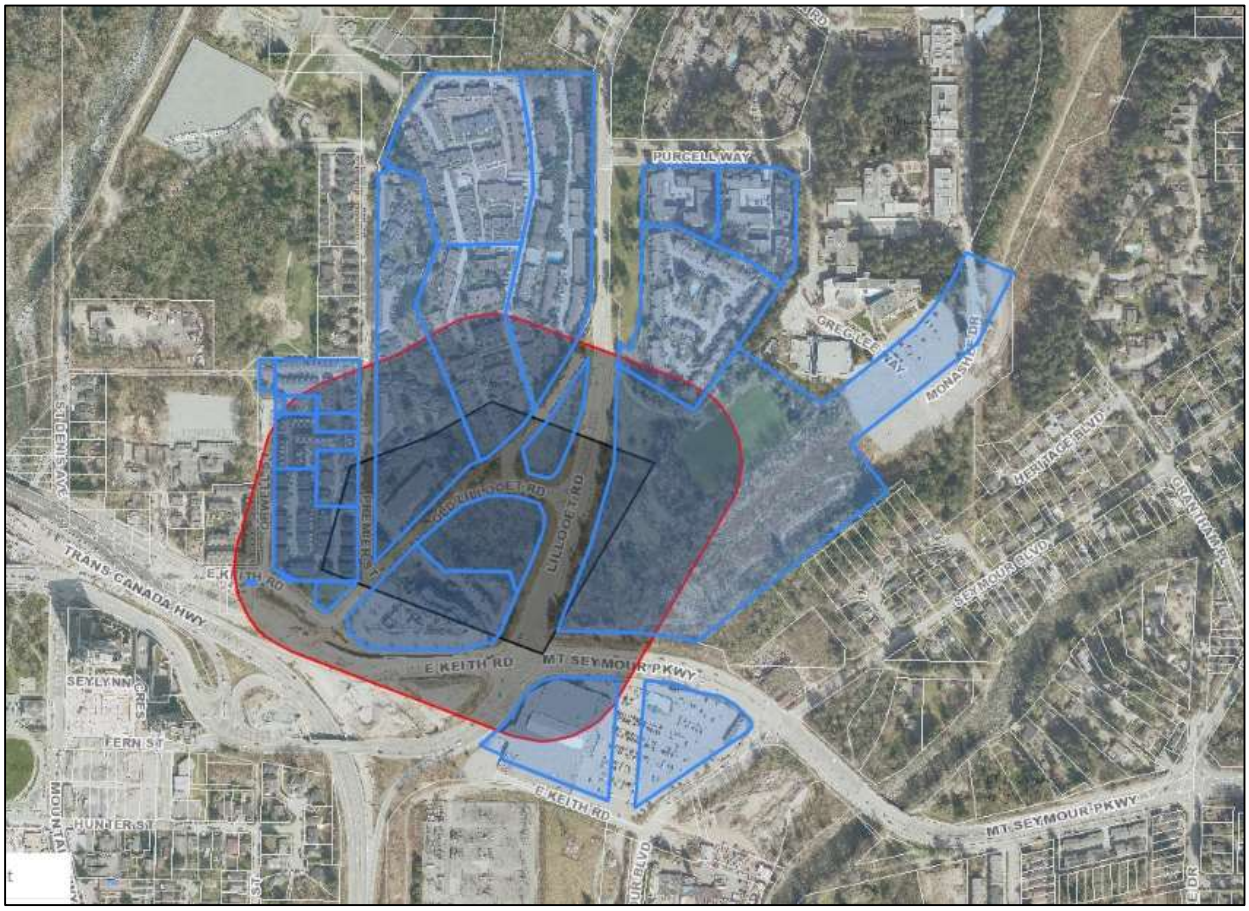


Figure 5: Aerial view of site looking northwest

Notification area map (100m radius + expansion)



Appendix B: Summary of Public Comments

Total – 118 pieces of public input from 3 sources:

1) **Emails** – 75 comments were received via emails to the DNV Development Planner
2) **Handwritten comment sheets** – 18 comments were received via handwritten comment sheets from the in-person PIM
3) **Virtual PIM comments** – 25 comments were received via the virtual PIM

Summary of Key Themes

The most frequently raised issues are summarized below.

1. Parking Supply

Parking availability was the most frequently cited concern.

Many respondents indicated that the proposed supply of 107 parking spaces for 188 residential units may be insufficient for the anticipated number of residents and visitors.

Correspondence noted that on-street parking in the surrounding neighbourhood is already limited, particularly along Old Lillooet Road, Premier Street, and adjacent residential streets. Residents expressed concern that insufficient on-site parking could result in increased demand for on-street parking in the area.

2. Traffic and Road Access

A significant number of comments referenced concerns regarding traffic conditions in the area. Residents indicated that congestion is already experienced during peak commuting periods, particularly in relation to traffic accessing the Second Narrows Bridge corridor.

Respondents noted that the neighbourhood is primarily served by a single vehicular access route via Old Lillooet Road, which connects to Mount Seymour Parkway. Several comments expressed concern that additional residential density could increase traffic volumes and delays.

Some respondents also raised concerns about the lack of alternative access routes in the event of emergencies or road closures.

3. Development Density and Scale

Many submissions commented on the overall density and scale of the proposed development. While some respondents acknowledged the need for additional housing, several expressed the

view that the number of proposed units may be high relative to the site and surrounding neighbourhood context. These comments often referenced broader concerns about cumulative growth and whether supporting infrastructure in the area is keeping pace with new residential development.

4. School Capacity

Several respondents referenced potential impacts on local schools, particularly Lynnmour Elementary School, noting that the school is perceived to be operating near capacity. These submissions raised questions about whether existing educational infrastructure would be able to accommodate additional students associated with new residential development.

5. Neighbourhood Character and Design

A number of comments related to how the proposed buildings would fit within the surrounding neighbourhood. Topics raised included building height and massing, visual prominence, landscaping, and integration with adjacent developments.

Some respondents suggested that additional landscaping, tree retention, or design adjustments could help improve compatibility with the surrounding area.

6. Family-Oriented Amenities

A group of respondents commented on the importance of including amenities that support families, such as outdoor play areas or shared community spaces.

A small number of submissions noted that additional family-oriented housing options could be beneficial in the neighbourhood if accompanied by appropriate amenities and services.

7. Environmental Considerations

A limited number of comments referred to environmental considerations, including potential impacts to local wildlife and habitat areas.

In particular, a small number of submissions referenced the presence of amphibians or other wildlife in the broader area and encouraged careful environmental review during the development process.

8. Construction Impacts

A smaller number of comments raised concerns regarding potential construction impacts, including construction traffic, staging of equipment, and temporary disruptions to neighbourhood access during the building phase.

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: April 13, 2026			
☐ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

March 31, 2026

AUTHOR: Jason Smith, Senior Community Planner

SUBJECT: Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation

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RECOMMENDATION:
THAT Council supports the implementation of SSMUH in the District of North Vancouver and directs staff to prepare the necessary regulatory amendments for Council's consideration to comply with Bill 25 in conjunction with the Zoning Bylaw Rewrite project.

REASON FOR REPORT:
The purpose of this report is to update Council on the work plan, content, and timing for implementing SSMUH in response to Bill 25.

SUMMARY:
If Council wishes to implementation small-scale multi-unit housing (SSMUH) in the District several key bylaws will need to be amended including the Official Community Plan (OCP), Zoning Bylaw, Development Servicing Bylaw, Development Cost Charges (DCC) Bylaw, and Amenity Cost Charges (ACC) Bylaw. This represents a significant, multi-departmental undertaking.

The provincial government has established certain timelines for Council's consideration and adoption of bylaw amendments to permit SSMUH. While Council may choose not to implement SSMUH, there are potential consequences which are outlined in this report.

BACKGROUND:
The Province introduced small scale multi-unit housing (SSMUH) through legislative changes in late 2023. In response, the District implemented changes in June 2024, permitting a principal residence with a suite and a coach house on most single-family lots within the Urban Containment Boundary, which complied with provincial legislation at the time.

In November 2025, the Province enacted Bill 25, further amending the *Local Government Act* and requiring Local Governments to allow SSMUH density (up to 3, 4 or 6 units) on most single-family lots by June 30, 2026, including lots zoned for a

principal residence with a suite and a coach house. Consequently, this new legislation appears to require the District to amend its Zoning Bylaw by June 30, 2026, to permit SSMUH within the Urban Containment Boundary, subject to certain exemptions.
http://app.dnv.org/OpenDocument/Default.aspx?docNum=6653384Staff presented an overview of the proposed legislation at a workshop on October 27, 2025. Staff also presented an overview of some of the key priorities for Community and Development Planning projects at a Council workshop on January 13, 2026.

Additionally, Council workshops were held on Feb 9 and Feb 10, 2026 to discuss potential SSMUH implementation within the District. Member(s) of Council requested the following of staff (Staff responses are included in **Attachment 1**):

1. Summary of public feedback on proposed changes to zones within existing single-family neighbourhoods in the spring of 2025;
2. Consideration of additional built-form regulations (Draft R3 Zone included as **Attachment 2**);
3. Lot-area statistics on properties proposed to accommodate SSMUH densities;
4. Numeric analysis of approximate maximum buildable floor space and resulting average unit sizes on different sized lots;
5. Exploration of SSMUH development accommodating non-profit residential care facilities;
6. Additional renderings of SSMUH developments in a “neighbourhood with minimal slope and buildings with flat roofs”; and
7. Provincial response to the District’s request to exempt the portion of Pemberton Heights deemed to be within 400m of frequent transit from being required to be a 6-unit SSMUH area and have it be treated as a 4-unit SSMUH area. The Province denied this request.

Follow up reports have been provided to Council on making an application for an extension in the Lions Gate – Marine Drive Village Centre area (March 2 Report) and to consider the use of residential rental tenure zoning and/or requiring an affordable unit as part of a six-unit SSMUH development (March 16 Report).

ANALYSIS:
The SSMUH densities required in provincial legislation are not consistent with the District’s Official Community Plan, which instead focuses 75 - 90% of new housing units in the four key growth centres. Nor are the SSMUH densities consistent with general good planning practice to locate significant new density in areas close to infrastructure, services and amenities, although infill is appropriate. Furthermore, the administrative and financial burden on the District is anticipated to be greater for SSMUH development, on a per unit basis, when compared to higher density developments already planned for the key growth centres. Despite these concerns, Staff recommend that the District’s bylaws be amended to align with the requirements of the new provincial legislation. However, Staff also recommend that the District’s financial strategy and related bylaws be updated if SSMUH is approved, to ensure

the anticipated additional costs incurred by the District are recovered from SSMUH developers.

Considerable work has been completed to outline the District's response to Bill 25 and in planning for the implementation of SSMUH. Additional work remains to ensure the initiative is implemented effectively and in alignment with broader planning objectives. The key remaining tasks are outlined below.

Land Use Regulation:
Bill 25 will require changes to both the District's OCP and Zoning Bylaw. The draft R3 (SSMUH) Zone is attached as **Attachment 2**. Corresponding changes to the OCP will also be necessary to accommodate SSMUH and the proposed changes to single family zones. Subject to Council's direction, these amendments will be presented alongside the Zoning Bylaw Rewrite to Council later this spring.

Implementation of SSMUH will proceed in alignment with Council's direction which may include provisions for exemption areas and extension requests, as shown in the **Attachment 3** map.

Servicing Regulations
Changes will also be needed to some of the bylaws regulating servicing in the District. These changes will involve further discussions with Council to determine how properties redeveloping to SSMUH densities should be classified, particularly with respect to any additional servicing requirements beyond current standards (within single-family areas) and how to approach this equitably between neighbouring properties. Key considerations include boulevard treatments, sidewalk requirements, storm water management, and water and sewer infrastructure.

Changes to servicing regulations would entail changes to the Development Servicing, Waterworks Regulation, and/or the Sewer Bylaws.

Financing Strategy
Decisions as to how to classify SSMUH units in terms of applicable financial regulations will also need to be decided by Council. If new SSMUH zoning is approved by Council Staff recommend the Amenity Cost Charges (ACC) and Development Cost Charges (DCC) Bylaws also be amended to ensure new SSMUH development contributes appropriately to amenities and servicing required to support growth.

Potential Next Steps for SSMUH
Two options for SSMUH are outlined and described below:

Option 1 - SSMUH and Zoning Bylaw Rewrite continue to advance together
This option would continue to advance the two related projects together. While the District would miss the June 30 provincial deadline for compliance with Bill 25 by a couple of weeks, the risks are minimal, as outlined in the Liability/Risk section of this report.

This would also give staff additional time to complete the companion bylaw and regulatory requirements necessary to implement SSMUH. This would also avoid the potential public confusion and administrative burden of rezoning the vast majority of single-family properties twice within a matter of weeks.

Option 2 - Not Proceed with SSMUH
Council could choose to direct staff to not proceed with the implementation of SSMUH. The District's OCP Update process (2025) demonstrated that both the current OCP and Zoning Bylaw have more than sufficient capacity to accommodate the District's 20-year housing need. The District's growth model not only accommodates the community's housing needs but does so in locations served by existing infrastructure and in locations that can best be served by current and future transit investment.

This option carries the risk that the Province could impose SSMUH on the District, as outlined in the Liability/Risk section of this report, and there is no certainty as to if or how the Province might choose to react. Choosing not to proceed could also forfeit the District's ability to tailor the SSMUH zones to the community's unique local context and planning objectives. There are also potential implications for the District's eligibility for future federal and provincial housing funding or grants. For example, The District was ineligible for the last round of the Housing Accelerator Fund's due to not implementing SSMUH densities in 2024.

Timing/Approval Process:
Staff recommend the timeline for Zoning Bylaw Rewrite project be shifted to the following:

- Late May for 1st reading of Bylaws;
- Early June Public Hearing;
- Additional readings end of June; and
- Adoption prior to end of July.

The consideration of SSMUH and the broader Zoning Bylaw Rewrite may occur independently. However, should Council support moving ahead with SSMUH implementation, then staff recommend both bylaws move forward concurrently, as per the timeline indicated above.

Concurrence:
Development Planning and the Municipal Solicitor have reviewed this report and provided their concurrence. Engineering Infrastructure Services and Finance also provided input.

Liability/Risk:
Part 787 of the *Local Government Act* outlines the actions that the Province can take if a local government misses the deadline or fails to comply with Bill 25 (**Attachment 4**).

Missing the June 30, 2026 Deadline
The legislation states that the Minister may give notice to a local government that it has failed to adopt the necessary zoning bylaw amendments to comply with Bill 25 and that the local government must comply within 30 days of receipt of the notice. The current timeline for the Zoning Bylaw Rewrite project would have Council in the position to adopt it prior to the end of July. Staff anticipate there is minimal risk of the Minister issuing such an order if Council chooses to adopt SSMUH as part of the Zoning Bylaw Rewrite in July 2026.

Choosing Not to Implement SSMUH
An option to not implement SSMUH is provided for Council's consideration. If Council chooses not to implement SSMUH, the Minister could provide notice as outlined above. Should the District not comply with the notice, the Province has given itself the authority to make an order that in effect amends the District's Zoning Bylaw to implement SSMUH in a manner that complies with SSMUH related legislation within the *Local Government Act*.

Conclusion:
Implementing small scale multi-unit housing (SSMUH) requires coordinated updates to the Zoning Bylaw and OCP to meet provincial requirements, while reflecting the District's unique local context. Aligning these changes with the Zoning Bylaw Rewrite project will streamline the process, reduce administrative complexity, and support effective, tailored implementation.

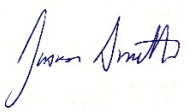
Options:

1. THAT Council supports the implementation of SSMUH in the District of North Vancouver and directs staff to prepare the necessary regulatory amendments for Council's consideration to comply with Bill 25 in conjunction with the Zoning Bylaw Rewrite project. **[Staff Recommendation]**

Or

2. THAT Council does not support the implementation of SSMUH in the District of North Vancouver.

Respectfully submitted,



Jason Smith
Senior Community Planner

Attachments:
1. Council Workshop Follow-up Information
2. Draft R3 (SSMUH) Zone
3. Map of Proposed SSMUH Implementation Area
4. Part 787 of Local Government Act
5. Staff Presentation

REVIEWED WITH:		
❑ Business and Economic _____	❑ Finance _____	External Agencies:
❑ Bylaw Services _____	❑ Fire Services _____	❑ Library Board ____
❑ Clerk's Office _____	❑ Golf _____	❑ Museum and Archives ____
❑ Climate and Biodiversity _____	❑ Housing TA	❑ NSEM ____
❑ Communications _____	❑ Human Resources _____	❑ NS Health ____
❑ Development Planning KZ	❑ Integrated Planning _____	❑ NVRC ____
❑ Development Engineering _____	❑ ITS _____	❑ RCMP ____
❑ Development Services _____	❑ Parks _____	❑ Other: ____
❑ Engineering Infrastructure PC	❑ Real Estate _____	
❑ Engineering Public Works _____	❑ Solicitor _____	
❑ Environment _____	❑ Transportation _____	
❑ Facilities _____		

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Small-Scale Multi-Unit Housing (SSMUH) Council Workshops Follow-up Information

Two Council workshops were held on the Feb 9 and Feb 10, 2026, to discuss potential SSMUH implementation within the District. At the workshops, and subsequently, members of Council requested additional information from staff.

1. Member(s) of Council requested a summary of public feedback on proposed changes to zones within existing single-family neighbourhoods that was received in the spring of 2025.

   The purpose of the engagement was to inform the community and collect input on how to provide for 22,369 new housing units between 2021 and 2041 in the OCP and to ask for feedback on updates to single-family zones in the Zoning Bylaw.
   a. Of the approximate 950 survey responses, there was general support for permitting up to 3 storeys (60% support), permitting building closer to the street (75% support), and increasing maximum coach house size (73% support).
   b. The full engagement summary available here. Feedback on the Changes to the Single-Family Zones are shown on pages 16 to 20 of the summary report.

2. Member(s) of Council suggested further regulations be considered as part of the R3 (SSMUH) Zone. Suggestions included minimum unit sizes and different front yard setbacks.
   a. Staff are continuing to test regulations within the R3 zone such as minimum unit sizes (ex. 500 sq.ft.), floor space ratios, maximum gross floor area caps, front yard setbacks, and others. Staff will report back on this analysis at Bylaw Introduction.

3. Member(s) of Council requested the following statistics on the lots currently proposed to be rezoned to the R3 (SSMUH) Zone.
   a. Average size: 7,998 sq. ft.
   b. Median size: 7,679 sq. ft.
   c. Most common size: 7,500 sq. ft.

4. Member(s) of Council requested additional information on the maximum buildable floor space and resulting average unit sizes, with respect to a range of common lot sizes and unit configurations.

   a. Tables 1 and 2 provide numerical analysis on the **draft** R3 Zone based on hypothetical developments on a variety of common lots sizes within the District. Staff are continuing to refine the metrics of this proposed zone and the recommend maximum floor areas may be adjusted further subject to this analysis or Council direction.

b. **Table 1** illustrates the approximate **maximum buildable floor area**. The approximate maximum buildable floor area under existing zoning regulations is shaded in green. The light blue indicates lot that could accommodate up to four units and the dark blue shading is for lots that would permit five or six units.

Table 1: Approximate Maximum Buildable Floor Area (sq. ft.)

Test Lot Size	Current RS zones[1]	Draft R3 Zone: 1 unit	Draft R3 Zone: 2 units	Draft R3 Zone: 3 units	Draft R3 Zone: 4 units	Draft R3 Zone: 5 units	Draft R3 Zone: 6 units
3,750	3,590	3,625	3,625	4,125	4,125	4,625	4,625
4,250	3,957	3,975	3,975	4,475	4,475	4,975	4,975
4,750	4,292	4,325	4,325	4,825	4,825	5,325	5,325
5,250	3,858	3,888	3,888	4,388	4,388	4,888	4,888
5,750	4,082	4,163	4,163	4,663	4,663	5,163	5,163
6,250	4,350	4,438	4,438	4,938	4,938	5,438	5,438
6,750	4,665	4,713	4,713	5,213	5,213	5,713	5,713
7,250	4,917	4,988	4,988	5,488	5,488	5,988	5,988
7,750[2]	5,218	5,263	5,263	5,763	5,763	6,263	6,263
8,250	5,508	5,538	5,538	6,038	6,038	6,538	6,538
8,750	5,779	5,813	5,813	6,313	6,313	6,813	6,813
9,250	6,041	6,088	6,088	6,588	6,588	7,088	7,088
9,750	6,303	6,363	6,363	6,863	6,863	7,363	7,363
10,250	6,552	6,638	6,638	7,138	7,138	7,638	7,638
10,750	6,805	6,913	6,913	7,413	7,413	7,913	7,913
11,250	7,015	7,188	7,188	7,688	7,688	8,000	8,000
11,750	7,298	7,463	7,463	7,963	7,963	8,000	8,000
12,250	7,452	7,500	7,500	8,000	8,000	8,000	8,000
12,750	7,687	7,500	7,500	8,000	8,000	8,000	8,000

1 This buildable floor area includes all exempted areas permitted in current RS zones such as basements and garages. This number is also an average of the existing 19 different RS zones.

2 This is the most common lot size of the lots proposed to accommodate SSMUH densities.

c. **Table 2** illustrates the approximate **average unit sizes** of these hypothetical SSMUH developments.

Table 2: Approximate Average Unit Sizes (sq. ft.)

Test Lot Size	Current RS zones	Draft R3 Zone: 1 unit	Draft R3 Zone: 2 units	Draft R3 Zone: 3 units	Draft R3 Zone: 4 units	Draft R3 Zone: 5 units	Draft R3 Zone: 6 units
3,750	-	3,625	1,813	1,375	1,031	925	771
4,250	-	3,975	1,988	1,492	1,119	995	829
4,750	-	4,325	2,163	1,608	1,206	1,065	888
5,250	-	3,888	1,944	1,463	1,097	978	815
5,750	-	4,163	2,081	1,554	1,166	1,033	860
6,250	-	4,438	2,219	1,646	1,234	1,088	906
6,750	-	4,713	2,356	1,738	1,303	1,143	952
7,250	-	4,988	2,494	1,829	1,372	1,198	998
7,750[1]	-	5,263	2,631	1,921	1,441	1,253	1,044
8,250	-	5,538	2,769	2,013	1,509	1,308	1,090
8,750	-	5,813	2,906	2,104	1,578	1,363	1,135
9,250	-	6,088	3,044	2,196	1,647	1,418	1,181
9,750	-	6,363	3,181	2,288	1,716	1,473	1,227
10,250	-	6,638	3,319	2,379	1,784	1,528	1,273
10,750	-	6,913	3,456	2,471	1,853	1,583	1,319
11,250	-	7,188	3,594	2,563	1,922	1,600	1,333
11,750	-	7,463	3,731	2,654	1,991	1,600	1,333
12,250	-	7,500	3,750	2,667	2,000	1,600	1,333
12,750	-	7,500	3,750	2,667	2,000	1,600	1,333

1 This is the most common lot size of the lots proposed to accommodate SSMUH densities.

5. Member(s) of Council enquired about the possibility for SSMUH development to accommodate non-profit residential care facilities. Residential care in dwellings is governed by the *Community Care and Assisted Living Act*. The Act provides licensing for community care facilities that offer care to vulnerable people in child and youth residential and adult residential settings.
    a. The urban form permitted under the proposed R3 zone can accommodate up to 4 or 6 dwelling units. These units could be of affordable and special needs housing. Any greater number of dwelling units would require a rezoning.
    b. Stand-alone residential care facilities can be integrated into certain dwellings, subject to appropriate zoning and licensing in place, as well as compliance with BC Building Code requirements.
    c. The Zoning Bylaw Rewrite team is also exploring possible arrangement by examining new use definitions and general regulations within the updated Zoning Bylaw.
    d. Further consideration of SSMUH and the intent of the *Community Care and Assisted Living Act* will be required to better assess the District's role in regulating uses that are governed under that legislation.

6. Member(s) of Council enquired about standardized design for SSMUH development to support project viability.
    a. In 2024, the Province published the Standardized Housing Designs Catalogue to support the development of SSMUH housing faster and more cost-effectively. The designs are based on typical lots previously zoned for single-family homes and duplexes. Class D Cost estimates were also prepared by the Province to provide an approximate cost range for SSMUH projects.

7. Member(s) of Council requested renderings of potential SSMUH developments. One request was for a "neighbourhood with minimal slope and buildings with flat roofs, [containing the least amount of architectural variation]":

    a. **Image 1** below depicts three 4-unit SSMUH developments on 60-foot-wide lots with:
        i. Minimum setbacks,
        ii. Minimal building articulation,
        iii. Minimal architectural design variation,
        iv. Limited material variation, and
        v. Flat roofs.



Image 1: Rendering of 3 potential SSMUH developments with flat roofs and minimal architectural articulation and variation

b. Given existing development patterns in the District and the architectural designs of recently issued building permits, **Image 2** below depicts an alternative potential 4-unit SSMUH development.



Image 2: Rendering of a potential SSMUH development with architectural style similar to common designs within the District

8. The issue of the portion of Pemberton Heights deemed to be within 400m of frequent transit being required to be a 6-unit SSMUH area was raised as an issue. The topography of the area inhibits easy accessibility to transit.

   On February 23, 2026, staff submitted a request to the Province to exempt Pemberton Heights properties from the 6-unit requirement, given the unique topographic conditions in the area. Staff noted that pedestrian access from this neighbourhood to Marine Drive is limited to a steep wooden staircase via Pemberton Avenue, maintained by the District, which is *not* accessible to residents with mobility constraints.

   A response from the Province was received on March 12, 2026. They indicated that:

   - the Province does not have discretion in considering or approving exemptions under the SSMUH legislation; and
   - there is no provision in the legislation or regulation which exempts properties, or lowers the minimum density requirements, due to the quality or accessibility of local pedestrian infrastructure used to access frequent transit.

R3 – Residential Houseplex Zone

R3 - Residential Houseplex Zone

R3.1 Intent

The intent of the Residential Houseplex Zone (R3) is to permit ground-oriented detached or semi-detached housing forms with an emphasis on above ground living, and may include homes with suites, houseplexes and coach houses.



R3.2 Permitted Uses

1. The following uses shall be permitted in the Residential Houseplex Zone:

Use	Principle Use	Accessory Use
Residential Use	✓	
Accessory Use		✓
Child Care Services		✓
Home Occupation		✓
Parking Use		✓

R3.3 Conditions of Use

Not applicable.

R3.4 Density

1. Maximum Units: A maximum of four (4) **Dwelling Units** is permitted on a Lot, unless specified through the site specific modifier "U" on the Zoning Map.

R3.4 Maximum Permitted Gross Floor Area	
The Maximum permitted Gross Floor Area of all Buildings and structures on a lot when	**Maximum Gross Floor Area (GFA)**
There are 1 or 2 Dwelling Units	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* =Net Lot Area x 0.7 + 92.9 m^2 *(1,000 ft^2)*
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.55 + 92.9 m^2 *(1,000 ft^2)* Up to a maximum of 696.7 m^2 *(7,500 ft^2)*
There are 3 or 4 Dwelling Units	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.7 + 139.4 m^2 *(1,500 ft^2)*
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.55 + 139.4 m^2 *(1,500 ft^2)* Up to a maximum of 743.2 m^2 *(8000 ft^2)*
There are 5 or 6 Dwelling Units	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.7 + 185.8 m^2 *(2,000 ft^2)*
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.55 + 185.8 m^2 *(2,000 ft^2)* Up to a maximum of 743.2 m^2 *(8000 ft^2)*

R3.5 Accessory Building Exemptions and Maximums:

1. Exemptions: Accessory Buildings and Structures *(sheds) up to* 25 m^2 (270 ft^2) in size are exempted from the maximum permitted Gross Floor Area.
2. The Maximum Gross Floor Area for non-Residential Buildings in combination inclusive of any exempted floor area is: 93 m^2 (1,000 ft^2).
3. Additional Gross Floor Area exemptions are found in Part 4 of the Bylaw.

R3.6 [Intentionally Blank]

R3.7 Height

R3.7 The Maximum Permitted Number of Storeys *(Including basements and attics)*	
Residential Buildings in the front 6.1 m *(20.0 ft)* of the Lot	2 storeys
Residential Buildings or portion thereof with a Setback ≥6.1 m *(20.0 ft)* from the Front Lot Line and ≥7.6 m *(25.0 ft)* from the Rear Lot Line	3 storeys
Coach Houses and a Residential Buildings built behind / to the rear of another Residential building	2 storeys
Detached Garages	1 storey
Accessory Buildings and Structures *(sheds, gazebos)*	1 storey

R3.7 The Maximum Permitted Height		
	Roof Pitch	**Max. Height**
Residential Buildings in the front 6.1 m *(20.0 ft)* of the Lot	Flat roof up to 3-in-12	6.7 m *(22.0 ft)*
	3-in-12 and steeper	8.5 m (28.0 *ft)*
Residential Buildings or portion thereof with a Setback ≥6.1 m *(20.0 ft)* from the Front Lot Line and ≥7.6 m *(25.0 ft)* from the Rear Lot Line	Flat roof up to 3-in-12	10.0 m *(33.0 ft)*
	3-in-12 and steeper	11.6 m *(38 ft)*
Coach Houses and a Residential Buildings built behind / to the rear of another Residential building	Flat roof up to 3-in-12	6.7 m (22 ft)
	3:12 and steeper	8.5 m (28ft)
Garages and Accessory Buildings and Structures	Flat roof up to 3-in-12	3.6 m *(12 ft)*
	3-in-12 and steeper	5.5 m *(18 ft)*

R3.7 Lowest Building Elevation

The elevation of the floor of the lowest Storey of all Buildings and, Accessory Buildings must not be more than 1.2 m *(4.0 ft)* higher, and not more than 1.2 m *(4.0 ft)* lower, than the lowest point of Existing Grade along the perimeter of the Building or Accessory Building.

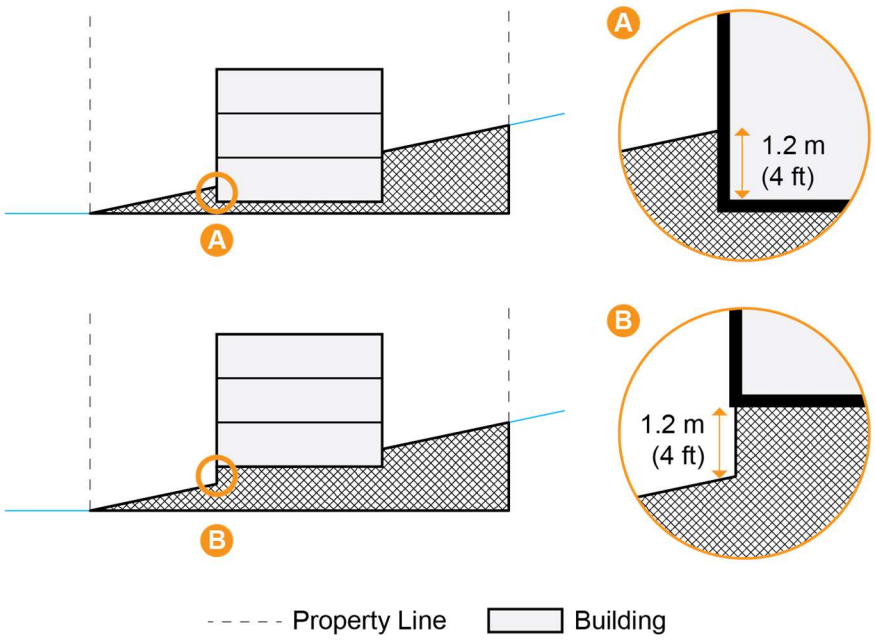


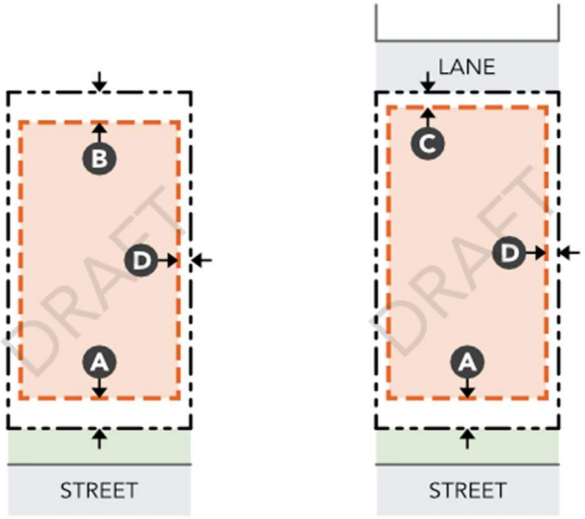
Diagram of Lowest Building Elevation

4. Height exemptions are in Part 4 of the Bylaw.

R3.8 Setbacks

R3.8 The Minimum Permitted Setback Regulations

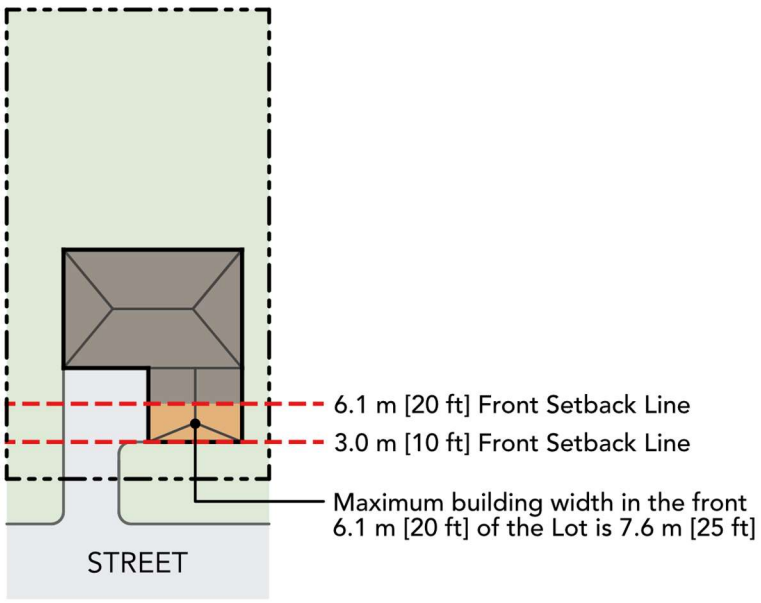
Type of Building or Structure	Minimum Front Setback	Minimum Rear Setback when abutting another property	Minimum Rear Setback when abutting a lane or road allowance	Minimum Side Setback	Minimum Setback to the Ocean Natural Boundary Line
Residential Buildings	3.0 m (10 ft) A	3. m (10 ft) B	1.5 m (5 ft) C	1.2 m (4 ft) D	7.6 m (25 ft)
Detached Garages	3.0 m (10 ft)	1.5 m (5 ft)	1.5 m (5 ft)	1.2 m (4 ft)	7.6 m (25 ft)
Accessory Buildings and Structures	6.1 m (20 ft)	1.2 m (4 ft)	1.2 m (4 ft)	1.2 m (4 ft)	1.2 m (4 ft)
Swimming Pools	3.0 m (10 ft)	3.0 m (10 ft)	3.0 m (10 ft)	1.2 m (4 ft)	3.0 m (10 ft)



Minimum setbacks for Residential Buildings

R3.9 Building Coverage

R3.9 Maximum Permitted Building Coverage	
Regulation	**Criteria**
Where up to 4 Dwelling Units are permitted	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* the Maximum Building Coverage is 50% of the Lot.
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* the Maximum Building Coverage is 40% of the Lot.
Where up to 6 Dwelling Units are permitted	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* the Maximum Building Coverage is 60% of the Lot.
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* the Maximum Building Coverage is 50% of the Lot.
Where Buildings are constructed within the first 6.1 m *(20 ft)* of the Lot, the maximum Building Coverage of that portion of the lot in front of the 6.1m (20 ft) setback line is 25%.	



R3.10 Landscaping

R3.10 Landscape Area	
Regulation	**Criteria**
Where a **Lot** includes a Landscape Area not less than 6.1 m x 6.1 m (20 ft x 20 ft), the **Landscape Area** requirements shall be deemed to be satisfied, and no further calculations are required.	
Where up to 4 dwelling units are permitted	When the Net Lot Area is less than or equal to 470 m^2 (5,000 ft^2) the minimum Landscape Area is 40%
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* the minimum Landscape Area is 45% of the Lot
Where up to 6 dwelling units are permitted	When the Net Lot Area is less than or equal to 470 m^2 (5,000 ft^2) the minimum Landscape Area is 25%
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* the minimum Landscape Area is 35% of the Lot

R3.11 Building Regulations

1. The maximum permitted Building Wall Length is 19.8 m (65 ft).
2. The maximum permitted Building Width for that portion of any building in the front 6.1 m (20 ft) of the lot is 7.6 m (25 ft).
3. The maximum permitted Building Depth: 19.8 m (65 ft).

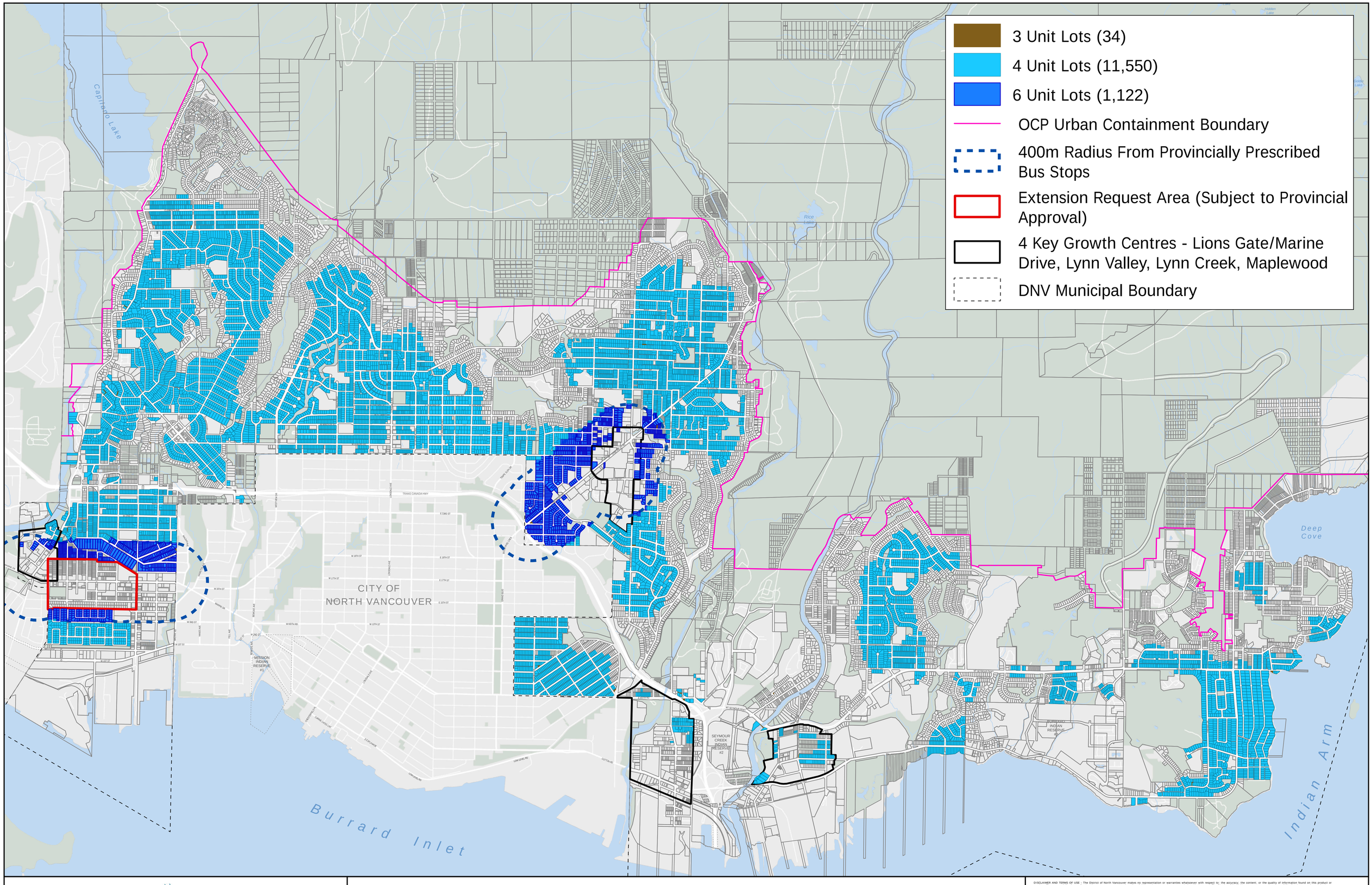
R3.12 Parking Regulations

1. Parking must comply with Part 6 of the Bylaw.

R3.13 Subdivision Minimum Standards

1. Subdivision must comply with Part 7 of the Bylaw and may be further specified through the site-specific Modifier 'S' as shown on the Zoning Map.

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DISTRICT OF NORTH VANCOUVER

Proposed Application of SSMUH Zoning

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Published: March 5, 2026

Scale: **1:17,000**

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Part 787 of the Local Government Act

Transition — ministerial order related to small-scale multi-family housing - Part 787

(1) This section applies in relation to a local government if the minister is satisfied that the local government has failed, within the time required under this Act, to adopt

(a)a zoning bylaw that complies with section 481.3 (3), (4) and (5) *[zoning bylaws and small-scale multi-family housing]* or with regulations, if any, made for the purposes of section 481.3 (6), or

(b)a bylaw under section 525 *[off-street parking and loading space requirements]* that complies with section 525.2 *[off-street parking related to small-scale multi-family housing]*.

(2) The minister may give to the local government a notice that

(a)sets out the minister's objections to the local government's bylaw, and

(b)states that the local government must, within 30 days after receipt of the notice, alter the bylaw accordingly.

(3) If the local government does not alter the bylaw in accordance with the notice given under subsection (2), the minister may, with the prior approval of the Lieutenant Governor in Council, make an order that enacts or amends a bylaw referred to in section 479 *[zoning bylaws]* or 525 to do the following, as applicable:

(a)permit, in relation to an area, the use and minimum density of use required to be permitted under section 481.3 (3), (4) and (5) or by regulations made for the purposes of section 481.3 (6);

(b)establish, in relation to an area, the siting, size, dimensions, location, type, form or density of housing units required to be permitted by regulations made for the purposes of section 481.3 (6);

(c)provide for off-street parking or loading spaces only in accordance with section 525.2.

(4) In making an order under subsection (3), the minister may

(a)establish different classes of persons, property, circumstances, things and other matters,

(b)make different provisions, including exceptions, for different classes referred to in paragraph (a), and

(c)make different provisions, including exceptions, for different areas or different parts of areas of municipalities or regional districts or different persons, property, circumstances, things and other matters.

(5) On the date specified in an order made under subsection (3), the bylaw enacted or amended under the order is conclusively deemed to be enacted or amended by the local government in accordance with the order.

(6) An order may not be made under subsection (3) after December 31, 2031.

(7) For the purposes of this section, the minister has the powers of a local government under sections 479 (1) (c) and 525 (1) (a).

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Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation Timing

April 13, 2026 Regular Council Meeting

DISTRICT OF NORTH VANCOUVER

Small-Scale Multi-Unit Housing (Bill 25)

Requires the District to accommodate up to 3, 4, or 6 units on eligible (non-exempt) single-family lots by **June 30, 2026**



On lots 280 m^2 (3,014 ft^2) or less



On lots greater than 280 m^2 (3,014 ft^2)



On lots larger than 280 m^2 (3,014 ft^2) *and* within 400m of frequent transit bus stops

Small-Scale Multi-Unit Housing (Bill 25)

- October 27, 2025 – Council Workshop
  - Overview of Bill 25 legislation
- February 9 & 10, 2026 – Council Workshops
  - Proposed approach to SSMUH implementation
- March 2, 2026 – Regular Council Meeting
  - Direction to submit extension for Marine Drive corridor
- March 16, 2026 – Regular Council Meeting
  - Analysis findings for rental tenure zoning and affordable housing in SSMUH context

Attachment 1 includes additional information requested by Council at workshops and meetings

DISTRICT OF NORTH VANCOUVER

SSMUH Implementation Pieces

- Land Use Regulation
  - Official Community Plan & Zoning Bylaws
- Servicing Regulation
  - Development Servicing, Waterworks Regulation, Sewer Bylaws
- Financial Strategy
  - DCC & ACC Bylaws

Potential Next Steps for SSMUH

Option 1 *(staff recommendation)*:

SSMUH and Zoning Bylaw Rewrite continue to advance together

- May – 1st reading of bylaws
- June – Public hearing; 2nd and 3rd readings of bylaws
- July – Adoption
- **SSMUH adoption after June 30 deadline**

DISTRICT OF NORTH VANCOUVER

Potential Next Steps for SSMUH

Option 2:
Not proceed with SSMUH

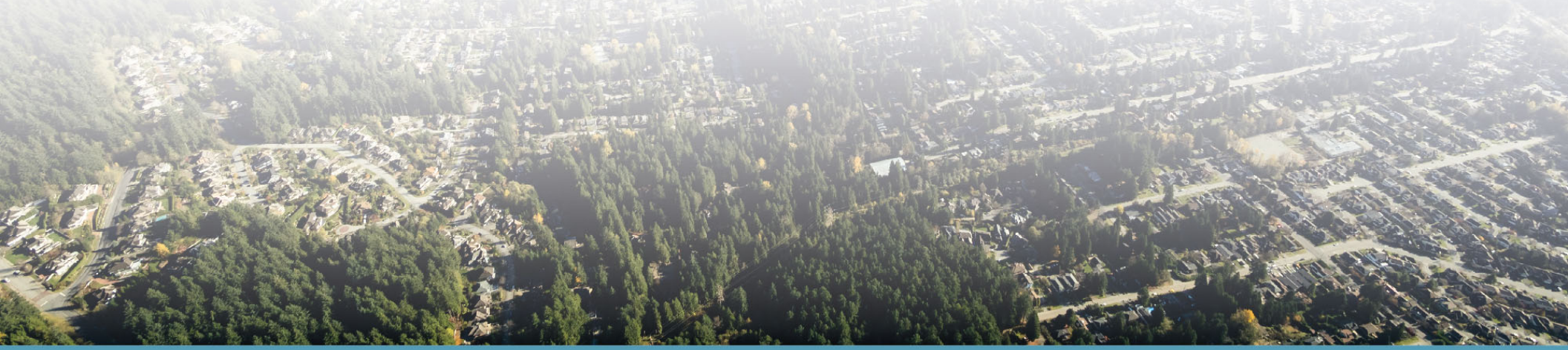
- **No adoption of SSMUH**
- Risk of Province imposing SSMUH in future

Staff Recommendation

THAT Council supports the implementation of SSMUH in the District of North Vancouver and directs staff to prepare the necessary regulatory amendments for Council's consideration to comply with Bill 25 in conjunction with the Zoning Bylaw Rewrite project.

355 West Queens Road
North Vancouver, BC
V7N 4N5

604-990-2311



DISTRICT OF NORTH VANCOUVER

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
❒ Regular Meeting	Date:	ET	PC	MF
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

March 19, 2026
File: ENGES-1189852991-425

AUTHOR: Demetra Barbacuta, Transportation Planning

SUBJECT: **Pilot Project Update for Edgemont Boulevard and Highland Boulevard**

RECOMMENDATION:

THAT Council receive the report, titled 'Pilot Project Update for Edgemont Boulevard and Highland Boulevard', dated March 19, 2026.

REASON FOR REPORT:

To provide an update on the pilot project regarding traffic safety measures at the intersection of Edgemont Boulevard and Highland Boulevard.

SUMMARY:

Historically, the intersection of Edgemont Boulevard and Highland Boulevard has experienced operational and safety concerns, with 29 reported collisions over the five-year period from 2020 to 2024, including one involving a pedestrian injury. Based on national guidelines from the Transportation Association of Canada (TAC), both an all-way stop and a traffic signal are warranted at this location. As a traffic signal represents a higher order of control, it would typically be implemented in place of an all-way stop. At Edgemont Boulevard and Highland Boulevard, the signal warrant is primarily driven by high pedestrian volumes, in which pedestrian volumes would need to decrease by approximately 70% for the signal to no longer meet warrant criteria. Staff applied for and successfully secured external funding to construct a signal and advised Council of the grant award in March 2024.

At the regular Council meeting on April 22, 2024, an endorsed councillor-initiated report directed staff to pursue alternative engineering solutions at the intersection of Edgemont Boulevard and Highland Boulevard rather than the originally proposed traffic signal. In September 2025, staff implemented a one-year pilot project consisting of an all-way stop and temporary curb bulges using flex posts. Speed data collected before and after installation of the all-way stop indicates a reduction in both 85th percentile and average vehicle speeds. Alternative treatments, such as a roundabout or raised intersection, were also considered;

however, they would not directly address the high level of pedestrian–vehicle conflict at this location and could negatively affect bus operations, as well as passenger safety and comfort.

Staff do not recommend reverting to a two-way stop at this time due to the safety and liability considerations outlined later in this report. Instead, staff recommend maintaining the all-way stop for the full one-year pilot period, as originally envisioned (to at least September 2026).

In response to public feedback, staff plan to remove the majority of flex posts at the intersection of Edgemont Boulevard and Highland Boulevard. A limited number of flex posts will remain, as they serve important safety functions, including shortening pedestrian crossing distances and preventing motorists from using the shoulder as an informal right-turn lane. Following completion of the pilot, staff will report back to Council with recommendations for the long-term intersection design, with final implementation targeted for completion by December 31, 2027, in alignment with available TransLink funding timelines.

EXISTING POLICY:

The installation of traffic safety measures in Edgemont Village align with the following plans and policies:

- Traffic Calming Policy (2007)
- Road Safety Plan (2010)
- Transportation Plan (2011)
- Edgemont Village Centre: Plan and Design Guidelines (2014)

Dating back to 2014, the *Edgemont Village Centre: Plan and Design Guidelines* recommended potential improvements at the intersection of Edgemont Boulevard and Highland Boulevard (pg. 49), such as "address[ing] operational efficiency and safety with **traffic control change (i.e. traffic signal or four-way stop).**"

BACKGROUND:
The table below summarizes Council's direction and staff's responses in relation to traffic safety in Edgemont Village:

Table 1. Edgemont Village Transportation Background

Date	Description
January 2023	Council carried the following motion on January 9, 2023: THAT Council direct staff to implement a 30 kilometre per hour speed limit on Edgemont Boulevard between Ridgewood Drive and Queens Road for the duration of one year as a pilot program to be implemented as soon as possible; AND THAT Council direct staff to consult with the Edgemont Village Business Association and Edgemont and Upper Capilano Community

	Association to inform a traffic analysis to address the impact of speed, volume and circulation in Edgemont Village and surrounding areas; AND FINALLY that Council direct staff to report back on the pilot program and consultation for a traffic analysis.
May 2023	Staff installed 30km/h speed limit signs on Edgemont Boulevard from Ridgewood Drive to W Queens Road.
March 2024	Staff provided an update on the pilot project via a presentation and Report to Council at a Council Workshop on March 11, 2024. Council was informed of the District's grant application to TransLink for funding a traffic signal at the intersection of Edgemont Boulevard and Highland Boulevard.
April 2024	Council carried the following motion on April 22, 2024: THAT Council direct staff to implement engineering solutions to calm traffic in Edgemont Village, rather than the proposed traffic signal at Edgemont and Highland Blvd; AND THAT Council direct staff to report back on funding options for the proposed engineered solutions; AND THAT Council direct staff to use DNV's 2014 Edgemont plan and design guidelines when implementing solutions to increase safety, while also making Edgemont Village more welcoming, pedestrian friendly and beautiful.
March 2025	Staff shared an Information Report to Council that outlined a phased approach for the intersection of Edgemont Boulevard and Highland Boulevard, including a pilot project for an all-way stop and temporary curb bulges.
August 2025	Staff provided an Information Report to Council that stated the all-way stop at Edgemont Boulevard and Highland Boulevard "will be implemented in early September [2025] and run for at least one year."
September 2025	Staff installed the all-way stop and temporary curb bulges at the intersection of Edgemont Boulevard & Highland Boulevard.

ANALYSIS:

As part of the pilot project, staff have compiled additional safety-related information, including a review of crash history, operating speeds, and traffic analysis of the intersection.

Crash Analysis

From 2020 to 2024 (the last year of recorded data), there were 29 crashes at the intersection of Edgemont Boulevard and Highland Boulevard, averaging approximately five crashes per year. The crashes included: three rear-ends, four side-impacts (e.g., "T-bone" collisions), two side-swipes, one single-vehicle incident, one pedestrian-involved incident, and 18 parking-related collisions associated with the angle parking. Two of the crashes resulted in injuries, including one pedestrian injury.

Speed Analysis

Speed data was collected on the 3000 block of Edgemont Boulevard three times: April 2023 (prior to the 30km/h speed limit being installed), November 2023 (after the 30km/h speed limit was installed), and November 2025 (after the all-way stop was installed).

Two measures of speed are typically collected: 85th percentile speed and average speed. The 85th percentile speed is the speed at or below which 85% of motor vehicles travel. The average speed represents typical traffic behavior. As shown in the table below, the all-way stop has been effective in reducing both 85th percentile speeds and average speeds.

Table 2: Speed on Edgemont Boulevard (3000 Block)

	85th Percentile Speed	Average Speed
April 2023	42.4km/h	32.0km/h
November 2023	40.0km/h	31.0km/h
November 2025	38.1km/h	29.0km/h

Traffic Analysis

Traffic control devices, such as all-way stops and traffic signals, are installed according to national guidelines from the Transportation Association of Canada (TAC). Traffic signals are typically warranted where there is a high likelihood of motor vehicle or pedestrian conflicts. At Edgemont Boulevard and Highland Boulevard, a signal is warranted mainly due to high pedestrian volumes, which would need to decrease by nearly 70% for the signal to no longer be warranted. Signals provide a protected walk phase, requiring motor vehicles to stop and allowing pedestrians to cross safely. Since traffic signals are the highest level of control, if a signal is warranted, an all-way stop is also considered warranted.

While all-way stops are a lower level of control that relies more on driver judgement, they still offer several safety benefits such as:

- Improving safety for vulnerable users by requiring all motor vehicles to stop before a crosswalk;
- Improving safety and visibility of traffic conditions in all directions (e.g. drivers on Highland Boulevard have a safe gap to enter the Edgemont Boulevard intersection);
- Ensuring that motor vehicles enter the intersection at a lower speed; and
- Reducing the severity of crashes (i.e. collisions are less likely to result in a serious injury or fatality because drivers are travelling at a slower speed).

Based on feedback received from the community, staff also reviewed other engineering options for this intersection, such as a roundabout or raised intersection. Edgemont Boulevard and Highland Drive are transit routes, and the implementation of a raised intersection or a roundabout could affect bus operations as well as passenger comfort and safety. The primary purpose of these treatments is to reduce motor vehicle speeds. Therefore, neither option effectively addresses the core issue at this intersection: frequent conflicts between motor

vehicles and pedestrians caused by high volumes of both users. Based on the speed analysis, speeding does not appear to be the primary operational issue.

Liability/Risk:

There may be an increase in legal risk by making changes to the traffic control devices, specifically by changing the all-way stop back to a two-way stop (i.e. free flow on Edgemont Boulevard and stop controlled on Highland Boulevard). The District has a duty of care to users of streets within the District boundaries. There is an obligation to install and maintain traffic control devices so that reasonable users of the street can travel them in safety. The decisions regarding the installation of traffic control devices are within the jurisdiction of the District to make and those decisions are to be made reasonably, understanding the characteristics of each street or intersection, and in accordance with engineering best practices. Where there is a reasonably foreseeable risk of harm to a street user, the District should take measures to prevent such harm or else the District may be found liable in negligence.

In the case of this intersection, the District has information regarding the collisions that have occurred in the intersection and based on existing engineering guidelines, the all-way stop is warranted. A traffic signal would also be warranted. There is no data at this time to suggest that the conditions have changed so that a reversion to a two-way stop would be warranted. More data should be collected through the pilot project to inform the decision-making process for the permanent intersection design.

Timing/Approval Process:

The all-way stop pilot was implemented in September 2025. Due to the safety and liability considerations outlined in this report, staff do not recommend reverting the intersection back to a two-way stop at this time. Instead, staff recommend keeping the all-way stop in effect for at least the intended one-year duration of the pilot project (i.e., until at least September 2026).

For the remainder of the pilot project, staff recommend removing most of the flexible delineator posts (“flex posts”) within the intersection of Edgemont Boulevard and Highland Boulevard. Public feedback indicates that some drivers perceive flex posts as visual distractions. Currently, there are 46 flex posts on Edgemont Boulevard at the Highland Boulevard intersection; in the next few weeks, staff recommend removing approximately 26 flex posts (approximately 60% reduction). A limited number of flex posts will remain, as they continue to serve important safety functions, specifically, reducing pedestrian crossing distances and preventing motorists from using the shoulder as an informal right-turn lane (i.e., treating the approach as two lanes instead of the intended single lane).

Staff will report back to Council after the conclusion of the pilot project with recommendations for the ultimate plans for the intersection of Edgemont Boulevard and Highland Boulevard, prior to implementing any changes. The final intersection design is targeted for completion by December 31, 2027, in alignment with TransLink funding deadlines.

Public Input:

In November 2024, staff emailed a letter to 128 business contacts in Edgemont Village to solicit feedback on traffic safety concerns and the pilot project at the Edgemont Boulevard and Highland Boulevard intersection. The majority of respondents supported additional traffic control at the intersection, and no other locations were raised for traffic safety concerns.

Staff continue to track all public correspondence through the Report-a-Problem (RAP) system and respond to each inquiry. Since the installation of the all-way stop, 82 RAP submissions have been received regarding the new intersection configuration, with feedback centred on traffic congestion, conflicts between motor vehicles and pedestrians, motor vehicles failing to obey the all-way stop, and the flex posts restricting visibility. Staff will continue to collect and review feedback for the duration of the pilot project.

Financial Impacts:

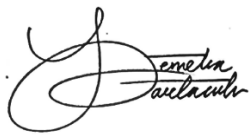
The pilot project (signs, flex posts, and pavement markings) is funded through existing operating budget. The funding source for subsequent phases of safety improvements will depend on the ultimate traffic control option and configuration, to be determined after the pilot project, subject to Council approval.

The District was awarded $131K in grant funding in April 2024 from TransLink's annual Walking Infrastructure to Transit (WITT) program to install a traffic signal at the intersection of Edgemont Boulevard and Highland Boulevard; the funding deadline for project completion is December 31, 2027. External funding could potentially be transferred from signal work to other engineering measures, subject to TransLink approval (not guaranteed).

Conclusion:

The all-way stop pilot at Edgemont Boulevard and Highland Boulevard has reduced vehicle speeds and improved safety by requiring all vehicles to stop before entering the intersection, thereby reducing the potential severity of collisions. Staff recommend maintaining the all-way stop for the remainder of the pilot period, reducing the number of flex posts in response to public feedback, and reporting back to Council with a long-term recommendation following completion of the pilot.

Respectfully submitted,



Demetra Barbacuta
Transportation Planning Technologist

REVIEWED WITH:

❑ Sustainable Community		❑ Clerk's Office		External Agencies:	
❑ Development Services		❑ Communications	CG	❑ Library Board	
❑ Utilities		❑ Finance		❑ NS Health	
❑ Engineering Operations		❑ Fire Services		❑ RCMP	
❑ Parks		❑ ITS		❑ NVRC	
❑ Environment		❑ Solicitor	HG	❑ Museum & Arch.	
❑ Facilities		❑ GIS		❑ Other:	
❑ Human Resources		❑ Real Estate			

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
❒ Regular Meeting	Date:	ET	PC	MF
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

March 25, 2026
File: ENGES-1189852991-428

AUTHOR: Ehab Taha, Section Manager, Transportation

SUBJECT: **2025 Traffic Volume Update - Ironworkers Memorial Bridge and Regional Crossings**

RECOMMENDATION:

THAT Council receive the report, dated March 25 2026, titled "2025 Traffic Volume Update – Ironworkers Memorial Bridge and Regional Crossings."

REASON FOR REPORT:

This report provides Council with updated 2025 post-pandemic traffic volumes for major regional bridge/tunnel crossings, with particular focus on the Ironworkers Memorial Bridge, and compares these volumes to previously presented pre-pandemic data.

SUMMARY:

Analysis of 2025 traffic data indicates that volumes on the Ironworkers Memorial Bridge (IWMB) have increased since 2019, while several other major regional crossings have experienced stable or declining volumes. With approximately 130,700 vehicles per day and 21,800 vehicles per day per lane in 2025, the IWMB now carries the highest traffic volume per lane among the major BC bridges/tunnels surveyed in Metro Vancouver. These findings confirm growing demand on the IWMB and reinforce the importance of continued advocacy for corridor capacity, reliability, and long-term investment improvements serving the North Shore.

EXISTING POLICY:

This report aligns with the following plans and policies:

- Official Community Plan (OCP) (2011)
- Transportation Plan (2012)
- OCP Action Plan (2021)

BACKGROUND:

The Ironworkers Memorial Bridge (IWMB) is a critical regional link and the primary driving route across the Burrard Inlet, serving the North Shore and the Sea to Sky communities, including Whistler, and providing access to BC Ferries' critical Horseshoe Bay terminal. The bridge currently operates beyond capacity, with congestion frequently spilling onto local streets.

The municipal road network was neither intended nor designed to accommodate spillover regional traffic. Opportunities for roadway expansion of municipal roads are constrained by topography, creeks, and private property. Congestion or incidents on the IWMB (such as stalled vehicles, bridge deck emergency repairs or collisions) can trigger widespread gridlock across the North Shore, often requiring several hours to resolve. The impacts extend beyond driver frustration and include reduced transit reliability, delayed emergency response times, and diminished residential access and liveability.

Despite existing unmet demand and anticipated growth driven by provincially mandated housing and employment targets, the Province has no committed upgrades to Highway 1 serving the North Shore. Continued advocacy for replacement of the IWMB and upgrades to the Highway 1 corridor remains critical.

For several years, staff have relied on 2019 data to illustrate the significant vehicle demand on the IWMB and to support discussions regarding senior government investment. During the COVID-19 pandemic, travel patterns shifted significantly and unpredictably, limiting the reliability of interim-year data. With post-pandemic travel patterns now stabilized, staff have obtained and analysed 2025 traffic data from the Ministry of Transportation & Transit (MoTT).

Upon review, staff also noted that volumes on bridges owned and operated by TransLink were not included in the initial Provincial dataset. To ensure a complete and accurate picture of regional travel patterns, staff requested and obtained supplementary data directly from TransLink. Staff are now presenting these results to provide Council with the most comprehensive and reliable post-pandemic dataset available.

ANALYSIS:

The updated data (Attachment 1) includes approximate 2025 Annual Average Daily Traffic (AADT) volumes for major BC bridges/tunnels, along with a comparison to previously shared 2019 pre-pandemic data. Key findings are summarized below:

- Among the major BC bridges and tunnels surveyed, the IWMB carries the highest traffic volume per lane at approximately 21,800 vehicles per day per lane. Traffic volume per lane may be used as a proxy for congestion; on this basis, the IWMB experiences the greatest level of congestion among the crossings analysed.
- Among the major BC bridges and tunnels surveyed, the IWMB carries the second-highest total daily traffic volume at approximately 130,700 vehicles per day, second only to the Port Mann Bridge. Notably, the Port Mann Bridge has 10 lanes, while the IWMB has only 6 lanes.

- In 2019, the George Massey Tunnel carried the highest per-lane volumes among the major BC bridges/tunnels surveyed followed by the IWMB. Between 2019 and 2025, the IWMB surpassed the George Massey Tunnel as the most congested crossing.
- While several major crossings experienced post-pandemic traffic declines (including the Alex Fraser Bridge, George Massey Tunnel, and the Lions Gate Bridge), IWMB volumes increased by 6%, indicating growing demand.
- Unlike the relatively new Port Mann Bridge and Golden Ears Bridge, which have absorbed substantial post-pandemic growth (approximately 20 and 22% increases, respectively), the IWMB was already operating at very high per-lane volumes prior to the pandemic and has limited ability to accommodate additional demand.

OPTIONS

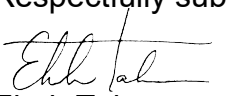
The findings above reinforce the importance of continued advocacy for long-term capacity, reliability, and corridor improvements serving the North Shore. Staff's recommendation for this report is currently provided as:

> THAT Council receive the report, dated March 25 2026, titled "2025 Traffic Volume Update – Ironworkers Memorial Bridge and Regional Crossings."

Council has additional options available to them, in addition to the staff recommendation noted above, including:

- **Option 1:** AND THAT Council direct the Mayor to write to the Ministry of Transportation and Transit, copying the Premier and local MLAs, summarizing the findings of this report and requesting a status update on planning timelines for the replacement of the Ironworkers' Memorial Bridge and Highway 1 corridor improvements serving the North Shore.
- **Option 2:** AND THAT Council direct staff to develop further public-facing messaging that explains the implications of regional traffic congestion, clarifies the District's limited jurisdiction over provincial infrastructure, and outlines how residents and senior governments can contribute to solutions.
- **Option 3:** Combination of Option 1 and 2.
- **Option 4:** Provide alternate direction to staff.

Respectfully submitted,



Ehab Taha
Section Manager, Transportation

Attachments:

1. Traffic Volumes on Regional Bridge/Tunnel Crossings

REVIEWED WITH:					
❑ Sustainable Community	___	❑ Clerk's Office	___	External Agencies:	
❑ Development Services	___	❑ Communications	___	❑ Library Board	___
❑ Utilities	___	❑ Finance	___	❑ NS Health	___
❑ Engineering Operations	___	❑ Fire Services	___	❑ RCMP	___
❑ Parks	___	❑ ITS	___	❑ NVRC	___
❑ Environment	___	❑ Solicitor	___	❑ Museum & Arch.	___
❑ Facilities	___	❑ GIS	___	❑ Other:	___
❑ Human Resources	___	❑ Real Estate	___		___

Attachment 1: Traffic Volumes on Regional Bridge/Tunnel Crossings

Table 1: 2025 Daily Traffic Volumes on Regional Bridge/Tunnel Crossings

Bridge / Tunnel (MoTT Site Location Code)	Year	Approx. Annual Average Daily Traffic (AADT)	Number of Lanes	Approx. AADT per lane
Port Mann Bridge (P-16-00EW)	2025	179,400	10	17,900
Ironworkers Memorial Bridge (P-15-2EW)	2025	130,700	6	21,800
Alex Fraser Bridge (P-16-60NS)	2023	108,500	7	15,500
George Massey Tunnel (P-16-4NS)	2025	82,800	4	20,700
Pitt River Bridge (P-17-10EW)	2025	80,400	7	11,500
Pattullo Bridge (N/A)	2025	55,700	4	13,900
Lions Gate Bridge (P-15-1NS)	2025	56,600	3	18,900
Golden Ears Bridge (N/A)	2025	72,700	6	12,100

Table 2: Pre-Pandemic to Post-Pandemic Comparison for Regional Bridge/Tunnel Crossings

Bridge / Tunnel (MoTT Site Location Code)	Pre-Pandemic				Post-Pandemic				% Change
	Year	Approx. Annual Average Daily Traffic (AADT)	# of Lanes	Approx. AADT per lane	Year	Approx. Annual Average Daily Traffic (AADT)	# of Lanes	Approx. AADT per lane	
Port Mann Bridge (P-16-00EW)	2018	150,100	10	15,000	2025	179,400	10	17,900	20%
Ironworkers Memorial Bridge (P-15-2EW)	2019	123,800	6	20,600	2025	130,700	6	21,800	6%
Alex Fraser Bridge (P-16-60NS)	2017	112,800	7	16,100	2023	108,500	7	15,500	-4%
George Massey Tunnel (P-16-4NS)	2019	84,300	4	21,100	2025	82,800	4	20,700	-2%
Pitt River Bridge (P-17-10EW)	2019	79,000	7	11,300	2025	80,400	7	11,500	2%
Pattullo Bridge (N/A)	2019	62,000	4	15,500	2025	55,700	4	13,900	-10%
Lions Gate Bridge (P-15-1NS)	2019	60,200	3	20,100	2025	56,600	3	18,900	-6%
Golden Ears Bridge (N/A)	2019	59,400	6	9,900	2025	72,700	6	12,100	22%

Source for Ministry-owned bridges: https://www.th.gov.bc.ca/trafficData/
Source for TransLink owned bridges (Patullo and Golden Ears Bridge): TransLink staff provided AADTs

Notes:

1. *All traffic volumes were rounded to the nearest 100.*
2. *Where data was available, pre-pandemic and post-pandemic data was taken from 2019 and 2025, respectively. Where data was unavailable, the next closest year of available data was taken.*
3. *Online Port Mann data is only available from 2020 onward. 2018 pre-pandemic data was taken from the following news article. 2019 data was unavailable.*
4. *In 2025, Pattullo Bridge experienced a number of partial closures due to ongoing bridge reconstruction, which would have affected daily bridge volumes.*

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
❒ Regular Meeting	Date:			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

April 1, 2026

AUTHOR: Lisa Muri, Councillor

SUBJECT: Passenger Rail Services Within the Sea to Sky Corridor

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RECOMMENDATION:
WHEREAS the District recognizes the importance of exploring a Sea to Sky Rail network capable of meeting the long-term mobility, environmental, and economic needs of regional communities and stakeholders;

THEREFORE BE IT RESOLVED THAT the District of North Vancouver Council send a letter to the Minister of Transportation and Transit expressing Council's support for the re-establishment of passenger rail services within the Sea to Sky corridor.

REASON FOR REPORT:
Recent developments involving Canadian National Railway (CN) and its intention to decommission part of its railway line from north of the railyards in Squamish through to 100 Mile House have created a time-sensitive opportunity to reconsider passenger rail services within the Sea to Sky region. This report recommends that Council formally support exploring a Sea to Sky Rail network and communicate that support to the Province.

SUMMARY:
This report recommends that Council formally express support to the Province for the re-establishment of passenger rail service along the Sea to Sky corridor. Growing population pressures, climate commitments, and increasing congestion along Highway 99 underscore the need to explore alternative transportation options. An area of shared regional interest, this step positions the District to advocate effectively for long-term, sustainable mobility solutions in coordination with neighbouring municipalities such as the District of West Vancouver, Squamish, and Whistler.

BACKGROUND:
The Sea to Sky corridor, anchored by Highway 99, connects communities from Metro Vancouver through Squamish to Whistler and Pemberton. The corridor has seen significant growth in both population and tourism over recent decades, increasing pressure on transportation infrastructure, including in the District of North Vancouver where the challenges of congestion are frequently cited by residents.

Historically, the corridor has been served by a rail line originally operated by BC Rail, which remains in place today but is primarily used for limited freight and tourism operations.

A key recent development is the planned termination of CN Rail's lease on portions of the corridor, which would return control of the railway to the Province of British Columbia. This creates a unique opportunity to revisit the feasibility of passenger rail service for the first time in decades.

Previous regional planning efforts, including the Sea to Sky Transit Corridor Study, have identified the importance of improving interregional connectivity and explored options for enhanced transit services.

Neighbouring municipalities, including the District of West Vancouver, Squamish, and Whistler, have advocated for increased regional transit in the corridor. Similar advocacy efforts have been made at the provincial and federal level, including by the MLA for West Vancouver—Sea to Sky and the MP for West Vancouver – Sunshine Coast – Sea To Sky Country.

EXISTING POLICY:
The District of North Vancouver has consistently supported:

- Regional collaboration on transportation planning
- Climate action and greenhouse gas reduction targets
- Sustainable and multimodal transportation options

At the provincial level, transportation and climate policies emphasize reducing reliance on single-occupancy vehicles and investing in low-carbon infrastructure.

ANALYSIS:
Timing is critical. The potential transition of rail corridor control to the Province in 2026 creates a limited window for local governments to signal interest and influence provincial decision-making regarding future use of the corridor.

Early advocacy from municipalities within and adjacent to the corridor will help ensure passenger rail is considered in forthcoming feasibility, governance, and funding decisions.

Conclusion:
The re-establishment of passenger rail service in the Sea to Sky corridor represents a significant opportunity to address long-term transportation challenges while advancing regional climate and economic objectives. Expressing Council's support at this stage ensures the District of North Vancouver is positioned to participate meaningfully in forthcoming provincial discussions to advance the interests of residents of the District.

Options:

1. THAT Council confirm interest in exploring a Sea to Sky rail network capable of meeting the long-term mobility, environmental, and economic needs of regional communities and stakeholders;

AND THAT the District of North Vancouver Council send a letter to the Minister of Transportation and Transit expressing Council's support for the re-establishment of passenger rail services within the Sea to Sky corridor.

2. THAT the motion is not supported.

Respectfully submitted,



Lisa Muri
Councillor

REVIEWED WITH:

❑ Business and Economic	___	❑ Finance	___	External Agencies:	
❑ Bylaw Services	___	❑ Fire Services	___	❑ Library Board	___
❑ Clerk's Office	___	❑ GIS	___	❑ Museum and Archives	___
❑ Climate and Biodiversity	___	❑ Human Resources	___	❑ NSEM	___
❑ Communications	___	❑ Integrated Planning	___	❑ NS Health	___
❑ Community Planning	___	❑ ITS	___	❑ NVRC	___
❑ Development Engineering	___	❑ Parks	___	❑ RCMP	___
❑ Development Planning	___	❑ Real Estate	___	❑ Other:	___
❑ Engineering Operations	___	❑ Review and Compliance	___		
❑ Environment	___	❑ Solicitor	___		
❑ Facilities	___	❑ Utilities	___		

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