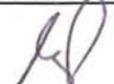




 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: Courtney Miller, Planner and Suzanne Smith, Planner 2

SUBJECT: MOODYVILLE REZONING AND DEVELOPMENT CONTROLS.

Date: March 31, 2016 File No: 13-6250-20-0054/1

The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.

RECOMMENDATION:

PURSUANT to the report of the Planners, dated March 31, 2016, entitled "Moodyville Rezoning and Development Controls":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8464" (Townhouse Use) be considered, given first reading and referred to a Public Hearing;

AND THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8470" (New Residential Zones and Moodyville Guidelines) be considered, given first reading and referred to a Public Hearing;

AND THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8474" (703-819 East 3rd Street / Qualex-Landmark / GBL Architects / RG-2 and RM-2) be considered, given first reading and referred to a Public Hearing;

AND THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8480" (Seacliff Properties / Dialog Design / CD-669) be considered, given first reading and referred to a Public Hearing;

AND THAT staff be directed to prioritize Development Permit applications that achieve the Passive House Enhanced Energy standard or result in parks and Spirit Trail improvements in processing Development Permit Applications;

AND THAT the Mayor and City Clerk be authorized to execute covenants and legal agreements as outlined in the report.

ATTACHMENTS:

1. East 3rd Street Development Permit Area Map (Document # 1360145);
2. City Advisory Body Resolutions (Document # 1356467);
3. Zoning Bylaw Amendments - Highlights (Document # 1368743);
4. East 3rd Street – Moodyville Infrastructure Needs (Document # 1331594);
5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8464” (Townhouse Use) (Document # 1380309);
6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8470” (New Residential Zones and Moodyville Guidelines) (Document # 1380310);
7. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8474” (703-819 East 3rd Street / Qualex-Landmark / GBL Architects / RG-2 and RM-2) (Document # 1380307);
8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8480” (Seacliff Properties / Dialog Design / CD-669) (Document # 1380308);
9. Correspondence to Council from Seacliff Properties - Moodyville East Lands (Document #1379779);
10. Correspondence to Council re Moodyville Process (Document # 1372874).

PURPOSE:

This report introduces Bylaw amendments for the Moodyville area (Attachment #1) which would:

- 1) establish new zoning designations for a variety of housing types;
- 2) bring into effect Development Permit Design Guideline controls for the area; and,
- 3) rezone properties in the area to these new zoning designations.

These development controls (guidelines and zoning changes) are presented here for Council consideration and referral to a Public Hearing. The effect of these bylaws would be to rezone the affected lands and introduce a requirement for a Development Permit to control the design of development. Other housekeeping changes to the Zoning Bylaw are also introduced.

BACKGROUND:

The 2014 Official Community Plan (OCP) introduced new land use designations for the Moodyville Area to expand the City’s supply of ground-oriented and apartment multi-family housing. Following the adoption of the OCP in early 2015, Council gave direction

for staff to proceed with rezoning of the "Moodyville" area (Attachment #1). This included the creation of new zones for this area with complementary Development Permit Area (DPA) Guidelines. Collectively, these are referred to as development controls.

On April 27, 2015, Council approved the following recommendation:

PURSUANT to the report of the Planner 2, dated April 22, 2015, entitled "East 3rd Street/Moodyville Area Development Controls: Design Guidelines and Method of Zoning":

THAT staff be directed to proceed with the planning and community input process for establishing area-wide planning principles, creating Development Permit Guidelines and pre-zoning East 3rd Street/Moodyville Area as outlined in Option A of the report – Proceed with Guidelines and Pre-Zoned Lands.

AND THAT individual rezoning applications within this area not be considered until such time as the general Development Controls have been approved.

CARRIED

The Moodyville planning process to establish these controls has been underway since May 2015 and would conclude with the adoption of the proposed bylaws. This process has included opportunities for public input on an ongoing basis as summarized below:

June 29, 2015	Guiding Principles Open House
September 16, 2015	Release of Open House input
October 16, 2015	Release of Draft Development Controls
October 22, 2015	Development Controls Workshop
October 26-30, 2015	Information Display at City Hall
November 20, 2015	Release of Development Controls Workshop Input
January 18, 2016	Release of Moodyville Transportation Technical Study
February 17, 2016	Release of Draft Development Controls
March 23, 2016	Release of Updated Final Draft Development Controls

The creation and refinement of development controls has been shaped by feedback received at open houses and workshops, by email and letter, and in person. Three pieces of additional input sent to Council's attention have also been included in this report for reference (Attachment #10). Professional guidance has been provided by a design consultant and staff from various departments on an ongoing basis. The guidelines have taken this feedback into account.

City Advisory Bodies have also participated through review of draft materials at different stages of the process. This includes the Advisory Design Panel, Advisory Planning Commission, Social Planning Advisory Committee, Parks and Environment Advisory Committee, Integrated Transportation Committee and Heritage Advisory Commission.

Resolutions were received from four of the committees (Attachment #2). Changes that respond to the majority of their comments have been incorporated into the final draft.

CONTEXT:

The East 3rd Street Area Development Permit Area is located immediately east of the Lonsdale Regional City Centre and is designated a Frequent Transit Development Area in support of the future expansion of rapid transit along the East 3rd Street corridor. The area is within a 20 minute walk from the SeaBus Terminal, located on two bus routes and along several existing and planned greenways.

While much of the area will see significant change from single-family to multi-family form, the existing Residential Level 5 (medium density) development in the 300 blocks of 1st, 2nd and 3rd Streets (closest to Lonsdale) is already well established. The East 3rd Street DPA guidelines have been tailored to apply specifically to the area proposed for rezoning as shown on Attachment #1. The OCP anticipates the creation of general medium-density apartment design guidelines, which, once created, would apply to developments elsewhere on the East 3rd Street corridor.

The subject area is currently comprised of 306 legal lots and approximately 490 units with an estimated population of 1,000. With the land use changes outlined in the 2014 OCP in place which introduce new potential for apartment, townhouse and duplex development, this area has the long-term capacity for an additional 1,400 units (roughly 3,000 new residents) for a total build-out population of approximately 4,000.

DEVELOPMENT CONTROLS:

Per Council's direction, the attached zoning amendments and guidelines (Attachments #5-8) would result in an area-wide rezoning of Moodyville. This approach is intended to increase certainty for owners, neighbours, developers, Council and the general public as compared with processing individual rezoning applications on a case-by-case basis. The lands proposed for rezoning are as indicated on the following:

- Schedule 109 (Attachment #6 – New Residential Zones),
- Schedule 120 (Attachment #7 – Qualex-Landmark); and,
- Schedule 121 (Attachment #8 – Seacliff Properties).

These lands involve 256 of the 306 legal lots that make up the subject area. The remaining sites which will not be rezoned include those currently zoned Comprehensive Development, the TransLink Bus Depot / BC Hydro North Vancouver Substation, and the block south of Alder Street (most of which are City-owned lands).

The proposed zoning changes establish new zones in the Moodyville area to accommodate ground-oriented and apartment development (Attachments #5 & 6). These zoning changes include:

- criteria which must be met in order to develop at the OCP densities;
- limitations on the size, height and siting of new development, with an emphasis on ensuring appropriate interfaces with existing buildings;
- incentives to encourage housing diversity;
- measures to discourage a car-dominant community; and
- changes to streamline and reduce redundancy in the Zoning Bylaw.

A more detailed summary of the proposed zoning changes is included as Attachment #3 to this report.

New Zones

Six new zones are being introduced in this area as outlined in Table 1 below. One-Unit Residential Use, Child Care Use and Residential Care Facility Use are allowed in all Residential Zones.

Table 1 – New Zones in Moodyville

Zone	Permitted Use	FSR	Height	Setbacks
RS-4B (Level 3 or higher in OCP)	Rowhouse	0.75	12m (39.4 ft)	Front: 9.8 ft Back: 24.9 ft or 0.5 times lot depth Side: 0 feet
RG-2 Ground Oriented Residential 2	Two-Unit, Townhouse, Rental Apartment	0.75	12m (39.4 ft)	Front: 9.8 feet Back: 5.2 feet Side: 5.2 feet
RG-3 Ground Oriented Residential 3	Same as RG-2	1.00	12m (39.4 ft)	Front: 9.8 feet Back: 5.2 feet Side: 7.9 feet
RG-4 Ground Oriented Residential 4	Same as RG-2	1.25	Four storey max; 15m (49.2 ft)	Front: 9.8 feet Back: 5.2 feet Side: 7.9 feet
CD-669 Comprehensive Development 669	Rowhouse, Two-Unit, Townhouse, Apartment, Rental Apartment, Civic and Assembly	1.25 Avg across site	Four storey max; 12m (39.4 ft) / 15m (49.2 ft) based on use	Front: 9.8 feet Back: 5.2 feet Side: 7.9 feet Rowhouse per RS-4B above
RM-2 Medium Density Apartment Residential 2	Two-Unit, Townhouse, Apartment, Rental Apartment	1.60	Four storey max; 15m (49.2 ft)	Front: 9.8 feet Back: 5.2 feet Side: 7.9 feet

Development Permit guidelines provide more specific direction and require additional setbacks, building separations, and other elements not captured in the Zoning Bylaw. Individual development proposals within the rezoned area (Schedules 109, 120 and 121 in Attachments #6,7,8) will be subject to these Development Guidelines (Attachment #6) which:

- focus on how buildings contribute to a strong streetscape;
- address privacy and liveability of new units;
- create neighbourly streetscapes by reducing shadowing and encouraging social interaction on safe, active streets and lanes;
- encourage strong and varied contemporary architecture to contribute to a unique identity for the area;
- forward sustainability elements and landscaping criteria.

Following an area-wide rezoning for Moodyville, owners would be required to submit Development Permit applications for their projects, which would be reviewed by an inter-departmental staff group as well as by the City's Advisory Design Panel. Development Permit approval is granted by the Director of Community Development and Development Permit applications could be referred to Council when appropriate. Though not legally required, neighbour notifications and Developer Information Sessions would be required as part of any new Development Permit in this area.

Key aspects of the proposed zoning changes and design guidelines are described in the following sections.

Building Design, Massing and Separation

The development controls focus on creating attractive and liveable developments through:

- a revised height calculation that requires that development follow the slope of the site;
- transitional setbacks and heights on the north side of East 3rd Street to create a harmonious relationship with lower densities properties on East 4th Street;
- controls for the design of courtyards to ensure solar exposure and privacy;
- limitations on the length of buildings to break up blocks with smaller scale development;
- a focus on activating streets and lanes with direct access to ground-level units from both the street and lane;
- building articulation requirements to encourage more varied building forms;
- landscaping and outdoor living space guidelines to ensure liveability including an allowance for rooftop decks; and
- an emphasis on contemporary design with visual interest achieved through variations in building height, depth and massing.

Housing Diversity

The land use changes proposed for the Moodyville area will help address a gap in housing supply for ground-oriented housing in the City. The development controls are intended to contribute to this diversity, with family-friendly housing and support for residents to age in place over time. The approach includes:

- introducing a new fee simple rowhouse zone (RS-4B) and allowing fee-simple rowhouses within the southeast Moodyville consolidation (CD-669);
- encouraging live-work units on the south side of the 500 block of East 3rd Street;
- requiring a minimum 20 percent of townhouse units greater than 140 square feet meters (1,507 square feet) to provide a lock-off unit;
- introducing an exclusion of 14 square metres (151 square feet) per lock-off unit to encourage rental opportunities; and
- introducing an exclusion of 10 square metres (108 square feet) per accessible lock-off unit at grade to encourage universally accessible rental opportunities.

The requirement for lock-off units in townhouses provides multi-family mortgage helpers or potential room for singles, young couples, students and seniors.

Energy and Sustainability

The City of North Vancouver has been a forerunner in developing unique tools to incentivize sustainable and energy efficient buildings and has set an ambitious community-wide energy reduction target of achieving a 50 percent reduction below 2007 levels by 2050. A unique sustainability approach is proposed for the Moodyville Area in support of the City's sustainability objectives and in recognition of the significant opportunity presented by redevelopment in this area. This strategy includes requiring, as a condition of receiving a density bonus, that new developments be designed to achieve one of the following:

- Passive House certification;
- LEED-Gold standard with enhanced energy efficiency (i.e. 15% better than ASHRAE 90.1 2010, 10% better than NECB 2011, or EnerGuide 86) and a commitment to a noise mitigation strategy; or
- LEED-Gold standard with the highest tier (similar to Passive House) of the Stretch Code that the Province is currently developing and a commitment to a noise mitigation strategy.

These requirements are described in greater detail in Section 419 of the proposed Bylaw (Attachment #6), and the higher standards are structured as a condition for achieving the full potential density of the site. This approach provides flexibility through options while ensuring a very high standard is met.

Passive House involves the use of well insulated walls, triple glazed windows and an airtight building envelope. Combined, this approach is estimated to result in an approximate 80 percent reduction in energy use for heating demand. This type of construction has significant benefits including:

- sound attenuation and filtering of air which address noise and dust from adjacent industry; and
- increased durability and lower maintenance and operating costs for residents.

The City of Vancouver has recently updated its Green Building Policy for Rezoning to accept either LEED Gold or Passive House, and the first multi-family projects in Vancouver employing the Passive House standard are currently under construction. Staff, in consultation with the Passive House Institute and the development community, believes this is an achievable standard.

Staff is recommending that projects pursuing Passive House Certification be prioritized for faster permit processing in recognition of the significant achievement of achieving this level of energy efficiency.

Energy efficiency will also be addressed on a systemic basis with the expansion of the Lonsdale Energy Corporation (LEC) in some or all of the Moodyville area. LEC is the City's heat and hot water utility with a growing network of connections in the City. LEC will be submitting a feasibility analysis for the Moodyville area including funding implications for Council's consideration. LEC will also provide a report addressing the connectivity of the certified Passive House projects to its network.

Other sustainability requirements proposed include:

- on-site rainwater management; and
- support for active design principles including active stairways, gathering spaces, garden plots, etc.

Parking

In consideration of the Transportation Study prepared as part of this process, several changes to the City's parking standards are proposed:

- reducing the townhouse parking standard to match the minimum parking standard for apartments (1.2 spaces per unit);
- introducing a car share reduction ratio which would provide a credit of four parking spaces for every one car share vehicle and shared vehicle parking space;
- suggesting a parking maximum in the guidelines of 1.5 stalls per unit;
- allowing parking cash-in-lieu outside of the City Centre; and,
- permitting parking parallel to the lane, where feasible, and to allow this laneway parking to extend into the lane by up to 1.0 metre.

While typically a townhouse development in the City would be required to provide 1.5 stalls per unit and an apartment building 1.2 per unit, the 1.2 stalls per unit ratio is applied in the proposed bylaw. This minimum requirement can be further reduced through the provision of secured bicycle parking under the current zoning standards, potentially reducing this number to just under one stall per unit. For every car share space provided another four stalls could be reduced from the total number, encouraging further reduction. In order to discourage projects with a high ratio of parking in excess of zoning requirements, a maximum of 1.5 stalls per unit is recommended.

Heritage Preservation

For specific instances where heritage property in the City's Heritage Registry is involved – there are 12 heritage properties in the area – the City's heritage policies would apply. This includes the ability for Council to review demolition permit applications. For Level A and B ranked heritage buildings, the amenity contributions collected as part of redevelopment could be applied to the designation and rehabilitation of the building on-site. Funds could also be applied towards the relocation of the building. This latter option would be subject to City approval for use of the funds for that purpose.

Amenity Fund Contributions

The City's Density Bonus and Community Benefits Policy identifies an Amenity Fund contribution of \$20 per net buildable square foot that applies to floor area above the existing zoning and up to the OCP maximum density. This contribution would be secured through density bonusing: to build above 0.5 FSR in applicable zones the contribution is required. These "Amenity Shares" are collected as a contribution to the City of North Vancouver General Reserve Fund. Funds can then be allocated as per the City's Density Bonus and Community Benefits Policy or at the direction of Council. The Local Government Act provides for such contributions to support the construction of amenities serving this community as well as city-wide amenities that help offset the increased need for amenities as a result of development. This includes, but is not limited to, a range of items from child care to affordable housing to community centres and playgrounds. The anticipated value of these contributions from redevelopment in this area is discussed in the Financial Implications section below.

Land Assemblies

There have been some significant land assemblies in the Moodyville area since the OCP was adopted. In January Council received a delegation from representatives of Seacliff Properties and received a staff report entitled "Preliminary Application: 703 – 759, 819 East 3rd Street and 250 Queensbury (Qualex-Landmark Group / GBL Architects)" regarding the consolidation of the 700 and 800 Blocks of East 3rd Street by Qualex-Landmark. The proposed direction with regard to these two significant assemblies is described below.

Qualex-Landmark

Qualex-Landmark Ltd.'s holdings in the 700 and 800 blocks of East 3rd Street include 14 privately owned lots which could, through a separate process to follow, be combined with a City-owned lot and right of way at the foot of Queensbury Avenue. This

reconfiguration would result in significant improvements to the entrance to Moodyville Park and north-south connections between the Spirit Trail and the future Queensbury Greenway. This proposal would also result in a new master plan for Moodyville Park, and a land exchange with the City to enhance Moodyville Park.

Zoning Amendment Bylaw No. 8472 (Attachment #7) would allow for these sites to be included in the pre-zoning. This inclusion is contingent on the registration of a “no-build covenant,” preventing any development until Council has considered Qualex’s forthcoming application.

As directed by Council, a separate OCP amendment and rezoning for these lands would be brought forward for consideration. This would involve de-designation of some lands currently designated for park, transfer of density and overall net gain of parkland and park improvements for the City. A separate Public Hearing would be held to consider the application.

Seacliff Properties

Seacliff Properties has assembled the largest number of lots in the SE Moodyville area involving over 50 residential lots. Attachment #9 describes this proposed project and includes a conceptual site plan. Zoning Amendment Bylaw No. 8473 (Attachment #8) creates a specific zone for these assembled lands based on one of the new zones (RG-4). This site-specific zone allows for development that averages 1.25 FSR across all of the parcels. The maximum amount of lot averaging is capped in the zone, so that no one parcel can exceed 1.55 FSR. Other conditions would also be attached to any density transfers, including a requirement that covenants be registered to record exchanges of density on the lands.

This ability to “lot average” is intended to facilitate a more comprehensive build-out of this area including:

- an enhanced accessible Spirit Trail connection (at no cost to the City);
- an improved road and lane configuration; and
- improved pedestrian connections.

Seacliff Properties, in its delegation to Council on January 18, 2016, and in its recent correspondence to Council (see Attachment #9) has suggested additional neighbourhood design elements including multi-use lanes (woonerfs), view corridors, and a strong sustainability strategy.

Should the proposed rezoning of the Moodyville area be supported by Council, a “no-build covenant” would be created to the satisfaction of the City and registered to title on the properties owned by Seacliff Properties, prior to adoption of Zoning Amendment Bylaw No. 8473. This covenant would require that Seacliff Properties deliver, at Seacliff’s expense, improvements to the Spirit Trail, and would require that any land transactions or rights of way required to facilitate these improvements be resolved to the City’s satisfaction before any development can proceed. A separate report regarding

these land transactions will be prepared for Council's consideration at a future meeting. This approach enables participation in the rezoning process but ensures that no development will take place until the land transactions, Spirit Trail improvements and other elements are resolved to the City's satisfaction.

Legal Agreements for Land Assemblies

Both of the assemblies described above involve specific negotiated elements and the potential inclusion of City-owned lands in the development site or for land exchange or sale. As such, they will require legal agreements ("no build covenants") to be secured prior to the conclusion of this process. While remaining part of the area-wide rezoning, the "no build covenants" to be applied to the lands will ensure that no development can be initiated until all subsequent necessary negotiations and agreements have been concluded to the City's satisfaction. To facilitate the creation and registration of these covenants, these two areas for rezoning have been provided with separate bylaws for Council's consideration. These bylaws would be able to proceed to Public Hearing at the same time as the other general Moodyville bylaws, but would not be able to proceed to final adoption until the "no build covenants" have been registered.

Housekeeping Changes

There are presently no base zones in the zoning bylaw for Townhouse uses and densities. Introducing these new base zones requires a reconfiguration of aspects of the zoning bylaw. Though this reconfiguration, clean-up and housekeeping amendments are suggested, including:

- Consolidating Gross Floor Area definitions for one- and two-unit use;
- Relocating energy standards to a single location in the bylaw to reduce redundancy and to increase ease of administering the bylaw; and
- Simplifying definitions and other changes to ensure consistency through the bylaw.

STREET DESIGN AND TRANSPORTATION:

With support from a transportation consultant, the Moodyville Area Transportation Study has been completed to identify the required improvements in the area to support the redevelopment of these lands. A technical summary of the study was presented to Council in the January 15, 2016 Information Package and made available to the public. Please see the Moodyville project webpage to view this large (68 page) document.

The study's recommendations identify the measures needed to help achieve the sustainable development objectives for the area. This includes a transportation analysis and a presentation of design options for streets in the area.

Road Network

The study reviewed the current transportation conditions and demand characteristics, the forecast for demand growth and potential mode shift, the connectivity, traffic control and parking requirements, and the proposed measures for improvement. The report

highlights the potential for a higher proportion of trips to be made by sustainable modes of transport and notes that, with identified improvements, the road network is able to accommodate the anticipated growth at full buildout of the Moodyville area.

Several concept design options for East 3rd Street that best reflect the City's goals for sustainability and accommodating future rapid transit have been developed. A North Shore transit planning study has been jointly initiated by Metro Vancouver and TransLink to identify a future east-west transit service design concept along this corridor. This process is ongoing and information will come forward to Council later this year.

Transportation study results indicate that to accommodate the anticipated future transportation needs including 'B-Line or Better' transit service on East 3rd Street, 10 to 15 foot road dedications are required from properties fronting East 3rd Street at the time of redevelopment. This will allow for a future 100-foot right of way to accommodate transit and other modes. Although East 3rd Street is not part of the Bicycle Master Plan, bike lanes could be accommodated within this 100-foot road right of way, and possible inclusion will be subject to Council approval of the Bicycle Master Plan revisions. Consideration of this plan will follow the conclusion of the DPA process.

Spirit Trail and Connectivity

Enhancing the Spirit Trail, improving the pedestrian network and constructing the Queensbury Avenue and St. David's Avenue Greenways are priorities in the Moodyville Area. The Spirit Trail improvements would include an improved (accessible grade) connecting pathway location for the Spirit Trail from the lane up to East 1st/2nd Streets through negotiation with adjacent development. Many of these improvements are anticipated to be delivered, at no cost to the City, through redevelopment. Additional improvements could be funded through the Civic Amenity Reserve Fund contributions (see Financial Implications).

The cost of completing these Greenway connections is estimated at \$1.9 million and could be funded from the Civic Amenity Reserve Fund contributions (see Financial Implications). A future process will ensure local area input into the planning and design of these future amenities.

Conceptual Street Designs

Local street cross sections have been developed. These road designs will be refined and will be constructed by individual developers over time as a requirement of the Subdivision and Development Control Bylaw. All the road concepts are intended to:

- support a safe and enjoyable walking and cycling environment;
- calm traffic on local roads by maintaining or reducing road widths, rather than relying on future traffic calming interventions; and
- contribute to a distinctive local character.

The preliminary conceptual street designs referenced here are included in the large Moodyville Area Transportation Study noted above; this document can be found in its entirety on the Moodyville project webpage. Further refinement of the street design options will include a review of laneway standards, with an intention of creating multi-purpose lanes which provide an amenity to the neighbourhood.

PARKS AND OUTDOOR SPACE:

This report focuses on the creation of new zones and development controls to guide development on private lands in the Moodyville area.

Park improvements are anticipated through land exchanges and/or density transfers, which would help expand and enhance Moodyville Park. Council recently directed staff to lead a master plan process that would establish Moodyville Park as a significant community scale park to support the growing Moodyville and Lower Lonsdale neighbourhoods. The goal will be to create an exciting and innovative plan for the expanded park, to develop key greenway connections, and to identify amenities and park infrastructure improvements that will meet the needs of the current and future residents. The Parks Master Planning process will be supported by a new Council appointed Task Force, and will include broader public input from stakeholders and the general public through a community consultation process. The Master Plan process is being funded by the developer of the 700- and 800-blocks of East 3rd Street (Qualex-Landmark). Potential park improvement costs are estimated at between \$2 to \$2.5 million and could be funded from anticipated Civic Amenity Reserve Fund contributions from the Qualex-Landmark development.

The Seacliff Properties project (southeast Moodyville) also presents opportunities to expand park space, resulting in several small public view-point parks which are anticipated at no cost to the City.

FINANCIAL IMPLICATIONS:

Staff are confident that revenues from development of the Moodyville area will exceed related expenditures. Staff anticipate a net gain in revenues for the City, which may at Council's direction be applied to amenities outside of the Moodyville neighbourhood (e.g., Harry Jerome Recreation Centre renewal). Total cash contributions are estimated at about \$30.8 million, and total estimated cash expenditures in the neighbourhood (subject to Council direction and the Financial Plan review process) are approximately \$10 million. In-kind investments in the neighbourhood are estimated at \$11.6 million and are in addition to the cash contributions.

Anticipated Revenues from Development

The redevelopment of the Moodyville area generates new cash revenue and neighbourhood improvements for the City through three main sources:

1. Amenity Contributions – estimated at \$25 million.

With the population in Moodyville expected to increase from just over 1,000 residents to a build-out population of 4,000 residents, improving both neighbourhood and City-wide amenities will help ensure ongoing liveability.

Amenity Fund contributions received through density bonusing in Moodyville are estimated at \$25 million. While current approved City policy would provide for \$5 million of the funds collected over time to be placed in the Affordable Housing Reserve Fund, with the remaining \$20 million placed in the Civic Amenity Reserve Fund, a review of the Density Bonus and Community Amenity Policy is anticipated in fall 2016, as directed by Council. The allocation of the amenity funds has not been determined in the Moodyville Zoning Bylaws before Council, as these bylaws direct contributions to the City's General Reserve Fund.

2. Development Cost Charges – estimated at \$5.8 million.

Development Cost Charges will be collected toward future parks, roads and utilities associated with anticipated growth in the area. The Development Cost Charges (DCC) Bylaw and its associated rates are currently under review. It is expected that this review will result in a revised DCC program under which the City will begin collecting funds for transportation, parks, water, drainage and sewer infrastructure required to service anticipated growth.

3. Bylaw required infrastructure – in-kind investments in the neighbourhood estimated at \$11.6 million.

The majority of anticipated infrastructure improvements in the neighbourhood can be delivered through requirements of the Subdivision and Development Control Bylaw, in conjunction with adjacent developments, at no cost to the City. These improvements include utility servicing, lighting, trees, bicycle facilities, sidewalk improvements and some transportation improvements.

Potential Expenditures for Council's Future Consideration

While many of the anticipated improvements in the neighbourhood can be delivered through requirements of the Subdivision and Development Control Bylaw, the following two areas of costs are in addition to in-kind investments and may be considered in future Council review processes:

**1. Utility upgrades, including water, sanitary, storm upgrades (Attachment #4)
– estimated at \$4.8 million;**

These are capacity related upgrades needed for the underground systems. Preliminary estimates are based on a scenario that would be reviewed in conjunction with the 2017-2026 Financial Plan process. If significant development activity takes place in the short term, the funding approach might require consideration of borrowing against existing reserves to facilitate the construction of certain utilities. These funds would then be replenished through DCCs which would be collected over time.

2. Moodyville Neighbourhood Amenities – estimated at \$5 million.

Potential neighbourhood amenities, for future consideration, include greenways, Moodyville Park improvements, heritage preservation opportunities, and transportation improvements. The majority of these amenities would be reviewed in conjunction with the 2017-2026 Financial Plan process, while heritage preservation opportunities would be considered on a case by case basis by Council as opportunities may arise.

Summary

Council's full review of anticipated expenditures and potential funding sources will occur as part of future Financial Plan review processes.

INTER-DEPARTMENTAL IMPLICATIONS:

This report has been prepared in conjunction with a staff Working Group - which includes representatives from Development Servicing, Parks, Transportation, and Real Estate and input from the Civic Projects Team and Directors Team on February 16, 2016 and March 29, 2016. The implementation of the proposed development controls will rely on continued coordination of staff in various divisions across Community Development and Engineering Departments.

SUSTAINABILITY:

By providing a variety of housing forms and designing them to support a variety of family sizes and ages, the community can support families, individuals and seniors. The proposed development controls for Moodyville create the framework for improved circulation, opportunities for physical activity and community gathering in the local neighbourhood and neighbourhoods beyond. This in turn provides opportunities for improved health and social interaction. The design guidelines also take a leadership approach on energy efficiency, storm water management, landscaping and other sustainable community elements.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

The City's Official Community Plan is centred on a set of guiding principles and a sustainable city framework. Proceeding with the proposed rezoning and redevelopment of Moodyville will advance many of these goals and objectives including those related to becoming more:

- **Complete and Compact** – Accommodate planned growth (Land Use Goal 1.1; Objectives 1.2.1);
- **Accessible and Active** - Sustainable Transportation (Transportation Goal 2.1; Objectives 2.1.1, 2.1.5, 2.2.4);
- **Resilient and Adaptable** - Greenhouse Gas Reduction, Parks and Open Space (Land Use Goal 1.2; Objectives 1.2.1, 1.2.2; Transportation Goal 2.2; Objectives 2.2.1-7; Parks and Open Space Goal 5.1, 5.3; Objectives 5.1.8, 5.3.5);
- **Healthy and Inclusive** - Active Design for Health and Social Inclusion (Community Well-Being Goal 5.3; Land Use Objective 1.3.10);
- **Diverse and Affordable** – Housing Diversity (Land Use Goal 1.3; Objectives 1.3.4/6/10)
- **Age-Friendly** - Family-and Age Friendliness (Land Use Objectives 1.4.1, 1.4.2);

RESPECTFULLY SUBMITTED:



C. Miller,
Planner 1



S.A. Smith,
Planner 2

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