



AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, MARCH 7, 2022 AT 6:00 PM

“Live” Broadcast via City Website www.cnv.org/LiveStreaming
Complete Agenda Package available at www.cnv.org/CouncilMeetings

The City of North Vancouver acknowledges that this Council meeting is held on the traditional territories of the Squamish and Tsleil-Waututh Nations.

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, March 7, 2022

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, February 28, 2022

PROCLAMATIONS

World Down Syndrome Day – March 21, 2022

Stop the Sexual Exploitation of Children and Youth Awareness Week
– March 7 to 13, 2022

International Women’s Day – March 8, 2022

Social Work Week – March 13 to 19, 2022

PUBLIC INPUT PERIOD

CONSENT AGENDA

Items *3, *4, *5, *6, *7, *8 and *9 are listed in the Consent Agenda and may be considered separately or in one motion.

BYLAWS – ADOPTION

- *3. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846”
(Electric Kick Scooter Pilot)
- *4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8883”
(Additional Coach House Requirements)
- *5. “Tree Bylaw, 2022, No. 8888”
- *6. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2022, No. 8895” (Tree Bylaw)
- *7. “Fees and Charges Bylaw, 1993, No. 6383, Amendment Bylaw, 2022, No. 8897”
(Tree Bylaw)

CONSENT AGENDA – Continued

CORRESPONDENCE

- *8. Board in Brief, Metro Vancouver Regional District, February 25, 2022

REPORT

- *9. 402-438 East 3rd Street and 341-343 St. Davids Avenue – City Contribution to BC Housing's Affordable Home Ownership Program (AHOP)

PRESENTATION

Climate and Environment Strategy – Phase I Engagement Outcomes – Deputy Director, Planning and Development

Information Report, February 23, 2022 – “Climate and Environment Strategy – Phase I Engagement Outcomes”

PRESENTATION

Council's Strategic Plan Progress Report – Research and Communications Specialist

REPORTS

- 10. Strategic Plan Progress Update to End of 2021

- 11. 2022 Early Appropriations

Information Report, February 23, 2022 – “2022-2031 Project Plan – Projects Over \$500,000: Harry Jerome Community Recreation Centre – Project 2-18 and Silver Harbour Seniors' Activity Centre – Project 2-21”

Information Report, February 23, 2022 – “2022-2031 Capital Plan – Project Over \$500,000: North Shore Neighbourhood House Site Development Preparation – Project 2-32”

- 12. Harry Jerome Community Recreation Centre and Silver Harbour Seniors' Centre Authority to Award Foundation Works

- 13. Kings Mill Walk Park Master Plan

- 14. Rezoning and Development Variance Permit Application: 502 East 5th Street (Mehrddad Rahbar / Vernacular Development Corp.)

- 15. Rezoning Application: 341 West 24th Street (Bill Curtis / Bill Curtis & Associates Design)

- 16. Preliminary Report – OCP Amendment Application at 1225 East Keith Road (Darwin Properties)

NOTICE OF MOTION

17. Fen Burdett Field Change Rooms – Mayor Buchanan

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, March 7, 2022

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, February 28, 2022

PROCLAMATIONS

World Down Syndrome Day – March 21, 2022

Stop the Sexual Exploitation of Children and Youth Awareness Week
– March 7 to 13, 2022

International Women's Day – March 8, 2022

Social Work Week – March 13 to 19, 2022

PUBLIC INPUT PERIOD

The Public Input Period is addressed in sections 12.20 to 12.28 of "Council Procedure Bylaw, 2015, No. 8500." The time allotted for each speaker addressing Council during the Public Input Period is 2 minutes, with the number of speakers set at 5 persons. Speakers' comments will be audio recorded, as well as live-streamed on the City's website, and will form part of the public record.

Speakers during the Public Input Period are permitted to join the meeting electronically via Webex or in person in the Council Chamber. Due to continuing changes with health restrictions, all in-person speakers will be required to wear a mask at all times within City Hall, except when speaking during the Public Input Period. Reduced room capacity will be implemented. Proof of vaccination is not required.

There are 2 ways to sign up to speak during the Public Input Period.

- 1) Speakers who choose to participate electronically must pre-register by 12:00 noon on the day of the Council meeting by completing the online form at cnv.org/PublicInputPeriod, or by phoning 604-990-4230. These pre-registrants will receive instructions via email or phone on the afternoon before the Council meeting, including a request to connect to the meeting 15-30 minutes before the meeting start time.
- 2) Speakers who choose to participate in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:55 pm on the day of the Council meeting.

If a speaker has written material to accompany their comments, the material must be sent to the Corporate Officer at clerks@cnv.org no later than 12:00 noon on the day of the Council Meeting.

The Public Input Period provides an opportunity for comment only and places the speaker's concern on record, without the expectation of a response from Council. Speakers must comply with the General Rules of Conduct set out in section 5.1 of "Council Procedure Bylaw, 2015, No. 8500" and may not speak with respect to items as listed in section 12.25(2).

Speakers are requested not to address matters that refer to items from a concluded Public Hearing/Public Meeting or to Public Hearings, Public Meetings and Committee meetings when those matters are scheduled on the same evening's agenda, as an opportunity for public input is provided when the particular item comes forward for discussion.

Please address the Mayor as "Your Worship" or "Mayor, followed by his/her surname". Councillors should be addressed as "Councillor, followed by their surname".

CONSENT AGENDA

Items *3, *4, *5, *6, *7, *8 and *9 are listed in the Consent Agenda and may be considered separately or in one motion.

RECOMMENDATION:

THAT the recommendations listed within the “Consent Agenda” be approved.

START OF CONSENT AGENDA

BYLAWS – ADOPTION

- *3. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846”
(Electric Kick Scooter Pilot)

RECOMMENDATION:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846” (Electric Kick Scooter Pilot) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- *4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8883”
(Additional Coach House Requirements)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8883” (Additional Coach House Requirements) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- *5. “Tree Bylaw, 2022, No. 8888”

RECOMMENDATION:

THAT “Tree Bylaw, 2022, No. 8888” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- *6. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2022, No. 8895” (Tree Bylaw)

RECOMMENDATION:

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2022, No. 8895” (Tree Bylaw) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

CONSENT AGENDA – Continued

BYLAWS – ADOPTION – Continued

- *7. “Fees and Charges Bylaw, 1993, No. 6383, Amendment Bylaw, 2022, No. 8897”
(Tree Bylaw)

RECOMMENDATION:

THAT “Fees and Charges Bylaw, 1993, No. 6383, Amendment Bylaw, 2022, No. 8897” (Tree Bylaw) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

CORRESPONDENCE

- *8. Board in Brief, Metro Vancouver Regional District, February 25, 2022
– File: 01-0400-60-0006/2022

Re: Metro Vancouver – Board in Brief

RECOMMENDATION:

THAT the correspondence from Metro Vancouver, dated February 25, 2022, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

REPORT

- *9. 402-438 East 3rd Street and 341-343 St. Davids Avenue – City Contribution to BC Housing’s Affordable Home Ownership Program (AHOP) – File: 08-3400-20-0005/1

Report: Manager, Development Planning, February 24, 2022

RECOMMENDATION:

PURSUANT to the report of the Manager, Development Planning, dated February 24, 2022, entitled “402-438 East 3rd Street and 341-343 St. Davids Avenue – City Contribution to BC Housing’s Affordable Home Ownership Program (AHOP)”:

THAT the report be received for information.

END OF CONSENT AGENDA

PRESENTATION

Climate and Environment Strategy – Phase I Engagement Outcomes – Deputy Director, Planning and Development

Information Report, February 23, 2022 – “Climate and Environment Strategy – Phase I Engagement Outcomes”

PRESENTATION

Council’s Strategic Plan Progress Report – Research and Communications Specialist

Item 10 refers.

REPORTS

10. Strategic Plan Progress Update to End of 2021 – File: 13-6430-01-0001/2021

Report: Research and Communications Specialist, February 2, 2022

RECOMMENDATION:

PURSUANT to the report of the Research and Communications Specialist, dated February 2, 2022, entitled “Strategic Plan Progress Update to End of 2021”:

THAT the report be received for information.

11. 2022 Early Appropriations – File: 05-1705-30-0019/2022

Report: Chief Financial Officer, February 23, 2022

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated February 23, 2022, entitled “2022 Early Appropriations”:

THAT (Funding Appropriation #2201) an amount of \$559,613 be appropriated from the General Capital Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2202) an amount of \$235,000 be appropriated from the Fire Equipment Reserve for the purpose of funding the 2022 Capital Plan;

Continued...

REPORTS – Continued

11. 2022 Early Appropriations – File: 05-1705-30-0019/2022 – Continued

THAT (Funding Appropriation #2203) an amount of \$845,000 be appropriated from the Engineering Equipment Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2204) an amount of \$100,000 be appropriated from the Computer Equipment Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2205) an amount of \$700,000 be appropriated from the Affordable Housing Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2206) an amount of \$17,000,000 be appropriated from the Civic Amenity – HJ Reserve for the purpose of proceeding with tender and award of contracts for Foundation Works for the Harry Jerome Community Recreation Centre and Silver Harbour projects;

AND THAT should any of the amounts remain unexpended as at December 31, 2025, the unexpended balances shall be returned to the credit of the respective fund.

Information Report, February 23, 2022 – “2022-2031 Project Plan – Projects Over \$500,000: Harry Jerome Community Recreation Centre – Project 2-18 and Silver Harbour Seniors’ Activity Centre – Project 2-21”

Information Report, February 23, 2022 – “2022-2031 Capital Plan – Project Over \$500,000: North Shore Neighbourhood House Site Development Preparation – Project 2-32”

REPORTS – Continued

12. Harry Jerome Community Recreation Centre and Silver Harbour Seniors' Centre Authority to Award Foundation Works – File: 02-0800-30-0028/1

Report: Senior Project Manager, Strategic Initiatives, February 23, 2022

RECOMMENDATION:

PURSUANT to the report of the Senior Project Manager, Strategic Initiatives, dated February 23, 2022, entitled "Harry Jerome Community Recreation Centre and Silver Harbour Seniors' Centre Authority to Award Foundation Works":

THAT staff be authorized to award construction and associated contracts related to Foundation Works for the Harry Jerome Community Recreation Centre and Silver Harbour Seniors' Centre projects, pursuant to Council approval of \$17,000,000 early appropriation from the Civic Amenity Reserve Fund;

AND THAT should any of the amount remain unexpended as at December 31, 2025, the unexpended balance shall be returned to the credit of the Civic Amenity Reserve Fund.

13. Kings Mill Walk Park Master Plan – File: 12-6240-20-0045/1

Report: Park Planner, February 23, 2022

RECOMMENDATION:

PURSUANT to the report of the Park Planner, dated February 23, 2022, entitled "Kings Mill Walk Park Master Plan":

THAT the Kings Mill Walk Park Master Plan be endorsed;

THAT staff be directed to invite the Squamish Nation to work with the City, in recognition of the park location next to Eslhá7an;

THAT staff be directed to bring forward names for Council's consideration regarding Kings Mill Walk Park to better reflect the area;

AND THAT the members of the Kings Mill Walk Park Master Plan Task Force be thanked for their significant contribution to the new Park Plan.

REPORTS – Continued

14. Rezoning and Development Variance Permit Application: 502 East 5th Street (Mehrdad Rahbar / Vernacular Development Corp.) – File: 08-3400-20-0050/1

Report: Planner 1, February 23, 2022

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated February 23, 2022, entitled “Rezoning and Development Variance Permit Application: 502 East 5th Street (Mehrdad Rahbar / Vernacular Development Corp.)”:

THAT the application submitted by Mehrdad Rahbar / Vernacular Development Corp. to rezone the property located at 502 East 5th Street from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

THAT Development Variance Permit No. PLN2021-00006 (Mehrdad Rahbar / Vernacular Development Corp., 502 East 5th Street) be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be waived;

THAT notification be circulated in accordance with the *Local Government Act*;

THAT the community benefits outlined in the report be secured at the applicant’s expense;

AND THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

15. Rezoning Application: 341 West 24th Street (Bill Curtis / Bill Curtis & Associates Design) – File: 08-3400-20-0056/1

Report: Planner 1, February 23, 2022

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated February 23, 2022, entitled “Rezoning Application: 341 West 24th Street (Bill Curtis / Bill Curtis & Associates Design)”:

THAT the application submitted by Bill Curtis / Bill Curtis & Associates Design to rezone the property located at 341 West 24th Street from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

Continued...

REPORTS – Continued

15. Rezoning Application: 341 West 24th Street (Bill Curtis / Bill Curtis & Associates Design) – File: 08-3400-20-0056/1 – Continued

THAT notification be circulated in accordance with the *Local Government Act*;

AND THAT the community benefits outlined in the report be secured at the applicant's expense.

16. Preliminary Report – OCP Amendment Application at 1225 East Keith Road (Darwin Properties) – File: 08-3400-20-0072/1

Report: Planner 2, February 16, 2022

RECOMMENDATION:

PURSUANT to the report of the Planner 2, dated February 16, 2022, entitled "Preliminary Report – OCP Amendment Application at 1225 East Keith Road (Darwin Properties)":

THAT the application for Official Community Plan amendment (PLN2021-00027) to allow residential use as part of a proposed redevelopment of a Mixed-Employment designated site at 1225 East Keith Road be rejected;

AND THAT staff be directed to work with the proponent to establish a supportable redevelopment proposal for the site that enhances employment generating uses while achieving needed community benefits.

NOTICE OF MOTION

17. Fen Burdett Field Change Rooms – File: 12-5920-01-0001/2022

Submitted by Mayor Buchanan

RECOMMENDATION:

WHEREAS Council received an Information Report dated February 10, 2022, entitled "Fen Burdett Field Change Rooms";

AND WHEREAS Council was advised that team change rooms and showers would be removed from the new childcare and washroom facility;

THEREFORE BE IT RESOLVED THAT staff be directed to report back to Council with options to include team change rooms and showers within the new facility.

PUBLIC CLARIFICATION PERIOD

The Public Clarification Period is limited to 10 minutes in total and is an opportunity for the public to ask a question regarding process or clarification on an item on the Regular Council Agenda. The Public Clarification Period concludes after 10 minutes and the Regular Council Meeting reconvenes.

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(a) [personal information], 90(1)(e) [land matter] and 90(1)(j) [information privacy].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, FEBRUARY 28, 2022**

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back
Councillor D. Bell
Councillor A. Girard*
Councillor T. Hu*
(joined at 6:09 pm)
Councillor J. McIlroy
Councillor T. Valente

**participated electronically*

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, Corporate Officer
C. Baird, Deputy Corporate Officer
J. Peters, Assistant City Clerk
H. Granger, City Solicitor
L. Sawrenko, Director, Finance
L. Garber, Deputy Director, Finance
D. Van Heerden, Manager, Financial Planning
D. Cameron, Budget Analyst
J. Svancara, Budget Analyst
B. Pearce, Deputy CAO / Director, Strategic and Corporate Services
C. Nichols, Manager, Human Resources
J. Roy, Manager, Civic Facilities
D. Foldi, Senior Project Manager
M. Friesen, Manager, Strategic Initiatives
M. Epp, Director, Planning and Development
J. Draper, Deputy Director, Planning and Development
Y. Zeng, Manager, Development Planning
E. Chow, Planner
B. van der Heijden, Planner
K. Taylor, Planner
D. Pope, Director, Engineering, Parks and Environment
K. Magnusson, Deputy Director, Engineering, Parks and Environment
M. Hunter, Deputy Director, Engineering, Parks and Environment
R. Skene, Director, Community and Partner Engagement
L. Orr, Deputy Director, Community and Partner Engagement
G. Schalk, Public Safety Director and Fire Chief
E. Dicken, Director, North Shore Emergency Management
D. Hutchison Koep, Chief Librarian
H. Turner, Director, North Vancouver Recreation and Culture
K. Bickford, Section Manager, Finance, North Vancouver Recreation and Culture
W. Wenhardt, Director, North Vancouver Museum and Archives
L. Lawry, Manager, Business Operations, North Vancouver Museum and Archives

The meeting was called to order at 6:00 pm.

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor Girard

1. THAT the Regular Agenda of February 28, 2022 be amended by adding the following items:
 - Item #18 – “Amendment to Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909”;
 - Item #19 – “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022 No. 8909” – Rescind Third Reading; and
 - Item #20 – “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022 No. 8909” – Amend Third Reading and Third Reading, as Amended.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor McIlroy, seconded by Councillor Back

2. Regular Council Meeting Minutes, February 14, 2022

CARRIED UNANIMOUSLY

Moved by Councillor McIlroy, seconded by Councillor Back

3. Special Regular Council Meeting Minutes, February 23, 2022

CARRIED UNANIMOUSLY

PROCLAMATIONS

Mayor Buchanan declared the following proclamations:

Rare Disease Day – February 28, 2022 – read by Councillor Bell

World Lymphedema Day – March 6, 2022

PUBLIC INPUT PERIOD

- Barbara Brown, 407-131 West 3rd Street, North Vancouver, spoke regarding Item 14 - Zoning Bylaw Amendment for 149 West 3rd Street.
- Alex Jamieson, 419 East 11th Street, North Vancouver, spoke regarding Item 9 – “Tree Bylaw, 2022, No. 8888”.
- Laurie Parkinson, 634 East 4th Street, North Vancouver, spoke regarding Item 9 – “Tree Bylaw, 2022, No. 8888”.
- Julia Wagner, 419 East 11th Street, North Vancouver, spoke regarding Item 9 – “Tree Bylaw, 2022, No. 8888”.

PUBLIC HEARING – Additional Coach House Requirements

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8883” (Additional Coach House Requirements).

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 6:18 pm and reconvened at 7:08 pm.

BYLAW – THIRD READING

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8883” (Additional Coach House Requirements)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8883” (Additional Coach House Requirements) be given third reading.

CARRIED UNANIMOUSLY

PUBLIC MEETING – 502 East 3rd Street

Moved by Councillor Back, seconded by Councillor Valente

THAT the meeting recess to the Public Meeting regarding “502 East 3rd Street”.

CARRIED UNANIMOUSLY

The meeting recessed to the Public Meeting at 7:15 pm and reconvened at 8:11 pm.

MOTION

5. Temporary Use Permit No. PLN2021-00025 (502 East 3rd Street)
– File: 08-3400-20-0070/1

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT Temporary Use Permit No. PLN2021-00025 (502 East 3rd Street) be issued to the Greater Vancouver Transportation Authority (Urban Roots Garden Market), in accordance with Section 493 of the *Local Government Act*,

AND THAT the Mayor and Corporate Officer be authorized to sign Temporary Use Permit No. PLN2021-00025.

CARRIED

Councillor Back and Councillor Bell are recorded as voting contrary to the motion.

FINANCE COMMITTEE MEETING

Moved by Councillor Back, seconded by Councillor McIlroy

THAT the meeting recess to the Finance Committee Meeting regarding “Draft 2022 Operating Budget and Proposed New Items”.

CARRIED UNANIMOUSLY

The meeting recessed to the Finance Committee Meeting at 8:24 pm and reconvened at 9:09 pm.

RECOMMENDATION OF THE FINANCE COMMITTEE

Councillor Valente recused himself at 9:10 pm, declaring a potential conflict of interest with respect to the recommendation in relation to core funded agencies.

6. Draft 2022 Operating Budget and Proposed New Items – File: 05-1715-20-0001/2022

Report: Chief Financial Officer, February 16, 2022

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Chief Financial Officer, dated February 16, 2022, entitled “Draft 2022 Operating Budget and Proposed New Items”:

THAT Council provide input on the Core Funded Agencies included in the Draft 2022 Operating Budget and Proposed New Items that reflects a tax rate increase of 0.04%;

AND THAT the Draft 2022 Operating Plan be adjusted on the basis of the feedback received and submitted to Council for consideration.

CARRIED UNANIMOUSLY
(by members remaining)

Councillor Valente returned to the meeting at 9:11 pm.

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Chief Financial Officer, dated February 16, 2022, entitled “Draft 2022 Operating Budget and Proposed New Items”:

THAT Council provide input on the Draft 2022 Operating Budget and Proposed New Items that reflects a baseline tax rate increase of 3.75%, which includes 1.20% for Operating expenses, 2.00% for the Capital Plan, and 0.51% for requested new items;

AND THAT the Draft 2022 Operating Plan be adjusted on the basis of the feedback received and submitted to Council for consideration.

CARRIED UNANIMOUSLY

REPORTS

7. 2022-2031 Preliminary Capital Plan – File: 05-1705-30-0001/2022

Report: Chief Financial Officer, February 16, 2022

Moved by Councillor Valente, seconded by Councillor Bell

PURSUANT to the report of the Chief Financial Officer, dated February 16, 2022, entitled “2022-2031 Preliminary Capital Plan”:

THAT the 2022-2031 Preliminary Capital Plan for the City of North Vancouver be endorsed.

CARRIED UNANIMOUSLY

8. New Measures for Expanding and Protecting the Urban Tree Canopy
– File: 13-6410-01-0001/2021

Report: Deputy Director, Planning and Development, February 16, 2022

Moved by Councillor Bell, seconded by Councillor Back

PURSUANT to the report of the Deputy Director, Planning and Development, dated February 16, 2022, entitled “New Measures for Expanding and Protecting the Urban Tree Canopy”:

THAT the following bylaws be considered:

- “Tree Bylaw, 2022, No. 8888”;
- “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2022, No. 8895” (Tree Bylaw); and
- “Fees and Charges Bylaw, 1993, No. 6383, Amendment Bylaw, 2022, No. 8897” (Tree Bylaw);

THAT staff be directed to report to Council on the project impacts with details on program costs, annual predictions and outcomes in 2023;

AND THAT staff be further directed to report back with revised Sustainable Development Guidelines and Development Permit Guidelines, to ensure a harmonized City-wide approach toward tree regulation, tree replacement and environmental enhancement through replacement of ecological services.

CARRIED UNANIMOUSLY

BYLAWS – FIRST, SECOND AND THIRD READINGS

9. “Tree Bylaw, 2022, No. 8888”

Moved by Councillor Bell, seconded by Councillor Back

THAT “Tree Bylaw, 2022, No. 8888” be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Councillor Back

THAT “Tree Bylaw, 2022, No. 8888” be given third reading.

CARRIED UNANIMOUSLY

10. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2022, No. 8895” (Tree Bylaw)

Moved by Councillor Bell, seconded by Councillor Back

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2022, No. 8895” (Tree Bylaw) be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Councillor Back

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2022, No. 8895” (Tree Bylaw) be given third reading.

CARRIED UNANIMOUSLY

11. “Fees and Charges Bylaw, 1993, No. 6383, Amendment Bylaw, 2022, No. 8897” (Tree Bylaw)

Moved by Councillor Bell, seconded by Councillor Back

THAT “Fees and Charges Bylaw, 1993, No. 6383, Amendment Bylaw, 2022, No. 8897” (Tree Bylaw) be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Councillor Back

THAT “Fees and Charges Bylaw, 1993, No. 6383, Amendment Bylaw, 2022, No. 8897” (Tree Bylaw) be given third reading.

CARRIED UNANIMOUSLY

PRESENTATION

Harry Jerome Community Recreation Centre and Silver Harbour Update
– Deputy Chief Administrative Officer

The Deputy Chief Administrative Officer provided a PowerPoint presentation regarding the “Harry Jerome Community Recreation Centre and Silver Harbour Update” and she, Alan Nicholson, MAKE Projects Ltd., and Paul Fast, HCMA Architecture, responded to questions of Council.

REPORTS

12. Harry Jerome Community Recreation Centre and Silver Harbour Projects
– Commencement of On-Site Works – File: 02-0800-30-0028/1

Report: Manager, Strategic Initiatives, February 18, 2022

Moved by Councillor Girard, seconded by Councillor Hu

PURSUANT to the report of the Manager, Strategic Initiatives, dated February 18, 2022, entitled “Harry Jerome Community Recreation Centre and Silver Harbour Projects – Commencement of On-Site Works”:

THAT staff be directed to initiate construction of the Harry Jerome Community Recreation Centre and Silver Harbour projects;

THAT staff be directed to award necessary contracts to undertake Site Preparation and Excavation;

THAT staff be directed to proceed with the tender for Foundation Works and return to Council for appropriation and authority to award necessary contracts to undertake Foundation Works;

THAT staff be directed to tender the remaining scope of works to prequalified trades;

AND THAT staff report back with recommendations for appropriation and awarding of tender contracts.

CARRIED UNANIMOUSLY

Moved by Councillor McIlroy, seconded by Councillor Back

THAT the meeting continue past 10:30 pm.

CARRIED UNANIMOUSLY

REPORTS – Continued

13. UBCM Community Emergency Preparedness Fund Grant Application
– Emergency Support Services – File: 01-0360-20-0057/2022

Report: Director, North Shore Emergency Management, February 16, 2022

Moved by Councillor Valente, seconded by Councillor Back

PURSUANT to the report of the Director, North Shore Emergency Management, dated February 16, 2022, entitled “UBCM Community Emergency Preparedness Fund Grant Application – Emergency Support Services”:

THAT the application submitted to the UBCM Community Emergency Preparedness Fund for ‘Response Support Technical Integration’ in the amount of \$69,542.65 be endorsed;

AND THAT the District of North Vancouver, in partnership with North Shore Emergency Management, be authorized to manage the project and funds.

CARRIED UNANIMOUSLY

14. Zoning Bylaw Amendment for 149 West 3rd Street (Anthem Sunshine Developments)
– File: 08-3400-20-0022/1

Report: Planner 2, February 16, 2022

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Planner 2, dated February 16, 2022, entitled “Zoning Bylaw Amendment for 149 West 3rd Street (Anthem Sunshine Developments)”:

THAT the application submitted by Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, to rezone the property located at 149 West 3rd Street from Special Commercial (CS-3) Zone to Comprehensive Development (CD-744) Zone, be considered and referred to a Public Hearing;

THAT notification be circulated in accordance with the *Local Government Act*;

AND THAT the community benefits listed in the report section “Density Bonus and Community Benefits” be secured, through agreements at the applicant’s expense and to the satisfaction of staff.

DEFEATED

Mayor Buchanan, Councillor Back, Councillor Girard, Councillor Hu and Councillor McIlroy are recorded as voting contrary to the motion.

REPORTS – Continued

14. Zoning Bylaw Amendment for 149 West 3rd Street (Anthem Sunshine Developments)
– File: 08-3400-20-0022/1 – Continued

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Planner 2, dated February 16, 2022, entitled “Zoning Bylaw Amendment for 149 West 3rd Street (Anthem Sunshine Developments)”:

THAT the application submitted by Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, to rezone the property located at 149 West 3rd Street from Special Commercial (CS-3) Zone to Comprehensive Development (CD-744) Zone, be considered and no Public Hearing be held, in accordance with the *Local Government Act*,

THAT notification be circulated in accordance with the *Local Government Act*;

AND THAT the community benefits listed in the report section “Density Bonus and Community Benefits” be secured, through agreements at the applicant’s expense and to the satisfaction of staff.

CARRIED

Councillor Bell is recorded as voting contrary to the motion.

15. Update on RS-2 (Small Lot) Rezoning Applications – File: 13-6520-20-0064/1

Report: Planner 1, February 16, 2022

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Planner 1, dated February 16, 2022, entitled “Update on RS-2 (Small Lot) Rezoning Applications”:

THAT staff continue to process RS-1 to RS-2 rezoning applications and bring the individual applications forward for Council consideration.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Councillor Valente

THAT the meeting continue past 11:00 pm.

CARRIED UNANIMOUSLY

REPORTS – Continued

16. Connect and Prepare Program Opportunity for Vulnerable Seniors
– File: 10-5080-20-0004/1

Report: Planner 1, February 16, 2022

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Planner 1, dated February 16, 2022, entitled “Connect and Prepare Program Opportunity for Vulnerable Seniors”:

THAT the proposal for the City to work with the Hey Neighbour Collective / Building Resilient Neighbourhoods and North Shore Emergency Management to develop and implement a Connect and Prepare Program to support seniors in the City be endorsed;

THAT a joint grant application with North Shore Emergency Management, to the Community Housing Transformation Fund, requesting project funding to support the Connect and Prepare Program, be endorsed;

AND THAT, subject to confirmation that full funding is available, the project be authorized to proceed.

CARRIED UNANIMOUSLY

17. Development Variance Permit Application – 324 Ridgeway Avenue (Cornerstone Architecture) – File: 08-3400-20-0074/1

Report: Manager, Development Planning, February 23, 2022

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the Manager, Development Planning, dated February 23, 2022, entitled “Development Variance Permit Application – 324 Ridgeway Avenue (Cornerstone Architecture)”:

THAT Development Variance Permit No. PLN2022-00002 be considered for issuance under Section 498 of the *Local Government Act* and a Public Meeting be held;

THAT notification be circulated in accordance with Section 499 of the *Local Government Act*;

AND THAT staff report back on a bylaw review to examine pathways to meet the City’s district energy, as well as high performance building design requirements.

CARRIED UNANIMOUSLY

REPORTS – Continued

18. Amendment to Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909 – File: 05-1705-01-0001/2022

Report: Chief Financial Officer, February 25, 2022

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Chief Financial Officer, dated February 25, 2022, entitled “Amendment to Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909”:

THAT third reading of “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909” be rescinded;

THAT the bylaw be amended throughout by deleting the amount of “\$117,000,000” and replacing it with the amount of “\$109,000,000”;

AND THAT “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909” be given third reading, as amended.

CARRIED UNANIMOUSLY

BYLAW – RESCIND THIRD READING

19. “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909”

Moved by Councillor Girard, seconded by Councillor Bell

THAT third reading of “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909” be rescinded.

CARRIED UNANIMOUSLY

BYLAW – AMEND THIRD READING AND THIRD READING, AS AMENDED

20. “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909”

Moved by Councillor Girard, seconded by Councillor Bell

THAT third reading of “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909” be amended by deleting the amount of “\$117,000,000” throughout and replacing it with the amount of “\$109,000,000”;

AND THAT “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909” be given third reading, as amended.

CARRIED UNANIMOUSLY

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES / REPORTS

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Mayor Buchanan commented that she intends to bring forward a Notice of Motion on Mahon Park shower and change room facilities at a future Council meeting.

ADJOURN

Moved by Councillor Back, seconded by Councillor Bell

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 11:15 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

WORLD DOWN SYNDROME DAY

Whereas

an estimated 45,000 Canadian citizens and approximately 1 in every 781 babies born in Canada today have Down syndrome;

Whereas

United Nations World Down Syndrome Day is a global awareness initiative that recognizes the meaningful contributions of individuals with Down syndrome, who are deserving of equal rights and opportunities to participate in society; and

Whereas

the City of North Vancouver supports inclusive environments which enhance the well-being of all individuals with Down syndrome and their ability to live, work and participate as fully included members of society alongside their friends, families and peers;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **March 21, 2022** as **World Down Syndrome Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 7, 2022

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

STOP THE SEXUAL EXPLOITATION OF CHILDREN AND YOUTH AWARENESS WEEK

Whereas

sexual exploitation of children and youth is criminal abuse and has lasting impacts on the victims, their families and our community;

Whereas

the 24th annual Stop the Sexual Exploitation of Children and Youth Awareness Week in BC recognizes the importance of developing prevention, education, enforcement and intervention strategies to address the sexual exploitation of children and youth; and

Whereas

the City of North Vancouver supports the awareness week led by the Ministry of Public Safety and Solicitor General and will light up City Hall in fuchsia as a show of support;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **March 7 to 13, 2022** as **Stop the Sexual Exploitation of Children and Youth Awareness Week** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 7, 2022

Linda C. Buchanan

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

INTERNATIONAL WOMEN'S DAY

Whereas

International Women's Day is celebrated globally on March 8 by those who believe in gender equality and who seek to improve the lives of all women and girls through cultural, legal, economic, and social change;

Whereas

International Women's Day is a time to work toward a world where each woman and girl can exercise her choice, such as participating in politics, getting an education, having an income, and living in societies free from violence and discrimination; and

Whereas

on the 111th International Women's Day, we celebrate and encourage everyone to take actions against gender bias and inequity in support of the 2022 theme of "Break the Bias";

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **March 8, 2022** as **International Women's Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 7, 2022

Linda C. Buchanan

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

SOCIAL WORK WEEK

Whereas

the primary mission of the social work profession is to enhance well-being and help meet the basic needs of all people, especially the most vulnerable in society;

Whereas

social workers know from experience that poverty and trauma can create lifelong social and economic disadvantages;

Whereas

social workers are change agents who put the ideals of citizenship into action every day through major legislative, regulatory and social policy victories;

Whereas

social workers support diverse families in every community, understanding that individuals and communities together can bring about group change;

Whereas

social workers help people in every stage of life to function better in their environments, improve their relationships with others and solve personal and family problems; and

Whereas

the theme for 2022 is In Critical Demand – Social Work is Essential and research shows that all people, no matter their circumstance, at some time in their lives, may need the expertise of a skilled social worker;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **March 13 to 19, 2022** as **Social Work Week** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 7, 2022

Linda C. Buchanan

Mayor Linda Buchanan

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8846

A Bylaw to amend “Street and Traffic Bylaw, 1991, No. 6234”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846**” (Electric Kick Scooter Pilot).
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:
 - A. In Section 101, by deleting the title of Part 12 – Cycle Regulations and replacing it with “Cycle and Electric Kick Scooter Regulations”.
 - B. In Section 302, by adding the following definitions:

“Electric Kick Scooter” has the meaning given to such term in the “Electric Kick Scooter Pilot Project Regulation (B.C. Reg. 90/2021) effective April 5, 2021.”

“Electric Kick Scooter Regulations” means the *Electric Kick Scooter Pilot Project Regulation*, B.C. Reg. 90/2021 effective April 5, 2021.
 - C. In Section 302, by deleting the definition for “Mobility Lane” and replacing it with the following:

“Mobility Lane” means any portion of a Roadway or path which is separated from motor vehicle traffic by a demarcated buffer that may include, but is not limited to paint, curb, planters, landscaping, parking, bollards, or similar measures, and is designated by the City Engineer for use by persons on Cycles, Skateboards, Roller Skates, Electric Kick Scooters, or non-motorized push/kick scooters.
 - D. In Section 408 – Sports on Streets, by deleting section 408.4 and replacing it with the following:
 - .4 Notwithstanding Section 408.2, no person shall propel, coast, ride or in any other way use Roller Skates, a Skateboard or an Electric Kick Scooter on any portion of the following public open spaces, plazas, or other City properties:
 - (a) 14th Street Civic Plaza
 - (b) St. Roch Dock
 - (c) Burrard Dry Dock Pier
 - (d) Goldsworthy Pier
 - (e) Roger’s Plaza
 - (f) Shipyard Commons
 - (g) Shipbuilders Square
 - E. By deleting Part 12 in its entirety and replacing it with the following:

PART 12 – CYCLE AND ELECTRIC KICK SCOOTER REGULATIONS

1201 Must Have Adequate Brakes

Every Cycle and Electric Kick Scooter when operated upon a Street shall be equipped with a brake adequate to control the movement of and to stop such Cycle or Electric Kick Scooter whenever necessary.

1202 Operation of Electric Kick Scooters

Pursuant to the *Electric Kick Scooter Regulations*, a person may operate an Electric Kick Scooter in the City, subject to compliance with this Part and all other applicable provisions of this Bylaw and the *Electric Kick Scooter Regulations*.

1203 Operation of Cycles and Electric Kick Scooters on Sidewalks

Despite the general prohibition on operating a Cycle or Electric Kick Scooter on a Sidewalk, a person may do so if authorized by a Traffic Control Device.

1204 Operation of Cycles and Electric Kick Scooters in Elephant's Feet Crosswalks

Despite the general prohibition against operating Cycles on crosswalks in the Motor Vehicle Act, a person may cross a Highway by operating a Cycle or an Electric Kick Scooter on a crosswalk:

- .1 if the crosswalk is marked by or is bordered by two lines of intermittent squares (elephant's feet); or
- .2 if authorized to ride on the crosswalk by a Traffic Control Device.

1205 Every person operating a Cycle or Electric Kick Scooter who crosses or intends to cross a Highway as permitted by section 1204 must:

- .1 enter the crosswalk from the Curb or the edge of the Roadway;
- .2 yield to Pedestrians in the crosswalk; and
- .3 not ride into the path of a vehicle that is so close that it is impractical for the driver to yield the right of way.

1206 Operation of Electric Kick Scooters on Highways

A person must not operate an Electric Kick Scooter on a Highway unless it is operated:

- .1 in a Mobility Lane, if the Highway has a Mobility Lane; or
- .2 as near as practicable to the right side of the Highway if the Highway has a posted speed no greater than 50 km/h and does not have a Mobility Lane.

1207 Restrictions on Operations of Electric Kick Scooters

A person must not operate an Electric Kick Scooter:

- .1 on unpaved park trails; or
- .2 on any Highway listed in Schedule "I" of this bylaw.

1208 Traffic Control Devices Permitting the Use of Cycles and Electric Kick Scooters

Any Traffic Control Device that authorizes Cycles also authorizes Electric Kick Scooters, unless otherwise provided.

- F. In Schedule "I", by deleting the title and replacing it with the following:

"ROADWAYS UPON WHICH THE USE OF SKATEBOARDS, ROLLER SKATES, AND ELECTRIC KICK SCOOTERS IS RESTRICTED UNLESS IN A MOBILITY LANE"

- G. In Schedule I, by adding the map attached to this bylaw after the list of roadways.

READ a first time on the 17th day of January, 2022.

READ a second time on the 17th day of January, 2022.

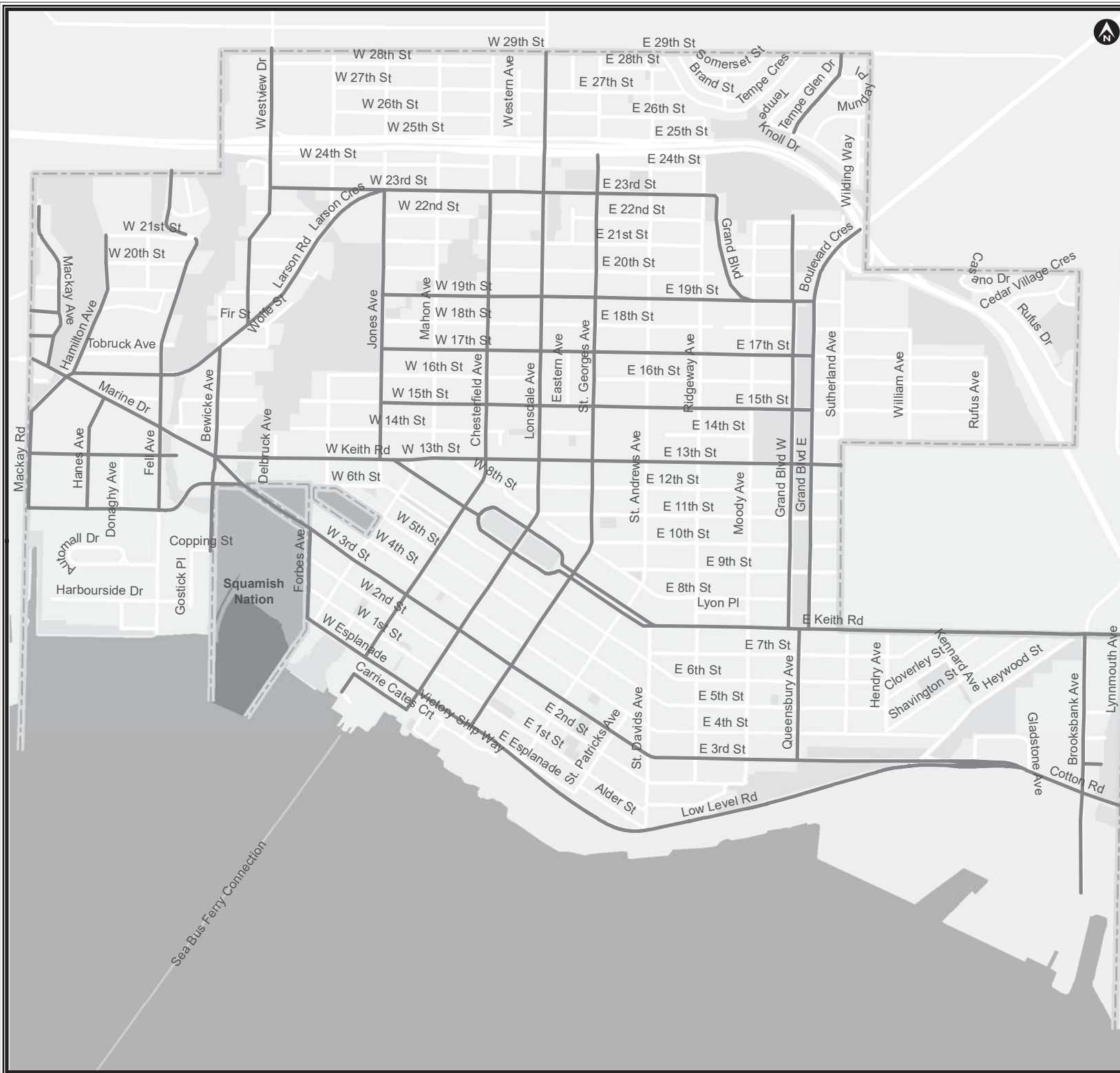
READ a third time on the 17th day of January, 2022.

APPROVED pursuant to section 124.2 of the *Motor Vehicle Act* on the 1st day of March, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER

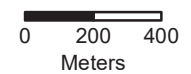


City of North Vancouver

SCHEDULE "I" - Roadways upon which the use of Skateboards, Roller Skates and Electric Kick Scooters is restricted unless in a Mobility Lane

Legend

- Roadways upon which the use of Skateboards, Roller Skates and Electric Kick Scooters is restricted unless in a Mobility Lane
- City Boundary
- Park
- Squamish Nation



DISCLAIMER

This map was produced on the City of North Vancouver's Geographic Information System. Data provided herein is derived from sources with varying levels of accuracy and detail. The City of North Vancouver disclaims all responsibility for the accuracy or completeness of information contained herein.

GIS Division, Information Technology, City of North Vancouver

PUBLISHED: January 04, 2022
FILE: Bylaw_ScheduleI_8_5x11
PATH: H:\GIS\NorthVancouver\Projects\Engineering\Transportation\Street_and_Traffic_ScheduleI
COORDINATE SYSTEM: NAD 1983 UTM Zone 10N



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8883

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of the Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8883**” (**Additional Coach House Requirements**).

2. “Zoning Bylaw, 1995, No. 6700” is amended as follows:

- A. In Division I – Administration, Part 2 – Interpretation, by deleting the definition for “Accessory Coach House Use” and replacing it with the following:

“**Accessory Coach House Use**” means a detached non-stratified residential use accessory to a One-Unit Residential Use that contains a bathroom, sleeping and living area and cooking facilities subject to the provision of Section 507(13) of the Bylaw.

- B. In Section 410 – Siting Exceptions, section (1), by inserting a new subsection (c) as follows:

- (c) Where eaves, cornices, leaders, gutters, canopies or Sunlight Control Projections project beyond the face of the Accessory Coach House Building, the minimum distance to an abutting Lot Line or Principal Building as permitted elsewhere in this Bylaw may be reduced by:

- (i) 0.61 metres (2.0 feet) from the Interior Side Lot Line;
- (ii) 0.46 metres (1.5 feet) from the Exterior Lot Line; and
- (iii) 0.61 metres (2.0 feet) from the Rear Lot line and Principal Building;

where Unenclosed Balconies, Unenclosed Porches or steps project beyond the face of the Accessory Coach House Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by:

- (i) 0.76 metres (2.5 feet) from the Rear Lot Line;
- (ii) 0.61 metres (2.0 feet) from the Exterior Lot Line; and
- (iii) 1.22 metres (4 feet) from a Principal Building;

and renumbering subsequent sections.

- C. In Section 509 – Size, Shape and Siting of Buildings for One-Unit Residential Use and Accessory Coach House Use, section (6) – Accessory Coach House Standards, by adding subsections (f) and (g) as follows:

- (f) the total Floor Area of the second storey shall not exceed 70% of the total Floor Area of the first storey;

- (g) shall be sited on the lot as follows:

- (i) no less than 1.22 metres (4 feet) and no more than 3.05 metres (10 feet) from the Rear Lot Line, as measured from the building face closest to the Rear Lot Line;
- (ii) no less than 1.22 metres (4 feet) from the Interior Side Lot Line;
- (iii) no less than 1.52 metres (5 feet) and no more than 1.83 metres (6 feet) from the Exterior Side Lot Line, as measured from the building face closest to the Exterior Side Lot Line;
- (iv) no less than 4.57 metres (15 feet) from the intersection of the Lot Lines along two Streets, or a Street and a Lane or two Lanes;
- (v) the minimum distance between the Accessory Coach House and the Principal Building, including porches and balconies, shall be determined according to the following table:

Distance between the Principal Building and the Rear Lot Line	Minimum Distance between Principal Building and Accessory Coach House
More than 15.8 metres (52 feet)	6.09 metres (20 feet)
14.6 to 15.8 metres (48 to 52 feet)	4.90 metres (16 feet)
13.5 to 14.6 metres (44.5 to 48 feet)	3.96 metres (13 feet)
less than 13.5 metres (44.5 feet)	3.05 metres (10 feet)

Except that, in the case when the Rear Lot Line is less than 11 metres (36.01 feet) in width, the minimum distance shall be no less than 3.05 metres (10 feet), regardless of the distance between the Principal Building and the Rear Lot Line.

- D. In Section 906 – General Parking and Access Regulations, section (3) – Parking Design Standards, subsection (c), by inserting a new subsection (ii) as follows:

- (ii) on a Lot with lane access and an Accessory Coach House, parking spaces shall be sited no more than 3.05 metres (10 feet) from the Rear Lot Line, as measured from the point of the parking space closest to the Rear Lot Line;

and renumbering subsequent sections.

- E. In Division VII – Development Permit Guidelines, by replacing the “Accessory Coach House Development Permit Guidelines” as attached to this Bylaw.

- F. This bylaw comes into force and effect upon final adoption by Council, except that the provisions in this bylaw will not apply to any complete development applications submitted to and received by the City prior to final adoption of this bylaw.

READ a first time on the 24th day of January, 2022.

READ a second time on the 24th day of January, 2022.

READ a third time on the 28th day of February, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER



Accessory Coach House

Development Permit Guidelines

Updated January 2022



Contents

Part I – General Regulations.....	3
1. Introduction.....	3
2. Approval Process.....	3
Part II - Design Guidelines	5
3. Site Design	5
4. Building Design.....	6

Part I – General Regulations

1. Introduction

Coach Houses are detached rental units, also known as granny suites, laneway houses, garden suites and carriage houses, which are permitted accessory to One-Unit Residential Use on site. Generally, these can be permitted on RS-1 zoned properties within the city, where one principal dwelling unit, one Accessory Secondary Suite (contained within the principal dwelling unit) and one Accessory Coach House (a detached dwelling unit) may be permitted, for a total of three dwelling units on a site.

1.1. Intent and Use of the Guidelines

These guidelines apply to all Accessory Coach House development applications on lots where One-Unit Residential Use is permitted, in accordance with Zoning Bylaw 1995, No. 6700.

The intent is to establish objectives for the form and character of Accessory Coach Houses. All Accessory Coach Houses must comply with zoning requirements and must be self-contained units consisting of a full bathroom, sleeping and living area and cooking facility (kitchen).

These guidelines supplement the Zoning Bylaw and emphasize compatibility with existing single-family surrounding context. Applicants and designers are advised to consider appropriate size, massing and landscape design for a Coach House in the context of any potential impact on adjacent neighbours, in order to achieve integration with the existing residential fabric.

As the guidelines form part of the Zoning Bylaw, applications which are not consistent with the intent of the guidelines may be required to resubmit.

2. Approval Process

2.1. Exemptions

Minor exterior renovations to existing coach houses which do not significantly alter the footprint or character of the building may be exempted from Development Permit requirements at the discretion of the Director of Planning and Development.

2.2. Planning Application Requirements

A Coach House Development Permit application must be accompanied by relevant development information in the form prescribed by the City. This submission includes, but is not limited to:

- 1) Plans demonstrating:
 - a. a site plan showing the proposed location of all buildings and structures on the site;
 - b. the proposed siting and pavement material of parking areas on the site;
 - c. the proposed siting of private outdoor amenity spaces serving the dwelling units on site;
 - d. relevant information such as existing mature trees and heritage status of the principal building;
 - e. the proposed siting of entrances;
 - f. the proposed siting of pathways;
 - g. the proposed siting of all landscape features including pavement, lawns, planters and accessory structures (including fences);
 - h. the proposed locations of all exterior lighting;
 - i. larger scale floor plans and elevation plans indicating floor area information and heights as required under the Zoning Bylaw.
- 2) A checklist indicating how the proposal complies with all relevant provisions of the Zoning Bylaw as well as these guidelines, and a design rationale to accompany any deviation from these guidelines.

2.3. Amendments

A Development Permit Amendment Application may be required for minor amendments to Development Permits already issued and registered on title, at the discretion of the Director of Planning and Development.

Part II - Design Guidelines

3. Site Design

3.1. Emergency Access and Unit Identification

- 1) A 1.0 m (3.28 ft.) wide paved pathway connecting the main entrance of the Coach House to a street shall be provided.
- 2) The pathway shall be illuminated at night and fully located within the lot except for a direct connection to the sidewalk.
- 3) The pathway shall not be obstructed or overlap with any parking spaces, garbage storage areas, or other paved areas that may be occupied by movable items.
- 4) A Coach House shall have addressing (including a unit number) that is clearly visible from both the street and lane and which shall be illuminated at night.
- 5) If located on a non-corner lot, addressing at the front of the lot shall be located within 0.9 m (3 ft.) of the required pathway to the main entrance of the Coach House.

3.2. Landscaping

- 1) A 0.9 m (3 ft.) wide landscape buffer along the rear lot line and exterior side yard should be provided within 4.6 m (15.0 ft.) adjacent to the Coach House.
- 2) The landscape buffer may be interrupted by a maximum of two driveways and two foot pathways each of a maximum width of 1.1 m (3.6 ft.).
- 3) Landscape Screens such as fences along the Exterior Side Lot Line and the Rear Lot Line located within 4.57 metres (15 feet) of a Coach House should not be taller than 0.91 metres (3 feet).

3.3. Private Outdoor Amenity Spaces

- 1) The Coach House and Principal Building should each have their own private outdoor amenity space no less than 7.1 sq. m (76.0 sq. ft.), located adjacent to and directly accessible from the unit.

3.4. Parking

- 1) Where a lane exists, parking should be accessed from the lane and existing driveways providing access from a street should be removed.
- 2) All uncovered parking areas should be constructed of permeable pavement material.

4. Building Design

4.1. Interface with the Lane

- 1) If not located on a corner lot, the main entrance of the Coach House should be visible from the rear lane.
- 2) At least one window on the main floor level should be provided on the elevation facing the rear lot line. The windows should have a minimum clear glazed dimension of 0.9 m (3 ft.) tall by 1.5 m (5.0 ft.) wide including a moderate number of muntins, transoms, casements and mullions, and:
 - The lowest part of clear glazed area should be at least 1.1 m (3.5 ft.) above the main floor level.
 - On lots where a rear lot line is less than 11 m (36.0 ft.) wide, the width of the clear glazed area may be reduced to 0.9 m (3 ft.).

4.2. Interface with Side Streets (for Corner Lots)

- 1) The Coach House's main entrance and address number should be provided on the elevation fronting the side street and should be visible from the side street.
- 2) At least one window on the main floor level should be provided on the elevation facing the exterior side lot line. The windows should have a minimum clear glazed area of 0.9 m (3 ft.) tall by 1.5 m (5.0 ft.) wide including a moderate number of muntins, transoms, casements and mullions, and;
 - The lowest part of clear glazed area should be at least 1.1 m (3.5 ft.) above the main floor level.

4.3. Privacy

- 1) Balconies and decks located on the second floor should face the rear lot line or exterior side lot line, and any portion of the balcony or deck facing interior lot lines should provide a privacy screen that is minimum of 1.5 m (5 ft.) high.
- 2) Windows on the second floor facing interior side yards or the front lot line should either have a sill height of at least 1.1 m (3.5 ft.) or should have no clear glazing below that height.

THIS PAGE INTENTIONALLY LEFT BLANK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8888

A Bylaw to establish “Tree Bylaw, 2022, No. 8888”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Tree Bylaw, 2022, No. 8888”**.
2. Application
 - A. This Bylaw applies to trees on land throughout the City, but does not apply to a tree if the entire trunk of the tree is on a highway, or is on land zoned RS-1, RS-2, RS-4B, RT-1 or RT-2, or in a CD zone for which the permitted uses are based on any of the aforementioned zones.
 - B. This Bylaw only applies to trees having a DBH of 20 centimeters or more.
 - C. This Bylaw does not apply to trees on a property if a complete building application for redevelopment of the property is submitted, with fees paid, within one year of the date the Bylaw is adopted or was submitted prior to the date the bylaw is adopted, but if the application is refused, or if the building permit expires or is revoked, or construction authorized by the permit is complete, then this Bylaw will apply to the property.

3. Definitions

In this Bylaw:

“Certified Arborist” means a trained arborist who has been certified and is in good standing with the International Society of Arboriculture (ISA).

“Certified Tree Risk Assessor” means a Certified Arborist with additional current training and certification in tree risk assessment determined by Worksafe BC.

“Critical Root Zone” is the area of soil immediately adjacent to the trunk where roots essential for tree health and stability are located (6 x DBH in cm), providing a radial zone extending from the tree.

“DBH” means diameter at breast height, measured 1.4 m above the highest immediately adjacent natural ground level.

“Director” means the City’s Director of Planning and Development, or any person acting in that person’s capacity or at that person’s direction.

“Hazardous Tree” means a tree which, due to structural defects or disease is likely to cause infrastructure damage or personal injury; identified in writing by a “Certified Tree Risk Assessor” as having defects sufficient to significantly increase the likelihood that all or part of the tree will fail.

“Owner” means the registered owner of land or, in the case of land that is shown as common property on a strata plan, the strata corporation.

“Permitted Building Envelope” means any part of a parcel that, under the City’s zoning bylaw, may be occupied by buildings or structures.

“Shared Tree” means a tree whose trunk is straddling the boundary between a parcel, and any other land that is not part of the parcel.

“Supportive Guidelines” means the most current version of the Tree Care Industry Association’s ANSI A300 standards.

“tree” means a woody perennial plant having one or more stems, with at least one stem having a diameter of 10 centimeters or more, measured at 1.3 metres above the natural grade on the uphill side of the tree, and includes the Critical Root Zone.

4. Prohibition and Exemption

A. Except as specifically authorized by a permit issued under this Bylaw, or by a development permit issued by the City, no person shall:

- (1) cut, remove or damage a tree, or any part of a tree;
- (2) cause or allow a tree or any part of a tree to be cut, removed or damaged;
- (3) take, cause or allow any other action likely to compromise the health or structural integrity of a tree.

B. Section 4.A does not apply:

- (1) To the pruning of a tree, carried out in accordance with sound arboricultural practice and the American National Standards Institute (ANSI) A300 and the latest edition of the companion publication “Best Management Practices – Tree Pruning”, published by the International Society of Arboriculture;
- (2) To the cutting or removal of tree that, due to natural causes only, presents an imminent danger to persons or property, in which case the Owner may cut the tree, but shall report the cutting to the Director within the next business day along with at least one photograph of the tree prior to such cutting, and shall not remove the tree until authorized to do so by the Director;
- (3) To the cutting or removal of a tree that has been specifically authorized following an application made under the City’s “Tree Policy for the Management of Trees on City Property”, or any other policy addressing the same subject matter and adopted for the same purpose.

C. Trees cut under the authority of section 4.B(2) must be replaced, with security provided, as if the tree was cut pursuant to a permit under this Bylaw.

5. Application for Tree Cutting or Removal Permit

- A. An Owner, or a person acting on behalf of the Owner with written authorization of the Owner, may apply to the Director for a permit to cut or remove a tree by paying the non-refundable application fee set out in Schedule A to this Bylaw and providing all of the following information:
- (1) The civic address and legal description of the parcel where the tree or trees are located;
 - (2) A site plan or survey showing:
 - (a) Parcel lines and easements or rights of way;
 - (b) The location of all existing trees, including Shared Trees, on the parcel;
 - (c) Buildings and structures;
 - (d) Hard surface landscaping or pathways;
 - (e) Underground and above ground utilities and infrastructure;
 - (3) Statement of purpose and intent for tree removal, method of removal, and proposed dates for removal, excavation, and replacement;
 - (4) If the application is to cut or remove a Shared Tree, written consent from every Owner of property on which any part of the trunk of the tree is located;
 - (5) An arborist report prepared by a Certified Arborist that includes photographs of all trees on the site specifies:
 - (a) The location, size, and health of trees to be cut or removed,
 - (b) Health of trees in proximity to trees being cut or removed;
 - (c) The extent of disturbed soil, on private and public land;
 - (6) A tree protection plan showing the location of all trees on the land that are not proposed for cutting or removal, their tree protection zones, recommended protection measures, the location of tree protection fencing, any specifying any further requirements to ensure compliance with the Supportive Guidelines;
 - (7) A tree replacement plan specifying:
 - (a) The location, species, caliper, and clearance of all replacement trees, to be planted, and distance to any nearby buildings or structures;
 - (b) Accessible soil volume;
 - (c) An irrigation plan for all replacement trees;
 - (8) The name of any company or individual who will do any work to be authorized by the permit, and proof that such company or individual is properly qualified and insured;

- (9) Any further information the Director reasonably requires to decide whether or not to issue the permit, and what conditions, if any to include in the permit.
 - B. The City may retain an independent arborist to review information submitted as part of a permit application, and the original reports/plans are determined to be incomplete or inaccurate, the costs of an independent arborist's report under this section will be paid by the applicant prior to issuance of tree removal permit.
6. Tree Removal Permits
- A. If a tree is located on a parcel that is the subject of an active building permit application, the Director may only issue a permit authorizing the cutting or removal of the tree if it is:
 - (1) Located within the Permitted Building Envelope;
 - (2) Located such that the retention of the tree would, in the opinion of the Director having regard to site planning, architecture, engineering, cost of construction or other matters the Director considers relevant, place unreasonable constraints on development of the parcel to its permitted density, in accordance with any approved site plans;
 - (3) Within an area required to provide access during the construction of a proposed building or structure, and for this purpose the Director must rely on the determination of the City's Chief Building Official;
 - (4) Dead, dying, or hazardous, as confirmed in writing by a Certified Arborist;
 - (5) Directly interfering with utility wires, and not amenable to pruning to address the interference without compromising the health of the tree, as confirmed in writing by a Certified arborist; or,
 - (6) Directly blocking or interfering with sewer or drainage systems, as certified by an accredited plumber or civil engineer.
 - B. Before issuing a permit under section 6.A(1), (2) or (3), the Director must consider whether the proposed cutting or removal could be avoided by the issue of a development variance permit under s. 498 of the *Local Government Act*.
 - C. If a tree is located on a parcel that is not the subject of an active development permit or building permit application the Director may only issue a permit for the cutting or removal of the tree if it is:
 - (1) Dead, dying, or hazardous, as confirmed in writing by a Certified Arborist;
 - (2) Directly interfering with utility wires, and not amenable to pruning to address the interference without compromising the health of the tree, as confirmed in writing by a Certified Arborist; or,
 - (3) Directly blocking or interfering with sewer or drainage systems, as certified by an accredited plumber or civil engineer.

7. Tree Replacement and Compensation

- A. Every person who cuts or removes a tree pursuant to a permit issued under this Bylaw shall within 6 months following the issuance of the permit or within such other time as may be specified by the Director, plant replacement trees on the same parcel as the parcel from which the trees are being cut or removed, as follows (and every such tree is, for the purpose of this Bylaw, a “replacement tree”):
 - (1) 1 replacement tree for each dead, dying, or Hazardous Tree that is cut or removed;
 - (2) 3 replacement trees for each tree other than a dead, dying or Hazardous Tree that is cut or removed;
 - (3) Additional replacement trees if the applicant is seeking a reduction in the ecological compensation fee under section 7.G below.
- B. Except as may be required or authorized by the Director, having regard to the size, health and species of the tree being replaced, or based on the recommendations of a Certified Arborist, at least one replacement tree must be a conifer, and the caliper for a replacement tree must be at least 5 cm.
- C. Replacement trees shall be planted under the direction and supervision of a Certified Arborist or landscape architect retained by the applicant, and in accordance with the Supportive Guidelines.
- D. If, in the opinion of a Certified Arborist, the parcel from which trees are being cut or removed cannot accommodate some or all of the required replacement trees, the applicant shall pay cash-in-lieu to the City in the amount set out in Schedule A to this Bylaw.
- E. The permit holder shall maintain replacement trees for two years from the date of planting, or such longer period as the Director may order having regard to the species and size of the tree and the location where it is to be planted (the “maintenance period”), but in no case shall the maintenance period for a replacement tree be longer than 4 years.
- F. If a replacement tree does not survive the maintenance period the permit holder shall, as soon as possible, replace the tree with another replacement tree approved by the Director in the same manner as a replacement tree under s. 7.A., and subject to a further maintenance period in accordance with s. 7.E.
- G. The Director must not issue a permit under 6. A. (1), (2), or (3) unless the applicant first pays to the City the ecological compensation fee, as set out in Schedule A to this Bylaw, for every tree to be cut or removed pursuant to the permit, except that the ecological compensation fee shall be reduced by \$750 for each additional replacement tree the applicant agrees to plant.

8. Permit Conditions

- A. The Director must not issue a permit unless the applicant:

- (1) Posts security for every replacement tree to be planted, in the amount set out in Schedule A to this Bylaw, with the security to be returned to the person who provided it only if, at the end of the maintenance period, the Director is satisfied the tree(s) is healthy, and otherwise the security shall be forfeited to the City; and,
 - (2) Pays to the City the inspection fee set out in Schedule A to this Bylaw, to cover the City's costs of carrying out inspections to determine whether replacement trees have survived the maintenance period.
- B. The Director may make permits subject to such other conditions as the Director deems advisable to protect other trees, vegetation, soils, watercourses, habitat, or municipal works, or for the health, safety or convenience of neighbours or other members of the community, including any of the following conditions:
 - (1) Conditions to minimize disturbance of or damage to bird nests;
 - (2) Each tree to be cut or removed shall be clearly identified with a mark of highly visible paint;
 - (3) Public notice of a permit posted on the parcel at least 2 days before trees are to be removed;
 - (4) A tree protection barrier around the Critical Root Zone of all retained trees identified in the tree protection plan;
 - (5) Tree parts and wood waste shall be properly disposed of by chipping or removal from the site;
 - (6) All watercourses, waterworks, ditches, drains, sewers, or other established drainage facilities shall be kept free of all wood waste arising from or caused by tree cutting or removal activities.

9. Right to Reconsideration by Council

- A. A person dissatisfied with the Director's decision to refuse a permit, or include a condition in a permit, may appeal the decision to council by delivering written notice to the City Clerk within 14 calendar days of the decision, with the notice to include a brief explanation of the basis for the appeal, and any further information the Clerk considers necessary to assist council in making a decision on the appeal.
- B. The Clerk will:
 - (1) Provide Council with copies of any notice delivered under s. 19, together with copies of the original tree removal permit application and the Director's reasons, if any were provided to the applicant, for the refusal or condition that is the subject of the appeal; and,
 - (2) Place the matter on an agenda for Council's consideration as soon as is reasonably possible.

10. Enforcement and Penalties for Contravention

- A. Every person who violates a provision of this Bylaw, or who consents, allows or permits an act or thing to be done in violation of a provision of this Bylaw, or who neglects to or refrains from doing anything required to be done by a provision of this Bylaw, is guilty of an offence and is liable to the penalties imposed under this Bylaw, and is guilty of a separate offence each day that a violation continues to exist.
- B. Every person who commits an offence is liable on summary conviction to a fine to imprisonment, or to both a fine and imprisonment, to a maximum of \$50,000 in fines or 6 months incarceration as authorized by the Community Charter.
- C. If a person cuts, removes or damages or causes or allows a tree to be cut, removed or damaged other than as authorized by this Bylaw or a permit issued under this Bylaw, the Director or a Bylaw enforcement officer may impose, in writing, a requirement that the person do one or both of the following, by a specified date:
 - (1) Pay a fee equal to 250% of the Ecological Compensation Fee for every tree that has been cut, removed or damaged;
 - (2) Plant replacement trees that would be required under section 7, plus at least two additional replacement trees, with the type, caliper and location of the replacement trees, and any other requirements in respect of the replacement trees, to be determined either by the Director or, at the Director's discretion, by a Certified Arborist hired at the expense of the person who is subject to the requirement.
- D. If a person fails to plant trees in accordance with a requirement imposed under section 7, the City may, by its employees or others, at least 7 days after giving a further written notice of the requirement imposed under section 7, enter on land and fulfill the requirement at the expense of the Owner, and the City may recover its costs as special fees, including in the same manner as property taxes, under Division 14 of Part 7 of the *Community Charter*.

READ a first time on the 28th day of February, 2022.

READ a second time on the 28th day of February, 2022.

READ a third time on the 28th day of February, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER

**SCHEDULE A
FEES AND SECURITY AMOUNTS**

Type of Fee or Charge	Amount
Application Base Fee + Tree Removal Fee (per tree removed)	\$175 + \$75
Inspection Fee	\$130 (per site)
Replacement Tree Security	\$975 (per tree)
Tree replacement cash in lieu	\$750 (per tree)
Ecological compensation fee	\$1500 (per tree)

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8895

A Bylaw to amend “Bylaw Notice Enforcement Bylaw, 2018, No. 8675”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2022, No. 8895” (Tree Bylaw).**
2. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675” is amended as follows:
 - A. In Schedule “A” – Designated Bylaw Contraventions and Penalties for Bylaw Contraventions, by adding with the following table:

“Tree Bylaw, 2022, No. 8888”						
Description	Section	A1 Compliance Agreement Available	A2 Penalty	A3 Early Payment Penalty	A4 Late Payment Penalty	A5 Compliance Agreement Discount
Cut, remove or damage a tree, or any part of a tree	4 (a)	No	\$450	\$400	\$500	n/a
Cause or allow a tree or any part of a tree to be cut, removed or damaged	4 (b)	No	\$450	\$400	\$500	n/a
Take, cause or allow any other action likely to compromise the health or structural integrity of a tree	4 (c)	No	\$450	\$400	\$500	n/a

READ a first time on the 28th day of February, 2022.

READ a second time on the 28th day of February, 2022.

READ a third time on the 28th day of February, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER

THIS PAGE INTENTIONALLY LEFT BLANK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8897

A Bylaw to amend “Fees and Charges Bylaw, 1993, No. 6383”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Fees and Charges Bylaw, 1993, No. 6383, Amendment Bylaw, 2022, No. 8897” (Tree Bylaw)**.
2. “Fees and Charges Bylaw, 1993, No. 6383” is amended by adding a new “Schedule E – Schedule of Tree Bylaw Fees”, as attached to this bylaw.

READ a first time on the 28th day of February, 2022.

READ a second time on the 28th day of February, 2022.

READ a third time on the 28th day of February, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER

**SCHEDULE E
SCHEDULE OF TREE BYLAW FEES**

PERMIT FEES:		
Application Base Fee + Tree Removal Fee	\$175 + \$75	per tree removed
Inspection Fee	\$130	per site visit
Replacement Tree Security	\$975	per tree replaced
Tree Replacement Cash-in-Lieu	\$750	per tree removed
Ecological Compensation	\$1500	per tree removed

For Metro Vancouver meetings on Friday, February 25, 2022

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact: media@metrovanancouver.org.

Metro Vancouver Regional District

E1.1 Board Meeting Start Time**APPROVED**

Board Directors were surveyed as to their preferences for regular board meeting start times: keeping the status quo of 9:00 am or deviating from it. Of the 39 respondents, 11 preferred that board meetings continue to start at 9:00 am, 17 preferred a later start time, and 11 expressed no preference.

The Board received the report for information, recommended a 9:15 am start time for the remainder of 2022 Board and Standing Committee meetings, and requested that staff conduct comprehensive review of the *Metro Vancouver Regional District Procedure Bylaw* and report back with suggested changes.

E2.1 Development Variance Permit – 6 Strachan Point Road**APPROVED**

The MVRD Board is the local planning and building inspection authority for approximately 500 properties in rural portions of Electoral Area A. In December 2021, the property owners at 6 Strachan Point Road, in the Howe Sound mainland community of Strachan Point, applied for a development variance permit in relation to an accessory building that is proposed to be constructed as part of a new single-family dwelling. The proposed variances would vary the *Electoral Area A Zoning Bylaw* to allow for a taller accessory building and a relaxation of the building setback. Feedback received from Strachan Point Estates Ltd. and from individual community residents support the application. As the property is located within 800 metres of a controlled access highway, the Ministry of Transportation and Infrastructure must approve the permit before issuance.

The Board authorized the issuance of a development variance permit in relation to an accessory building at 6 Strachan Point Road that varies the *Electoral Area A Zoning Bylaw* by increasing the maximum accessory building height and reducing the building setback, subject to approval by the Ministry of Transportation and Infrastructure.

E2.2 Barnston Island Dike Upgrades – Request to Province**APPROVED**

At its February 4, 2022 meeting, the Electoral Area Committee considered a report regarding the need for upgrades to the dike on Barnston Island. Committee members expressed the urgent need for the dike infrastructure upgrades, given the recent weather events in the region and amended the recommendation.

The Board resolved to write a letter to the BC Minister of Public Safety requesting that the Province assess, fund, and coordinate upgrades to Barnston Island dike infrastructure as soon as possible given the increasing risks and impacts of climate change.

Reviewed by:

CAO

1

E3.1 Metro 2050 Next Steps: Addressing Member Jurisdiction Comments and Climate Policy**RECEIVED**

At its January 28, 2022 meeting, the Board directed staff to delay readings of the *Metro 2050* bylaw by one month with an aim to resolving outstanding member jurisdiction concerns, and considering whether stronger climate action can be integrated into *Metro 2050* or concurrent policy work and consensus building on stronger climate action undertaken with an aim to amending *Metro 2050* post adoption.

The intent of the one-month delay is to allow time to meet with member jurisdictions with outstanding issues to see if any additional minor changes to *Metro 2050* are necessary to resolve those issues, as well as to provide additional information to the Regional Planning Committee and the MVRD Board on the climate policies included in *Metro 2050* and its relationship with *Climate 2050* and *Transport 2050*, while striving to keep to the Board approved timeline for *Metro 2050* adoption by July 2022.

The Board received the report for information.

E3.2 Regional Land Use Assessment – Scope of Work**RECEIVED**

The Regional Land Use Assessment builds on the work undertaken by the Industrial Lands Inventory and Regional Industrial Lands Strategy, by broadening the areas of focus to include all land uses across the region. Funded through the Sustainability Innovation Fund program, Metro Vancouver is retaining a consultant to complete the assessment over the course of 2022. The work will include: a comprehensive GIS inventory of lands across the region and their attributes; a standardization of general land use classifications; a determination of the current capacity of the available land supply and estimated land requirements for anticipated growth over the next 30 years based on Metro Vancouver's growth projections; and developing an associated methodology, which will inform and feed into subsequent work and multiple regional planning initiatives such as the Growth Management and Infrastructure Model, which is currently being developed.

The Board received the report for information.

E3.3 Regional Industrial Lands Strategy Implementation – Impacts of E-Commerce on Industrial Land and Transportation Systems – Scope of Work**RECEIVED**

The Regional Industrial Lands Strategy (RILS) was approved by the Metro Vancouver Board in July 2020, after over two years of research and engagement work. The strategy identified 10 priority actions and 34 recommendations. This report outlines the scope of work for the Impacts of E-Commerce on Industrial Land and Transportation Systems project, which is one of the recommended actions from RILS.

The project will study the impacts of e-commerce on industrial land and transportation systems in the Metro Vancouver region. The results of the study will further the understanding of the implications of the accelerated growth in e-commerce, accelerated in part by the COVID-19 pandemic, on industrial lands for the distribution of goods as well as associated transportation and employment impacts in the region.

The Board received the report for information.



E3.4 Housing and Transportation Cost Burden Study Update – Scope of Work**RECEIVED**

The *Housing and Transportation Cost Burden Study*, first completed in 2015, is being updated to reflect the latest available data and account for changes in the region's housing and transportation landscape. The update will investigate the impact of combined housing and transportation costs on households in Metro Vancouver and assess whether the 2015 findings that: renters and lower income families are most impacted by this cost burden and that living near transit makes it easier to absorb high housing costs, remain true. The work will be completed by mid-2023.

The Board received the report for information.

E3.5 Regional Hazard, Risk, and Vulnerability Data Inventory – Scope of Work**RECEIVED**

This report provides an overview of the planned study to develop a hazard, risk, and vulnerability data inventory for the Metro Vancouver region. The objective of this work is to prepare an inventory of currently available data and data gaps, along with best practices, as a first step in developing a shared understanding of hazard, risk, and vulnerability in the region. The study will serve as a baseline to inform future work pertaining to resilience, in alignment with the regional growth strategy. The project is expected to be completed by the end of 2022 and findings will be provided to the Regional Planning Committee and MVRD Board.

The Board received the report for information.

E4.1 2022 Regional District Sustainability Innovation Fund Applications**APPROVED**

This report presents eight projects recommended for funding, totaling \$2,495,000 over three years, which will be funded through the Regional District Sustainability Innovation Fund. The projects cover a wide range of climate action areas including reducing transportation and building emissions, improving the air quality monitoring network, growing the region's net zero water technology sector, and encouraging alternative powered park operations and maintenance equipment. The Board approved the allocation from the Regional District Sustainability Innovation Fund for the following projects:

- Showcasing Innovation in Alternative Powered Park Operations and Maintenance Equipment to Reduce Emissions: \$35,000 in 2022
- Social and Community Data Model – Phase 2: \$180,000 over two years starting in 2022
- Net Zero Water Technology Accelerator: \$175,000 over two years starting in 2022
- Integrating Greenhouse Gases Requirements into Air Emission Permits and Regulations: \$150,000 over two years starting in 2022
- Taking out the Trash: Transitioning to Zero-Carbon Heavy Duty Vehicles through Waste Collection Trucks: \$400,000 over three years starting in 2022
- Metro Vancouver Large Building Retrofit Accelerator: \$850,000 over three years starting in 2022
- Driving Down Emissions: Working with Key Partners to Develop a Regional Pathway to Accelerate Transportation Emission Reductions: \$455,000 over two years starting in 2022
- Smart Cities: Hyperlocal Air Quality Monitoring: \$250,000 over two years starting in 2022

E4.2 Alignment between MoveUP Proposal and Metro Vancouver Climate 2050 Buildings Roadmap **APPROVED**

At its January 14, 2022 meeting, the Climate Action Committee received an invited presentation from the Canadian Office and Professional Employees Union, MoveUP.

Buildings are the second largest source of greenhouse gas (GHG) emissions in the region, contributing about 25 per cent of total GHGs. The MoveUP proposal seeks to establish a new provincial agency with a focus on retrofitting existing buildings and reducing GHG emissions. Responding to the Committee's direction to staff to analyze the alignment of the proposal with the *Climate 2050 Buildings Roadmap*, staff note that there is good alignment but are recommending further engagement with MoveUP to refine the proposal and seek opportunities to build it into the existing work plan for building retrofits.

The Board directed staff to engage with the MoveUP as part of the implementation of the *Climate 2050 Buildings Roadmap*, to seek opportunities for collaboration related to their proposal.

E4.3 Metro Vancouver Application to Intervene in the BC Utilities Commission Proceeding Related to FortisBC Energy Inc.'s Revised Renewable Natural Gas Program **RECEIVED**

In December 2021, FortisBC Energy Inc. submitted an application to the BC Utilities Commission for approval of a revised renewable gas program, under which customers in existing buildings would receive a blend of conventional (fossil) and renewable natural gas, starting at one per cent renewable in 2024. FortisBC has also proposed that all new residential buildings would receive 100 per cent renewable natural gas, at the same cost as conventional natural gas. Renewable natural gas is in limited supply, and its preferential use in new buildings could have impacts on the achievement of the greenhouse gas reduction targets adopted by the MVRD Board.

To meet deadlines imposed by the process, Metro Vancouver staff have applied as intervenors in the BC Utilities Commission proceeding, along with District of North Vancouver, City of Richmond, City of Surrey and City of Vancouver. Staff will report back to the Board, through the Climate Action Committee, to seek direction on Metro Vancouver's position as the proceeding unfolds.

The Board received the report for information.

E5.1 Invest Vancouver 2022 Annual Plan **RECEIVED**

Building upon the valuable relationships, connections, and partnerships across the region established in 2021, staff developed the Invest Vancouver 2022 Annual Plan to articulate the strategic goals and objectives that will guide Invest Vancouver's work this year and the alignment of these goals with the four areas of strategic priority. The goals and objectives within the report are consistent with the 2022 budget.

The Board received the report for information.

E5.2 2022 CanExport Community Investment Grant Award**RECEIVED**

The CanExport Community Investment program awarded Invest Vancouver grant approval for up to \$218,245. The grant is dedicated to supporting projects that serve to attract, retain, and expand foreign direct investment and provides reimbursement of up to 50 per cent of eligible expenses. Projects must be completed between January 1 and December 31, 2022. Invest Vancouver proactively aligned its CanExport Community Investment project proposals with planned work activities for the 2022 year. In order to implement projects effectively, project management documents will be generated in order to sequence work, manage budget and procurement processes, and identify and collaborate with project partners.

The Board received the report for information.

E5.3 Preliminary Industry Cluster Mapping**RECEIVED**

Invest Vancouver has selected seven key regional industry clusters in which the Metro Vancouver region has a strategic or productive advantage to focus regional economic prosperity priorities, including investment attraction activities. The preliminary mapping of the industry clusters uses data from PitchBook and Emsi Analyst to understand the scope, scale, and regional distribution of each industry, in addition to the industrial specializations and in-demand skills contained within their associated labour markets.

The preliminary mapping furthers understanding of the industry clusters and sets the grounding for a more in-depth investigation of these industries, including the in-depth predictive analytics project that is forthcoming. Pending the results of that project, the initial scan will be used to inform the Invest Vancouver research agenda focused on our key industrial specializations, value propositions, and gaps that will be used to help inform decision-making on economic development policies, projects, and programs.

The Board received the report for information.

G1.1 Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey – Additional Information**APPROVED**

At its January 28, 2022 meeting, the MVRD Board referred the South Campbell Heights matter back to staff to discuss concerns raised by Board members with City of Surrey staff. Staff met with City of Surrey staff who subsequently took a report to Surrey Council with an aim to providing additional information to address concerns expressed by MVRD Board members. The Surrey report provides additional information about environmental and aquifer protection, meetings with the Semiahmoo First Nation and others, the utility implications of the proposal, the permitted uses in the Mixed Employment regional land use designation, and overall sustainability considerations.

The Board received comments from affected local governments, First Nations, and agencies for information. In addition, the bylaw to amend the Metro 2040 land use designations for the South Campbell Heights area was provided for consideration of final reading and adoption.

After substantial discussion about the proposed amendment, the Board passed and finally adopted *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items and delegation summaries from standing committees.

Regional Parks Committee – February 9, 2022

Information Items:

5.1 Delta Nature Reserve and Delta South Surrey Greenway – Public Engagement Summary

In 2021, staff completed a background report and phase one engagement on park planning and key directions for a park management plan for the Delta Nature Reserve, the Burns Bog Ecological Conservancy Area lands east of Highway 91, and the Delta South Surrey Greenway.

Phase one engagement results showed strong support for protecting the ecological value of the lands coupled with a desire for more educational opportunities, improved access, and additional park amenities. This information report reviews the results of phase one engagement.

Initial engagement with First Nations has determined that a cultural study for the lands should be completed as next step in the management planning process and as part of broader engagement with Indigenous communities. The draft management plan will be brought to the MVRD Board in 2023 for consideration ahead of phase two engagement.

5.2 Surrey Bend Regional Park – Ministry of Transportation and Infrastructure Proposal for Off-Channel Habitat Enhancement

The Ministry of Transportation and Infrastructure is interested in funding habitat restoration within Surrey Bend Regional Park as habitat compensation for one of their infrastructure projects. The proposed compensation project would create 5,000 m² of aquatic habitat as well as 6,975 m² of revegetated riparian area. Staff will work with the Ministry's staff and consultants to investigate the feasibility of this project. If it is found to be in the interest of both parties, an agreement will be drafted and brought back to the MVRD Board for approval.

Regional Planning Committee – February 10, 2022

Delegation Summaries:

3.1 Alex Boston, Simon Fraser University

Subject: *Metro 2050* climate course correction vision and strategic alignment for the region

Finance Committee – February 10, 2022

Information Items:

5.2 Authorization to Attend 2022 Standing Committee Events

This report brings forward conferences and events for approval by the Finance Committee, as required by the *Remuneration Bylaw*, as these were approved in the 2022 budget. Twenty-two events were identified given their relevance to the various standing committee mandates; each event presents an opportunity for committee members to participate in learning, interaction, and engagement with other North American organizations, and to represent Metro Vancouver. Given the COVID-19 pandemic, attendance at these events varies between virtual and in-person. Selection of committee member participation will be considered at upcoming standing committees, which will then require Board chair approval as the final step.

5.3 Authorization to Attend 2022 International Events

This report brings forward international conferences and events for approval by the Finance Committee, as required by the *Remuneration Bylaw* as part of the Board-adopted *Leadership and Engagement Policy*. In accordance with the policy, Metro Vancouver will participate at both a national and international level, in events that promote Metro Vancouver in a leadership role, provide opportunity for engagement and continuous improvement in the advancement of organizational goals, allow for the acquisition of knowledge and skills which directly benefit the organization and region, provide influence on decisions elsewhere in cities or regions which have a direct or indirect benefit to Metro Vancouver, offer the provision of assistance to other cities or regions in the world, and enhance Metro Vancouver's reputation in the international community. Representation and attendance at 2022 international events and conferences require support and approval from the Finance Committee.

5.4 Metro Vancouver Long Term Financial Planning

In 2017, Metro Vancouver established the development of five-year financial plans, which recognizes the importance of examining the financial impacts of Metro Vancouver services beyond one year. In the 2022 budget cycle, it was acknowledged that further work is required to analyze the financial impact of Metro Vancouver services given its projects are often beyond five years. This report provides information on the progress to date on the development of the long-term financial planning framework and outlines the consultation plan and the timeline for the development of Metro Vancouver's Long Term Financial Plan.

Climate Action Committee – February 11, 2022

Delegation Summaries:

3.1 Alex Boston, Simon Fraser University

Subject: *Climate 2050* Land Use Policy Implications – Preliminary Analysis & Land Use Big Moves to Meet Targets

Indigenous Relations Committee – February 16, 2022

Information Items:

5.2 Quarterly Report on Reconciliation Activities

This report provides a summary of reconciliation events and activities undertaken by Metro Vancouver over the past several months as well as information on upcoming events and activities over the next few months.

Greater Vancouver Water District**E1.1 2022 Water Sustainability Innovation Fund Applications****APPROVED**

This report presents six projects recommended for funding, totaling \$2,980,000 over three years, which will be funded through the Water Sustainability Innovation Fund. The projects cover a wide range of climate action areas including habitat protection, energy use, and the equity and affordability of drinking water.

The Board approved the allocation from the Water Sustainability Innovation Fund for the following projects:

- 10-year Salmon Enhancement Action Plan: \$180,000 over two years starting in 2022
- Hydrological Models for the Capilano and Seymour Watersheds: \$750,000 over three years starting in 2022
- Digital Transformation of Water Transmission System Planning and Analysis: \$950,000 over three years starting in 2022
- Feasibility Study to Optimize Transmission System Energy Use: \$350,000 over two years starting in 2022
- Regional Equity and Affordability of Drinking Water: \$550,000 over three years starting in 2022
- New Technology for the Determination of E.Coli in Recreational Water to Enhance Public Safety: \$200,000 over two years starting in 2022

Greater Vancouver Sewage and Drainage District**E1.1 Northwest Langley Wastewater Treatment Plant Expansion Program – Ground Improvements & Reload Project Update****APPROVED**

At its February 9, 2022 meeting, the Liquid Waste Committee considered the report, Northwest Langley Wastewater Treatment Plant Expansion Program – Ground Improvements & Reload Project Update, and passed the recommendation in the staff report as presented above.

Since the committee meeting, staff identified a correction to be made to the report, regarding the size of the four phases of ground improvement site, which has been corrected in the attached report.

The expansion of the Northwest Langley Wastewater Treatment Plant, designed to provide additional network capacity for 200,000 residents and reduce sanitary sewer overflow events, requires significant ground improvements work to provide climate change and post-disaster resiliency. The ground improvements work completed to date has uncovered a large newly registered archeological site, with the recovery of over 2,000 artifacts thus far.

Appropriate inspection, investigation, and recovery of new archeological findings on the full construction site are expected to take an additional two years, impacting the planned completion of the expanded plant. This time will allow Metro Vancouver to conduct an accelerated business case as to whether the size of the plant should be increased to account for the accelerated growth observed in North Surrey.

The Board received the report for information.

E1.2 Award of Phase C2 Engineering Construction Services RFP No. 14-163 for the Installation of Burnaby Lake North Interceptor No.2 – Winston St Ph. 2 - Trenchless Section

**RECEIVED
APPROVED**

In 2014, GVS&DD issued Request for Proposal (RFP) No. 14-163: Consulting Engineering Services for Design and Construction of the Burnaby Lake Interceptor No. 2. Contracts for the preliminary design, detailed design (Phases A and B) and Phase C1 – Open Cut – Engineering Construction Services were awarded to AECOM Canada Limited.

The Board approved award of Phase C2, Engineering Construction Services, for an amount of up to \$4,227,265 (exclusive of taxes) to the Phase A, B and C1 consultant, AECOM Canada Ltd., for the Installation of Burnaby Lake North Interceptor No.2 – Winston St Ph.2 – Trenchless Section, subject to final review by the Commissioner.

E1.3 Award of Contract Resulting from RFQ No. 21-457: North Shore Wastewater Treatment Plant (NSWWTP) Project

APPROVED

Metro Vancouver terminated its contract with Acciona Wastewater Solutions LP and is moving forward with a new contracting model to complete the North Shore Wastewater Treatment Plant project. Under the new model, Metro Vancouver will work with a general contractor to finalize construction and a design consultant to finalize the design and provide quality assurance. The delivery model for the general contractor is similar to an early contractor involvement contract, whereby the general contractor will provide constructability expertise during the completion of the design (Contract 1). If successful negotiation of a guaranteed maximum price or fixed price agreement can be made, then a recommendation for the contractor to assume the construction of the facility (Contract 2) will be brought back to the Board for approval. This contract model is based on a cost-competitive strategy that allows for collaboration between contractor, designer, and Metro Vancouver while mitigating overall schedule delays.

The contract opportunity was a publicly posted request for qualifications and was conditional on the termination of the existing contract. Metro Vancouver engaged professional advisors, a fairness monitor, and a due diligence reviewer in the evaluation process.

The Board approved the award of contract RFQ No. 21-457: North Shore Wastewater Treatment Plant Project to PCL Constructors Westcoast Inc., Contract 1 for Early Contractor Involvement and Construction Management Services estimated at \$40 million, subject to final review by the Commissioner.

E2.1 2022 Liquid Waste Sustainability Innovation Fund Application

APPROVED

This report presents Phase 1 of the Biorock: Innovative Building Material for Shoreline Protection, Carbon Sequestration, and Habitat Creation project recommended for funding, totaling \$270,000 over two years, which will be funded through the Liquid Waste Sustainability Innovation Fund.

The Board received the report for information.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items from standing committees.

Liquid Waste Committee – February 9, 2022

Information Items:

5.2 2021 "Wipe It, Green Bin It" Campaign Results

The disposal of fats, oils, and grease (FOG) into the regional sewer system is an ongoing issue that costs the region over \$2.7 million a year. The 2021 "Wipe It, Green Bin It" campaign ran in the lead-up to Thanksgiving and over the December holidays, asking residents to put FOG in their green bins and not down their sinks. The campaign included social media, YouTube, television, Google adwords, banner ads, and a website. It delivered over 11 million impressions, 8,316 engagements, 1.9 million video views, 12,000 clicks for more information, 8,312 website visits, and reached 430,000 residents through online tactics.

Five years later, the "Wipe It, Green Bin It" campaign has achieved a solid level of awareness; post-campaign survey results show the number of residents who say they dispose of FOG into the drain dropped from 41 per cent in 2018 to 33 per cent in 2021. The campaign will run in 2022 using similar timing and creative.

Zero Waste Committee – February 11, 2022

Delegation Summaries:

3.1 Sue Maxwell, Director, Zero Waste BC

Information Items:**5.1 Solid Waste Management Plan Update – Solid Waste and Recycling Industry Advisory Committee and Solid Waste Management Plan Public/Technical Advisory Committee**

As part of the development of an updated Solid Waste Management Plan, Metro Vancouver is initiating two new advisory committees: Solid Waste and Recycling Industry Advisory Committee and Solid Waste Management Plan Public/Technical Advisory Committee.

Submissions for participation in the Industry Advisory Committee and applications for the Public/Technical Advisory Committee were received from December 10, 2021 to January 31, 2022. Approximately 30 Industry Advisory Committee submissions and more than 90 Public/Technical Advisory Committee applications were received over the seven-week period. The Industry Advisory Committee and Public/Technical Advisory Committee opportunities were shared broadly through email notifications to over 770 and 1,200 contacts, respectively. The first meeting of the Industry Advisory Committee is scheduled for March 1, 2022. The Public/Technical Advisory Committee membership will be selected by the Zero Waste Committee and GVS&DD Board in upcoming closed meetings following review of staff recommendations by the solid waste management plan Independent Consultation and Engagement Panel.

THIS PAGE INTENTIONALLY LEFT BLANK



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Yan Zeng, Manager, Development Planning

Subject: 402-438 EAST 3rd STREET AND 341-343 ST. DAVIDS AVENUE – CITY
CONTRIBUTION TO BC HOUSING'S AFFORDABLE HOME
OWNERSHIP PROGRAM (AHOP)

Date: February 24, 2022 File No: 08-3400-20-0005/1

RECOMMENDATION

PURSUANT to the report of the Manager, Development Planning dated February 24, 2022 entitled "402-438 East 3rd Street and 341-343 St. Davids Avenue – City Contribution to BC Housing's Affordable Home Ownership Program (AHOP)":

THAT Council receive the report for information.

PURPOSE

This report provides an update on the City's contribution to BC Housing's Affordable Home Ownership Program (AHOP) at the above-mentioned site.

BACKGROUND

On December 1, 2020, Council gave approval to the mixed-use development at 402-438 East 3rd Street and 341-343 St. Davids Avenue. As part of the approval, Council also endorsed the allocation of approximately \$2.5 million from the Community Amenity Contribution (CAC) offered by the applicant to BC Housing's AHOP program in order to secure affordable homeownership units at this development.

Since that time, due to the escalated cost of wood and related supply chain issues, the applicant has opted to use concrete construction in order to keep to the project timeline. Concrete construction affects the project's overall costs. Market prices have also increased substantially over this time. These factors result in changes to the discount rates from market values achievable for proposed Affordable Home Ownership units, as described in this report.

DISCUSSION

AHOP Unit Mix

The November 4, 2020 staff report presented the following table for Council information summarizing the unit mix for the AHOP units:

Table 1 - Summary of AHO Units (as shown in the November 4, 2020 report)

Unit Type	Average Unit Area	Number of Units
1-bedroom (AHOP)	540	3
2-bedroom (AHOP)	794	4
3-bedroom (AHOP)	1059	2
Total Number of Units		9

This unit mix is not proposed to change, however average unit area has decreased to 493 square feet for the one bedroom units and 725 square feet for the two bedroom units.

AHOP Discount Rates

In the November 4, 2020 Council report, the following table was included showing the discounted rates by unit type (highlighted in blue):

Table 2 - Summary of AHO Affordability (as shown in the November 4, 2020 report)

Type of Units	Market Sale Price	\$ / sq.ft	AHOP Sale Price	\$ / sq.ft	% AHOP 2 nd Mortgage	AHOP Mortgage Amount	Qualifying Income
1 Bedroom	\$492,052	\$912	\$369,039	\$684	25%	\$123,013	\$78,491
2 Bedroom	\$718,893	\$907	\$431,336	\$544	40%	\$287,557	\$90,103
3 Bedroom	\$940,262	\$888	\$470,131	\$444	50%	\$470,131	\$96,421
Market Value (Sale price)	\$6,232,251						
Total AHOP Revenue			\$3,772,722				
AHOP 2nd Mortgage					\$2,459,529		

With the increased construction cost, the City's cash contribution now has a slightly lower purchasing power (with the discounted rates by unit type highlighted in blue):

Table 3 - Current Summary of AHOP Affordability (as proposed by applicant & BCH)

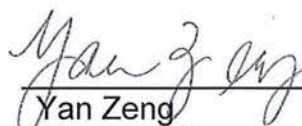
Type of Units	Market Sale Price	\$ / sqft	AHOP Sale Price	\$ / sqft	% AHOP 2 nd Mortgage	AHOP Mortgage Amount	Qualifying Income
1 Bedroom	\$640,985	\$1,299	\$512,788	\$1,039.60	20%	\$128,197	\$114,592
2 Bedroom	\$915,810	\$1,262	\$686,857	\$947	25%	\$228,703	\$152,194
3 Bedroom	\$1,334,230	\$1,261	\$760,511	\$719	43%	\$573,719	\$165,380
Market Value (Sale price)	\$8,254,653						
Total AHOP Revenue			\$5,806,814				
AHOP 2nd Mortgage					\$2,447,839		

In accordance with Council approval, the City's contribution amount to the AHOP units remains the same, as does the number of AHOP units secured. The change to concrete construction means qualifying household incomes for the specific unit type will increase. However, the overarching principle of prioritizing working families with children remain.

All other aspects of the AHOP program on this site remain the same in accordance with Council approval, including the administration of the program by BC Housing secured through the Project Partnership Agreement (PPA). The City would, regardless, have its investment in the units protected through legal agreements, with the 2.5 million of CACs invested in the program secured and eventually returned to the City over time. The City's contribution amount to the AHOP units remains the same, as does the number of AHOP units secured. The AHOP program is amongst the first in British Columbia and an opportunity to explore new mechanisms to offer a wider array of housing opportunities that are attainable for a greater number of households.

This report is presented to Council for information only; no action from Council is required.

RESPECTFULLY SUBMITTED:



Yan Zeng

Manager, Development Planning

THIS PAGE INTENTIONALLY LEFT BLANK

CLIMATE & ENVIRONMENT STRATEGY

Phase I Engagement Outcomes

Presented March 7, 2022



Agenda

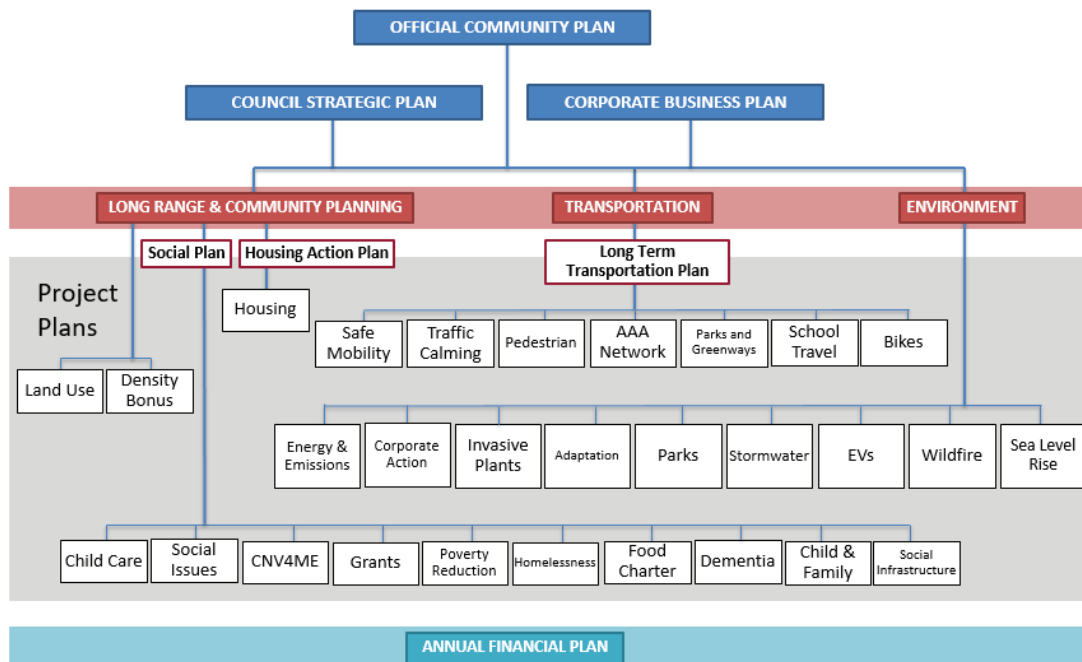
1. About the Climate and Environment Strategy
2. Phase I Engagement and Outcomes
3. Next Steps





About the Climate and Environment Strategy

Existing Policy Landscape



A Quartet of Strategies



Shared Principles:

We need to take actions that:

1. Improve our collective **health**.
2. Improve our **resiliency**.
3. Increase **equity**.
4. Work towards **reconciliation**.
5. Are **timely**.

Future Policy Landscape

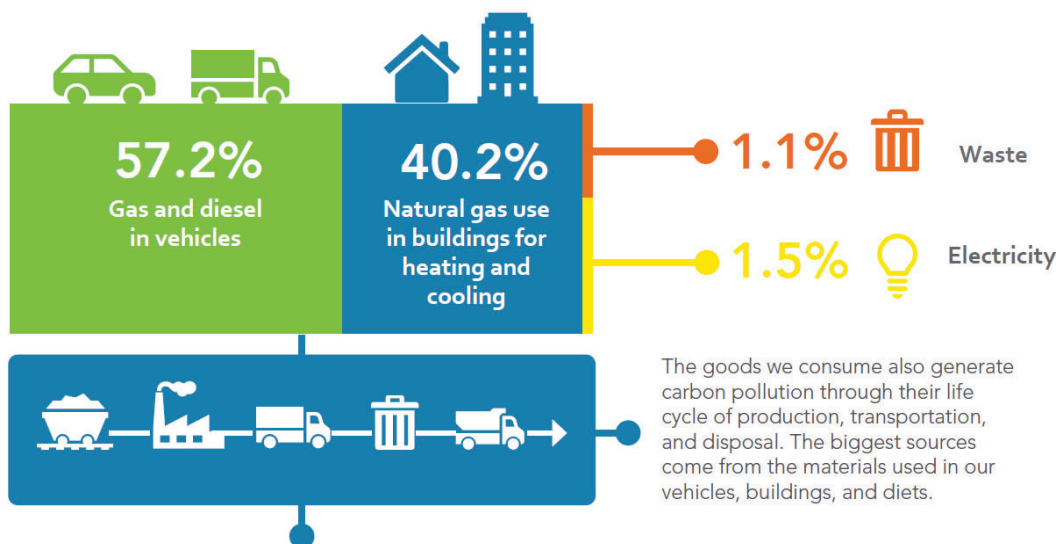


Climate and Environment Strategy

The new strategy will serve as our playbook to cut carbon pollution and promote a healthy environment over the next 10 years.



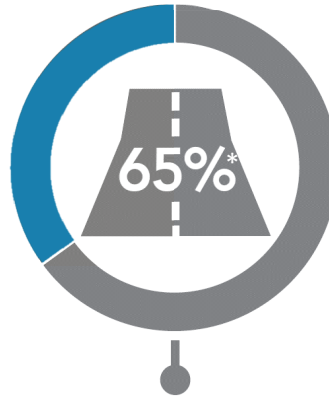
Our Carbon Pollution



Our Natural Environment



Amount of our City covered by tree canopy



Amount of our City surfaces that are impervious

*based on 2014 regional data

Strategy Structure



Climate and Environment Strategy Framework



Phase I Public Engagement



Objectives



Inform/Educate



Understand values, priorities, and perspectives



Seek feedback (online) on early directions



Build support and relationships

Outreach Activities

- Let's Talk public survey
- Survey guide
- City webpage
- Social media, eNews and newspaper ad promotion
- Pop-up tables
- Listening sessions with equity-seeking groups
- Stakeholder workshops



Who We Heard From



Tsleil-Waututh Nation through a formal review process



Single mothers through a listening session



Parents accessing subsidized childcare through a listening session



Individuals with intellectual disabilities through a listening session



Individuals accessing temporary housing through a listening session



Farsi- and Mandarin-speaking residents through in-language listening sessions



Partner organizations through stakeholder workshops



Industry and interest groups through stakeholder workshops



Homeowners primarily through the Let's Talk survey

What We Heard

- High level of **concern** about the climate and nature crises
- Support for **urgent action**
- Specific **actions, timelines and targets** are needed
- Support for the City to **lead**
- Desire to see stronger emphasis on **adaptation**
- **Equity** is important
- **Reconciliation** is important
- Clarity about **relationships** with other City plans is needed
- All sectors need **support** in low carbon transition

Vision and Goals Feedback



Strategies Feedback

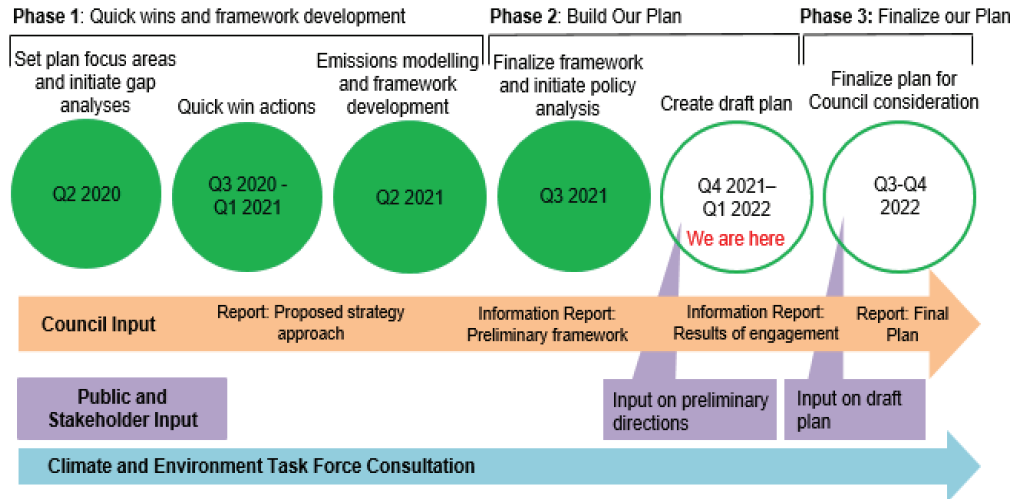


Strategies Feedback

Pathway to Net Zero	<ul style="list-style-type: none"> Consider impacts to housing affordability of cost of living Increase emphasis on active transportation and complete neighbourhoods Additional supports are needed to help transition to low carbon technologies Health benefits and risks could be better communicated
Resilient Ecosystems and City	<ul style="list-style-type: none"> Strong opportunity to incorporate Indigenous knowledge More supports for vulnerable residents during extreme weather are needed Clarify the type of water being addressed by strategies
Empowered Choices and Awareness	<ul style="list-style-type: none"> Education will be important, need to give options More shared garden space is needed Food security could be better addressed
Leading by Example	<ul style="list-style-type: none"> Partnerships and advocacy will be important Opportunity for City to demonstrate leadership and share best practices Roles of City and individual action need clarification




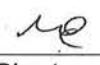

Next Steps



Thank you.

THIS PAGE INTENTIONALLY LEFT BLANK



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larisa Lensink, Planner 2, Environmental Sustainability

Subject: CLIMATE AND ENVIRONMENT STRATEGY – PHASE I ENGAGEMENT OUTCOMES

Date: February 23, 2022 File No: 11-5280-20-0008/1

ATTACHMENTS

1. Information Report to Council from the Deputy Director, Planning and Development, entitled "Climate and Environment Strategy Update – Preliminary Vision, Goals and Strategies", dated July 8, 2021 (Doc [#2074461](#)).
2. Survey Respondents' Demographics from Climate and Environment Strategy Phase I Engagement (Doc [#2142355](#)).
3. Summary of Feedback on the Draft Vision, Goals and Strategies of the Climate and Environment Strategy from Phase I Engagement (Doc [#2142334](#)).
4. Survey Results from Climate and Environment Strategy Phase I Engagement (Doc [#2142601](#)).

PURPOSE

This report provides an overview of what we heard during the first phase of engagement on the Climate and Environment Strategy and an update on the plan development process.

BACKGROUND

The City is developing a Climate and Environment Strategy (CES) to guide planning and decision-making to reduce carbon pollution and promote a healthy natural environment. The new plan will build upon existing City plans and policies and respond to the climate and nature crises to form a playbook of actions for the next decade.

A draft framework of vision, goals and strategies for the CES (Figure 1) was developed and provided to Council through an Information Report in July, 2021 (Attachment #1). The framework was informed by City plans and objectives, recent research reflecting

current context, a review of emerging practices and input from the Climate and Environment Task Force. The draft CES will be built around this framework to help the City achieve its climate targets, grow its natural assets and be prepared for the future.



Figure 1. Draft framework for the Climate and Environment Strategy.

DISCUSSION

Purpose of Engagement

The first round of engagement on the CES aimed to hear from a broad cross section of the public and stakeholders early in the plan development process to ensure input could meaningfully be incorporated into the draft CES. Specifically, the engagement period had the following four objectives:

1. **Inform and educate** the community about the new plan and the role of the City in climate action and environmental protection, and address common knowledge gaps and misconceptions.

2. **Understand values, priorities, and perspectives** of stakeholders and a diverse range of voices in the community, especially those that have been historically under-represented in City plans and policies.
3. **Seek feedback on early directions** of the CES in the draft framework of vision, goals and strategies.
4. **Build support and relationships** with community members from a diversity of backgrounds, partner organizations, industry representatives and interested groups.

Engagement Components

A variety of activities and tools were used to engage community members and receive their input on the CES for a period of approximately eight weeks from October 22 to December 15. Activities were undertaken in accordance with the Province's public health orders at the time including virtual meetings and mask-wearing in public indoor spaces. The components of Phase I engagement included:

- **Listening sessions:** Staff worked with partner organizations in the community to coordinate meetings with hard-to-reach and vulnerable populations. Meetings were less structured than stakeholder workshops to hear more broadly from participants' lived experiences. Four sessions were held in Farsi and Mandarin to enable participants to speak comfortably in their first language. In most cases, participants were provided compensation for their time and contribution.
- **Engagement with local First Nations:** Staff engaged Tsleil-Waututh Nation through the established consultation process and requested feedback on the CES framework. Staff also informed Squamish Nation about the new plan and opportunity to provide input and will continue to liaise at every available opportunity.
- **Dedicated project webpage:** A webpage on the City's website was created to host an overview of the CES development process, draft framework and relevant background information.
- **Let's Talk survey and survey guide:** A survey was created with an accompanying informational guide to receive feedback on the CES framework.
- **Pop-up tables:** Tables were staffed at the library and community centres to raise awareness of the engagement opportunity and allow for one-on-one conversations with residents.
- **Stakeholder workshops:** Virtual meetings were hosted with a range of industry and interest groups who responded to an invitation to provide input on the draft CES framework.
- **Social media, print and e-newsletter promotion:** The opportunity to provide input through the Let's Talk survey was promoted through the City's social media channels, ads in the North Shore News and a feature in the City's e-newsletter.

Who We Heard From

Input was received from a range of voices through the engagement process as summarized in Figure 2.



Figure 2. Summary of voices heard through Phase I engagement activities.

*Analysis of the survey respondents' reported demographics reveals that the sample of residents engaged was not representative, and that residents who own their own home, are over age 50, have household incomes over \$200,000 and are of Caucasian descent were over-represented. Full analysis of the survey respondents' demographics can be found in Attachment #2.

Of note, not all voices were represented during the engagement process. In particular, no formal input was received from Squamish Nation, and no youth under age 20 participated in the engagement activities despite outreach to the school board.

What We Heard

Significant feedback was received through the listening sessions, stakeholder workshops and survey responses during the first phase of engagement on the CES. A summary of feedback on the draft vision, goals and strategies of the CES can be found in Attachment #3. Full survey results can be found in Attachment #4. The following list represents common and salient feedback on the early directions of the CES that will be considered during the development of the draft strategy:

- **High level of concern about the climate and nature crises:** Deep concern about the future of the planet was expressed by the vast majority of people engaged, including 81% of survey respondents rating their outlook as “very concerned”.
- **Support for urgent action:** A high level of support was expressed for the urgency communicated in the CES framework, with many respondents encouraging the City to go even further, faster in mitigating climate and environmental impacts.
- **Specific actions, timelines and targets are needed:** The intentions expressed in the CES framework need to be matched with detailed implementation plans, metrics to measure progress and targets within the ten year timeframe of the strategy.
- **Support for the City to lead:** CES strategies that are City-led received more support than those requiring individual action, and many respondents reported a need for additional support in order to make personal changes to reduce their impact.
- **Desire to see stronger emphasis on adaptation:** In light of recent storms, flooding, air quality and heat wave events, a stronger emphasis on climate resiliency and adaptation is needed throughout the CES framework.
- **Equity is important:** Respondents from both vulnerable communities and demographics that are typically over-represented in engagement expressed concerns about the accessibility of low carbon technologies and the impacts of climate change on vulnerable populations. Implications and unintended consequences of CES actions for equity-seeking groups need to be considered deeply during the development of the draft strategy.
- **Reconciliation is important:** There was strong support for the CES to be developed with early and ongoing input from local First Nations and for strategy actions to be informed by Indigenous knowledge.
- **Clarity about relationship with other City plans is needed:** Especially relating to actions which span across multiple City plans like the Mobility and Community Wellbeing Strategies, clear explanation about the relationship between plans is desired.
- **All sectors need support in low carbon transition:** Consideration should be given to the range of supports needed to achieve the CES actions for different sectors in the City including businesses, organizations, renters and homeowners.

NEXT STEPS

The feedback received through the first phase of engagement is being used to refine the draft vision, goals and strategies of the CES, guided by the Climate and

Environment Task Force. Further, the input received will be considered and incorporated into the policies and actions of the draft CES as it is developed.

A number of key consultancies have been secured to complete final pieces of research needed to inform the draft CES. Once completed, recommendations from these research projects will be incorporated into actions of the draft CES, along with new actions identified through emerging and best practice review and actions informed by existing City plans. It is anticipated the draft CES will be ready for review by stakeholders and the public through a second phase of engagement in Spring 2022, as indicated in the updated project timeline (Figure 3).



Figure 3. Climate and Environment Strategy development process.


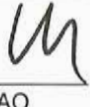
Phase I engagement on the CES was the first comprehensive outreach on combined climate action and environmental sustainability policy directions for the City, and while a variety of engagement tools and outreach efforts were applied to capture the rich diversity of lives and experiences in the City, many voices remain unheard. Looking ahead to the second phase of engagement, staff will be placing emphasis on reaching youth, Indigenous residents and neighbours and offering more in-language sessions to hear back in greater detail how the CES can better support those most at risk of being left behind in the transition to clean energy and most vulnerable to the impacts of climate change.

Following refinements to the draft CES based on the results of Phase II engagement, the CES is expected to be brought forward for Council consideration in Fall 2022.

RESPECTFULLY SUBMITTED:


Larisa Lensink
Planner 2, Environmental Sustainability



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Jennifer Draper, Deputy Director, Planning and Development

Subject: CLIMATE AND ENVIRONMENT STRATEGY UPDATE – PRELIMINARY
VISION, GOALS AND STRATEGIES

Date: July 8, 2021 File No: 11-5280-20-0008/1

ATTACHMENTS

1. Notice of Motion – Climate Action, dated February 25, 2019 (Doc [#1756611](#))
2. Report to Council from the Manager, Environmental Sustainability, entitled
“Environment Strategy: Proposed Approach”, dated July 8, 2020 (Doc [#1931008](#))
3. Detailed Summary of Preliminary Strategies (Doc [#2068946](#))

PURPOSE

The purpose of this Report is to introduce Council to the framework of preliminary vision, goals and strategies of the City’s new Climate and Environment Strategy (CES) and to advise Council that staff will be proceeding with obtaining public and stakeholder input on this framework for the benefit of shaping draft policy directions.

BACKGROUND

The City’s climate and environment policy guidance requires updating to reflect our current and pressing context and a consistent overarching framework to guide decision-making across the breadth of topic areas. The new CES will build upon and consolidate existing climate and environment plans and provide an updated and simplified policy framework for the next ten years.

The CES is being developed through an integrated planning process with the new Mobility and Community Well-Being Strategies to deliver a set of three, coordinated decision-making tools to advance timely and impactful actions. The three strategies share the following set of principles to guide decision-making:

1. **We need to take actions that improve our collective health:** we will prioritize actions that increase our sense of connection to each other and the natural world, while making it easier to meet daily needs.
2. **We need to take resilient actions:** we will prioritize proven, people-focused actions that increase the likelihood we will achieve our goals, even in dramatically changing circumstances.
3. **We need to take equitable actions:** we will prioritize actions that remove barriers that make it harder for some people to connect to each other and to opportunities than others.
4. **We need to take timely actions:** we will prioritize actions that will allow us to move quickly, recognizing the steps we take today will impact our abilities into the future.

The three strategies are designed to work together so they may collectively respond to our rapidly changing conditions. This degree of nimbleness will enable the setting of emergent priorities through the City's annual Financial Plan and Corporate Business Plan.

Previous Decisions

In February 2019, Council passed a Notice of Motion to establish more ambitious climate targets in recognition of the accelerated rates of climate change impacts and recent guidance from the Intergovernmental Panel on Climate Change:

THEREFORE BE IT RESOLVED THAT the City of North Vancouver establish more ambitious GHG reduction targets of 80% below 2007 levels by 2040 and achieving net zero or 100% emissions reductions by 2050;

THAT staff be directed to incorporate said targets into forthcoming updates to City plans, policies and business practices and report regularly on the City's progress toward achieving the targets;

AND THAT a Climate and Environment Advisory Task Force or Working Group be struck to provide guidance and support on actions and efforts required to achieve the transition from current GHG emissions to the new targets.

The development of the CES will define our pathway to these climate targets, guided by the Climate and Environment Task Force which was struck in early 2020. Initial workshops with the Task Force identified three principles to guide the CES: corporate leadership, a people-focused approach and data-driven accountability. The Task Force recommended that the CES include priority actions in four areas: climate action, climate resilience, ecosystem health and zero waste. These three principles, four topic areas, and a preliminary timeline for strategy development were endorsed by Council as the proposed approach to the strategy in July 2020:

PURSUANT to the report of the Manager, Environmental Sustainability, dated July 5, 2020, entitled "Environment Strategy: Proposed Approach"

THAT the proposed approach for the City's Environment Strategy be endorsed.

Since the endorsement of the proposed approach, the strategy has been renamed “Climate and Environment Strategy” to highlight the central role of defining actions to achieve our climate targets.

Climate Change, Biodiversity Loss and COVID-19: Three Interrelated Crises

In recent years, citizens around world have been calling for governments to take action in the face of potentially devastating impacts of climate change. This mobilization has been spurred in a large part by the Intergovernmental Panel on Climate Change (IPCC) 2018 Special Report on Global Warming of 1.5°C which clearly communicated the consequences of inaction and the opportunity to change our current course through a rapid and far-reaching transition to renewable energy sources. As a result, governments, corporations and industry associations have made ambitious commitments to reduce their carbon pollution significantly over the next decade and achieve net zero emissions by 2050, in line with guidance from the IPCC.

At the same time, nature is facing a second, related crisis of unprecedented biodiversity loss. With the destruction and destabilization of ecosystems from human activities and a changing climate, species are disappearing at a rate tens to hundreds of times higher than it has averaged over the past 10 million years. Biodiversity supports valuable ecosystem services including water and air purification, food security, regulation of waste and disease, and as is becoming increasingly appreciated, the ability to sequester carbon. In response to the biodiversity crisis and informed by contemporary science and traditional knowledge, movements like Nature Needs Half advocate for commitments to protect 50% of the planet by 2050 to address the dual challenge of climate change and biodiversity loss.

With the spread of COVID-19, the world has been faced with yet another crisis: a global pandemic threatening and taking numerous lives and causing global social and economic disruption. People with chronic health conditions, lower incomes and communities of colour are disproportionately impacted by both COVID-19 and climate change, with pollution being at the root of both problems. The pandemic has also served as wake-up call and temporary re-set as we realize our vulnerability to extreme events and see annual global emissions drop for the first time in decades with forced restrictions to travel. As early as summer 2020 in the midst of the global pandemic, governments were announcing plans for a green recovery to ensure the necessary economic stimuli would also further progress towards climate targets.

The City’s CES must respond appropriately to these three crises with consideration of the common solutions of reducing carbon pollution, and protecting and enhancing natural ecosystems to guide us towards a resilient, healthy and prosperous future state.

Current Climate and Environment Planning Framework

The City’s long-term vision, goals, objectives and actions for sustainable community-building are defined in the City’s Official Community Plan (OCP). In the 2014 update to the OCP, a ‘climate lens’ was applied to ensure the integration of climate mitigation and adaptation principles throughout the Plan. Further, Chapter 4 of the OCP, “Natural

Environment, Climate & Energy” defines goals and objectives to protect and improve ecological health, reduce carbon pollution and implement climate adaptation measures in the City, recognizing the importance of a healthy environment in the City’s vision for the future.

To date, a range of topic-specific plans (Table 1) have provided direction in addressing our community and corporate emissions, adapting to climate change and protecting our natural environment. This policy guidance has been instrumental in supporting significant improvement of stormwater quality and management infrastructure, increased protection of streamside ecosystems, promotion of citizen engagement, construction of energy efficient buildings and adoption of zero emission vehicles in the City.

Table 1. An overview of the City's climate and environment plans to date.

Plan	Year Adopted
Environmental Protection Plan	2000
Local Action Plan	2005
100 Year Sustainability Vision	2009
Community Energy and Emissions Plan	2010
Corporate Climate Action Plan	2011
Invasive Plant Strategy	2013
Climate Adaptation Plan	2013
Corporate Climate Plan Update	2017
Integrated Stormwater Management Plan	2017
Electric Vehicle Strategy	2018

In addition, a number of the climate and environment initiatives identified in the above plans are supported by Bylaws, guidelines and other tools including erosion and sediment control requirements in the Stream and Drainage System Protection Bylaw, diversion of residential organics waste through the Solid Waste Management Service Bylaw and energy efficiency and electric vehicle charging infrastructure requirements in the Zoning Bylaw.

A History of Environmental Protection and Climate Action Leadership

The City is recognized as a leader in innovative and progressive climate and environment policy and programs. In particular, the City has set a precedent within the region for energy efficiency requirements for new buildings, watershed management and electric vehicle adoption.

Some highlights of the City’s history of leadership include:

- Installing raingardens starting in 2004 and promoting them on private property with over 80 rain gardens now installed in the City
- Being the first municipality in BC to use density bonusing provisions to require new buildings to meet higher energy efficiency standards in 2011

- Introducing stormwater management requirements for all new development sites, including single family homes, in 2014
- Implementing food scraps collection in 2012 and bi-weekly garbage collection in 2014 leading to one of the lowest per capita disposal rates in the region
- Being the first municipality in BC to adopt BC Energy Step Code requirements for all new buildings in 2017
- Developing one of the first municipal electric vehicle strategies in Canada in 2018
- Adopting some of the first comprehensive electric vehicle charging infrastructure requirements for both residential and non-residential buildings in 2019 and 2021
- Adopting low carbon requirements for new homes in coordination with the other North Shore municipalities in 2020

The Need for a Climate and Environment Strategy

While the City's climate and environment plans have served us well in providing clear direction in individual topic areas, we have lacked a consistent framework to guide all climate and environment decision-making. Some policy areas, such as an overarching approach to promoting biodiversity in the City, have yet to be addressed. Additionally, both the Community Energy and Emissions Plan and the Climate Adaptation Plan have become increasingly limited in their ability to provide effective direction for climate-related decision-making as a result of new understanding of the scale of action needed to avoid significant impacts of climate change, quickly developing technologies and growing citizen mobilization. Council has recognized the need for an overarching plan and identified developing a new Climate and Environment Strategy as a key priority in their 2018-2022 Council Strategic Plan.

The CES will be the City's first comprehensive plan to guide all climate and environment work and will serve as our first point of reference for decision-making. Developing a new, overarching CES provides an opportunity to respond to our current context of multiple crises, coordinate actions to maximize co-benefits and explore innovative and holistic solutions.

Reconciliation and Equity as Priorities

The City is within the unceded Traditional Territory of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and Selilwitulh (Tsleil-Waututh) First Nations. Since time immemorial, First Nations have lived here and sustained themselves and this land. Innate in the work of the CES to restore our relationship with the environment is the need learn from and work with the local Nations and urban Indigenous people.

Further, climate change disproportionately affects some communities more than others, locally and globally. Communities suffering from systemic discrimination and experiencing poverty, lack of services and unequal opportunities are more likely to be impacted by climate change and be left behind in the transition to a low carbon society. The disproportionate implications of climate change and climate action overlap with other societal issues including Indigenous rights, racial justice, immigrant rights, housing justice and gender issues. Central to our work in the CES is to ensure a just transition so that the benefits of a green economy and a clean environment are shared by everyone.

With Council’s recent Equity, Diversity, Inclusion and Reconciliation (EDIR) Notice of Motion, the City has taken an important step forward in prioritizing this work. To better equip staff to center equity and reconciliation in the work of the CES, staff have been participating in a community of practice led by researchers at the University of British Columbia called Transforming Cities from Within (TCFW). The TCFW program guides participants through a learning journey exploring transformative and emergent innovations for complex climate change and equity challenges in cities. Staff aim to apply learnings during plan development to further reconciliation priorities and equity outcomes through CES policies by their design.

DISCUSSION

Scope of the New Climate and Environment Strategy

The Environment Strategy will build upon existing climate and environment plans and establish a comprehensive and streamlined framework for climate and environment decision-making and investments to address current policy gaps and future opportunities and challenges over the next ten years. The new Strategy will be organized around three main framework components:

1. **Vision:** A description of future we are striving to achieve through the work of the Strategy.
2. **Goals:** The desired outcomes of the Strategy that reflect our context and community priorities.
3. **Strategies:** Broad statements outlining what needs to be done to achieve our vision and goals. The Strategies are categorized into four themes and supported by a series of policy, program and process actions.

Approach and Timeline for Strategy Development

Development of the CES is following a multi-phase approach as outlined in Figure 1.

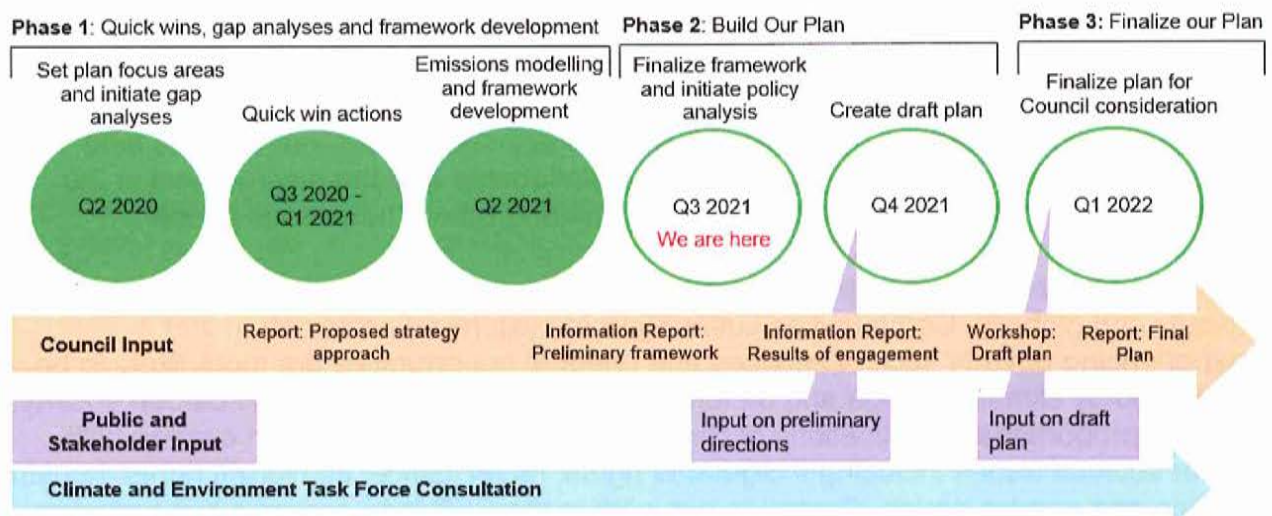


Figure 1. Climate and Environment Strategy Development Process.

Phase 1 of the project has been underway since Summer 2020 when the plan focus areas were scoped with the help of the Climate and Environment Task Force. In this process, a number of quick win actions were identified including low carbon Energy Step Code requirements for new homes, the Jump on a New Heat Pump campaign to promote fuel-switching from natural gas furnaces, electric vehicle charging infrastructure requirements for new non-residential buildings and key direction on new sites and methods for urban agriculture. Following the implementation of these no-regret actions and the completion of a policy gap analysis, focus has shifted to the development of the preliminary vision, goals and strategies for the Climate and Environment Strategy. This work is being undertaken concurrently with an emissions modelling project to better understand our community-wide emission profile and determine our pathway to interim targets and net zero emissions by 2050.

Phase 2 of the project will involve developing an engagement plan to solicit input from stakeholders and the public on the Strategy vision, goals and key directions, to be undertaken early in Fall 2021. This feedback will be used to refine the Strategy framework before proceeding with the development of a draft plan that includes a full set of prioritized supporting actions.

The draft plan will be communicated to stakeholders and the public for input early in Phase 3 to ensure it reflects the values and concerns of the community. Following engagement, staff will work to finalize the plan and provide it to Council for consideration by the end of Q1 2022.

Consultation Approach

As indicated in Figure 1, there will be two primary opportunities for public and stakeholder input into the development of the CES:

1. Input on preliminary directions: The first consultation period will be initiated over the summer with focused stakeholder discussions and grow into a broader community engagement in the early fall. At this touchpoint, the CES framework will be introduced for feedback on the alignment between the vision, goals and key directions with the values of our community and stakeholders. Following the conclusion of the first consultation period, staff will update Council with a summary of the feedback received through an Information Report.
2. Input on draft plan: The second consultation period will take place in early 2022 to solicit input on the content of the draft CES. Community members and stakeholders will have the opportunity to provide feedback on the initial set of prioritized actions, procedures and programs and the degree to which they reflect the CES's vision and goals.

The majority of consultation and engagement activities is expected to take place online, however some in-person events will be considered in accordance with the City's Restart Plan. Efforts to solicit feedback in the two consultation periods will include the following tools:

- Website: A dedicated project webpage on the City's "Let's Talk" website will contain project information and resources.

- Discussion Guide: A plain-language discussion guide will outline the preliminary vision, goals and strategies and provide relevant context such as the City's progress to date and current challenges and opportunities to be addressed through the CES.
- Survey: An online survey will be designed to allow participants to provide input on as many or as few of the preliminary goals and strategies as the participant chooses. This approach makes it easier for people to participate in a manner that best suits their level of interest and meets their availability.
- Social Media and Other Notices: Information and advertisements will be published via the City's social media platforms and other digital and print media to ensure the public is advised of the process and the available methods of providing input and direct the public to information sources, such as the website.
- Stakeholder and First Nations Meetings: Staff will host virtual meetings with stakeholders and local First Nations to provide information about the CES and gather in-depth feedback and perspectives.

Approach to Developing the Preliminary Vision, Goals and Strategies

The development of the preliminary vision, goals and strategies for the CES framework was informed by a range of inputs and information including:

1. Existing City plans and objectives
The CES's preliminary goals and strategies are intended to reflect and reinforce objectives of the City's Official Community Plan (2014), the Community Energy and Emissions Plan (2010), Climate Adaptation Plan (2013), and other policies that prioritize reduction of carbon pollution and improved resiliency. Further, the CES will include the City's pathway to net zero emissions by 2050 following direction from Council's 2019 Climate Action Notice of Motion.
2. Current context
The CES's framework is informed by our current context as detailed in the Background section of this report to respond to recent research and pressing issues. In particular, in drafting the vision, goals and strategies of the CES, significant consideration was given to:
 - The climate emergency and citizen mobilization
 - The biodiversity crisis
 - A green recovery
 - Reconciliation and equity
3. Input from the Climate and Environment Task Force
The City's Climate and Environment Task Force reviewed the draft CES framework and provided significant feedback to the preliminary vision, goals and strategies. The following themes emerged from the discussion which have been incorporated into the current version of the preliminary CES framework:
 - Bold action: Transformative change not gradual progress needs to be prioritized.

- Influence: The City can be a leader by extending our influence through partnerships.
- Environmental protection: Our relationship with the environment needs to include giving back to nature.
- Equity: Solutions should be accessible to everyone and all community members should share the benefits of a healthy environment.

4. A review of emerging practices

To continue the City's leadership in climate and environment policy, a number of emerging practices were reviewed in the development of the preliminary strategies and actions including:

- Financial tools: In recent years, Cities have been adopting carbon budgets, internal carbon prices and valuation of natural assets to better incorporate climate and environment considerations into existing financial processes.
- Addressing embodied carbon and consumption-based emissions: Cities have historically focused on carbon pollution generated within their geographic boundaries and now efforts are extending to address carbon pollution produced outside of the municipality from the production and transportation of materials used within the City.
- Nature-based solutions: More and more, cities are turning to green infrastructure, both natural ecosystems and bioengineered systems (ex. bioswales, rain gardens) as solutions to capture carbon and adapt to climate impacts such as increasing heat, altered precipitation patterns and health concerns.
- Circular economy: The movement to transition from a linear approach (make-take-waste) to a circular economy where materials are traded in a closed loop of improved design, reuse and recycling, has been gaining global momentum in recent years and many jurisdictions are developing action plans and setting targets to eliminate waste through this systemic shift to circular solutions.

Preliminary Vision, Goals and Strategies

The full framework of preliminary vision, goals and strategies for the CES is outlined in Figure 2.



Figure 2. Preliminary CES framework.

About the Vision

The preliminary vision for the new CES is:

“A resilient and sustainable City where everyone thrives”

The vision is intended to paint a picture of a healthy, green and low carbon City that is well-equipped to navigate a rapidly changing future for generations to come. In this envisioned future, transformative change has shaped a highly modern, biodiverse City fueled by renewable energy. Most importantly, the vision reflects a future where the benefits of an equitable transition and clean environment are shared by everyone.

About the Goals

The vision is supported by three preliminary goals, as outlined in Table 3. The goals express at a high level what we are working towards through the CES.

Table 2. Preliminary Goals

Goal	Why is this important?
1. We Act with Urgency to End Carbon Pollution We are a City that upholds its commitments to our community and are charting a course towards meeting our interim and	The Intergovernmental Panel on Climate Change 2018 Special Report on Global Warming of 1.5°C communicated the need for urgent action and catalysed governments around the world into setting commitments. Should warming continue at its current rate, global temperatures will cross this critical threshold in the coming decades when the impacts to human and natural systems become severe and long-lasting or irreversible. However, a window of opportunity remains to limit warming to 1.5°C through rapid and far-

2050 emissions reductions targets.	<p>reaching transitions across sectors to reduce emissions dramatically by 2030 and achieve net zero emission by 2050.</p> <p>Efforts underway to curb the impacts of climate change must be accelerated and the actions we set as a City must be transformative in order to meet our interim and 2050 targets. The CES will set nearer-term milestones and define a pathway forward to reduce our carbon pollution from buildings, transportation, waste, embodied carbon and the consumption of goods.</p>
<p>2. We live in reciprocity with nature</p> <p>We recognize that our relationship with nature cannot be unilateral; our health and well-being depend on the success of our ecosystems and we must give back to the land knowing its innate value and rich history of being well-stewarded by Indigenous people since time immemorial.</p>	<p>A City has many relationships with the land which we shape and regulate to meet a range of community objectives and priorities. From land development processes in pursuit of a more livable urban community, to enhancement practices such as habitat restoration, to climate adaptation efforts like infrastructure to prevent flooding - we interact in various ways with nature. All of these interactions have an intrinsic dependency on our understanding, appreciation and respect for the land and all the ecological services it provides. By gaining a deeper understanding of our natural systems and identifying opportunities to restore, enhance and strengthen resiliency, we can begin to strike a closer balance between giving and taking to sustain our community well into the future.</p>
<p>3. We are influential and accountable together</p> <p>Our City may be small but our ability to influence transformative change extends beyond our boundaries - guided by education, empowerment and a shared accountability for our relationship with the climate and environment.</p>	<p>The City delivers targeted outreach, programs and incentives on an annual basis to effect incremental change. In the face of more urgent action required, the CES will be setting strategic direction to guide the creation of partnerships and opportunities for sustained community involvement and empowerment. Education is a core tenet of this goal and the Strategy will provide the City's first set of policies and directions on consumption-based emissions, circular economy and embodied carbon. Further, the City must demonstrate leadership by adopting low carbon and sustainable practices as an organization before we ask the same of our community.</p>

About the Strategies

The preliminary strategies are the broad statements that provide direction towards achieving the goals. There are 20 preliminary strategies that organized under four themes or chapters:

- A. Our Pathway to Net Zero:** Cutting carbon pollution from major sources in the City to achieve our interim targets and net zero by 2050.
- B. Resilient Ecosystems and City:** Preparing ourselves and our natural systems for a more resilient future in light of climate change.
- C. Empowered Choices:** Learning and taking action together to reduce our local and global ecological footprint.
- D. Leading by Example:** Fostering environmental leadership within our community and organization to inspire transformative change.

The table below outlines each of the preliminary strategies with descriptions which are intended to generate discussion through public input. Additional details of why each strategy is important and ideas of how it could be implemented are found in Attachment 3.

Table 3. Preliminary Strategies

Topic	Strategy
A. Our Pathway to Net Zero	
Retrofits	Enable energy efficient upgrades and fuel-switching to renewable energy in existing buildings in the City at an unprecedented rate.
District Energy	Support the transition of our district energy system to renewable energy sources.
New Buildings	Incrementally move to the highest step of the BC Energy Step Code for all new buildings, combined with low carbon requirements.
Zero Emission Vehicles	Continue to accelerate access to electric vehicle charging, especially for residents living in multifamily buildings to enable rapid, widespread adoption of electric vehicles.
Divert Waste	Prevent waste from decomposing in landfills by diverting it through recycling and composting programs.
Capture Carbon	Enhance the carbon capture ability of our natural systems to remove more carbon from the atmosphere.
B. Resilient Ecosystems and City	
Natural Systems	Improve the health, connectivity and biodiversity of our natural areas through the City's first Natural Systems Strategy.
Conserve Water	Promote understanding and tools to reduce drinking water demand and minimize the strain on our water supply.
Water Quality	Protect the health of our streams and the Burrard Inlet through holistic watershed management practices.
Urban Forest	Grow a resilient and accessible tree canopy through a City-Wide Urban Forest Management Strategy.
Resilient Development	Promote ecosystem services through low impact and green new development.
C. Empowered Choices and Awareness	
Low Impact Choices	Promote lifestyle choices that reduce the carbon pollution our actions generate outside of City boundaries.
Circular Economy	Move from a linear (take-make-waste) economy to a circular one that keeps resources in use and eliminates waste.
Embodied Carbon	Incorporate low carbon building materials in our new buildings to reduce carbon pollution from the manufacturing, transportation and installation of materials.
Construction Waste	Move from demolition and disposal, to deconstruction and reuse of building materials to reduce waste going to landfill.
Urban Agriculture	Increase access to space in a highly urbanized environment for people to grow their own food.
D. Leading By Example	
Civic Buildings	Retrofit our buildings to be highly efficient and powered by renewable energy and build green new facilities.
Fleet	Replace vehicles being retired with zero emission alternatives.

Procurement	Account for carbon pollution in our internal decision-making, budgeting and purchasing processes.
Leadership	Grow a culture of collective climate action with community members leading the way.

NEXT STEPS

In the coming months, staff will continue the work of building the CES through policy analysis and by seeking input on the preliminary strategies. The Climate and Environment working group and Corporate Energy and Emissions Team will continue to guide the development of the CES strategies and the Steering Committee will provide input at significant decision-making milestones. The Climate and Environment Task Force will regularly review progress made and provide feedback to the strategies as they develop. As input is solicited following the consultation approach outlined in this report, additional focus will be placed on hearing from equity-seeking groups and applying emergent learnings from the Transforming Cities from Within program, in coordination with the City's efforts on equity, diversion, inclusion and reconciliation.

A key component of the current phase of CES development is a community-wide emissions inventory update and greenhouse gas modeling exercise to inform our low carbon pathway. Staff will provide an update to Council with the results of this work in the near future, and be recommending an interim target for Council consideration to better prioritize high impact actions and strengthen outcomes of the CES. Through the development of the CES framework presented in this report, staff have placed initial consideration towards implementation. Once the benefit of both focused and broad community and stakeholder input is realized, staff will be better positioned to advance ideas of how key actions can best represent community and civic priorities while also being achievable for the City. In light of the scale of transformative change needed across all levels of government, industry and societal action to address the urgency of climate change, a strategic approach to partnerships will be sought. In particular, specific consultation with the development industry and other key partners will be a major element of staff effort as the plan progresses into a curated set of draft collective actions.

ADVISORY BODY INPUT

The preliminary goals and strategies have developed with input from the following City committees: Advisory Planning Commission, Social Planning Advisory Committee. Staff will be bringing the framework to the Integrated Transportation Committee and the North Shore Advisory Committee on Disability Issues in the coming weeks. These groups and Committees will continue to be engaged through the remainder of the plan development process.

FINANCIAL IMPLICATIONS

Approximately \$230,000 has been appropriated from the 2020 and 2021 Project Plans to support the development of the CES. The funds are being used to support major components of the project including consultant support, consultation and

communications and materials development. Additional funding may be requested in future Annual Financial Plans to support the implementation of the new strategy, as appropriate, once adopted by Council.

INTER-DEPARTMENTAL IMPLICATIONS

The Climate and Environment Strategy will establish new policy direction and supportive actions and strategies that will require deep collaboration across City departments. As such, the vision, goals and strategies of the CES were developed with input from the newly-established CES working group made up of representatives from various City departmental teams and the Corporate Energy and Emissions Team with staff who work directly on projects related to civic facilities and fleet. In addition, staff reviewed the CES framework with representatives of the Lonsdale Energy Corporation to discuss opportunities for alignment. Finally, the preliminary vision, goals and strategies were reviewed by the City's Policy and Projects Team and Leadership Team.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Climate and Environment Strategy's preliminary framework supports and builds upon the key climate and environment-related objectives and policies in the City's Official Community Plan (2014) and vision of a vibrant, diverse and highly livable community that is resilient to climate or other changes and sustainable in its ability to prosper without sacrifice to future generations. Further, the CES will support implementation of the City's Livable City goals as articulated in Council's Strategic Plan.

RESPECTFULLY SUBMITTED:



Jennife Draper, P.Eng, M.Pl.
Deputy Director, Planning & Development

2019 – Revised City Of North Vancouver GHG reduction targets

80% below 2007 levels by 2040 and achieving net zero or 100% emissions reductions by 2050;

Motion carried unanimously at Feb 25, 2019 Council meeting.

...NOTICE OF MOTION 9. Climate Action – File: 11-5280-14-0001/2019

Submitted by Councillor McIlroy Moved by Councillor McIlroy, seconded by Councillor Bell

WHEREAS the City of North Vancouver's 2010 Community Energy and Emissions Plan established greenhouse gas emissions (GHG) reduction targets of 35.7% below 2007 levels by 2030, 51.3% by 2050 and a goal of net zero by 2107;

WHEREAS over the past nine years, the world has seen accelerated rates of climate change impacts, including the hottest years on record, declared states of emergency over wildfires and extreme weather events, displacing millions of people and costing billions of dollars;

WHEREAS in 2018, the Province of BC established GHG reduction emission targets of 40% below 2007 levels by 2030, 60% below 2007 levels by 2040, and 80% below 2007 levels by 2050;

WHEREAS in 2018, the Intergovernmental Panel on Climate Change (IPCC) released a Special Report stating that emissions must decline by 45% from 2010 levels by 2030 and reach net zero by 2050 in order to avoid severe climate change impacts;

AND WHEREAS local governments and cities are globally taking the lead on climate action, with over 90 cities in the USA committing to 100% renewable energy by 2050, 15 communities in Canada have committed to 100% renewable energy and 20 cities committing to 80-100% GHG emissions reduction by 2050;

THEREFORE BE IT RESOLVED THAT the City of North Vancouver establish more ambitious GHG reduction targets of 80% below 2007 levels by 2040 and achieving net zero or 100% emissions reductions by 2050;

THAT staff be directed to incorporate said targets into forthcoming updates to City plans, policies and business practices and report regularly on the City's progress toward achieving the targets;

AND THAT a Climate and Environment Advisory Task Force or Working Group be struck to provide guidance and support on actions and efforts required to achieve the transition from current GHG emissions to the new targets.

CARRIED UNANIMOUSLY

**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD IN THE CAO MEETING ROOM, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, JULY 13, 2020**

PRESENTATION

Environment Strategy Update – Manager, Environmental Sustainability

The Manager, Environmental Sustainability provided a PowerPoint presentation regarding the “Environment Strategy Update” and responded to questions of Council.

REPORTS

4. Environment Strategy: Proposed Approach – File: 11-5280-14-0001/2020

Report: Manager, Environmental Sustainability, July 8, 2020

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, Environmental Sustainability, dated July 8, 2020, entitled “Environment Strategy: Proposed Approach”:

THAT the proposed approach for the Environment Strategy be endorsed.

CARRIED UNANIMOUSLY

Environment Strategy Update

July 13, 2020
Presentation to Council



Outline

Guiding Principles

Scope

Timeline

Initial Actions



Guiding Principles

Corporate Leadership
People-Focused Approach
Data-Driven Accountability

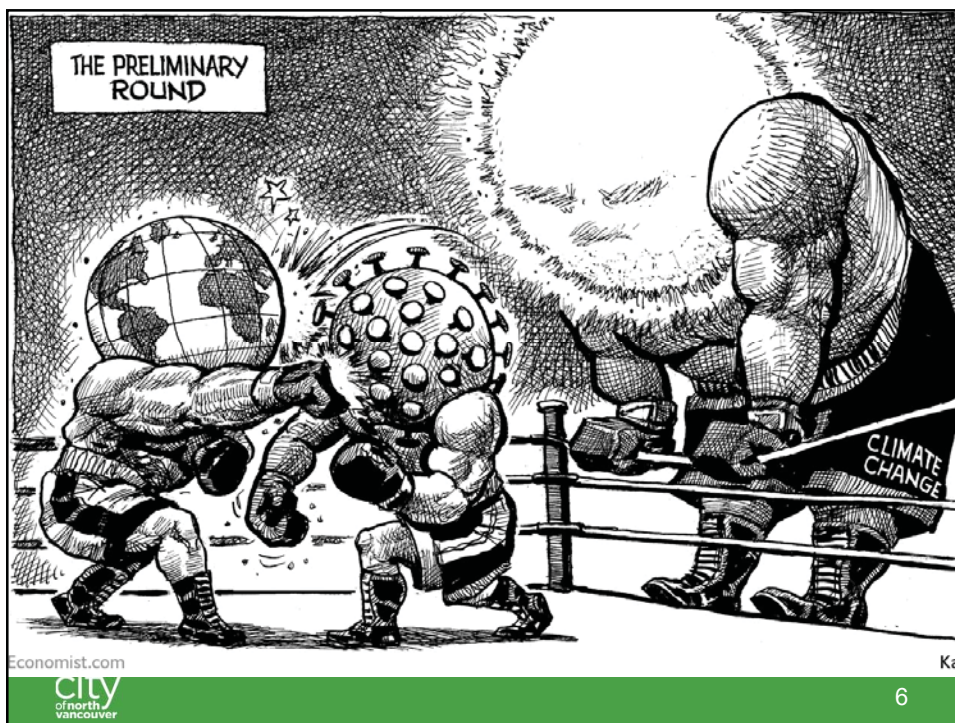
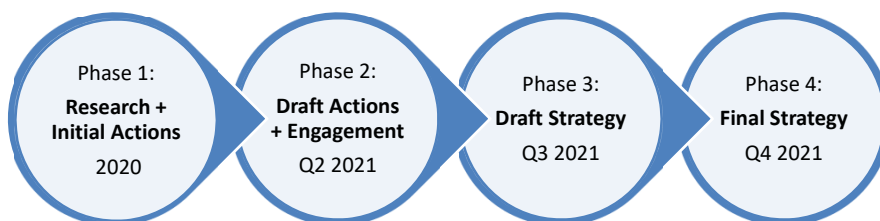


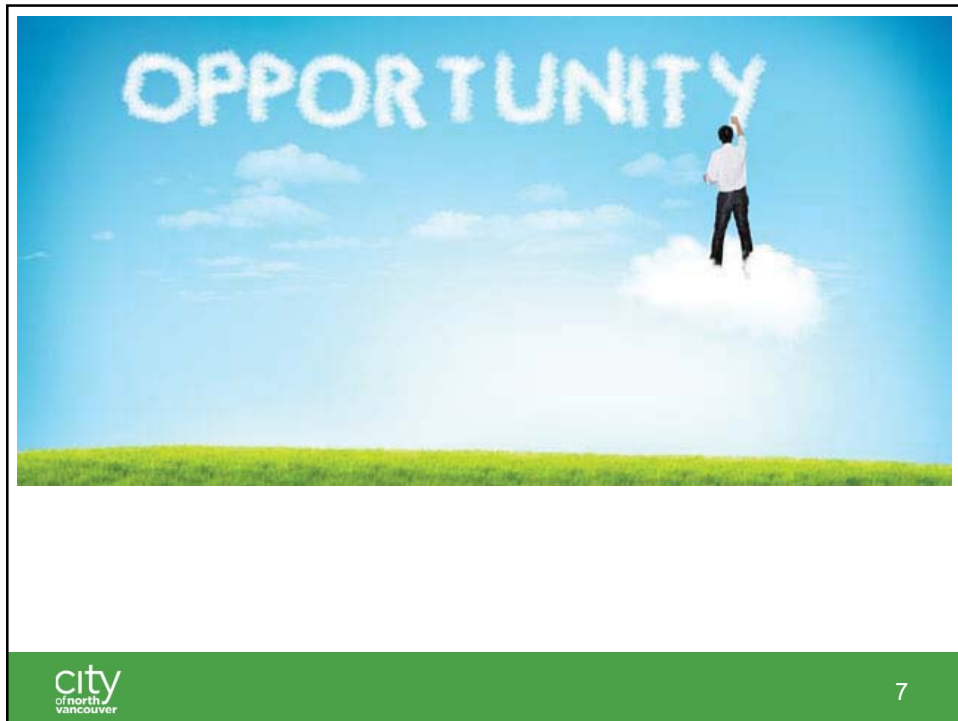
Scope

Climate Action: Reducing Emissions
Climate Resilience: Preparing for Impacts
Ecosystem Health and Biodiversity
Zero Waste



Timeline: Living City Strategy





Low Carbon Buildings Bylaw



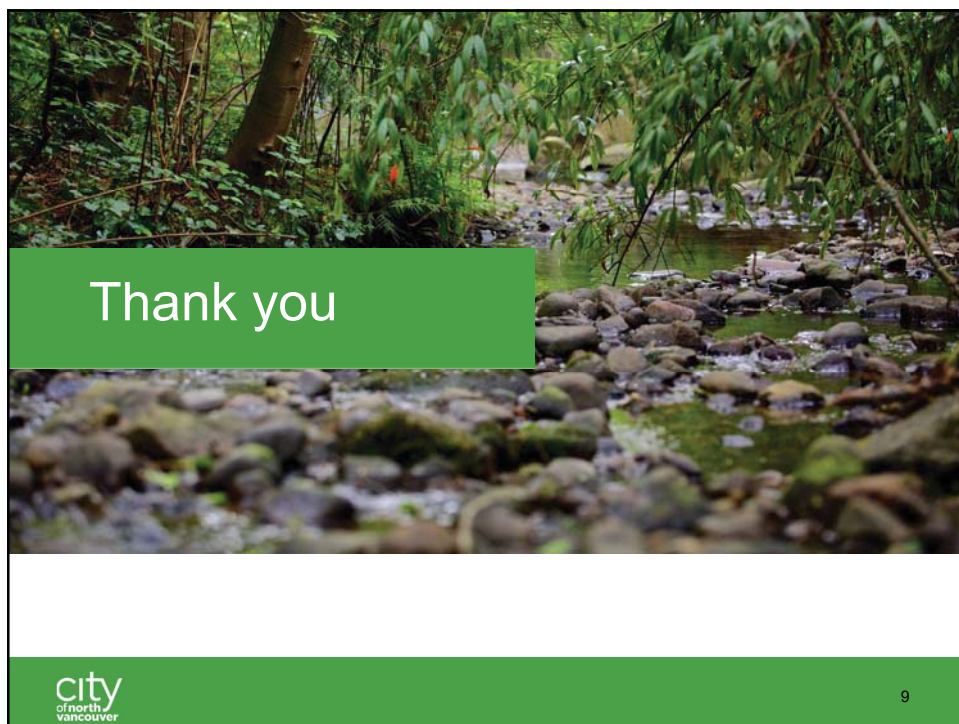
Urban Agriculture



Corporate Actions



Heat Pump Retrofits





 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Caroline Jackson, Manager, Environmental Sustainability

Subject: ENVIRONMENT STRATEGY: PROPOSED APPROACH

Date: July 8, 2020 File No: 11-5280-14-0001/2020

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

RECOMMENDATION

PURSUANT to the report of the Manager, Environmental Sustainability, dated July 8, 2020, entitled "Environment Strategy: Proposed Approach"

THAT the proposed approach for the City's Environment Strategy be endorsed.

PURPOSE

The purpose of this report is to provide an update to Council on the recent work of the Climate and Environment Task Force and to present a proposed approach to the development of the City's Environment Strategy for Council's consideration.

BACKGROUND

Concern is increasing regarding the impact of global temperature increases and threats to ecological health as experts caution that action is needed more urgently than previously understood (International Panel on Climate Change, 2018; IPBES Global Assessment on Biodiversity and Ecosystem Services, 2018). In February 2019, Council unanimously adopted a new community greenhouse gas reduction target of net zero emissions by 2050, and subsequently established a new Climate and Environment Task Force. Although a number of meetings were cancelled due to the COVID-19 pandemic, the Task Force is now preparing to continue its work in providing guidance and support to City staff and consultants in preparing the City's Environment Strategy.

DISCUSSION

The Environment Strategy will provide a comprehensive roadmap to accelerate the implementation of actions identified in the Livable City section of Council's Strategic Plan. These actions comprise four themes: climate action (reducing emissions), climate resilience (preparing for future impacts of climate change), ecological health, and zero waste.

In February 2020, the Climate and Environment Task Force participated in a workshop focused on defining success and scope for the Environment Strategy. Task Force members recommended that a number of guiding principles be considered to ensure the Environment Strategy is effective, and discussed areas to be considered within each of the Strategy's four main theme areas. Based on this input, the following guiding principles and scope are proposed for the Strategy:

Strategy Guiding Principles

1. **Corporate Leadership.** All City departments should be involved in Strategy development, and the strategy should be integrated with other priorities (e.g. economic development, asset management). The City should lead by example through zero carbon fleet, equipment, and building operations and sustainable purchasing practices.
2. **A People-Focused Approach.** The Strategy should ensure that no one is left behind and must consider traditionally disadvantaged groups. The Strategy should be accessible to City staff and the public and connect with them personally to create a vision for what can be achieved. Actions with co-benefits (health, affordability, equity, economic development) should be prioritized.
3. **Data-Driven Accountability.** Targets, policies and actions in the Strategy should be identified and prioritized based on best available research with ongoing accountability in implementation supported through regular reporting processes.

Strategy Scope

1. **Climate Action**
 - a. Set targets and timelines for zero emissions new and existing buildings;
 - b. Work with the Lonsdale Energy Corporation to further reduce emissions;
 - c. Reduce transportation emissions through encouraging active transportation and transit use, supporting the transition to electric vehicles, and making housing more affordable.
2. **Climate Resilience**
 - a. Develop a strategy to ensure the City, the community, and its infrastructure are resilient to future climate changes;
 - b. Improve resiliency to expected impacts such as extreme weather events, particularly for disadvantaged groups;

3. Ecosystem Health

- a. Protect and enhance ecological health through managing invasive species and restoring fish and wildlife habitat;
- b. Bring nature back to the City and foster connections with nature through targeted programs and services;
- c. Continue the City's leadership in rainwater management through the installation of additional green infrastructure such as rain gardens;
- d. Advance the City's urban agriculture initiatives and advocate for additional growing space in new developments.

4. Zero Waste

- a. Support the transition to zero waste through supporting reuse, reducing single use items, and encouraging recycling;
- b. Reduce construction and demolition waste through increased materials recycling while advancing the use of recycled material in building practices;
- c. Identify and reduce consumption-based emissions (emissions from goods produced elsewhere).

Timeline

The anticipated timeline for the Environment Strategy development is outlined below (Figure 1). While the timeline has been adjusted to take into account COVID-19 related budget restrictions, staff continue to advance the Strategy development. At the same time, staff are also focused on implementing no-regret initial actions critical to achieving long term success, such as preparing proposed low carbon amendments to the City's Energy Step Code requirements, demonstrating corporate leadership through building and fleet policies, advancing urban agriculture initiatives to improve local food security and community resiliency, and accessing senior government and utility funding opportunities to expand the City's public electric vehicle charging infrastructure and other projects.



Figure 1. Environment Strategy Development Timeline

Staff will report back to Council at the conclusion of each phase in the Strategy as detailed in Table 1.

Table 1. Environment Strategy Timeline

<p>Phase 1: Research + Initial Actions (2020)</p> <ul style="list-style-type: none"> • Establish Task Force and define Strategy approach (principles and scope) • Seek Council's endorsement of proposed approach • Complete baseline (greenhouse gas emissions and ecological health inventories, environmental performance indicators, anticipated climate impacts for the City) • Complete research and analysis and review best practices • Initiate internal staff engagement • Implement initial no regret actions (low carbon building programs, corporate leadership, advancing urban agriculture, implementing electric vehicle charging infrastructure) <p><i>Report to Council: Phase 1 Summary: Baseline and Potential Policies & Actions</i></p>
<p>Phase 2: Draft Actions + Engagement (Q2 2021)</p> <ul style="list-style-type: none"> • Based on Council's direction with respect to policies and actions identified in Phase 1, engage with key stakeholders and the broader community to seek feedback regarding potential policies and actions for the Environment Strategy <p><i>Report to Council: Environment Strategy Engagement Summary</i></p>
<p>Phase 3: Draft Strategy Development (Q3 2021)</p> <ul style="list-style-type: none"> • Based on work completed in Phase 1 (Research + Initial Actions) and Phase 2 (Draft Actions and Engagement), prepare draft Environment Strategy for Council's consideration identifying specific actions to achieve net zero emissions by 2050, enhance ecosystem health, advance zero waste, and ensure resilience to climate change impacts <p><i>Report to Council: Draft Environment Strategy</i></p>
<p>Phase 4: Final Strategy Development (Q4 2021)</p> <ul style="list-style-type: none"> • Share draft Environment Strategy with stakeholders and the wider public to seek additional feedback • Based on Council, stakeholder and community feedback received, make changes required to the draft strategy and prepare Final Environment Strategy for Council's consideration <p><i>Report to Council: Final Environment Strategy</i></p>

FINANCIAL IMPLICATIONS

Staff are proceeding with Strategy development using existing available budget and staffing. The Strategy timeline has been adjusted to take into account COVID-19 related restrictions. Cost implications of the Strategy will be identified during Strategy

development with some costs already provided for within existing staffing, operating, and capital budgets, or through realignment of existing budget priorities. Significant opportunities will exist, particularly in the coming years, to reduce costs through securing external funding from senior government and utility programs and through strategic partnerships with other agencies. Incremental costs associated with the Strategy will be identified with funding requests brought forward for Council's consideration during the City's Financial Planning process.

INTER-DEPARTMENTAL IMPLICATIONS

This report and recommendation were reviewed by the City's Leadership and Policy and Projects Teams on July 7, 2020.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This plan will support implementation of the City's Livable City goals as articulated in Council's Strategic Plan. This Strategy also supports the City's OCP vision of a vibrant, diverse and highly livable community that is resilient to climate or other changes, and sustainable in its ability to prosper without sacrifice to future generations.

RESPECTFULLY SUBMITTED:



Caroline Jackson, M.Sc.
Manager, Environmental Sustainability

Tables of CES Strategies and Actions

The tables on the following pages outline each preliminary strategy, why it is important, and examples of possible ideas for actions the City could take to support or implement the strategy. They are intended to illustrate each preliminary strategy and generate discussion through public input. As plan development progresses, decision making criteria will be set for establishing plan priorities and how they relate to the shared principles of the three strategies. Additionally, careful consideration of partnerships, specific consultations with industries, such as the development industry, will be undertaken to create a set of prioritized draft actions that are achievable for the City and its key partners in the delivery of the CES.

A. Our Pathway to Net Zero: Cutting carbon pollution from major sources in the City to achieve our interim targets and net zero by 2050.

To avoid catastrophic climate change, the Intergovernmental Panel on Climate Change warns that we must limit warming to 1.5° C by dramatically reducing carbon pollution by 2030 and reaching net zero by 2050. Meeting these goals will mean cutting our carbon pollution from buildings, transportation and waste in the City at an unprecedented rate, and increasing carbon capture. Our pathway to net zero will be informed by current modeling of our carbon pollution and low carbon actions to prioritize high impact moves.

The strategies in Our Pathway to Net Zero will require close collaboration with other City departmental teams and with partners, including the Lonsdale Energy Corporation. Further, strategies to cut carbon pollution from the transportation sector are included in both the CES and the Mobility Strategy, with active transportation strategies captured entirely in the Mobility Strategy.

Strategy	Why is this important?	Examples of how we might do this
<i>Accelerate low carbon building retrofits</i> Enable energy efficient upgrades and fuel-switching to renewable energy in existing buildings in the City at an unprecedented rate.	Today, more than 40% of carbon pollution in the City comes from buildings. While some of these buildings will be replaced by new, low-carbon buildings over the coming decades, the majority of our building stock will still be standing in 2050. To achieve our climate targets, an unprecedented rate of low carbon retrofits will be required. Retrofitting our building stock will also provide improved comfort, air quality and lower energy costs to residents.	<ul style="list-style-type: none"> • Explore opportunities for financing tools to support residents and building owners to pursue deep carbon retrofits • Prepare for and implement the Province's upcoming retrofit code and advocate that it addresses carbon pollution • Continue to pursue regional partnerships to support scalable solutions for whole building deep carbon retrofits • Implement programs to promote property owner awareness and support such as home energy labeling, building energy benchmarking and decision-making tools
<i>Decarbonize district energy</i>	The City's district energy system provides efficient heating to almost 100 buildings in the City including some of the largest civic facilities,	<ul style="list-style-type: none"> • Support LEC's planning for decarbonization through studies, data sharing, advocacy

Support the transition of our district energy system to renewable energy sources	accounting for 11% of floor space in the City. LEC has been incorporating renewable energy sources into its system when possible and transitioning the system to 100% renewable energy represents a significant opportunity to reduce carbon pollution from buildings in the City.	and exploration of funding sources
<i>Make new buildings net zero</i> Incrementally move to the highest step of the BC Energy Step Code for all new buildings, combined with low carbon requirements.	One of the City's strongest levers in addressing carbon pollution from buildings is through regulation of new buildings' energy efficiency through the BC Energy Step Code. With the City's low carbon requirements now in effect for new homes, it is time to consider what is next to ensure all new buildings are highly efficient and zero emission.	<ul style="list-style-type: none"> • Establish a timeline to increase Step Code requirements in advance of the provincial timeline for all new buildings • Transition from current two tier compliance pathway to Step Code requirements with greenhouse gas intensity requirements when enabled by Province • Introduce low carbon requirements for large buildings
<i>Accelerate the transition to zero emission vehicles</i> Continue to accelerate access to electric vehicle charging, especially for residents living in multifamily buildings to enable rapid, widespread adoption of electric vehicles.	Uptake of electric vehicles in the City has been increasing exponentially in recent years and we need to ensure that this trend continues to realize critical reductions in carbon pollution from transportation. In particular, we need to promote equitable access to electric vehicles to enable widespread adoption.	<ul style="list-style-type: none"> • Continue implementing the actions of the City's Electric Vehicle Strategy (2018) by pursuing partnerships with car-sharing services, supporting retrofits of multi-family buildings and providing public education about EVs • Increase access to EV charging infrastructure in priority neighbourhoods that have significant barriers to EV retrofits and are underserved by the public charging network
<i>Reduce waste going to landfill</i> Prevent waste from decomposing in landfills by diverting it through recycling and composting programs.	Disposing of materials by landfill is the least preferred management option due to a number of challenges and impacts of landfills. The carbon pollution from solid waste attributed to the City is based on quantity of waste generated in the City sent to landfill and the methane released from the decomposition of organic waste in the landfill. By reducing our waste going to landfill through diverting recyclable and compostable materials, we can cut our carbon pollution from this sector and minimize the other negative impacts of landfills	<ul style="list-style-type: none"> • Update the Solid Waste Management Services Bylaw to include the mandatory separation of recyclable materials at the source of collection for all sectors • Continue to educate the public and provide support regarding proper waste diversion practices, with particular attention given to multi-family buildings • Undertake waste characterization audits to gain an understanding of the composition of each waste stream to develop more targeted waste diversion education programs
<i>Increase carbon capture</i>	In addition to reducing the amount of carbon we pollute, we need to capture carbon pollution to reduce the amount	<ul style="list-style-type: none"> • Explore opportunities to enhance carbon capture in the City through increased tree

Enhance the carbon capture ability of our natural systems to remove more carbon from the atmosphere.	of carbon in the atmosphere. Carbon can be captured through natural processes in forests, wetlands and soils.	canopy cover, and shoreline and estuary restoration <ul style="list-style-type: none">• Explore opportunities at the sub-regional level to capture carbon through land and aquatic-based projects outside of the City in partnership with the other North Shore municipalities
--	---	--

B. Resilient Ecosystems and City: Preparing ourselves and our natural systems for a more resilient future in light of climate change.

The City adopted its first climate change adaptation plan in 2013, which provided an assessment of risks and vulnerabilities for the City to start addressing through plans and investments. Achieving adaptation outcomes relies on having access to the best available information at the time and considering much has changed with regards to our climate patterns and scientific understanding of human and ecosystem vulnerabilities, a re-assessment is required. Through the following strategies, adaptation will guide our policy making towards more resilient outcomes.

Strategy	Why is this important?	How could we do this?
<p><i>Enhance our natural systems</i></p> <p>Improve the health, connectivity and biodiversity of our natural areas through the City's first Natural Systems Strategy</p>	<p>Without fully understanding the extent of the ecological services provided by our natural systems and how stressors, such as climate change, invasive species and urbanization are impacting their viability, we will be challenged to sustain, let alone restore and enhance these vital systems.</p> <p>In an urbanizing environment, green infrastructure such as techniques for storing, filtering and re-using stormwater can be used to better integrate natural and semi-natural areas.</p>	<ul style="list-style-type: none"> • Develop the City's first Natural Systems Strategy for improved resiliency that is informed by updated inventories, citizen science indicators and monitoring • Embed stewardship principles to better understand the provisions of our ecosystems, including food and medicine by applying traditional ecological knowledge • Complete parks assessments to identify sensitive areas and set clear roles for enhancement with our partner agencies and parks stewards • Embed green infrastructure opportunities into practices for improving east-west connectivity of our natural areas, • Increase the ecological services of the City's greenway network • Explore resiliency guidelines to improve species diversity and develop mitigation measures to protect vulnerable native species
<p><i>Increase Water Conservation</i></p> <p>Promote understanding and tools to reduce drinking water demand and minimize</p>	<p>Each year the City delivers over 9 billion litres of drinking water to its residents and businesses and while average consumption of potable water in Metro Vancouver is declining year over year, it remains well above other countries with strong conservation policies.</p>	<ul style="list-style-type: none"> • Increase outreach and develop targeted initiatives on the region's water supply to promote conservation ideas and tools. • Look to landscape design guidelines to reduce irrigation needs

the strain on our water supply.	From a community perspective, reducing water demand can also reduce energy consumption, emissions and costs for residents and businesses since the heating of water is typically carbon intensive.	<ul style="list-style-type: none"> • Make alternative sources of water more readily available such as filtered rainwater or reclamation of greywater
<p><i>Improve Water quality</i></p> <p>Protect the health of our streams and the Burrard Inlet through holistic watershed management practices.</p>	<p>The City's four watersheds (Mackay, Mosquito, Mission-Wagg and Lynn creeks) are increasingly susceptible to increased runoff from impermeable surfaces, increased peak flows, degraded habitats, spills and pollution – all of which present downstream risks to the Burrard Inlet.</p> <p>The City remains a leader in the region for early adoption of stormwater management controls for single detached homes and duplexes but increasing impermeability will continue to add complexity to on-going asset investment and management for the City.</p>	<ul style="list-style-type: none"> • Explore new forms of green infrastructure, such as blue roofs and other source controls to manage the quantity and quality of water entering our watersheds while also assessing the cooling and reuse benefits of stored water • Explore incentives for maintaining permeable areas on private property • Explore best practices for erosion and sediment control measures, especially on smaller projects • Update educational materials on the importance to fish and aquatic habitat of riparian area restoration and conservation. • Encourage citizen science projects and continued partnerships with stewardship groups
<p><i>Expand and protect our urban forest</i></p> <p>Grow a resilient and accessible tree canopy through a City-Wide Urban Forest Management Strategy.</p>	<p>The 2007 Urban Forest Management Plan technical report provided an overview of forested areas in CNV Parks and identifies key risks such as low proportions of old growth and young seral forest and the risks of hotter, drier summers on certain tree species.</p> <p>The City has an opportunity to create a comprehensive strategy for public and private property, and to set goals and targets related to the long-term canopy coverage, health and resiliency of our trees</p>	<ul style="list-style-type: none"> • Develop a City-wide Urban Forest Management Strategy with clear objectives and targets informed by new inventory data • Identify opportunities for improved resilience of our urban forests to increase tolerance from climate change • Coordinate with the Community Wellbeing and Mobility Strategies to identify opportunities for increased access to urban forests and improved connectivity through active modes • Explore opportunities for increased tree planting on private property • Set objectives for City streets and underutilized rights of ways to grow our canopy within the public realm
<p><i>Make new development resilient</i></p> <p>Promote ecosystem services through low</p>	Several community objectives are pursued through development processes, including sustainability and increased livability and while natural systems can never be exactly	<ul style="list-style-type: none"> • Explore biodiversity, climate and environment performance guidelines for new development with supportive education and certification tools for residents

impact and green new development.	<p>replicated, we have an ability to apply nature's practices to mitigate our impacts</p> <p>The City has made strong gains with respect to building energy standards, green infrastructure and landscaping but can benefit from direction on other considerations to grow overall resilience through development</p>	<ul style="list-style-type: none">• Consider pursuing designations such as the 'Bird Friendly City' and coordinate with the North Shore's local and First Nations governments to improve outcomes for our local and migrating bird species• In coordination with the urban forest management strategy, review the ability to incentivize increased permeability on private property• Review the City's Streamside Protection and Enhancement development permit guidelines.
-----------------------------------	---	---

C. Empowered Choices and Awareness: Learning and taking action together to reduce our local and global ecological footprint

Central to the success of the CES is collective action by community members making informed choices to minimize the impact of their actions. For the City, this means broadening our scope to consider the carbon pollution from our consumer choices generated outside of City boundaries. Many of the strategies of this section will involve growing public awareness through outreach efforts and innovative policy tools to minimize the impact of the materials we use and consume, and the waste we generate.

Strategy	Why is this important?	How could we do this?
<p><i>Grow awareness of low impact consumer choices</i></p> <p>Promote lifestyle choices that reduce the carbon pollution our actions generate outside of City boundaries.</p>	<p>Traditionally, municipalities have focused efforts on carbon pollution generated within their jurisdictional boundaries. However, as we look to make more dramatic reductions to carbon pollution globally, it is becoming increasingly clear that we need to consider the carbon pollution of our actions generated outside of the City through the production and transportation of goods.</p> <p>To better understand the impacts of our consumer choices, the City participated in the EcoCity study in 2017 to develop a consumption-based emission inventory and ecological footprint which will inform the actions of this strategy.</p>	<ul style="list-style-type: none"> • Create outreach materials that educate residents on the highest impact actions they can take to lower their individual carbon footprint • Promote the importance of purchasing local goods and using local services ,when possible • Develop and promote rebate and incentive programs that subsidize the cost of less carbon intensive choices • Update education materials to highlight the importance of reduction in the waste hierarchy
<p><i>Transition towards a circular economy</i></p> <p>Move from a linear (take-make-waste) economy to a circular one that keeps resources in use and eliminates waste.</p>	<p>A circular economy is an economic system aimed at eliminating waste and encouraging the continual use of resources. The circular economy movement creates a culture shift which reduces the overall ecological footprint of our community and encourages innovation through continued efforts to design out waste and pollution. Further, a circular economy contributes to well-being by increasing disposable income through the increased utility of items through durability and reduced obsolescence.</p>	<ul style="list-style-type: none"> • Ensure Circular Economy principles are a part of long-term strategies for both waste management and community planning • Encourage local restaurants and retailers to adopt more reuse programs such as cup share programs and to only provide single-use items by request • Continue to support initiatives such as lending libraries and repair cafes where volunteers offer to teach residents how to repair items • Map the flow of textile waste throughout the City to assess where reuse, repair, or collection infrastructure is lacking • Advocate for coordinated municipal, provincial and federal policies to create a circular economy strategy

<p><i>Embodied carbon in new construction</i></p> <p>Incorporate low carbon building materials in our new buildings to reduce carbon pollution from the manufacturing, transportation and installation of materials.</p>	<p>While the operational emissions of buildings have been measurable for some time, there is a growing appreciation for the impact associated with building materials from cradle to grave. Life cycle assessments quantify the environmental impacts with the construction materials used over a building's lifespan. Research conducted within the architectural field estimates that embodied carbon will account for nearly half of total new construction emissions between now and 2050.</p>	<ul style="list-style-type: none"> • Explore the development of case studies to help guide new developments in evaluating low carbon alternatives in the sourcing, transportation and construction techniques. • Advocate for the use of life cycle assessment tools in business case methodologies with project partners • Consider setting embodied carbon reduction targets for new developments
<p><i>Increase diversion of construction and demolition waste</i></p> <p>Move from demolition and disposal, to deconstruction and reuse of building materials to reduce waste going to landfill.</p>	<p>Up to one-third of our region's waste is comprised of material from the construction, demolition and renovation of buildings. Recently, there has been an increased interest in demolition waste diversion from many local jurisdictions.</p> <p>There are ample opportunities across the government and private sector to collaborate on innovative solutions which target the diversion of these materials.</p>	<ul style="list-style-type: none"> • Enhance and enforce waste diversion requirements during demolition • Pursue options to support the market for salvaged/deconstructed demolition materials • Develop policies that encourage deconstruction rather than demolition
<p><i>Expand urban agriculture</i></p> <p>Increase access to space in a highly urbanized environment for people to grow their own food.</p>	<p>The benefits of local food production include reduced travel to obtain nutritious food, an improvement in water infiltration, and positive impacts on the urban microclimate. Access to affordable and healthy food provides opportunities for socialization, improves food security, and increases mental and physical health.</p> <p>The trend towards the development of multi-family residential buildings in the City signals a need for increased garden space as the demand and desire for residents to garden will only continue to increase.</p>	<ul style="list-style-type: none"> • Expand the current network of community gardens • Explore and implement modern methods for enabling food production in a highly urbanized environment • Streamline the permitting process for residential boulevard planting • Continue to support partners that provide urban agriculture related workshops to the public

D. Leading by Example: Fostering environmental leadership within our community and organization to inspire transformative change

Demonstrating leadership as an organization and encouraging climate leadership within the community is a key strategy in achieving the goals of the CES. As we promote and require low carbon buildings and vehicles in our community, it is critical that we lead the way with cutting the carbon generated from our facilities, fleet and processes. Further, we can encourage widespread change by encouraging the development of climate and environment leaders within our community.

Strategy	Why is this important?	How could we do this?
<p><i>Make civic buildings low carbon</i></p> <p>Retrofit our buildings to be highly efficient and powered by renewable energy, and build green new facilities</p>	<p>The City's civic facilities currently account for more than 60% of its corporate GHG emissions. The City is taking a leadership role building highly efficient new civic buildings including the new Harry Jerome Community Recreation Centre. In order to meet the community GHG emissions targets, The City will need to develop comprehensive transition plans to reduce emissions from its existing buildings.</p>	<ul style="list-style-type: none"> • Undertake energy audits across all City facilities with external funding support • Improve efficiency through continuous optimization for the City's larger facilities with external funding support • Develop and implement a low carbon pathway for each City building, highlighting major retrofit opportunities timed with asset management plans • Implement the City's new low carbon city building policy, once approved by council • Identify opportunities to support district energy's transition to low carbon energy sources at civic facilities, and identify opportunities for heat recovery
<p><i>Transition to low carbon fleet</i></p> <p>Replace vehicles being retired with zero emission alternatives.</p>	<p>The City's fleet accounts for 30% of its total GHG emissions. The City has long been an early adopter in transitioning to low carbon fleet vehicles; however, it will need to accelerate its efforts to transition to a zero carbon fleet in order to align with net zero emissions target.</p>	<ul style="list-style-type: none"> • Increase access to EV charging for City fleet and staff vehicles with external funding support • Develop a comprehensive fleet transition strategy including a full costing study for transitioning vehicles and upgrading electrical infrastructure • Develop fleet procurement policy to reflect an approved EV fleet transition roadmap • Upgrade electrical infrastructure at the Operations Centre to support fleet electrification • Develop EV infrastructure plan for Gerry Brewer building
<p><i>Implement sustainable procurement & financial processes</i></p>	<p>Incorporating decarbonization as a clear priority in the City's financial processes provides strong guidance across the organization and reduces some key barriers to the</p>	<ul style="list-style-type: none"> • Set new corporate GHG Targets advancing the community net zero target, and consider a 2030 interim target

Account for carbon pollution in our internal decision-making, budgeting and purchasing processes.	transformation needed to achieve climate targets	<ul style="list-style-type: none"> • Update the corporate climate action plan with new targets and clear roles and responsibilities • Work with Finance to investigate and implement financial policies and processes that incorporate carbon reduction as a key priority in the City's financial processes (for example, include internal price of carbon or carbon accounting) • Review & update existing sustainable purchasing policy requirements • Develop guidance for low carbon operations (meetings, supplies, etc.)
<p><i>Invest in climate leadership</i></p> <p>Grow a culture of collective climate action with community members leading the way.</p>	With the increase of community mobilization around the globe, especially among youth, comes an opportunity to achieve stronger outcomes for our city and closer ties as a community.	<ul style="list-style-type: none"> • Improve the climate and environment related training to staff across the organization • Improve the City's ability to provide information, resources, and education on climate and environment • Provide mentorship opportunities and foster climate leadership in the community • Improve availability of the City's climate action data

Survey Respondents' Demographics from Climate and Environment Strategy Phase I Engagement

Data from the 2016 City of North Vancouver Census Profile was used to compare the percentage of respondents that completed the Climate and Environment Survey to the percentage of City residents. This comparison is used to illustrate groups that were over- or underrepresented in the City survey and will be used to inform how staff approach future engagement processes to better engage all residents.

The demographic analysis below only represents those who completed the survey (approximately 255 respondents). It does not include listening session or stakeholder workshop participants if they were unable or chose not to complete a survey.

Gender

As shown in Figure 1, of the survey respondents, 42.4% identified as male, 51.4% as female, 0.4% as non-binary, 0.8% did not identify as any of these categories, and 5.1% preferred not to answer.

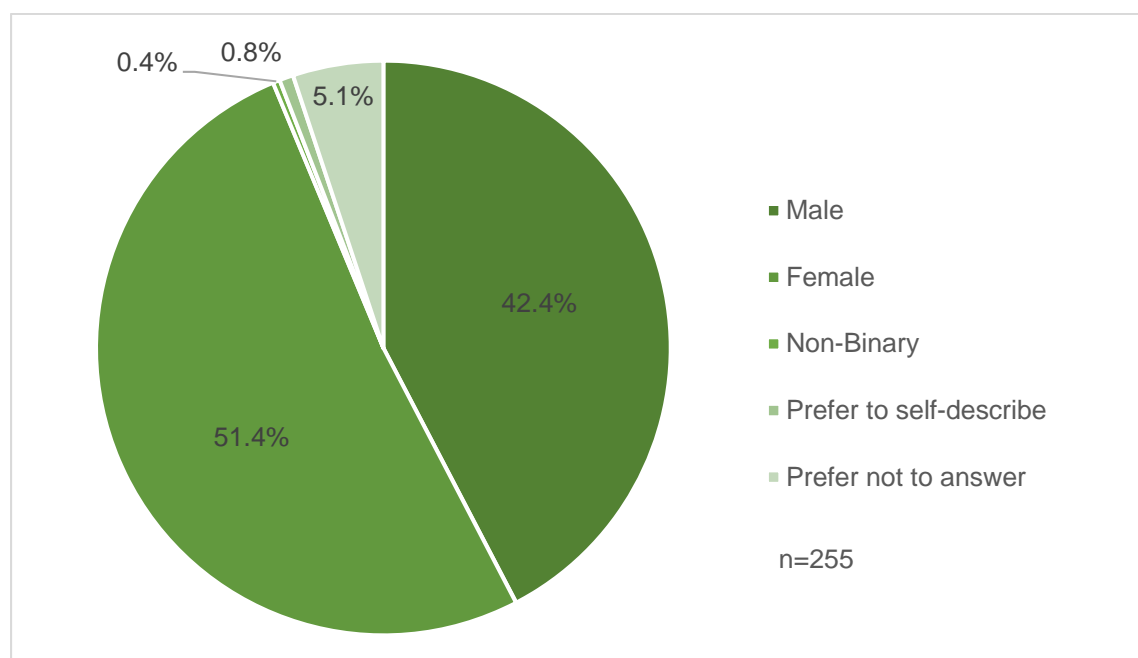


Figure 1. Gender of survey respondents from Climate and Environment Strategy Phase I engagement.

Age

Residents under age 19 were not represented in the survey responses (Figure 2). Residents over age 30 were overrepresented in the survey responses, especially residents over age 50, making up 52.1% of responses compared to 38.0% of City residents.

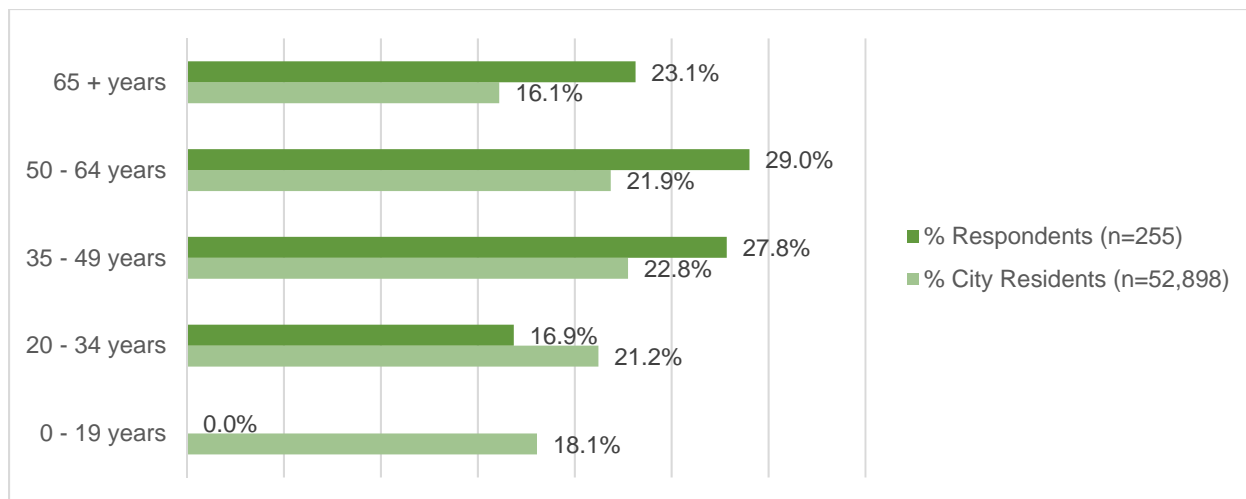


Figure 2. Age of survey respondents from Climate and Environment Strategy Phase I Engagement compared to 2016 Canadian Census data.

Race/Ethnicity

When comparing the percentage of responses collected in the Climate and Environment Strategy Phase I engagement survey and those in the 2016 Census, Caucasian respondents were overrepresented while all other races and ethnicities were underrepresented in the survey responses (Figure 3). Notably, some listening session participants mentioned that they would like to see more information provided in-language to better participate.

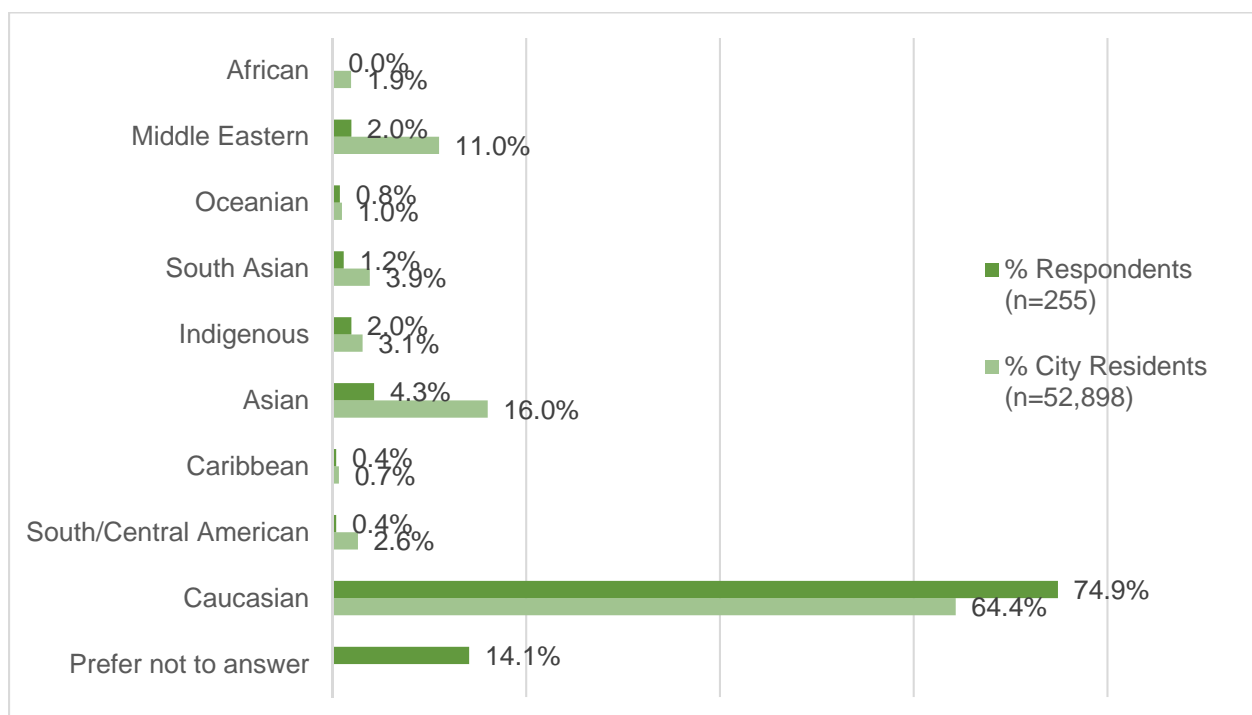


Figure 3. Race/Ethnicity of survey respondents from Climate and Environment Strategy Phase I Engagement compared to 2016 Canadian Census data.

Income

Household income data collected through the Climate and Environment Strategy Phase I engagement survey did not align perfectly with the income brackets from the 2016 Census, however general trends can be observed. Overall, respondents with household incomes greater than \$200,000 were overrepresented in the survey responses, and respondents with lower household incomes were underrepresented (Figure 4).

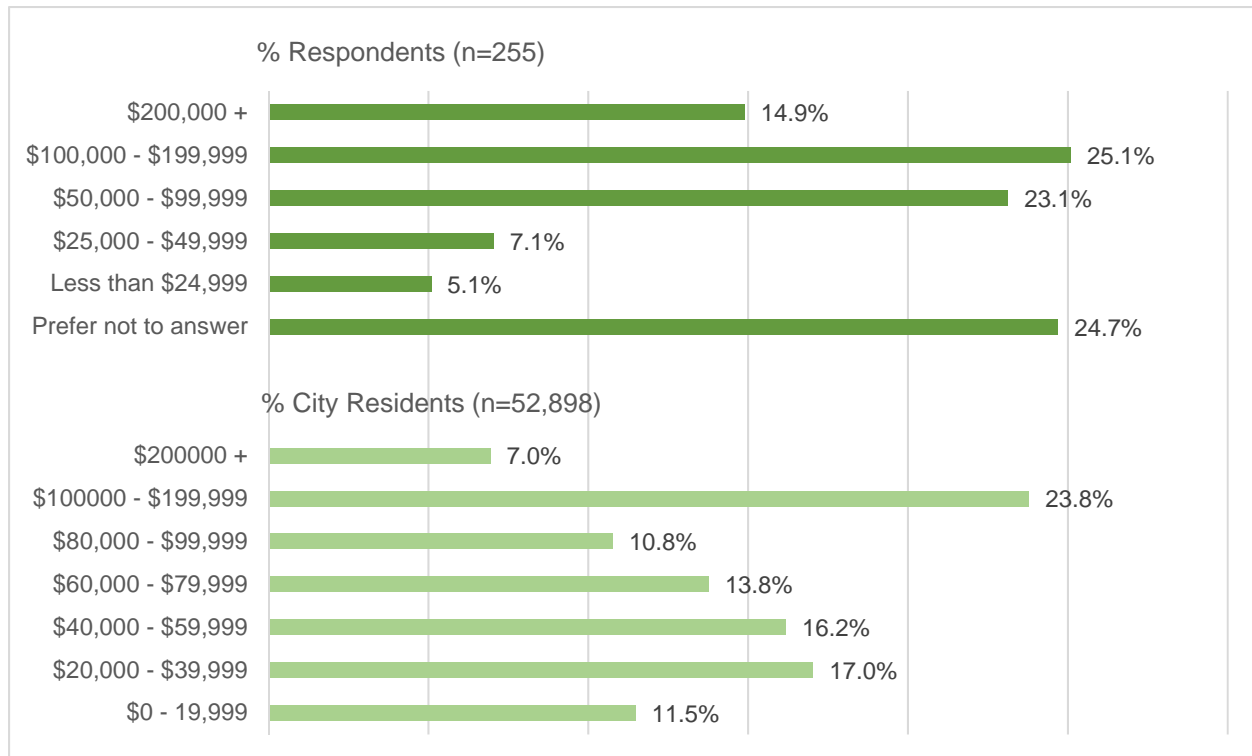


Figure 4. Household Income. Comparison between survey responses from Climate and Environment Strategy Phase I Engagement and 2016 Canadian Census.

Housing Situation

Homeowners were overrepresented in the Climate and Environment Strategy Phase I engagement survey responses, making up 74.6% of responses compared to 52.9% of City residents (Figure 5).

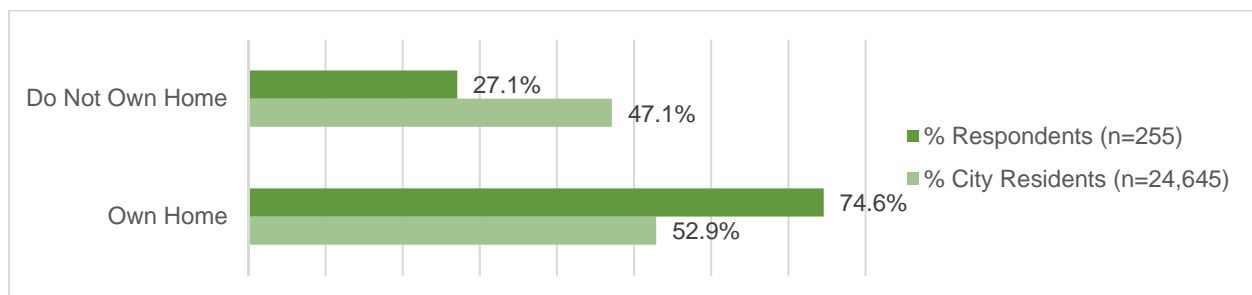


Figure 5. Home ownership. Comparison between survey responses from Climate and Environment Strategy Phase I Engagement and 2016 Canadian Census.

Residents of single-family homes were overrepresented in the survey responses, making up 38.0% of responses compared to 12% of occupied dwelling units in the City (2016 Canadian Census). Whereas multi-family buildings account for 88% of occupied dwelling units in the City, residents living in these building types were underrepresented in the survey responses, making up only 53.7% of responses.

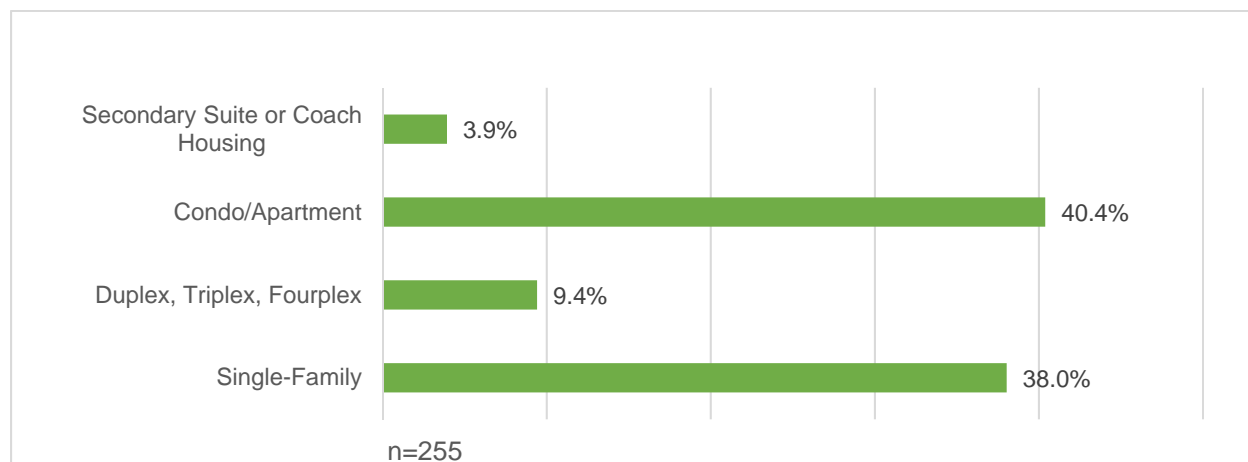


Figure 6. Home Ownership. Source: Climate and Environment Strategy Phase I Engagement Survey.

Transportation

When compared to the results of the 2019 North Shore Transportation Survey, residents who reported cycling as their primary mode of transportation were overrepresented and those who reported motor vehicle as their primary mode of transportation were underrepresented in the survey responses (Figure 7).

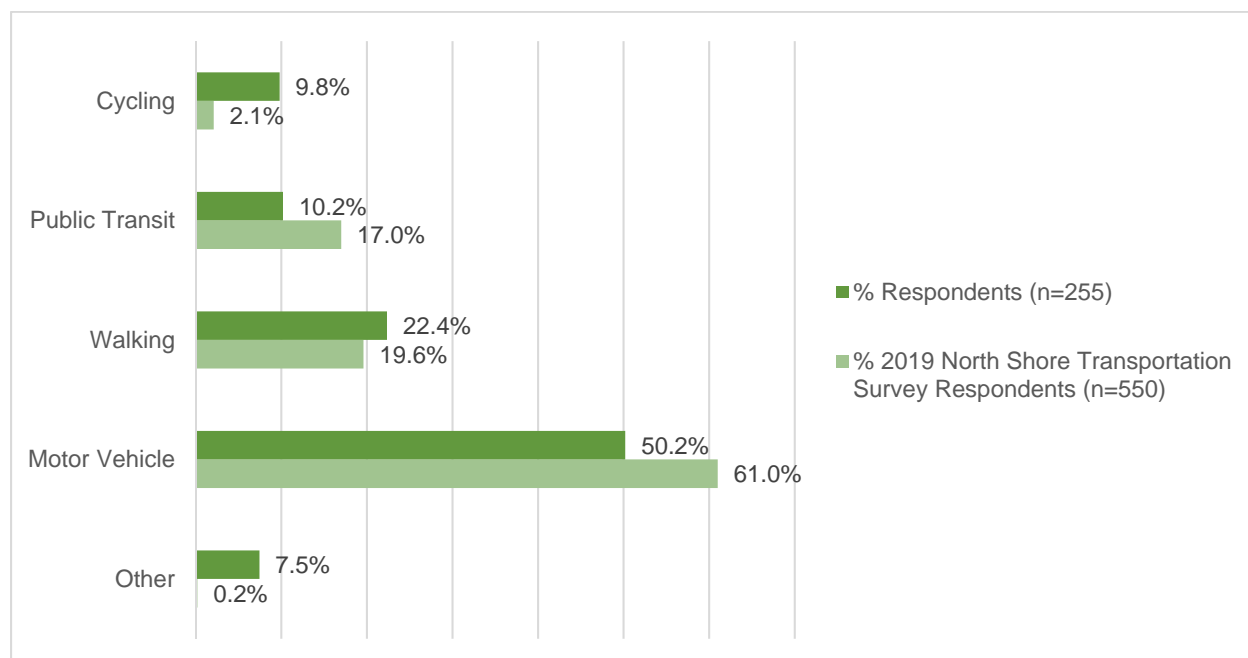


Figure 7. Primary Mode of Transportation. Comparison between survey responses from Climate and Environment Strategy Phase I Engagement and 2019 North Shore Transportation Survey.

Summary of Feedback on the Draft Vision, Goals and Strategies of the Climate and Environment Strategy from Phase I Engagement

Feedback on the draft vision, goals and strategies of the Climate and Environment Strategy was received through listening sessions, stakeholder workshops, pop-up tables, review by Tsleil-Waututh Nation and comments in the public survey. Common and salient feedback is summarized below and will be used to refine the strategy framework and inform the draft strategy.

Feedback on Vision and Goals:

- Overall support vision statement as a picture of an aspirational future state of the City with strong alignment with mission of partner organizations;
- Suggestions refine language used in the vision statement, specifically “sustainable” to better reflect climate goals and “City” wording to encompass the community and natural components of the City;
- Support for level of ambition of goals and a desire to see them supported by bold and effective actions in the CES; and
- Some confusion about the meaning of Goal 3 “We are influential and accountable together” and how it applies beyond corporate leadership.

Feedback on Pathway to Net Zero Strategies:

- Enthusiastic support to take urgent and bold action to reduce our carbon pollution;
- Concern about impacts to housing affordability and cost of living;
- A desire for improved public transit service to support residents who don't drive and to enable residents to drive less;
- Health benefits and risks associated with climate change mitigation need to be better communicated;
- Support for increased emphasis on active transportation (especially cycling infrastructure) and complete neighbourhoods in strategies to reduce carbon pollution from transportation sector; and
- A need for ongoing rebates, financing solutions and decision-making supports for residents to switch to low carbon technologies, especially in multi-family buildings.

Feedback on Resilient City and Ecosystems Strategies:

- Strong support for actions to enhance our natural systems and expand and protect our urban forest;
- A need for increased support for unhoused citizens in protection from hazardous invasive species (hogweed) and for vulnerable residents more broadly during extreme weather events (heat waves, poor air quality and storms);
- Support for increasing resiliency of new development through passive design and green infrastructure;
- Need to clarify the types of water addressed by “improve water quality” and “conserve water” strategies; and
- Opportunity for Indigenous knowledge to inform strategies, especially actions to enhance our urban forest and to improve stream water quality.

Empowered Choices and Awareness Strategies:

- Education will be important to enable residents to make informed, low impact choices;
- Concern about costs associated with local products and food;
- Support for maintaining and upgrading older buildings to avoid further construction and demolition waste;
- A desire for increased access to shared garden space and for more land dedicated to growing food in the City; and
- Strategies need to be broadened to better address food security.

Leading By Example Strategies:

- Support for the City foster strong partnerships with organizations, local First Nations and community groups to grow a culture of climate leadership;
- Need to clarify the role of the City and individual actions;
- Opportunity for the City to share sustainable corporate practices with businesses and organizations;
- Encouragement for the City to lead in zero emission fleet vehicles (including garbage trucks), low carbon civic buildings and sustainable procurement; and
- Support for the City to advocate for strong climate and environmental policy from senior levels of government.

Survey Results from Climate and Environment Strategy Phase I Engagement

In total, approximately 255 survey responses were received, primarily through the City's online Let's Talk platform. The survey consisted of 34 multiple choice questions designed to gauge level of support for the draft vision, goals and strategies, respondents' priorities and potential barriers to individual action needed from respondents to achieve the CES strategies. Respondents were also given the opportunity to provide additional feedback through comments.

The responses to the multiple choice questions are summarized below. These results will be used to refine the Climate and Environment Strategy framework, with consideration given to the unrepresentative nature of the survey responses.

Level of Concern

When asked about their level concern about the climate and nature crises, 81% of respondents reported that they are very concerned (Figure 1).

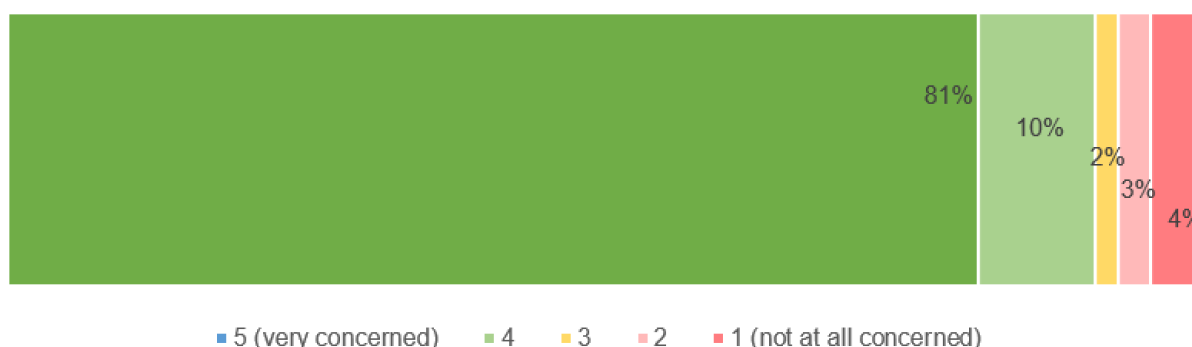


Figure 1. Level of concern about the climate and nature crises from CES Phase I engagement survey responses.

Vision

Respondents were asked their level of support for the draft CES vision, "A resilient and sustainable City where everyone thrives". Approximately half of respondents supported the vision and 44% suggested there are some changes needed (Figure 2).



Figure 2. Level of support for the draft CES vision, "A resilient and sustainable City where everyone thrives".

Goals

Respondents were asked how well they thought each of the three draft goals would help to achieve the vision. The first goal, “We act with urgency to end carbon pollution” received the most support, and all three goals received high or relatively high rankings in over 60% of responses (Figure 3).

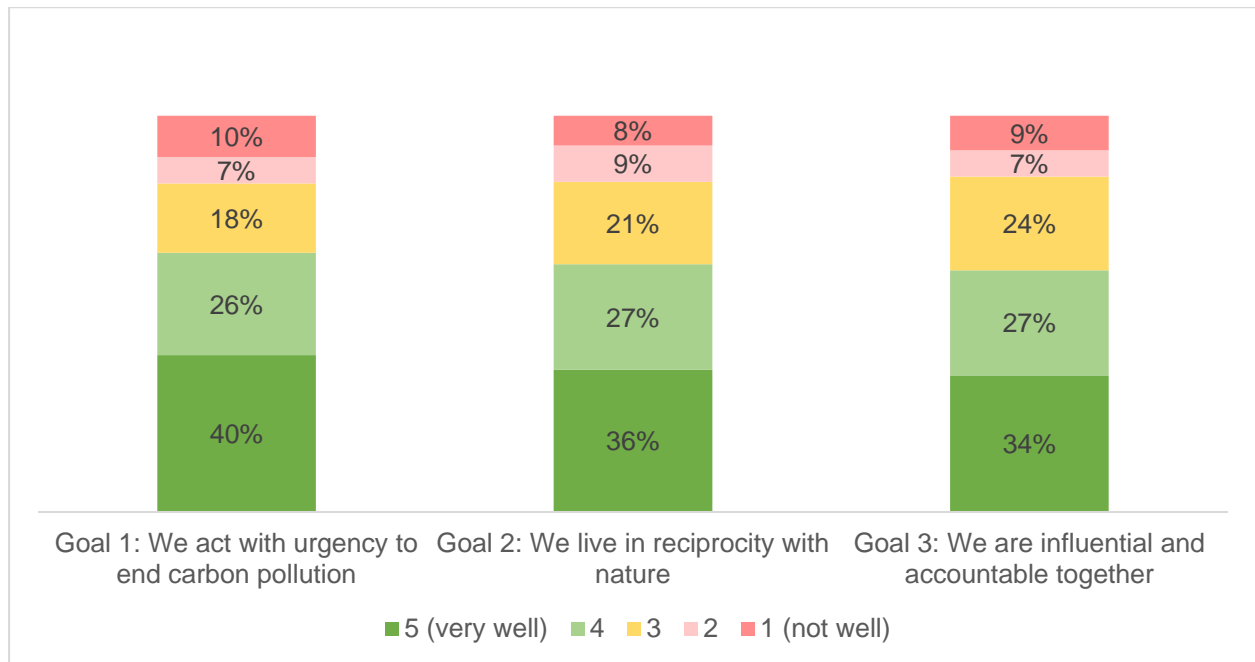


Figure 3. Level of support for the three draft goals of the CES.

Pathway to Net Zero Strategies

Respondents were asked to rank how important each of the draft “Pathway to Net Zero” strategies are to them. The strategy to “make new buildings net zero” received the highest level of support and all six strategies received high or relatively high rankings in over 60% of responses (Figure 4).

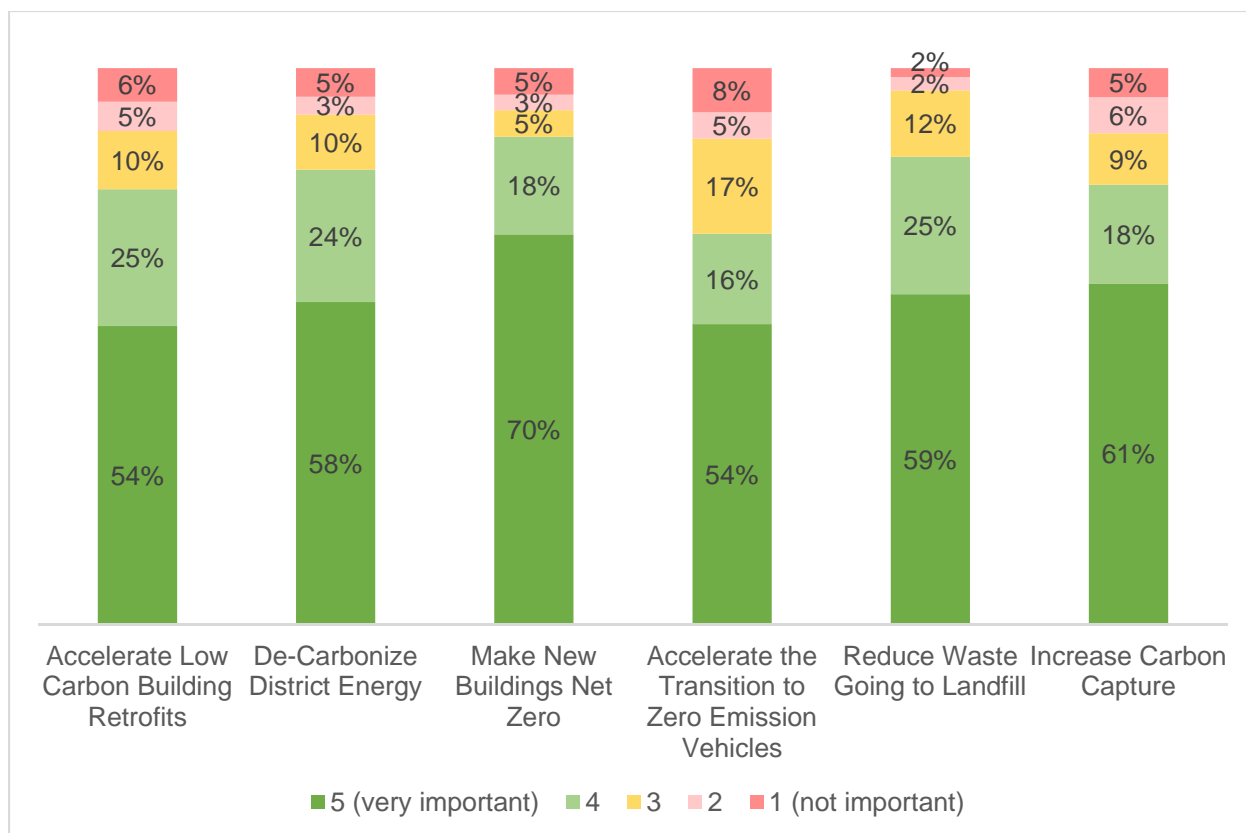


Figure 4. Level of support for "Pathway to Net Zero" draft strategies.

Respondents were asked what actions they are willing to take, or are already doing to reduce carbon pollution. The actions that were reported the most were recycling and composting, conserving energy and using sustainable transportation (Figure 5).

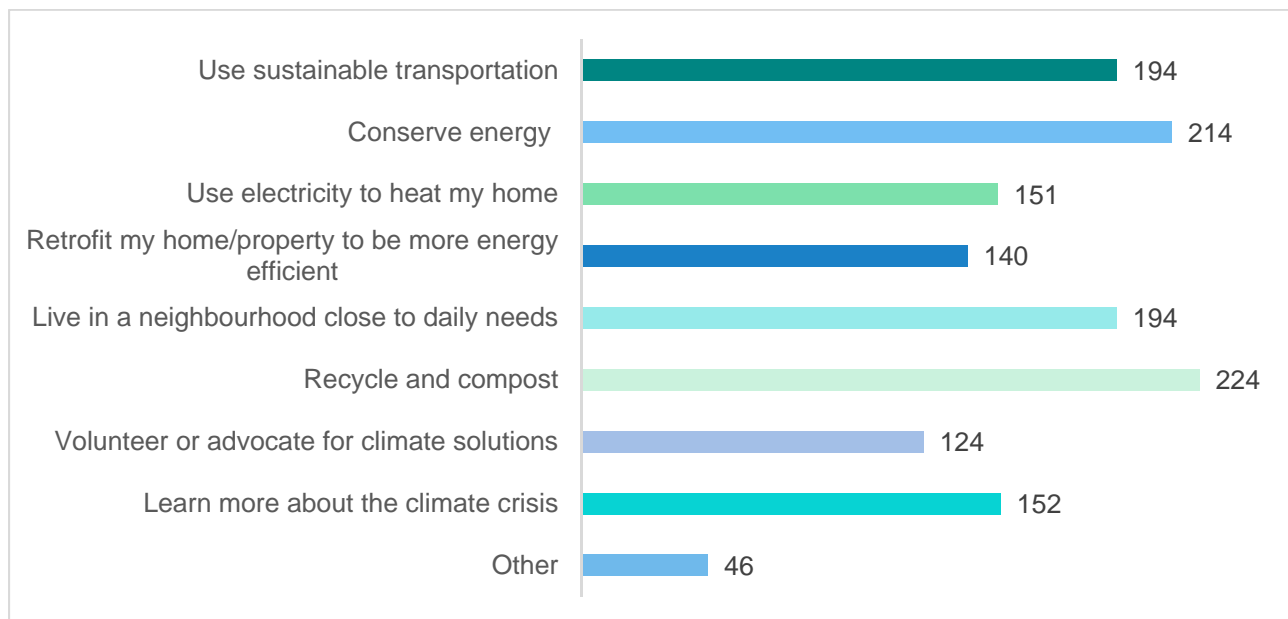


Figure 5. Actions respondents are willing to take to reduce carbon pollution (number of responses).

When asked what would be the number one thing that would help them switch to a heat pump, more rebates for equipment and installation was the top response (Figure 6). For those that responded “Other”, the majority of comments related to challenges with heat pump retrofits in multi-family buildings.

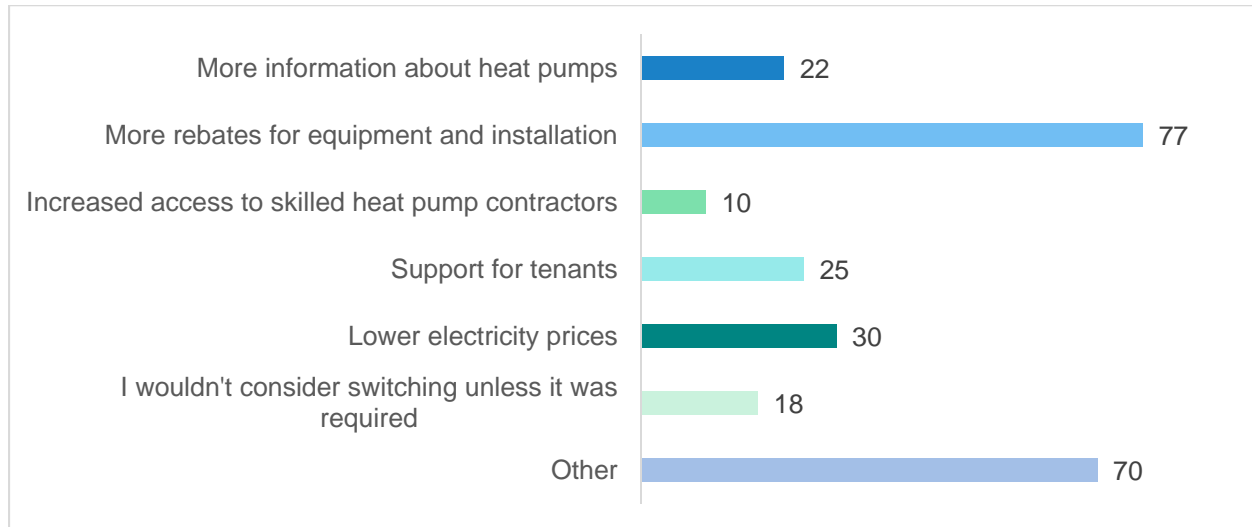


Figure 6. What is needed to help respondents switch to a heat pump (number of responses).

Respondents were asked what would be the number one thing that would help them switch to an electric vehicle and the top response was more rebates for vehicles (Figure 7). Respondents that selected “Other” reported already owning an electric vehicle, challenges with vehicle availability and concerns about the environmental impact of electric vehicles.

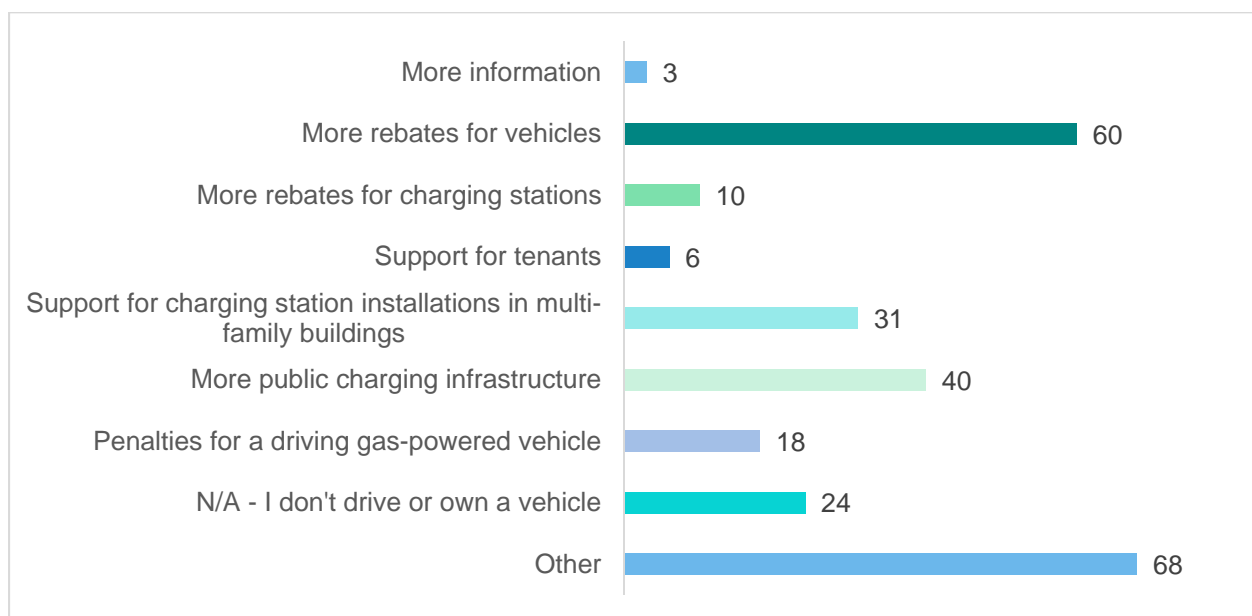


Figure 7. What is needed to help respondents switch to an electric vehicle (number of responses).

When asked what would be the number one thing that would help them walk, cycle or use a scooter for short trips and daily needs, the most common response was a connected network of protected bike lanes (Figure 8). For those who responded “Other”, some respondents commented that they already frequently walk, cycle or use a scooter and others reported a need for better protection from weather and secure bike parking.

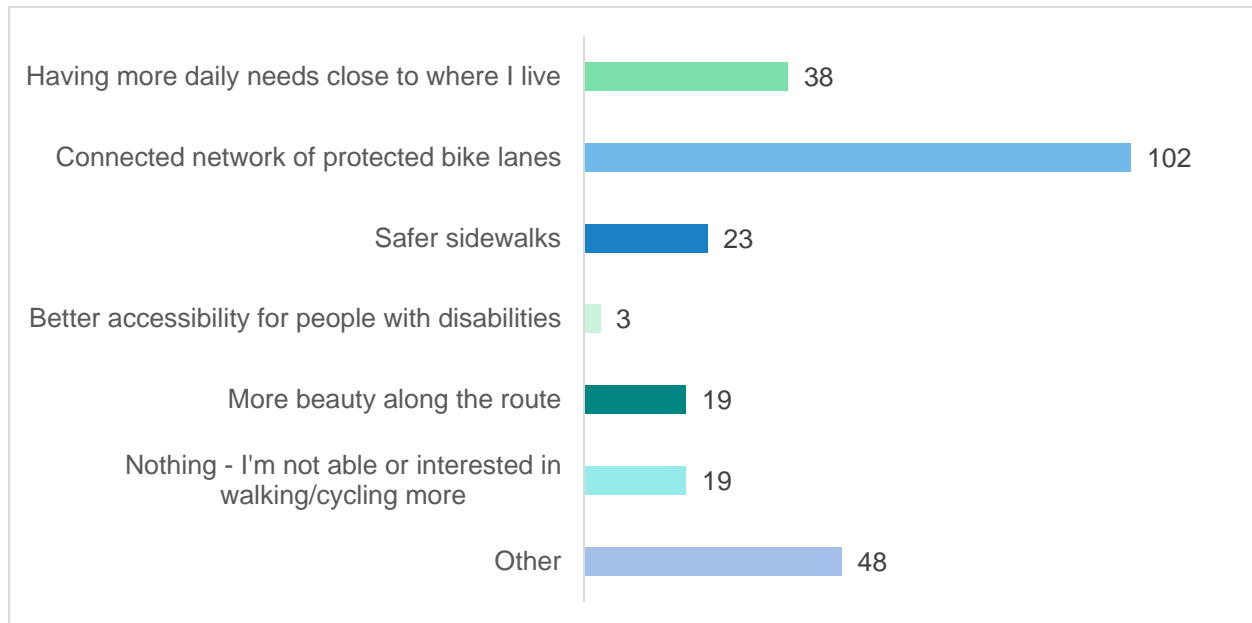


Figure 8. What is needed to help respondents walk, cycle or use a scooter for short trips and daily needs (number of responses).

Resilient Ecosystems and City Strategies

When asked how important each of the draft “Resilient Ecosystems and City” strategies are to them, respondents gave the highest levels of support across all draft CES strategies. In particular, the “expand and protect our urban forest” and “enhance our natural systems” draft strategies both received the highest ranking of importance from over 70% of respondents (Figure 9).

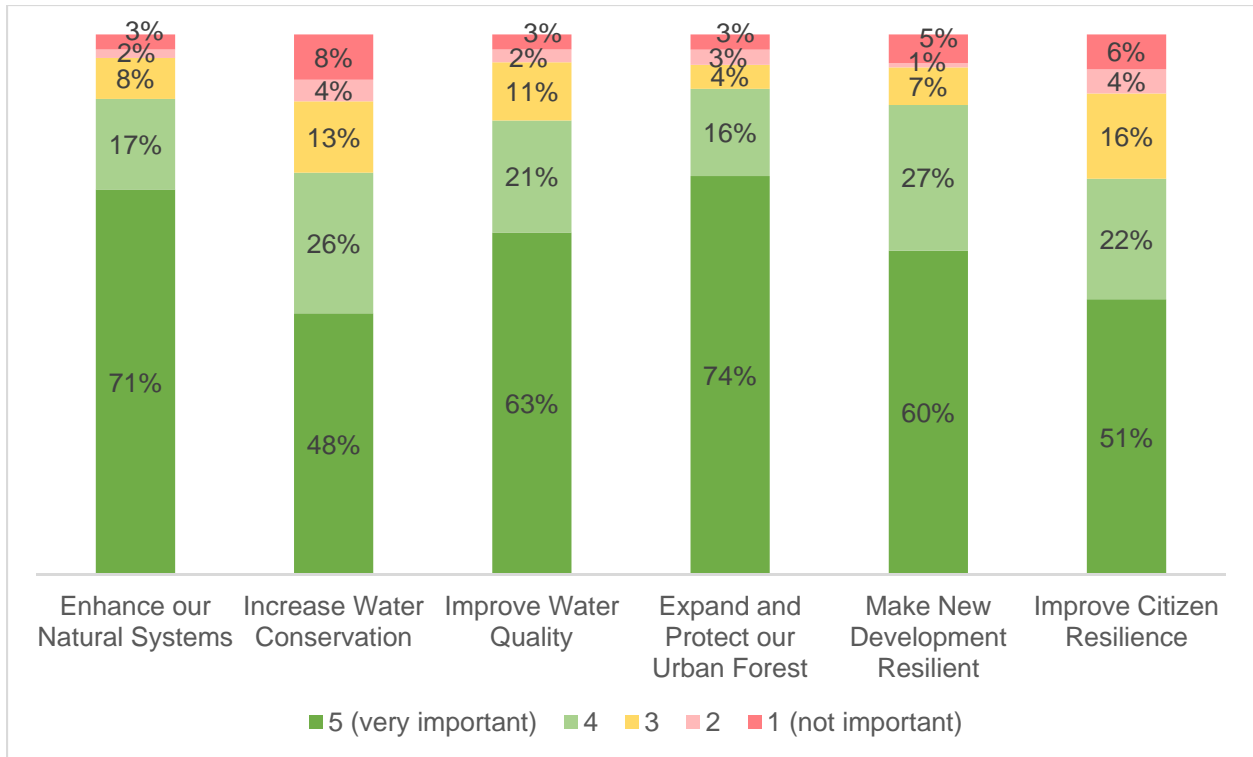


Figure 9. Level of support for "Resilient Ecosystems and City" draft strategies.

Respondents were asked what actions they are willing to take, or are already doing, to help the natural environment. The most common responses were planting and maintaining plants and trees on their property, using less water and preparing for heat waves and poor air quality (Figure 10).

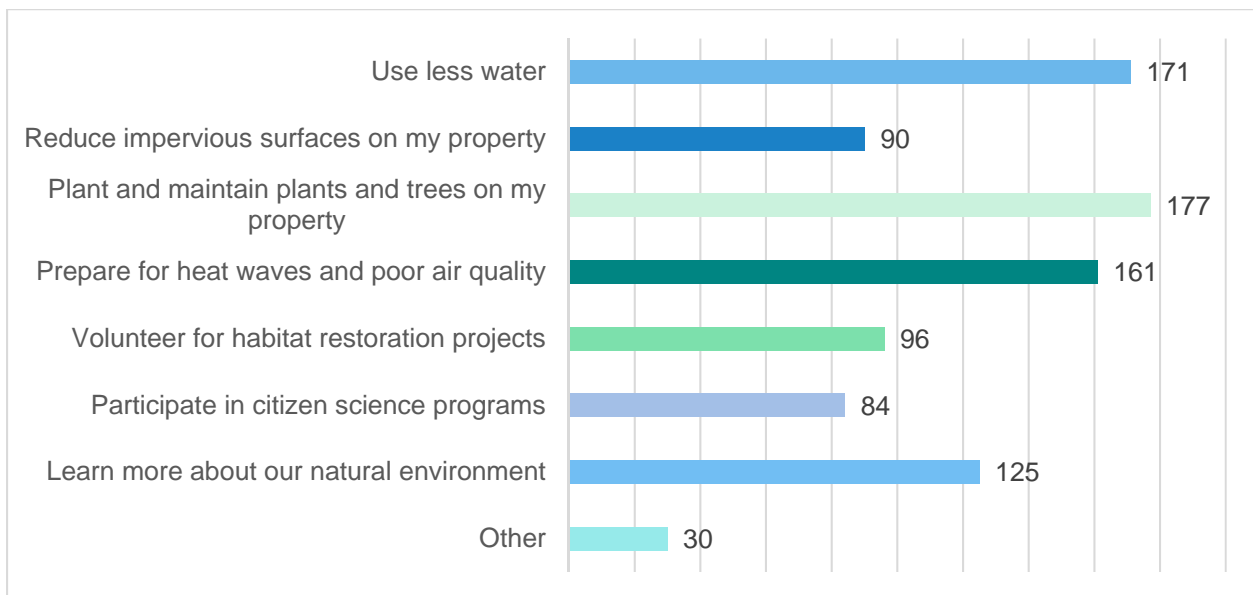


Figure 10. Actions respondents are willing to take to help the natural environment (number of responses).

When asked what would be the number one thing that would help them grow and maintain native tree and plant species, or grow food in the city, the top response was increased access to garden space (Figure 11).

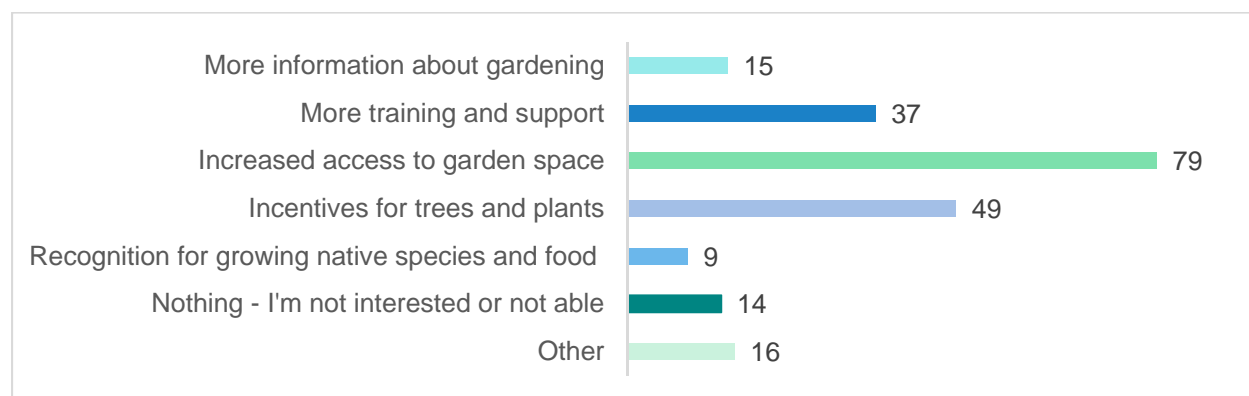


Figure 11. What is needed to help respondents grow and maintain native tree and plant species, or grow food in the city (number of responses).

Empowered Choices and Awareness Strategies

Respondents were asked how important each of the “Empowered Choices and Awareness” draft strategies are to them. Each of the five draft strategies were given high or relatively high rankings in at least 77% of responses, and the “increase construction and demolition waste diversion” draft strategy received the highest level of support (Figure 12).

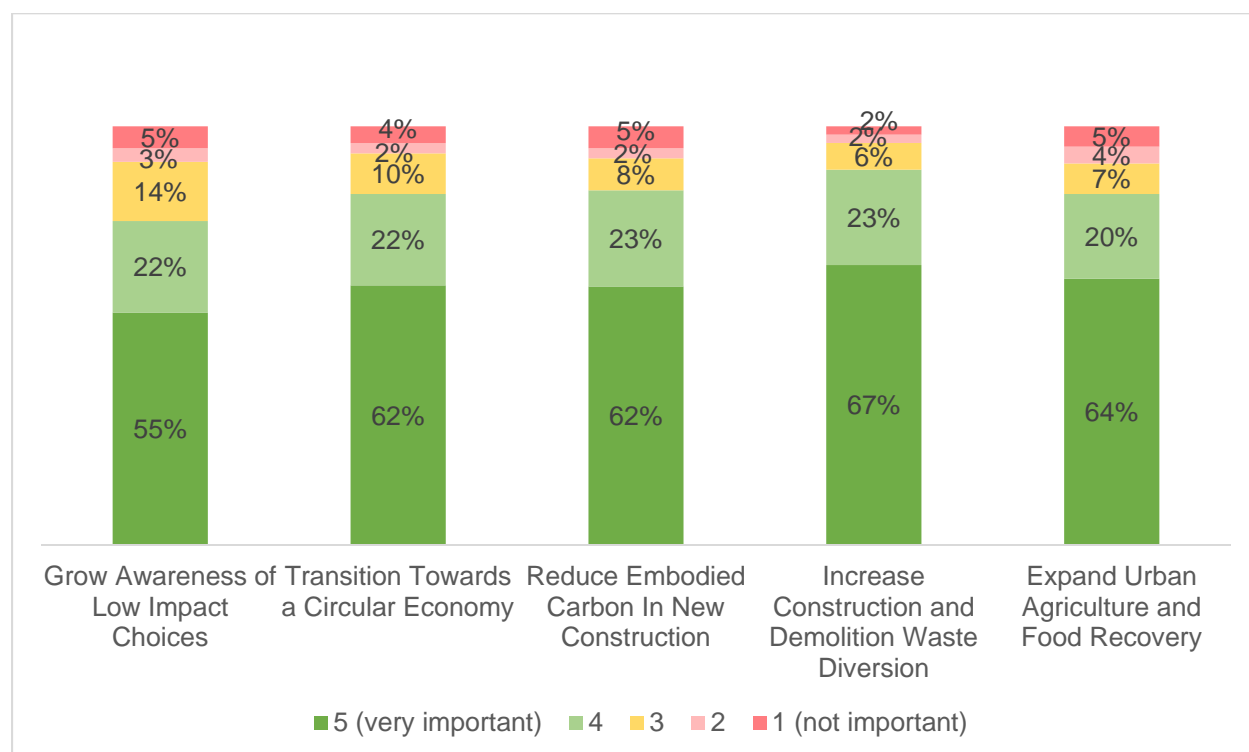


Figure 12. Level of support for “Empowered Choices and Awareness” draft strategies.

When asked what actions they are willing to take or are already taking to make low impact choices, buying local products and repairing items or buying secondhand were the most frequently reported actions (Figure 13).

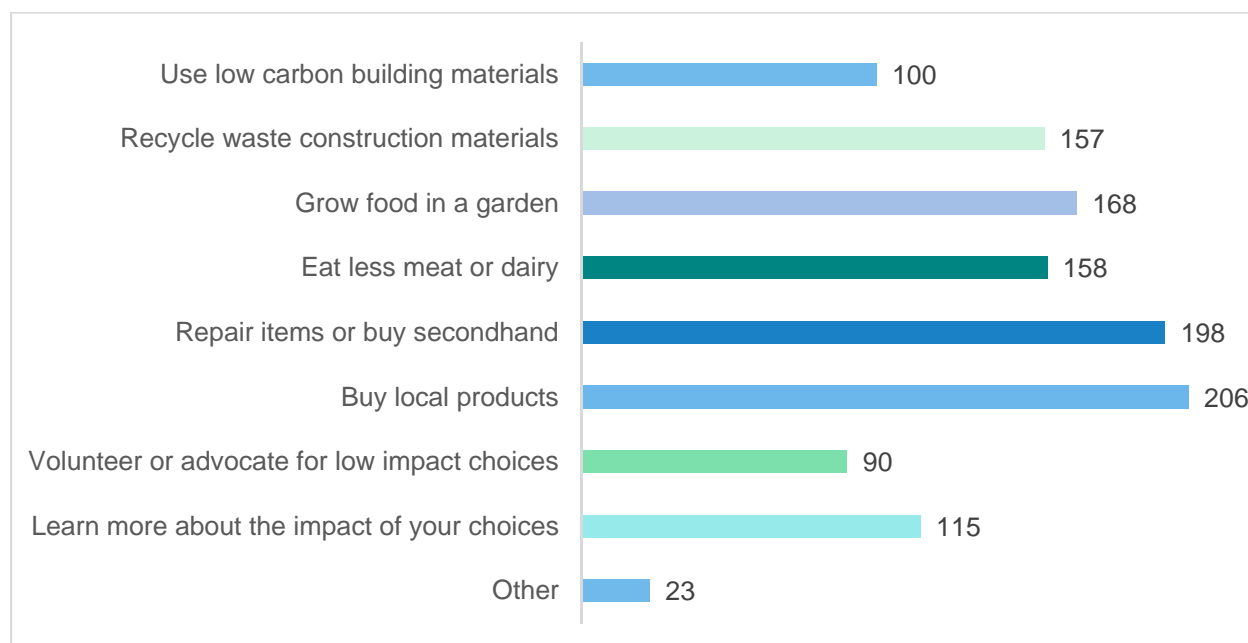


Figure 13. Actions respondents are willing to take to make low impact choices (number of responses).

Respondents were asked what would be the number one thing that would help them to have a more plant-based diet and the top response was increased access to affordable fruits and vegetables (Figure 14).

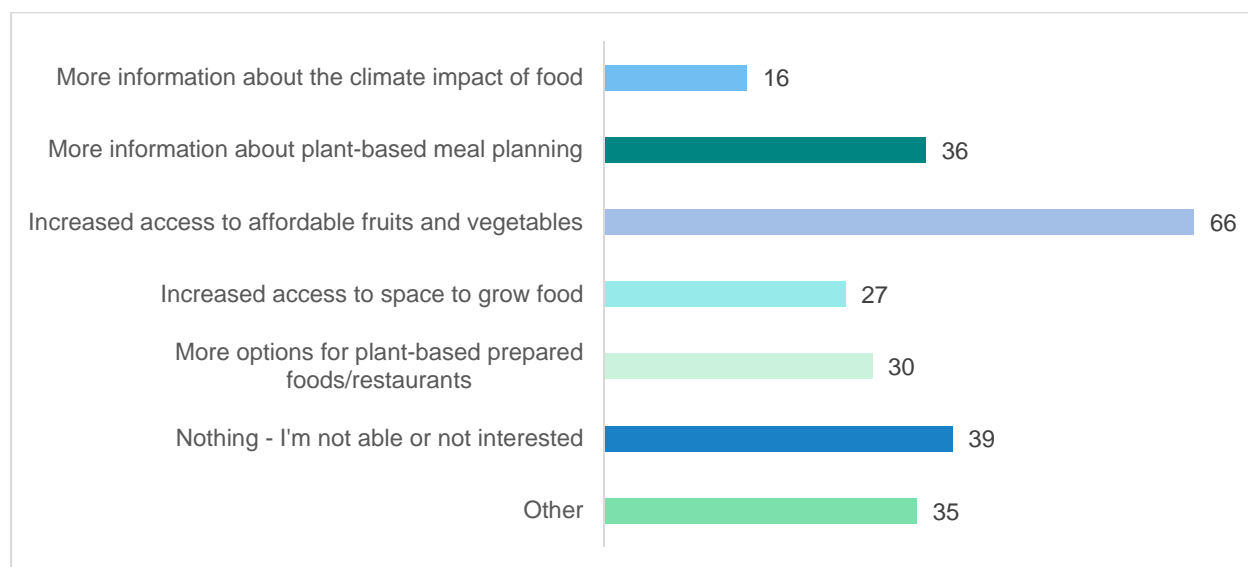


Figure 14. What is needed to help respondents to have a more plant-based diet (number of responses).

Leading By Example Strategies

Respondents were asked how important each of the “Leading By Example” draft strategies are to them. Each of the strategies receive high or relatively high rankings in at least 75% of responses and the “transition to low carbon fleet” strategy received the highest level of support (Figure 15).

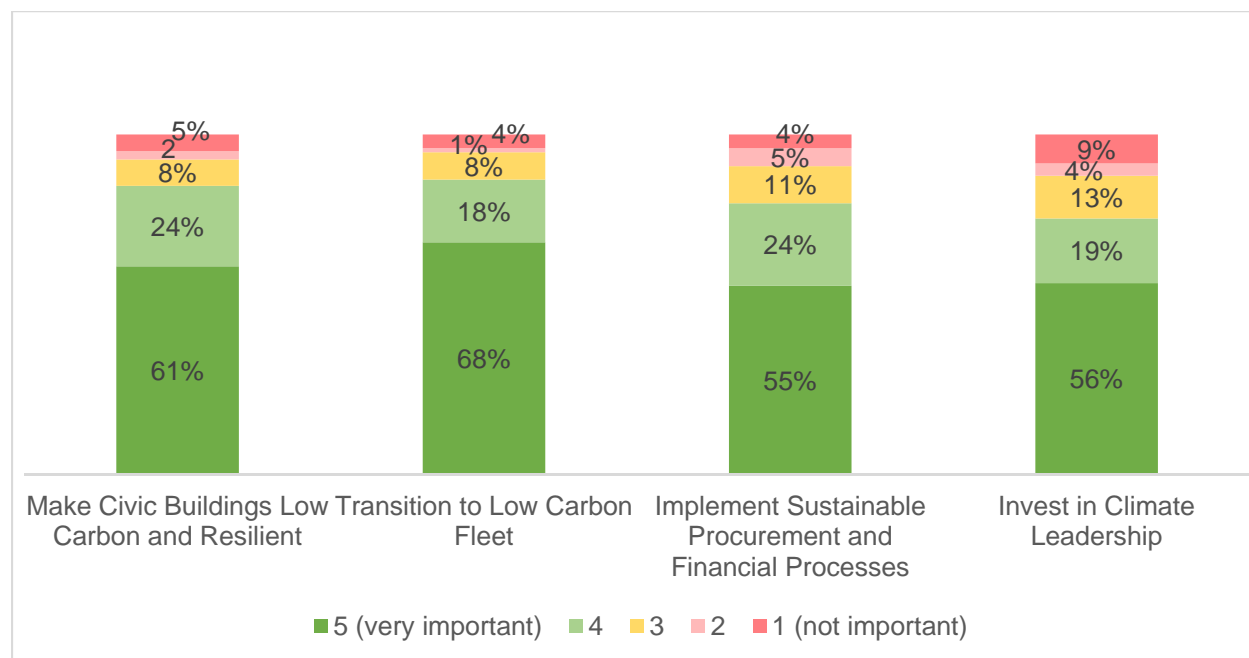


Figure 15. Level of support for “Leading by Example” draft strategies.

Respondents were asked what actions they are willing to take or are already taking to help grow a culture of collective action and climate leadership. The actions that received the highest number of responses were learning about City and individual actions that reduce our impact, advocating for climate solutions and environmental protection and talking to friends and neighbours about low impact choices (Figure 16).

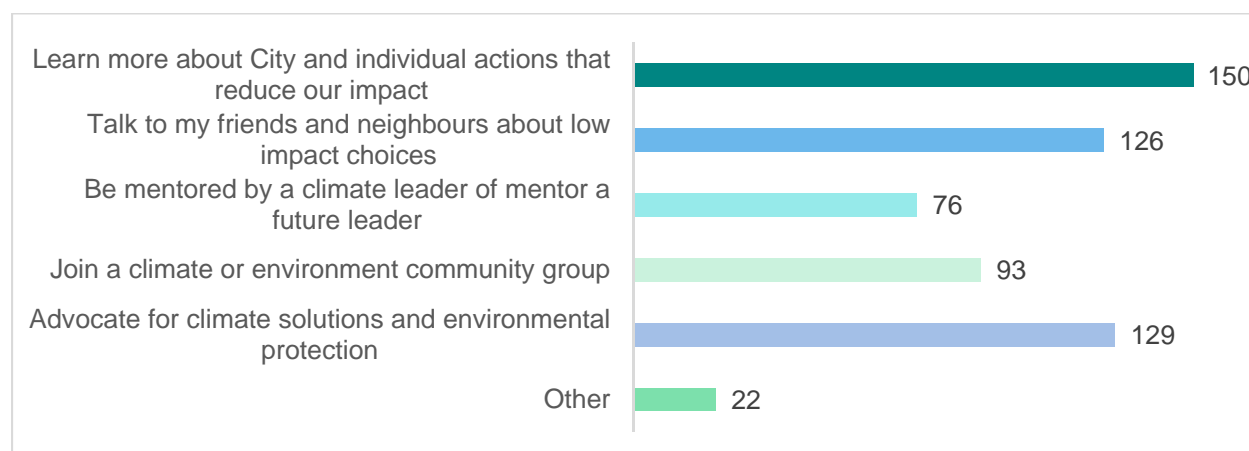


Figure 16. Actions respondents are willing to take to grow a culture of collective action and climate leadership (number of responses).

When asked what would be the number one thing that would help them become a climate leader, the options which received the highest number of responses were not applicable, being part of a climate or environmental community group and learning more about climate action in the city (Figure 17).

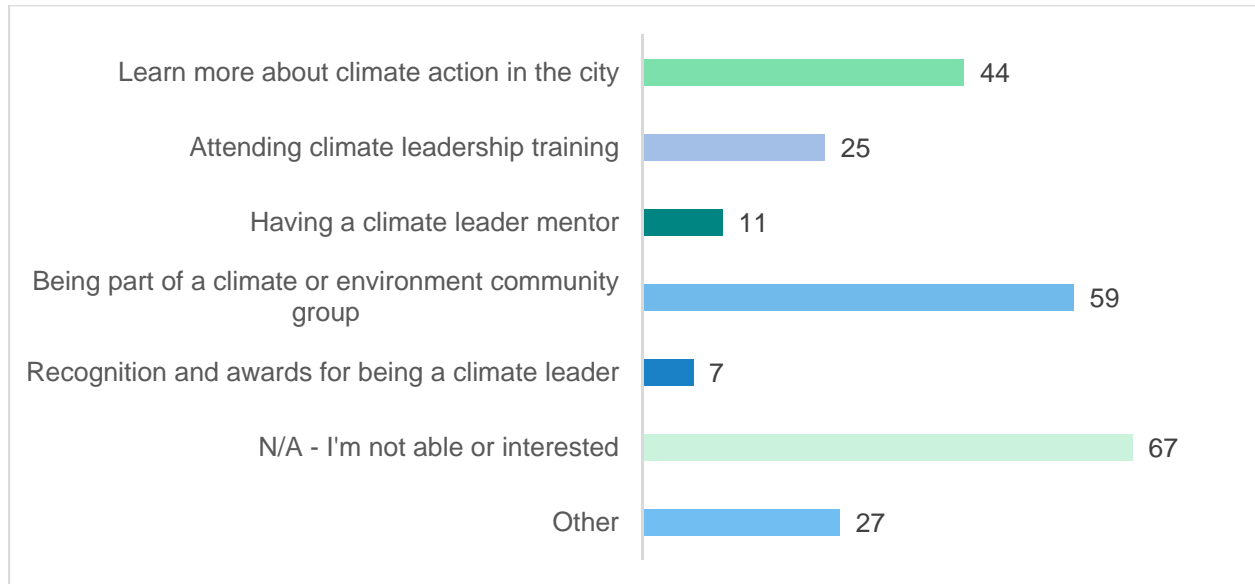


Figure 17. What is needed to help respondents become climate leaders (number of responses).

Council's Strategic Plan Progress Report

Presented March 7, 2022
Strategic & Corporate Services



Strategic Plan 2018-2022

A City for People

is welcoming, inclusive, safe, accessible and supports the health and well-being of all.

A Liveable City

leads the way in climate action and acts as a steward of the environment for future generations.

A Vibrant City

is where dynamic public spaces and places provide opportunities for connection and enable residents to engage with their community and celebrate their culture and history.

A Connected City

provides active and sustainable ways for people and goods to move to, from and within the City safely and efficiently.

A Prosperous City

supports a diverse economy by creating an environment where new and existing businesses can grow and thrive.



The Healthiest
Small City in the World

Achievement Highlights

Since 2019, the City has...

- ❖ Launched the Lime e-bike share system
- ❖ Built a new Museum of North Vancouver
- ❖ Completed the Child Care Action Plan
- ❖ Launched Open Streets program
- ❖ Completed The Shipyards – A community and tourist destination
- ❖ Launched a Climate & Environment Task Force
- ❖ Built 8 City Parklets
- ❖ Implemented the RapidBus B-Line service



A City for People

- ❖ **Community Wellbeing Strategy** 1st phase of consultation completed in 2021.
- ❖ **Balanced Housing Lab** final report delivered in fall 2021
- ❖ Completed **Child Care Action Plan** in 2020 and began implementing its actions in 2021 to **improve access to childcare & early development opportunities**



A City for People

- ❖ Actions in 2021 to **improve relationships** with Squamish and Tsleil-Waututh Nations
- ❖ Completed the **Community Recreation Strategy** in 2020
- ❖ Delivered 19 **mid-market rental units** in 2019/2020
- ❖ Housing Needs Report completed and provincial funding secured in 2021 to diversify housing options in effort to **protect and expand rental housing stock**



A Liveable City

- ❖ Scope for **new Climate & Environment Strategy** adopted in 2019, Climate and Environment Task Force launched in 2020
- ❖ Over 4700 trees and shrubs planted since 2019 in effort to **improve climate adaptation**
- ❖ Hosted 44 **Park Stewardship Events** since 2019 with over 4000 hours volunteered



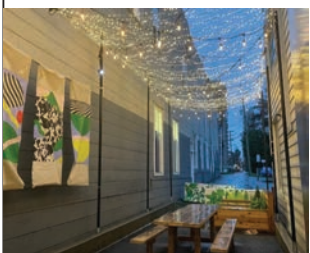
A Liveable City

- ❖ Transitioning to ***Electric Fleet Vehicles through the EV Strategy***
- ❖ Transitioning LEC to incorporate ***low carbon energy sources*** through new technologies
- ❖ Worked in partnership with Metro to ***reduce food waste*** in 2020
- ❖ Launched the ***Lime e-bike share system***



A Vibrant City

- ❖ Opened Splash Park and Skating Plaza in 2019 at the Shipyards to ***revitalize central waterfront***
- ❖ ***New Museum of North Vancouver (MONOVA)*** opened to the public in December 2021





A Vibrant City

- ❖ **Parklet program opportunities expanded** with the Open Streets initiative in 2020 and 2021
- ❖ Various play activations, fun event, and family friendly programming at Shipyards and Play Spaces to **celebrate unique location and community**



A Connected City

- ❖ **East-west B-Line route improvements** (RapidBus) completed in 2021 and line is operational.
- ❖ Completed **BIRT Technical Feasibility Study** in 2021
- ❖ Completed several **safety improvements on routes to schools** each year since 2019





A Connected City

- ❖ Completed a draft **Mobility Strategy** in 2021
- ❖ Delivered 3.5km of **protected bike lanes** since 2019
- ❖ Funding from partners in place to commence design and engagement on the **Casano-Loutet Overpass** and **Upper Levels Greenway**



A Prosperous City

- ❖ **Lower Lonsdale Brewery District** created; transitioned brewery licences to Outdoor Dining permits in 2021
- ❖ Renewed **Lower Lonsdale Business Improvement Association** for 8 year period in 2021
- ❖ Enhanced Shipyards' brand as **tourism destination** through promotions, partnerships and stakeholder relationships; \$1M grant to improve infrastructure





A Prosperous City

- ❖ Significant improvements underway to streamline business license system/processes to ***address challenges to local businesses***
- ❖ ***Investigating the idea of a health economic hub*** within Economic Investment Strategy as an economic cluster/district



Future Initiatives

In 2022 & beyond...

- ❖ HJCRC Construction
- ❖ Mahon Childcare
- ❖ The Shipyards Vision and Plan
- ❖ Esplanade Complete Street
- ❖ Upper Levels Greenway and Casano-Loutet Overpass construction
- ❖ Economic Investment Strategy
- ❖ Placemaking Strategy
- ❖ Mobility Strategy implementation
- ❖ Climate and Environment Strategy
- ❖ Equity, Diversity and Inclusion development





Thank you.

City Council 2018-2022

Left to right:

Councillor Tony Valente
Mayor Linda Buchanan
Councillor Tina Hu
Councillor Jessica McIlroy
Councillor Holly Back
Councillor Angela Girard
Councillor Don Bell

Council Priorities & Achievements

2018-2022 COUNCIL STRATEGIC PLAN UPDATE

MARCH 2022

Council's vision is for the City of North Vancouver to be The Healthiest Small City in the World.

Council's Strategic Plan supports Council's decision-making for future initiatives, projects and plans and guides staff, partners and our community during Council's four year term (2018-2022). Learn more at cnv.org/councilpriorities.

Council Priorities

These five priorities support Council's vision and guide our work. For each priority, the plan identifies where we're going, how we get there and what guides us.

A CITY FOR PEOPLE is



welcoming, inclusive, safe, accessible and supports the health and well-being of all.

A LIVEABLE CITY leads the way



in climate action and acts as a steward of the environment for future generations.

A PROSPEROUS CITY



supports a diverse economy by creating an environment where new and existing businesses can grow and thrive.

A CONNECTED CITY



provides active and sustainable ways for people and goods to move to, from and within the City safely and efficiently.

A VIBRANT CITY is



where dynamic public spaces and places provide opportunities for connection and enable residents to engage with their community and celebrate their culture and history.

Current projects and initiatives

- ▶ Harry Jerome Community Recreation Centre and Silver Harbour construction
- ▶ St. Andrew's Park improvements
- ▶ Dog Strategy
- ▶ Esplanade Complete Street
- ▶ Climate and Environment Strategy
- ▶ Mobility Strategy
- ▶ Community Wellbeing Strategy
- ▶ Shipyards infrastructure improvements
- ▶ Open Streets in the City
- ▶ Economic Investment Strategy

Key Achievements 2019-2021

A CITY FOR PEOPLE



- ▶ Community Wellbeing Strategy development
- ▶ Balanced Housing Lab report completed fall 2021
- ▶ Final Child Care Action Plan delivered in 2020
- ▶ Delivered 19 mid-market rental units in 2020
- ▶ Completed Housing Needs Report, secured provincial funding in 2021 to diversify housing options
- ▶ Community Recreation Strategy Phase 1

- ▶ New Climate and Environment Strategy scope adopted 2019
- ▶ Climate & Environment Task Force launched 2020
- ▶ Planted over 4,700 trees and shrubs
- ▶ Hosted 44 Park Stewardship Events, with 4000+ volunteer hours

- ▶ Launched Electric Vehicle Strategy
- ▶ Transitioning LEC to low-carbon energy sources
- ▶ Sidewalk improvements to improve safety and access
- ▶ Lime e-bike share system launched in 2021
- ▶ Undertook several park improvement projects

A LIVEABLE CITY



A VIBRANT CITY



- ▶ Opened Shipyards skating plaza and splash park in 2019
- ▶ Expanded Parklet Program through Open Streets initiative
- ▶ Built 8 parklets
- ▶ Configured parklet pods to support businesses through COVID-19
- ▶ Opened Museum of North Vancouver in December 2021
- ▶ Hosted several City events including Studio in the Streets and Youth Week

- ▶ Launched RapidBus service (east-west BLine) in 2021
- ▶ Completed Burrard Inlet Rapid Transit Technical Feasibility Study in 2021
- ▶ Completed safety improvements (traffic calming, painted crosswalks, etc.) on school routes

- ▶ Built 3.5 kms of protected mobility lanes since 2019
- ▶ Secured funding for Upper Levels Greenway and Casano-Loutet Overpass in 2021
- ▶ Completed draft Mobility Strategy in 2021

A CONNECTED CITY





A PROSPEROUS CITY



- ▶ Created Lower Lonsdale Brewery District
- ▶ Supported businesses during COVID-19 through Open Streets Action Plan
- ▶ Received \$1M provincial infrastructure grant in 2021 for Shipyards
- ▶ Fostered expansion of Business Improvement Association (BIA); renewed Lower Lonsdale BIA for 8 years
- ▶ Business Licensing Services Review to streamline processes for local businesses



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC & CORPORATE SERVICES DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Melanie Cove, Research and Communications Specialist

Subject: STRATEGIC PLAN PROGRESS UPDATE TO END OF 2021

Date: February 2, 2022 File No: 13-6430-01-0001/2021

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

RECOMMENDATION

PURSUANT to the report of the Research and Communications Specialist, dated February 2, 2022, entitled "Strategic Plan and Corporate Business Plan Progress Update to End of 2021":

THAT Council receive this report for information.

ATTACHMENTS

1. Council Strategic Plan (CityDocs [1811737](#))
2. Alignment of Council's Strategic Plan & Corporate Business Plan (CityDocs [2015913](#))
3. 2021 Corporate Business Plan Updates (CityDocs [2142343](#))

SUMMARY

The purpose of this report is to update Council on achievements made towards the priorities identified in Council's 2018-2022 Strategic Plan to the end of Q4 of 2021 and plans for 2022. The report also provides a brief update on the 2021 Corporate Business Plan.

BACKGROUND

Mayor and Council completed and delivered the City's very first Strategic Plan (2018-2022) in July 2019. Council's Strategic Plan (see Attachment 1) guides the vision to be "The Healthiest Small City in the World" through five key priorities: a City for People; a

Liveable City; a Vibrant City; a Connected City; and, a Prosperous City. The Strategic Plan is intended to support Council's decision making for future initiatives, projects and plans, and will provide guidance to City staff, our partners, and our community.

The City's Corporate Business Plan (CBP) for 2021 was endorsed in the fall of 2020. The CBP builds upon and complements the Strategic Plan to support the work staff do to achieve Council's vision. The CBP is the annual action plan for staff and will be used by the Leadership Team to continue delivering the City's core services while also prioritizing the City's long-term organizational goals. It is organized around 11 outcomes that align with Strategic Plan priorities and guide work conducted in each department of the City (see Attachment 2).

PROGRESS TO DATE

Strategic Plan Achievements

Updates to the 2021 CBP can be found in Attachment 3. Below is a summary of some key 2021 achievements (ending December 31) towards fulfilling Mayor and Council's strategic priorities in the Strategic Plan.

A City for People

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Complete Balanced Housing Lab and implement its solutions	<ul style="list-style-type: none">Lab Formally Concluded and implementation initiatives underway: Pilot permitting process nearly complete; new rental zone under development.	80%	<ul style="list-style-type: none">Complete pilots and implementation of solutions
Continue protection and expansion of rental housing stock	<ul style="list-style-type: none">Reported on rental housing expansion, with significant numbers of homes under development.Updates underway to mid-market rental program and inclusionary zoning program.Zoning Bylaw work at scoping stage (pending budget request)	10%	<ul style="list-style-type: none">Zoning Bylaw Review project to begin.Implement recommendations from Housing Needs assessment
Develop a Community Recreation Strategy that includes the Harry Jerome Community Recreation Centre	<ul style="list-style-type: none">First phase of CRS complete	Ongoing	<ul style="list-style-type: none">Phase 2 initiation in 2022
Develop and adopt Community Well-Being Strategy	<ul style="list-style-type: none">Completed 1st round of public engagement, feedback considered for changes to framework.	70%	<ul style="list-style-type: none">Complete delivery of Wellbeing-Strategy and begin implementation of initiatives

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Improve access to childcare and early childhood development opportunities	<ul style="list-style-type: none"> Expanded after school care options in partnership with NSNH Advanced conversations with School District and MCFD re partnership on new spaces. 	Ongoing	<ul style="list-style-type: none"> Continued implementation of the Child Care Action Plan Continued implementation of child care and after school care initiatives
Improve relationships with local Indigenous communities and our urban Indigenous population	<ul style="list-style-type: none"> Established regular liaison meeting with Squamish Nation Secured cross-jurisdictional grant which include 3 municipalities, 2 Nations, City Library, and Lookout Shelter Council held inaugural meeting with Tsleil Waututh Nation in December Engineering implemented chance find procedure for issues related to heritage and areas of First Nation importance 	Ongoing	<ul style="list-style-type: none"> Supporting the City's EDI Action Plan Supporting the City's Reconciliation work Anticipated implementation of initiatives under the wellbeing strategy
Increase number of below market housing units	<ul style="list-style-type: none"> Completed Housing Needs Assessment. Drafted new mid-market rental criteria and applied draft new criteria to an in-stream development. Continued work on inclusionary zoning review. 	Ongoing	<ul style="list-style-type: none"> Implement recommendations from Housing Needs Report Implement housing initiatives from Wellbeing Strategy

A Liveable City

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Advance the City's Electric Vehicle Strategy to accelerate the transition to electric vehicles	<ul style="list-style-type: none"> Secured NRCAN funding for fleet charging - deploying new charging stations. 	Ongoing	<ul style="list-style-type: none"> Electrification for the City's Operations Centre
Develop and adopt a new Climate and Environment Strategy that includes a pathway to net-zero buildings by 2050	<ul style="list-style-type: none"> Phase 1 Community, Stakeholder and Listening Sessions engagement completed. Concluded territorial emissions profile and awarded consultant work for chapter content. 	60%	<ul style="list-style-type: none"> Complete and implement Climate and Environment Strategy
Explore opportunities to reduce food waste through partnership with the business community and non-profits	<ul style="list-style-type: none"> Scoping opportunities for a "food hub" and/or other opportunities to support food security with grant funding 	Ongoing	<ul style="list-style-type: none"> Implement food hub or other projects as determined via grant Implement food security initiatives from wellbeing strategy

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Further develop a renewable energy strategy to transition the City-owned LEC district energy system to incorporate low carbon energy sources and minimize the use of natural gas, including exploring adding capacity from renewable energy facilities, as well as other strategic opportunities	<ul style="list-style-type: none"> Loan approved in the amount of \$290,000 for LEC to connect to new properties (East 1st St - Ridgeway Ave to 520 E 1st St) Supporting LEC's connections to additional buildings positions them to benefit from LEC's move to low carbon energy sources over time. 	Ongoing	<ul style="list-style-type: none"> LEC to replace ~ 17% of conventional natural gas consumption w/ renewable natural gas to reduce GHGs Adding low carbon energy sources to LEC network, including pursuing a digital boiler project Other technologies being investigated include server/data centre heat recovery; heat recovery from sewage; and heat recovery from ocean water. Mapping a decarbonization plan & projecting GHG reductions based on existing alternative energy sources, the North Shore Waste Water Treatment Plant heat recovery, & implementation of new technologies.
Implement new climate adaptation and environmental improvement measures (including accelerating the expansion of the urban tree canopy and enhancing habitat to augment ecosystem services)	<ul style="list-style-type: none"> A full year of park stewardship events delivered in 2021. Total of 21 events in 8 parks, 386 volunteers, 1,209 hours, and over 2000 trees & shrubs planted. Forest fuel management prescriptions completed for all high priority treatment areas Initiated preparation of CNV Biodiversity and Natural Areas Policy. Completed best practices review and early directions for tree bylaw. 	80%	<ul style="list-style-type: none"> Expansion of community tree planting and natural area restoration Forest fuel treatment of 2.5 hectares of highest risk areas of Greenwood Park Prepare Urban Forest Management Plan and complete Biodiversity and Natural Areas Policy. Implementation of Tree Bylaw with supporting education and outreach materials to gather input on special trees for future policy, incentives and regulatory updates.
Increase the proportion of residents with safe and convenient access to transit and active transportation infrastructure	<ul style="list-style-type: none"> Sidewalk construction complete. Infill on St Andrews, St Patrick's and a renewed sidewalk to improve accessibility along Chesterfield 	100%	<ul style="list-style-type: none"> Ongoing sidewalk infill as part of Councils priorities to support access to transit, commercial areas and other key destinations like schools and hospitals.

A Vibrant City

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Build a new vision to revitalize Lonsdale Avenue as a high street	<ul style="list-style-type: none"> On pause due to competing priorities No funding foreseen with budget cuts and limited staffing to develop concept paper and explore baseline data. 	10%	<ul style="list-style-type: none"> Initial scoping with integrated information mapping of targeted area; internal working group to explore possible longer-term development and growth plans.

REPORT: Strategic Plan Progress Update To End Of 2021
Date: February 2, 2022

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Complete an arts and culture strategy	<ul style="list-style-type: none"> Moving into Community Recreation Strategy 	Ongoing	<ul style="list-style-type: none"> Project initiation set for 2022
Complete Central Waterfront Revitalization	<ul style="list-style-type: none"> Operated the Skate Plaza under provincial guidelines as an outdoor recreation with 50% capacity of patrons on ice and masks mandatory. Paired attraction with seasonal programming elements and seasonal light displays. 	Ongoing	<ul style="list-style-type: none"> Festivals, event bookings, use of spray park and ice rink fully functional as per COVID restrictions. Ongoing programming and annual events calendar planned for 2022. Infrastructure upgrades planned as part of Canada Infrastructure Upgrade Grant.
Complete the new North Vancouver Museum	<ul style="list-style-type: none"> Museum opened to public in December 2021 	100%	<ul style="list-style-type: none"> Museum open and operational
Investigate economic opportunities around arts and culture	<ul style="list-style-type: none"> Will be a part of the Economic Investment Strategy 	75%	<ul style="list-style-type: none"> Economic Investment Strategy workplan to be developed
Provide expanded opportunity for parklets	<ul style="list-style-type: none"> Winterization, refinements and seasonal activation of 8 City parklets Beautification project on 15th West Lonsdale completed - addition of 5 parklet pods integrated with 3 intergenerational tree benches 9th City parklet proposed for Lower Lonsdale through business grant and private sponsorship. SCYBC parklet engagement project 	80%	<ul style="list-style-type: none"> Update the Parklet program's vision and goals to match growth and evolve the program with private sector funding. Develop sponsorship guidelines in line with new Sponsorship Policy. Continue seasonal activation. 9th City parklet build underway. Explore potential for Brewery District parklet. Achieve goal of 10 City parklets.
Spearhead playful and fun events that find ways to celebrate our unique location and community	<ul style="list-style-type: none"> Mix of seasonal activation and programming continues at Shipyards and Play spaces with focus on connection and diversity Early activation of Muse. Refurbish of Living Lane and new light installation Inaugural Play/Great Grand Blvd Pumpkin Walk a community success 	Ongoing	<ul style="list-style-type: none"> Play activations, family friendly programming and events to continue City wide with work integrated with The Shipyards and in line with COVID restrictions. Play Boxes reopen and expand to Shipyards. New activation areas include the Muse, Cates Deck and Brewery District.

A Connected City

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Complete east-west B-Line	<ul style="list-style-type: none"> Route improvements complete and line operational. 	100%	<ul style="list-style-type: none"> continued work with TransLink to create bus speed and reliability infrastructure improvements

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
	<ul style="list-style-type: none"> Ongoing improvements to increase bus speed and reliability will be through a separate project with most initiatives 100% by TransLink. 		
Complete Lonsdale Transit Corridor Study	<ul style="list-style-type: none"> N/A 	Ongoing	<ul style="list-style-type: none"> Initiate work with TransLink and the District of North Vancouver to develop alignment for future north-south RapidBus service through City.
Develop and adopt new Mobility Plan	<ul style="list-style-type: none"> Engaged community members on the Draft Mobility Strategy Working towards a final version for City Council consideration for spring 2022 	75%	<ul style="list-style-type: none"> Implementation of Strategy
Explore innovative solutions to transportation challenges, and continue to integrate land use and transportation planning to support connectivity across the region	<ul style="list-style-type: none"> E-bike Pilot successful E-Scooter Bylaw changes complete. 	Ongoing	<ul style="list-style-type: none"> Continued focus on regional transportation priorities Launch of E-scooter pilot
Explore safe routes to schools opportunities	<ul style="list-style-type: none"> Safety improvements were completed. PAC, School admin and school population created unique and vibrant protected corner bulge paintings. 	100%	<ul style="list-style-type: none"> Repeat 2021 approach to advance rapid deployment safety improvements at remaining schools
Increase kilometres of protected bike lanes	<ul style="list-style-type: none"> Brooksbank delineator protected bike lanes create connection between Cotton and Keith. Total of 1.5kms protected bike lanes Esplanade Complete Streets construction began 	Ongoing	<ul style="list-style-type: none"> Continuing to address spot improvements. Larger focus for 2022 is Upper Levels Greenway
Secure funding for the Casano Loutet Overpass project and the Upper Levels Greenway project	<ul style="list-style-type: none"> Funding from partners for Casano-Loutet is in place. Completed AOA as first step to ensuring project is compliant with provincial Heritage Act and any excavation is undertaken with appropriate archaeological and First Nations oversight. Funding for ULG is in place to commence design and engagement with community. 	Ongoing	<ul style="list-style-type: none"> Will seek internal and external funding for Upper Levels Greenway construction scheduled for 2023/24. Explore additional opportunities for external funding for C-L to offset market increased in construction.

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Undertake Burrard Inlet Rapid Transit Technical Feasibility Study	<ul style="list-style-type: none"> Technical study and economic impact analysis study complete Preparing for launch of communications strategy. 	100%	<ul style="list-style-type: none"> Advance communications on NXSTPP

A Prosperous City

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
Create Lower Lonsdale Brewery District	<ul style="list-style-type: none"> Transitioned a total of 18 licenses into Outdoor Dining permits. Ongoing work to identify food options to support prospective growth in the district through analysis of food truck results from 2020-21 pilots. 	90%	<ul style="list-style-type: none"> Ongoing liaison with Brewery owners including exploring potential for food truck options.
Explore economic opportunities around arts, play, culture and culinary arts	<ul style="list-style-type: none"> Incorporating as an element of 2021 action plan for the EIS. Initial sectoral assessment completed. 	50%	<ul style="list-style-type: none"> Economic Investment Strategy implementation
Foster the expansion of Business Improvement Associations across the City	<ul style="list-style-type: none"> Lower Lonsdale BIA renewed for an 8 year period. 	Ongoing	<ul style="list-style-type: none"> Ongoing liaison with Central Lonsdale Businesses. Progress impacted by COVID-19
Increase visibility as a tourism destination	<ul style="list-style-type: none"> Enhance The Shipyards' brand as a tourism destination, through organic promotion, strategic partnerships, stakeholder relationships. On-going social media efforts promoting events, festivals, and public spaces offering a safe, outdoor experiences including the Skate Plaza. \$1M in grant funding from Community Economic Recovery Infrastructure Program (CERIP) for Infrastructure improvements to the Shipyards as a tourist destination 	Ongoing	<ul style="list-style-type: none"> Increasing liaison with VNSTA, tours for tourism groups and enhanced media coverage. The Shipyards strategic vision and marketing strategy.
Investigate actions to reduce barriers and challenges to local businesses	<ul style="list-style-type: none"> Significant improvements underway to streamline business license system and processes. Information and access will be improved as updated system comes online in Spring 2022. 	85%	<ul style="list-style-type: none"> Increased access to relevant and updated information and tools through the EcDev website and licensing portal. Improved access to resources and wayfinding supports for local business community.

How We Get There	2021 Key Achievements	Progress Indicator	2022 Plans
	<ul style="list-style-type: none">• Updates to be made concurrently in the related Bylaw		<ul style="list-style-type: none">• On-going local business integration and awareness during peak programming times.
Investigate health economic hub	<ul style="list-style-type: none">• Incorporated within the Economic Strategy as an economic cluster/ district.	50%	<ul style="list-style-type: none">• Intelligence gathering and engagement with stakeholders in first half of 2022 will identify strategic plans of health partners and will develop a role for the city in cluster development.

NEXT STEPS

Council will be provided updates on progress towards achieving strategic priorities through an information report at the end of each quarter in 2022. Staff will also be revisiting initiatives in the CBP for 2022 programs and objectives. Going forward, the CBP reporting will be integrated into existing financial processes such as the Annual Municipal Report.

RESPECTFULLY SUBMITTED:



Melanie Cove
Research and Communications Specialist

Council Strategic Plan



2018-2022 COUNCIL STRATEGIC PLAN

A City for People A Healthy City for All

TABLE OF CONTENTS

MESSAGE FROM THE MAYOR	2
COUNCIL COMMITMENT	3
READING THE PLAN	4
PLANNING FRAMEWORK	5
OUR COMMUNITY	6-7
COUNCIL'S VISION AND PRIORITIES	8-9
A CITY FOR PEOPLE	10-11
A LIVEABLE CITY	12-13
A VIBRANT CITY	14
A CONNECTED CITY	15
A PROSPEROUS CITY	16

Mayor's Message

On behalf of City Council, I am proud to introduce our Strategic Priorities for 2018 – 2022, a first for any council here in the City.

The City of North Vancouver is a city not only in name, but in spirit, where you will find the urban character of a metropolitan area blended with the people-friendly scale of a smaller centre. Our Council priorities reflect our commitment to building on the successes of our community and advancing as a forward-thinking and competitive city.

Cities are about people, and as a Council, the work we do must be focused on people. We are committed to creating a city that is connected, liveable, vibrant and prosperous. A city that our residents can be proud of, enjoy and love.

To build a caring community, we need to have a deep understanding of who we are and the many factors that influence our residents' lives. We are blessed with the natural beauty of this place we call home. We are fortunate to have a diverse and thriving population with a strong sense of community well-being, and the largest working age population on the North Shore. We have much to celebrate and to be thankful for.

However, we face our fair share of challenges as well, and we must respond to those challenges in innovative ways. Our climate is changing, and it is imperative we continue our leadership in environmental sustainability. Housing affordability and mobility continue to be top issues, as more and more the working age population is unable to live in our city where they work. Almost fifteen per cent of children in the city are living in poverty, and a quarter of children from all income levels are entering kindergarten with vulnerabilities that impact their ability to learn. Our population of seniors is growing, and we must prepare to capitalize on their skills, energy and knowledge as their needs evolve and they begin to search for new ways to participate in the community outside of the traditional workforce.

Most critically, we face problems of inequity, which permeates everything from housing to transportation, health to childcare. As a City, we need to ensure everything we do, from our built form to the services and programs the City supports, to the way we engage with our citizens, not only lifts each and every one of us up, but also increases the health and well-being of our community as a whole.

As a Council, we cannot surrender our City's leading record of fiscal sustainability, as our responsibilities extend beyond managing tax dollars and individual projects. Our role is also to set ambitious goals for the City of North Vancouver; to lead with an eye to the road ahead and with an eye to the horizon, planning for our future while being responsible stewards in the here and now.

The five strategic priorities outlined in this plan are designed to guide Council's work over the coming term. Our goal is to build a healthy and inclusive city where people come first, and where everyone has access to the resources they need to live healthy lives and fulfill their potential. This plan also represents an invitation to you, along with our partners in other levels of government and local organizations, to collaborate with us as we work to achieve the vision laid out in this document. With the City and community working in partnership, our Council is confident we will make the City of North Vancouver the healthiest small city in the world.

Sincerely,



MAYOR
Linda Buchanan

City Council



Councillor Tony Valente, Mayor Linda Buchanan, Councillors Tina Hu, Jessica McIlroy, Holly Back, Angela Girard and Don Bell (L-R)

City Council is committed to being:

PROGRESSIVE

By finding creative ways to move our City forward while maintaining the highest level of service to the community.

ENGAGED

By listening and involving all residents, from our youngest citizens to our seniors, and embracing new methods to engage them in civic life.

FISCALLY RESPONSIBLE

By managing your tax dollars in a strategic, coordinated and deliberate way to ensure the long-term financial sustainability of the City.

INFORMED

By using data, technology and public engagement as the basis for decision-making and improvements in operations.

OPEN

By building and strengthening our relationships with community and government partners, we will expand and improve our programs and services.


Linda C. Buchanan Jessica McIlroy Holly Back Don Bell
Angela Girard

Reading the Plan

Our vision is to be the “Healthiest Small City in the World”

To support this vision, we identified five priorities to guide our work over the next four years. Our priorities are to become: a City for People, a Liveable City, a Vibrant City, a Connected City and a Prosperous City. For each priority we have identified:

WHERE WE’RE GOING – an aspiration for our community that will help guide our actions;

HOW WE GET THERE – key actions that Council will **Provide**, **Partner**, **Facilitate** or **Advocate*** for in order to effect change over the next four years; and

WHAT GUIDES US – existing and forthcoming policy and/or plans to support our decision-making.

**There are a number of ways we can achieve our priorities. There are priorities that are the City’s to deliver, while others require the support and involvement of others. For each, the City’s role is defined as follows:*

Provide The City is the lead for the work

Partner The City works with others to deliver

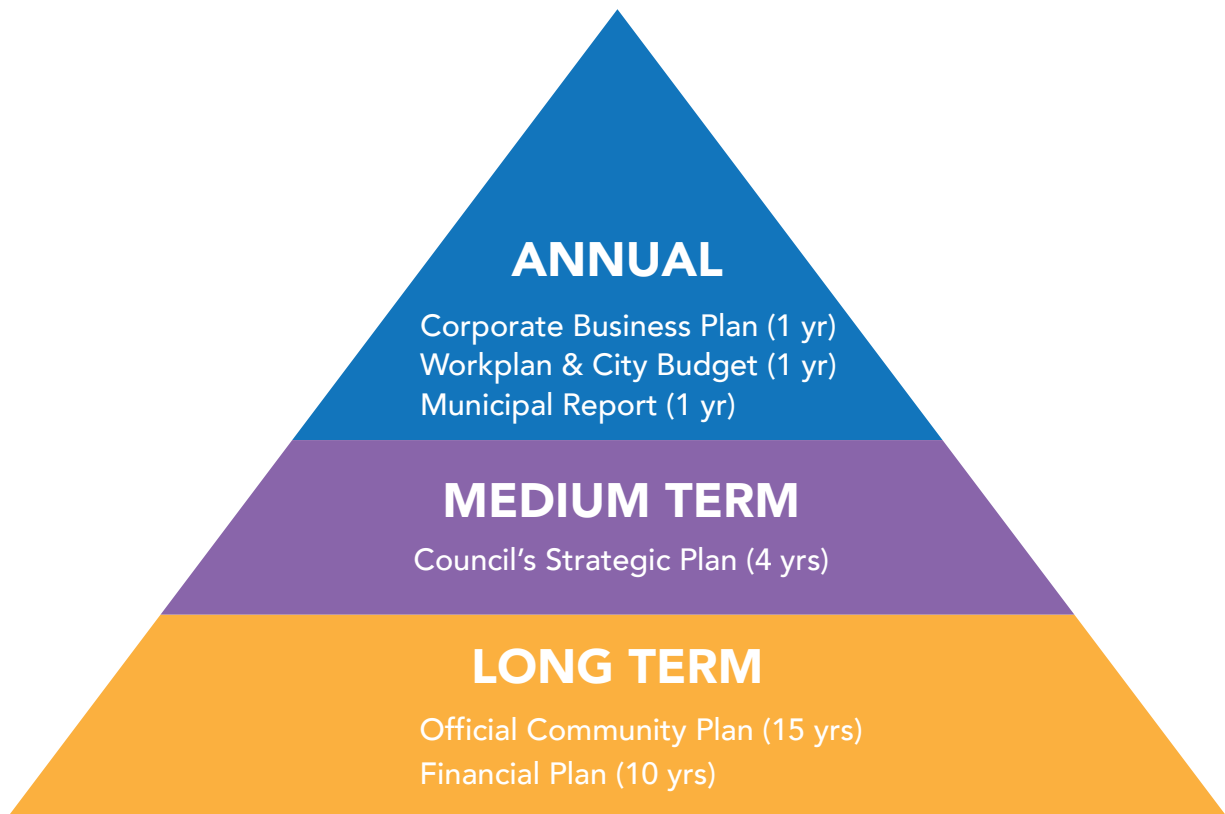
Facilitate The City will encourage others to deliver

Advocate The City will actively lobby and promote other decision-makers



Our Planning Framework

The following key plans guide the City as it implements Council decisions and delivers services to the community.



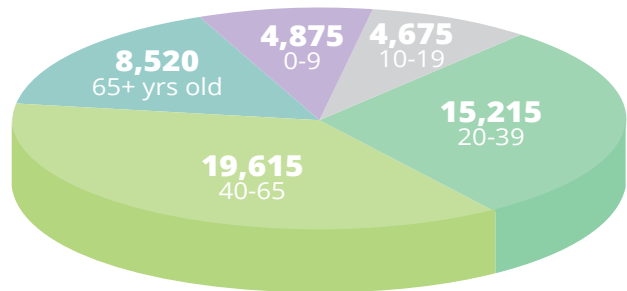
- ▲ *Corporate Business Plan*: presents how staff will work to support Council in achieving its Strategic Plan vision and priorities.
- ▲ *Work Plan and City Budget*: provides details of Council funded activities that will be undertaken to achieve desired outcomes of the Strategic Plan.
- ▲ *Municipal Report*: reviews the past year's activities and records the results to measure the City's performance.
- ▲ *Council's Strategic Plan*: outlines vision and four-year direction of Council and informs the work of the organization.
- ▲ *The Official Community Plan (OCP)*: provides long-term policy guidance and aspirations.
- ▲ *Financial Plan*: a 10-year plan that allows the City to conduct long-term financial planning and budgeting for projects.

Our Community

Good data is crucial to making informed decisions. The City's census data and other statistics help to support our evidence-based decision-making approach.

City of North Vancouver
Population

52,520



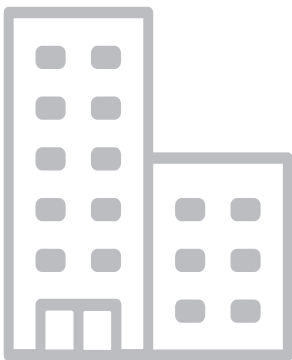
Population Breakdown
(Increased by 9.8% since 2011)

88%
Live in multi-family

12%
Live in single-family

47%
Rent

53%
Own



7% Have recently immigrated
(less than 5 years in Canada)

1,650 Number of
Indigenous people

Household Size



1	9,395
2	8,060
3	3,585
4	2,590
5+	1,010
Total: 24,640	

38%

Of the population
have immigrated
from more than
100 countries



40%

Can speak
a non-official
language



3,203

Businesses

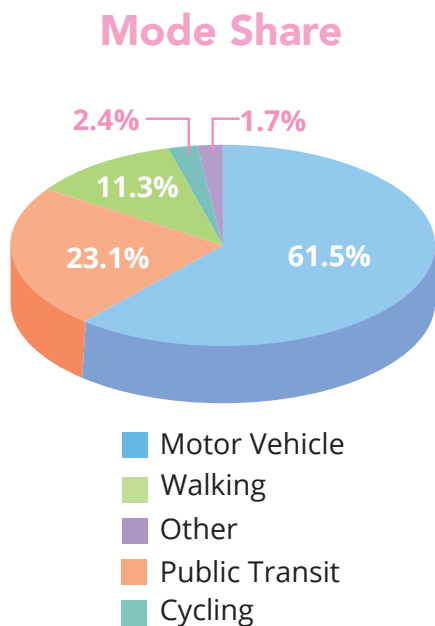
29,330

Jobs



Size of Businesses

1-4 Employees	60%
5-9 Employees	19%
10-19 Employees	11%
20+ Employees	10%



25%

Walk or cycle for errands

6/10

Of families have unsustainable childcare costs

15%

Of children live in poverty

87%

Believe amenities are within walking/cycling distance



6 months

Is the average wait time for childcare

23

Childcare spaces per 100 children

25%

Of children enter kindergarten not ready to learn

OUR PHYSICAL & MENTAL WELL-BEING



On average, adults spend more than

2 hrs

Daily screen time



28%

Eat the recommended number of servings of fruit and vegetables

20%

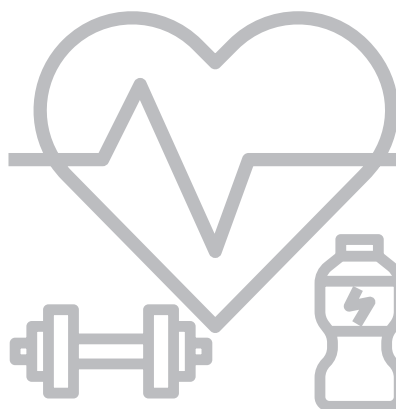
Have been diagnosed with mood/anxiety disorder

13%

Are tobacco smokers

55%

Believe their health is good or very good



8.5%

Are in danger of chronic hunger

21%

Are obese

49%

Believe they do adequate daily exercise

64%

Feel a strong sense of community well-being

Sources: Statistics Canada, City of North Vancouver 2016 Census Profile / My Health My Community, 2014 City of North Vancouver Community Health Profile/other City of North Vancouver reports and records

COUNCIL'S VISION

A City for People

is welcoming, inclusive, safe, accessible and supports the health and well-being of all.

A Liveable

leads the way in
acts as a steady
environment for f

A Connected City

provides active and sustainable ways for people and goods to move to, from and within the City safely and efficiently.

city
of north
vancouver



The Health
Small City is

N AND PRIORITIES

ble City

climate action and
eward of the
uture generations.

A Vibrant City

is where dynamic public spaces
and places provide opportunities
for connection and enable
residents to engage with their
community and celebrate their
culture and history.

A Prosperous City

supports a diverse
economy by creating an
environment where
new and existing
businesses can grow
and thrive.





A CITY FOR PEOPLE

A City for People is welcoming, inclusive, safe, accessible and supports the health and well-being of all.

WHERE WE'RE GOING

Council will strive to ensure our housing meets the diverse needs of our community. We will facilitate access to local food and spaces for connection, recreation and community services to better the health of our residents and improve equity.

HOW WE GET THERE

- Develop and adopt Community Well-Being Strategy → **Provide**
- Complete Balanced Housing Lab and implement its solutions → **Partner**
- Improve relationships with local Indigenous communities and our urban Indigenous population → **Partner**
- Increase number of below market housing units → **Partner/Provide**
- Improve access to childcare and early childhood development opportunities → **Advocate/Facilitate**
- Continue protection and expansion of rental housing stock → **Facilitate/Advocate**
- Develop a Community Recreation Strategy that includes the Harry Jerome Community Recreation Centre → **Provide/Partner**

WHAT GUIDES US

- Community Well-Being Strategy (2020)
- Housing Action Plan (2016)
- North Shore Settlement and Integration Strategic Plan (2016)
- CNV4ME (2015)
- Official Community Plan (2015)
- Child Care Policy and Plan (2009)







A LIVEABLE CITY

A Liveable City leads the way in climate action and acts as a steward of the environment for future generations.

WHERE WE'RE GOING

Council will create new and expanded environmental programs, services and outreach to respond to the climate crisis, protect our assets and achieve our goal of net-zero emissions by 2050 while enhancing and protecting the health of our environment.

HOW WE GET THERE

- Develop and adopt a new Climate and Environment Strategy that includes a pathway to net-zero buildings by 2050 → **Provide**
- Implement new climate adaptation and environmental improvement measures (including accelerating the expansion of the urban tree canopy and enhancing habitat to augment ecosystem services) → **Provide/Partner/Facilitate**
- Increase the proportion of residents with safe and convenient access to transit and active transportation infrastructure → **Provide/Facilitate**
- Further develop a renewable energy strategy to transition the City-owned Lonsdale Energy Corporation district energy system to incorporate low carbon energy sources and minimize the use of natural gas, including exploring a compost/waste to energy facility and other strategic opportunities → **Partner/Facilitate**
- Explore opportunities to reduce food waste through partnership with the business community and non-profits → **Advocate/Facilitate/Partner**
- Advance the City's Electric Vehicle Strategy to accelerate the transition to electric vehicles → **Advocate/Facilitate/Provide**

WHAT GUIDES US

- Upcoming Environmental Strategy (2021)
- Electric Vehicle Strategy (2019)
- Corporate Climate Action Plan (2017)
- Official Community Plan (2015)
- Climate Adaptation Plan (2013)
- Community Energy and Emissions Plan (2010)
- Parks Master Plan (2010)







A VIBRANT CITY

A Vibrant City is where dynamic public spaces and places provide opportunities for connection and enable residents to engage with their community and celebrate their culture and history.

WHERE WE'RE GOING

Council will celebrate the rich diversity and heritage of our community through arts, culture, recreation and creative initiatives that foster a sense of place, invite play, improve happiness, enhance social connection and build a strong sense of belonging throughout the City.

HOW WE GET THERE

- Complete Central Waterfront Revitalization → **Provide/Partner**
- Complete the new North Vancouver Museum → **Provide/Partner**
- Build a new vision to revitalize Lonsdale Avenue as a high street → **Provide/Partner/Facilitate**
- Spearhead playful and fun events that find ways to celebrate our unique location and community → **Facilitate**
- Investigate economic opportunities around arts and culture → **Facilitate**
- Provide expanded opportunity for parklets → **Partner**
- Complete an arts and culture strategy → **Provide**

WHAT GUIDES US

- Community Recreation Strategy (2020)
- North Vancouver City Library Strategic Plan (2018)
- Official Community Plan (2015)
- CNV4ME (2015)
- Central Waterfront Development Plan (2014)







A CONNECTED CITY

A Connected City provides active and sustainable ways for people and goods to move to, from and within the City safely and efficiently.

WHERE WE'RE GOING

Council will deliver safe, efficient and innovative transportation options that results in improved walking, cycling and public transportation.

HOW WE GET THERE

- Develop and adopt new Mobility Plan → **Provide**
- Complete east-west B-Line → **Partner**
- Increase kilometres of protected bike lanes → **Provide/Partner**
- Complete Lonsdale Transit Corridor Study → **Provide/Partner**
- Undertake Burrard Inlet Rapid Transit Technical Feasibility Study → **Partner**
- Secure funding for the Casano Loutet Overpass project and the Upper Levels Greenway project → **Partner**
- Explore safe routes to schools opportunities → **Partner/Advocate**
- Explore innovative solutions to transportation challenges, and continue to integrate land use and transportation planning to support connectivity across the region → **Provide/Partner/Advocate**

WHAT GUIDES US

- Upcoming Mobility Plan (2021)
- Integrated North Shore Transportation Planning Project (2018)
- Official Community Plan (2015)
- Regional Transportation Strategy (2013)
- North Vancouver Bicycle Master Plan (2012)
- 2040 North Shore Area Transit Plan (2011)
- Long-Term Transportation Plan (2008)







A PROSPEROUS CITY

A Prosperous City supports a diverse economy by creating an environment where new and existing businesses can grow and thrive.

WHERE WE'RE GOING

Council will make the City a destination of choice for economic development by supporting the local business community to increase the number of jobs and business opportunities and to improve services to our residents.

HOW WE GET THERE

- Explore economic opportunities around arts, play, culture and culinary arts → **Provide/Partner/Facilitate**
- Investigate health economic hub → **Provide/Partner/Facilitate**
- Increase visibility as a tourism destination → **Partner**
- Create Lower Lonsdale Brewery District → **Facilitate**
- Foster the expansion of Business Improvement Associations across the City → **Partner/Advocate/Facilitate**
- Investigate actions to reduce barriers and challenges to local businesses → **Advocate/Facilitate**

WHAT GUIDES US

- Official Community Plan (2015)
- Economic Development Strategy (2008)
- Tourism Development Plan (2008)
- Long-term Property Tax Strategy (2008)











cnv.org

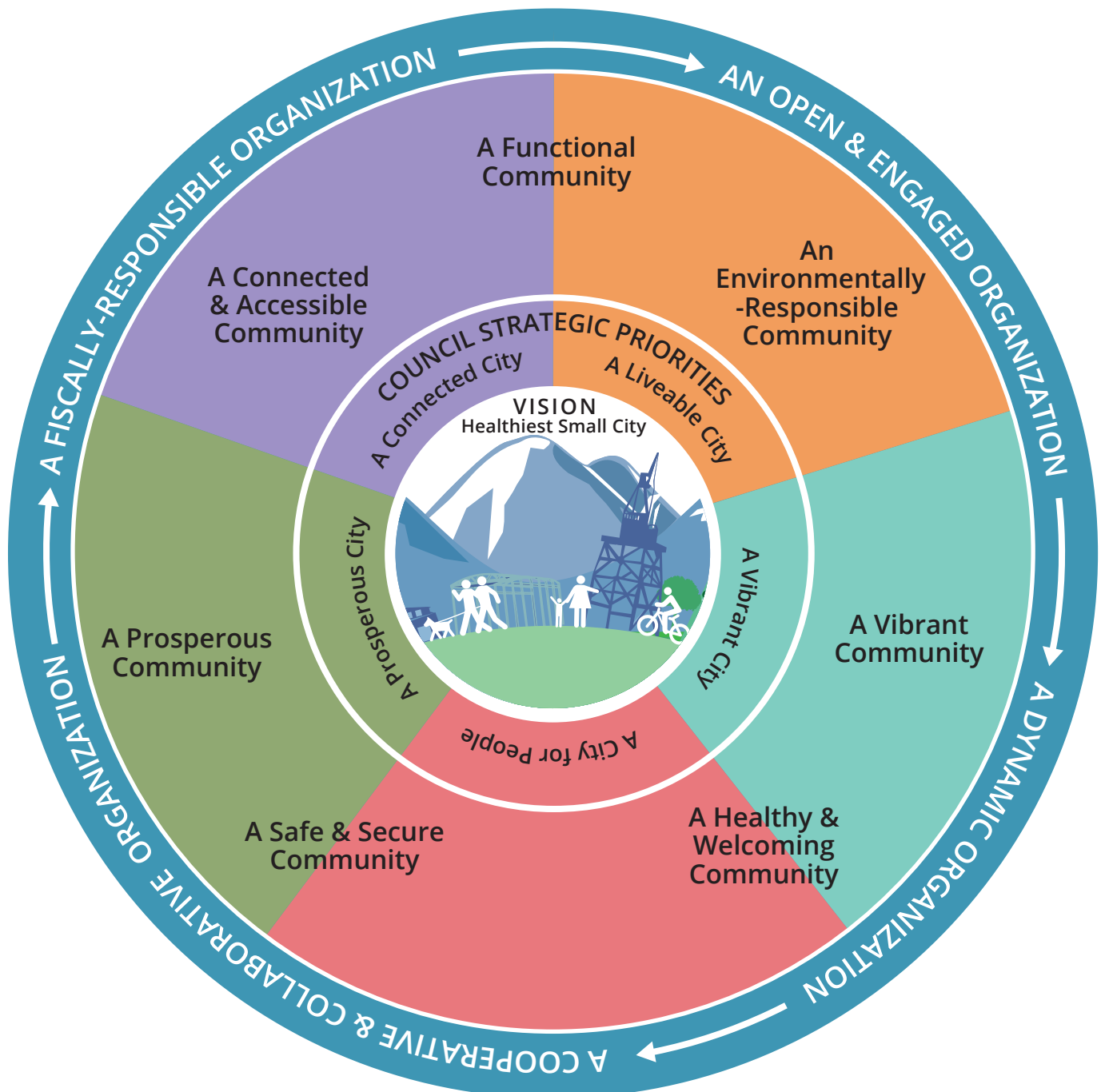
141 WEST 14TH ST / NORTH VANCOUVER BC / V7M 1H9

604 985 7761 / INFO@CNV.ORG





CORPORATE BUSINESS PLAN FRAMEWORK



Corporate Business Plan 2021 Updates

Outcome/Initiative	Department	Progress to Dec 31, 2021
A Safe & Secure Community		
Complete a Fire Services Master Plan	Fire	2021-2024 Strategic Service Priority Plan completed
Collaborate with NSEM and the other North Shore communities to renew the North Shore Emergency Management Strategy	Fire	NSEM began a strategic plan framework session in December 2021. Working through a multiphase approach starting with an internally focused (NSEM staff) process of identifying mission/vision/values. Phase 2 will be to expand the process to external stakeholders in including executive committee. No timeline on completion as of yet
A Healthy & Welcoming Community		
Commence Phase 2 of the Community Recreation Strategy	SCS	Project Initiation for 2022
Advance the Harry Jerome Community Recreation Centre Redevelopment	SCS	Activities in 2021 included finalization of building design, initiation of offsite works including the relocation of utilities, and the first phase of the Public Art call. Construction is on schedule to begin in mid 2022, and a public communications strategy is under development to support the construction period.
Participate in the North Shore Homelessness Action Project	PlanningDev	Group has been meeting to develop strategies
A Connected & Accessible Community		
Continue to expand active transportation in the City	EPE	1) Completed sidewalk infill on St Andrews, St Patrick's and renewed sidewalk to improve accessibility along Chesterfield. 2) Esplanade Complete Streets is 10% complete. 3) 3 new pedestrian/cyclist controlled crossings devices at key arterials installed
Complete Economic Impact Assessment for Burrard Inlet Rapid Transit	CPE	Completed
Launch the E-bike share pilot program	PlanningDev	First year exceptional uptake by community.
A Functional Community		
Complete the Community Well-Being, Mobility and Environmental Strategies	PlanningDev	Plans nearing completion and slated for Council in Q1 2022
Initiate development process review including targeted bylaw changes	PlanningDev	Consultant on board completion information gathering with internal staff and external stakeholders
Continue implementation of transportation and mobility requirements for new developments	PlanningDev	planning for 2022
A Vibrant Community		
Support the opening of the new Museum of North Vancouver	SCS	Opened December 2021
Expand and improve the Open Streets Initiative and Place-Making Activations	CPE	CPE engagement with business community to explore future of central Lonsdale place making
Initiate the Waterfront Park Master Plan	EPE	Phase 1 Neighbourhood Planning Study delayed until Spring 2022) Phase 2 Park Planning Process Summer 2022

An Environmentally Responsible Community

Collaborate on a plan to migrate Lonsdale Energy Corporation to renewable energy sources	CAO	For 2022, LEC will replace approximately 17% of its overall conventional natural gas consumption with renewable natural gas, which will result in a significant reduction of Greenhouse Gas Emissions. LEC is working on implementing several low carbon energy sources to its network, including currently pursuing a digital boiler project for commissioning in 2022/23. Other technologies currently being investigated by LEC staff include server/data centre heat recovery; heat recovery from sewage; and heat recovery from ocean water. LEC has engaged with City staff to discuss options, scope and feasibility for all of these initiatives. Management has begun mapping a decarbonization plan and projecting GHG emission reductions based on existing alternative energy sources, the North Shore Waste Water Treatment Plant heat recovery, and implementation of the above technologies.
Implement and expand the Electric Vehicle Strategy	PlanningDev	Bylaw changes complete and new fast chargers installed. Workplace and fleet charging grant implementation underway.
Support and promote the Park Stewards Program	EPE	A full year of park stewardship events delivered in 2021. Total of 21 events, in 8 parks, 386 volunteers, 1,209 hours, and over 2000 trees and shrubs planted.
Update the Green Building Policy for Civic facilities	PlanningDev	Planning for 2022.

A Prosperous Community

Review and update the City's Economic (Investment) Strategy	CPE	Draft completed; ongoing final engagement and consultation to finalize strategy for early spring.
Support and participate in economic partnerships in the region	CPE	Ongoing. Active member of Invest Vancouver, Economic Partnership North Shore, and active partnerships with key stakeholders.

A Fiscally Responsible Organization

Implement a new Asset Management Strategy	EPE	Draft Corporate Strategy complete and going to Council in Spring. Service Area Asset Management Plans (Water, Sanitary, Drainage) all in process. Draft plans will be available fall 2022. Pavements are pending.
Improve the integration of the City's business and financial planning processes	Finance	Assessment of the current state completed as part of CFO onboarding. Integration plan to be developed for implementation in 2022.
Review the City's Long-Term Property Tax Strategy	Finance	Development of a Long Term Property Tax Strategy planned to begin following the completion of the City's Economic Development Strategy

An Open & Engaged Organization

Implement a public engagement framework for all programs and projects	CPE	Present draft strategy to Council. Finalize strategy and roll out internally.
Explore new initiatives for public input related to Council meetings	Clerks	Exploring hybrid (in-person/electronic) Council meetings and Public Hearings.

A Cooperative & Collaborative Organization

Support Metro Vancouver Board's regional management and action plans	CAO	2021 - Information Report - 2021-12-09 - Metro Vancouver Notification of Land Use Designation Amendment Requests from City of Surrey 2021 - Council Report - 2021-11-15 Item 11 City of North Van Response to Metro Vancouver Regional Growth Strategy - Metro 2050 - Presentation by Sav Dhaliwal Jerry Dobrovolsky and Heather McNell of Metro Vancouver - Report of Nov 3 2021 2021 - Information Report - 2021-06-21 Presentation Metro Vancouver Regional Growth Strategy Process Update - Information Report of June 9 2021 2021 - Information Report - 2021-01-05 - Amending Metro Vancouver 2040 to Re-Designate Regional Park Lands to Conservation and Recreation 2020 - Council Report - 2020-12-07 Item 12 Metro Vancouver Regional Industrial Lands Strategy - Report of November 25, 2020 2021 – Confidential Report - Finance update on WWTP
Support the implementation of the RCMP, NSEM, NVCL and NVRC Strategic and Corporate Plans	CAO	Strategic plan of NVCL was updated by their board in 2021. NSEM created a new "Active Threat Plan" for CNV as well as worked on updating its governance model, The North Van RCMP presented its strategic plan to Council in 2021.
Strengthen relationships with local Indigenous communities and our urban Indigenous population	CAO	Established regular liaison meeting with Squamish Nation. Secured cross-jurisdictional grant which include 3 municipalities, 2 Nations, City Library, and Lookout Shelter. Council held inaugural meeting with Tsleil Waututh Nation in December. Engineering implemented chance find procedure for issues related to heritage and areas of First Nation importance
Support the NXSTPP Steering Committee and implement 2021 priorities	PlanningDev	Launched NS Connects branding; NS transit expansion included in T2050; advocacy for Translink investment plan underway
A Dynamic Organization		
Review and update City's Human Resources Policies and Strategies	SCS	Policy review to be initiated in collaboration with the City's Equity, Diversity & Inclusion Framework development
Expand online City services including CityServe, CityFix and CityView	SCS	Improvements to the City's client facing services underway as part of the Business Transformation initiatives funded from the BC Restart Plan
Review and update City's Training, Education and Development Program	SCS	



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: 2022 EARLY APPROPRIATIONS

Date: February 23, 2022 File No: 05-1705-30-0019/2022

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

RECOMMENDATION

PURSUANT to the report of the Chief Financial Officer, dated February 23, 2022, entitled "2022 Early Appropriations":

THAT (Funding Appropriation #2201) an amount of \$559,613 be appropriated from the General Capital Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2202) an amount of \$235,000 be appropriated from the Fire Equipment Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2203) an amount of \$845,000 be appropriated from the Engineering Equipment Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2204) an amount of \$100,000 be appropriated from the Computer Equipment Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2205) an amount of \$700,000 be appropriated from the Affordable Housing Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2206) an amount of \$17,000,000 be appropriated from the Civic Amenity – HJ Reserve for the purpose of proceeding with tender

and award of contracts for Foundation Works for the Harry Jerome Community Recreation Centre and Silver Harbour projects;

AND THAT should any of the above amounts remain unexpended as at December 31, 2025, the unexpended balances shall be returned to the credit of the respective fund.

ATTACHMENTS

1. 2022 Project Descriptions and Funding Allocations (CityDoc [2151130](#))
2. Information Report by Sr. Project Manager, Strategic Initiatives re: HJCRC & SH (CityDoc [2118864](#))
3. Information Report by Manager Strategic Services re: NSNH Site Development Preparation (CityDoc [2118122](#))

SUMMARY

This report follows endorsement of the 2022-2031 Preliminary Capital Plan presented to Council February 28, 2022 and provides details of projects where early appropriations are recommended.

BACKGROUND

The 2022-2031 Preliminary Capital Plan was endorsed by Council at the February 28, 2022 regular Council meeting. The Plan allocates funding to capital projects and a fully balanced 10 year plan was presented.

DISCUSSION

This report recommends that funds be appropriated so work can begin on some of the projects included in the Plan. These early appropriations are to allow staff to respond to immediate needs. With the exception of the Harry Jerome Community Recreation Centre ("HJCRC") and Silver Harbour Seniors Activity Centre ("SH") projects, appropriation is the final step in the funding of these projects and, if approved, will allow funds to be expended.

The funding requested for the HJCRC and SH projects can only be released should Council grant staff authority to award necessary contracts to undertake HJCRC and SH Foundation works, as is being presented to Council at its March 7, 2022 meeting in a separate report.

Attachment 1 provides additional information regarding each project. **Attachment 2** and **Attachment 3** provide more detailed background on recommended appropriations greater than \$500,000 that are not part of ongoing capital replacement programs.

FINANCIAL IMPLICATIONS

Funding is included in the 2022-2031 Preliminary Capital Plan presented to Council and is available for appropriation.

INTER-DEPARTMENTAL IMPLICATIONS

The 2022-2031 Capital Plan is a reflection of the policies of the City and the work plans of all City departments. Finance staff relies on their close working relationship with staff in other departments and the City's shared-cost agencies, in developing this Plan.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The preparation and approval of a Capital Plan is consistent with the requirements of the Community Charter and several of the objectives of the City's 2014 Official Community Plan. The Plan was also prepared taking into consideration the 2018-2022 Council Strategic Plan

RESPECTFULLY SUBMITTED:



Larry Sawrenko
Chief Financial Officer

2022 Project Descriptions and Funding Allocations

Attachment 1

Ref #	Project Name	Dept	Lead	Early Appropriation Request	Total 2022 Project Amount	Description
Appropriation 2201 – General Capital Reserve						
2-11	NVRC Centennial Theatre	NVR&CC	Howard Kiang	115,000	200,000	This project will address planned major components replacement and renovation at Centennial Theatre.
2 - 16	NVRC Memorial Community Recreation Centre	NVR&CC	Howard Kiang	15,000	15,000	Funding requirements for capital maintenance from 2021 to 2025. Replace or repair building systems that fail due to unforeseen circumstances. All projects will be assessed for cost/benefit before work proceeds.
6 - 4	Bylaw Services Vehicle Replacement	Public Safety – Bylaws	Paul Duffy	45,000	45,000	Replacement of a Bylaw Services Enforcement Vehicle with a newer more fuel efficient or electric model
7-3	User Device Replacement	SCS (IT)	Shawna Peters	50,000	50,000	Planned replacement of desktop computers, laptops, tablets and printers. Desktops and laptops have a 4 year lifespan, tablets have a 3 year lifespan and printers have a 5 year lifespan. As a device reaches end of life it is replaced; CNV currently has approximately 178 laptops, 324 desktops, 65 tablets and 65 printers.
7 - 14	NVMA IT Refresh	NVR&CC	Wesley Wenhardt	9,200	9,200	Scheduled replacement and enhancement of IT equipment and supporting hardware for MONOVA is based on a technology refresh program designed by the District of North Vancouver, which provides IT equipment and support for users (staff and public). The new museum location in the City will also be part of this service from DNV IT department, using available fibre-optic cables and configured through a City and District cabling agreement.
7 - 17	NVRC Mobile Device Applications - Phase 2	NVR&CC	Jeremy Neill	50,000	50,000	North Vancouver Recreation and Culture has implemented PerfectMind to replace the CLASS recreation management system. This system offers enhanced system integration API capabilities to allow NVRC to design and integrate a purpose-built native mobile application with the Perfect Mind recreation management system. This application would allow customers to search and view key information about programs and memberships as well as make transactions on the PerfectMind platform from their mobile devices.
7 - 23	NVRC Phone System Replacement	NVR&CC	Preston Corrigan	11,000	11,000	NVRC is currently operating a Mitel VOIP phone system that is approaching the end of manufacturer's support. This system is scheduled for regular replacement to ensure stable reliable phone service which is critical for customer service and business continuity.
8 - 6	2022 Towing Trailers	Engineering: Parks & Environment	Derek Priestley	35,000	35,000	Replacement of two trailers for Park Operations
10 - 5	Block Funding - Gerry Brewer Building	Facilities	Joel Roy	29,413	29,413	Block funding to acquire capital items under \$10,000 for the Gerry Brewer building.
10 - 7	Block Funding – Engineering Equipment	Engineering: Parks & Environment	Jeff Klochnyk	50,000	50,000	Block funding for unplanned Engineering Operations Equipment expenses.
10 - 8	Block Funding – Transportation	Engineering: Parks & Environment	Kliment Kuzmanovski	30,000	30,000	Block funding is to be used by the Transportation Division to fund small unforeseen capital projects which arise each year. Examples of possible projects are geometry improvements, traffic signal designs, signal coordination, minor street and signal system improvements.
10 - 9	Block Funding - Information Technology	Information Technology	Shawna Peters	100,000	100,000	Annual IT spending required to support City technology needs and the City's growth. This is for new or replacement IT peripherals and new desktops, laptops or tablets and accessories within the City.
10 - 13	Block Funding - Museum & Archives	Museum & Archives	Wesley Wenhardt	10,000	10,000	Annual Block funding is for purchasing or replacing minor capital assets such as equipment, technology, or specialized storage and display components. These funds are matched by the District so that the purchase of these assets is funded 50/50 by each municipality.
10 - 17	NVRC Emergency Capital Replacement Fund	NVR&CC	Howard Kiang	10,000	25,000	Replacement or major repairs of critical building systems due to surprise failures. The City is responsible for 100% of the capital costs for City owned recreation facilities.
Subtotal Appropriation #2201				\$ 559,613		

2022 Project Descriptions and Funding Allocations

Attachment 1

Ref #	Project Name	Dept	Lead	Early Appropriation Request	Total 2022 Project Amount	Description
-------	--------------	------	------	-----------------------------	---------------------------	-------------

Appropriation 2202 – Fire Equip. Reserve

9 - 2	Fire Equipment Replacement Program	Public Safety – Fire	Greg Schalk	235,000	235,000	Replace aging turn-out gear (\$50,000) and aging miscellaneous technical rescue equipment (\$20,000) on an annual replacement schedule. Replace aging fire hose and nozzles (\$40,000) as per the 10 year replacement cycle. Replace aging auto extrication equipment (\$60,000) as per the 10 year replacement cycle. Replace aging hazardous materials equipment as per the 10 year replacement cycle. Replacing aging Fire Fleet Vehicle - Fire Operations in 2022 for (\$45,000); The intent is for our fleet vehicles to align with the City's climate and environmental strategy by being in the electric or plug in hybrid class. Miscellaneous technical rescue equipment (\$20,000).
-------	------------------------------------	----------------------	-------------	---------	---------	---

Subtotal Appropriation #2202 \$ 235,000

Appropriation 2203 – Engineering Equip. Reserve

8 - 2	2022 Engineering Equipment	Engineering: Parks & Environment	Bruce Bowman	845,000	845,000	Engineering, Parks and Environment Operations vehicle and equipment replacement. In 2022, vehicles and equipment to be replaced include a mini dump truck, a garbage truck, a Gator/RGV and two Toolcat's
-------	----------------------------	----------------------------------	--------------	---------	---------	---

Subtotal Appropriation #2203 \$ 845,000

Appropriation 2204 – Computer Equipment Reserve

7-3	User Device Replacement	SCS (IT)	Shawna Peters	100,000	100,000	See Ref # 7-3 description under General Capital Reserve above
-----	-------------------------	----------	---------------	---------	---------	---

Subtotal Appropriation #2204 \$ 100,000

Appropriation 2205 – Affordable Housing Reserve

2 - 32	NSNH Site Preparation	Strategic & Corporate Services	Mike Friesen	700,000	3,021,000	Funds to prepare the NSNH / Derek Inman Park Site for development. See Attachment #3 to this report.
--------	-----------------------	--------------------------------	--------------	---------	-----------	--

5Subtotal Appropriation #2205 \$ 700,000



Appropriation 2206 – Civic Amenity - HJ Reserve

2 - 18	Harry Jerome Community Recreation Centre	Strategic & Corporate Services	Dianna Foldi	14,450,000	148,947,149	The HJCRC is a new recreation centre in the heart of Central Lonsdale. Early appropriation is to enable Foundation works. See Attachment 2 for further details
2 - 21	Silver Harbour Seniors Activity Centre	Strategic & Corporate Services	Dianna Foldi	2,550,000	18,723,891	The Silver Harbour Seniors' Activity Centre will be a stand-alone facility located on the north side of 23rd Street / Lonsdale and integrated with the overall infrastructure and services of the new HJCRC facility. Early appropriation is to enable Foundation works. See Attachment 2 for further details

Subtotal Appropriation #2206 \$ 17,000,000

Total Early Appropriations \$ 19,439,613



		
Department Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC & CORPORATE SERVICES DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Dianna Foldi, Sr. Project Manager, Strategic Initiatives

Subject: 2022-2031 PROJECT PLAN – PROJECTS OVER \$500,000:
 Harry Jerome Community Recreation Centre – Project 2-18 and
 Silver Harbour Seniors' Activity Centre – Project 2-21

Date: February 23, 2022 File No: 05-1705-30-0023

HJCRC:

	2022	2023	2024	2025	2026	2027-31	Total
Civic Amenity Reserve - HJ	\$148,947,149	\$10,059,881	\$1,489,022	\$	\$	\$	\$160,496,052
Total	\$148,947,149	\$10,059,881	\$1,489,022	\$	\$	\$	\$160,496,052

Silver Harbour Seniors Centre:

	2022	2023	2024	2025	2026	2027-31	Total
Civic Amenity Reserve- HJ	\$18,723,891	\$1,379,053	\$254,415	\$	\$	\$	\$20,357,359
Total	\$18,723,891	\$1,379,053	\$254,415	\$	\$	\$	\$20,357,359

PURPOSE:

The purpose of this report is to provide rationale for the early appropriation of \$17,000,000 to fund the Harry Jerome Community Recreation Centre ("HJCRC") and Silver Harbour Seniors' Activity Centre ("SH") projects, as included in of the 2022-2031 Capital Plan.

DISCUSSION:

A provision of \$160,496,052 for HJCRC and \$20,357,359 for SH has been included in the 2022-2031 Capital Plan to allow for the tendering, site servicing and construction works. The funding provision is based on the October 2021 - Class B estimate that informs the overall HJCRC and SH combined target project budget of \$205 million presented to Council on February 28, 2022.

FINANCIAL IMPLICATONS:

The \$17,000,000 early appropriation ensures that funding for HJCRC and SH Foundation works are available to allow contracts to be awarded and the project to advance as proposed to Council on February 28th. The \$17,000,000 is split 85% (\$14,450,000) and 15% (\$2,550,000) respectively, between the two projects.

To date, an amount of \$26,334,080 has been appropriated for HJCRC as per the below breakout.

2014 - 2015:	\$ 350,000	HJCRC - Planning and Feasibility Studies
2016 - 2017:	\$2,000,000	HJCRC – Schematic Design
2018 - 2019:	\$4,125,000	HJCRC Detailed Design
	\$6,125,000	HJCRC Detailed Design
2020 – 2021:	\$6,083,680	Project Oversight, CM Fee and Civil Works on 23rd
	\$7,650,400	Tendering of Early Enabling Works

To date, an amount of \$3,380,000 has been appropriated for Silver Harbour as per the below breakout.

2018 - 2019:	\$3,000,000	Silver Harbour (Temp) – Design and Construction
2020 – 2021:	\$ 380,000	Silver Harbour Detailed Design

Currently, CNV has secured 40% of the funding needed for the full HJCRC and SH capital program. Funds appropriated to date for the HJCRC and SH capital program, as well as the additional \$17,000,000 of funds recommended for early appropriation, are less than the funding secured to date.

RESPECTFULLY SUBMITTED:



Dianna Foldi, Sr. Project Manager,
Strategic Initiatives



— Department Manager	 Director	 CAO
----------------------------	--------------	---------

The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC & CORPORATE SERVICES DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Mike Friesen, Manager, Strategic Initiatives

Subject: 2022-2031 CAPITAL PLAN – PROJECT OVER \$500,000:
 North Shore Neighbourhood House Site Development Preparation –
 Project 2-32

Date: February 23, 2022 File No: 02-0800-30-0022/1

	2022	2023	2024	2025	2026	2027-31	Total
Affordable Housing Reserve	\$3,021,000	\$167,617	\$	\$	\$	\$	\$3,188,617
Total	\$3,021,000	\$167,617	\$	\$	\$	\$	\$3,188,617

PURPOSE:

The purpose of this report is to provide rationale for the early appropriation of \$700,000 from the Affordable Housing Reserve to fund the site preparation of the North Shore Neighbourhood House development site, as included in the 2022-2031 Capital Plan.

DISCUSSION:

The NSNH site development preparation is associated with the broader redevelopment of the “Hub” site between East 1st Street and East 2nd Street on the west side of St. Georges Avenue. The work is necessary to provide a developable site to CNV’s project partners for the delivery of affordable housing and social services. The funding request is for management, design, tendering and construction as well as TFT staffing associated with the project. Funds will be used in the beginning of 2022 towards the engagement of a consultant team to advance detailed design with a proposed construction start date of mid 2022 and project completion late 2022.




FINANCIAL IMPLICATIONS:

Included within the 2022-2031 Capital Plan, a total of \$3,188,617 has been identified for detailed design, tendering, construction and project management including CNV oversight.

RESPECTFULLY SUBMITTED:

Mike Friesen, Manager
 Strategic Initiatives



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC & CORPORATE SERVICES DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Dianna Foldi, Sr. Project Manager, Strategic Initiatives

Subject: HJCRC and SILVER HARBOUR SENIORS' CENTRE
AUTHORITY TO AWARD FOUNDATION WORKS

Date: February 23, 2022

File No: 02-0800-30-0028/1

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

RECOMMENDATION

PURSUANT to the report of the Sr. Project Manager, dated Feb 23, 2022, entitled "HJCRC and Silver Harbour – Award of Foundation Works":

THAT staff be authorized to award construction and associated contracts related to Foundation Works for HJCRC and Silver Harbour Seniors' Centre (SH) projects, pursuant to Council approval of \$17,000,000 early appropriation from the Civic Amenity Reserve Fund;

AND THAT should any of the above amounts remain unexpended as at December 31, 2025, the unexpended balances shall be returned to the credit of the respective fund.

ATTACHMENTS

1. Council Report – February 18, 2022 - HJCRC and SH Projects
Commencement of On-Site Works – (CityDocs 2150291)

PURPOSE

The purpose of this report is to request authorization to award construction and associated contracts related to Foundation Works for the HJCRC and SH projects.

BACKGROUND

On Feb 28, 2022, Council was presented with an update on the pre-construction planning for the HJCRC and Silver Harbour (SH) projects including costs, schedule, and next steps (Attachment 1) and staff were authorized to proceed with tender of Foundation Works.

The recommendations in this report will allow the project team to proceed with award of the Foundation works upon tender closing, cost of which is included in the 2022-2031 Capital Plan for HJCRC and Silver Harbour.

DISCUSSION

The advancement of Foundation Works tendering and award of contracts ahead of the full construction tender will shorten the overall project schedule, maintain construction sequencing following Site Preparation and Excavation and reduce the impact of construction cost escalation.

The Foundation Works scope will be tendered to pre-qualified trades, in tandem with the full construction tender scope in early March 2022 and is anticipated to begin in May 2022. The full construction tender scope will only be awarded following Council approval upon receipt of the Municipal Finance Authority (MFA) loan in June 2022.

By awarding the Foundations Works scope in advance of the full construction contract, the project will be able to maintain site efficiency, through uninterrupted construction sequencing and seamless transition and/or overlap between Site Prep and Excavation to Foundation Works

FINANCIAL IMPLICATIONS

A provision of \$160,496,052 for HJCRC and \$20,357,359 for SH has been included in the 2022-2031 Capital Plan to allow for the tendering, site servicing and construction works. The funding provision is based on the October 2021 - Class B estimate that informs the overall HJCRC and SH combined target project budget of \$205 million presented to Council on February 28, 2022.

Approval of the \$17,000,000 early appropriation ensures that funding for HJCRC and SH Foundation works are available to allow contracts to be awarded and the project to advance as proposed to Council on February 28th. The \$17,000,000 is split 85% (\$14,450,000) and 15% (\$2,550,000) respectively, between the two projects.

Currently, CNV has secured 40% of the funding needed for the full HJCRC and SH capital program. Funds appropriated to date for the HJCRC and SH capital program, as well as the additional \$17,000,000 of funds recommended for early appropriation, are less than the funding secured to date.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been developed in consultation with Finance.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS




After serving the community of North Vancouver for more than 55 years, the existing centre, built in 1966 is quickly approaching the end of its useful life. The new Harry Jerome Community Recreation centre embraces the City's vision of *A Healthy City for All* by creating a welcoming, vibrant, and social heart of the community. Future generations of North Shore residents will enjoy the rejuvenation of this important amenity. This state of the art facility will help our citizens maintain or improve health and wellness within our community, and inspire residents to be active and connected throughout their lives.

RESPECTFULLY SUBMITTED:



Dianna Foldi
Sr. Project Manager, Strategic Initiatives



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC & CORPORATE SERVICES DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Mike Friesen, Manager, Strategic Initiatives

Subject: HARRY JEROME COMMUNITY RECREATION CENTRE AND SILVER HARBOUR PROJECTS – COMMENCEMENT OF ON-SITE WORKS

Date: February 18, 2022 File No: 02-0800-30-0028/1

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

RECOMMENDATION

PURSUANT to the report of the Manager, Strategic Initiatives, dated February 18, 2022, entitled "Harry Jerome Community Recreation Centre and Silver Harbour Projects – Commencement of On-Site Works":

THAT staff initiate construction of the Harry Jerome Community Recreation Centre and Silver Harbour projects;

THAT staff award necessary contracts to undertake Site Preparation and Excavation;

THAT staff proceed with tender for Foundation Works and return to Council for appropriation and authority to award necessary contracts to undertake Foundation works;

THAT staff tender remaining scope of works to prequalified trades;

AND THAT staff report back with recommendations for appropriation and awarding of tender contracts.

ATTACHMENTS

1. Harry Jerome Community Recreation Centre – Project Approval Oct 18, 2021
(CityDocs [#2110555](#))
2. Presentation – HJCRC and SH Projects Update (CityDocs [#2148147](#))
3. Timeline – HJCRC and SH Schedule (CityDocs [#2150590](#))

SUMMARY

The Harry Jerome Community Recreation Centre (HJCRC) capital program is the largest capital revitalization program ever undertaken by the City of North Vancouver. After significant consultation, engagement, design, and refinement the City is now ready to build what will be the vibrant and social heart of our Central Lonsdale community and major amenities for North Shore residents to enjoy for decades to come.

The following report provides an update to Council on the pre-construction planning for the HJCRC and Silver Harbour (SH) projects including costs, schedule, and next steps.

The report recommends proceeding with the commencement of the projects' construction: the Site Preparation and Excavation and Foundation works. The Site Preparation and Excavation works have been recently tendered and the submitted bids fall within the appropriated budgets for HJCRC and SH as reported to Council in October 2021. The recommendations in this report will also enable the project team to proceed with tendering the Foundation works; award of this work will take place only following approval of an appropriation from the 2022-2031 Capital Plan.

Staff will report back with final costs received through tendering, and contract awards will be made following Council approval upon receipt of the Municipal Finance Authority (MFA) loan in June 2022.

BACKGROUND

On October 18, 2021, Council was presented with a project update (Attachment 1: Harry Jerome Community Recreation Centre – Project Approval Oct 18, 2021) and resolved:

THAT staff be authorized to advance the construction tender for the "Site Preparation and Excavation" scope of work for the Harry Jerome Community Recreation Centre project with contract award to be held until full project funding is in place;

THAT the funding reallocation be approved for the purposes of advancing the Harry Jerome Community Recreation Centre site power modifications, as follows:

NVRCC Fibre Net Connect HJ&CT (Project 40346)	\$35,000
---	----------

2019 NVRCC Equipment (Project 40372)	\$30,000
NVRCC Buildings 2018 (Project 45272)	\$155,026
NVRCC John Braithwaite Rec Centre (Project 45285)	\$37,101
NVRCC Facility Access Control (Project 45290)	\$60,000
2020 NVRCC – HJ Major Repairs (Project 45313)	\$21,045
Total:	\$338,172

AND THAT staff report back with a Class A estimate to seek approval to advance the full Harry Jerome Community Recreation Centre project to construction, inclusive of Silver Harbour Seniors' Activity Centre, with project funding in place.

Since that time, the project team has undertaken the objectives identified in the report. The next steps from the October report were addressed as follows:

Construction Documentation Phase

Design drawings and specifications have been completed to the 90% mark to allow for a Class A estimate (+/- 5%). A phased building permit application has been submitted with the first phase being the request for a building permit to proceed with Site Preparation and Excavation works should Council provide direction to proceed. A full building permit review process is currently underway.

Advanced Underground Utility Upgrades – East 23rd Street

In order to streamline the overall construction schedule and reduce cost escalation risk, the City initiated Advanced Underground Utility Upgrades on East 23rd Street, intended to service the future HJCRC / SH project and Harry Jerome Neighbourhood Lands (HJNL) south of East 23rd Street. Work includes the replacement of the water main, sanitary and storm sewers and will be completed on time and under budget.

Site Preparation and Excavation (Enabling Works)

As per Council direction, staff issued an invitation to tender for the Site Preparation and Excavation scope of works which includes removal of existing infrastructure including the demolition of the 23rd Street pedestrian bridge, bulk excavation of the site, and other works to prepare the site for building foundation.

Upon Council approval of the recommendations in this report, the City will award and enter into a contract with the selected firm for this scope of work.

Centennial Theatre Temporary Power & Electrical Improvements

The Centennial Theatre temporary power & electrical improvements project was carried out to ensure continual operations of the Theatre during construction, and to couple the work with temporary site power for new HJCRC construction site. The project is close to completion and is projected to be delivered ahead of schedule and under budget. Due to close communication between the project team and NVRC, the project is being delivered with no anticipated interruptions to the theatre's programming. The scope of

work includes future-proofing the theatre's electrical room equipment to conform to current building code and for easy connectivity once the permanent feed from the new HJCRC connects to Centennial Theatre.

DISCUSSION

Design Completion

The HJCRC design team has been completing the documents required for the building permit application, the Class A estimate, and a final design review by the project team. The program and design are unchanged since Council direction on October 18th, 2021. The Prime Consultant, HCMA, along with their sub-consultants, are in the process of final detail design and coordination to respond to building permit and health permit submission requirements, to incorporate final feedback from the building operator and other key stakeholders as well as to prepare costs saving measures to implement as needed.

Class "A" Cost Estimate

The project budget for HJCRC as reported to Council in October 2021 was \$181,696,000 and SH at \$23,437,000. The two projects together total \$205,133,000. The project costs were derived from two Class B estimates obtained in September 2021 at the 50% complete construction documentation phase; one from a professional quantity surveyor and one from the Construction Manager engaged for pre-construction services. At this stage the Class B estimate can vary +/- 10% from tender results.

Similar to the Class B estimate presented to Council in October 2021, two Class A cost estimates have been obtained at the 90% complete construction documentation phase.

The Class A estimates were reviewed for completeness and compared against each other, all material differences have been resolved to develop a revised projected cost for the project. The combined Class 'A' estimate for this project is now \$210,781,319 (Table 1 – Comparison of Class 'B' and Class 'A' Cost Estimates). The Class A estimate is 2% higher than the Class B estimate; this increase is well within the +/- 10% variance of a Class B estimate, and is not surprising considering the construction industry has seen significant cost increases in materials and labour as well as volatility in general. The final cost of the HJCRC and SH projects will be better understood when the City receives tenders in June 2022. Over the coming months the project team will investigate value engineering options, before making a final recommendation for the project budget and a request for appropriation in June 2022.

Table 1 – Comparison of Class 'B' and Class 'A' Cost Estimates

	Class B (+/-10%) October 2021	Class A (+/- 5%) Feb 2022
	HJCRC + Silver Harbour	HJCRC + Silver Harbour
Area	207,088 sf	209,067 sf
Building Construction	\$ 130,613,347	\$ 152,544,476
Onsite Works	\$ 14,770,332	\$ 13,591,700
Offsite Works (including BC Hydro)	\$ 6,331,100	\$ 7,413,950
Soft Costs (Consultants, Staff)	\$ 14,521,410	\$ 15,397,616
Permits and DCC's + Cityworks	\$ 3,171,383	\$ 2,000,904
Furniture, Fixtures and Equipment	\$ 2,881,600	\$ 2,915,464
Contingencies and Escalation	\$ 32,758,762	\$ 16,917,208
COMBINED HJCRC+SH TOTAL	\$ 205,047,934	\$ 210,781,319

Contingencies and Risk Mitigation

In order to protect the HJCRC project from unknown or emerging costs, a number of financial risk mitigation measures are in place. In order to ensure the project has the flexibility to meet challenges, contingencies are included in the project budget. The contingencies for this project have been established using industry best practices for comparable projects. There are four types of contingency: Design Contingency, which accounts for design details identified in the final stages of the construction documents, Soft Cost Contingency, which ensures that funding is available to address unanticipated professional services, Construction Contingency, which accounts for items that are uncovered during the construction phase of a project, and Escalation Contingency, which addresses changing market conditions during a construction project. In addition, a project specific risk register has been developed and will be monitored throughout the life of the project. The risk register covers schedule, quality, and scope change risks.

NVRC Operations

The existing HJCRC – including Memorial Gym and Mickey McDougall facilities – will remain open during the construction period. Although the buildings are at end of life, NVRC staff will proactively address maintenance concerns and practice responsible issue management. Construction of the new HJCRC – primarily through reduction of available parking – will impact the operations and programming of the community recreation centre, Centennial Theatre and existing SH facility.

With the construction site for the new community and recreation centre occupying the existing facility's parking lot beginning in mid-March, parking has emerged as a significant challenge to the smooth operations of the existing HJCRC and Centennial

Theatre. NVRC staff will endeavor to avoid the simultaneous scheduling of high participation events at both facilities to minimize congestion and parking challenges.

The average observed utilization of HJCRC parking is 50% (of the total 344 spaces in all lots); maximum demand during high attendance events can reach 85% utilization. To address parking demand during construction, staff have created an interim parking strategy that will support vehicle access to the facilities. As of mid-March, staff have arranged a temporary lease of 40 parking spaces at North Shore Alliance Church. In June, the City is expecting to utilize a portion of the former lawn bowling site – currently in use by Darwin Construction for construction staging – as a temporary parking lot during HJCRC construction to provide an estimated 40 parking spaces. When combined with existing parking resources on the current HJCRC/Memorial site, staff are expecting a maximum of 156 parking spaces available for users of the facilities.

In addition to the provision of parking spaces, communication of the expected challenges as well as identification of alternative transportation options (transit and cycling infrastructure) will be provided to patrons.

Flicka Gymnastics Club

With the continued operations of the existing HJCRC, Flicka Gymnastics Club will continue operating in their leased space within HJCRC until the closure of the facility. This will provide more time for Flicka to prepare its transition plan and fundraise for improvements while allowing NVRC to continue to provide programs out of the Mickey McDougall facility. Although some small improvements have been undertaken, the majority of construction at Mickey McDougall will be deferred until 2025.

Schedule

March – June 2022

The next active phase of the project is the Site Preparation and Excavation, followed by the Foundation works. These works will start in March and May respectively. Staff will return to Council on March 7th for early appropriation of funds to support the Foundation Works in advance of contract execution. While these works are underway, the project team will proceed with tendering the construction phase of the HJCRC and SH projects; this entails approximately 50 separate tenders.

June – July 2022

In June 2022, it is anticipated that the MFA financing will be finalized. Staff will return to Council with final construction costs, and will seek approval to appropriate funding and award the remaining construction contracts.

Concurrently, the project team and City have created an inter-departmental working group in order to ensure there is a forum for review and direct communication between the project team and City review staff. As a part of the building permit review process, the working group is currently collaborating to ensure City regulations and requirements are achieved while ensuring that the project is able to progress in an efficient manner and not incur costs due to delay. Additionally, the working group will ensure that there is a group of staff who are regularly reviewing the project as it progresses and who can

identify for the project team any potential concerns. The HJCRC and SH Schedule (Attachment 3 – HJCRC and SH Schedule) provides a high-level graphic representation of the project schedule; more granular breakdown of upcoming milestones will be presented in the “Next Steps” section.

Tree Replacement Strategy

In order to meet the City’s program needs – both for the community recreation facility and SH, as well as the significant off-site requirements integrated into the project – a significant proportion of the site’s trees will need to be removed and replaced. The building and underground footprint, re-grading of the site slope, site access points, and new active transportation infrastructure require the implementation of a robust tree replacement strategy,

Of the site’s existing ninety-nine trees, thirteen will be retained and eighty-six are required to be removed to facilitate construction. The landscape plan for the project will include 209 new trees to be planted throughout the site and the surrounding streetscape.

Recognizing the importance trees to the City and the importance of the expansion of the tree canopy, the project will contribute \$40,000 to the City’s tree planting program. Over the last three years, the tree planting program has contributed 4000 trees to City public spaces. This contribution is in recognition that a proposed Tree Bylaw is in process but not yet in effect; the proposed \$40,000 contribution has not yet been reflected in the project cost estimate but will be included in the revised budget for Council’s consideration in June. In addition, staff are seeking opportunities for the reutilization of suitable trees following removal.

Communications Strategy

In collaboration with the project team, the City’s communication department has prepared a comprehensive communications strategy to ensure information is delivered in a timely, efficient, and digestible manner to key stakeholders. The communication strategy presents a multi-phased and multi-channel approach to providing updates on the project with materials to include direct mailouts, print materials, newspaper advertising and earned media coverage, social media and online outreach, e-newsletters, on-site signage, transit shelter ads, video updates, staff outreach and facility advertising. Key messages in the immediate future include:

- Updates concerning construction impacts;
- The existing HJCRC and Centennial Theatre remain open and operational during construction; and
- Informing and generating excitement concerning social, cultural, and physical programs that will be a part of the new facility in 2025.

In addition to the above, Council will be provided with regular updates through the construction phase in order to stay informed of progress and next steps on site, as well as risk and budget summaries. To ensure transparency these updates will also be posted to the HJCRC project website for consumption by the public.

Silver Harbour

SH staff and representatives have been engaged and consulted through the design process of their facility and are pleased with the progress and outcomes.

City staff have continued negotiations with SH for the offer to lease and form of lease for the new facility and transfer of the existing SH site to the City. The offer to lease and lease are being refined and business terms – regarding operations and maintenance responsibilities – are being finalized and are expected to be concluded shortly.

Public Art

The Public Art Process for HJCRC and SH projects is underway and is anticipated to be completed within the next few months.

Next Steps

The project is transitioning from planning to construction. Maintaining the current schedule will ensure that further cost escalation is limited. The project team is working to ensure the coordination of all elements of the project result in issuance of a full building permit on September 1st and the subsequent construction of the full facility. The following milestones represent six months of the critical path needed to achieve this goal:

- Late February – Completion of early civil works to eliminate possibility of conflicts and delays with Site Preparation and Excavation;
- February 28th – Council grants approval to proceed to Site Preparation and Excavation and to tender Foundation Works;
- Between March 1st and March 22nd – Progress design to 100%
- March 7th – Funding Appropriation to proceed with award of Foundation Works and associated contracts;
- March 14th:
 - Excavation building permit is issued;
 - Site north of 23rd closed to the public, excluding Centennial Theatre;
 - Full excavation able to begin once site preparation is complete;
- March 22nd – Invitation to tender packages are issued to prequalified trades;
- June 1st – Pouring of foundation begins;
- June 7th – MFA loan secured;
- June 13th – Staff return to Council seeking final project appropriation and approval to award Construction tenders for remaining scope;
- September 1st – Issuance of above grade building permit and commencement of construction of the facilities.

FINANCIAL IMPLICATIONS

The Financial Strategy for the HJCRC project has been approved by Council, and 40% of Program funding has been secured to date. A \$117 million loan application has been submitted to the Ministry of Municipal Affairs & Housing and the Inspector of Municipalities and that loan is anticipated to be in place in time to award the Construction tenders for the remaining scope.

INTER-DEPARTMENTAL IMPLICATIONS

Project coordination and input has been undertaken with every City department, LEC and staff from the North Vancouver Recreation and Culture Commission. This report has been developed in consultation with Finance and NVRC and reviewed by Planning and Development, Engineering, Parks & Environment, Legal, Clerks, and Community & Partner Engagement.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

After serving the community of North Vancouver for more than 55 years, the existing centre, built in 1966 is quickly approaching the end of its useful life. The new Harry Jerome Community Recreation centre embraces the City's vision of *A Healthy City for All* by creating a welcoming, vibrant, and social heart of the community. Future generations of North Shore residents will enjoy the rejuvenation of this important amenity. This state of the art facility will help our citizens maintain or improve health and wellness within our community, and inspire residents to be active and connected throughout their lives.

RESPECTFULLY SUBMITTED:



Mike Friesen
Manager, Strategic Initiatives

**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD ELECTRONICALLY
FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, OCTOBER 18, 2021**

REPORTS

14. Harry Jerome Community Recreation Centre – Project Update and Next Steps
– File: 02-0800-30-0028/1

Report: Deputy Director, Strategic and Corporate Services, October 12, 2021

Moved by Councillor McIlroy, seconded by Councillor Hu

PURSUANT to the report of the Deputy Director, Strategic and Corporate Services, dated October 12, 2021, entitled “Harry Jerome Community Recreation Centre – Project Update and Next Steps”:

THAT staff be authorized to advance the construction tender for the “Site Preparation and Excavation” scope of work for the Harry Jerome Community Recreation Centre project with contract award to be held until full project funding is in place;

THAT the funding reallocation be approved for the purposes of advancing the Harry Jerome Community Recreation Centre site power modifications, as follows:

NVRCC Fibre Net Connect HJ&CT (Project 40346)	\$35,000
2019 NVRCC Equipment (Project 40372)	\$30,000
NVRCC Buildings 2018 (Project 45272)	\$155,026
NVRCC John Braithwaite Rec Centre (Project 45285)	\$37,101
NVRCC Facility Access Control (Project 45290)	\$60,000
2020 NVRCC – HJ Major Repairs (Project 45313)	\$21,045
Total:	\$338,172

AND THAT staff report back with a Class A estimate to seek approval to advance the full Harry Jerome Community Recreation Centre project to construction, inclusive of Silver Harbour Seniors’ Activity Centre, with project funding in place.


CARRIED UNANIMOUSLY

Moved by Councillor Back, seconded by Councillor Bell

THAT the meeting continue past 10:30 pm.

CARRIED UNANIMOUSLY



— Department Manager	— Director	 CAO
----------------------------	---------------	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC & CORPORATE SERVICES DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Heather Reinhold, Deputy Director, Strategic & Corporate Services

Subject: HARRY JEROME COMMUNITY RECREATION CENTRE – PROJECT
UPDATE & NEXT STEPS

Date: October 12, 2021 File No: 02-0800-30-0028/1

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

RECOMMENDATION

PURSUANT to the report of the Deputy Director, dated October 12, 2021, entitled "Harry Jerome Community Recreation Centre – Project Update & Next Steps":

THAT staff be authorized to advance the construction tender for the "Site Preparation and Excavation" scope of work for the Harry Jerome Community Recreation Centre project with contract award to be held until full project funding is in place;

THAT the funding reallocation as outlined in the report below be approved for the purposes of advancing the HJCRC site power modifications;

AND THAT staff report back with a Class A estimate to seek approval to advance the full Harry Jerome Community Recreation Centre project to construction, inclusive of Silver Harbour Seniors' Activity Centre, with project funding in place.

ATTACHMENTS

1. HJCRC Design Development Report March 2021 (CityDocs #2036460)
2. Construction Management Scope of Services (CityDocs #2103597)

SUMMARY

The purpose of this report is to provide Council with updates on program, project management, schedule and costs for both the Harry Jerome Community Recreation Centre (HJCRC) and Silver Harbour Senior's Activity Centre (SH) projects. A revised project estimate has been received and within the budget reported to Council in April 2021. The project schedule is also on time and this report provides updates on efforts over the last 6 months.

Funding is requested as part of 2021 Revised Capital Plan process to advance the Site Preparation and Excavation tendering process in order to reduce the overall project schedule, mitigate the impact of construction cost escalation and minimize overall contractor general conditions cost. The contract award of this tender will be executed once full project funding is secured.

Staff will report back to Council in late February 2022 in order to seek approval for full project tendering and construction, once a final Class A Estimate and project funding are confirmed.

BACKGROUND

In April 2021, Council directed:

That staff be directed to proceed to the pre-construction phase of the Harry Jerome Community Recreation Centre (HJCRC) project including completion of the following:

- Construction documents
- Class A estimate
- Site Servicing Plan
- Construction sequencing plan

THAT staff report back with a Class A estimate and seek approval to proceed with tendering of the Harry Jerome Community Recreation Centre construction contract;

AND THAT staff be authorized to consolidate the two land parcels that make up the Harry Jerome Community Recreation Centre lands (Parcel ID Numbers 009-034-811 and 009-034-862)

DISCUSSION

Since April, the project has continued to advance on a number of fronts. Through spring and summer, the project team have continued to work with NVRC and external stakeholders (including the aquatics and arena groups) to implement program requirements at the detailed design level. Program room data sheets were developed through this process which will be referenced through the current contract document

development stage. A separate report from North Vancouver Recreation & Culture will discuss the Interim Service Plan that will be in place during HJCRC construction.

As this is the largest project undertaken by the City, a multi-disciplinary, highly skilled and experienced team is now in place to support the project until completion. With the recent addition of an experienced Construction Management firm and Commissioning Authority the project is well-positioned to ensure that design, Construction Documentation and project delivery will result in a superior facility. External project management has been in place since March of this year providing strong organizational structure, governance and advice and have assisted in program development and review. The Project Management team provides briefing to the Executive Steering Committee on a regular basis to ensure the project remains on schedule and on budget.

Program

HJCRC

The new HJCRC is intended to serve all residents through a variety of services, to connect people and to improve the health and wellness of individuals and families. As the new centre will be a people-oriented gathering place, the Centre will be designed to the highest accessibility standards. The Centre will draw residents of all ages and abilities to explore, create, play, exercise, train, learn, relax, rehabilitate and connect.

The HJCRC design embodies the principles of equity, social inclusion, wellness, security, adaptability, environmental responsibility and fiscal responsibility. These principles are woven throughout the building design and construction, surrounding landscape and planned operation and service provision.

The premise for the design is to provide for an inclusive environment throughout the facility – both indoors and outdoors – where one can experience a range of activities and opportunities. The building and landscape spaces are flexible, allowing for adaptation to changing needs and enhancing the collective and individual experience. The new HJCRC will include a diverse indoor and outdoor program, and includes an Aquatics Centre, Arena, multipurpose spaces, Gymnasium, Fitness, Youth and Preschool spaces, Community kitchen, Art Space, Atrium & Inner Courtyard, and an extensive outdoor program.

Silver Harbour Senior's Activity Centre

A significant project milestone was met in July when the membership of Silver Harbour Seniors Activity Centre (SH) voted in favour of relocating to the southeast corner of the new HJCRC site. A Memorandum of Understanding has been signed, and detailed discussions are ongoing to finalize an Offer to Lease and complete the design of the future SH facility. The new SH will be 20,680 square feet over two stories, and will include parking, a wood working studio, art studios, a pottery studio, a commercial kitchen, a billiards room, multi-purpose rooms, administration areas, a thrift store and a dining room and is projected to cost approximately \$23.4M. Upon relocation of the SH operation, the existing SH site will revert to the City of North Vancouver.

The two facilities (HJCRC and SH) are connected through exterior plaza and an interior connections in the parkade level. These connections will help to ensure there is continued integration between the two facilities and their programming.

Arena

Since the previous Council update, multiple meetings with the project team and arena stakeholders (including Wolfpack, skating, hockey and lacrosse users) have taken place to address concerns including the identification of space for a flexible coaches' room, dressing room adjustments, and seasonal storage and branding opportunities.

Aquatics

Discussion with aquatics stakeholder groups have shaped resolution to design options. Numerous in-depth conversations have been held to resolve concerns; consequently, the current design reflects as many needs as possible while still maintaining community and accessibility requirements. The design has been adjusted to better accommodate to the extensive program while supporting competitions in a north-south orientation. The current design of the pool meets competitive standards, and changes to the design of the pool at this stage – such as a widening of the deck between the accessible ramp or a change in the orientation of the competition lanes – would have significant impact to both project cost and schedule. At present, the design considers a 5m diving platform. The project team anticipates developing the diving platform as a part of the overall project and discussions with the aquatics groups concerning fundraising for the facility are ongoing.

Public Art Process

The Public Art Plan for the Harry Jerome Community Recreation Centre has been prepared. It incorporates the overall vision for the new centre and defines themes and location options. The themes are:

- 1) celebrating Harry Jerome the athlete, his accomplishments and his perseverance;
- 2) honouring the Coast Salish lands; and,
- 3) acknowledging the natural beauty of the north shore.

The call for proposals is underway, and notes Council's resolution of May 10, 2021 that staff work with the Squamish Nation for the Naming and Recognition of the HJCRC Arena to honour the rich and proud history of the sport of lacrosse of the Squamish Nation. A panel, comprised of a member of the Public Art Advisory Committee, local residents, and the Project staff, will select the successful artists.

Sustainability Initiative-Zero Carbon Building

One of the key goals of this project is to demonstrate leadership in building sustainable facilities. This goal aligns with the City's climate action targets to achieve net zero emissions by 2050. A new program administered by the Canada Green Building Council (CaGBC) provides third-party verification of the carbon impacts of buildings for both Design and Performance with the goal of ensuring future operations as zero emission buildings. This project has chosen to pursue Design certification rather than Performance due to its energy source. The necessary monitoring and metering systems will be

incorporated to allow for a Performance certification in the future. By meeting carbon, energy, impact and innovation compliance categories of compliance this facility will meet the Zero Carbon Building v2 Standard and be one of the first of its kind at this scale to do so.

The benefits of improving the building performance and reducing the carbon footprint are substantial. By reducing overall energy consumption and greenhouse gas emissions, the enhanced building envelope will improve thermal comfort for the occupants, increase the envelope durability, and improve the building's climate resilience in the face of extreme conditions over the long term.

Accessibility

Throughout the contract documents stage, particular attention is being paid on high accessibility standards. The design team is on track to meet the Rick Hansen Foundation target of Gold Certification. This certification ensures that a broad range of accessibility features are being incorporated at all of the different scales of the project, from large scale decisions around parking space allocation and pool ramp design, to small scale details such as visual contrast and door hardware. The design approach is not only focused on accommodating persons with physical disabilities, but is also focused on embracing all modes of universal access by designing unique spaces for all. The project team continues to meet with the Advisory Committee for Disability Issues (ACDI) to ensure this project meets this committee's objectives as well. A design update will be provided to the ACDI at an upcoming meeting later in October with the opportunity to obtain further feedback on proposed accessibility design.

Project Status Update

While HJCRC and SH have separate scopes and project budgets, it is the intention of the project team to deliver both projects at the same time using the same consulting team, construction delivery method and trade contractors, and for this reason these projects are being presented together.

Construction Documentation Phase – 0-50%

On September 6, the consultant team delivered a 50% completed Construction Documentation (50% CD) package to the City, NVRC and our two independent cost organizations for design review and Class A estimate. This work has been completed and findings are contained in this report. The 50% CD package consists of all consulting disciplines detailed plans (over 400 drawings) and detailed specifications that will form the main part of the 45-50 tender packages that will be issued to industry through a competitive bidding process with the assistance of the Construction Manager.

The Silver Harbour Seniors' Activities Centre component of the project had a slightly varied timeline due to the need to obtain membership approval, but the project team has confidence that by the 90% CD package both projects will be at the same level of detail.

Engagement of Construction Manager

Smith Brothers Wilson (SBW) was engaged through a competitive process and is now the City's Construction Manager for preconstruction services. The general scope of these services includes detailed review of drawings & specifications, identification of risk and mitigations, value engineering recommendations, development of site construction plan, a comprehensive construction and procurement schedule, and provision of cost estimates. A more complete list of the scope of the Construction Manager is contained in Attachment 2.

Updated Cost Estimates

The budget for HJCRC has been set at \$181,696,000 and SH at \$23,437,000.

As part of the Construction Documentation phase, updating costing is completed at the milestones of 50% and 90% completion. With the recent completion of the 50% package, two Class B estimates were obtained. These were carried out independently by a Quantity Surveyor as well as by the Construction Manager engaged for pre-construction services.

The two estimates vary from each other by 0.4% with the average slightly over the budget target. Based on the level of detail at the 50% development of Construction Drawings, and the consistency of the two estimates, the probability of the project meeting this target is very high. Therefore, the project team's assessment of the results is that the project can remain within the previously identified budget.

The construction contingency remains at 5% or \$7.9M, soft cost contingency at 2% or 409k and design contingency was reduced from 5% to 2% (as the design has advanced to 50% CD and will be removed at time of tender). The escalation rate previously carried was 9.7% or \$15.8M. Based on updated costs estimates, which are embedded with present day quotes, escalation rate can be assessed at 9.5%. The total value of project contingency is \$27.3M. As the project approached the tender stage, there becomes more certainty regarding actual costs and adjustments to escalation rates and contingency will be made and reported to Council in late February.

Risk Mitigation

The Project team has developed a risk register that address the following types of risks: scope, schedule, safety, budget, escalation, site loss, quality, and communication.

Within this registry, a risk rating system is used where costs are applied to each event and compared against project contingencies. The risk register concludes that this project is meeting the budget for the following reasons:

1. Scope has been confirmed eliminating the risk for program additions;
2. Design development has advance providing certainty in costing;
3. Construction Manager engaged to reduce constructability and quality risks
4. Two firms are assessing market escalation;
5. Commissioning Authority has been engaged to reduce operational risk;
6. SH decision in place which reduces any further schedule risk; and,

7. A communication sub-committee has been established to assist in timely messaging to the community.

NVRC Interim Services at Centennial Theatre

The current HJ site is powered through one BC Hydro service that feeds Centennial Theatre located on the future Harry Jerome Community Recreation Centre. The planned demolition of HJ in early 2022 will result in Centennial Theatre without a power connection, triggering the need for a temporary power solution until the installation of the permanent power infrastructure late in construction of the new HJCRC. CNV's project team will manage this temporary power connection work, utilizing reallocated funding from NVRC capital projects as recommended in the Financial Implications section of this report.

Communications Plan

Regular updates on the HJCRC and SH projects will be provided to Council and the public going forward. With commencement of construction, Council will receive regular monthly reports, including progress to date, planned activities, project schedule, budget summary, and risks. To ensure transparency for the project, monthly reports will also be posted to an updated HJCRC project website for the public.

Next Steps

The HJCRC project is on schedule for construction to commence in March 2022. The project team is working to advance elements of the project ahead of the targeted drawing completion date (late February 2022) to reduce startup costs and hasten the schedule which in turn reduces cost and risk. As indicated in the schedule below, two tender packages are proposed to proceed prior to the February milestone: Offsite utility upgrades on 23rd Street and Site preparation; Clearing; Grubbing; and Excavation. These components are described in more detail below.

Advancing the two tenders will enable the project to mobilize works for the new HJCRC while the main construction tender packages are being bid on. This allows activity to begin onsite and lessen the traffic conflict between onsite work, underground utility work and the public.

Existing HJCRC Project Schedule															30-Sep
Project Phases	2022												2023	2024	2025
	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug...			
Design and Tendering															
Construction Documents															
Cost Estimate 50% CD Sept 6	★														
Building permit Application is made Nov. 30 & partial BP issued Jan 5				★	★										
Tendering Civil undergnd, clearing and grubbing, excavation															
Cost Estimate 90% CD						★									
Council Meeting- Approval to proceed to construction Feb. 28							★								
Construction															
Early Civil Works															
HJRC is closed Dec 31 building is empty on Jan 31					★										
Clearing and Grubbing, excavation															
Final BP Issued July 1												★			
Tendering Main Building, negotiations and awards															
Main Building															
FF&E, Commissioning															★
Occupancy															★
Move-in															★

Construction Documentation Phase

The Construction Document phase will continue to 90% completion at which time another costing review will take place and any further adjustments will be made to ensure the project remains on budget. Upon confirmation by the two cost estimating parties that the project is on target to meet the budgets, the drawings will be submitted for building permit and the remainder of the construction specifications and drawings will be completed.

Advanced Underground Utility Upgrades - East 23rd Street

The City and the neighbouring HJNL project have worked together to define the necessary underground utilities that need to be replaced because they are at the end of life or required upgrading to provide capacity for the development of the lands. The utility upgrades include replacement of the water main, as well as sanitary and storm sewers. This work is funded and being tendered, with construction anticipated to begin in late 2021. There will be subsequent utility work for BC Hydro, Street Lighting & Signaling, LEC and Shaw cable. It is planned that construction on East 23rd Street will occur in the future. This work is being completed in advance to strive for minimal impact to future on-site construction activities and road closures.

Site Preparation and Excavation Scope of Work

This phase of the project includes site preparation, clearing, demolition of existing infrastructure, removal of the parking lot and skateboard park and site construction preparation. The HJCRC construction program will begin with excavation of the west side of the site and progress to the east with concrete footings, foundation walls and underground utilities activities taking place as room on the site permits. Construction phasing will continue to maximize efficiency of the schedule to minimize the impact of onsite construction costs.

Commencement of Construction

Prior to commencement of full construction, the project team will finalize the Construction Documents and obtain two independent Class A estimates. At that time, Council will be provided a comprehensive update and a request for approval to proceed. The project will then be tendered, awarded and construction will commence.

FINANCIAL IMPLICATIONS

The budget for HJCRC remains at \$181,696,000 and SH at \$23,437,000.

2021 Revised Budget Request

Funding as noted below is being requested to enable advancement of the Site Preparation and Excavation tendering process to shorten the project schedule, as well as to reduce escalation and general conditions cost. The contract relating to this tender will not, however, be awarded until full project funding is in place.

Harry Jerome Community Recreation Centre	\$7,650,400
Silver Harbour Seniors Activity Center	\$380,000

Council approval will be sought in late February 2022 to advance full tendering and construction funding based on a Class A cost estimate.

Interim Service Plan – Reallocation of funding

As noted in this report, in order to maintain operations at Centennial Theatre, modifications must be made to ensure continued power for Centennial Theatre. This work will be conducted by the CNV project team, utilizing reallocated funding from completed or cancelled NVRCC capital projects as noted below. The recommended resolution included in this report will provide the authority required to transfer the funding to this new project.

Table 1: Funding to be transferred from:

NVRCC Fibre Net Connect HJ&CT (Project 40346)	\$35,000
2019 NVRCC Equipment (Project 40372)	\$30,000
NVRCC Buildings 2018 (Project 45272)	\$155,026
NVRCC John Braithwaite Rec Centre (Project 45285)	\$37,101
NVRCC Facility Access Control (Project 45290)	\$60,000
2020 NVRCC – HJ Major Repairs (Project 45313)	\$21,045
Total:	\$338,172

INTER-DEPARTMENTAL IMPLICATIONS

Project coordination and input has been undertaken with every City department, LEC and staff from the North Vancouver Recreation and Culture Commission. This report has been developed in consultation with Finance and NVRCC.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The replacement of HJCRC will contribute to health and wellness opportunities within our community, inspiring residents to be active and connected to their community throughout their life.

RESPECTFULLY SUBMITTED:



Heather Reinhold
Deputy Director, Strategic & Corporate
Services




HARRY JEROME COMMUNITY RECREATION CENTRE

DESIGN DEVELOPMENT REPORT

Issued | March 2021

Issued | March 2021



"This project will dramatically impact our community for the good. I fully support this project and can't wait for it to open!"

Community Member

Community & Stakeholder Engagement

Table of Contents

1.0	Executive Summary	5
1.0	Executive Summary	6
2.0	Project Background	9
2.1	Site Analysis	10
3.0	Design Response	19
3.1	The Vision	20
3.2	Form & Character	24
3.3	Spatial Layout	26
3.4	Materials	32
3.5	Concept Renders	34
3.6	Landscape Design	44
3.7	Sustainability	48
3.8	Cost Analysis	53
3.9	Project Schedule	54
4.0	Next Steps	57
4.0	Next Steps	58

PROJECT CONSULTANTS

ARCHITECTURAL



LANDSCAPE



STRUCTURAL



MECHANICAL



ELECTRICAL



CIVIL



ACOUSTIC



QUANTITY SURVEYOR



SKATE PLAZA



CODE



1.0 Executive Summary

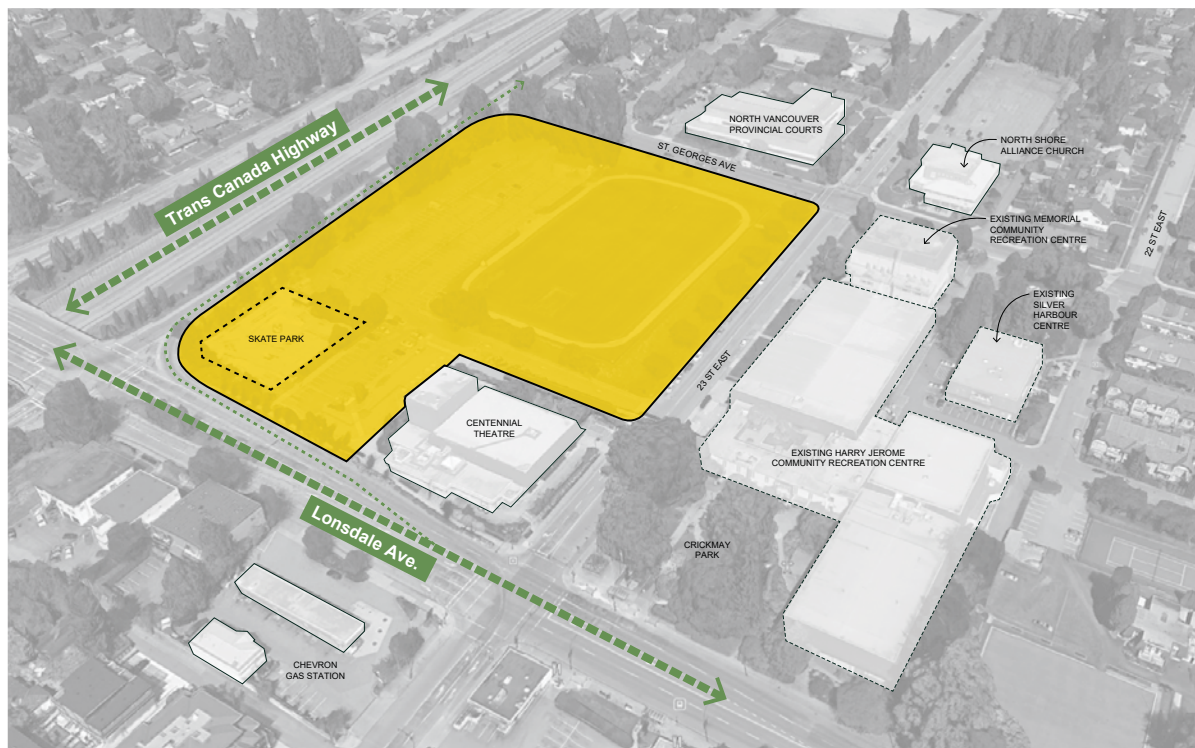
1.0 Executive Summary

The City of North Vancouver engaged HCMA Architecture + Design to revise the design for a new Harry Jerome Community Recreation Centre ("HJCRC") which is intended to replace the City's existing recreation facility. The new HJCRC will be constructed on the site located north of East 23rd Street between Lonsdale Avenue and St. Georges Avenue. The Centre is intended to be a focal point for the community; where residents and visitors of all ages and backgrounds come together to connect, experience, play, learn, socialize and celebrate.

In 2019, the City of North Vancouver underwent a community recreation needs assessment and developed a community recreation strategy entitled "A Healthy City for All – The Role of Community Recreation". With this new prioritization framework in place, program components of the Harry Jerome Community Recreation Centre were reviewed and prioritized. In March 2020, Council endorsed a reduced project scope that aligned with the Needs Assessment.

This report documents the re-design process that was completed between April 2020 to March 2021 in response to the revised project scope. Biweekly project development team meetings that included the design consultant group and staff representatives from various departments within the City and NVRCC. Beyond this working group, stakeholder and advisory group engagement was employed to enhance the quality of the design solution. This engagement provided feedback that helped establish the character of the building as well as its relationship to adjacent open space and surrounding neighborhood. Careful consideration was given to re-plan the site and find design efficiencies for the endorsed reductions in project scope.





As part of the design process, the project vision statement and principles were revised to closer align to the city's updated values outlined in the recreation strategy. The vision, principles, goals and strategies continue to define the project brief and be used to guide decision making throughout the project.

THE VISION

"The Harry Jerome Community Recreation Centre will be a welcoming, vibrant, social heart of the community.

It will foster individual and collective wellness by providing opportunities to participate in a variety of organized and casual activities.

The centre will empower community members to enjoy healthy, active, and connected lives."

The selected site for the new HJCRC faced numerous constraints including a 10m grade change across the site, a large building program that fills most of the site, and limited options for vehicular site access. Following an extensive test-fit exercise, a building massing solution was agreed upon that had the greatest potential to achieve our project vision. This massing option was selected due to the following advantages:

- Integrated green space throughout building
- Create programmed outdoor spaces in south and east portions of the site
- Large animated daylight circulation space and opportunities for in-between spaces
- Views to green courtyards from programmed space
- Aquatics prominence on Lonsdale

A number of key design strategies were used to help the facility be a good neighbor and responsive to its context while creating a welcoming and vibrant heart for the community. The key strategy was in breaking apart the massive building footprint and allowing nature, light and casual activity to occur in the heart of the facility. This strategy also helped to:

- Break down massing to establish neighborhood scale on 23rd St.
- Establish key social spaces as anchors
- Maximize indoor – outdoor connections

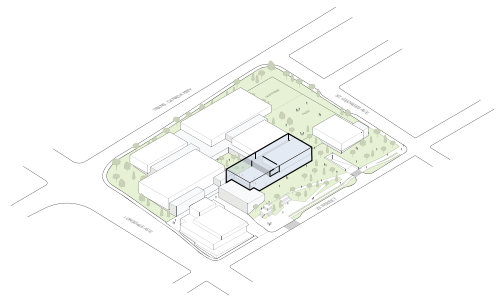
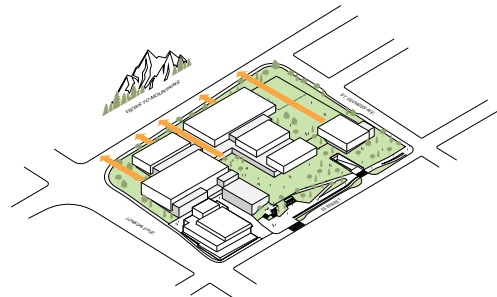
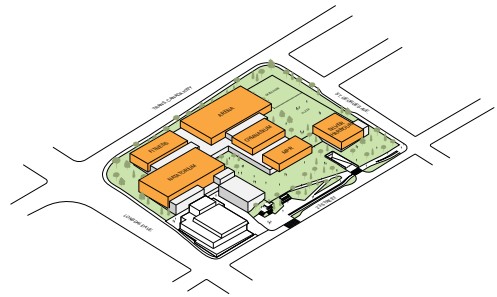
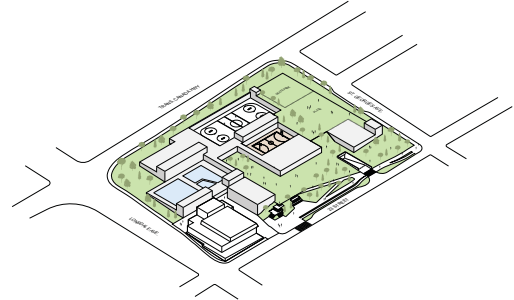
The building will also have a significant impact in the City's climate action plan as the existing Harry Jerome Recreation Centre is the largest contributor to the City's greenhouse gas emissions footprint. The new HJCRC design will reduce the carbon intensity of the project by approximately 81% compared to the existing facility and achieve a Total Energy Use Intensity 49% better than NECB 2015 baseline. Other sustainable efforts include maximizing heat recovery on-site through CO2 refrigeration, highly insulated building envelope, extensive natural daylight, innovative low energy pool filtration system and electric vehicle and bike charging.

CAPITAL COSTING ANALYSIS

It is anticipated that the total project capital costs for the HJCRC will be approximately \$181.7 million based on a Class B cost estimate conducted in March 2021. The cost estimates have allowed for \$14.3million in contingencies and \$14.4 million in escalation. The project cost does not include the Silver Harbour Seniors' Activity Centre component which is yet to be confirmed – in progress.

NEXT STEPS

The next stage in this process would see the project through detailed design and into construction. We would recommend considering hiring a construction manager at this point if it is the preferred construction delivery method.



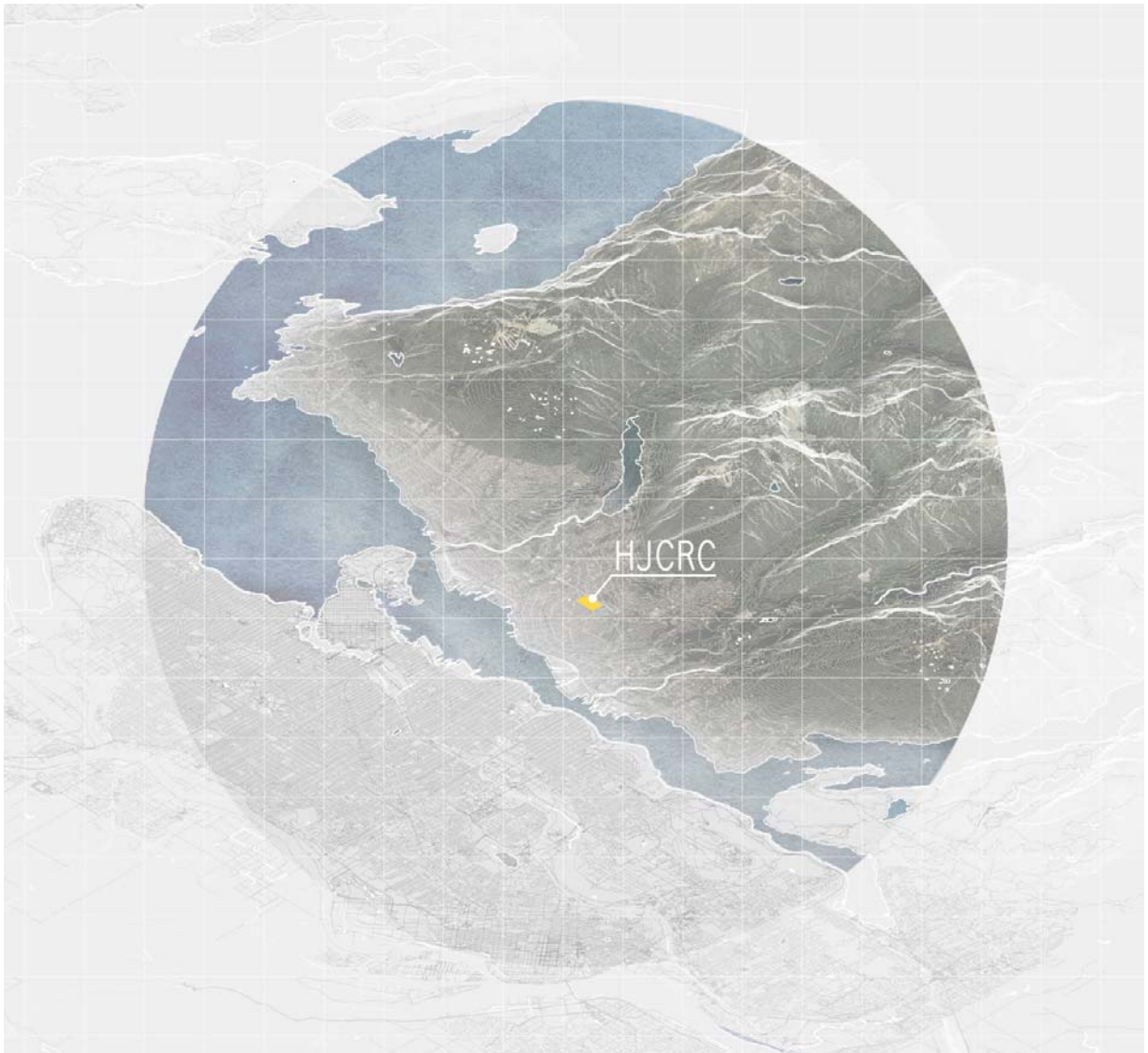
2.0 Project Background

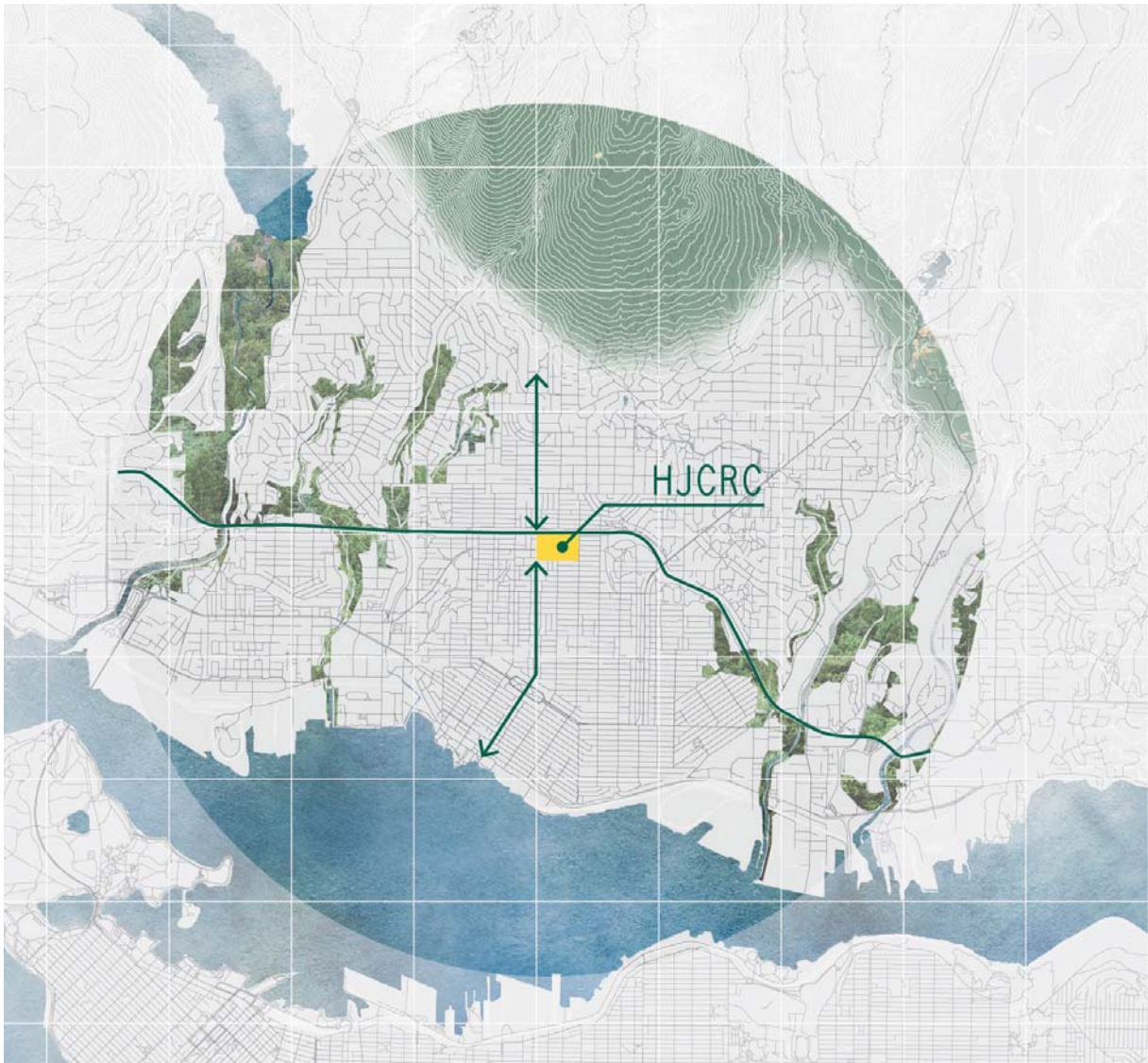
2.1 Site Analysis

2.1 Site Analysis

2.1.1 Regional Scale

The selected site for the project is located in North Vancouver near the Upper Levels Highway, north of 23rd Street E between Lonsdale Avenue and St. Georges Avenue. It is situated on a prominent corner of upper Lonsdale that acts as a gateway to the City. The site is uniquely located almost directly in the middle between North Vancouver's mountains and ocean. This defining location and context is well positioned to provide a meaningful and connected facility that bolsters a sense of place. The site also offers a key landmark to the city's proposed urban greenway that encircles the urban centre of the City (Green Necklace).



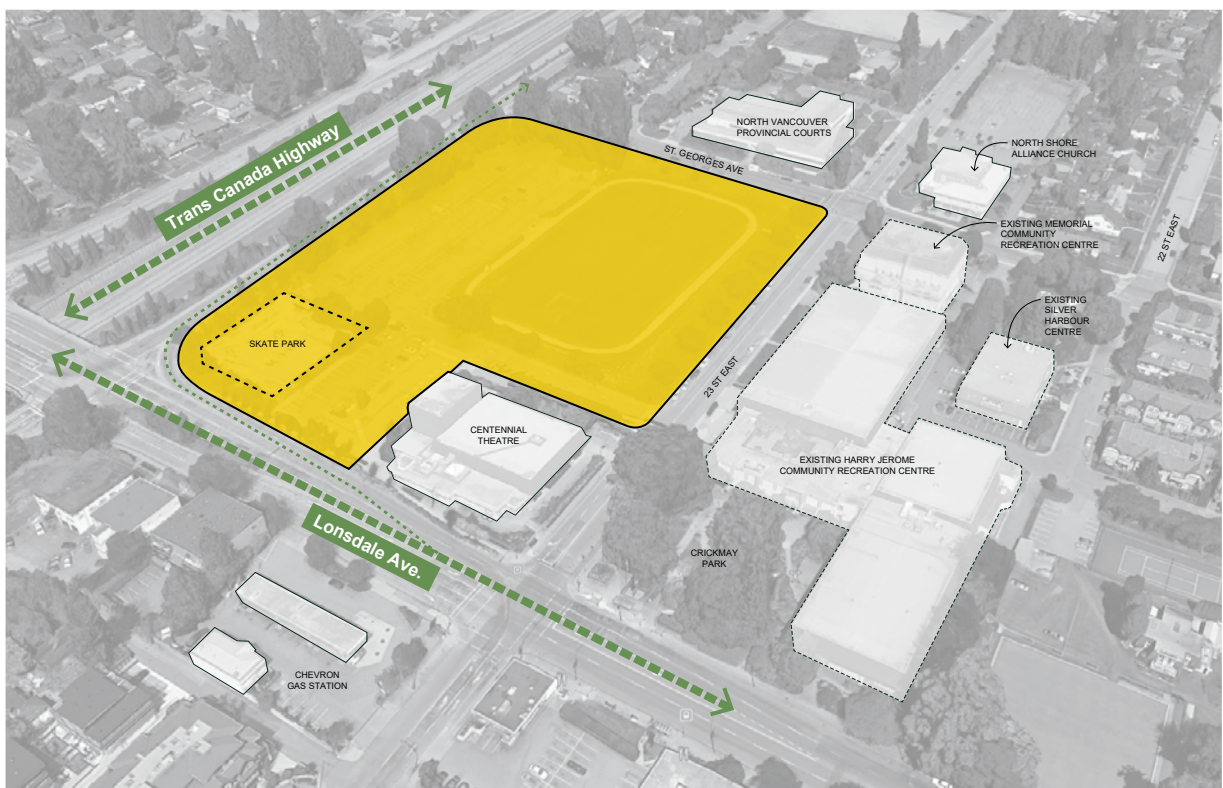


2.1.2 Site Scale

South of the site is the existing HJCRC, which is intended to be demolished and commercial and residential development to take its place. This future development is called the Harry Jerome Neighborhood Lands (HJNL) and includes an expansive new public park of approximately 1.0 ha that builds on the existing Crickmay park. The proposed development provides a mix of housing types, commercial space, and additional amenities.

Public transit to the site is frequent along Lonsdale Avenue with the nearest bus stop locations south of 23rd Street E on either side of Lonsdale Avenue. Vehicular site access is challenging with the proximity of the Upper Levels Highway to the north, a major arterial road to the west and two minor arterial roads on the south and east.

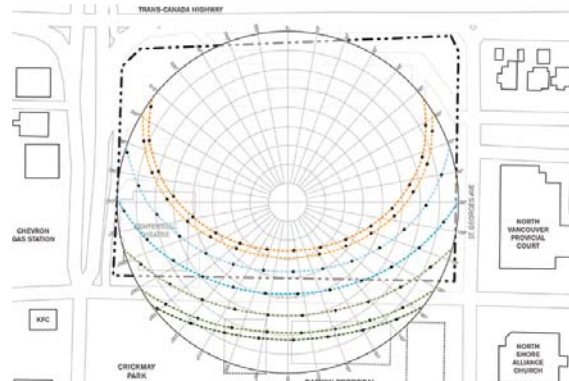
The project location shares a site with the Centennial Theatre and City Skate Park and therefore needs to function jointly with them. The skate park will be reconfigured and incorporated into the new community recreation centre design. The theatre will remain and should be welcomed and celebrated in the layout of the new HJCRC facility.



▲ Site context diagram

SUN ANALYSIS

This shows the orientation of the sun between sun rise and sun set throughout the year. In the winter the sun is as low as 35 degrees and in the summer as high as 72 degrees.



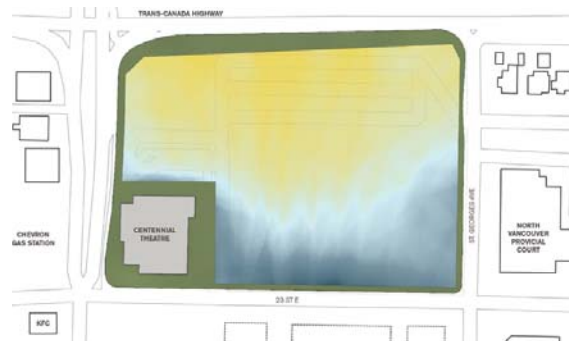
TOPOGRAPHY ANALYSIS

Site topography shows a 10m grade change from north-east to southwest. This site topography will impact the wind patterns as well as rainwater management.



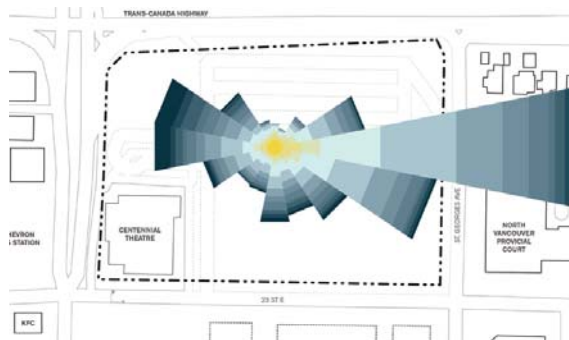
SHADOW ANALYSIS

Annual shading analysis shows how surrounding proposed buildings will impact the sun reaching our site at ground level. The northern part of the site remains in direct sun light continually while the southern part is shaded.



WIND ANALYSIS

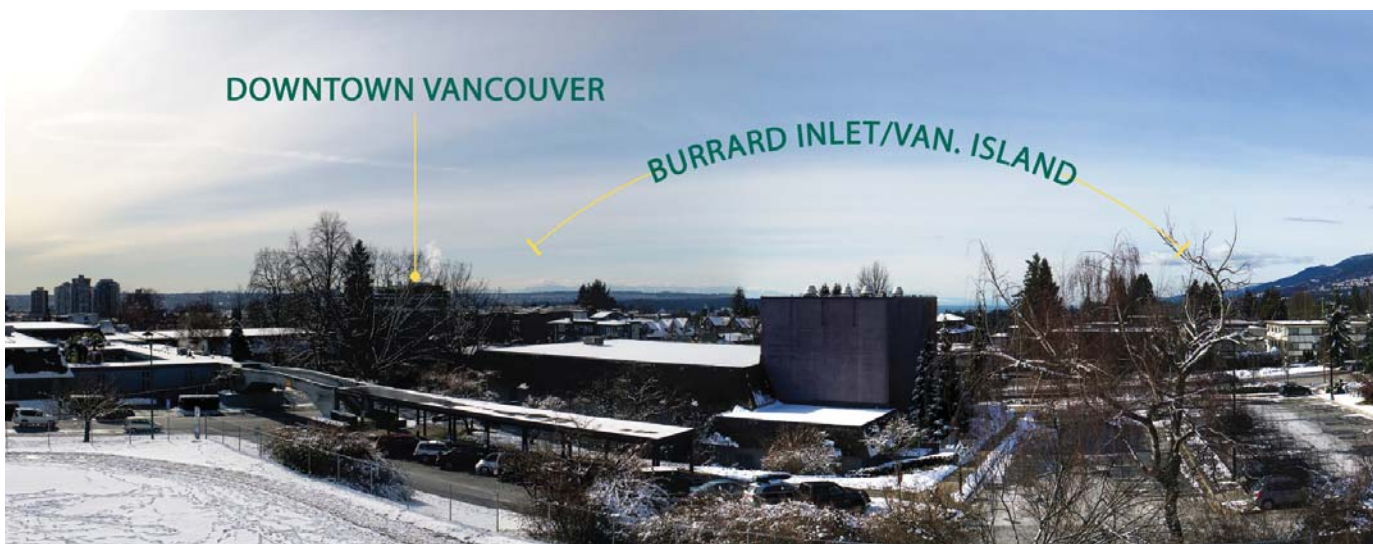
Annual wind analysis shows the prevailing winds coming from the east while occasionally a strong wind from the west will occur.

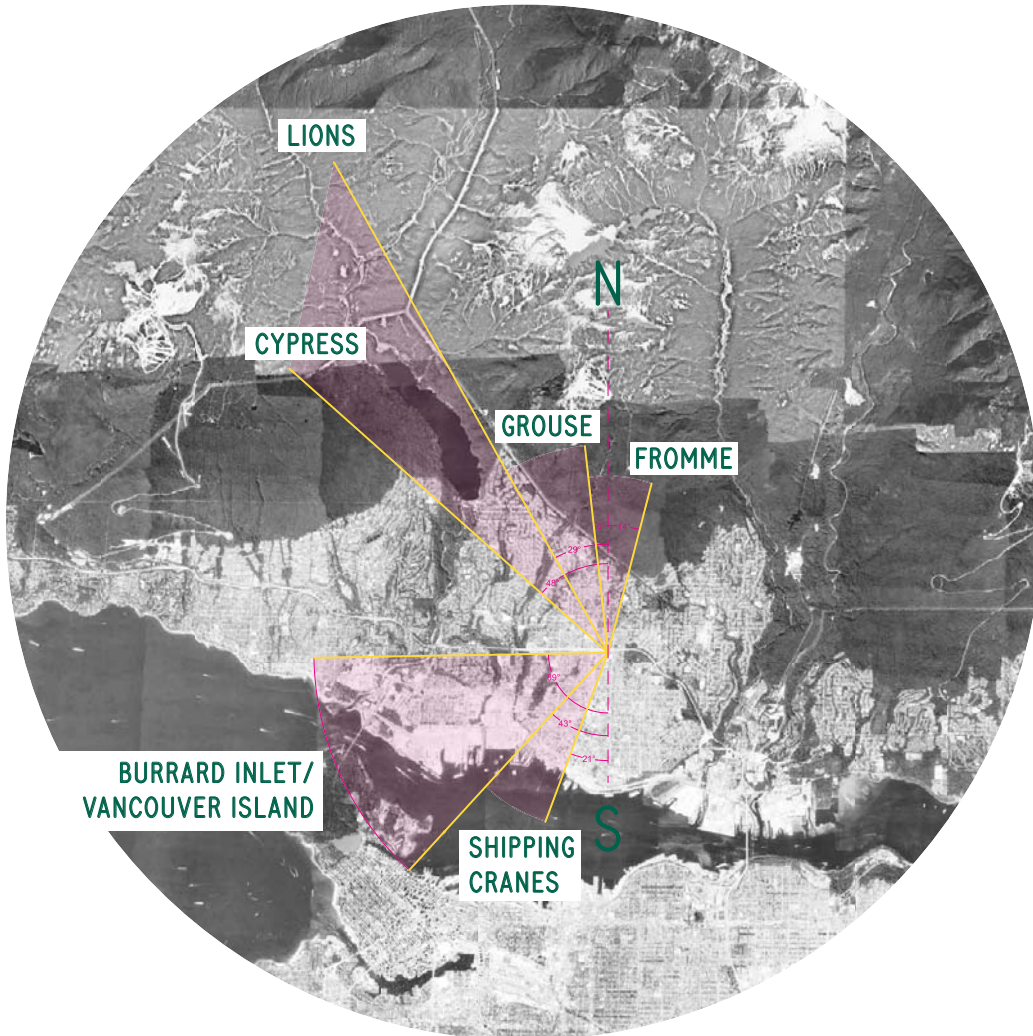


2.1.3 Views

Given the terrain of the North Shore, the project site offers views both towards the mountains and the ocean. Capitalizing on these views from our site will reinforce a sense of place and enhance wellness for visitors to the community recreation centre.

Using drone imagery, we were able to establish actual views from each floor level of the proposed community recreation centre. These drone images informed key spatial planning decisions to capitalize on views from various points throughout the building and site.





2.1.4 Site Constraints

2.1.4.1 PROGRAM AREA AND VOLUME

With a large facility program area, and many programs requiring high ceiling heights (e.g.: aquatic centre, gymnasium, and arena), the available site area is nearly fully covered by building. Strategic location and stacking of large program components require exploration to create opportunities for outdoor activities and landscaping.

2.1.4.2 ENTRANCES + ACCESS

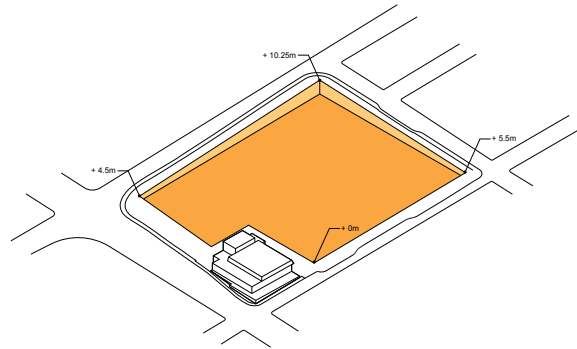
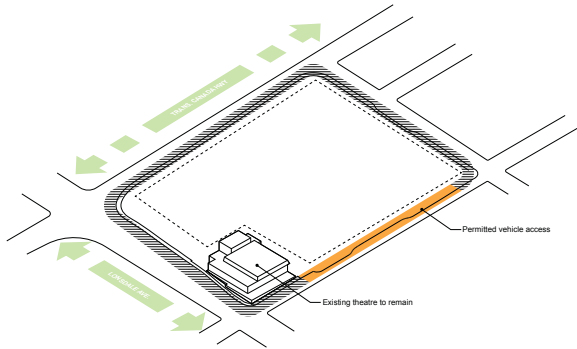
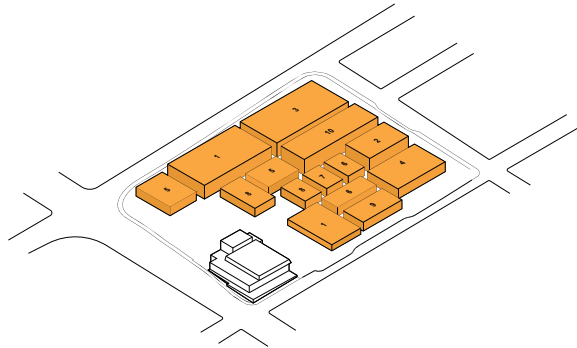
While the proximity to major transportation thoroughfares provides opportunities for multiple modes of transit, the adjacency to the Upper Levels Highway and Lonsdale avenue restrict the direct access to the site from these busy roadways. Available area for vehicular access onto the site remain only along the south property line (23rd Street E), including a lay-by and pedestrian crossing.

2.1.4.3 SITE TOPOGRAPHY

Located on a slope midway between ocean and mountain, the site presents a greater than 10m grade change from south-west to north-east. With site access available from the south and east edges of the site, building entrance and floor levels must respond in relation to the adjacent grades. Program components with high ceiling requirements will require strategic location within the site to maintain an appropriate relationship with the scale of the surrounding neighbourhood.

2.1.4.4 LOT CONSOLIDATION & VARIANCES

The Centennial Theatre and Norseman Park lots are planned to be consolidated into one combined property that holds Centennial Theatre, Harry Jerome Community Recreation Centre and Silver Harbour Senior's Activity Centre. Concurrently, a rezoning application is underway for variances to lower staff secure bike parking requirements to reflect the number of facility staff; increase the allowable secure bikes per room; increase the allowable distance between short-term bike parking and the principle entrance; reduced setbacks on the north and west sides of the property; and increase the allowable lot coverage to accommodate the three facilities on one consolidated lot.



3.0 Design Response

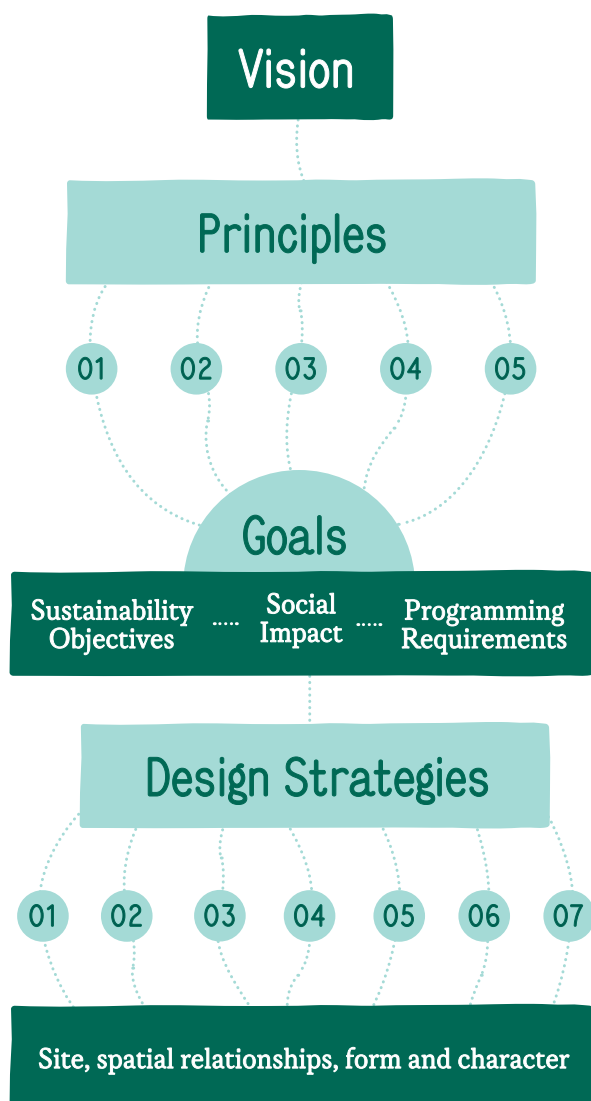
- 3.1 The Vision
- 3.2 Form & Character
- 3.3 Spatial Layout
- 3.4 Materials
- 3.5 Concept Renders
- 3.6 Landscape Design
- 3.7 Sustainability
- 3.8 Cost Analysis

3.1 The Vision

“The Harry Jerome Community Recreation Centre will be a welcoming, vibrant, social heart of the community.

It will foster individual and collective wellness by providing opportunities to participate in a variety of organized and casual activities.

The centre will empower community members to enjoy healthy, active, and connected lives.”



VISION STRUCTURE

The project vision was formulated through the exploration of three components: Social Impact, Environmental Sustainability, and Programming, including consideration of the project's financial parameters.

The purpose of the vision statement and development of principles and goals is to set the over arching project direction and intent, which can then be used to guide future decision making. Listed below are explanations of the terms we use in this section of the report:

- **Vision:** the role of the vision statement is to declare the HJCRC's purpose and aspirations. It informs the supporting principles, goals and strategies.
- **Principle:** a high level aspiration or value which can guide and inspire goals, strategies and actions across spectrum of policies, designs or actions.
- **Goal:** a general or specific desired outcome associated with principles
- **Design Strategy:** a container for a set of actions intended to fulfill stated goals

THE HARRY JEROME COMMUNITY RECREATION CENTRE WILL BE...

Equity

01 Accessible to all, with freedom and opportunity to participate in a variety of casual and structured activities.

Social Inclusion

02 An inclusive place that draws people together and fosters strong social connections between the diverse communities of North Vancouver.

Secure

03 A welcoming and safe environment that clearly communicates it's okay to be who you are, and promotes ease of use.

Adaptable

04 Responsive to evolving community needs which creatively shape a broad range of recreation and cultural activities.

Wellness

05 Supportive of individual and community wellness through physical, social, and creative pursuits. A connection to the natural environment is deeply valued in achieving this.

Environmental Sustainability

06 A global example of social and environmental sustainability and resilience.

Financially Responsible

07 Responsible to the City's financial outlook and economic conditions by designing within its boundaries.

Goals

How can we realize this vision? By working towards 4 key goals. These goals can be assigned with associated metrics that can later be used to measure success.



GOAL 1

Empower community members to enjoy healthy, active, and connect lives

The design of the new HJCRC will foster a vibrant sense of place and community that will continue to strengthen over time. Its design will attract and welcome people, and support positive individual and shared experiences.

Themes for assessment metrics:

Sense of place and belonging
Social and cultural life
Connectivity and imageability



GOAL 3

Provide for diverse users now and in the future

The new HJCRC will promote access and belonging for all. It will creatively respond to community needs as they evolve through adaptable and innovative design and governance.

Themes for assessment metrics:

Community resilience
Sense of place and belonging
Access, health, and safety



GOAL 2

Redefine perception of recreation to promote wellness in the community

The new HJCRC will embody the full spectrum of recreation by creating a variety of dynamic spaces that actively support expanding notions of physical, mental, and social wellness. It will promote progressive synergies between recreational, cultural, and intergenerational uses to support lifelong discovery and development. The sum will be greater than its parts.

Themes for assessment metrics:

Social and cultural life
Personal development and enjoyment
Access, health, and safety



GOAL 4

Support the city's climate action plan targets

The City's 2011 Corporate Climate Action Plan set a target of a 25% reduction below 2007 levels by 2020. As the existing HJCRC accounts for 27% of the City's overall corporate greenhouse gas emissions, there is an opportunity to demonstrate leadership and significantly reduce corporate GHG emissions. The redevelopment of HJCRC has long been a key component of the City's corporate Climate Action Plan.

Themes for assessment metrics:

Refer to the Sustainability Report in appendix 6.6.

Design Strategies

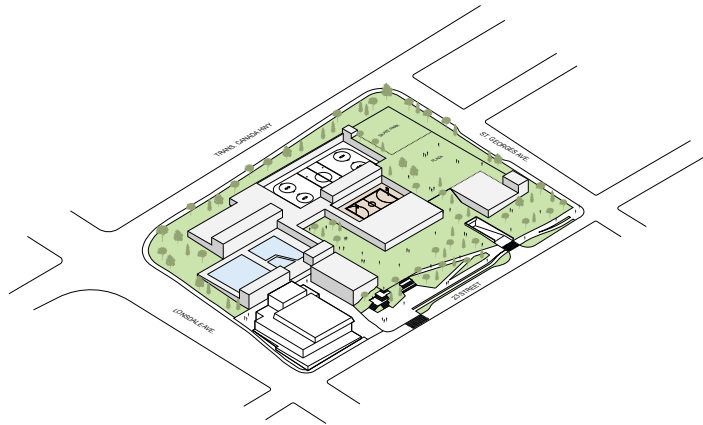
These goals will be achieved through a variety of strategies which will directly be used to guide the design.

- 01 Create a welcoming and animated arrival space.
- 02 Design in features for delight and celebration of community identity and unique setting.
- 03 Ensure access for all through safe arrival, variety of seating, legibility of space and circulation, and ease of use.
- 04 Strong visual and physical connections both within the facility and to the wider community.
- 05 Create spaces of a variety of scales and openness for user comfort.
- 06 Create flexible and adaptable spaces that promote a range of both specific and broad programming as well as informal, temporary, and formal uses.
- 07 Connect to and integrate outdoors (build on the unique North Vancouver identity and express through physical form).
- 08 Enhance and connect to urban fabric.
- 09 Use materials and technology that contribute to a positive experience for all.

3.2 Form & Character

3.2.1 Building Massing

A number of key design strategies were used to help the facility be a good neighbour and responsive to its context while creating a welcoming and vibrant heart for the community. The key strategy was in locating the multiple program components around a central courtyard to allow for nature, light, and casual activity to connect all users of the facility.



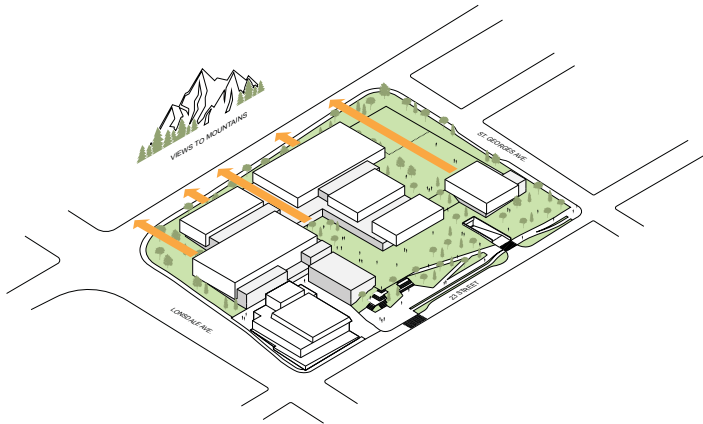
STEP 1

- Base massing is embedded into the site, accommodating a majority of the large program elements as an extension of the landscape
- Locate large program areas next to highway and larger blank walls next to steep slopes
- Locate smaller program areas next to residential zone of 23rd Street E



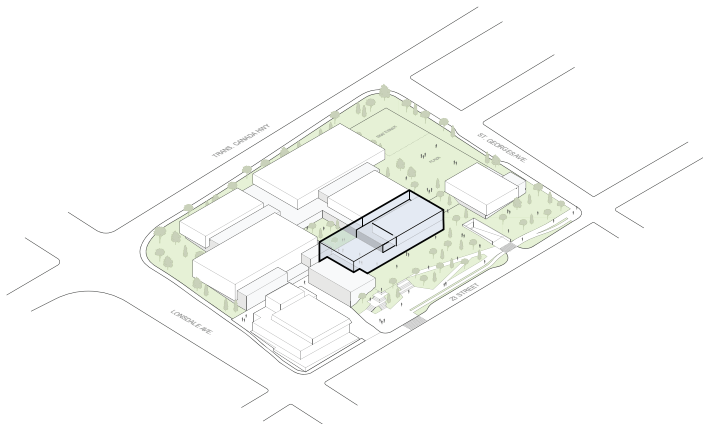
STEP 2

- Upper massing is broken to allow views, daylight, and natural ventilation
- Establish outdoor recreation zone facing St. Georges Ave
- Respect the existing and future connection points to Centennial Theatre (users and loading) efficiency



STEP 3

- Establish visual connections to mountains



STEP 4

- Maximize transparency and indoor/outdoor connection between civic plaza, atrium, and courtyard
- Establish civic plaza facing 23rd Street E with connections to the Green Necklace

3.3 Spatial Layout

3.3.1 Design Response

The intention is to create a new community hub that builds on the success of the existing community recreation centre by relocating, expanding, and upgrading the current amenities.

The community recreation centre's main entrance, landscaped plaza, and primary pedestrian site access is off 23rd Street E. The plaza also connects with the existing Centennial Theatre to create a new, shared public space.

As a result, the larger program components have been sited along the northern edge of the site next to the Highway and the smaller, more modular program components have been located to the south where a finer grain is required to respond to surrounding residential neighbourhood.

One level of vehicle parking is located below grade at Level -1. The parkade is accessed off 23rd Street E and has an internal connection up into the main lobby of the facility. The parking level also serves Centennial Theatre and provides an accessible and friendly route for patrons to walk to the entrance of the theatre.

3.3.2 Plan Layout

3.3.2.1 BUILDING ORGANIZATION

The building is organized over 3 levels which include:

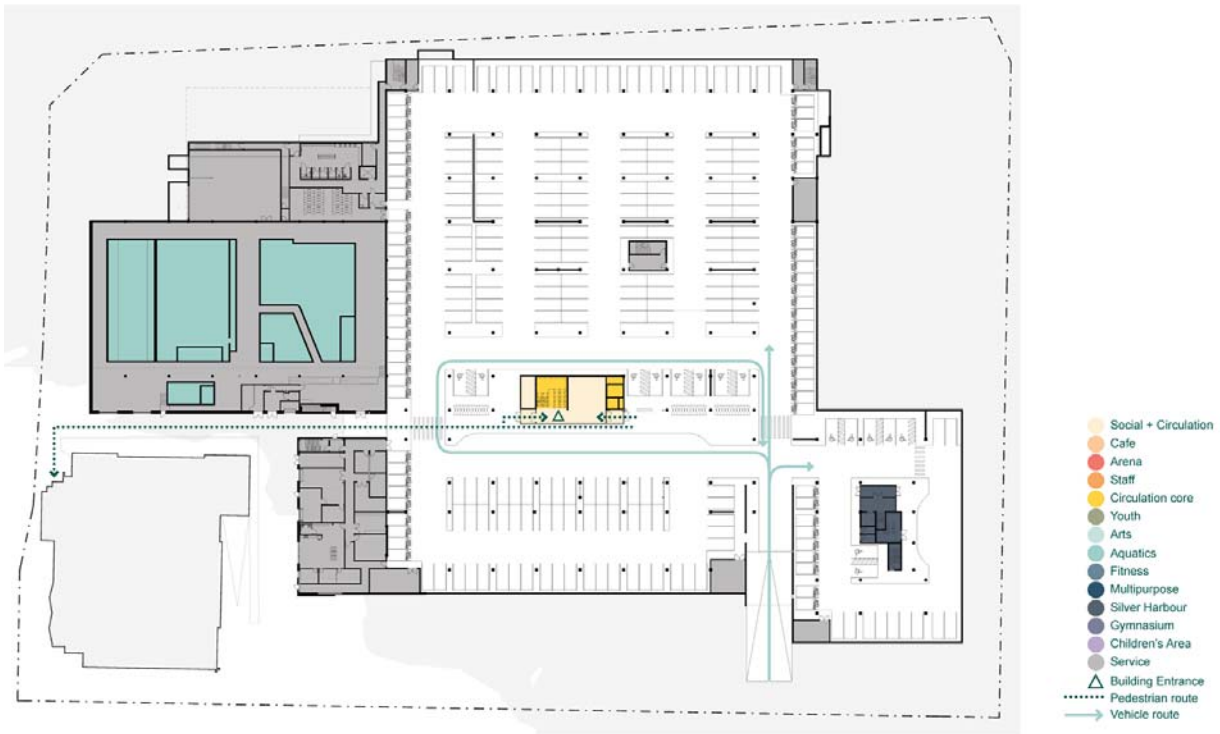
- Level -1: Below ground
- Level 1: Partially below ground
- Level 2: Above ground

The building program is organized across the levels as follows:

- Level -1: Parkade and Op's & Maintenance
- Level 1: Aquatics Centre, Arena, Gymnasium, Multi-Purpose Areas, Arts Studio, and Seniors' Centre
- Level 2: Fitness Centre, Multi-Purpose Areas, Staff, Children's Areas, Youth Centre, and Seniors' Centre

3.3.2.2 CENTRAL PLAZA, ATRIUM, AND INTERIOR COURTYARD

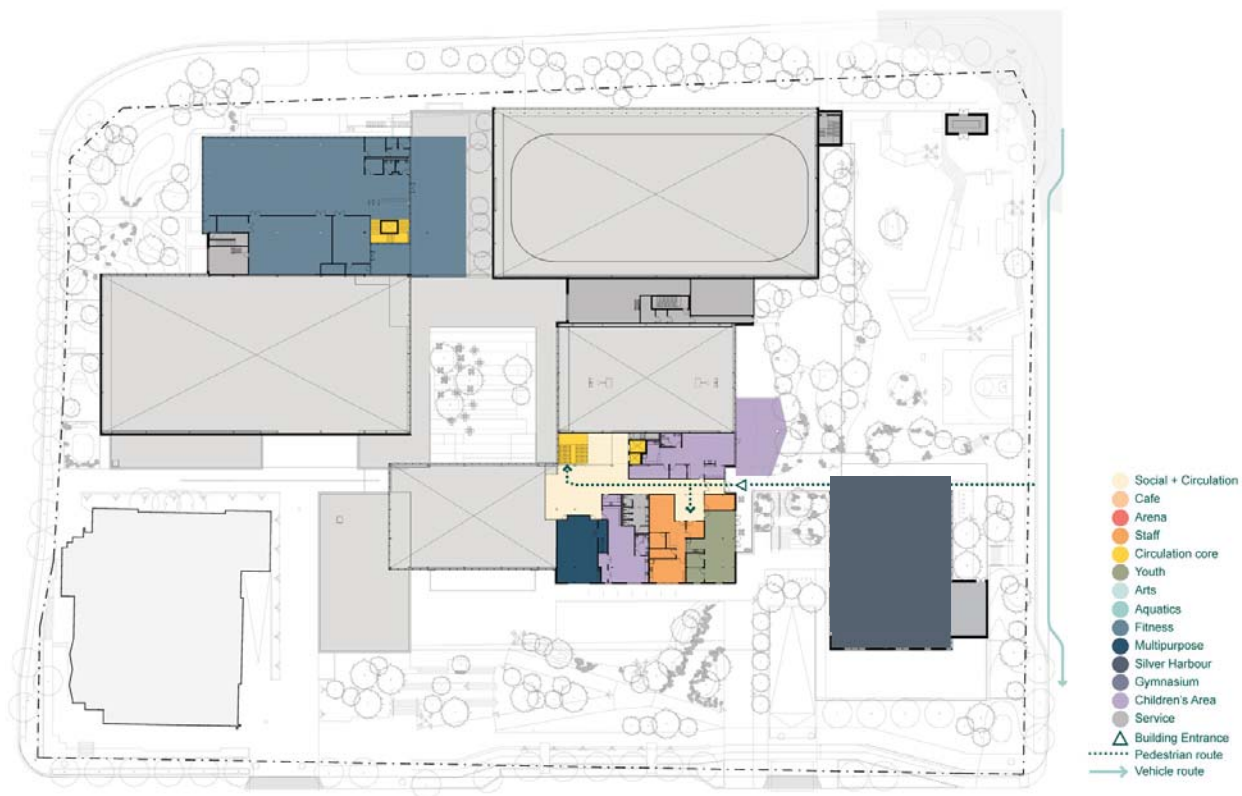
The plaza, atrium and interior courtyard, which represent the organizing structure for the building, sets out an intuitive wayfinding and orientation experience for HJCRC. The main atrium is the social heart of the centre, providing a welcoming reception area and opportunities for spontaneous and programmed activities and celebrations both indoor and outdoor. Whether you arrive by car, bike, foot or slide, you enter into the main atrium. The interior courtyard, connected to the main atrium, allows for views throughout the centre, connects users to a variety of activities, allows for fresh air and supports spontaneous informal activities.



▲ Level -1 Plan



▲ Level 1 Plan



▲ Level 2 Plan

3.3.2.3 CONTROL POINTS

The main reception desk is located in the atrium to directly observe the main entrance, atrium, and concession areas. Reception also has sight lines to the associated elevator and internal circulation bounding the courtyard that connects to the aquatic centre, skate shop, and gymnasium. The formal control point (controlling paid versus non-paid access) is situated further inwards of the building, adjacent to the aquatics change rooms, and is assisted by various control turnstiles throughout the building to allow as much public (non-paid) access to building areas as possible.

3.3.2.4 BUILDING ACCESS & USER CIRCULATION

The colour-coded plan illustrates the building layout and spatial relationships between the different program components. Open circulation has been consolidated into the casual programming zones which primarily surround the courtyard. Stairs and elevator cores are located in these zones to connect the building levels.

At Level 1, circulation is accessed from the landscaped plaza via the entrance atrium. The atrium connects to both the internal circulation and the Level -1 parkade where there is a dedicated drop off zone. North of the lobby is a circulation route that encompasses the courtyard, leading to Aquatics, Fitness, Arena, Gymnasium, Multi-purpose Areas, and Art Studio. Access to paid-only areas is restricted via a control desk or turnstiles.

At Level 2, a secondary entrance from the east connects into the Youth Centre, Children's Areas, and Multipurpose Areas. An open stair, slide, and elevator core connects to Level 1 to access the remainder of facility.

3.3.2.5 ORGANIZED AND CASUAL PROGRAMMING, OUTDOOR SPACE

The building plan has been organized into three zones which include: organized programming, casual programming, and outdoor space.

Organized programming consists of the components of the building area program which includes an aquatic centre, fitness centre, arena, gymnasium, seniors' centre, and rooms for various community programs.

The casual programming zones have been designed as an intermediate space between outdoor and indoor activity, and the concept of the space is deeply embedded in the project Vision and Principles (see subsection 3.1 The Vision). These zones provide circulation, informal social and recreation space, areas for spectator viewing, and facilitate active surveillance throughout the Recreation Centre.

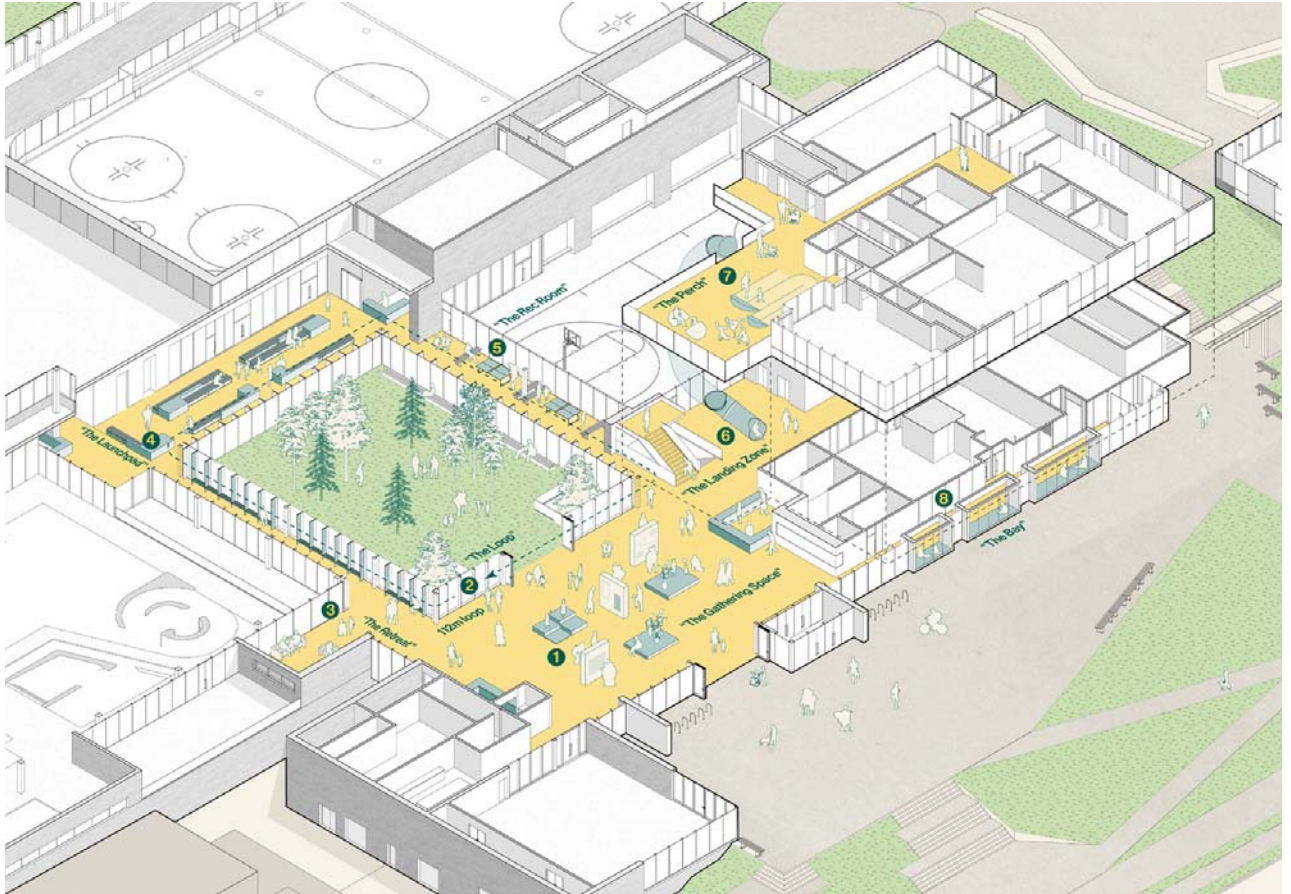
At the center of the site is the outdoor space which is accessible to all and forms the heart of the facility. The outdoor space connects and adds to the casual programming zones, defines the building mass, and brings natural daylight, nature, and views into the centre of the building.

3.3.2.6 LEVEL DIFFERENTIAL

Due to existing site levels, grade increases from the base of plaza steps to the property line at the north-east corner of the site along St. Georges Avenue and the Highway (refer to subsection 2.2.4 Site Constraints). This level differential allows access into the building multiple levels.

The level change between the SW and NE corners of the site is accommodated between the Recreation Centre and Seniors' Centre where grade is softened with planting and stepped paving. This change in level creates two entrances on two levels: a primary entrance off the plaza at 23rd Street E and a secondary entrance facing east towards St. Georges Avenue. Both entrances provide universal access to the building and outdoor in-between spaces. In addition, this level differential allows the parkade and service cores at Level -1 to be concealed underground.

Large, high ceiling program components are embedded into grade moving towards the north of the site. This helps to reduce the physical and visual impact of large program volumes and solid frontage.



▲ In-between/Social Spaces

- The Gathering Place – large scale space for community gathering and social events
- The Loop – 110m interior walking loop with resting benches around the courtyard
- The Retreat – multi-purpose space with quiet acoustic treatment providing sensory retreat
- The Launchpad – staging area for public skates and space for quieter study and reading
- The Rec Room – hang out area next to the Gymnasium with space for table tennis and foosball
- The Landing zone – touchdown space for the slide that connects the children's programming on Level 2 with the ground floor
- The Perch – overlook with soft furniture for lounging, people watching and for kids to run around and blow off some steam
- The Bay – quiet window seats for resting, reading or chats with a friend

3.3.2.7 SITE ACCESS

The proximity of the site to the major transportation thoroughfares of the Upper Levels Highway and Lonsdale Avenue restricts direct access into the site (refer to subsection 2.2.4 Site Constraints).

The design of 23rd Street E (between Lonsdale and St. George's) enhances the pedestrian scale of the streetscape, integrate the Green Necklace, and facilitates both the single entrance to the HJCRC parkade and the shared loading with Centennial Theatre.

The Green Necklace has been integrated as a key feature, designed as separated pedestrian and cycling paths integrated with the signalized mid-block crossing. The mid-block crossing has been designed with consideration of pedestrian safety, vehicular queuing, intersection functionality as well as creating a clear and legible connection between the parkland to the south of 23rd Street E and the front entrance to the new HJCRC.

3.3.2.8 VIEWS

The building has been designed to maximize views towards outwards and in between program spaces. Externally, the arrangement and orientation of spatial volumes allow views towards mountains to the north and through the courtyard.

Internally, the casual programming zones and courtyard are highly glazed to maximize visual connections. At each level, these zones provide spectator or casual viewing into main program areas; allowing users to connect with the activity and function of the building.

3.3.2.9 OPERATIONS

The Operations and Management (O&M) facility is located at Level -1 in the SW corner (behind the theatre) and is accessed via a vehicular or pedestrian route off 23rd Street or from inside the parkade.

The O&M facility houses the loading dock, maintenance storage, garbage storage, workshop, and staff offices.

Adjacent to the O&M facility is pool mechanical and the parkade, with various service cores distributed throughout linking Levels 1 and 2. In addition to this, there is a dedicated refrigeration, mechanical, and electrical core for the Ice Arena on Level 1.

For significant repairs and replacement, access to service cores can be gained via the Level -1 parkade or from a restricted loading area off the highway on-ramp. This restricted loading area also serves as an exit route for the ice resurfacer.

3.3.2.10 CENTENNIAL THEATRE

Integration with the existing Centennial Theatre has been an integral part of the design process as it both neighbours the development site and shares car parking facilities with the Recreation Centre. At level 1, the theatre connects directly to the proposed plaza, providing shared outdoor space with the community facility. Directly off the plaza is a dedicated stair and elevator core that links to Level -1 of the shared parkade.

3.4 Materials

Materiality has been chosen in relation to the following parameters:

- Visual appearance
- Contextual appropriateness
- Durability & maintenance
- Cost efficiency

The building envelope consists of: Concrete block cladding, corrugated metal cladding, clear glazing, obscured glazing (whether 3D such as OkaTech or 2D frit), and wood structure & soffits.

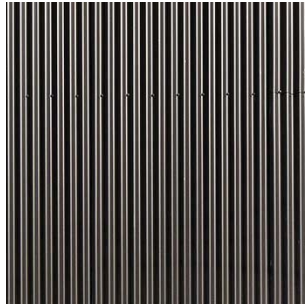
Concrete block, as a natural and heavy element, is established as the cladding material for spaces submerged into the sloping landscape. These spaces are typically on lower floors, require less daylight, or encompass mechanical rooms. Concrete block is a durable and cost-efficient product with a texture suitable to its natural context.

Above the concrete base, cladding material transitions into crisp, rectangular forms of corrugated metal and vertical glazed curtain wall; volumes perched lightly and individually shifting off its base below. Curtain wall glass was used strategically throughout the facility to concentrate its use where most impactful to achieve the desired quality of light and transparency (overall glazing is 41%). More glass was used in gathering spaces with indoor-outdoor connections while reduced on the blank walls of large 2 storey components. Intentional use of obscured glazing further filters each programs' exposure to light and exterior views during the day, while reversing its expression as a glowing beacon of light during the night.

The atrium roof features an exposed wood structure with full-height curtain wall encompassing its space and adjacent casual programming zones below, maximizing visibility into social spaces to create visual connections between program areas. Additionally, the underside of cantilevered forms is clad with a wood soffit; this warmer material complementing the landscape design and links to a community characterized by its natural environment.



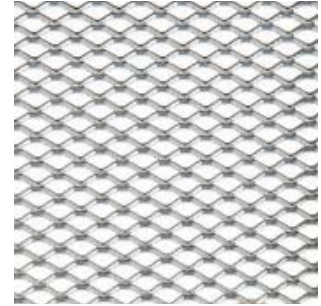
1



2



3



4



5



6

LEGEND

- | | |
|--------------------|------------------|
| 1 Concrete Block | 4 Obscured Glass |
| 2 Corrugated Metal | 5 Wood |
| 3 Glass | 6 Nature |



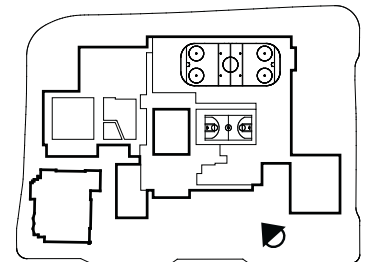


3.5 Concept Renders

The following concept renders show key views of the proposed HJCRC.

▲ Concept Render - Exterior view from 23rd Street E

Crossing 23rd Street E, you can see the dramatic roof cantilever hovering above. Multi-purpose rooms and offices peer down from the second level beside an atrium glowing with warmth, beckoning you inside. The landscaped entrance plaza feels lush and natural.



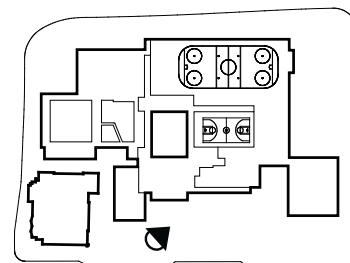
VIEW KEY





▲ Concept Render - Exterior view from within the plaza

The entrance plaza can be compared to a clearing in the trees – an open area that offers flexibility for a wide range of outdoor activities. You can see various groups gathering in the plaza, filtering through an open atrium, and the courtyard beyond. Multi-purpose rooms cantilever from the second floor.



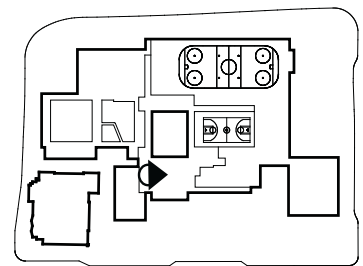
VIEW KEY





▲ Concept Render – Interior view from within the atrium

The social heart of the building invites interaction and play. A welcoming and flexible space that blurs the boundary of indoor and outdoor. To the left of the image, you see into the courtyard, which offers a lightwell connecting to the Level -1 parkade. Activities in the second floor multi-purpose room and mezzanine can be witnessed from below.



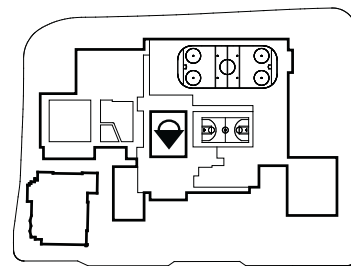
VIEW KEY





▲ Concept Render – Exterior view from within the courtyard

The atrium and surrounding circulation glows with warmth on a rainy day. The courtyard offers a natural reprieve from building functions and program – a connection back to nature.



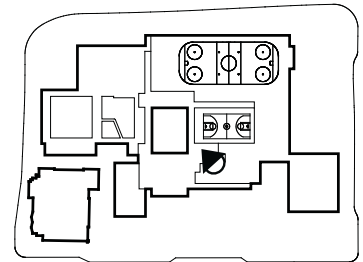
VIEW KEY





▲ Concept Render – Interior view from the Welcome Centre

A community is welcomed into the vibrant social heart of the building, with play structures dispersed throughout. A spiral slide sits adjacent to the main stair, allowing a playful way to connect from the second level. Gymnasium and courtyard activities can be seen beyond. The atrium to the left offers a cafe to enjoy a treat while providing views into the aquatic centre.



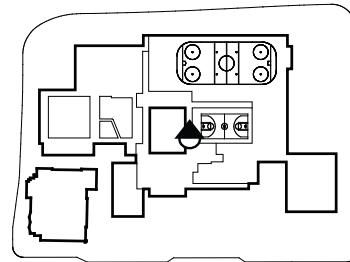
VIEW KEY





▲ Concept Render – Interior view adjacent to a corridor

A casual place to meet, play some games, or relax by yourself. You can see various activities from different program spaces such as the courtyard, arena, and gymnasium.



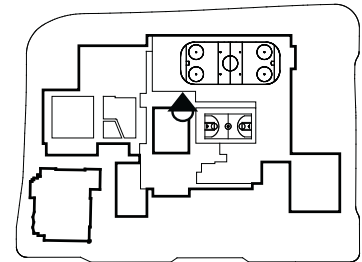
VIEW KEY





▲ Concept Render – Interior view from the skate change area

Soft daylight filters into the arena as you enjoy an afternoon on the ice. The adjacent multi-purpose room offers a gathering space with a fireplace to warm up. Spectators can watch from the adjacent seating area and beyond, tree tops and the North Shore mountain peaks can be seen.



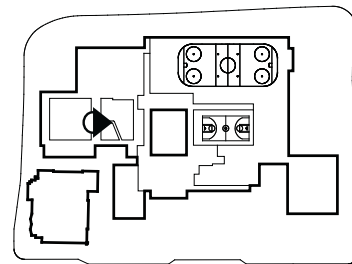
VIEW KEY





▲ Concept Render - Interior view from within the Aquatic Centre

The zero-entry leisure pool provides play space and leisure swimming for all ages (lap pool behind viewer). Framed views of the courtyard beyond are prominent from within the aquatic centre. A wellness area to the right expands to an exterior south-facing patio, and the fitness centre looks down from above on the left.



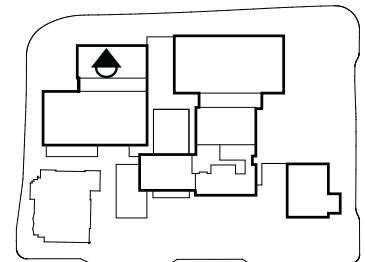
VIEW KEY





▲ Concept Render – Interior view from within the fitness centre

Surrounded by elevated views to the North Shore Mountains, multiple exercising options are offered on the second floor from studio classes to individual strength training. A covered outdoor fitness space is directly accessible from the fitness centre.



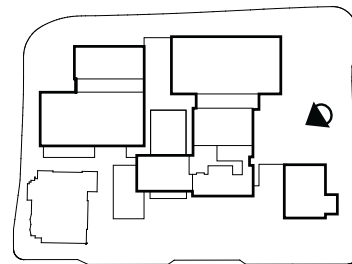
VIEW KEY





▲ Concept Render – Exterior view from active recreation zone

Vibrant and active play zones span across the outdoor program, providing casual activities and sports for all ages and abilities. Towards the left, a second level entrance connects from St. Georges Avenue via a walk adjacent to the Silver Harbour Seniors' Centre. Towards the right, concrete seating transitions into an outdoor skatepark.



VIEW KEY



3.6 Landscape Design

The open space design is driven by a diverse program of active and passive outdoor recreational spaces. It is inspired by the character of North Vancouver through the use of native and adaptive planting, and materials including wood and stone.

A large south-facing entry plaza provides a welcoming front porch for the community to gather, as well as a lawn for everyday activities, larger gatherings of up to two-thousand people, or a stroll before heading over to the Centennial Theatre. This space is directly connected to an interior atrium with views to a central courtyard that provides visitors to the building natural light, views of nature and a tranquil place to sit.

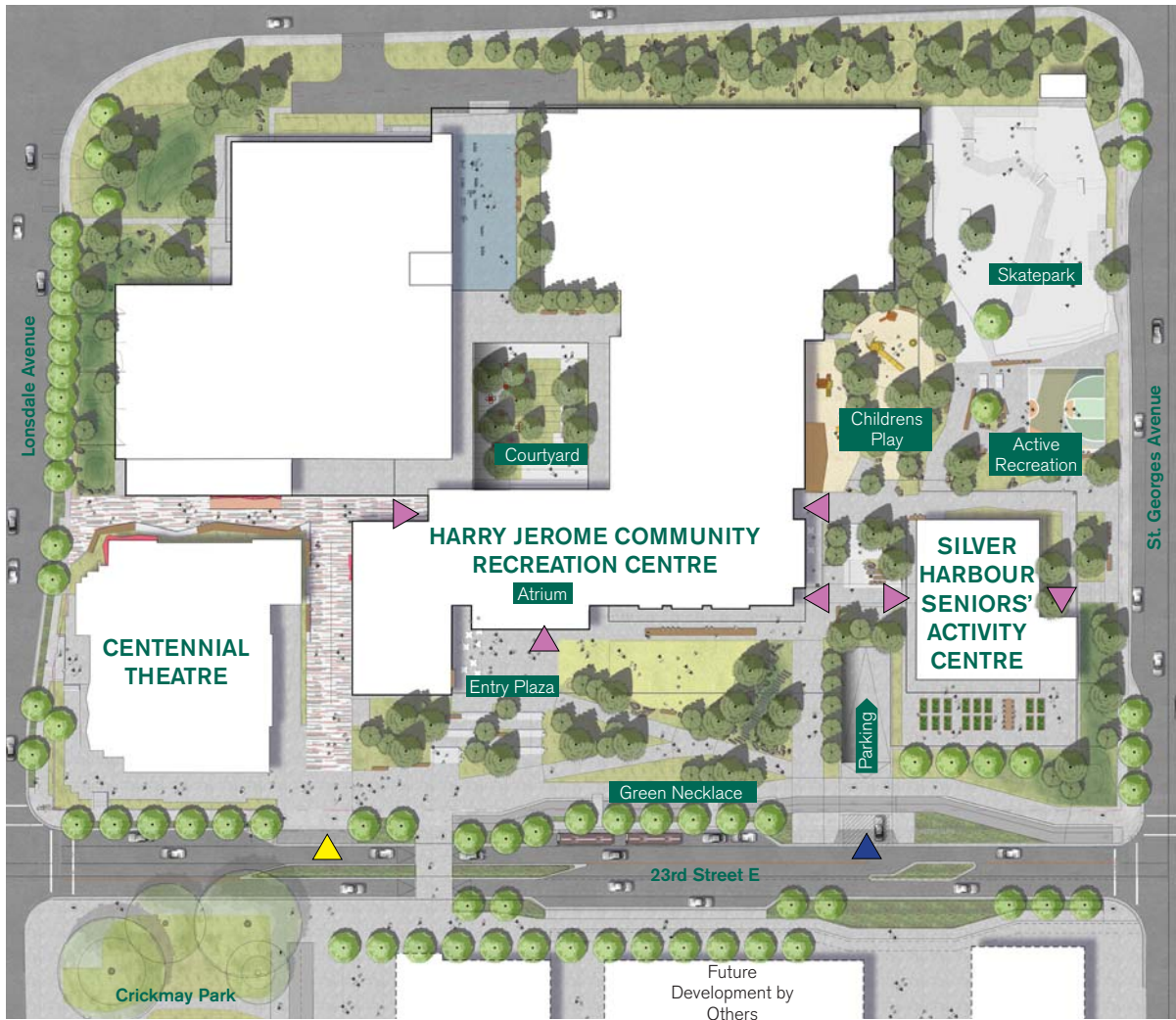
The North-East corner of the site supports an array of vibrant and diverse community functions fostering social interaction and an outdoor active lifestyle; it is a space where parents can meet while their children play, and where people of all ages can talk between basketball games or between rides through the skatepark.

Visitors to the Silver Harbour Seniors' Activity Centre can go outside for a chat or sit on the sunny south-facing social porch. Connections from the seniors centre to the recreation centre have been carefully thought out to provide direct access between the two facilities.

The design and programming of the community recreation center's open space creates an array of opportunities to foster strong social connections between members of North Vancouver's diverse community.



Upper Levels Highway on-ramp



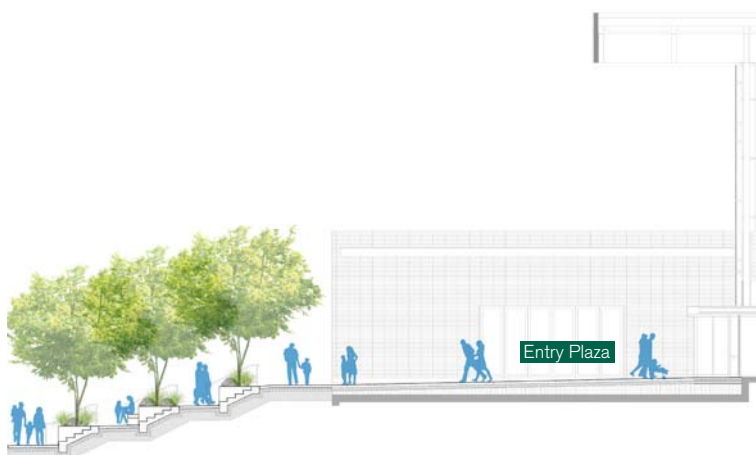
▲ Landscape Plan

- ▲ Building Entrances
- ▲ Parkade Vehicle Entrance
- ▲ Service Vehicle Access

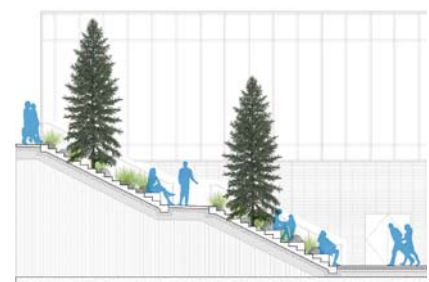




▲ Entry Plaza



▲ Section 1 - Stairs up to Entry Plaza



▲ Section 2 - Stairs to Active Recreation Zone



▲ Active Recreation Zone

3.7 Sustainability

The City has adopted aggressive climate action targets to reduce greenhouse gas emissions and the existing Harry Jerome Recreation Centre is the largest contributor to the city's overall emissions footprint. As a result, climate responsive sustainable design is a priority within the project vision and principles.

In 2018, a set of performance targets and aspirational goals were proposed as part of the project Sustainability Design Vision Report to guide design direction and decision making for the HJCRC. While performance targets other than code requirements have not been formally adopted, current design does respond to a range of aspirations set out in the report, and others more recently articulated by the City.

ENERGY EFFICIENCY AND OPERATIONAL GREENHOUSE GAS EMISSIONS (GHGS)

The City of North Vancouver requires application of Step 1, of the BC Energy Step Code, which supports energy efficient design and good airtightness. The Step Code does not include performance targets for emissions. The existing recreation centre produces approximately 46 kg of CO₂e/m².y and accounts for 29%* of the City's corporate building greenhouse gas emissions. As such, the redevelopment of the Harry Jerome community center is identified as critical to meeting the City's GHG reduction targets of 80% below 2007 levels by 2040 and achieving net zero or 100% emissions reductions by 2050. To achieve this goal, the project would need to aggressively reduce emissions, estimated at a 93-95% reduction from the existing facility.

The Harry Jerome Community Recreation Centre has a highly complex building program, with a mixture of energy intensive uses such as pools and ice rinks. Despite these challenges, staff and design team pursued a design approach that reduces the carbon intensity

of the project by approximately 81% compared to the existing facility, according to the preliminary energy model.

The preliminary energy model report (dated March 10, 2021) estimates the following:

- Thermal energy demand (TEDI): 49.9 kWh/m².y
- Total Energy Use Intensity (TEUI): 377 kWh/m².y (49.5% better than NECB 2015)
- Green House Gas Intensity (GHGI): 8.5 kgCO₂e/m².y (81% reduction from the existing recreation center)

Note that the project is currently modelled to perform relatively well compared to the code minimum energy requirements, but efficiencies and emissions reductions that align with the demands of climate responsive design require further improvement.

The intensity of the aquatic and ice programs of the project necessitate emphasis on efficient mechanical systems to aggressively reduce energy demand and eliminate emissions. To accomplish this, a comprehensive heat recovery approach has been employed, whereby recovered heat from the arena CO₂ refrigeration system is transferred via chillers to end uses such as pool heating, domestic hot water generation, and space heating. This substantially reduces the amount of heat required from external sources. In addition, the heat recovery chiller plant produces that heat at very high efficiency and will operate at an efficiency 4 to 6 times better than a conventional system. These strategies contribute to substantial reduction in annual energy use from the building code requirements.

A summary of design strategies and energy conservation measures contributing to performance include:

Envelope	Highly insulated walls, roofs and floors
	Double glazing, argon filled, with low e-coating and reflectivity coating
	Airtightness test to be conducted per Energy step code requirement for quality control
Mechanical Systems	Heat recovery from natatorium exhaust and building relief/exhaust to ventilation air
	Inblue filtration system for the pool
	Water conserving plumbing fixtures including low flow sink faucets with metered sensors and high efficiency flush valve toilets with sensor activated flush
	Variable speed pumping for heating, cooling, brine systems and pool system pumps
	Dew point calculations for humidity control in natatorium
Refrigerants	CO2 refrigeration system for ice rink. CO2 systems have a Global Warming Potential (GWP) of 1, compared to a GWP of 1000-4000 for more traditional refrigerants.
Electrical Systems	Daylighting
	Efficient lighting fixtures (LED) with automated controls

OPPORTUNITIES

While project is reducing operational carbon emissions significantly, reducing emissions more than 90% compared to the existing facility is challenging given the district energy connection to the LEC, which uses a carbon intensive natural gas fuel source. As the LEC system is diversified in the future, HJCRC carbon intensity will improve. With the current reliance on natural gas, improving emissions depends upon further reducing energy demand. As design continues, this includes evaluating envelope efficiencies including the window-to-wall ratio, considering exterior shading to control interior heat gain, assessing thermal bridging, and setting a more ambitious air tightness target. Note that these strategies have co-benefits including improving indoor comfort.

Embodied carbon emissions are also a stated priority for the City. While no specific target for reduction is set, the design currently proposes use of some low carbon structural material in the form of mass timber as part of the roof system. Increasing the use of wood in the project, exploring low carbon concrete (high SCMs and/or Carbon Cure), and using low impact insulation are immediate opportunities to improve the embodied carbon performance. Setting a clear reduction goal relative to

a baseline is the best way to inform design accordingly. Several valid methods and tools to measure embodied carbon using Life Cycle Analysis (LCA) are available in the market to inform design progress.

Zero Carbon Building – Design (ZCB Design) certification is available through the Canada Green Building Council (CaGBC). The pursuit of this certification is part of the City's current evaluation of their overall GHG reduction strategies. ZCB certification has low energy requirements that do not account for building types that include pools or arenas. The CaGBC is currently reviewing their energy requirements for these types of buildings and the project team will continue to explore opportunities to achieve this certification as clarity on energy targets emerge.

At this stage of design development, a significant emphasis has been placed on building performance and climate responsive design relative to operational energy and carbon. The strategies to address sustainability and climate are in progress in other critical areas, summarized in the following table, including opportunities to further address performance as design progresses:

Category	Design Vision/Guidance	Current Progress	Opportunities
Location + Transportation	Minimize the need for automobile use and be a catalyst for non-auto mode transportation.	270 parking spaces shared between Centennial Theatre, HJCRC, and Silver Harbour.	Dedicate some parking to car-share use.
		45 secured and covered bike spaces rec, 8 Silver Harbour, 25% supplied with electrical outlets. 100 short term bike spaces mostly covered.	
		End of trip facilities and showers provided in rec and Silver Harbour.	
	Realize EV charging location.	13% (36/270) of parking stalls supplied with a Level 2 electric vehicle charging stations	
Water + Rainwater	Maximize water and rainwater re-use on site	Low flow fixtures	Consider water reuse strategies that target pool water, grey water and rainwater to the significant potable water consumption of the rec centre.
		Low irrigation demand planting, efficient irrigation with rain sensor and weather station.	Use a non-potable water source for irrigation.
		Rainwater currently managed with a detention tank at South portion of parking lot; some infiltration provided with rain gardens and small green roof area.	Consider additional Low Impact Development (LID) strategies to manage rainwater on site.
Landscape and Biodiversity	N/A	Parking is located underground.	
		Minimized hardscape	Set clear goals for hardscape and measure impact of emissivity.
		Green roof	Measure heat island and water management impact of green roof area, consider expanding green roof area.
		Reflective TOP roofing	Confirm SRI value of roof and evaluate hardscape SRI values.

		Use of native and adaptive vegetation.	Measure amount of native/ adaptive planting; measure biomass density index to understand climate management potential.
		Minimize uplighting on exterior	Adopt BUG rating
		Bird friendly design strategies applied.	Adopt a design standard for Bird Friendly Design (CSA, City of Vancouver, other).
Materials + Indoor Quality	Design for a 50 year life time, with durable and easily maintained/replaced products. The building shall commit to community health in its design, construction and operation	Glazing at the atrium and interior courtyard introduces daylight and views at the core of the building.	<p>Set an embodied carbon reduction target of at least 10% below a baseline to evaluate low impact material selection.</p> <p>Require low emitting materials per LEED to be applied on interior.</p> <p>Prioritize materials that report environmental impact through EPDs, or material ingredient reporting with HPDs or other third party verified transparency programs.</p> <p>Require air flushing or testing before occupancy (refer to LEED v4.1).</p>

SUMMARY

Building and site systems at HJCRC have the potential to be well integrated and offer exceptional co-benefits for long term, high performance, low carbon, and climate responsive design. Setting clear performance goals and establishing metrics will support decision-making accordingly and accountability within the design team and project stakeholder group. Considering third party verification programs offers both accountability, thresholds of performance, and established methods of measurement, that can result in better performance as well as public recognition.

Project performance across categories will benefit from the following as design is refined:

- A comprehensive envelope study to evaluate passive opportunities to control energy demand (thermal bridging, solar heat gain, shading and daylight).
- Evaluating opportunities to conserve and/or reuse potable water.
- Better address rainwater management with more low impact development strategies.
- Evaluate potential for the landscape to maximize carbon management and improve building performance and comfort by reducing heat island effect.
- Evaluating the embodied carbon of materials and setting a target for reduction.
- Setting a materials health and transparency benchmark to address emissions and health impacts.

Sustainability

```
graph TD; S[Sustainability] --- A[81% carbon intensity reduction from existing recreation centre]; S --- B[Electric car and bike charging]; S --- C[Maximized daylighting]; S --- D[Highly insulated building envelope]; S --- E[Heat recovery chiller plant 4-6 times more efficient than conventional systems (CO2 refrigeration)]; S --- F[Future consideration for Zero Carbon Building – Design]; S --- G[49% better total energy demand than NECB 2015 baseline]; S --- H[Integrated project commissioning of major building systems]; S --- I[Innovative low energy pool filtration system (InBlue)];
```

81% carbon intensity reduction from existing recreation centre

Electric car and bike charging

Maximized daylighting

Highly insulated building envelope

Heat recovery chiller plant
4-6 times more efficient than conventional systems (CO2 refrigeration)

Future consideration for Zero Carbon Building – Design

49% better total energy demand than NECB 2015 baseline

Integrated project commissioning of major building systems

Innovative low energy pool filtration system (InBlue)

3.8 Cost Analysis

A class B cost estimate was prepared based on the review of the re-design information provided for the new construction of the Harry Jerome Community Recreation Centre in North Vancouver, BC. The estimate was priced in Q1, March 2021 local unit rates and assumed a construction start date of June 2022. Class B construction cost estimates are typically +/- 10-15% in accuracy with many variables influencing the final construction price including the current uncertainty and volatility of the market. Supply chain issues currently being experienced may have unknown (short and long term) impacts on pricing levels and anticipated projected construction escalation.

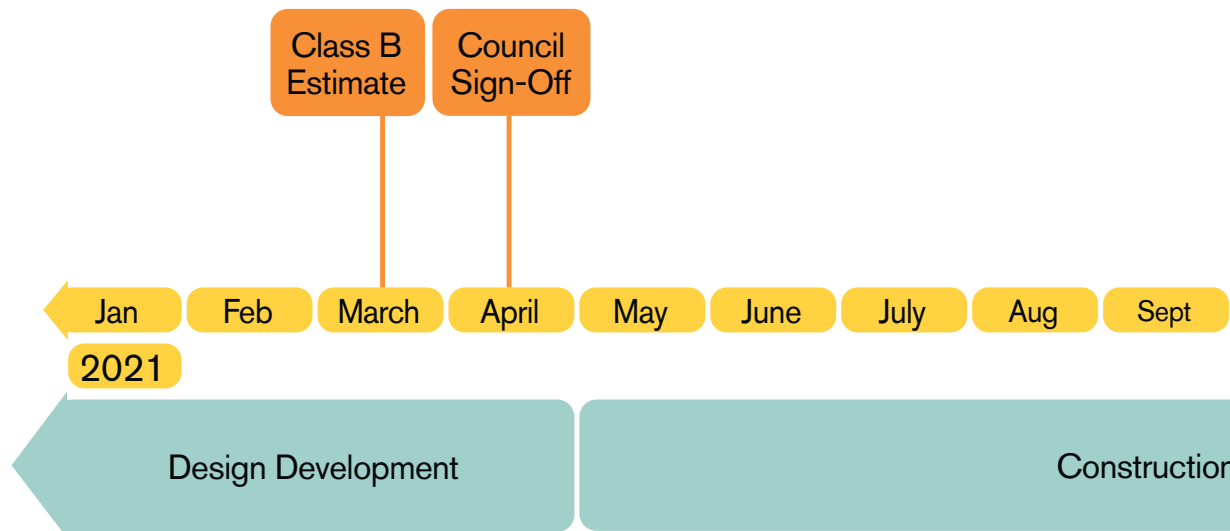
HJCRC Cost Summary

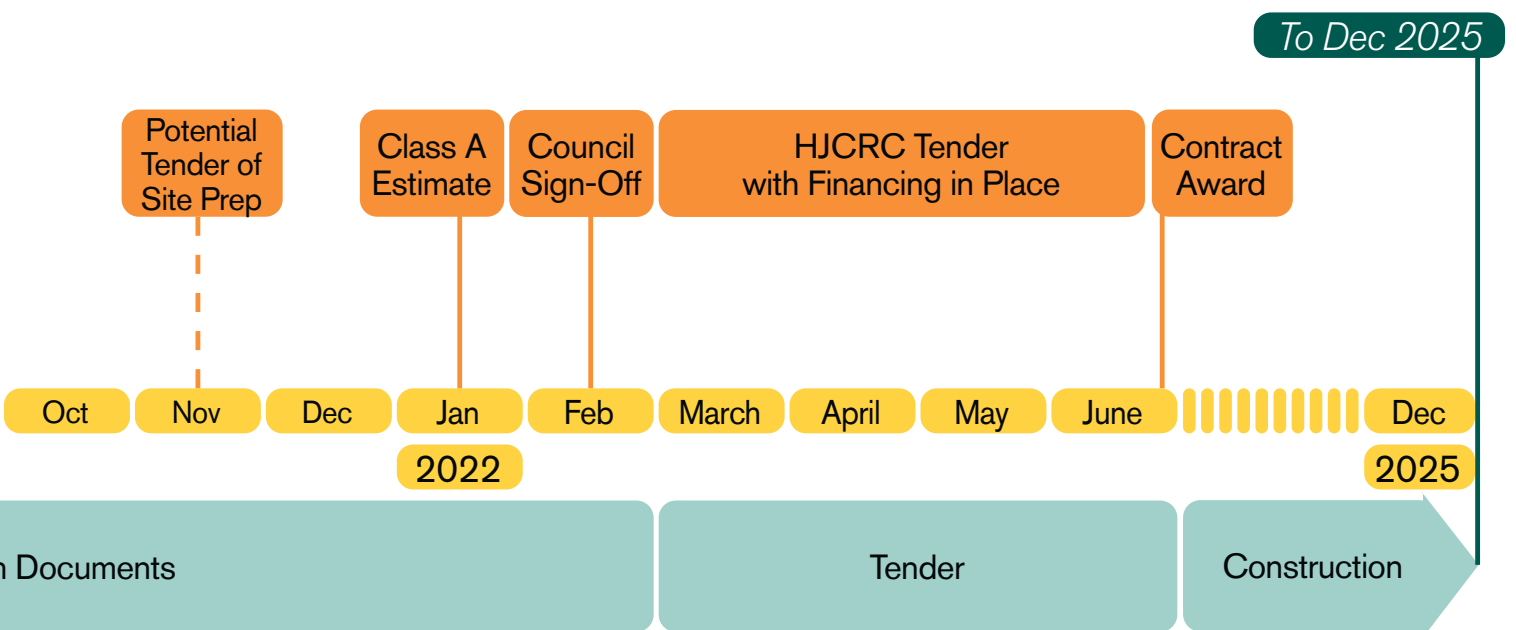
CLASS B ESTIMATE

\$153,006,000	Construction + Soft Costs
\$28,690,000	Contingencies + Escalation
<hr/>	
\$181,696,000	Total Project Cost

3.9 Project Schedule

The HJCRC project has completed the re-design phase and will continue into construction documents after council sign-off. The construction document phase will take 10 months and conclude with the next Council sign off in February 2022 and project tendering to occur shortly after. There is opportunity to tender the site prep work in advance which could occur in Nov 2021. The construction phase is scheduled to start in June 2022 and is anticipated to continue for 3 years, completing in 2025.





4.0 Next Steps

4.0 Next Steps

The next stage of this project is to proceed to is to proceed to detailed design and on to construction. We would advise the release of this design development report and continue into the next stage.

As part of the next stage, we would recommend the City of North Vancouver consider hiring a construction manager if it is the preferred construction delivery method.

The team should also consider further investigations into sustainability opportunities and continue to find collaborative ways to further reduce GHG emissions.







hcma

www.hcma.ca

Vancouver
400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

604.732.6620
vancouver@hcma.ca

Victoria
Suite 300, 569 Johnson Street
Victoria BC V8W 1M2 Canada

250.382.6650
victoria@hcma.ca

Edmonton
307-10110 104 St NW
Edmonton, T5J 1A7 Canada

780.306.4464
edmonton@hcma.ca

1. Undertake detailed reviews of the Drawings and Specifications from time to time and as they are developed to identify errors, omissions and co-ordination problems for the purpose of eliminating contractor and subcontractor claims for additional compensation and/or time during the course of construction based on allegations of errors or omissions in the design documents or a lack of co-ordination between the design documents;
2. Lead the development of a Division 1 Specification;
3. Identify Project risks and make written recommendations to the Owner to reduce or manage these risks;
4. Provide value engineering recommendations;
5. Undertake building information modelling; Enhance the Consultants BIM models and initiate clash detection reviews, including design-assist from selected mechanical/electrical trades;
6. Undertake a constructability review of the design and provide a written constructability report;
7. Develop and provide a construction site plan;
8. Liaise with utility companies and manage site preparation and the utility work including temporary power and water, preparatory to commencement of construction;
9. Produce a Class B Construction Estimate ascending to a Class A;
10. Prepare a comprehensive project schedule;
11. Identify qualified subcontractors and suppliers. Prequalify trades in accordance with City purchasing policy;
12. Manage minor construction work and administer contracts for Enabling Works.

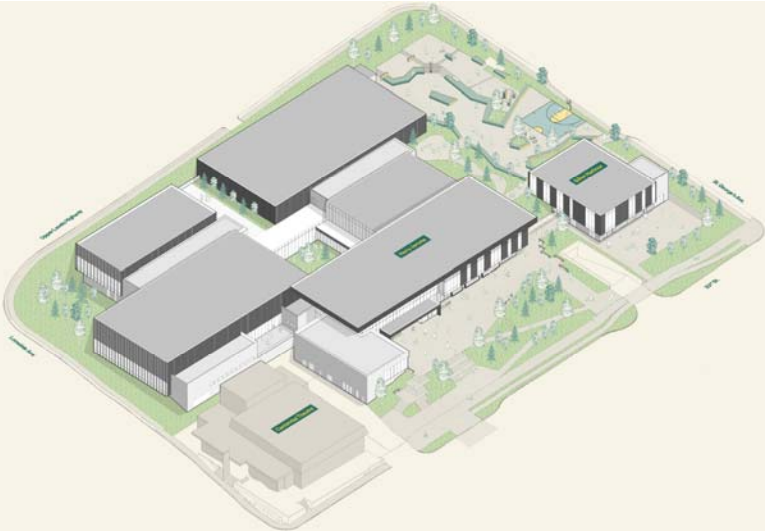
Harry Jerome Community Recreation Centre and Silver Harbour Update




Presented February 28, 2022
Strategic & Corporate Services



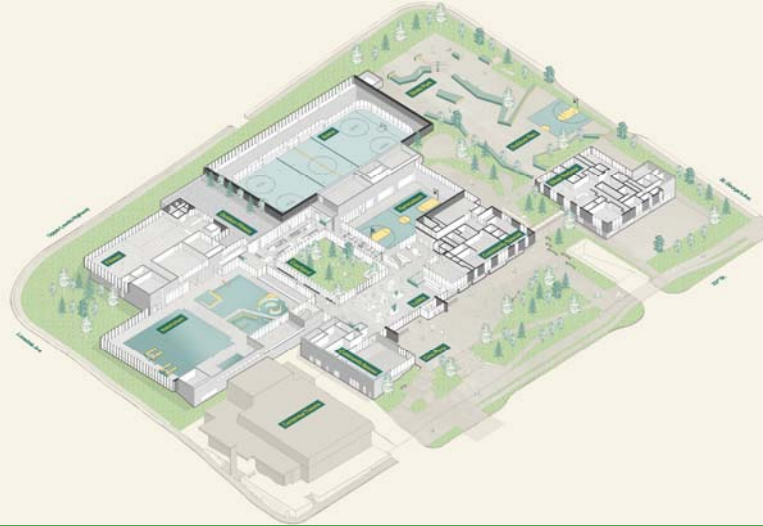
Overview



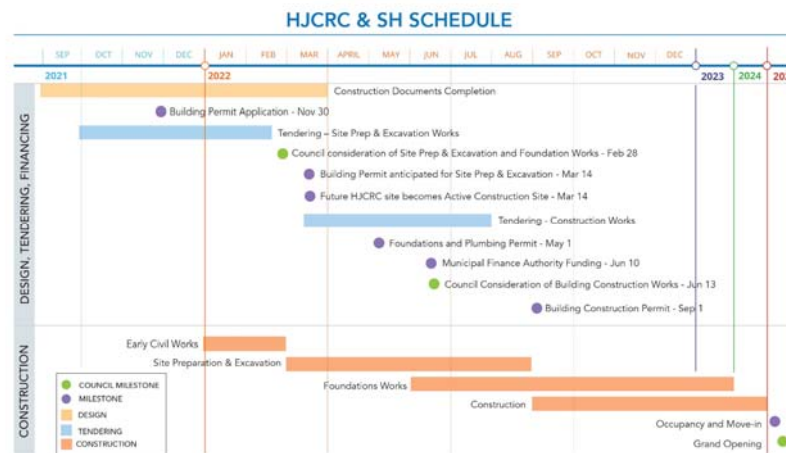


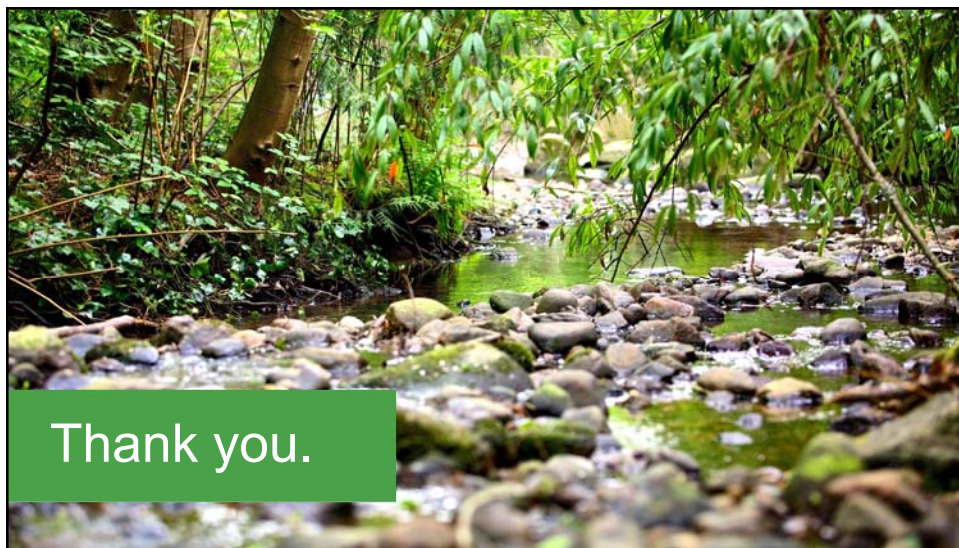
2

Floor Plans/Program



Schedule

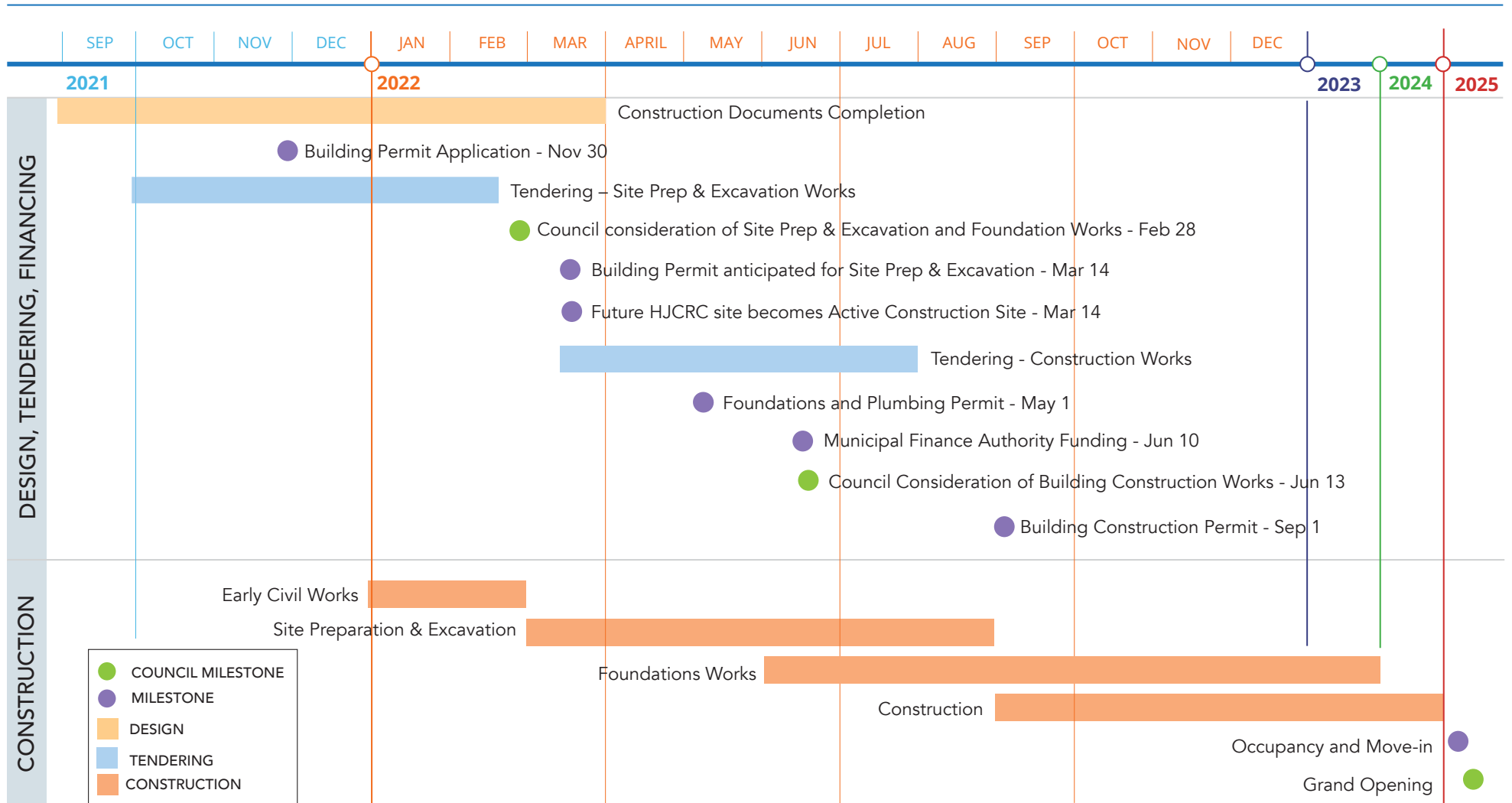




Thank you.

city
of north
vancouver

HJCRC & SH SCHEDULE





 Deputy Director	 Director	 CAO
--	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Chandra Lesmeister, Park Planner

Subject: KINGS MILL WALK PARK MASTER PLAN

Date: February 23, 2022 File No: 12-6240-20-0045/1

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

RECOMMENDATION

PURSUANT to the report of the Park Planner, dated February 23, 2022, entitled "Kings Mill Walk Park Master Plan":

THAT the Kings Mill Walk Park Master Plan be endorsed;

THAT staff be directed to invite the Squamish Nation to work with the City, in recognition of the park location next to Eslhá7an;

THAT staff be directed to bring forward names for Council's consideration regarding Kings Mill Park to better reflect the area;

AND THAT the members of the Kings Mill Walk Master Plan Task Force be thanked for their significant contribution to the new park plan.

ATTACHMENTS

1. Kings Mill Walk Park Master Plan ([CD#2151193](#))
2. Information Report of the Parks and Greenways Planner, dated September 28, 2021, entitled "Kings Mill Walk Park Master Plan Update" ([CD#2100490](#))

SUMMARY

This report seeks Council's endorsement of the Kings Mill Walk Park Master Plan (Attachment 1). The plan will guide the redevelopment of the park with adaptive measures and new amenities for a changing neighbourhood. The conceptual design

reflects a vision for a vibrant, welcoming place for the community where nature is nurtured and protected. Significant shoreline improvements will enhance foreshore habitat and mitigate future impacts of sea level rise. Park facilities will support active, healthy lifestyles by providing a variety of play and recreational opportunities for existing park users and future Harbourside residents. Upon Council's endorsement, the master plan will enter into the detailed design phase with construction anticipated to commence in spring 2023.

BACKGROUND

Kings Mill Walk Park was created in 2000 as part of the initial commercial development at Harbourside. With construction of the Spirit Trail and an off-leash area for dogs in 2013, the park has become an increasingly popular waterfront destination on the north shore of Burrard Inlet.

In 2013, the City approved an application from Concert Properties to rezone their lands at 801, 889 and 925 Harbourside Drive and 18 Fell Avenue to create a new, mixed-use waterfront neighbourhood. Upon completion, the development is expected to create 300,000 square feet of new residential and office space, housing approximately 1,500 people.

As a condition of rezoning, Concert Properties is responsible for fulfilling a number of commitments, including meeting the City's new Flood Construction Level (FCL) for the development and implementing adaptive shoreline improvements to mitigate the projected impacts of sea level rise on both public and private lands in the area. Concert Properties is also committed to the development and implementation of a new master plan for Kings Mill Walk Park that will enhance habitat and provide new park amenities for the community.

Concert Properties, on behalf of the City, received approval from the Vancouver Fraser Port Authority in 2019 for a plan to construct adaptive measures for sea level rise and storm surges that will come with climate change. The foreshore adaptations will transform the existing rip-rap shoreline into a series of habitat zones defined by rocky headlands. These enhancements will diversify and improve the marine environments with the creation of rocky reefs, cobble beaches and upland habitat with woody debris and native plantings.

Along with the shoreline enhancements, the park elevation will be raised 1.5 metres to meet the new FCL and protect park assets on the adjacent private development. These changes provide an opportunity to create a new park with improved park amenities, an enhanced Spirit Trail and facilities to support the new neighbourhood and the broader community.

DISCUSSION

The park master plan process began in 2015 and was reinitiated in December 2020 with Council's appointment of the Kings Mill Walk Park Master Plan Task Force. A new vision for the park and emerging design directions evolved through online Task Force workshops which were facilitated by the design consultants. In May 2021, the initial

concepts were presented to the public for feedback through the CNV engagement platform, Let's Talk. There was strong support for the guiding principles, the proposed separated Spirit Trail and new park facilities. Engaged residents expressed concerns about the size and location of the proposed off-leash area.

In response to the feedback, the concept plan was revised to incorporate the following elements:

- Off-leash area increased from 750 square meters to 1,600 square meters;
- Play area opportunities expanded to include a wider range of ages;
- Washrooms relocated to a central location;
- Increased buffer between the off-leash area and play area;
- Additional amenities proposed for the off-leash area; and,
- Beach volleyball added to the western side of the park.

The concept plan was presented back to the public in July 2021 through a Let's Talk community forum. City staff also held a series of in-person pop-up informational events in Kings Mill Walk Park and at the Civic Plaza. The results indicated overall support for the revised plan. A summary of the public consultation process was shared with City Council in a report dated September 28, 2021 (Attachment 2).

The final plan has evolved into a series of park zones with distinct programming and character. The zones have a 'gradient' design intent, with a more urban character at the east entrance at Fell Avenue. The park gradually transitions to a natural character where the park meets Mackay Creek. The main park zones include Fell Avenue Plaza, All Ages Play, Off-Leash Area, Open Park, and Shoreline Habitat. Active and accessible circulation is prioritized through a hierarchy of pathway types and connections for pedestrians and cyclists.

Fell Avenue Plaza

The plaza and viewing deck will be a destination and rest stop with a range of seating opportunities. It will serve as the primary entrance to the park and it will have an urban character with significant public art features to reflect site history and context. The flexible design will include amenities that allow for potential events or activities. To connect with the water and highlight the views across the inlet, a deck and gathering space extends out from the plaza.

All Ages Play Zone

Adventure and nature based play is integrated into the landscape in this zone using malleable and natural materials to facilitate children's engagement with the environment. Fitness and parkour elements expand the diversity of park users and provide opportunities for a range of group activities or individual exercise. An accessible park washroom will be located close to this area.

Off-leash Area

To integrate the off-leash facility into the newly enhanced parkland habitat, the fully enclosed area will be situated away from foreshore and riparian areas. All stormwater run-off will be managed on-site through infiltration (bioswales or other techniques) to prevent the direct discharge of any contaminants into the surrounding environmentally sensitive areas.

The pet friendly area will provide a variety of design elements for dogs and their owners. There will be looping and accessible pathways, a small /shy dog area, access to a water source, and a run and fetch space. To increase the seasonal and intensive use of this zone, lighting and seating are integrated into the plan. In addition to the off-leash area, dog's on-leash will be welcome on all other park pathways.

Open Park Zone

The open park zone encompasses a lawn area with picnic shelters, shade trees and a beach volleyball court. Park users will enjoy this flexible green space to gather, picnic, and feel surrounded by nature. Trees will be retained in this zone and a densely planted edge at the top of bank creates a generous habitat buffer to protect Mackay Creek.

Shoreline Zone

Along Burrard Inlet, the sculpted shoreline is designed to create an ecologically rich water's edge and mitigate future impacts of climate change. The Vancouver Fraser Port Authority's approved plan for the enhanced shoreline is comprised of two sub-zones: the upper foreshore and intertidal zone.

The upper foreshore is a people place with a pedestrian pathway, lookouts, and seating to allow park users to enjoy a closeness to the water. The intertidal zone is a protected habitat area with perched wetlands and rocky headlands. As per the Vancouver Fraser Port Authority's industrial water lot lease requirements, public access to the water is not permitted in this area.

Active and Accessible Circulation

Kings Mill Walk Park will be connected to the North Shore region through the North Shore Spirit Trail. Cyclists will be separated from pedestrians from the east side of the park, near Gostick Place, through to Mackay Creek. Pedestrians will have dedicated pathways that follow along the enhanced foreshore. The plan will include infrastructure to support pedestrians and cyclists, such as bike racks, water fountains, and shelter spaces that may act as rest stops along the way.

NEXT STEPS

With the master plan now complete, staff are seeking Council's endorsement to advance the project onto the detailed design phase. During this next project phase, the plans will continue to be refined to ensure that they are aligned with the park vision statement and consistent with Concert Properties' financial commitments for the park improvements that

was determined at rezoning. Concert Properties anticipates construction of the park and the shoreline work to start in spring 2023.

Throughout the consultation process, the public, stakeholders and the task force members identified that recognition of the Squamish Nation and indigenous people should be a critical component of the park. The master plan considers many options to celebrate and raise awareness of indigenous culture such as the use of edible native plants and accompanying educational signage, public art and place naming. For example, participants provided the suggestions of highlighting the traditional Squamish names for Mackay Creek and Mosquito Creek in the on-site signage. With Council's direction, City staff would further consult with the Squamish Nation to determine how best to achieve those goals.

Further, the consultation process for the park plan identified a disconnection between the current name of the park and its precolonial history as an ecologically significant intertidal mudflat situated between the mouths of Mackay and Mosquito Creeks, and next to the Squamish Nation community of Eslhá7an. The park is currently named after the M.B. King Lumber Company; the site's original industrial user that opened a sawmill at the foot of Fell Avenue in 1933. The mill was then sold to the Fullerton Lumber Company in 1961 for use as a log sort and storage area. Fullerton Lumber closed in 1972, and then filled the large water lot to the west of Fell Avenue as a potential development site. The new land remained vacant until the early 2000's when the Automall and the current park was developed. Many park users refer to the site by other names, such as "Automall Park" or "Harbourside Park", and staff recommend that Council consider renaming the site to better reflect its environmental and cultural significance.

FINANCIAL IMPLICATIONS

As a condition of rezoning, Concert Properties is financially obligated to deliver the following park components:

- Park master planning process and detailed design.
- Tender and construction of the park and Spirit Trail improvements with a budget not to exceed \$5.299 million.
- Construction of the Fell Plaza and Spirit Trail to the east of Fell Avenue. This scope is included in the Phase 1 servicing agreement and all associated work is excluded from the park budget.
- Final public art plan, selection process and implementation. Up to \$600,000 for the park, plazas and public spaces within the development.
- Tender and construction of the shoreline works and flood prevention measures in accordance with the Vancouver Fraser Port Authority approved plan.

INTER-DEPARTMENTAL IMPLICATIONS

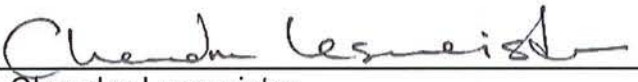
There has been coordination between Engineering, Parks and Environment and Planning and Development staff regarding the applications for the proposed private developments by Concert Properties and the integration of the park and other public realm including the Spirit Trail and additions to Kings Mill Walk Park.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The redevelopment and enhancement of park spaces contributes to Council's Strategic Plan goal of creating a "City for People" and supports the health and well-being of all. The Kings Mill Walk Park master plan also supports the Council priority to create a "Vibrant City", where dynamic public spaces provide opportunities for connection and enable residents to engage with their community.

The project also supports the City's Official Community Plan goal to enhance well-being and quality of life for all community members (Goal 3.1). Additionally, this plan supports the enhanced infrastructure, habitat and programming goals in the City's Parks Master Plan.

RESPECTFULLY SUBMITTED:


Chandra Lesmeister
Park Planner

KINGS MILL WALK PARK MASTER PLAN



CONTENTS

INTRODUCTION

LAND ACKNOWLEDGMENT	1
EXECUTIVE SUMMARY	2
INTRODUCTION TO THE MASTER PLAN DOCUMENT.....	3

PART I: SITE ANALYSIS AND DESIGN CONSIDERATIONS

INTRODUCTION	6
EXISTING SITE FEATURES AND CONTEXT	6
HISTORY AND CONTEXT	8
HARBOURSIDE NEIGHBOURHOOD	12
ENVIRONMENTAL AND ENGINEERING ASSESSMENT	14
ENVIRONMENTAL ASSESSMENT OF FORESHORE PLAN	17
TREE MANAGEMENT	18
SITE CHARACTER AND CULTURAL CONSIDERATIONS	20

PART II: PARK MASTER PLAN PROCESS AND ENGAGEMENT

PARK MASTER PLANNING PROCESS.....	27
PUBLIC AND STAKEHOLDER CONSULTATION.....	28
KINGS MILL WALK TASK FORCE.....	36
TASK FORCE INVOLVEMENT IN THE PARK MASTER PLAN	36

PART III: PARK MASTER PLAN

INTRODUCTION TO PARK MASTER PLAN	42
VISION, VALUES AND GUIDING PRINCIPLES	42
VISION STATEMENT	43
PLANNING PRINCIPLES.....	43
FINAL CONCEPT	44
ZONES, SITE CHARACTER AND MATERIALS	47
HABITAT RESTORATION	58
PEDESTRIAN AND CYCLIST CIRCULATION	60
VEHICULAR ACCESS.....	63
FEATURES AND SITE FURNISHING	64
LIGHTING	65

CONTENTS

PART IV: IMPLEMENTATION

STEPS FOR IMPLEMENTATION AND PHASING	67
COST ESTIMATE	67
CONTRACTING AND CONSTRUCTION	67
OPERATIONS AND MAINTENANCE	67
STEWARDSHIP AND RESTORATION	68
CONSIDERATIONS DURING CONSTRUCTION	68

ACKNOWLEDGMENTS

KINGS MILL WALK TASK FORCE	70
COMMUNITY STAKEHOLDERS	70
CITY STAFF	70
CONSULTANT TEAM	71
SQUAMISH NATION	71

APPENDICES

APPENDIX 1: SUMMARY OF ONLINE PUBLIC OPEN HOUSE RESULTS (MAY 2021)	
APPENDIX 2: SUMMARY OF ONLINE AND IN PERSON PUBLIC OPEN HOUSE (JULY 2021)	
APPENDIX 3: KINGS MILL WALK PARK TASK FORCE MEETINGS MINUTES	
APPENDIX 4: SUMMARY OF KINGS MILL WALK PARK TASK FORCE WORKSHOPS	

BACKGROUND AND SUPPORTING DOCUMENTS

PART I: INTRODUCTION

LAND ACKNOWLEDGMENT

We respectfully acknowledge that we live and work on the traditional and unceded territories of the x̱məθkwəy̱əm (Musqueam), Skwxwú7mesh (Squamish), and Səlilwətaɬ (Tsleil-Waututh) Nations. The City of North Vancouver is committed to reconciliation with these Nations, who have lived on these lands since time immemorial.



EXECUTIVE SUMMARY

The Kings Mill Walk Park Master Plan is a guiding document that outlines the collaborative park planning process and improvements to be incorporated within the Harbourside waterfront location, that is Kings Mill Walk Park. Situated on Burrard Inlet between MacKay and Mosquito Creek systems, this destination park will serve the needs of the existing community in addition to the proposed Harbourside complete community.

The development of the plan is based in extensive site analysis and considerations of the natural history of the surrounding area. The plan responds to the issue of climate change, sea level rise and habitat restoration through the re-naturalization of the Burrard Inlet foreshore. Park programming activities are focused on upland areas to protect the foreshore environment and support restoration efforts.

A City Council appointed Task Force, stakeholders and engaged citizens helped to shape the park plan. A vision for the new park and guiding principles were established to focus decision making through the planning process. Key park zones were identified: Fell Street Plaza, All Ages Play, Off-Leash Dog, Open Park and Habitat areas with companion activities. The park balances a variety of programs and amenities while also being sensitive to the potential for an enhanced foreshore habitat of Kings Mill Walk Park. Located on the Spirit Trail, visitors will be able to enjoy a range of activities all connected by pathways throughout the park.

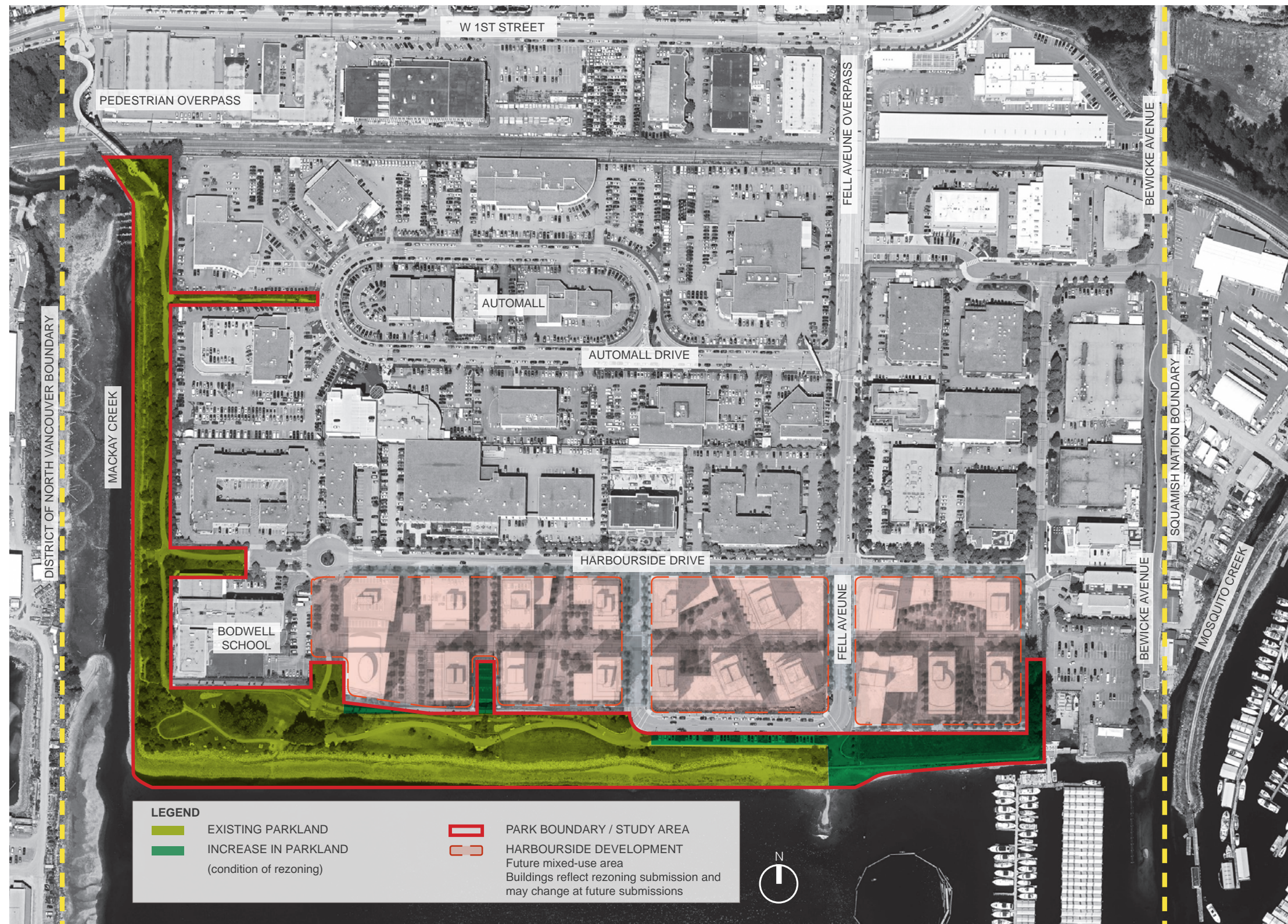
The plan will be implemented over a two year period commencing in the Spring 2023. Schedule and timelines will be contingent on environmental permitting for habitat restoration work and the construction timeline of the adjacent Harbourside neighbourhood development.

INTRODUCTION TO THE MASTER PLAN DOCUMENT

Kings Mill Walk Park occupies 28,727 square metres of highly valuable Burrard Inlet waterfront landscape. The North Shore Spirit Trail runs through the park connecting it to the larger region. Kings Mill Walk Park is classified as a City-wide, natural area park in the City of North Vancouver Parks Master Plan (2010). City-wide parks draw visitors from the entire city and beyond. People may travel to these parks to experience natural features the park provides, which includes environmentally sensitive lands such as creeks and riparian areas. People may also visit the park for the facilities and communal opportunities it provides.

Kings Mill Walk is adjacent to the Harbourside Waterfront development permit area. In 2014, The City of North Vancouver approved a four-phase mixed-use development for this area. As a condition of rezoning, the development is required to make improvements to vehicle access, transit connections, and address sea level rise. The creation and implementation of a new master plan for Kings Mill Walk Park was a rezoning requirement to respond to the significant scale of the proposed development.

The Kings Mill Walk Park Master Plan was created through a collaborative process involving The City of North Vancouver, a consultant team, a City Council appointed Task Force, stakeholders, and engaged citizens. This document outlines site analysis and design considerations, the planning process, public engagement, programming and site elements, and implementation.



Master Plan Study Area and Neighbourhood Context

PART II: SITE ANALYSIS AND DESIGN CONSIDERATIONS



Kings Mill Walk Park Entrance Sign



Kings Mill Walk Park Waterfront Views



Kings Mill Walk Park Foreshore



Lookout at Mackay Creek Estuary

INTRODUCTION

The planning process for Kings Mill Walk Park involved a detailed analysis of the existing site features and community context, as well as consideration of its historical, cultural, socio-economic, and environmental character. Programming elements are grounded in the findings from the analysis of the site, input from the Task Force, and community feedback.

EXISTING SITE FEATURES AND REGIONAL CONTEXT

The park is 28,727 square metres running along the waterfront and extending northward along Mackay Creek. The south edge of the park interfaces with the rip-rap shoreline of the Burrard Inlet with views out to the City of Vancouver skyline and into the inlet. As the park is relatively flat there are very little obstructions to the waterfront views, which is one of the park's most desired qualities. Existing park elements include, open green space with picnic table and benches, a beach volleyball court, and an off-leash dog area.

The park is situated between two salmon bearing streams, Mackay Creek on the west, and Mosquito Creek on the east.

From its headwaters on the steep slopes of Grouse Mountain, Mackay Creek enters the City of North Vancouver below the Upper Level Highway, and then flows under Marine Drive back into the District of North Vancouver where it continues through the commercial area into Mackay Creek park and under the rail crossing in close proximity to the original creek mouth. The creek then follows a straight channel, bounded by infill land for approximately 400 metres before reaching Burrard Inlet. Mackay Creek has supported populations of Chum, Coho, Pink salmon Cutthroat Trout and Steelhead. The creek and estuary have been the focus of ongoing community stewardship efforts to enhance the riparian and estuary habitat.

Mosquito Creek originates amongst the forested slopes between Grouse and Fromme Mountain and flows through the District and City of North Vancouver, and the Squamish Nation. The creek discharges into the Burrard Inlet at the Squamish Nation's Mosquito Creek Marina, with Bewicke Park and the Burrard Yacht Club to the west. Mosquito Creek has been severely impacted by the urbanization of its surroundings. Riparian removal,

channelization, high effective impermeable areas, fluctuating water quantity, and storm water discharge, are a few examples of how the creek has been degraded over time. The mouth of the stream, historically supported by a large estuary, no longer exists. Although the creek has been depleted, there are still many projects to improve fish habitat, and the overall health of its riparian zones and embankments over the last 20 years. Fish observed in Mosquito Creek include Chum and Coho Salmon, Steelhead, Coastal Cutthroat Trout, and Sculpin species. (Golder Biophysical Report, 2019)



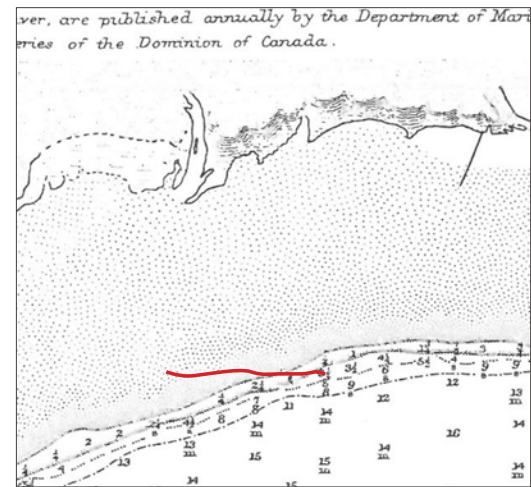
Kings Mill Walk Park in the context of North Vancouver

HISTORY AND CONTEXT

First Nations Presence

Kings Mill Walk is situated within the traditional and unceded territories of the $x^w m\theta kw\acute{e}y\theta m$ (Musqueam), $Skwxw\acute{u}7mesh$ (Squamish), and $S\acute{e}l\acute{i}lw\acute{e}t\acute{a}l$ (Tsleil-Waututh) Nations, and is adjacent to Mission 1, Squamish Reserve Land. The North Shore of Burrard Inlet was home to First Nations for thousands of years before European settlers arrived in the mid-19th century. The oldest archaeological site in the territory of the Squamish People is 8,600 years old at Porteau Cove in Howe Sound. There were villages dating back 3,000 years spread across the inlet, including permanent winter villages, and other seasonal encampments, including $Eslh\acute{a}7an$, Mission 1, which is adjacent to Mosquito Creek. These First Nations settlements were inherently connected to the inlet and the connecting rivers and creeks. The land and waterways were resource sites, spiritual and ritual places, hunting camps, cedar bark gathering areas, rock quarries, clam processing camps (Canadian Council on Social Development, n.d.). The land uses also focused on, celebrated, and respected the foreshore of the inlet, as well as the mudflats situated between the land and the water.

1860



1926



1949



The Mudflat and a Changing Shoreline

Mudflats are areas of mud or sand affected by the rising and falling of tides and are usually composed of marshes. Intertidal mudflats support several ecosystems. Mudflats support a variety of birds and fish, providing habitat, a resting place, and a feeding area. They are also crucial in protecting inland landforms from erosion, acting as a barrier to waves. In the 1970's the shoreline changed dramatically when Fullerton Lumber closed. The company pumped sand and gravel into the mudflat to create viable development land that is now Harbourside.

1953



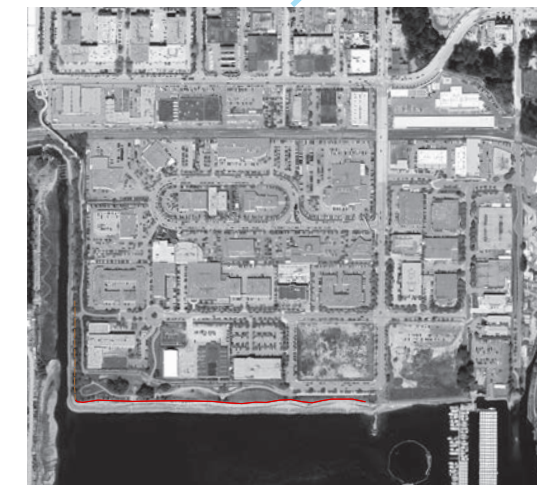
1963



1970



2014



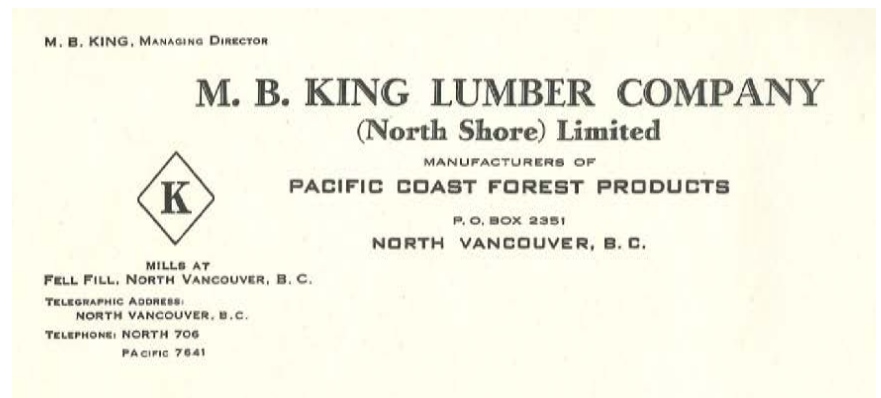
The displayed images capture the changes over time, starting with the Royal Engineers survey from 1860. The red line is a reference to where the park shoreline presently exists. The evolution of the mudflat is also evident through the progression of the photos, with the 1970 photo exhibiting the extents to which Fullerton Lumber had filled in the intertidal mudflat.

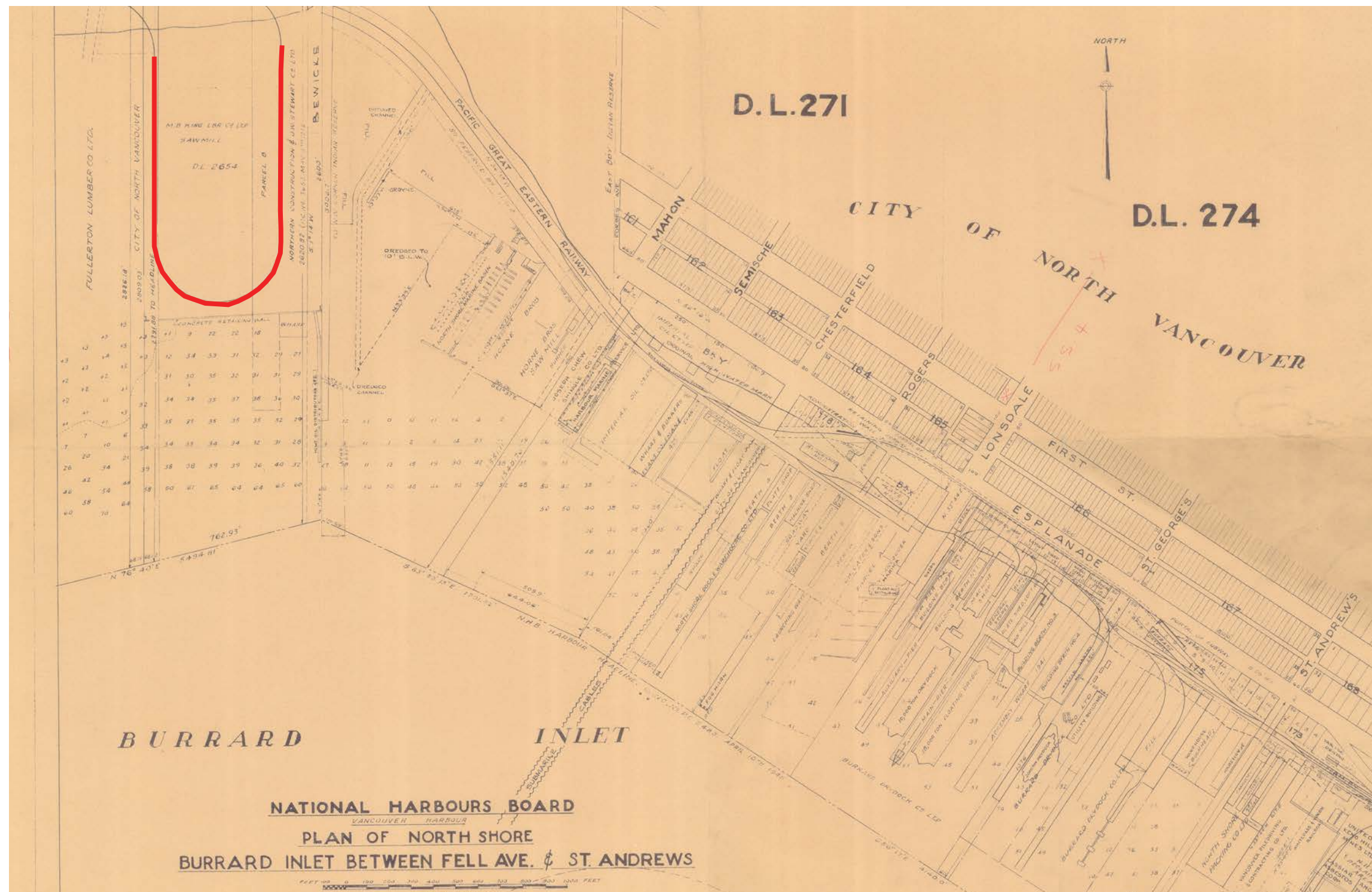
The Rise of the Logging Industry

Throughout the 1860's the logging industry began to rapidly develop along the North Shore. Although the rise of the industry was centered at the Moodyville mill, it would continue to expand throughout the region with mills and log sort areas populating the shores of Burrard Inlet.

The park is named for the site's original industrial user, The M.B. King Lumber Company, and sawmill established by Malcolm King in 1933 at the foot of Fell Avenue. The mill was at its height of success in the 1950's. When Donald King passed away in 1961, the mill and property was sold to Fullerton Lumber, a log sorting and storage area.

Fullerton Lumber closed in 1972 and filled the adjacent water lot for a potential development site. For the next three decades the Fullerton property would sit vacant, until the early 2000's when the Automall opened, and Kings Mill Walk Park was developed, with the name of the park commemorating the M.B. King Lumber Mill.





Archive Plan of North Shore - Burrard Inlet Between Fell Ave & St. Andrews - 1962. The red outline indicates the location of the M.B. King Lumber Sawmill.

HARBOURSIDE NEIGHBOURHOOD

Harbourside Waterfront Planning and Rezoning

When the first Official Community Plan was adopted in 1980, the Harbourside Business Park (formerly the Fullerton Fill) was identified as a “Special Study Area”.

In 1996, Concert Properties would acquire the land that is now Harbourside, and rezone the site to commercial, light industrial, and auto mall uses. As a part of the rezoning, on-site community amenities were implemented and included the creation of Kings Mill Walk Park.

In 1998, Concert amended the OCP and rezoned the area to create the Harbourside Business Park. In 2013, City Council approved an application from Concert Properties to rezone their lands at 801, 889 and 925 Harbourside Drive and 18 Fell Avenue to create a new, mixed-use waterfront neighbourhood. Concert Properties would go on to finalize a rezoning proposal for Harbourside Waterfront in 2014, with the overall goal to create a vibrant, mixed use, “complete community.”

The Harbourside Waterfront development area is a 12-acre property surrounded by mixed employment, commercial, and industrial land use areas. The proposed development of Harbourside Waterfront is a predominantly low- and mid-rise mixed-use development, with the tallest building being 28 metres in height, or roughly eight storeys.



Harbourside Waterfront Development concept sketch - Harbourside Rezoning Application, November 2013

Built Form Break Down

- 17 Buildings
- 900 residential units within 800,00 sq. ft
- Commercial space within 290,000 sq. ft.

Kings Mill Walk Park Neighbourhood Context

Kings Mill Walk Park is situated in a primarily commercial and industrial area with a mix of three to four story office buildings as well as the Northshore Automall. Park users tend to drive or use the Spirit Trail to visit Kings Mill Walk Park, and the surrounding businesses. Through the collaboration of the City of North Vancouver and the Squamish Nation, the Spirit Trail through Mosquito Creek Marina was completed in 2018 increasing pedestrian and cycling traffic through the park. Bodwell High School sits to the north-west side of the park, and the Burrard Yacht Club and Bewicke Park on the south-eastern corner. The Harbourside mixed use development sites are located along the northern edge of the park.

ENVIRONMENTAL AND ENGINEERING ASSESSMENT

The Harbourside shoreline is approximately 670 metres in length, constructed of rip rap, cobble, sand, and gravel. It is oriented east to west, and bounded by Mackay Creek on the west and Burrard Yacht Club on the East. Majority of the beach areas, with exception to the area immediately adjacent to Mackay Creek, are sloped at 20%, with larger substrate located at the top of the slope closest to pedestrian walkways. The intertidal zone is comprised of cobble and large angular rock substrate, the mid-intertidal zone is cobble, sand, and gravel substrate, and the low-intertidal zone is primarily cobble, angular rock, and gravel substrate. The mid and low intertidal zone has been colonized by green and brown algae, specifically, sea lettuce, rockweed and sugar kelp.

The shoreline to the east follows a vertical concrete lock block seawall with primarily silt sand substrate that is exposed at low tide. The riparian zone along 150 metres of the western edge of the shoreline and along the Mackay Creek estuary is populated with various trees and shrubs, but as the shoreline stretches east, the riparian zone vegetation is mostly maintained lawn, or devoid of vegetation at all.

In November of 2012, Golder Associates was engaged by Concert Properties to investigate the impact of sea level rise on the Harbourside area and make recommendations to address the risk. The purpose of the Flood Management Plan was to define the flood construction level and develop companion management approaches that avoid, accommodate, or protect the Harbourside waterfront.

The strategies are based on managing risk, improving the experience of those that use the place, science and engineering knowledge and ecosystem health. Sea level rise adaptation is considered for the short, medium and long term basis. Site water levels take into account topography, tidal levels and surges, wave analysis, wind climate and freeboard allowance, which resulted in a determination to change the local flood level to 4.5 metres, raising the park 1.5 meters, and meeting the City of North Vancouver's Flood Construction Level Standard.

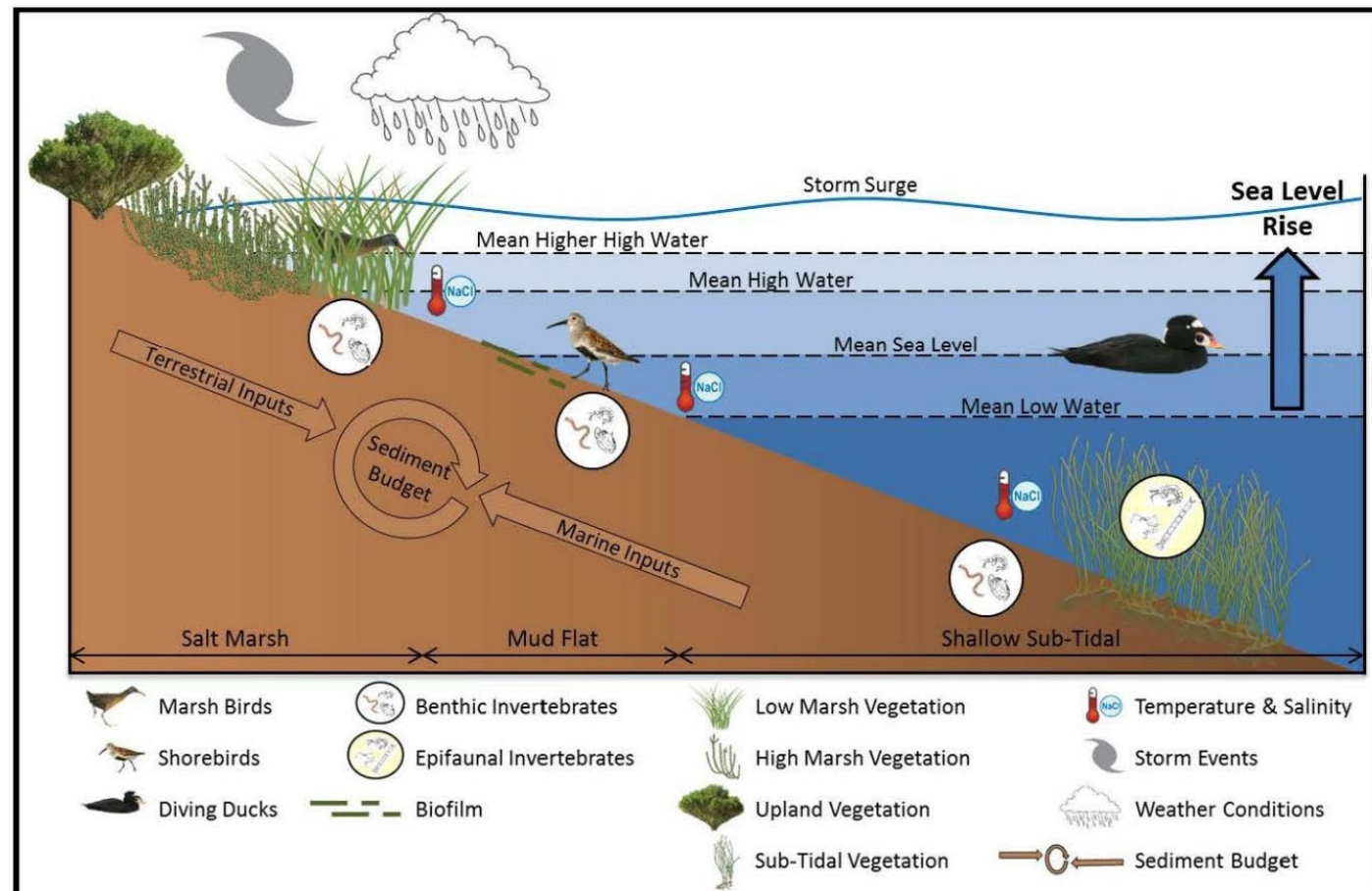
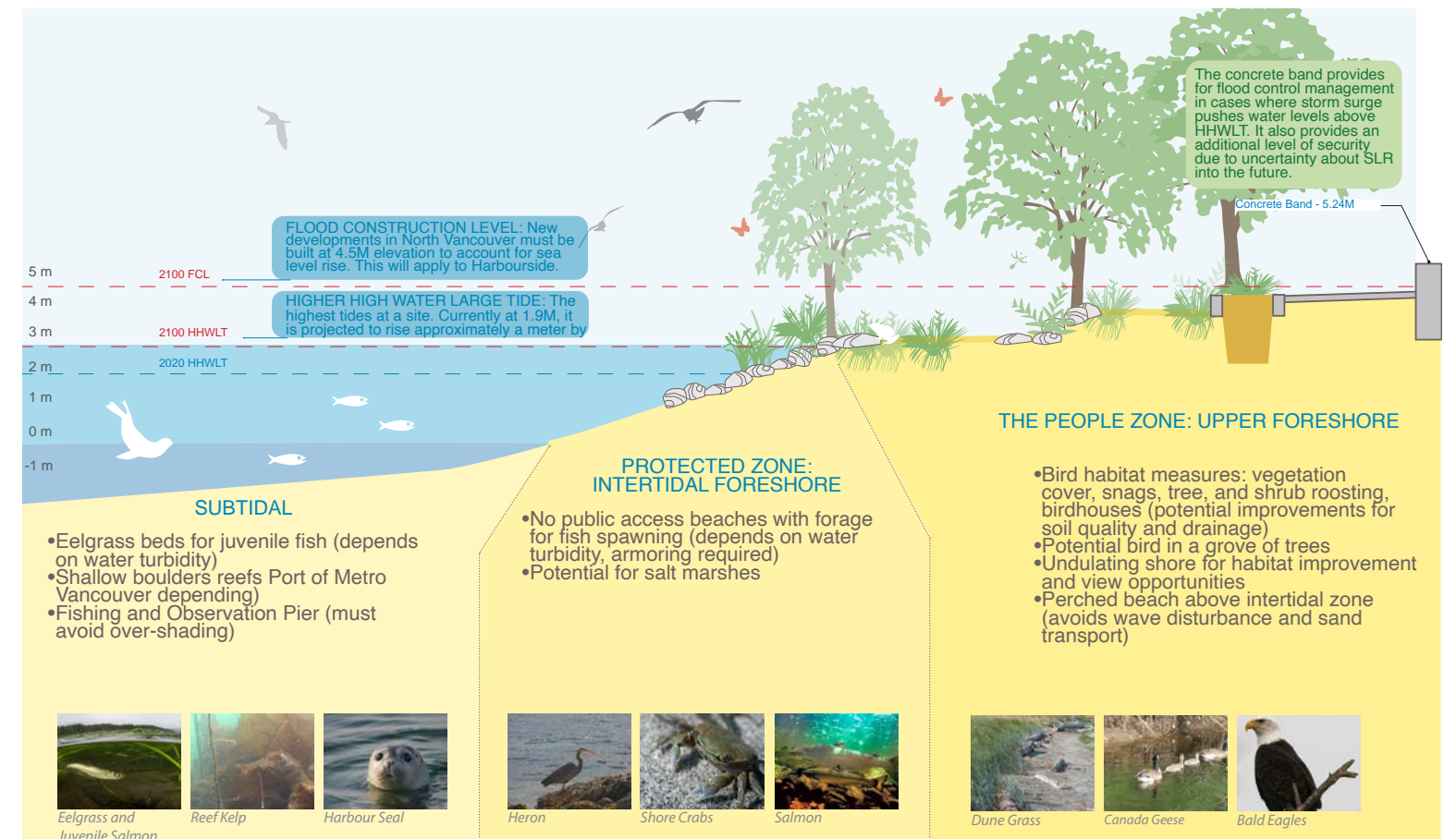


Diagram of ecosystem processes associated with near-shore vegetation from Golder's 2020 'Considerations for Successful Shoreline Restoration Projects' Report, informing foreshore design approaches.



Shoreline habitat and sea level rise section, visualizing high level foreshore design approaches for Harbourside waterfront, updated July 2021

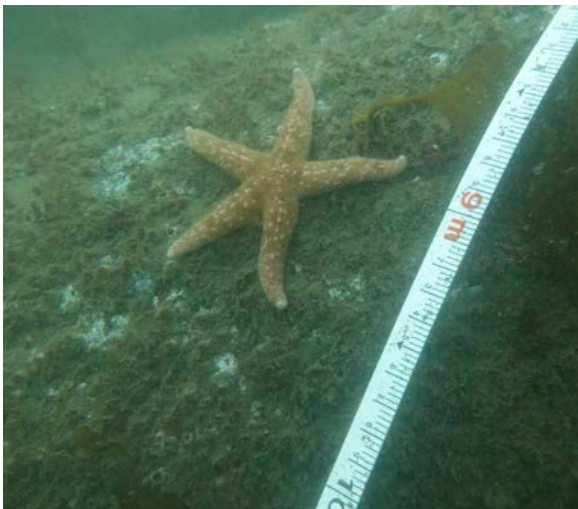
Images from Golder Biophysical Assessment of Kings Mill Walk Park Foreshore in 2019



Metridium senile on log along sub-tidal transect 2



Sugar kelp growing on cobble along sub-tidal transect 3



Mottled sea star on a log along sub-tidal transect 2



Gracilaria ssp. growing along sand and gravel substrate along sub-tidal transect 1



Sugar kelp with 25% to 50% cover and encrusting bryozoan along sub-tidal transect 1



Cobble and angular rock in the mid intertidal zone



Cobble and angular rock in the mid intertidal zone



Quadrat in high intertidal zone



Quadrat in low intertidal zone



Intertidal species observed in low intertidal quadrat



The eagle nest on site has been relocated and will not be disturbed during project construction. Golder Habitat Assessment Diagram, October 2019.

ENVIRONMENTAL ASSESSMENT OF FORESHORE PLAN

The 2019 Biophysical Assessment Report was prepared for The Port of Vancouver to provide an assessment of species and habitats that will be affected by project activities such as infilling, vegetation removal, and shoreline modification. The project footprint will result in a net gain of backshore vegetation, productive rocky headlands, intertidal beach habitat. Overall the project will provide an overall net benefit to marine habitat and communities in the intertidal and subtidal zones (Biophysical Assessment Report for Foreshore Works (foreshore-1, Golder) Along Kings Mill Walk Park 2019).

The proposed foreshore plan intends to create diverse and healthy backshore, foreshore, and intertidal zones, with a net increase in habitat for marine and terrestrial life. The proposed plan incorporates a series of headlands and intertidal beaches that will allow for diverse ecosystems to flourish, as well as raising the overall height of land to resist flooding and create a buffer that accommodates sea level rise. The existing lock block seawall to the east of Fell Avenue will be replaced and raised to meet the 1.5m elevation increase.

TREE MANAGEMENT

A professional arborist conducted a tree survey in September 2020.

The park will be raised 1.5 meters, which will necessitate the removal of many trees. There are two groups of trees that will be preserved near the eastern embankment of Mackay Creek, and protected with tree protection fencing throughout the construction period. The groupings are comprised of five to seven trees each, with the species being Rowan/ Mountain Ash, *Sorbus aucuparia*, Black Cottonwood, and *Populus balsamifera* ssp. *trichocarpa*, Douglas-fir, *Pseudotsuga menziesii*, with the average tree health being moderate.

Common existing tree species within the park include:

- Rowan/ Mountain Ash, *Sorbus aucuparia*
- Black Cottonwood, and *Populus balsamifera* ssp. *trichocarpa*,
- Douglas-Fir, *Pseudotsuga menziesii*
- Silver Maple, *Acer Saccharinum*
- Honey Locust, *Gleditsia triacanthos*
- Arbutus, *Arbutus menziesii*
- Paper Birch, *Betula papyrifera*



Open lawn with low rolling hills



Waterfront pathways & seating



Beach character



Urban planting pockets

SITE CHARACTER AND CULTURAL CONSIDERATIONS

Contextual Inspirations for the Park Master Plan

As a starting point for developing the site character a collection of precedent images were presented at the Kings Mill Walk Park master plan Task Force meetings. Task Force members, the consultant team, and City staff contributed to the precedent image bank. Task Force members were asked to look through the photo gallery and identify which images fit their perspective of what Kings Mill Walk Park could look and feel like. The images displayed a variety of materials, forms, and artistic expressions. The selected images would allow the team to identify the sites character, as well as help inform the overall vision of the park.

It was important to the Task Force to connect with the early site history and First Nations culture. This connection suggests the use of natural materials like wood and stone, while enhancing park user's relationships to nature through native planting nodes, perched wetlands, and foreshore restoration. Additionally, First Nations culture may be celebrated and recognized through public art and interpretive signage throughout the park and at key entrances and central nodes. The Task Force discussed including educational opportunities to share First Nations values and land rights.

The industrial history of Kings Mill Walk Park will be expressed through material selection, detailing and public art. This will reflect the once present Kings Mill Lumber Company, and the various mills scattered throughout the North Shore that are connected to the regional character.

One of the park's most popular and valued attributes are the views it provides out to the natural waterfront setting of the Burrard Inlet. People enjoy observing wildlife and the shoreline ecosystem. The views will be prioritized, highlighted, and serve as inspiration for the overall design of the park.

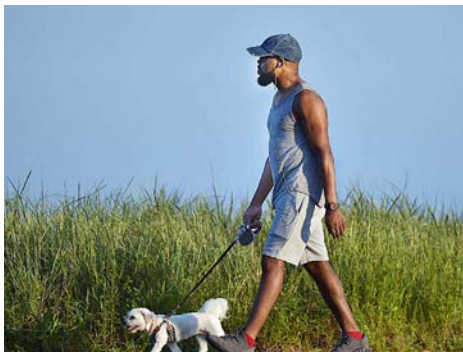
The images on this page, and the following were favoured character and programming images amongst Task Force members.



Separated bike path



Parkour



Walking paths



Outdoor fitness area

PARK PROGRAMMING CONSIDERATIONS

Active Programming

Kings Mill Walk Park's active programming prioritizes a healthy lifestyle for all ages. With the Spirit Trail and existing beach volleyball courts in the park, it was important to maintain and continue supporting active programming elements in the master plan. The following images are examples of active programming elements for Kings Mill Walk Park. The images illustrate a range of active programming options that were suggested throughout the consultation process.



Looping accessible paths



Boulder agility area



Water station

Pet Friendly Programming

Kings Mill Walk Park currently encompasses an existing off-leash area, that is a valuable amenity to the surrounding community. To meet both existing and future demand, it was necessary to include this program within the plan. Throughout the consultation process the importance of the off-leash dog area to the public was highlighted. The proposed size and design of this programming zone was thoroughly explored and went through a range of design iterations.

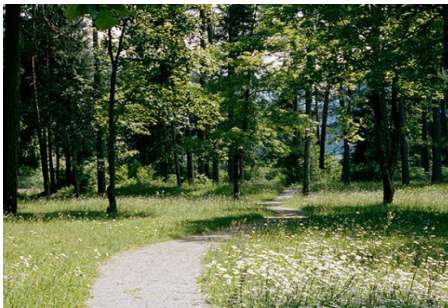
The following images are examples of appropriate pet friendly programming that can be applied to the off-leash area, as well as integrated throughout the entirety of Kings Mill Walk Park. The images illustrate a range of pet friendly programming options that were suggested through the public engagement process.



Bird watching



Parkland habitat



Habitat area trails



Foreshore habitat

Habitat Enhancement and Access to Nature

The Burrard Inlet waterfront and salmon bearing streams Mackay and Mosquito Creek on the east and west borders of the Harbourside area provide unique opportunities for habitat improvements and access to nature in an urban environment.

It was important to the public and Task Force to create a diverse foreshore environment and healthy parkland habitat, that could be seamlessly integrated into other park programming areas and achieve a balance between environmental goals and programming.

The following images are examples of appropriate habitat and nature focused programming that can be integrated throughout the entirety of Kings Mill Walk Park. The images illustrate a range of habitat improvement, nature-based activity or solution options suggested throughout Task Force meetings and the public engagement process.



Public art pieces



Urban interventions



Cultural representation

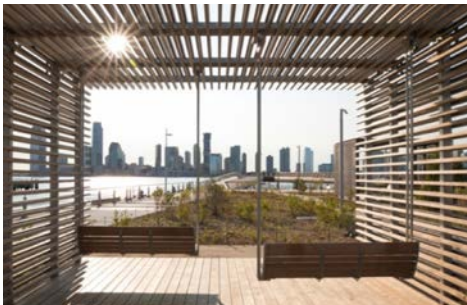
Public Art Nodes

Kings Mill Walk Park has the potential to be rich with culture and celebrate local history. It is important that this is reflected in programming elements throughout the park. Public art will be integrated throughout the park as a means to express the traditional lands of the First Nations as well as the industrial context.

The following images are examples of public art elements that can be integrated throughout Kings Mill Walk Park. The images illustrate a range of public art options that were suggested by the Task Force.



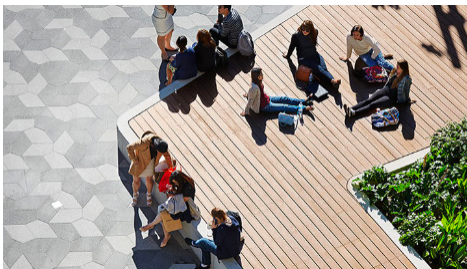
Park benches



Covered seating



Flexible open space



Plaza seating platform

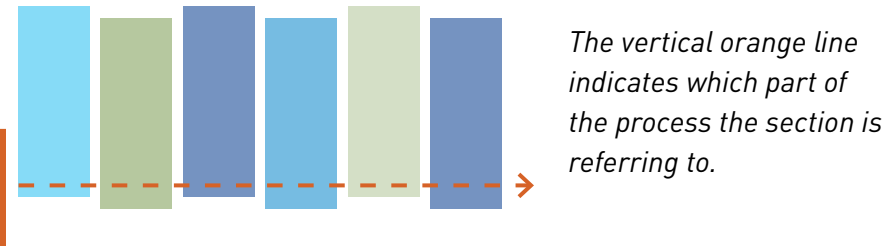
Gathering Spaces

Kings Mill Walk Park offers a variety of action specific programming opportunities. It was important to the public, Task Force, and stakeholders that in addition to the specific programming zones, that there was also a variety of passive open spaces, that are inclusive, allow for all seasons use, and provide space for small and large gatherings. It was essential to ensure that all areas were mostly flat and accessible.

The following images are examples of gathering spaces for Kings Mill Walk Park. The images illustrate a range of options that were suggested throughout the consultation process.

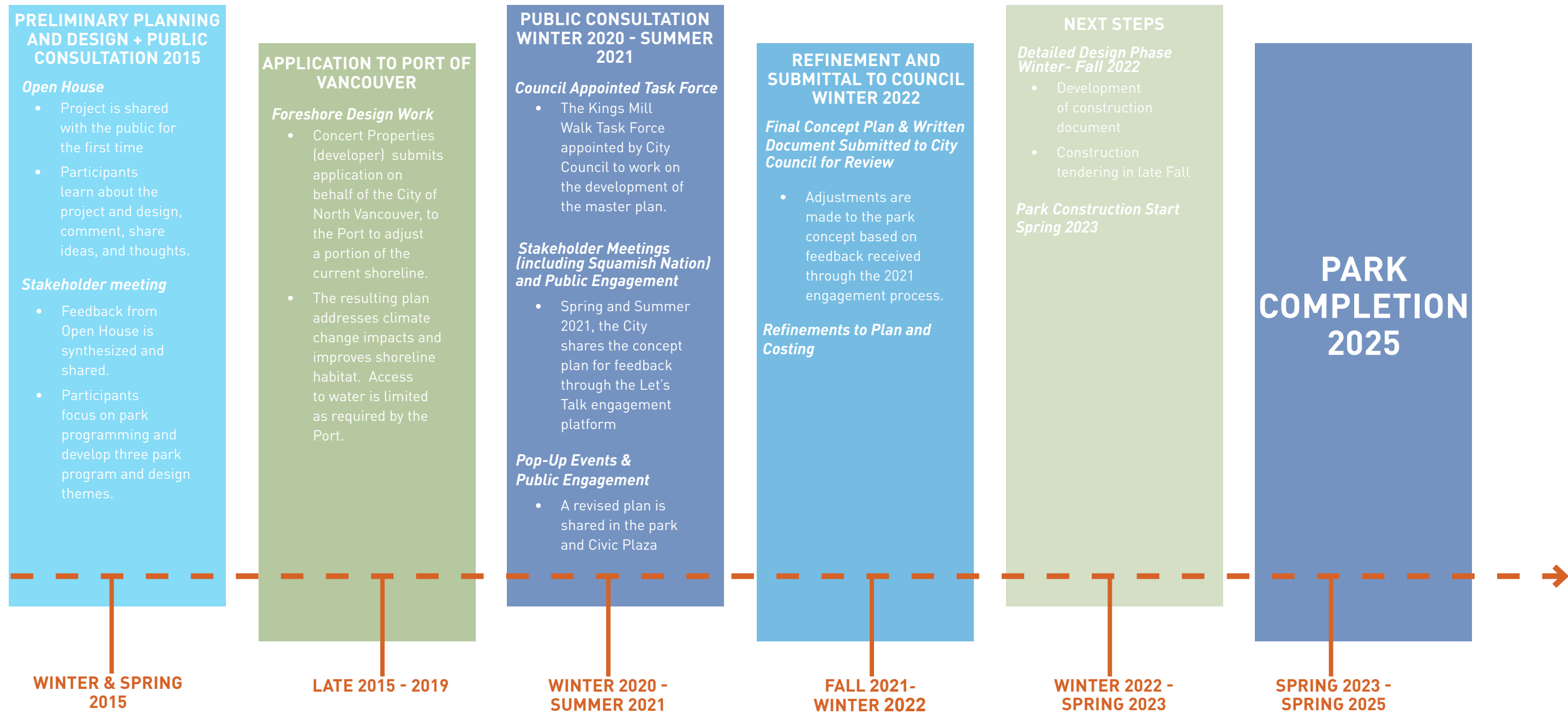
PART III: PARK MASTER PLAN PROCESS AND ENGAGEMENT

MASTER PLAN PROCESS KEY MAP:



MASTER PLAN PROCESS

The Kings Mill Walk Master Plan process dates back to 2015, moving through various phases of public consultation, environmental and foreshore analysis, stakeholder meetings, and the creation of a Kings Mill Walk Master Plan Task Force. This extensive process has allowed the master plan to develop into a dynamic and environmentally sensitive park, to serve the needs of a diverse community.





Open House



Open House



Stakeholder Meeting

PUBLIC AND STAKEHOLDER CONSULTATION

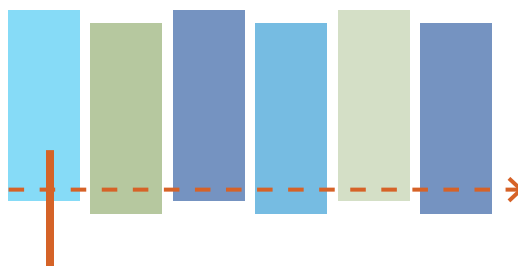
Public Consultation 2015 – Open House and Stakeholder Workshop #1

In 2015 the Kings Mill Walk Master Plan Process was executed through two phases that included a public open house and a stakeholder workshop.

The Open House took place in February 2015 and the feedback that was received was overall positive. The feedback provided gave a picture of what residents value about Kings Mill Walk Park. It was found that users visit the park daily to once a week and popular activities include, walking, dog walking, viewing nature, socializing, and cycling the Spirit Trail.

In March 2015, stakeholders representing a wide range of organizations participated in a design workshop. The participants were presented with the findings from open house and three optional concepts were developed.

These emerging park concepts would provide a rationale for the application to the Port and inspiration for the 2020-2021 master plan development.



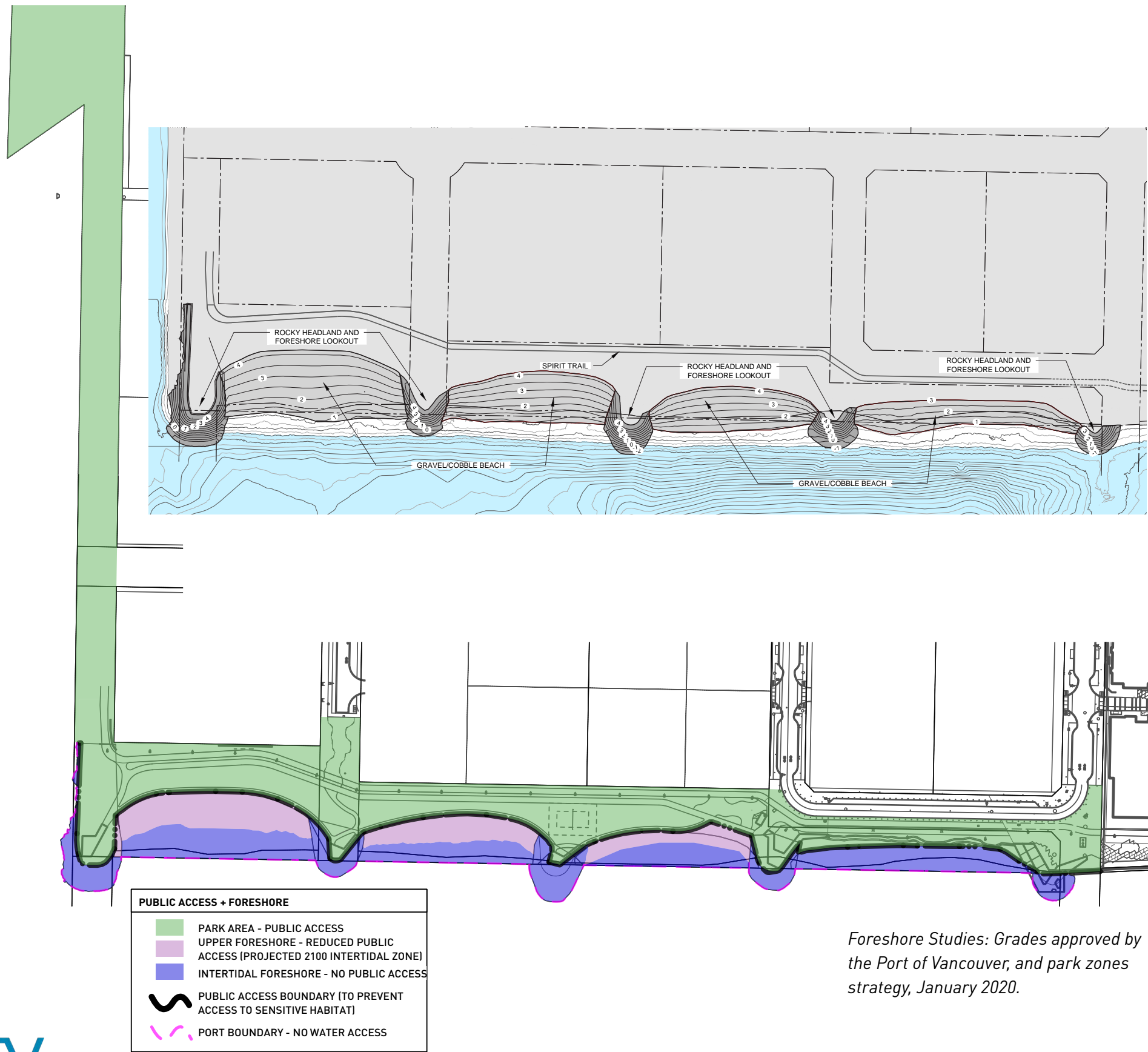
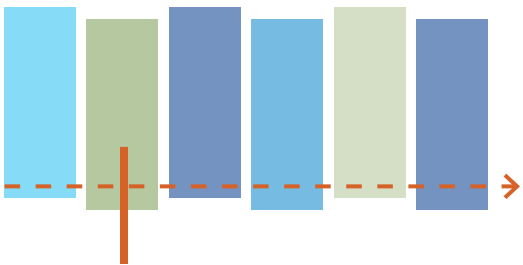
Application to the Port of Vancouver 2016-2019

The Port of Vancouver has jurisdiction over the water and rip-rap shoreline along the southern edge of the park. These water lots are zoned “Port Terminal” which limits public access and does not allow for recreational use of the area. Therefore, engaging with the Port was a critical step in creating a new plan for the park.

Following the 2015 consultation and stakeholder workshop, Concert Properties (developer) applied to the Port of Vancouver on behalf of the City of North Vancouver to adjust a portion of the shoreline to respond to future climate change impacts and improve habitat.

The priorities during this stage were to determine the flood construction level to accommodate projected sea level rise and create a foreshore habitat which would contribute to the Port of Vancouver’s goal to limit access to the water and improve habitat. An environmental analysis would determine a new park elevation of 4.5m which meets the City’s flood construction level standard. The new elevation together with a series of beaches and headlands would influence the size and layout of park programming elements.

The application process with the Port of Vancouver, the City of North Vancouver, Concert Properties (developer), and consultants took approximately three years to complete. The process resulted in habitat enhancements, which include an increase in backshore vegetation, productive rocky headlands, and intertidal beach habitat, with the goal to increase the overall net benefit to marine habitat and communities in the intertidal and sub-tidal zones. The resulting plan will provide long term benefits for juvenile salmon and other fish species that utilize Burrard Inlet.



Foreshore Studies: Grades approved by the Port of Vancouver, and park zones strategy, January 2020.



Public Engagement and Consultation 2020-2021

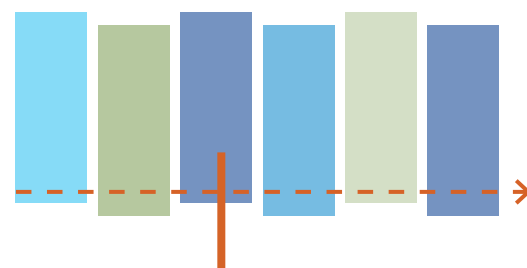
Kings Mill Walk Park Master Plan Task Force was appointed by City Council In November 2020, establishing a participatory design approach in the creation of the overall vision for the park. The Task Force would meet many times over the next year and participants helped to create the concept plan presented in the Spring 2021 engagement period.

Following the May 2021 public consultation, the Task Force would meet two times in June 2021 to review the public feedback and discuss options for the next phase of public engagement. The Task Force had their final meeting in October to provide feedback on the draft master plan document.

The Spring public consultation session utilized the City's online engagement tool, Let's Talk. The draft concept plan was presented and a survey helped to gather feedback on the proposed vision, programming, and attributes. Proceeding the feedback period, the City organized the data and reported back what they heard. The feedback from the public helped to guide revisions to the plan.

A revised plan was presented online and through a pop-up session in Kings Mill Walk Park in July 2021. The City collected feedback on the revised master plan and reported back what they heard once again. Overall there was good public support for the revised park concept plan.

There will be additional refinements to the final concept as the plan moves through the detailed design phase.

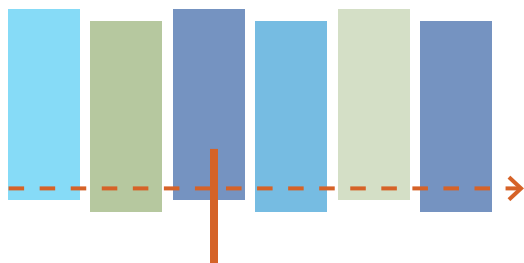


Stakeholder Engagement

The stakeholder meeting for the 2020-2021 public consultation period took place virtually in February 2021. There were 12 stakeholder representatives in attendance, and three City of North Vancouver Staff facilitating the meeting. The participants included representatives from local Harbourside businesses and organizations such as Bodwell High School, Burrard Yacht Club, North Shore Automall, and Vancouver Neurophysiology. Representatives from the Task Force also participated.

City of North Vancouver staff reviewed the project context, outlining public engagement, approvals, and design exercises that had taken place thus far, including the preliminary vision statement and park planning principles. The presentation was then followed by an open conversation in which stakeholder representatives asked questions and commented on the work at this stage. Emerging topics are listed below.

- Bodwell students are frequent users of the park and would appreciate the proposed amenities.
- Students are passionate about nature, there is potential opportunities for stewardship programs.
- Concern that the proposed elevation would affect the High School's artificial turf sports field, followed by requests that the elevation change not be so abrupt next to Bodwell High School playground, as it could obstruct fire escape routes.
- Positive feedback about the plan for public art throughout the park, and excited about the park in relation to Harbourside Development.
- Concern that the dog park was taking up a substantial area of prime waterfront real estate.
- Discussions regarding the size ratios of the different programming areas and if the dog park size could be minimized or shifted northward away from the waterfront.
- Concerns over what type of parking provisions will be provided once the park is constructed, as many people currently drive to the park.



Engagement with Squamish Nation Representatives

In March 2021, City Staff presented the overall project to the Squamish Nation - Community Operations Committee. Squamish Nation representatives expressed interest and support for shoreline changes and habitat improvements. The second meeting was with Squamish Nation staff and an Indigenous artist and ethnobotanist, from the Squamish Nation. The key pieces of feedback focused on the inclusion of edible plants and other indigenous cultural plants with educational signage. City Staff would meet with Squamish Nation staff for a third time in July 2021 and presented the draft concept plan and, to confirm Squamish Nation interests in the Kings Mill Walk Park master plan. Interest in the plan was consistent and key topics of discussion included:

- Interest and support, specifically for the foreshore habitat enhancements
- Include edible berries and other indigenous cultural plants with educational signage
- Interest in cultural expression opportunities and Indigenous art
- Look at possible Squamish Nation place names

The input and advice that Squamish Nation representatives provided throughout the 2021 engagement process is valued, and integrated into the planning the park programming as well as for specific design elements. Task Force members prioritized respectfully integrating elements of language, art and culture.



May 2021 outreach statistics.

Public Engagement Spring 2021

The first round of community outreach within the 2021 public consultation process took place online as a survey launched on the City of North Vancouver's online engagement platform, Let's Talk.

Residents were asked to provide feedback on:

- Draft vision and guiding principles
- Draft concept design for the park
- Emerging design directions for the 'Trails and Movement'
- The emerging design direction for the 'Shoreline and Parkland Habitat'
- Emerging design directions for 'Activities and Facilities'

A total of 531 survey responses were received.

The survey provided qualitative results that pertained to five major programming themes and elements.

Shoreline and Parkland:

- Balance habitat enhancements with park activities like walking, passive open space, places to sit, and picnic areas.

Off-Leash Dog Area:

- Positive feedback was received in relation to specific design elements proposed within the area. The major concern was the proposed size and its relocation away from the water.

Quiet and Flexible Space:

- Too many activities included in the plan. The responses suggested the desire for more flexible space.

Play and Activities:

- Create more space dedicated to active use, and include opportunities for adults. The responses suggested the desire to incorporate nature into the plaza area, ensure all washrooms are accessible, and respondents wanted to see the volleyball courts included in the master plan.

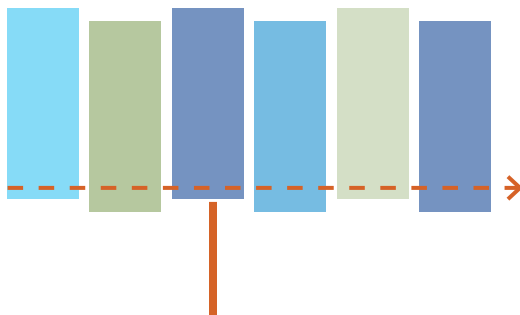
Trails for All:

- Keep trails inclusive and accessible. The responses also suggested that the existing trails and pathways are congested. There was support for separating cyclists and pedestrians.

Note: A link to the May 2021 public consultation report can be found in the appendices.



July 2021 outreach statistics.



Public Engagement Summer 2021

The second round of community outreach included an online community forum, survey and Pop-Up engagements in person at Kings Mill Walk Park and the Civic Plaza.

The Pop-Up events were opportunities to share the revised plan and project information boards with the public. Postcards were distributed with information on how to provide online feedback. The City asked for feedback on the revised draft concept for Kings Mill Walk Park, and proposed amenity features in the new Off-Leash area, and the 'All-Ages' activity zone.

In response to the feedback received in the Spring, the following changes were presented to the public:

Shoreline and Parkland Habitat

- Created clearly defined habitat protected zones and people zones.
- Providing compatible park activities adjacent to habitat areas.

Off-Leash Dog Area

- Increased the proposed size of the off-leash dog area to 1,600 square metres from 750 square metres.
- Adding more trees and buffers to create natural feeling space.
- Providing temporary parking near the proposed off-leash dog area.

Quiet and Flexible Space

- Adding covered seating and picnic shelters.
- Creating lawn areas at the top of the bank.

Play and Activities

- Integrating one volleyball court into the west side of the park.
- Adding fitness equipment to create an 'All Ages Play Zone'
- Increasing the buffer between the children's play area and the off-leash dog area with plants, pathways, and the washroom building.

Trails for All

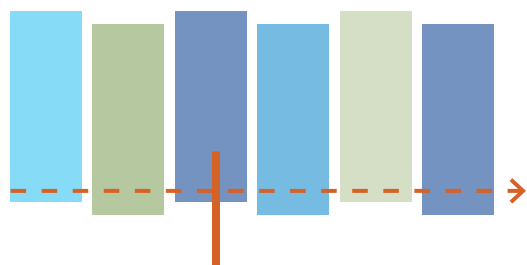
- Ensuring all trails and pathways are accessible.
- Implementing speed control and way-finding measures on east and west ends of the site to reduce conflict and congestion on the Spirit Trail.
- Separating cyclists from pedestrians on all pathways.



July 2021 pop-up event



July 2021 pop-up event



Qualitative Results from Let's Talk

The qualitative survey results were generated from the optional open-ended questions that related to specific park amenities. Key themes from the survey include:

- The desire for adventure play because it is oriented towards family and children, and for educational benefits.
- The inclusion of fitness equipment because it provides play for all ages and supports a healthy lifestyle.
- Rain and shade covers are extremely valuable to the public in order to provide all weather park use, as well as to create inclusive and accessible park spaces.
- The 'dog run and fetch space' was seen as a critical feature for any park, and is a good way to release a dog's energy.
- It is important to include a 'small or shy dog area' because there is a concern that small or shy dogs may be bullied by larger dogs.

Qualitative Results From Pop-up Events

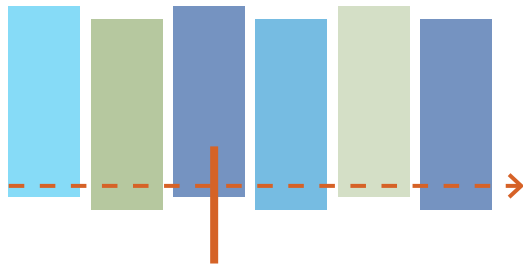
Overall, there was support for the revised Kings Mill Walk Park Concept Master Plan and amenities proposed for the off-leash dog area as well as for the all-ages play zone. There was also positive feedback about the goals and objectives for the Kings Mill Walk Park Master Plan.

There were some questions during the Pop-Up events related to the proposed adjacent Harbourside development regarding the size, scale, and timeline of the development and how the plan responds to climate change.

Some concerns were related to parking and traffic implications with regards to the adjacent Harbourside development.

Overall, the feedback received reinforced that the updated concept plan presented was supported by the public and there were no major revisions for the plan.

Note: A link to the July 2021 public consultation report can be found in the appendices.



KINGS MILL WALK TASK FORCE

The Kings Mill Walk Task Force was appointed by City Council in Fall 2020 to work on the development of the park master plan. The Task Force also included City of North Vancouver staff, a consultant team, and North Vancouver Recreation and Culture Commission staff.

TASK FORCE INVOLVEMENT IN THE PARK MASTER PLAN

The first Task Force meeting took place in December 2020 as a project overview followed by a self-directed site visit. In the wake of the Covid-19 Pandemic, meetings and engagement activities during this time were held online using a digital whiteboard software, which made it easy to collaborate and iterate on design ideas as a group.

The meetings provided a forum for sharing between community stakeholders and encouraged positive engagement in the planning and design of the park master plan. The combined effort was a highly iterative process. Each meeting focused on continuously refining the direction and vision of the future Kings Mill Walk Park to help develop preliminary concept plans to be presented to the public for further consultation.

The activities and action items for Task Force meetings evolved as the design process progressed. For each meeting there was a set of exercises and tasks related to which stage of the design process the park had reached at that time.

Task Force Input on the Off-Leash Dog Area and Subsequent Response

There was debate amongst the Task Force members about where an off-leash area should be situated, how large it should be, and whether or not off-leash dogs should continue to be accommodated in the park. Despite the strong feedback from the community in support of an off-leash area in Kings Mill Walk Park, there was continued concerns raised by some members of the Task Force. These concerns focused on an off-leash area reducing the amount of space for people, and reducing the effectiveness of efforts to enhance the habitat in the foreshore and upland portions of the park.

To help address these concerns, staff have provided additional information (below) to include in the master plan to help clarify the rationale for including an off-leash area, examples of other successful areas where such amenities have been implemented, and strategies for designing the park to prevent negative impacts to environmentally sensitive areas.

The dog off-leash area in Kings Mill Walk should be positioned and designed to prevent negative environmental impacts on the adjacent environmentally sensitive area. In addition, the City shall pursue the establishment of additional off-leash areas in other parts of the City or the District to help reduce the demand.

- The proposed off-leash area will be fully-enclosed by fencing, and separated from both the foreshore and riparian habitat areas. Stormwater run-off from the off-leash area will be managed on-site through infiltration (bioswales or other techniques) to prevent the direct discharge of any contaminants into the surrounding environmentally sensitive areas.
- The City will be initiating the development of a Dog Strategy that will help determine the conditions for successful dog spaces, the appropriate supply and types of spaces provided in the community, as well as policies and regulations for dog related services, and the need for responsible dog ownership. However, the timeline for creating additional dog facilities is unknown at this time, and KMW Master Plan needs to be completed this fall in order to ensure

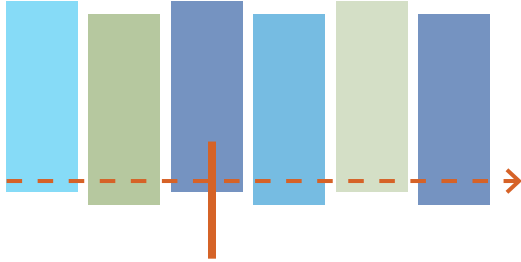


detailed design can be ready for implementation in conjunction with the shoreline reconstruction in Spring 2023.

- Kings Mill Walk Park has been a very popular place for people and their dogs for decades, and was formalized by Council in 2012 following a lengthy public consultation process. The significance of this dog friendly space has been reinforced by the feedback received during the consultation process for this plan.
- The City's recent experience has been that the addition of properly-designed, well distributed, and fully fenced off-leash areas in parks has helped reduce user conflict and regulatory compliance as people understand the clear delineation of a dog area. Recent examples include Mahon Park, Lynnmouth Park, and Waterfront Park where dog areas were created and now generally dogs stay within designated fenced areas.
- The City recognizes that the number of dogs in the community has continued to increase and that dog owners (and their pets) should be considered as part of the planning process for new public spaces in growth neighbourhoods. For example, the new neighbourhood park that will be constructed at 1600 Eastern Avenue will include a small area for dogs, and the new community scale park that will be constructed on the Harry Jerome Neighbourhood Lands will likely also have some dedicated space for dogs.

There are spatial constraints at Kings Mill Walk and the addition of new residents as the neighbourhood develops will increase demand for public open space. Without proper planning, this increased demand could lead to increased conflict between user groups.

- As the Harbourside neighbourhood and the Marine Drive corridor evolves so will the demographics of park users in Kings Mill Walk. New development will likely bring more dog owners, increasing the potential for conflicts unless they are appropriately accommodated in the plan. Over time, the amount of easily-accessible surface park parking will be reduced, access to the water controlled, and new amenities added in the community, which are expected to shift the current patterns of use, making Kings Mill Walk off-leash area more of neighbourhood dog park and less of a destination. The proposed smaller, and relocated dog area will thereby offer more space for other activities, and habitat restoration. The proposed plan considers this future demand and provides a solution to mitigate possible conflicts.



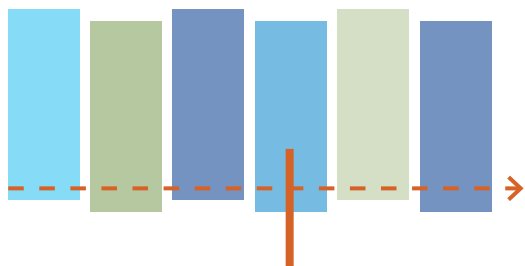
Dogs are currently able to access the shoreline and other sensitive habitats adjacent to Kings Mill Walk Park. The park plan will ensure that environmentally sensitive areas are protected and enhanced and that off-leash dog activity is contained within the designated area.

- The proposed off-leash area would be fully-fenced and separated from environmentally sensitive areas to reduce impacts from dogs. The off-leash area will also be surrounded by other uses, pedestrian and bike paths beyond the fence to further reinforce boundaries of the space.
- Currently, dogs (and people) have full access to the water and the existing fencing only keeps off-leash dogs from conflicting with the Spirit Trail users. By contrast, the proposed conceptual plan will physically contain dogs away from sensitive habitat, the shore and all other park users.
- It is not feasible to have Bylaw Enforcement staff in every location, all the time, so there are always practical limitations to ensuring regulatory compliance. However, the City's experience is that by providing appropriately designed, fully-fenced facilities in key locations, bylaw complaints and user conflicts are reduced and compliance is improved.

While Kings Mill Walk is currently dominated by a destination off-leash area, the proposed plan envisions a neighbourhood scale off-leash area as one component of a larger scale destination park for people.

- With park closures during the 2-year anticipated construction schedule and neighbourhood changes through the implementation of Concert's multi-phased new residential development, there will be disruptions to the park's current use patterns. While the existing park currently has limited programming, the new design will offer more for non-dog owners and park visitors will change over time. As the amount of easily accessible, surface parking decreases, it is anticipated that park use will gradually shift over time to those accessing the site via the Spirit Trail or from the surrounding neighbourhood. People will continue to visit KMW with dogs as it is a popular location and the plan provides a specific space for this type of visitor. All these factors; the smaller dog area and location will help shift the dog area from being a destination dog place to more of a neighbourhood scale facility.

PART IV: PARK MASTER PLAN



INTRODUCTION TO PARK MASTER PLAN

The Kings Mill Walk Master Plan document recounts the directions for the park that have resulted from the planning process, led by City staff in partnership with the design team consultants and the Council appointed Task Force.

Following the results of Task Force, public, and stakeholder engagement, the park master plan is prepared to be reviewed by Council for approval. Once approved, the Kings Mill Walk Park Master Plan document will transition into the detailed design phase.

The following sections outline programming, park zones, and design elements that contribute to the overall Kings Mill Walk Park Master Plan.

VISION AND GUIDING PRINCIPLES

The Task Force created the Vision Statement and Guiding Principles to help shape the development of the plan. These statements were well received by the community and reflect the possibility for an engaging park for all where nature is nurtured and protected.



Aerial view of intertidal perched wetlands and gravel waterfront path

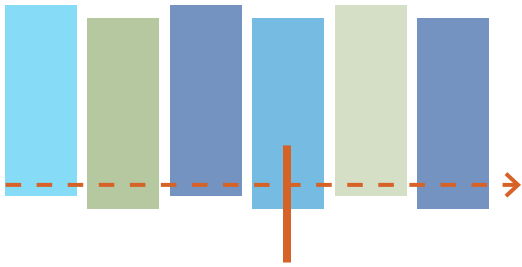
VISION STATEMENT

Kings Mill Walk is a vibrant and engaging community park where nature is nurtured and protected. It is a welcoming place for all people to recreate, relax, and connect with the beauty of the North Shore.

PLANNING PRINCIPLES

- Robust and adaptable park infrastructure provides safety and accessibility to park users in artful and environmentally sensitive ways.
- An ecologically rich foreshore and connection to the Mackay Creek habitat contributes to the park's resiliency and natural beauty.
- Kings Mill Walk supports active healthy lifestyles by providing a variety of play and recreational opportunities for all seasons.
- Ecological and cultural history is integrated into the park character through the thoughtful consideration of materials, artwork and programming.





FINAL CONCEPT DESIGN

The concept plan presented to the public in July 2021 included the following revisions in response to early feedback:

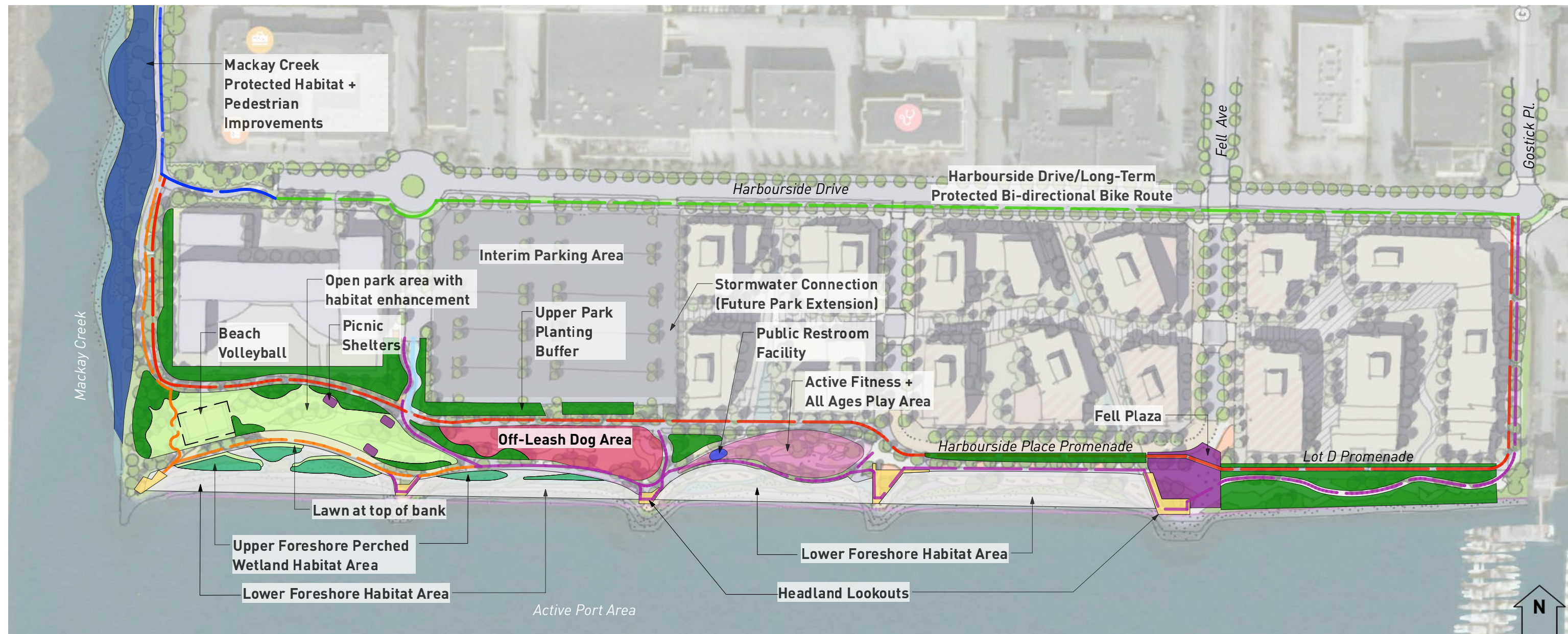
- Expanding the off-leash dog area from the originally proposed size of 750 square metres to 1,600 square metres
- Updating previously proposed “Play Area” to an “All Ages Play Zone” with parkour and adult fitness stations
- Relocating washroom facilities to a central location between dog off-leash and play areas
- Adding a planted buffer and more space between dog off-leash and play area
- Suggesting a number of amenities for the dog area such as dog run and fetch space, agility elements, looping pathways, lighting, small dog area, and seating areas
- Adding more open lawn space and covered picnic shelters at the top of the bank
- Adding a volleyball court to the western side of park



Aerial view of All Ages Play zone



Final concept plan



Final concept plan programming

ZONES, SITE CHARACTER, AND MATERIALS

As the concept plan was developed through Task Force meetings, stakeholder group workshops, and public consultation, Kings Mill Walk Park would evolve into emerging park zones, with each zone prescribing to specific programming and character, as well as with a 'gradient' design intent, having a more natural character to the west border of the park and becoming more urban as the park stretches east to the Fell Avenue Plaza.

The zones provide a detailed view of specific design elements throughout the overall park. Kings Mill Walk Park can be divided into the following zones: Fell Avenue Plaza Zone, All Ages Play Zone, Off-Leash Area, Open Park Zone, and Shoreline Habitat Zone.



Lively space at Fell Plaza



Gathering spaces



Event plaza



Public art

Fell Avenue Plaza Zone

Fell Avenue Plaza will be a destination and rest stop along the regional Spirit Trail and provides a logical point of separation between the bike path portion of Spirit Trail and pedestrian path portion of Spirit Trail. It will also serve as the primary park entrance for the Harbourside Community.

Fell Avenue Plaza is envisioned as a place with a range of seating, a planting palette suitable for the adjacent urban environment, and interesting feature paving. Overall, the Plaza is viewed as the gateway into Kings Mill Walk Park, that accommodates both pedestrians and bikers. It is a unique gathering space with opportunity to exhibit Kings Mill Walk Park's rich cultural context through the use public art.

A view deck will be located to the south of the Fell Plaza. The deck will provide opportunities for intimate gatherings, as well as views to the City of Vancouver and the water. The view deck and Fell Plaza are situated at the foot of Fell Avenue and provide a visual connection into the park and out to the water from the Harbourside Community.



All Ages Play Zone

The All Ages Play Zone is comprised of a children's play area, a fitness station that is suitable for many ages, and a public washroom.

The importance of nature and adventure-based play became evident through the planning process. Nature play is envisioned with the use of natural materials, abstract forms, and diverse equipment that allows children to move in a range of ways. The proposed water play heightens the connection to the adjacent waterfront, and a play system that invites people of all ages to play and creates an opportunity for families to play together. The placement of children's play area is buffered from the off-leash dog zone by planting, public washrooms, and the fitness station.

The fitness station will include various outdoor structures or equipment. The equipment will provide exercise opportunities for a range of users. It is strategically located adjacent to the children's play to also allow for adults to partake in physical activity, while being able to oversee children playing.

During public consultation, the public washroom being accessible and in close proximity to the children's play area was expressed as essential.



Nature play



Adventure play



Parkour



Accessible washroom facility

Legend

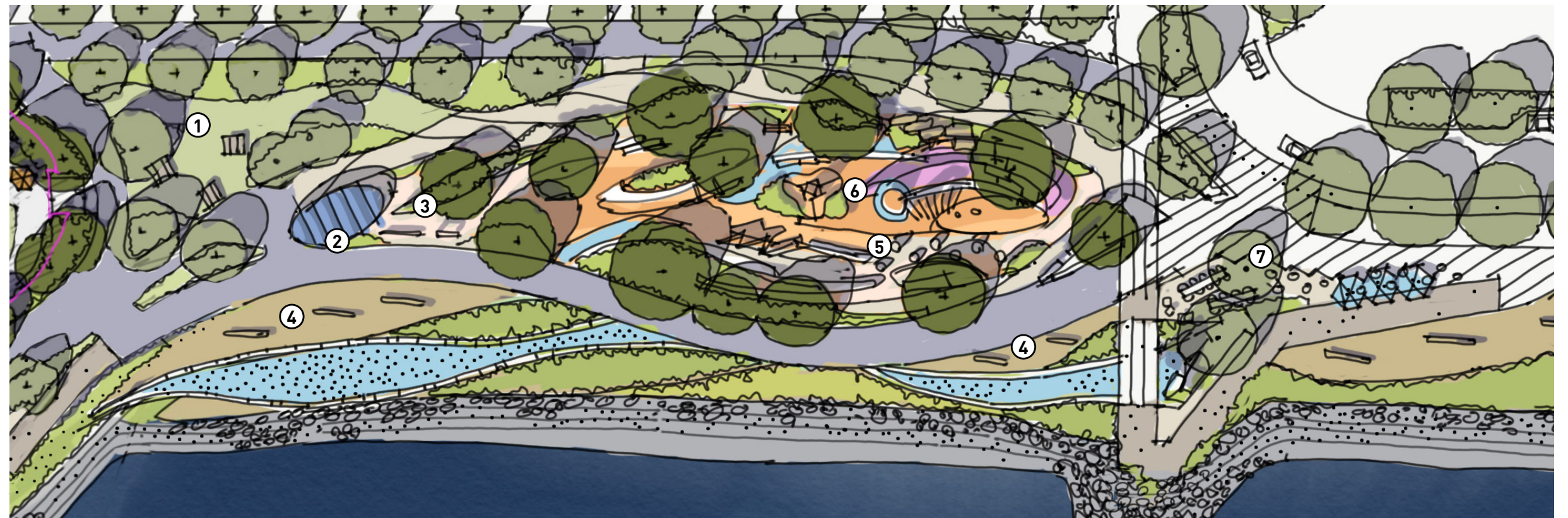
- ① Picnic Area
- ② Accessible Washroom
- ③ Fitness Area
- ④ Perched Beach
- ⑤ Parkour
- ⑥ Children's Playground
- ⑦ Outdoor Gathering



Water play



Fitness station



All Ages Play Zone Plan



The Off-Leash Area

Through the public consultation, many comments were shared that reflected value of the existing off-leash area and the demand for these types of community amenities. Throughout the consultation process and task force meetings, the Dog Area was a high focus topic, and went through iterations that varied in size, and design elements. The size of the dog park was the concern most frequently voiced, which led to an increase in size from the proposed area of 750 square metres in May to 1600 square metres in the final plan. Dogs on leash will be welcomed on park pathways and other areas with exception to the playground area.

The Off-Leash Area has looping and accessible paths, encompasses a small + shy dog area, access to water, dog run and fetch space. The dog area also has seating and shade, and lighting for comfort and use all year.

The small + shy dog area is physically separated from the larger off-leash area by a fence and gate. This area will provide a comfortable place for small and shy dogs, and their owners, to play, exercise, and be outdoors, while not worrying about interacting with larger or more energetic dogs.

The dog run and fetch space will be a long area clear of obstruction. This was a valuable design element to the public and was thought of as an ideal way to expend a dog's energy. The surface material will be determined at the detailed design phase and will include an accessible and durable surface such as artificial turf, gravel or engineered wood fibre.

The pedestrian scaled lighting within the dog park will allow for dogs and their owners to go to the park at night or early in the morning. This will provide a sense of safety and comfort to the park users.

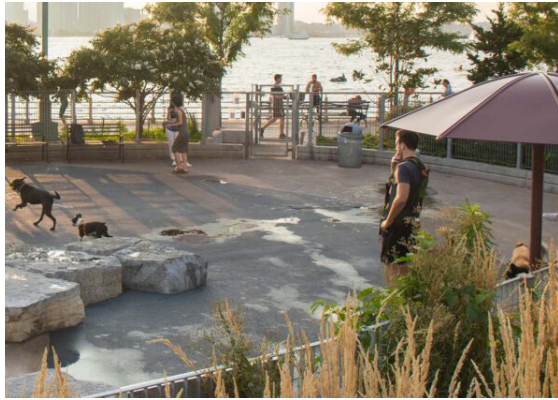
Overall, the dog park provides a variety of design elements for diverse play, as well as areas to relax and watch over one's dog.



Aerial view of Off-leash Dog area and headland lookout



Accessible looping paths



Seating and shade



Lighting



Dog run + Fetch space



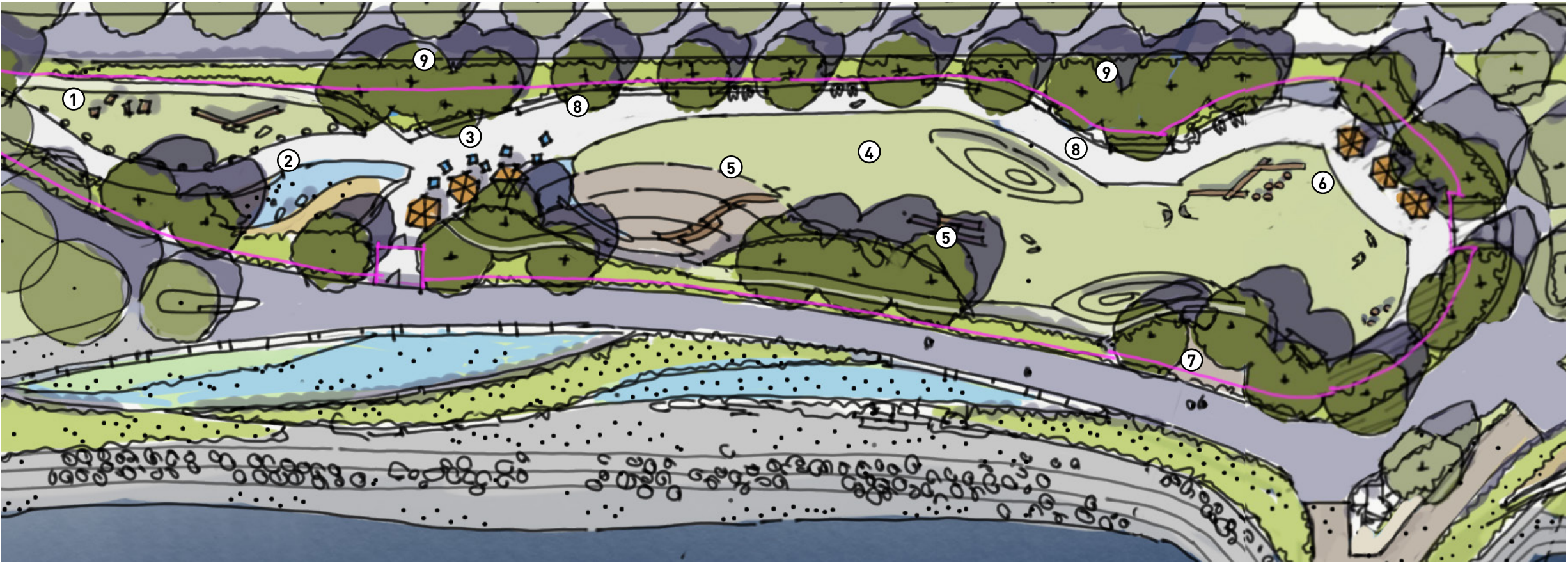
Agility elements



Shy + Small dog area

Legend

- ① Quiet Dog Area
- ② Water Access
- ③ Seating and Shelter
- ④ Dog Run + Fetch Space
- ⑤ Agility Area
- ⑥ Seating Node
- ⑦ Perimeter Fence
- ⑧ Off-Leash Looping Paved Walking Path
- ⑨ Perimeter Habitat Zone



Off-Leash Dog Area Plan

Open Park Zone

The open park zone encompasses a lawn area with large berms, picnic shelters, covered seating areas, benches, large shade trees, and a beach volleyball court. During the public consultation process participants and task force members expressed the importance of flexible open space. The feedback revealed the importance of balancing both specific and flexible programming.

It was indicated through public engagement the volleyball courts were an important amenity to integrate into the final plan. The existing beach volleyball court are situated in the center of the park, whereas the proposed location of the beach volleyball court is on the western side of the park. The new location of the court allows for the Off-Leash area and All Ages Play zone to be centrally located.





Flexible open lawn



Covered seating areas



Accessible pedestrian paths

Legend

- ① Beach Volleyball
- ② Spirit Trail Separated Bike and Pedestrian Path
- ③ Open Lawn with Low Berms
- ④ Picnic Shelter + Covered Seating Areas
- ⑤ Perched Intertidal Wetlands
- ⑥ Headland Lookout
- ⑦ Gravel Pedestrian Path



Headland Lookout



Picnic shelter



Open Space and Beach Volleyball Court Plan

Shoreline, Foreshore, and Habitat Zone

A significant step in the Kings Mill Walk Park Master Plan process, was determining the final enhanced shoreline design with the Port of Vancouver. This would include the final elevation for sea level rise and foreshore conditions along the Burrard Inlet waterfront. In addition to foreshore habitat enhancements, the park master plan addresses future phases of restoration along the Mackay Creek east embankment.

Habitat improvements for Mackay Creek will involve delineating the western edge of Kings Mill Walk Park, along Mackay Creek as an urban habitat for birds and fish, specifically salmon. This will restrict public access to the vulnerable creek embankment. There will be more defined pedestrian trails connecting to the existing lookouts and elevated pedestrian path. There will also be opportunities to expand and enhance the riparian habitat along the eastern embankment of Mackay Creek with native trees and shrubs.

The waterfront setting of Kings Mill Walk Park is one of the most desirable qualities for park users. The water lot along the shoreline falls within Port authority and access to water from the park is not permitted. The Shoreline, Foreshore, and Habitat Zone acts as a buffer between the park and the water. The design of these areas allow for people to connect with water through views, habitat areas, and an informal gravel path close to the shoreline.

The Shoreline, Foreshore, and Habitat Zone is comprised of two sub-zones: The People Zone, and the Protected Zone. The People Zone is comprised of upper foreshore habitat with defined public access points, and a gravel pathway. The Protected Zone has restricted public access and encompasses perched wetlands, foreshore habitat, and rocky headlands.

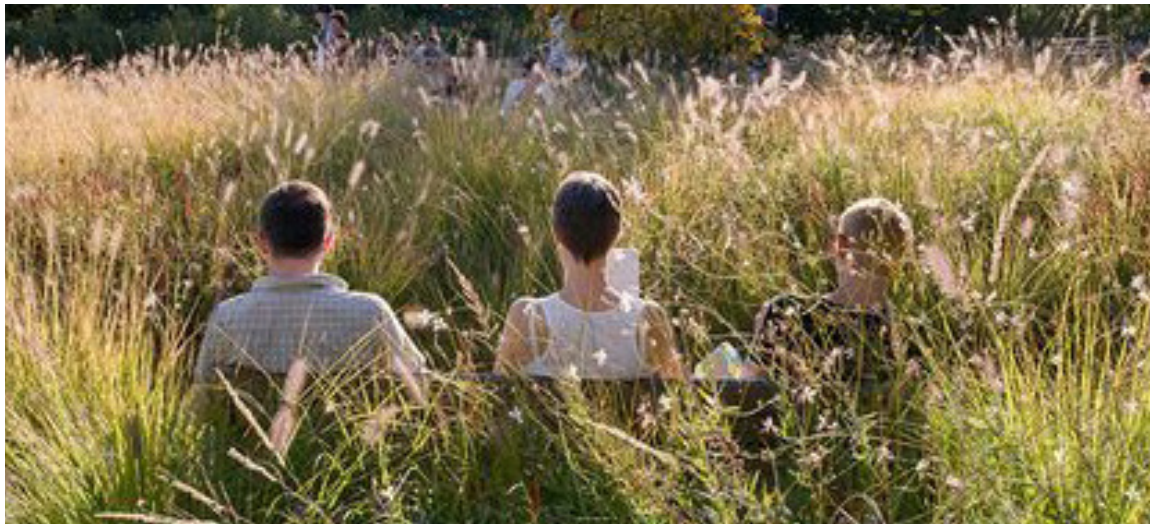
Although the public is restricted from accessing the water, the People Zone, still allows for opportunities to learn with, explore, view, and play within the diverse foreshore environment. The headland lookouts along the foreshore allows for unobstructed views to the Burrard Inlet.



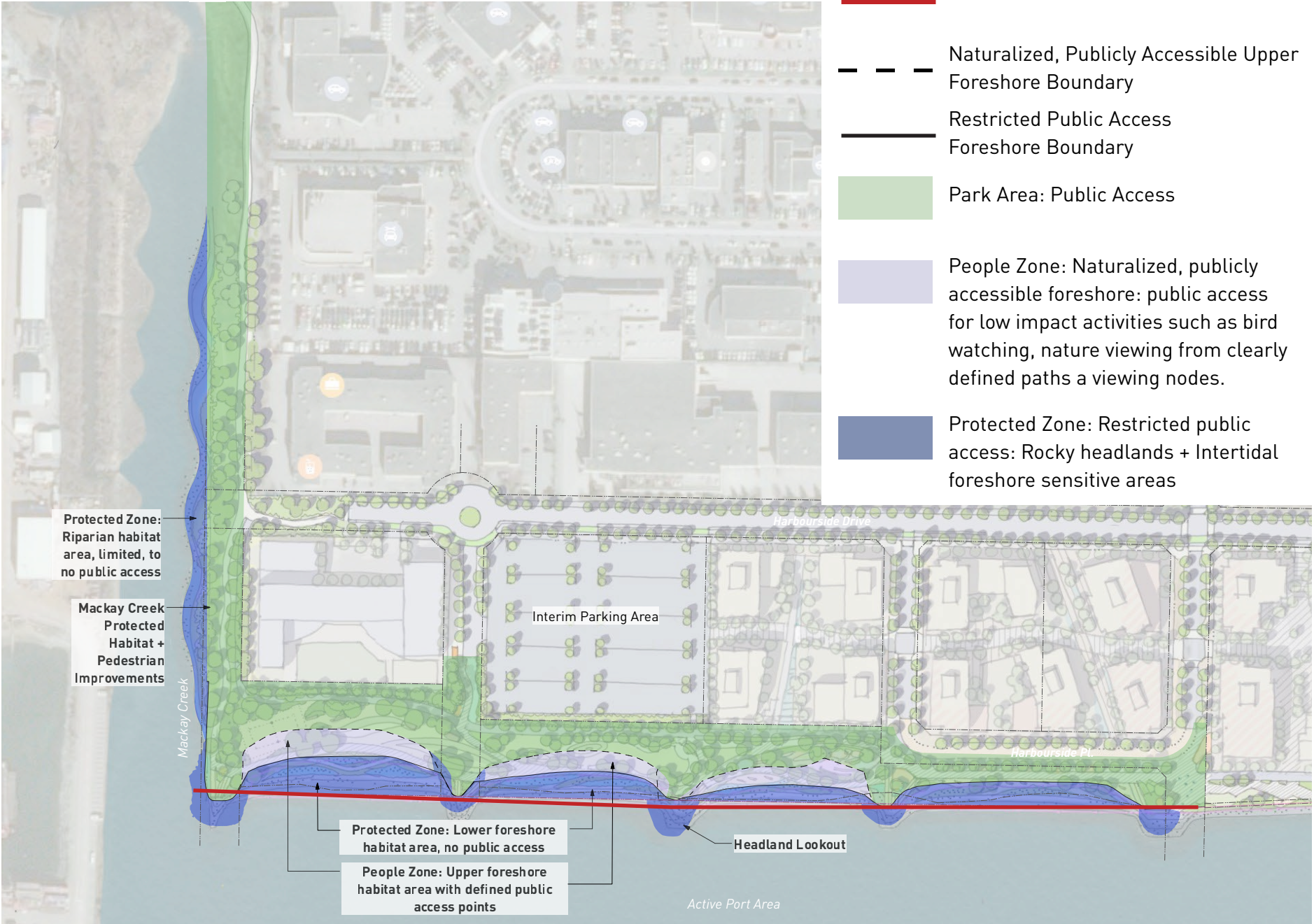
Upper foreshore area habitat explorer paths



Beach character



Accessible paths and seating in habitat area - trail set in upper foreshore area



Map of Habitat and People Zones



HABITAT RESTORATION

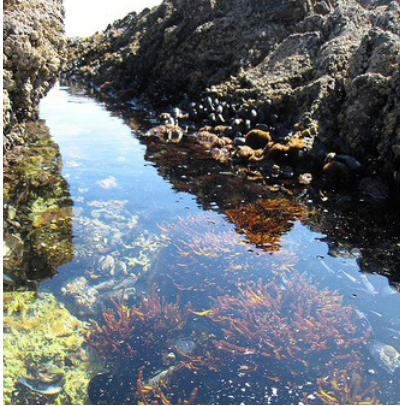
Existing park users cherish the park's natural setting and enjoy the nature viewing opportunities. This was also something that was valued throughout the public consultation process, implying the importance of habitat enhancements and conservation throughout the park.

With the requirements for raising the grades for flood protection measures, construction of the park will involve removing a substantial amount of existing vegetation. Any tree or plant being removed will be replaced with a recommended species that will contribute to creating diverse and healthy habitats within the park, as well as contribute to and enhance the overall park aesthetic.

Recommended Species for Future Habitat Restoration Along Mackay Creek Embankment:

- Salmonberry, *Rubus spectabilis*
- Red elderberry, *Sambucus racemosa*
- Red osier dogwood, *Cornus sericea*
- Douglas fir, *Pseudotsuga menziesii*
- Trembling aspen, *Populus tremuloides*
- Shore pine, *Pinus contorta*
- Snowberry, *Symphoricarpos*
- Native arbutus, *Arbutus menziesii*

A significant part of the habitat restoration included in the Kings Mill Walk Master Plan is focused on shoreline and foreshore restoration along the Burrard Inlet Waterfront, and the Mackay Creek riparian zone. This area will be protected habitat zones, and will take the form of perched wetlands, foreshore and embankment habitat, and rocky headlands.



Intertidal Habitat

Recommended Species for Future Habitat Restoration Along the Foreshore of the Burrard Inlet:

Backshore Plant Species:

- Nootka Rose, *Rosa Nutkana*
- Hooker's willow, *Salix hookeriana*
- Pacific crab apple, *Malus fusca*

Transition Area, Above Active Wrack Zone, Plant Species:

- Dunegrass, *Leymus mollis*
- Beachpea, *Cathyrus spp.*
- Silver burweed, *Ambrosia chamissonis*

In addition to habitat restoration along Burrard Inlet, and Mackay Creek, parkland habitat will be integrated throughout Kings Mill Walk Park, as native planting nodes and urban forestry strategies.



Harbourside Drive two way bike lane, asphalt, standard 2m wide bike path



Spirit Trail crossing

PEDESTRIAN AND CYCLIST CIRCULATION

The Kings Mill Walk Park Master Plan prioritizes active and accessible transportation through a hierarchy of pathway routes, types, and connections. Kings Mill Walk Park will be connected to the future Harbourside Community through bike lanes, pedestrian focused streets, and multi-use paths. The park will be connected to the North Shore region through the North Shore Spirit Trail. Bikes will be separated from pedestrians from the east side of the park (near Gostick Place) through to Mackay Creek. In addition to the range of active transportation routes, there will be infrastructure that support walkers and cyclists, such as bike racks, water fountains, and spaces that may act as rest stops along the way.

Harbourside Drive Bi-directional Bike Lane

With the implementation of the Harbourside Community development, active transportation improvements are being made to Harbourside Drive. The improvements include a bi-directional bike lane that will connect to the Spirit Trail on both the west and east end of the Harbourside Community and Kings Mill Walk Park. The bi-directional, on street bike lane will be 2m wide.

This bike lane, will allow for clear separation between cyclists and pedestrians and serves as an alternative direct bike route to the Spirit Trail through Kings Mill Walk Park. The route will also allow cyclists to move through Harbourside Community and connect to a bike path on the south and north side of the development, which will enhance circulation flexibility and minimize congestion.

Spirit Trail Connections - Pedestrian and Cyclist Path

Kings Mill Walk Park Master Plan includes an east west Spirit Trail connection. The trail will be separated into a pedestrian designated path along the waterfront, and a 2 metre wide cyclist's designated path along Harbourside Place, for safety and congestion purposes. The pedestrian and cyclist path will join together at the north west corner of the park and transition into a shared, multi-use pathway. The path will allow dogs on leash.



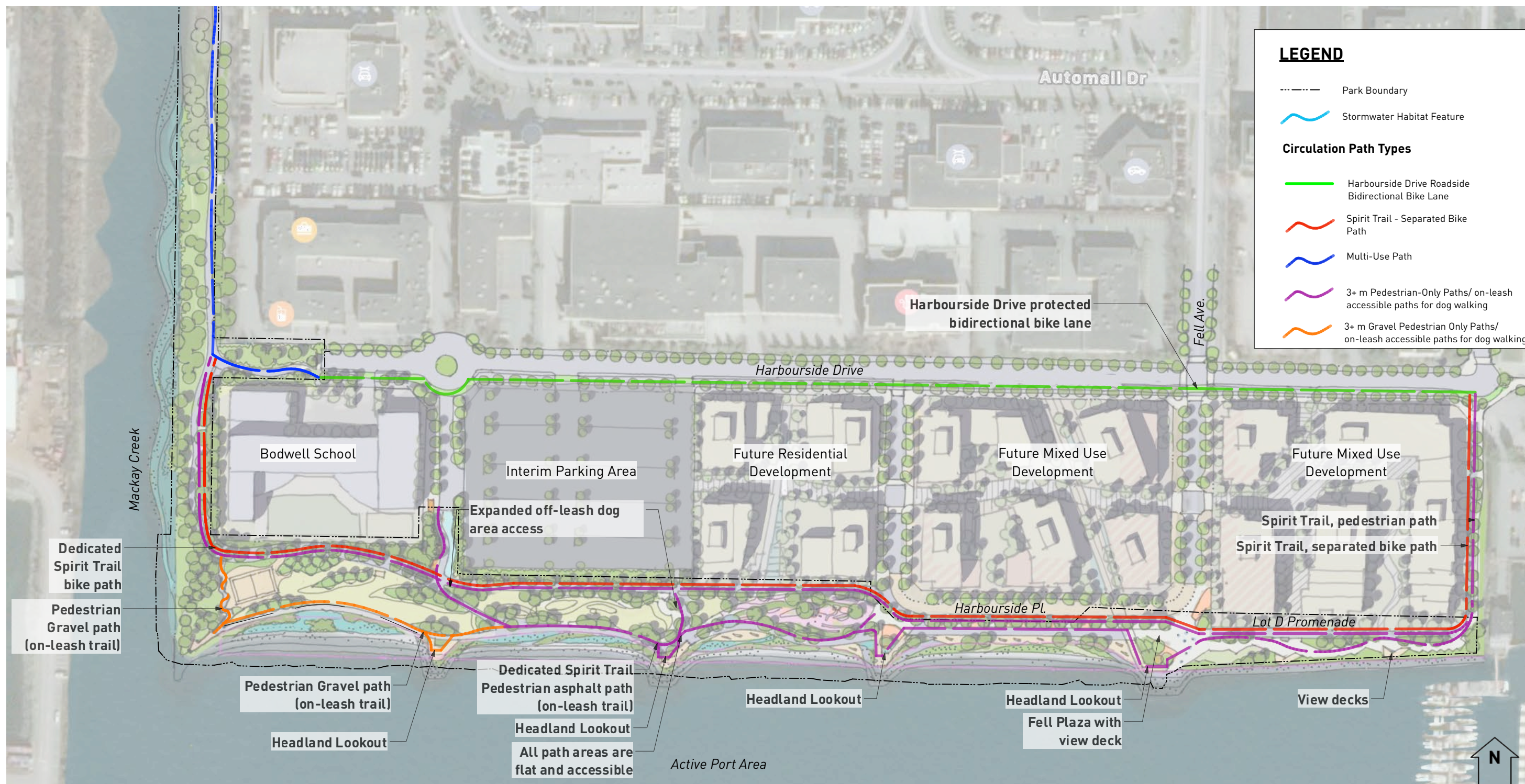
Spirit Trail pedestrian bridge

Pedestrian Connections at Headland Lookouts

The headland lookouts will serve as points of interest and connection along pedestrian pathways throughout the park.

Pedestrian Path Loops

In addition to the Pedestrian Spirit Trail, there will be pedestrian path loops that travel around the perimeter of the Dog Park. This path route will allow dog owners to walk their dogs in close proximity to the dog park. There will also be a gravel pathway will along the western edge of the foreshore.

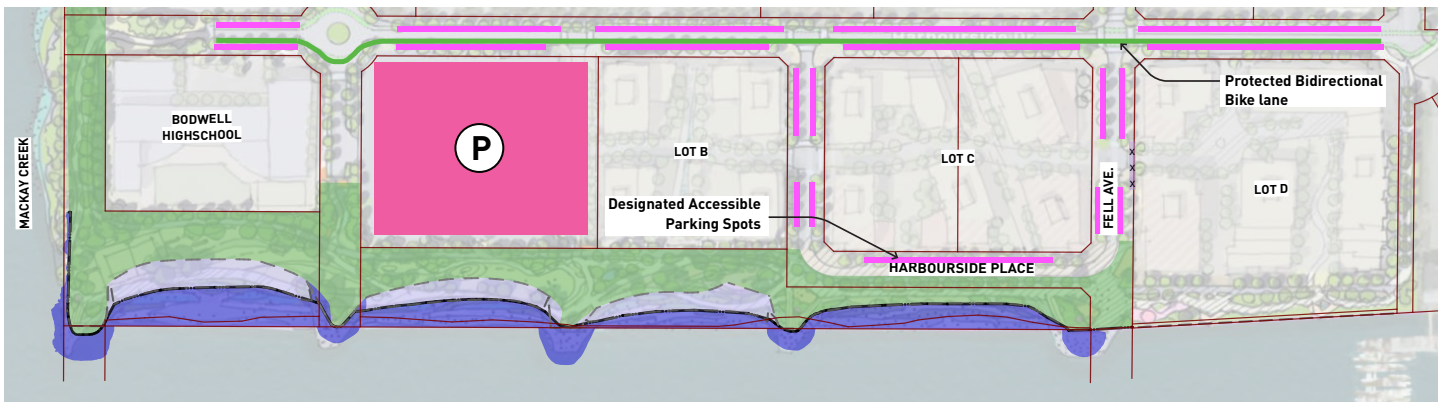


Circulation plan

VEHICULAR ACCESS AND PARKING

Kings Mill Walk Park serves the larger North Vancouver community, and many park users today travel to the site by car. There will be various parking options within close proximity to the park in the future as the adjacent development is completed. These options include street parking along Harbourside Drive and Harbourside Place, underground parking in new developments, and an interim parking lot adjacent to Bodwell High School that will be available for approximately ten years.

Vehicular access in the park is limited with exception to emergency and maintenance vehicles.

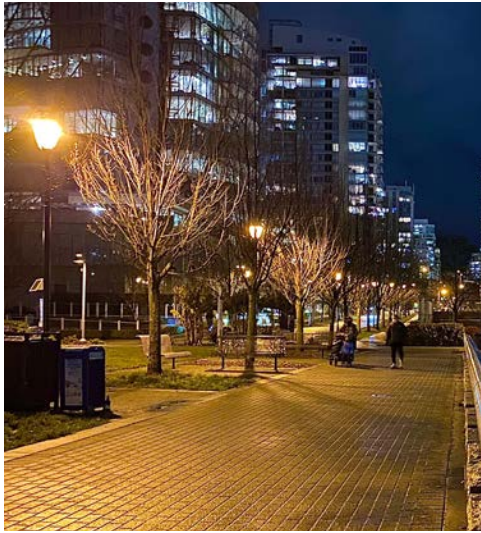


Vehicular circulation and parking diagram

- Interim Parking Lot
(Approximately 10 yrs)
- Street parking will change
during construction.

FEATURES AND SITE FURNISHING

Kings Mill Walk Park will have a range of site furnishings and landscape features throughout the park that will be aligned with the overall identity and character that was established through Task Force meetings, stakeholder workshops, and public consultation. The furnishings and landscape features will be an expression of the cultural and natural heritage of First Nations, the industrial history, and the waterfront environment. Materials such as wood, stone, and metal palette, as well as native and environmentally appropriate planting palettes will contribute to the character expression of Kings Mill Walk Park.



LIGHTING

Kings Mill Walk Park will include a range of lighting types. All major pedestrian and bike paths will have lighting to meet Spirit Trail standards. Lighting will also be provided at the washroom, the dog park, Fell Avenue Plaza.



Lighting precedent images

PART V: PHASING AND IMPLEMENTATION

STEPS FOR IMPLEMENTATION AND PHASING

Due to the nature of the park, implementation will be phased over several seasons and is contingent on the environmental permit process and allowable construction windows. The time available for improvements within sensitive ecosystems is limited and may affect the timeline of other park improvement works.

Upon approval by Council, the Master Plan will enter the following stages in sequential order: detailed design phase, contract tender, construction and operations maintenance.

COST ESTIMATE

The final concept plan will continue to be refined to meet the budget that has been determined as a condition of rezoning. Examples of revisions to the overall design, are changing the predominate pathway material from concrete to asphalt, and adjusting the headland view decks to be lookouts without the timber.

CONTRACTING AND CONSTRUCTION

Mobilization for park construction is planned for Spring 2023 and is contingent on timing of approvals, completion of detailed design and overall construction phasing in the surrounding Harbourside area.

OPERATIONS AND MAINTENANCE

Kings Mill Walk Park will continue to be operated as a part of the City of North Vancouver park system. It is anticipated that all lighting types throughout the park will be on timers, having the light levels dim in the later evening hours, and in some instances completely turn off. Planting will be irrigated and maintained by City parks and operations staff using horticulture best practices. If additional soil is required for flood protection reasons throughout the park in the future, the situation will be assessed by appropriate professionals and a plan will be formulated that is sensitive to new planting and park infrastructure. The City parks and operations staff will be consulted to review of the park design standards throughout the detailed design and contract tender phases.



STEWARDSHIP AND RESTORATION

Stewardship and restoration are embedded in the overall design of the Kings Mill Walk Park Master Plan, and it is a part of the site as it exists today.

Restoration efforts have already taken place, building on past Mackay Creek efforts, with the rehabilitation of the west side embankment. There will be more opportunities for volunteer groups and City Park Stewards to be involved in the restoration and maintenance of environmentally sensitive habitat areas on the site, such as the east embankment of Mackay Creek, as well as the diverse foreshore area.

Kings Mill Walk Park provides opportunities to build relationships with surrounding community groups, such as Bodwell High School, through restoration and stewardship volunteer programs. These programs may involve planting, invasive species removal, and educational nature walks.

CONSIDERATIONS DURING CONSTRUCTION

Effects to wildlife and habitat are expected to be limited to the project area. Clearing will result in the selective removal of invasive vegetation, and noise and dust from construction may indirectly effect adjacent habitat areas. These effects have been assessed and will be mitigated throughout the construction process.

PART VI: ACKNOWLEDGMENTS



The City of North Vancouver gratefully acknowledges the participation, collaboration, and advice of all the people who attended the public open houses, stakeholder workshops, Task Force meetings, or gave feedback online, and the involvement of:

KINGS MILL WALK TASK FORCE

- Dolores Altin
- Ella Anderson
- Ella Burrows
- Janet Wallace - North Vancouver Recreation and Cultural Commission
- Keegan Casidy
- Laurie van der Pas
- Michael Okun
- Nobutoshi Yoshimitsu
- Rory Wimberley
- Rory Sykes

COMMUNITY STAKEHOLDERS - 2015 & 2021

- Seaspan
- North Shore Stream Keepers
- BCIT Rivers Institute and Ecological Restoration Program -School of Construction and Environment
- North Shore Automall
- Harbourside Businesses
- Bodwell High School
- Burrard Yacht Club
- HUB - North Shore Committee
- Silver Harbour Seniors' Activity Centre
- Squamish Nation - Canoe Club (racing and pulling)
- Rasmussen Bindery and Centennial Bookbinding
- Concert Properties

CITY STAFF

- Adam Vasilevich, Park Planner II
- Chandra Lesmeister, Park Planner
- Hayley Reiss, Committee Clerk
- Mike Hunter, Manager of Park and Environment

CONSULTANT TEAM

PWL Partnership Landscape Architects

- Derek Lee, Principal
- Jenna Buchko, Associate
- Michele Cloghesy, Senior Urban Planner
- Amanda Passero, Landscape Designer
- Brittany Shalagan, Landscape Designer
- Chris Walker, Landscape Designer

SQUAMISH NATION

- Lesley Campbell, Planning Manager
- Community Operations Committee
- Cease Wyse, Consulting Indigenous Artist and Ethnobotanist

APPENDICES

Appendix 1: Summary of Online Public Open House | May 2021

<https://letstalk.cnv.org/15812/widgets/91685/documents/62783>

Appendix 2: Summary of Online + In Person Public Open House | July 2021

<https://letstalk.cnv.org/15812/widgets/91685/documents/67022>

Appendix 3: Task Force Meeting Minutes | December 2, 2020 - June 29, 2021

<https://www.cnv.org/Get-Involved/Committees/Kings-Mill-Walk-Park-Master-Plan-Task-Force/Task-Force-Minutes>

Appendix 4: Summary Task Force Workshops

BACKGROUND AND SUPPORTING DOCUMENTS

For additional information and supporting documents for the Harbourside development, please visit:

<https://www.cnv.org/Property-and-Development/Projects-and-Developments/Major-Studies-and-Projects/Harbourside-Waterfront-Development-Application>

<http://www.ccsd.ca/factsheets/health/index.htm>

APPENDIX 4: TASK FORCE WORKSHOPS SUMMARY

Park Activities and Character + Feedback from Task Force

Workshop 1, January 2021 – Site Visit and Key Findings

Workshop 1 began with an introduction and background on the earlier phases of the project. Following the background presentation, the Task Force embarked on a self-directed park walk. A series of questions and prompts guided task force members to key areas around the park and asked them to record their observations. Some questions in the tour included:

- What are your observations of the Spirit Trail?
- How does it feel to be a pedestrian using this pathway?
- Are there some sections of the trail that work better than others do?
- Walk into the dog area and note paths and seating - how are people using this space?

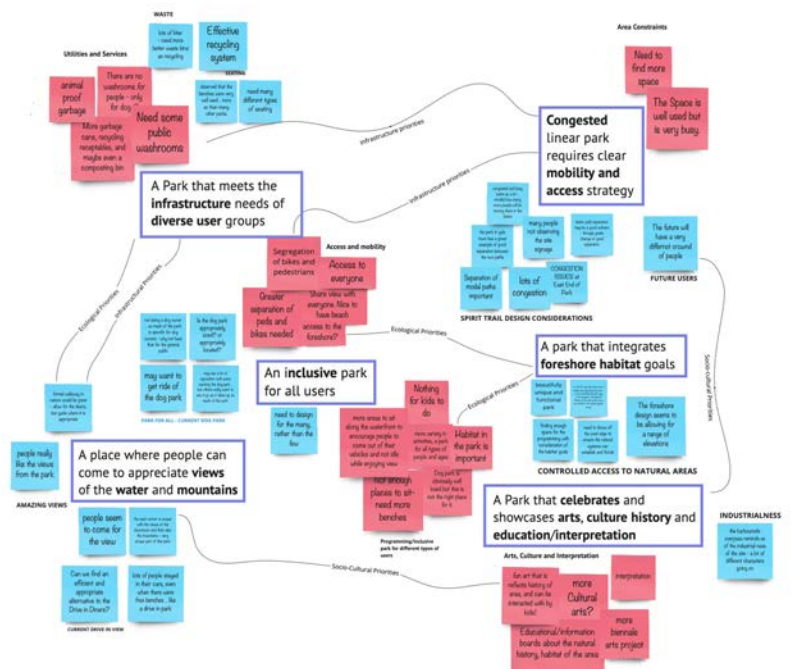
The word cloud below shows a summary of the comments from the collective observations, with larger font words occurring more frequently in the notes of the task force members. The text was also analyzed based on the tone/type of comments from Task Force members, with key words emerging based on notes that related to observations about specific park users (purple), important connections throughout the park (yellow), conflicts (red), and the types of activities users were observed engaging in (blue).



Word cloud generated with the Kings Mill
Walk Park Task Force - January 2021

Workshop 2, February 2021 – Vision and Guiding Principles

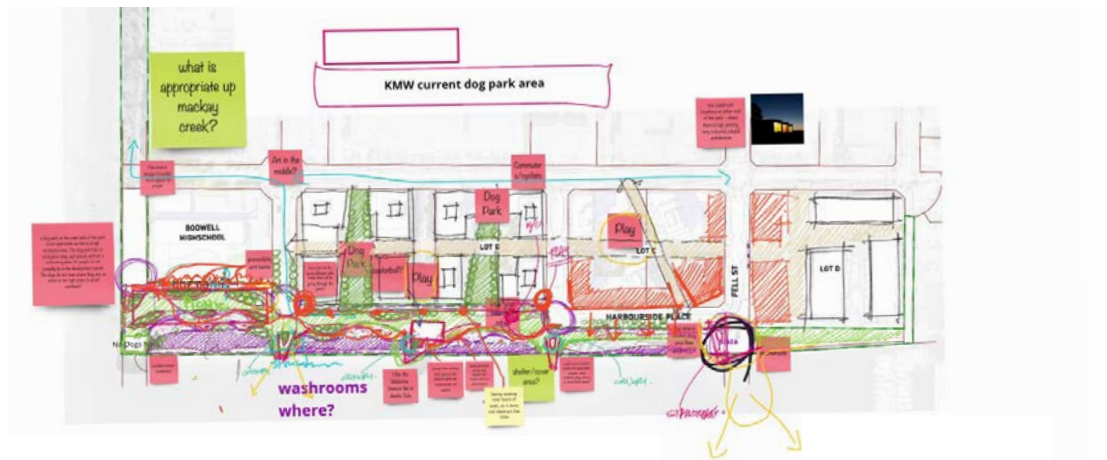
Workshop 2 focused on developing a cohesive vision statement and set of guiding principles for the future of the park. Drawing from the individual observations of the Task Force members during their site visit, the group came together to identify and distill the collective themes, observations, opportunities, and constraints of the existing park. Three distinct layers of park priorities began to emerge from the activity: Infrastructure Priorities (such as Spirit Trail Pathway upgrades to reduce congestion, and covered park shelters), Ecological Priorities (such as foreshore habitat enhancements), and Socio-Cultural Priorities (such as the need to design a park that is inclusive for all park users, and the desire to showcase and celebrate local arts, culture and history). The diagram below shows the organizational themes that emerged from this breakout group activity, with Group 1 notes recorded on pink stickies, and Group 2 notes recorded on blue stickies. The resulting themes clusters, supplemented by a round-table discussion, helped to develop the Park Vision Statement and Guiding Principles, shown left.



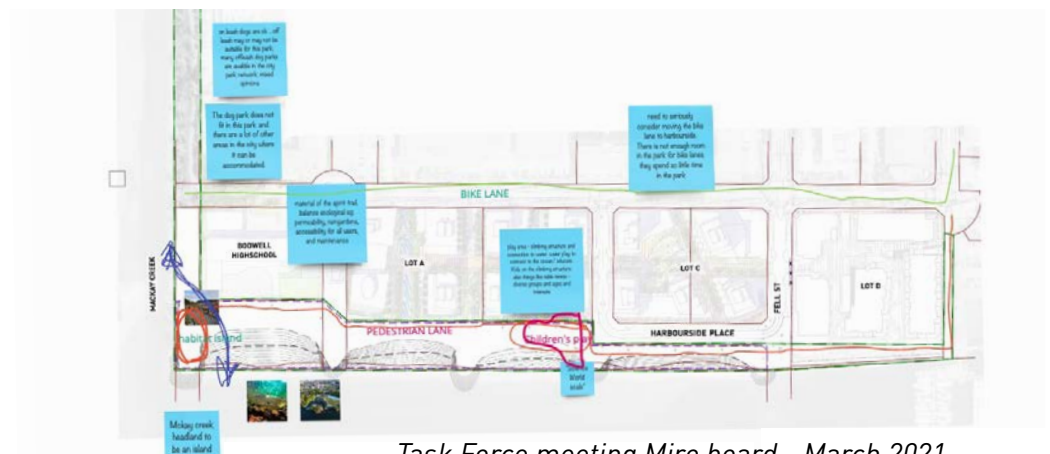
Miro board from Task Force meeting focusing on the vision statement - February 2021

Workshop 3, March 2021 – Defining Park Activities and Character

Workshop 3 discussed activities and character that will define the future identity of the park. It was important to ensure the park activities aligned with the agreed upon vision and principles developed in Workshop 2, and where necessary, allow for reworking of the vision statement and principles to ensure a cohesive voice and identity were achieved. The outcome used a variety of imagery and bubble diagramming to develop two activity/character-based strategies for the park. Group 1 focusing on delivering a park for a variety of users with a variety of active programming opportunities for all ages and abilities, while Group 2 developed a more passive activity-based scheme, focusing instead on larger environmental and infrastructure goals like storm water management and foreshore restoration.



Task Force meeting Miro board



Task Force meeting Miro board - March 2021

Workshop 3, March 2021 Continued – Defining Park Activities and Character

Precedent images, borrowed from an earlier Image Board Exercise, and notes reflecting the types of activities and character were also used by the Task Force groups members to communicate ideas, shown below.



Park Circulation Character Notes



Park Activities + Character Notes



Park Materials + Overall Character Notes



Park Activities + Character Notes



Master Plan Concept Option 1: Promenade/ Activity Room



Master Plan Concept Option 2: Biophila/ Urban Watershed

Initial Concept Options + Feedback from Task Force

Workshop 4 , April 2021 – Park Layout and Emerging Design Directions

In an effort to synthesize efforts from Workshop 3, the design consultants further developed the notes and diagramming sketches into two draft concept plans for the Task force to provide feedback on. In order to isolate areas of feedback, the design consultants asked the Task Force to consider the park options in three layers of emerging design directions: (1) Trails and Circulation, (2) Foreshore and Upland Habitat, and (3) Activities and Infrastructure. Isolating each of these layers allowed the group to develop a clear strategy for each of the emerging design directions to be reflected in the overall Masterplan. The two initial concepts showing the actively programmed Urban Promenade/ Activity Room Concept, inspired by Group 1’s discussion in Workshop 3, and Group 2’s more passive Biohilia/Urban Watershed Concept that is organized by a more rigorous environmental and infrastructural approach.

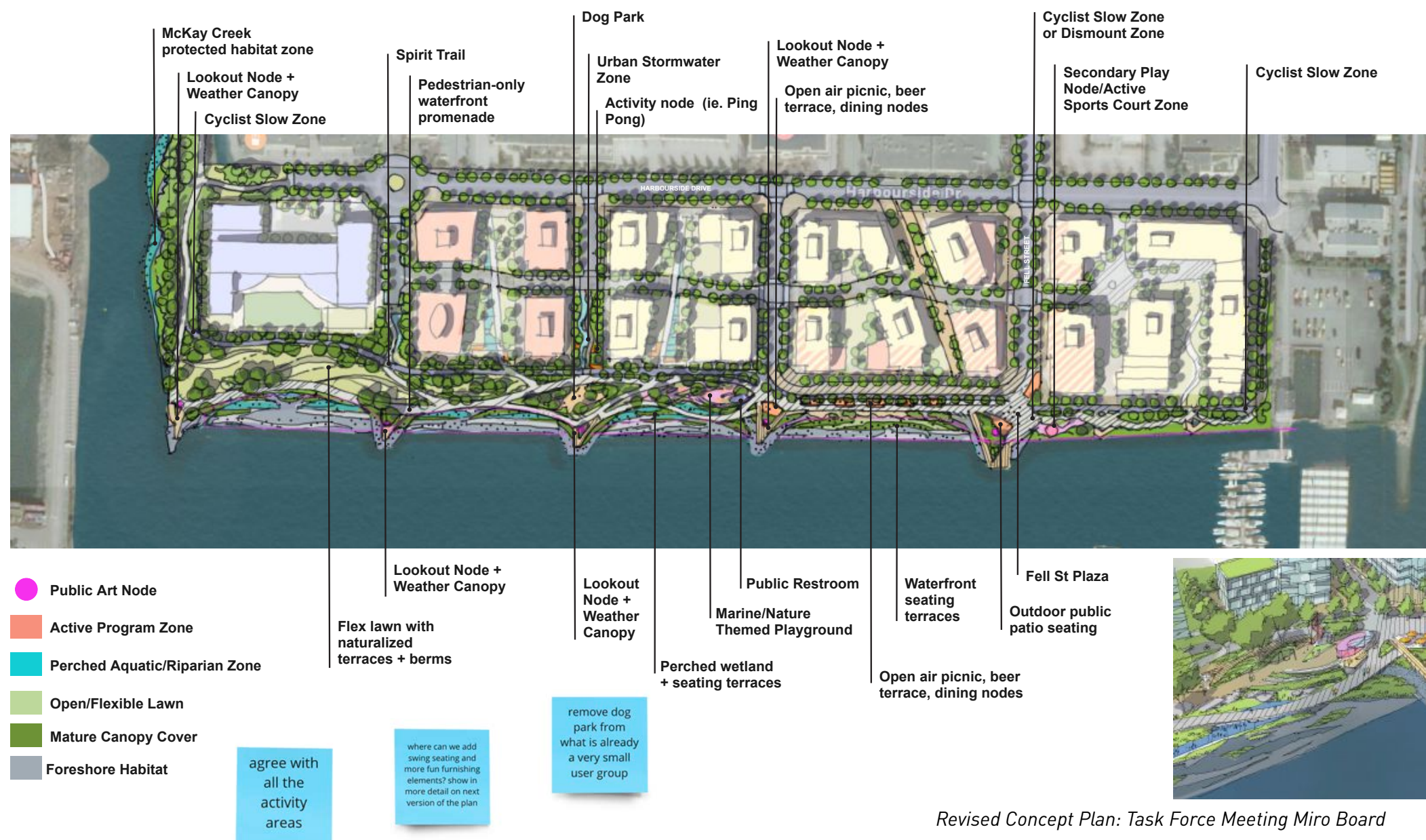
Bewicke Park for dog park? - too small

small dogs park and large dogs park?

dog park facilities a possibility on private development but for residents only, not for public access

considering habitat goals, agree dog park should be removed from park

dogpark vs. habitat, what are our public priorities?



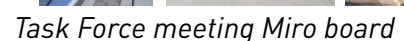
Revised Concept Plan: Task Force Meeting Miro Board

Preferred Plan – Considerations + Feedback from Task Force

Workshop 5, May 2021 – Preferred Plan and Layout Discussions

After workshopping the emerging design directions for the three layers in Workshop 4, the Preferred Plan was developed by the design consultants for the Task Force to review. Employing a similar strategy to the one used in the previous workshop the preferred plan was reviewed by the task force in park layers (Trails and Circulation, Foreshore and Upland Habitat, Activities, and Infrastructure), followed by an overall plan review. The discussion for each layer and suggestions are highlighted in the pages to follow. The preferred plan was then revised to incorporate the comments from the task force and then presented to the public for feedback.

Following a round of feedback by the Task Force on the Trails and Circulation strategy for each of the two concept plans developed in Workshop 4, a set of Emerging Design Directions were developed and implemented into a final version of the preferred plan, shown in bold text on the diagram below. A final round of feedback from the task force on the preferred circulation strategy is shown on the post-it notes below, with comments around the need for more safety measures for cyclist and pedestrian conflict zones at the entrances of the park, and the need for clear signage and movement hierarchy.



Foreshore and Parkland Habitat Preferred Plan Strategy:

Following feedback by the Task Force on the Foreshore and Upland Habitat strategy for each of the two concept plans developed in Workshop 4, Emerging Design Directions were developed and implemented into a final version of the preferred plan, shown in bold text on the diagram below. A final round of Task Force feedback on the plan below is shown in blue post-it notes. Comments included requests for more detail on how the urban wetland, filtration and runoff will function in terms of health and safety from urban runoff, a desire for more celebration of water on site, and suggestions around developing more formalized paths that allow access to the natural edges without disrupting sensitive ecosystems.



Following feedback from the Task Force on the Activities and Infrastructure strategy for each of the two concept plans developed in Workshop 4, a set of Emerging Design Directions were also developed and implemented onto a final version of the preferred plan, shown in bold text on the diagram below. Feedback on the plan below is shown in blue post-it notes, with comments requesting the addition of a volleyball court to the passive lawn area, and concerns over the integration of a storm water feature with the off-leash dog area. *A large part of the discussion centered around the off-leash dog area, with some task force members noting the proposed dog area would be too small to be useful, and non-dog owners, who feel the dog park should be relocated to a nearby park instead and developed to a reasonable size.* It was also noted that there was some concern that allowing dogs in the park could potentially damage the sensitive habitat areas.

1. *#1. Robust and adaptable park infrastructure provides safety and accessibility to park users in artful and environmentally sensitive ways.*
2. *#2. An ecologically rich foreshore and connection to the Mackay Creek habitat contributes to the parks resiliency and natural beauty.*
3. *#3. Kings Mill Walk supports active and healthy lifestyles by providing a variety of play and recreational opportunities for all seasons.*
4. *#4. Ecological and cultural history is integrated into the park character through the thoughtful consideration of materials, artwork and programming*





 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Adam Vasilevich, Parks and Greenways Planner

Subject: KINGS MILL WALK PARK MASTER PLAN UPDATE

Date: September 28, 2021 File No: 12-6240-20-0045/1

ATTACHMENTS

1. Updated Draft Conceptual Park Plan, July 2021 ([CD#2073515](#))
2. Kings Mill Walk Park Feedback Summary, July 2021 ([CD#2086052](#))

PURPOSE

This report provides a summary of the development of the park master plan to date and an update on the community feedback received during in-person pop-up engagement events in Kings Mill Walk Park and the Civic Plaza from July 16 to 20th and online in July, 2021. The report also provides Council with next steps for the project.

BACKGROUND

In November 2020, Council appointed 10 community members to work with City staff and consultants as part of the Kings Mill Walk Park Master Plan Task Force. In May 2021, the Task Force prepared a draft vision, guiding principles and draft conceptual plan for the park based on the results of past public and stakeholder feedback, along with more recent meetings with stakeholders and the Squamish Nation.

The draft conceptual plan included significant changes to the park shoreline that are required to adapt to sea level rise, protect upland infrastructure from storm surges, and to enhance the aquatic and intertidal habitat between Mackay and Mosquito Creek. These changes are consistent with the plans approved through the Port of Vancouver's approval process.

Through the public engagement platform, Let's Talk, the plan received considerable feedback in May 2021, and a report summarising that information was provided for Council on July 17, 2021. While there was good support for the proposed separated bike and pedestrian pathways, participants expressed concerns about the proposed reduced

size of the dog area and its close proximity to the active play area. The feedback included suggestions to provide additional design elements to support a broader age-range of user groups, a desire to maintain access to the water, and ensure sufficient on-site parking. The results highlighted strong community interest in maintaining an off-leash area in the park, and concerns about the initial proposal to reduce the size of the designated dog area from 8000m² to 750m².

The conceptual plan was updated based on the feedback from the May 2021 consultation. The off-leash area in the revised plan was increased in size from what was proposed in the initial concept, but is 80% smaller than the current off-leash area in the park. The plan also provides details on other amenities in the dog area such as accessible pathways, lighting, seating, covered areas for shade and weather protection, and a pet-friendly water feature. The proposed washroom building has been relocated to a more central location that creates a buffer between the off-leash area and the active play zone. Additional details such as outdoor fitness equipment, parkour area, picnic shelters and a beach volleyball court have also been incorporated into the concept (see attachment #1). More information was also shared with the public to further explain the necessary changes to the shoreline and parking options for the short and long term.

DISCUSSION

The Kings Mill Walk Master plan has been developed over the past 10 months, starting in December 2020 with the first meeting with the Task Force. The Task force was introduced to the project history and feedback from past stakeholder and public workshops completed in 2015. The past feedback highlighted the desire to maintain and improve on a natural park character and the popular dog off-leash area in the park. In early 2021, the goals and objectives for the plan were shared with the Task Force and a design direction developed with a clear separation of pedestrians and bicycles, a natural character for the park with improved shoreline and park habitat areas, comfortable seating and children's play area.

The updated conceptual plan was presented to the public in July 2021. In addition to having information on-line using Let's Talk, City staff also held a series of in-person pop-up engagement events in Kings Mill Walk Park and the Civic Plaza from July 16 to 20th, 2021. Residents were encouraged to visit the online engagement platform and provide their feedback through an online survey and a community forum. The online engagement was also promoted via social media and traditional mailed notifications to the surrounding neighbours. The feedback received was generally positive and supportive of the revised plan (see attachment #2).

There has been debate amongst the Task Force members about where an off-leash area should be situated, how large it should be, and whether or not off-leash dogs should continue to be accommodated in the park. Despite the strong feedback from the community in support of an off-leash area in Kings Mill Walk Park, there has been continued concerns raised by some members of the Task Force that including an off-leash area reduces the amount of space for people, and reduces the effectiveness of efforts to enhance the habitat in the foreshore and upland portions of the park.

To help address these concerns, staff have provided additional information (below) to include in the master plan to help clarify the rationale for including an off-leash area, examples of other successful areas where such amenities have been implemented, and strategies for designing the park to prevent negative impacts to environmentally sensitive areas.

The dog off-leash area in Kings Mill Walk should be positioned and designed to prevent negative environmental impacts on the adjacent environmentally sensitive area. In addition, the City shall pursue the establishment of additional off-leash areas in other parts of the City or the District to help reduce the demand.

- The proposed off-leash area will be fully-enclosed by fencing, and separated from both the foreshore and riparian habitat areas. Stormwater run-off from the off-leash area will be managed on-site through infiltration (bioswales or other techniques) to prevent the direct discharge of any contaminants into the surrounding environmentally sensitive areas.
- The City will be initiating the development of a Dog Strategy that will help determine the conditions for successful dog spaces, the appropriate supply and types of spaces provided in the community, as well as policies and regulations for dog related services, and the need for responsible dog ownership. However, the timeline for creating additional dog facilities is unknown at this time, and KMW Master Plan needs to be completed this fall in order to ensure a detail design can be ready for implementation in conjunction with the shoreline reconstruction in late 2022.
- Kings Mill Walk Park has been a very popular place for people and their dogs for decades, and was formalised by Council in 2012 following a lengthy public consultation process. The significance of this dog friendly space has been reinforced by the feedback received during the consultation process for this plan.
- The City's recent experience has been that the addition of properly-designed, well distributed, and fully fenced off-leash areas in parks has helped reduce user conflict and regulatory compliance as people understand the clear delineation of a dog area. Recent examples include Mahon Park, Lynnmouth Park, and Waterfront Park where dog areas were created and now generally dogs stay within designated fenced areas.
- The City recognises that the number of dogs in the community has continued to increase and that dog owners (and their pets) should be considered as part of the planning process for new public spaces in growth neighbourhoods. For example, the new neighbourhood park that will be constructed in 1600 Eastern Avenue will include a small area for dogs, and the new community scale park that will be constructed on the Harry Jerome Neighbourhood Lands will likely also have some dedicated space for dogs.

There are spatial constraints at Kings Mill Walk and the addition of new residents as the neighbourhood develops will increase demand for public open space. Without proper planning, this increased demand could lead to increased conflict between user groups.

- As the Harbourside neighbourhood and the Marine Drive corridor evolves so will the demographics of park users in Kings Mill Walk. New development will likely bring more dog owners, increasing the potential for conflicts unless they are appropriately accommodated in the plan. Over time, the amount of easily-accessible surface park parking will be reduced, access to the water controlled, and new amenities added in the community, which are expected to shift the current patterns of use, making Kings Mill Walk off-leash area more of neighbourhood dog park and less of a destination. The proposed smaller, and relocated dog area will thereby offer more space for other activities, and habitat restoration. The proposed plan considers this future demand and provides a solution to mitigate possible conflicts.

Dogs are currently able to access the shoreline and other sensitive habitats adjacent to Kings Mill Walk Park. The park plan will ensure that environmentally sensitive areas are protected and enhanced and that off-leash dog activity is contained within the designated area.

- The proposed off-leash area would be fully-fenced and separated from environmentally sensitive areas to reduce impacts from dogs. The off-leash area will also be surrounded by other uses, pedestrian and bike paths beyond the fence to further reinforce boundaries of the space.
- Currently, dogs (and people) have full access to the water and the existing fencing only keeps off-leash dogs from conflicting with the Spirit Trail users. By contrast, the proposed conceptual plan will physically contain dogs away from sensitive habitat, the shore and all other park users.
- It is not feasible to have Bylaw Enforcement staff in every location, all the time, so there are always practical limitations to ensuring regulatory compliance. However, the City's experience is that by providing appropriately designed, fully-fenced facilities in key locations, bylaw complaints and user conflicts are reduced and compliance is improved.

While Kings Mill Walk is currently dominated by a destination off-leash area, the proposed plan envisions a neighbourhood scale off-leash area as one component of a larger scale destination park for people.

- With park closures during the 2-year anticipated construction schedule and neighbourhood changes through the implementation of Concert's multi-phased new residential development, there will be disruptions to the park's current use patterns. While the existing park currently has limited programming, the new design will offer more for non-dog owners and the park visitors will change over time. As the amount of easily accessible, surface parking decreases, it is anticipated that park use will gradually shift over time to those accessing the site

via the Spirit Trail or from the surrounding neighbourhood. People will continue to visit KMW with dogs as it is a popular location and the plan provides a specific space for this type of visitor. All these factors; the smaller dog area and location will help shift the dog area from being a destination dog place to more of a neighbourhood scale facility.

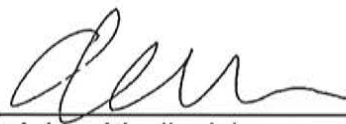
While there are many details still to be resolved through the planning and design process, the master plan will move forward with acknowledging the information above in the written plan. A smaller dog off leash area located away from sensitive habitat has been included in the plan for several reasons. There has been dog use in the park for decades and the current popularity of the current dog area and expected demand from the new residential developments adjacent to the park suggests that a dog off-leash area is needed. The public has clearly voiced in the past that they do want a dog area in the park and providing a fully fenced dog area away from sensitive habitat and other park uses will reduce potential conflict.

NEXT STEPS

With the public consultation process now complete, the Task Force will be focusing efforts on the preparation of the draft Kings Mill Walk Master Plan report. The draft plan will be provided to Council later in the fall of 2021 at which point the Task Force's work will have been completed. The next stage will be detailed design and the preparation of construction drawings.

Concert Properties anticipates starting construction of the shoreline and park improvements in late 2022, during which time public access to the park will be limited. Staff continue to coordinate with Concert to ensure an interim Spirit Trail will be available through the Harbourside neighbourhood throughout the construction period.

RESPECTFULLY SUBMITTED:



Adam Vasilevich
Parks and Greenways Planner



Kings Mill Walk Park Master Plan: What We Heard Report - July 2021

SEPTEMBER 2021 | ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT



Engagement Snapshot

Thank you to everyone who participated in this engagement on the Kings Mill Walk Park Master Plan project. Your input and feedback is important and will be considered in the master plan process.

PARTICIPANT SUMMARY



104

survey responses
received



6

emails recieved



4

park pop-up
events



400+

engaged at
pop-ups

PROMOTION



308

visits to
cnv.org/kingsmill



3

e-Newsletters



10

on-site signs



5 posts in total
21,320 people reached
790 link clicks
social media



1,200

visits to
letstalk.cnv.org/kingsmill



1

info bulletin

.....	2
Kings Mill Walk Park Master Plan:.....	2
What We Heard Report - July 2021	2
Engagement Snapshot.....	3
1.0 Introduction & Overview.....	1
2.0 Community Engagement: July 2021.....	2
2.1 Purpose	2
2.2 How We Encouraged Participation	2
2.3 What We Asked	3
3.0 What We Heard.....	3
3.1 Online Survey: Quantitative results	3
3.2 Online Survey: Qualitative results	6
Active Area Questions	6
Off-Leash Dog Area Questions.....	2
3.3 Community Forum: Qualitative results.....	2
3.4 Pop-Up Events: Qualitative results	2
4.0 Correspondence	2
For More Information & Next Steps.....	3

1.0 Introduction & Overview

The City of North Vancouver is creating a new plan for Kings Mill Walk Park in response to the changing Harbourside neighbourhood.

This July, we reached out to the community for feedback on the revised draft design concept for Kings Mill Walk Park, and the proposed park amenities. Kings Mill Walk Park is a waterfront park located adjacent to the Harbourside Development in the southwestern section of the City. Improvements to the park are required as part of the Harbourside Development, and our design goal is to create a space that serves both current and future residents.

Project Timeline






2.0 Community Engagement: July 2021

2.1 Purpose

Our goal for this phase of engagement was to gather community input on the proposed park amenities and received feedback on the revised park design concept.

2.2 How We Encouraged Participation

A communications and engagement plan was developed to ensure public awareness of the project, and ways to for input. The plan reflected the approved scope of this project phase and meeting COVID-19 public health guidelines.

Platform	Details
Cnv.org	Launched a webpage update on July 16, 2021.
Issued Info Bulletin	Sent out to 1,130 subscribers and media contacts on July 16, 2021.
E- Newsletters	Sent July 20, 22, and 29, 2021 to over 1,300 subscribers.
Social Media Posts	 3 posts  3 posts  2 posts
Stakeholder Outreach	Sent a notice to local businesses and stakeholders.
On-site info signage	Installed ten signs in and around Kings Mill Walk Park.
Engagement Handouts	Distributed postcard with project information during pop-up events at Kings Mill Walk and Civic Plaza to over 200 community members.
Engagement webpage	Launched a Let's Talk project page on July 16, 2021, which includes a project summary, background information, image gallery, online survey, community discussion forum, and Q&As.
Information Pop-Up Events	Hosted a series of information pop-up events at Kings Mill Walk Park and Civic Plaza on July 16, 17, 19, and 20, 2021.

2.3 What We Asked

The City asked for feedback and a level of community support on the following topics:

1. Revised draft design concept for Kings Mill Walk Park.
2. Proposed amenities and features for the new off-leash area and 'All-Ages' activity zone.

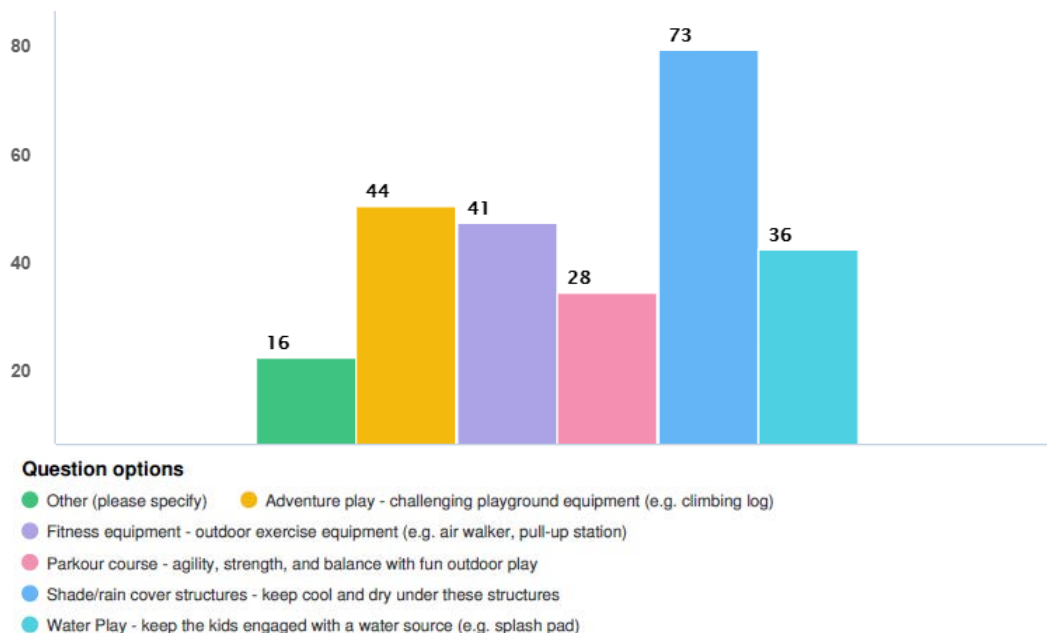
3.0 What We Heard

A total of 104 survey responses were received. Please note:

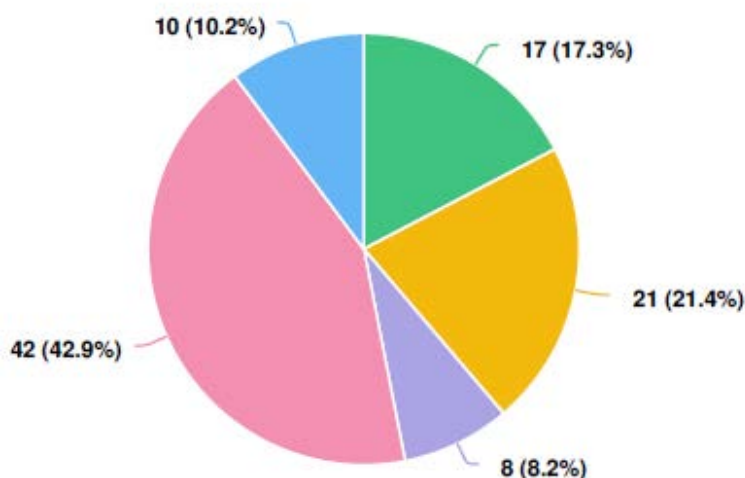
- Each survey question provided an opportunity for comments, in addition to an open-ended question at the end of the online survey.
- Not all respondents answered every question, as some questions were optional.
- The views represented in the survey results reflect the priorities and concerns of the respondents. They may not be representative of the overall view of the public and other stakeholders because respondents elected to take the survey, and therefore do not reflect a random sample.
- The City of North Vancouver has read and will consider all feedback.

3.1 Online Survey: Quantitative results

Question 1. Please select the activity options that you'd like most in the 'All Ages' Play Zone (check all that apply). If you think something is missing, select 'Other' to let us know.



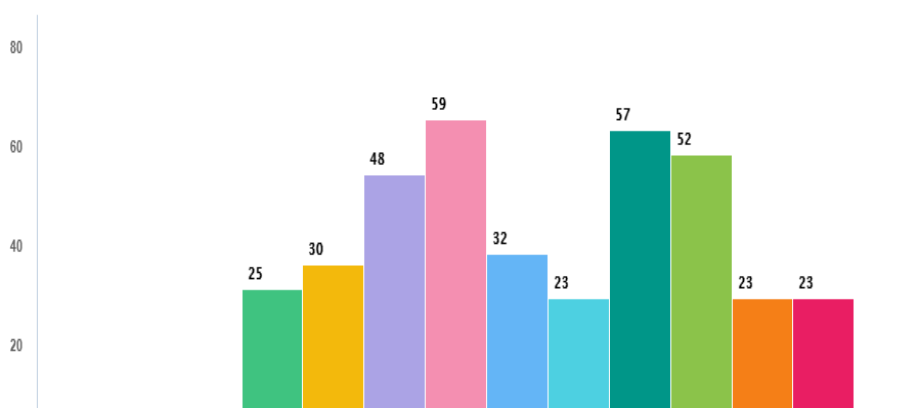
Question 2 (optional). Which active area amenity is your favourite?



Question options

● Adventure play
 ● Fitness equipment
 ● Parkour course
 ● Shade/rain cover structures
 ● Water play

Question 3. Please select the off-leash dog area options that you'd like most in this park (check all that apply). If you think something's missing, select 'Other' to let us know.



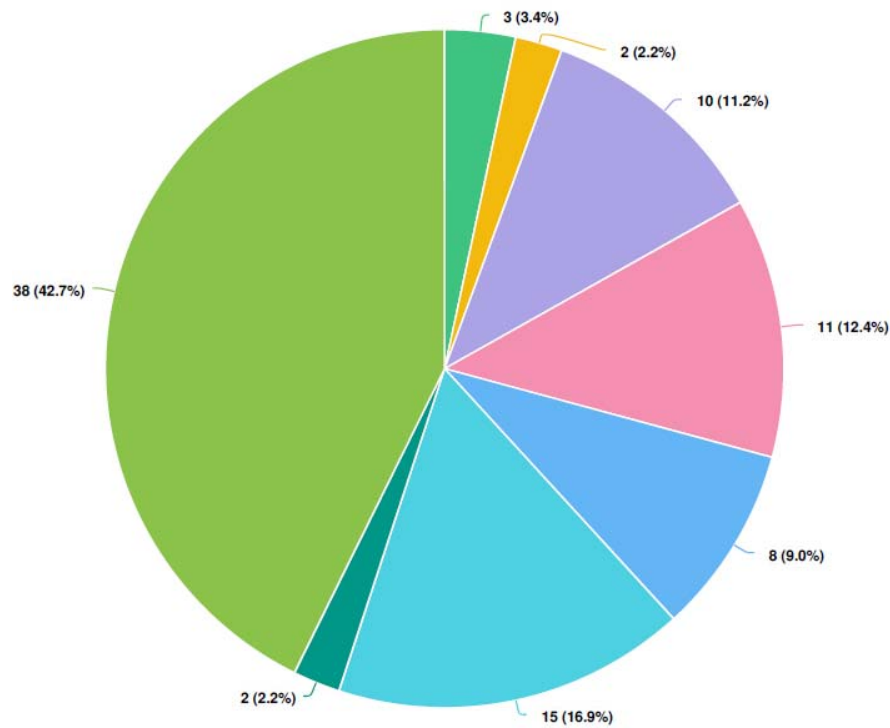
Question options

● Boulder agility elements - boulders to run over and around
 ● Log agility elements - logs to jump over and run on
● Shade/rain cover structures - keep cool and dry with sheltered seating
● Lighting - pedestrian scale lights for park use in the winter or evenings
 ● Separated shy/small dog area
 ● Digging area
● Dog run and fetch space
 ● Water play features - keep your dog clean and cool (e.g. splash pad)
 ● I'm not a dog owner
● Other (please specify)

"Other" examples of features

Shoreline Water Access	Natural Elements i.e. Trees and grass, not dirt, bark mulch, or gravel
Agility elements that are more purposeful such as agility hoops, seesaws, tunnels, etc.	Area too small, need for safe, large space to play and run.
Benches and seating	

Question 4 (optional). Which off-leash dog area amenity is your favourite?



Question options

- Boulder agility elements
 ● Log agility elements
 ● Shade/rain cover structures
 ● Lighting
 ● Water play features
- Separated shy/small dog area
 ● Digging area
 ● Dog run and fetch space

3.2 Online Survey: Qualitative results

Comments related to park amenities are summarized by themes and in order of most mentioned in the following lists. All of these questions are conditional and optional.

ACTIVE AREA QUESTIONS

Question 2B (optional). Why is 'adventure play' your favourite active area amenity option?

- Is family and kids oriented
- Facilitates all ages fun
- Is a necessary amenity for a park
- Facilities educational play

Question 2B (optional). Why is 'fitness equipment' your favourite active area amenity option?

- Facilitates all ages fun, including adults
- Supports a healthy lifestyle
- Is a personal preference

Question 2B (optional). Why is 'parkour course' your favourite active area amenity option?

- Is a unique park amenity
- Facilitates all ages fun
- Is a challenging activity

Question 2B (optional). Why is 'shade/rain cover' your favourite active area amenity option?

- Facilitates all weather and year-round park use
- Supports inclusivity and accessibility of the park
- Is useful
- Creates a popular gathering space

Question 2B (optional). Why is 'water play' your favourite active area amenity option?

- Is family and kids oriented
- Help everyone keep cool in hot weather
- Provides an alternative to shoreline access

OFF-LEASH DOG AREA QUESTIONS

Question 4B (optional). Why is 'dog run and fetch space' your favourite dog amenity option?

- Represents a critical features of any park
- Helps release dog's energy
- Creates more space
- Is my dog's personal preference
- Creates room for safe play and enjoyment by dogs

Question 4B (optional). Why is 'digging area' your favourite dog amenity option?

- Is my dog's personal preference

Question 4B (optional). Why is 'boulder agility elements' your favourite dog amenity option?

- Supports exercise with a natural look and feel

Question 4B (optional). Why is 'log agility elements' your favourite dog amenity option?
No response.

Question 4B (optional). Why is 'shade/rain cover' your favourite dog amenity option?

- Facilitates all weather and year-round park use

Question 4B (optional). Why is 'water play' your favourite dog amenity option?

- Sounds fun
- Is my dog's personal preference
- Helps dogs keep cool in hot weather

Question 4B (optional). Why is 'shy/small dog area' your favourite dog amenity option?

- Creates a safe space for small dogs

Question 4B (optional). Why is "lighting" your favorite dog amenity option?

- Facilitates year-round park use
- Help make the park safer

3.3 Community Forum: Qualitative results

Using the community forum, we asked participants to 'tell us what you think of the revised concept plan for Kings Mill Walk Park'. Comments related to the revised park design concept are summarized by themes and in order of mentions in the following lists.

- Disagree with larger dog area/ opposed to dog area
- Dog area needs to be larger
- Support for proposed dog area
- Limit access to natural areas /beach wanted
- Support for washrooms
- Support for shelters/weather protection
- Access to beach/ocean wanted
- Support beach volleyball
- Oppose beach volleyball

3.4 Pop-Up Events: Qualitative results

Comments related to the revised park design concept are summarized by themes and in order of mentions in the following list.

- General support for the revised park concept plan and amenities proposed for the off-leash area and all ages play zone. Positive feedback about the goals and objectives of the plan.
- Questions about the proposed adjacent development and the size scale and timeline for development.
- Concerns about long term parking implications related to the proposed adjacent development.
- Concerns about long term traffic implications related to the proposed adjacent development

4.0 Correspondence

The following are a summary of key themes from the six emails received by Council and the Parks Team during the engagement period.

- Parking
- Larger dog area wanted
- Disagree with larger dog area/dog area
- General support for revised plan



For More Information & Next Steps

The City will use the feedback received to help determine the final details of the park master plan and shared with the project Task Force.

FOR MORE INFORMATION

- Visit the project webpages at cnv.org/kingsmill or letstalk.cnv.org/kingsmill
- Contact the Parks Team at eng@cnv.org or 604-983-7333



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Huy Dang, Planner 1

Subject: REZONING AND DEVELOPMENT VARIANCE PERMIT APPLICATION:
502 EAST 5TH STREET (MEHRDAD RAHBAR / VERNACULAR
DEVELOPMENT CORP.)

Date: February 23, 2022 File No: 08-3400-20-0050/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated February 23, 2022, entitled "Rezoning and Development Variance Permit Application: 502 East 5th Street (Mehrdad Rahbar / Vernacular Development Corp.)":

THAT the application submitted by Mehrdad Rahbar / Vernacular Development Corp. to rezone the property located at 502 East 5th Street from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

THAT Development Variance Permit No. PLN2021-00006 (Mehrdad Rahbar / Vernacular Development Corp., 502 East 5th Street) be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be waived;

THAT notification be circulated in accordance with the *Local Government Act*;

THAT the community benefits outlined in the report be secured at the applicant's expense;

AND THAT the Mayor and the Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

ATTACHMENTS

1. Context Map (CityDocs [2147196](#))
2. Public Consultation Summary (CityDocs [#2142377 V2](#))
3. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911" (CityDocs [2142301](#))
4. Development Variance Permit No. PLN2021-00006 (CityDocs [2147225](#))

SUMMARY

This report presents an application to rezone 502 East 5th Street from a One-Unit Residential 1 (RS-1) Zone to One-Unit Residential 2 (RS-2) Zone to allow for a future subdivision of the existing one lot into two lots. A Development Variance Permit is also required for the corner/west lot to reduce the on-site parking requirements from two spaces to one space. The intent is to develop a single-family dwelling with a secondary suite and detached garage on each subdivided lot.

BACKGROUND

On February 28, 2022, Council directed staff to continue to process privately initiated RS-2 (small lot) rezoning applications on a case-by-case basis. Council also approved a simplified process for these applications, where at rezoning stage there would be a focus review on zoning, subdivision and servicing requirements only. No design review would be conducted. This is to set clear expectation that under the *Local Government Act*, the City does not have design control over single family homes.

DISCUSSION

Site Context

The site is located two blocks from East 3rd Street; a frequent transit route, and near local public spaces such as Chief Dan George Park to the east and Chief Mathias Joe Park to the south west. The immediate surrounding blocks are designated Residential Level 1 by the City's Official Community Plan.

The surrounding area consists of single detached homes on lots ranging in width from 7.6 metres (25 feet) to 15.2 metres (50 feet). The buildings immediately surrounding the subject site are described in Table 1 below.

Table 1. Surrounding uses

Direction	Address	Description	Zoning
North – across the lane	503 East 6 th Street	Single detached home	RS-1
South – across the street	505 East 5 th Street	Single detached home	RS-1

East	508 East 5 th Street	Single detached home	RS-1
West	525 Ridgeway Avenue	Single detached home	RS-1

Zoning Analysis

The requested changes to the zoning bylaw to permit this development are identified in Table 2 below. The proposal would comply with all requirements of the One-Unit Residential 2 (RS-2) Zone with the exception of a parking variance.

Table 2. Requested Changes to the Zoning By-law

	Current RS-1 Zone	Proposed RS-2 Zone
Buildings	One Principal Building per lot	One Principal Building per lot
Use	One-Unit Residential Use	One-Unit Residential Use
Units	3 Units (one Principal Dwelling Unit, one Accessory Secondary Suite, one Coach House)	2 Units per lot (one Principal Dwelling Unit, one Accessory Secondary Suite)
GFA	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft), or 0.5 FSR. For subject site, maximum GFA is 0.3 FSR + 93.3 sq. m (1,000 sq. ft) = 283.0 sq. m (3046.6 sq. ft)	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft), or 0.5 FSR. For both proposed sites combined, maximum GFA is 0.5 FSR = 317.0 sq. m (3412.5 sq. ft)
Lot Coverage	30% for Principal Building	30% for Principal Building
Minimum Lot Frontage	10 m (32.81 ft)	7.5 m (24.6 ft), per RS-2
Principal Building Setbacks	Front Lot Line – 4.6 m (15 ft) Rear Lot Line – 14.4 m (47 ft) Interior Lot Lines – 1.2 m (4 ft)	Front Lot Line – 4.6 m (15 ft) Rear Lot Line – 14.4 m (47 ft) Interior Lot Lines – 1.2 m (4 ft)
Minimum on-site parking requirements for west/corner lot	2 parking stalls	1 parking stall, per DVP
Minimum on-site parking requirements for east lot	2 parking stalls	2 parking stalls

Use and Density

The site is located in close proximity to transit and other amenities. The current RS-1 Zone allows for one Principal Dwelling Unit with both an Accessory Secondary Suite and Accessory Coach House Use, totaling 3 units. The proposed development would introduce two Principal Dwelling Units with Accessory Secondary Suites, totaling 4 units, which represents a moderate increase of population to the block. The secondary suite would add a rental unit. The 0.5 FSR applies to the existing lot and to the subdivided lots, therefore, there would be no increase in total buildable floor area as a result of this application. Overall, the proposal is small in scale and is consistent with the Official Community Plan and planned character of the neighbourhood. The block directly south of the subject property contains a Comprehensive Development (CD-705) zoned property, which is a modified version of the subject RS-2 zone.

Parking and Development Variance Permit

Under the Zoning Bylaw, there is a standard requirement that a 4.57 metre (15 foot) 'triangle' remain unoccupied (i.e. for land uses such as parking) at the exterior corners of properties in order to maintain vision clearance for vehicles turning into the street or lane. Given the proposed subdivision, this requirement makes it challenging to accommodate multiple parking stalls at the rear of these narrow lots. As such, staff are supportive of the applicant's proposal to vary the parking requirements from two to one stall for the corner lot to allow for that 'triangle' to be maintained, as well as to accommodate more green and landscaped space in the rear yard.

The proposed parking configuration for the east/interior lot remains standard with one space for the principal unit and one space for the suite. Both parking configurations appear adequate for this site given the proximity to public transportation.

COMMUNITY CONSULTATION

A virtual Developer's Information Session was held on October 7, 2021. There were three attendees. One attendee was primarily seeking advice on how they might develop a similar project for their property. Another attendee had expressed general opposition to small lot (RS-2) zoning as a means of further densification of the single family neighbourhood. No comment forms were submitted.

Given the conformity of the proposal with the Official Community Plan and existing character of the area, staff is recommending that no Public Hearing be held for the rezoning application and no Public Meeting be held for the DVP application. Should Council wish to refer the application to a Public Hearing and include a Public Meeting, the first and second active clauses in the resolution should be amended to read:

"THAT the application submitted by Mehrdad Rahbar / Vernacular Development Corp. to rezone the property located at 502 East 5th Street from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and referred to a Public Hearing;

THAT Development Variance Permit No. PLN2021-00006 (Mehrdad Rahbar / Vernacular Development Corp., 502 East 5th Street) be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be held."

COMMUNITY BENEFITS

In addition to standard servicing requirements, including stormwater requirement, staff have requested that a rain garden be constructed off-site at the corner of Ridgeway Avenue and East 5th Street adjacent to the subject site.

RESPECTFULLY SUBMITTED:

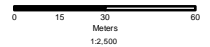


Huy Dang
Planner 1, Development Planning

City of North Vancouver
context map_502

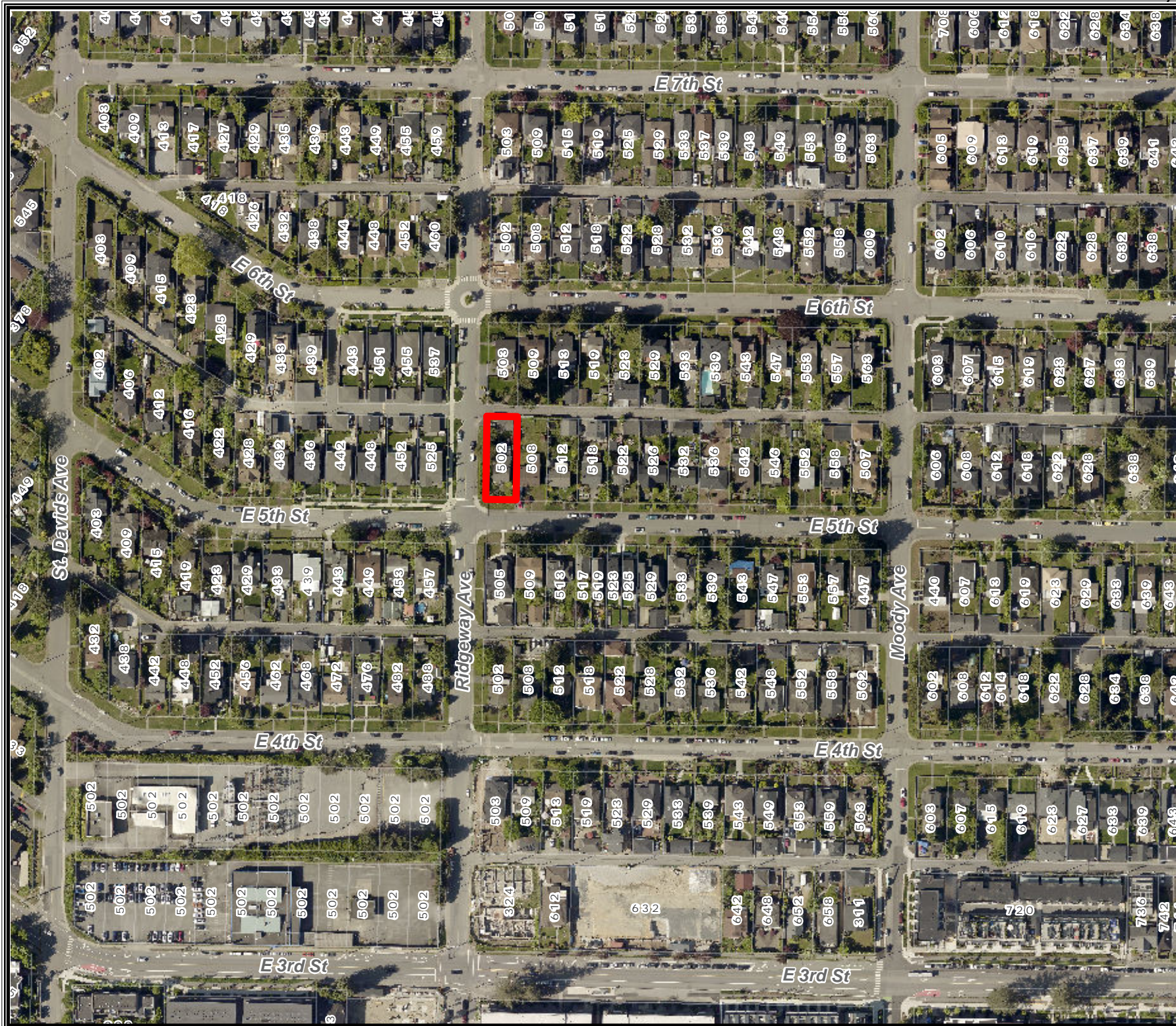
Legend

- Subject Site
- Legal_Parcels



DISCLAIMER
This map was produced on the City of North Vancouver's Geographic Information System. Data provided herein is derived from sources with varying levels of accuracy and detail. The City of North Vancouver disclaims all responsibility for the accuracy or completeness of information contained herein.

GIS Division, Information Technology,
City of North Vancouver





Vernacular Studio Inc.

SUMMARY REPORT OF VIRTUAL DEVELOPMENT INFORMATION SESSION

November 8, 2021
 Huy Dang, Planning Assistant
 City of North Vancouver
 141 West 14th Street
 North Vancouver, BC, V7M 1H9

Re: 502 East 5th Street, Subdivision and Rezoning

Location: Zoom Room
 Host: vernacular group

Development Team:

Dario Rahbar, Vernacular Studio
 Mehrdad Rahbar, Vernacular Studio

CNV Representative

Huy Dang, City of North Vancouver

Residents attended:

[REDACTED]
 [REDACTED]
 [REDACTED]

The meeting was held on the zoom Platform hosted by the applicant, Vernacular Group on October 7, 2021 between 6:00 PM. and 8:00 PM.

During the meeting 3 residents attended the meeting on line. The undersigned hosted the meeting and Mehrdad Rahbar presented the proposal in detail then answered the residents' questions. In addition, Mr. Huy Dang of the City of North Vancouver answered to some of the residents' questions relating to City policies and zoning.

During the presentation we encountered one opposition from [REDACTED] about the RS 2 zoning. [REDACTED] did not have any opposition to the Rezoning.

To date, we have not received any written feedback from any of the attendees.

Dario Rahbar

VERNACULAR GROUP.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8911

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911” (Mehrdad Rahbar / Vernacular Design Corp., 502 East 5th Street, RS-2).**
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of RS-2 (One Unit Residential 2 Zone):

Lots	Block	D.L.	Plan	
26	12	273	1063	from RS-1

READ a first time on the <> day of <>, 2022.

READ a second time on the <> day of <>, 2022.

READ a third time on the <> day of <>, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

DEVELOPMENT VARIANCE PERMIT

Permit No. PLN2021-00006

File: 08-3400-20-0050/1

Issued to owner(s): **1008681 B.C. LTD.**

Respecting the lands located at **502 East 5th Street**, North Vancouver, BC, legally described as:

LOT 26 BLOCK 12 DL 273 PLAN 1063 PID: 007-816-359

(the “**Lands**”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

1. This Development Variance Permit is issued pursuant to Section 498 of the *Local Government Act*.

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” are hereby varied as follows:
 - A. Section 908(8) shall be varied such that no parking spaces are required for an accessory secondary suite use for Lot A (west lot).

Special Terms and Conditions of Use:

3. The Buildings and Structures shall be developed in accordance with the plans dated and listed on the attached Schedule A “List of Plans” and filed in the offices of the City, approved by Council, and in compliance with the regulations and conditions listed hereunder.

4. No variances other than those specifically set out in this permit are implied or to be construed.
 5. All plans attached to this Permit and specifications referred to above are subject to any changes required by the Building Inspector or other officials of the City where such plans and specifications do not comply with any bylaw or statute, and such non-compliance is not specifically permitted by this Development Variance Permit. The Lands may be subject to additional regulations, restrictive covenants and agreements which may affect their use, development and amenities, if any section or lesser portion of this Development Variance Permit is held invalid for any reason the invalid portion shall be severed from this Development Variance Permit and the validity of the remainder of the Development Variance Permit shall not be affected.
-

General Terms and Conditions:

6. Pursuant to Section 504 of the *Local Government Act*, this Permit lapses if the work authorized herein is not commenced within 24 months following issuance of this Development Variance Permit. In the event the Owner is delayed or interrupted or prevented from commencing or continuing the construction on or about the subdivision by reason of any Act of God, labour unrest (including strike and lockouts), weather conditions or any similar cause reasonably beyond the control of the Owner, the time for the completion of the works shall be extended for a period equal to the duration of the contingency that occasioned the delay, interruption or prevention, provided that the commercial or financial circumstances of the Owner shall not be viewed as a cause beyond the control of the Owner.
7. This Development Variance Permit shall not vary the permitted uses or densities of land use in the applicable zoning bylaw nor a flood plain specification designated under Section 524(3) of the *Local Government Act*.
8. Nothing in this Permit shall in any way relieve Land Owner/Developers obligation to ensure that the development proposal complies in every way with the statutes, regulations, requirements, covenants and licences applicable to the undertaking.

9. Nothing in this Permit shall in any way relieve the Land Owner/Developers obligation to comply with all setback regulations for construction of structures or provision of on-site services pursuant to the *Health Act*, the *Fire Services Act*, the *Electrical Energy Inspection Act*, and any other provincial statutes.
-

Authorized by Council: _____
Year / Month / Day

Linda C. Buchanan, Mayor

Karla D. Graham, Corporate Officer

Date Signed: _____
Year / Month / Day

Note: As required by Section 503 of the *Local Government Act*, the City of North Vancouver shall file a notice of this permit in the Land Title Office stating that the land described in this Permit is subject to Development Variance Permit No. PLN2021-00006.

Notice filed the _____ day of _____, 20_____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 502 East 5th Street

Designer	Project Name	Sheet Description	Sheet No.	Sheet Date	CityDocs File Number
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Site Plan	A-01	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Basement Plans	A-02	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Main Floor Plans	A-03	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Upper Floor Plans	A-04	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Roof Plans	A-05	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Front & Rear Elevations (House A)	A-06	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Front & Rear Elevations (House B)	A-07	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Side Elevations (House A)	A-08	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Side Elevations (House B)	A-09	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Sections (House A)	A-10	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Sections (House B)	A-11	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Garage: House A & B	A-12	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 th St. North Vancouver	Landscape Plan	L-01	February 17, 2022	2149769



S T R E E T . E L E V A T I O N S

SUBDIVISION & REZONING APPLICATION

HOMES ON EAST FIFTH

502 EAST FIFTH STREET, NORTH VANCOUVER

Legal Address: LOT 26, BLK 12, DL 273, G1, PLAN 1063

PID: 007-816-359

OWNER: 1008681 BC. LTD.

APPLICANT: VERNACULAR STUDIO INC.

DRAWING INDEX:

ARCHITECTURAL DRAWINGS

- A-01 SITE PLAN FOR BOTH LOTS
- A-02 FLOOR PLANS - BASEMENT BOTH LOTS
- A-03 FLOOR PLANS – MAIN BOTH LOTS
- A-04 FLOOR PLANS – UPPER BOTH LOTS
- A-05 ROOF PLANS – BOTH LOTS
- A-06 FRONT & REAR ELEVATIONS -LOT A (WEST)
- A-07 FRONT & REAR ELEVATIONS -LOT B (EAST)
- A-08 EAST & WEST ELEVATIONS – LOT A
- A-09 EAST & WEST ELEVATION – LOT B
- A-10 BUILDING SECTIONS – LOT A (SOUTH)
- A-11 BUILDING SECTIONS – LOT B (NORTH)
- A-12 GARAGES BOTH LOTS
- L-01 LANDSCAPE PLAN FOR BOTH HOUSES

ISSUED FOR: SUBDIVISION & REZONING

FEBRUARY 26 2021

REVISION ISSUED

FEBRUARY 1, 2022



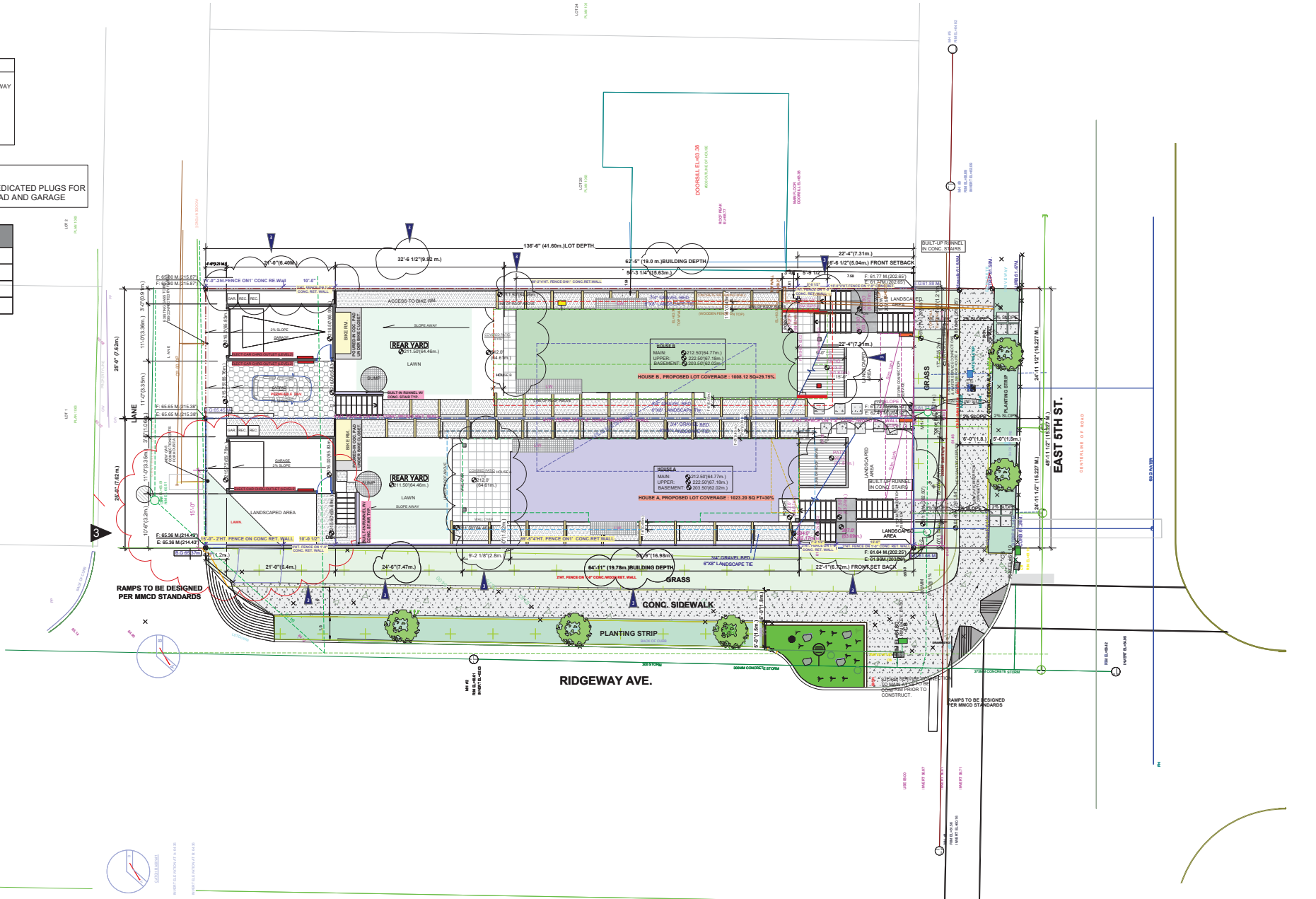
VERNACULAR STUDIO INC

- LEGEND:
- POURED - IN CONC. WALKWAY
 - PREFAB CONC. SLAB 2"x2"
 - GRAVEL BED 3/4" THK.

- NOTES:
- 1- PROVIDE ELECTRICAL DEDICATED PLUGS FOR ELECTRIC CARS FOR CARPAD AND GARAGE

- LIGHTING LEGEND:
- STEP LIGHT
 - PATH LIGHT
 - UPLIGHT
 - MOTION SENSOR LIGHT

- LEGEND:
- POURED - IN CONC. WALKWAY
 - PREFAB CONC. SLAB 2"x2"
 - GRAVEL BED 3/4" THK.
 - POURED - IN CONC. WALKWAY
 - PREFAB CONC. SLAB 2"x2"
 - GRAVEL BED 3/4" THK.
 - POURED - IN CONC. WALKWAY
 - PREFAB CONC. SLAB 2"x2"
 - GRAVEL BED 3/4" THK.



- LEGEND:
- FINISH ELEV.
 - POWER VENT
 - FLOOR DRAIN
 - SMOKE ALARM

REVISION:	DATE
1	2014.05.01
2	2014.05.01
3	2014.05.01
4	2014.05.01
5	2014.05.01
6	2014.05.01
7	2014.05.01
8	2014.05.01
9	2014.05.01
10	2014.05.01

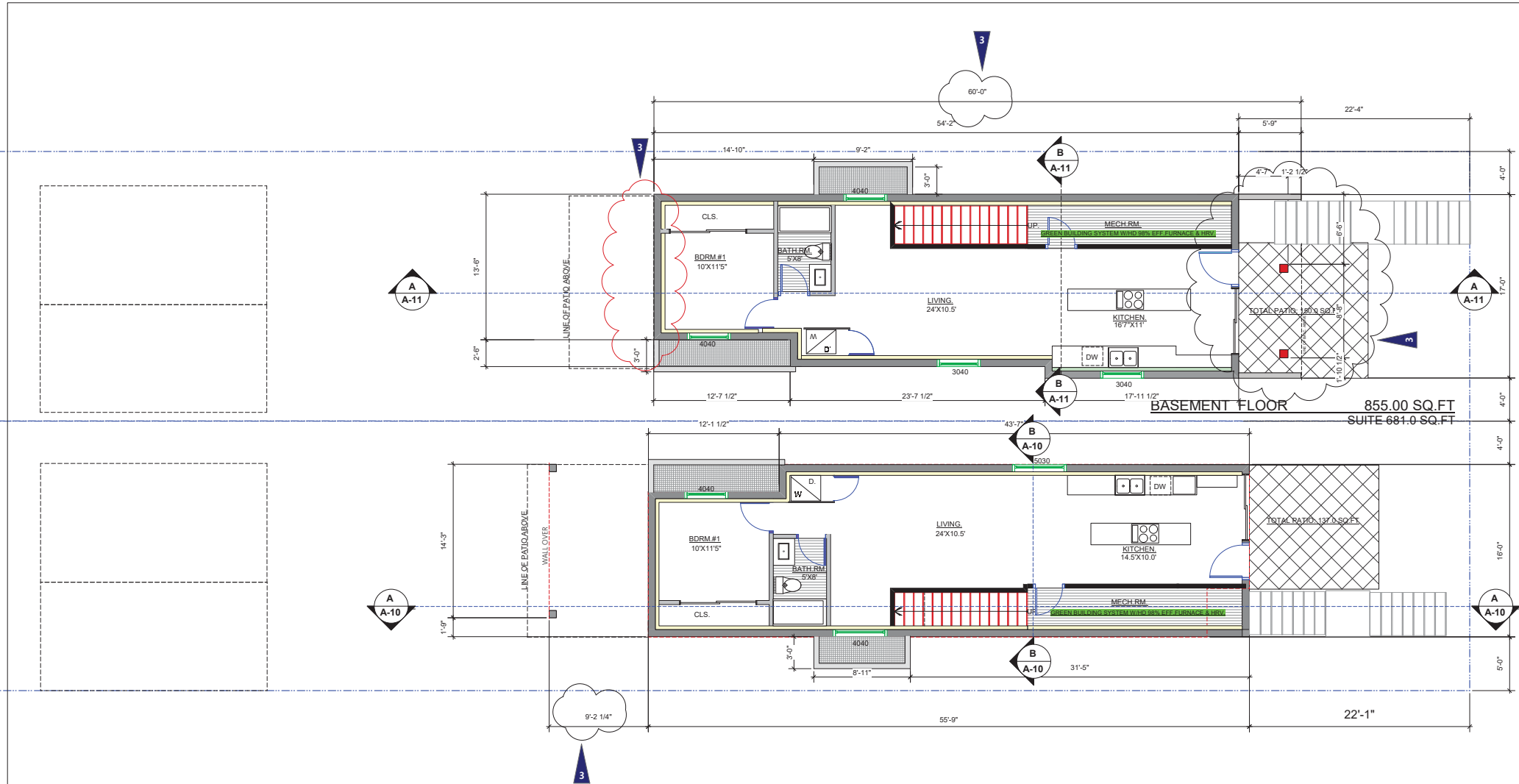
**502 EAST 5TH ST.
NORTH VANCOUVER**

SITE PLAN

DATE:
MAY 2014
DRAWN BY:
G.A.
CHECKED BY:
M.R.
SCALE: 1/8" = 1 ft

DRAWING NO.:

A-01



BASEMENT FLOOR **858.00 SQ.FT**
SUITE 681.0 SQ.FT

200 - 120 LONGDALE AVE.
NORTH VANCOUVER, B.C.
V7P 2B8
PHONE: (604) 960-8622
VERNAICLAREV.COM

COPYRIGHT:
THIS PLAN AND DESIGN ARE AND AT ALL TIMES THE EXCLUSIVE PROPERTY OF VERNACULAR DESIGN INC. AND MAY NOT BE REUSED, REPRODUCED, AND REVISED WITHOUT PRIOR WRITTEN CONSENT.

GENERAL NOTES:
THIS DRAWING MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS SHALL BE REPORTED IMMEDIATELY TO VERNACULAR DESIGN INC.

LEGEND:

- FINISH ELEV.
- POWER VENT
- FLOOR DRAIN
- SMOKE ALARM

REVISION:

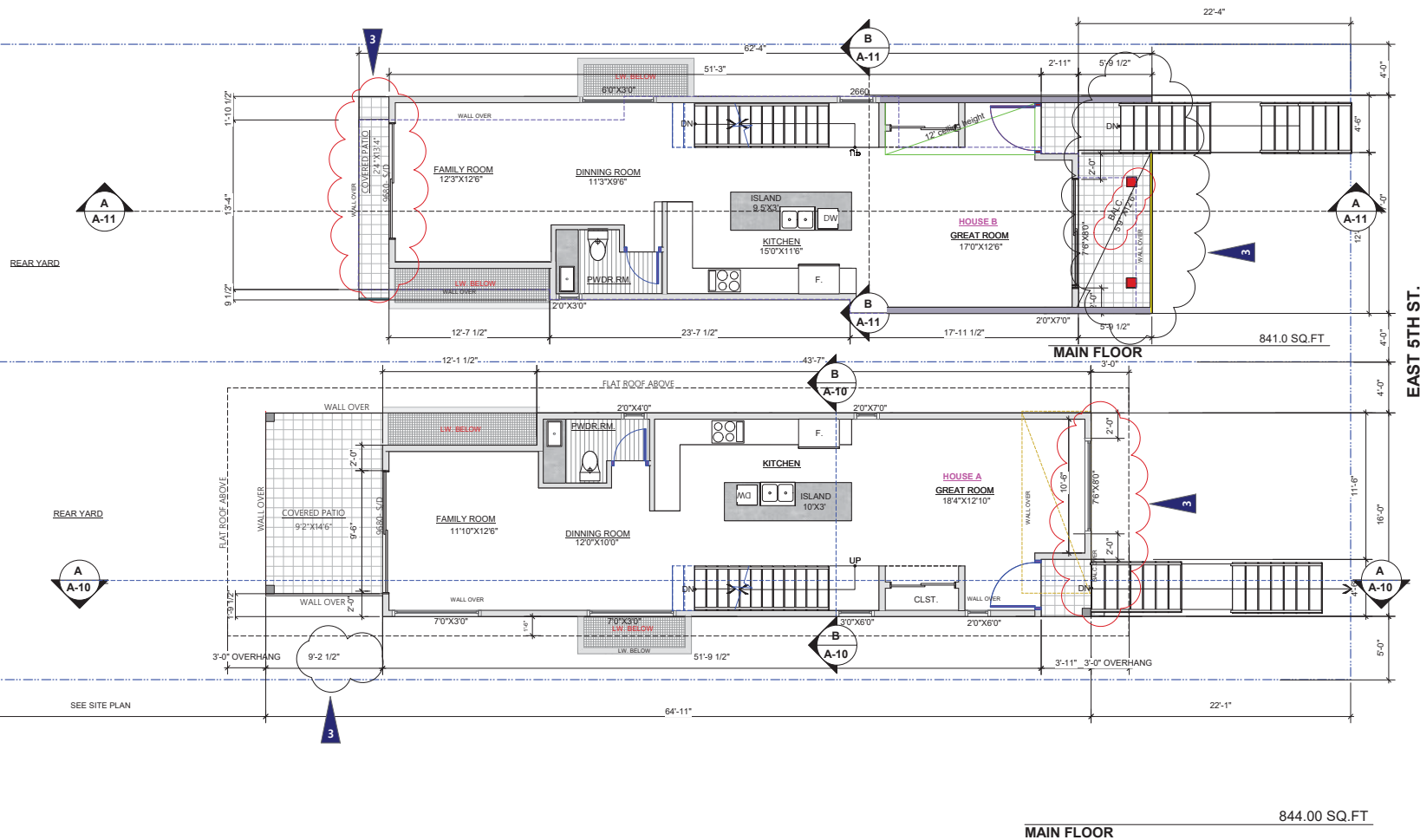
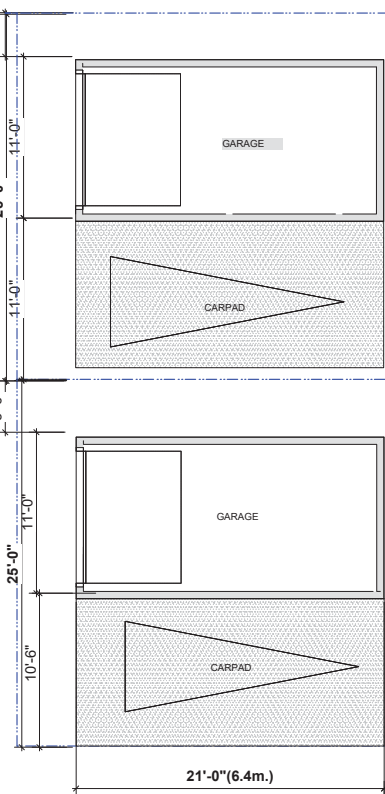
8		
7		
6		
5		
4		
3	REVISION 2	JAN 11 2014
2	REVISION 2	FEB 26 2014
1	PRE APP SUB.	SEP 01 2010
No.	DATE	

**502 EAST 5TH ST.
NORTH VANCOUVER**

BASEMENT PLANS

DATE:
MAY 2014
DRAWN BY:
G.A.
CHECKED BY:
M.R.
R.C.H.
SCALE: 1/4" = 1 ft

DRAWING NO.:
A-02



LEGEND:

- FINISH ELEV.
- POWER VENT
- FLOOR DRAIN
- SMOKE ALARM

REVISION:

8		
7		
6		
5		
4		
3	REVISION 2	JAN. 11, 2023
2	SUBMISSION 2	FEB. 28, 2023
1	PRE APP SUB	SEP 11, 2020
NO.	ISSUE FOR	DATE

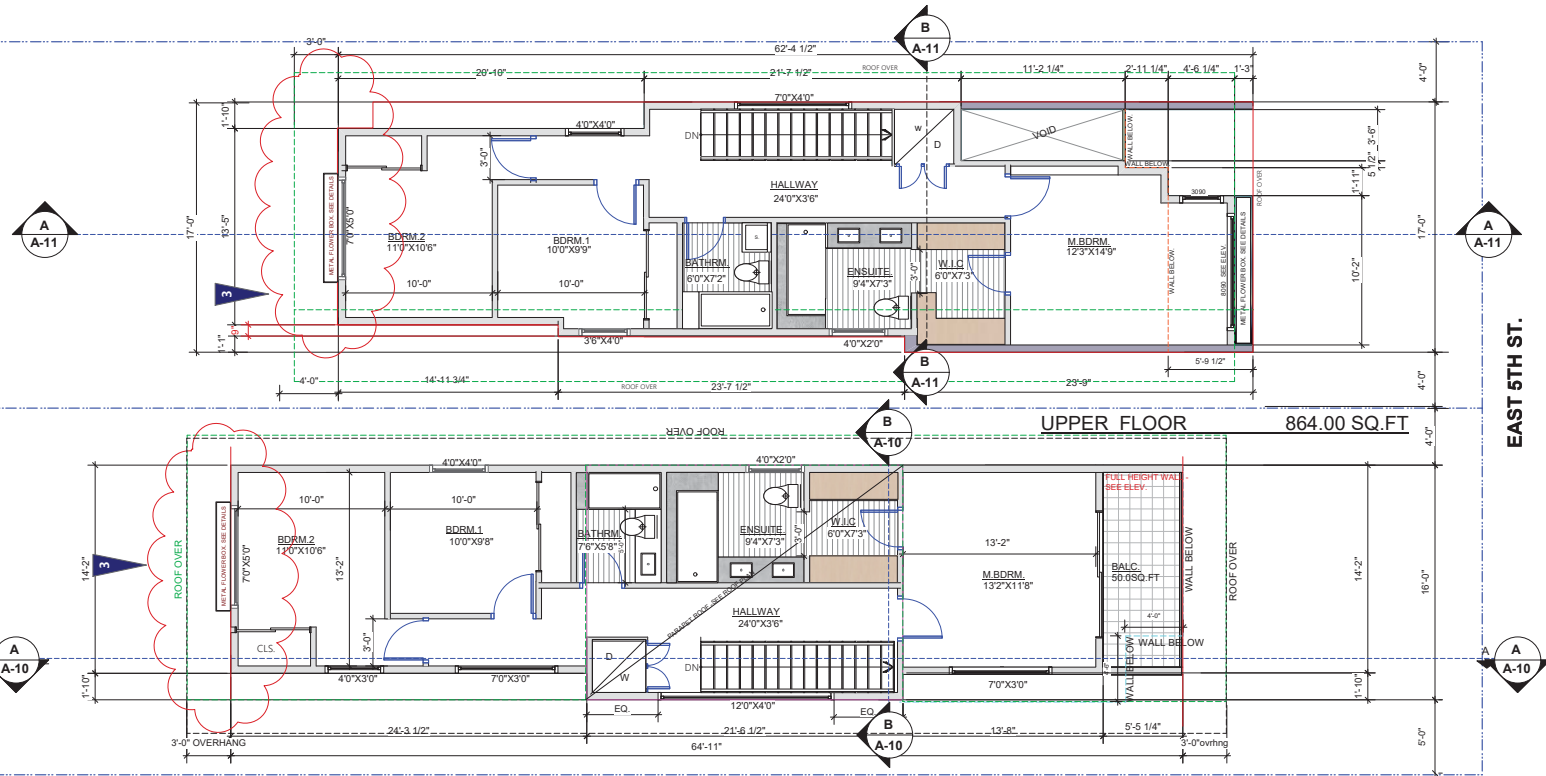
**502 EAST 5TH ST.
NORTH VANCOUVER**

MAIN FLOOR PLANS

DATE:
MAY 2014
DRAWN BY:
G.A.
CHECKED BY:
M.R.
R.C.H.
SCALE: 1/4" = 1 ft

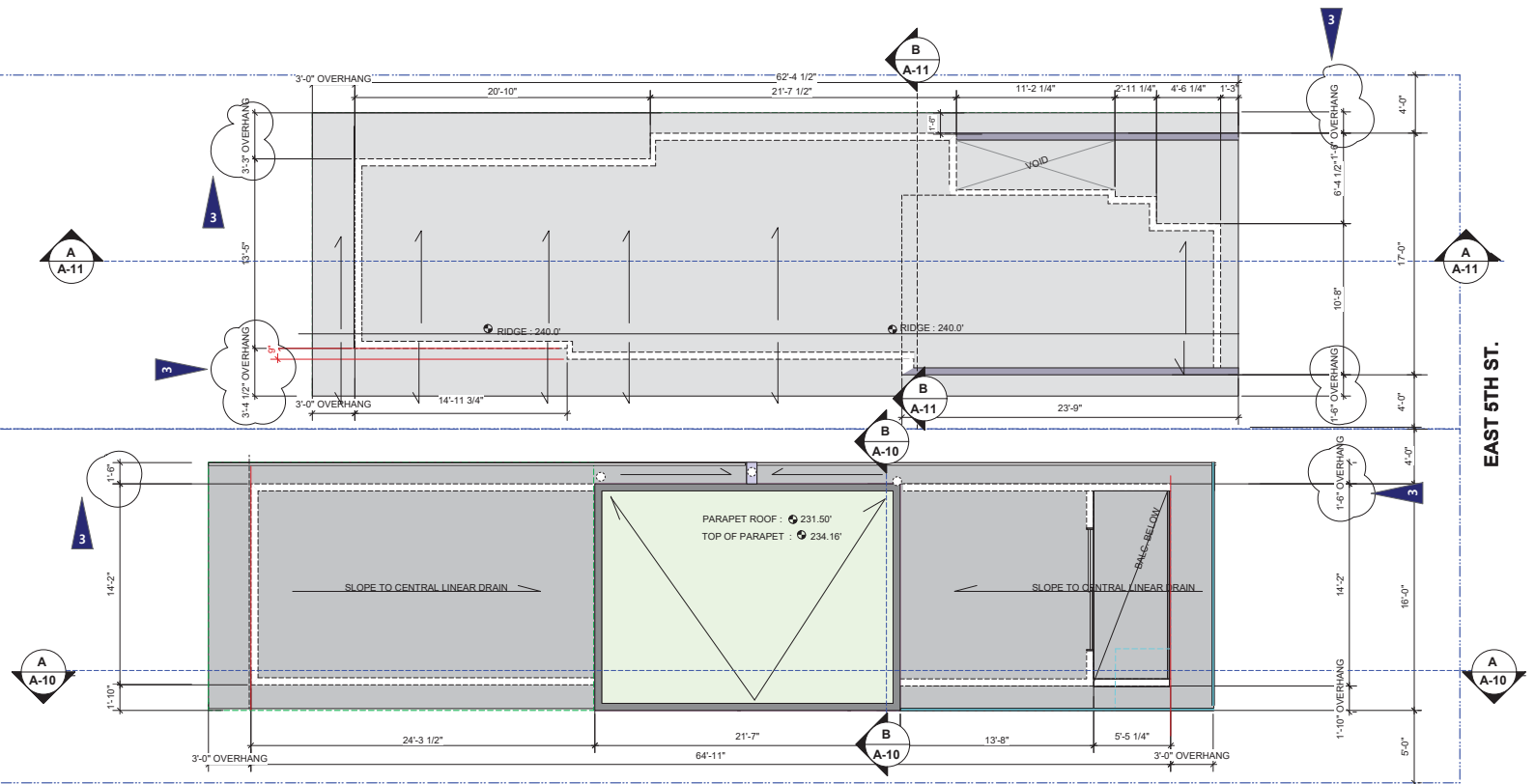
DRAWING NO.:

A-03



UPPER FLOOR 862.00 SQ.FT





LEGEND:	
	FINISH ELEV.
	POWER VENT
	FLOOR DRAIN
	SMOKE ALARM

REVISION:	
8	
7	
6	
5	
4	
3	
2	
1	
NO.	DATE

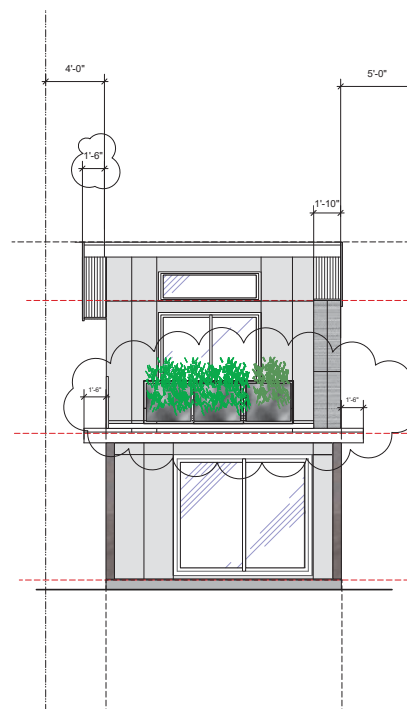
**502 EAST 5TH ST.
NORTH VANCOUVER**

ROOF PLANS

DATE:
DRAWN BY:
CHECKED BY:
M.R.
R.CH
SCALE: 1/4" = 1 ft

DRAWING NO.:

A-05

[illegible]

HOUSE A- HEIGHT CALCULATION
(FRONT AVE.) $204.92'+203.28'=204.10'$
(REAR AVE.) $214.43'+215.38'=214.905'$
**REFERENCE POINT: $204.10'+((214.905'-204.10')\times 0.4) = 208.44'$
 $= 208.44'+26.2'=234.64'$
 $= 208.44'+33'=241.44'$



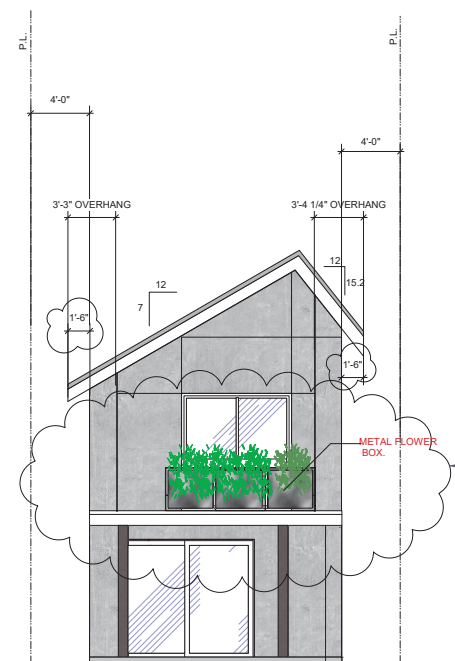
HOUSE B ELEVATION - SOUTH

MATERIALS

- 1. Roof
 - 2. Metal, Dark Metal
 - 3. Fascia Board
 - 4. Siding on Facia
 - 5. Metal + Gutter
 - 6. Metal Panels
 - 7. Cedar board siding
 - 8. Metal board siding
 - 9. Metal cladding
 - 10. Windows
 - 11. Entry Doors
 - 12. Soffit
- 2 LAYER APPROVED MEMBRANE
1.5" x 8" P. PAINTED TO MATCH WALLS
2X8 OR 2X10 PAINTED CEDAR, Dark Charcoal
PREPARED SILL FLOORS TO MATCH FACIA COLOUR
PREPARED ALUM. DARK CHARCOAL
FIBER COMB STAKES
1.5" WIDE CEDAR BOARDS
1.5" WIDE, FIBER COMB STAKES
FIBER CLADDING
VINYL - DARK CHARCOAL
SOLID WOOD OR INSULATED FIBERGLASS
CEDAR STAIN

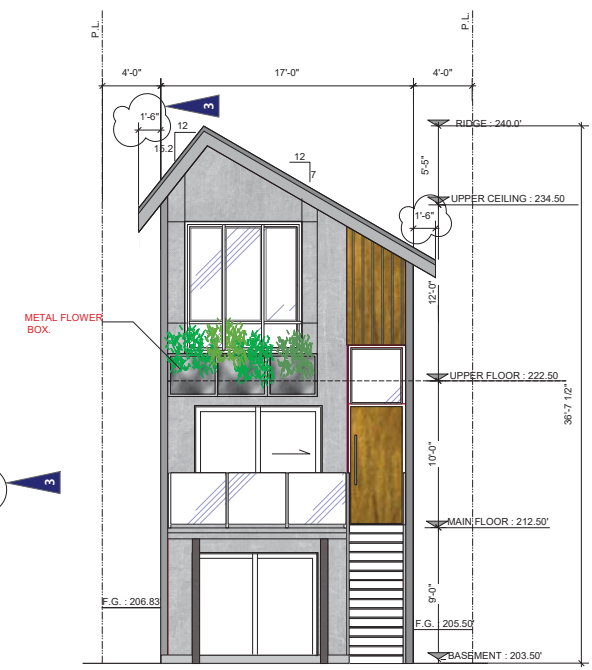
COLOURS

- HOUSE B - DARK HOUSE WALLS and GARAGE - Fiber cement panels (see Note - 40)
- HOUSE B OR A - ACCENT WALL (see page 40)
- HOUSE A - ACCENT WALL - Cedar (see Note 40)
- HOUSE A - DARK HOUSE and GARAGE - cement panels (see Note - 40)
- HOUSE B - CEDAR SIDING, SILL FLOORS and FRONT DOORS - Cedar (see Note 40)
- BOTH HOUSES - SHEDDING SILL FLOORS - coated Dark Charcoal
- BOTH HOUSES - FACIA, PLUMBING - Dark Charcoal (to match the Mountain 442)



NORTH ELEVATION

HOUSE B- HEIGHT CALCULATION
(FRONT AVE.)202.65'+204.92'= 203.78'
(REAR AVE.)215.38+215.87=215.62'
REFERENCE POINT: 203.78+(215.62'-203.78')X0.4= **208.51'
= 208.51'+26.2'=234.71'
= 208.51+33'=241.51'



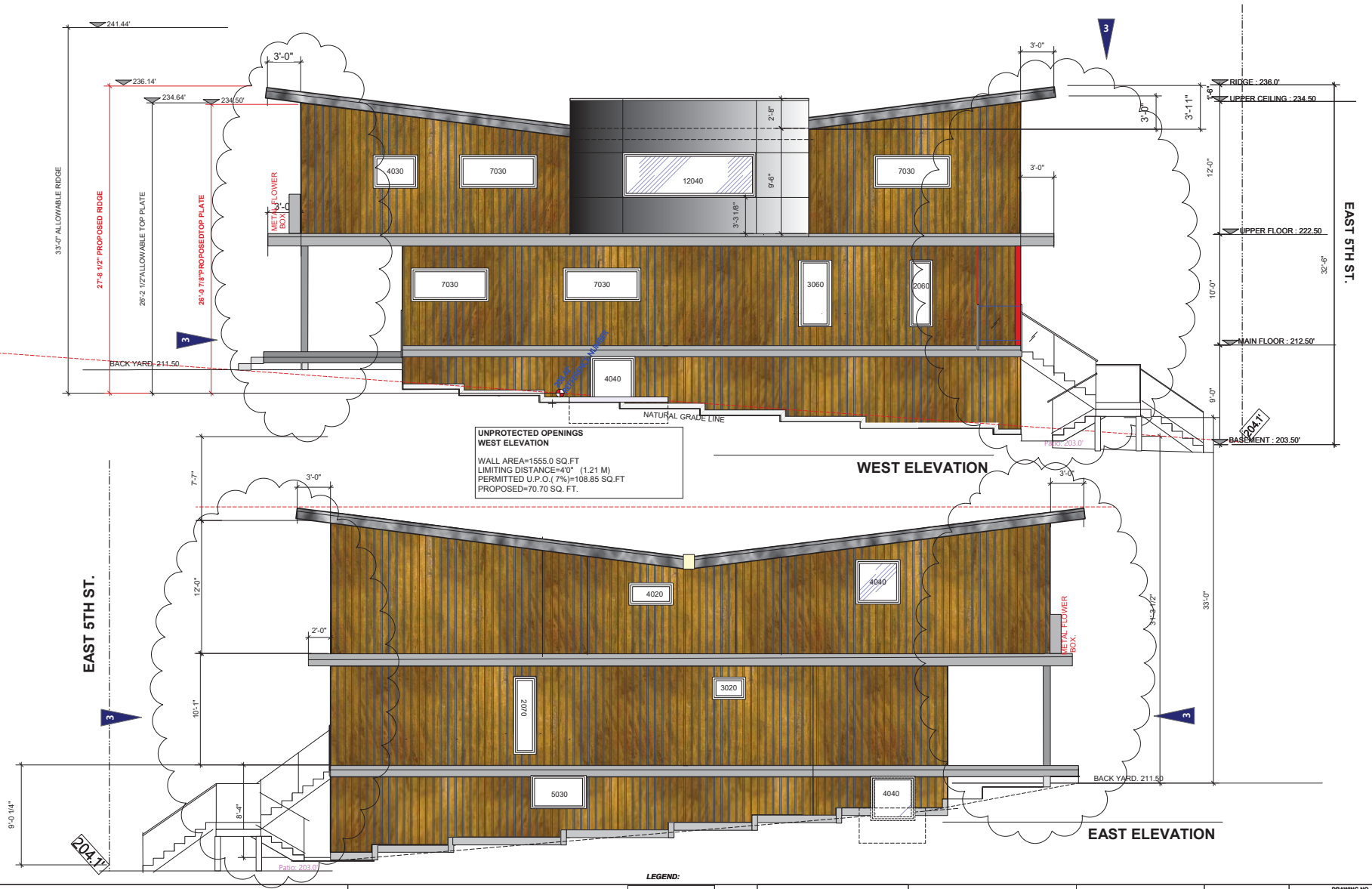
SOUTH ELEVATION

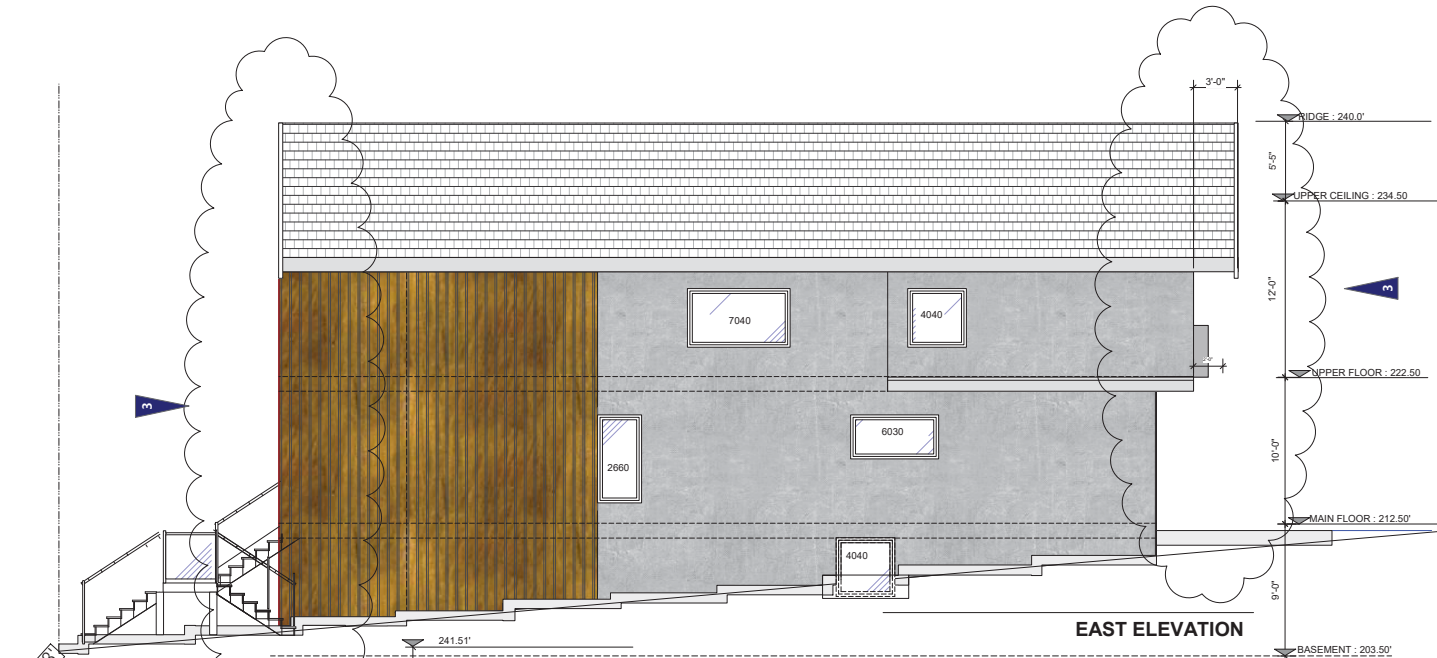
REVISION:	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	
74	
75	
76	
77	
78	
79	
80	
81	
82	
83	
84	
85	
86	
87	
88	
89	
90	
91	
92	
93	
94	
95	
96	
97	
98	
99	
100	

502 EAST 5TH ST.
NORTH VANCOUVER

FRONT & REAR
ELEVATIONS
HOUSE B

DATE:
DRAWN BY :
CHECKED BY :
M.R.
R.C.H.
SCALE: 1/4" = 1 ft





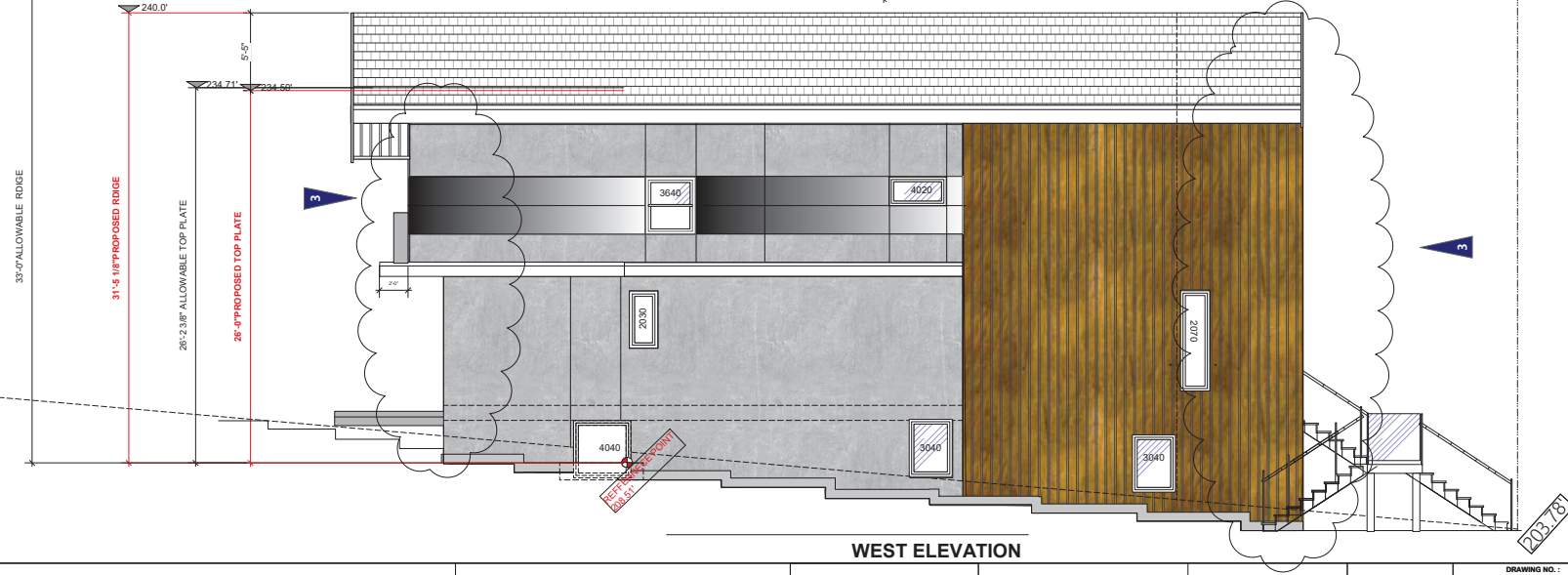
**UNPROTECTED OPENINGS
EAST ELEVATION**

WALL AREA=1351.0 SQ.FT
 LIMITING DISTANCE=4'0" (1.21 M)
 PERMITTED U.P.O.(7%)=94.57 SQ.FT
 PROPOSED=90.0 SQ. FT.

**UNPROTECTED OPENINGS
WEST ELEVATION**

WALL AREA=1592.0 SQ.FT
 LIMITING DISTANCE=4'0" (1.21 M)
 PERMITTED U.P.O.(7%)=111.44 SQ.FT
 PROPOSED=81.0 SQ. FT.

EAST ELEVATION



WEST ELEVATION

REVISION:		
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

**502 EAST 5TH ST.
NORTH VANCOUVER**

**SIDE ELEVATIONS
HOUSE B**

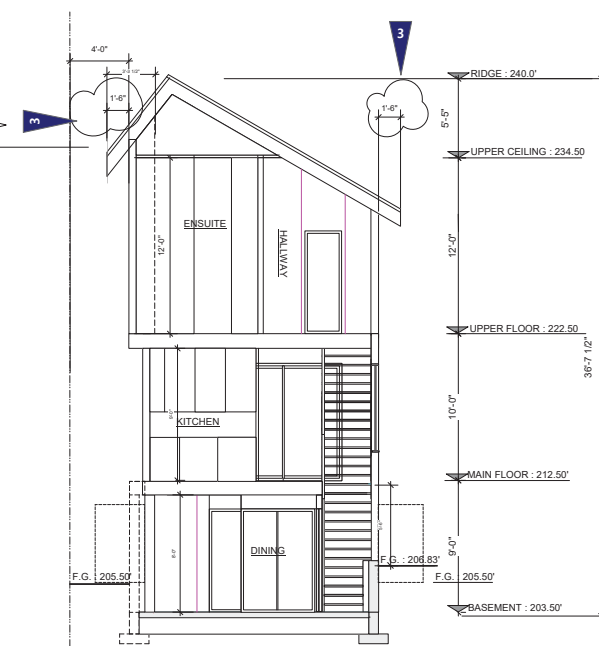
DATE:

DRAWN BY:
G.A.
CHECKED BY:
M.R.
SCALE: 1/4" = 1 ft

A-09



SECTION AA- HOUSE B



SECTION BB -HOUSE B

REVISION:		
8		
7		
6		
5		
4		
3	SUBMITTAL	JAN 17 2020
2	SUBMITTAL	FEB 18 2020
1	PRE-APP SUB.	MAY 11 2019
No.	ISSUE FOR	DATE

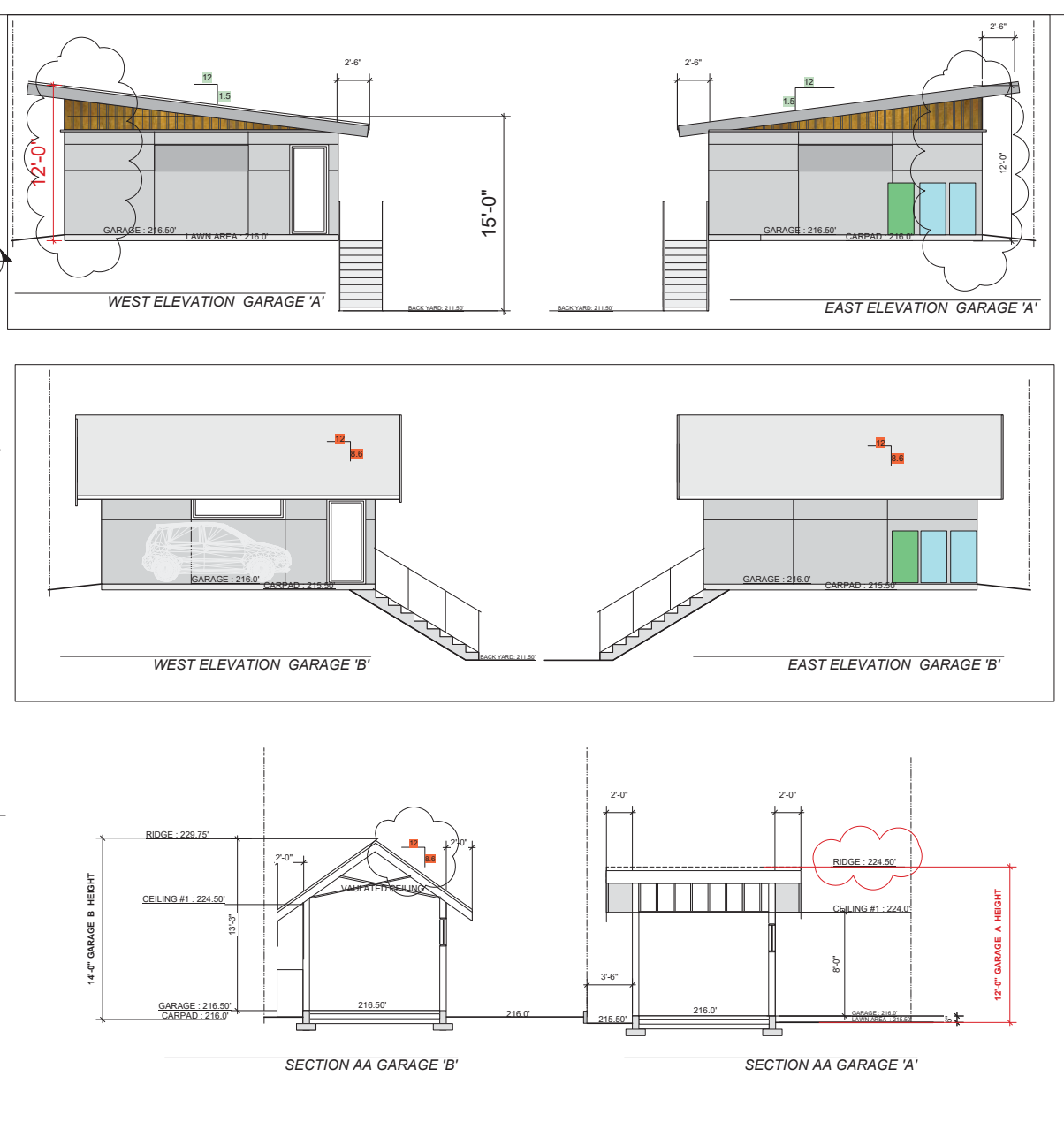
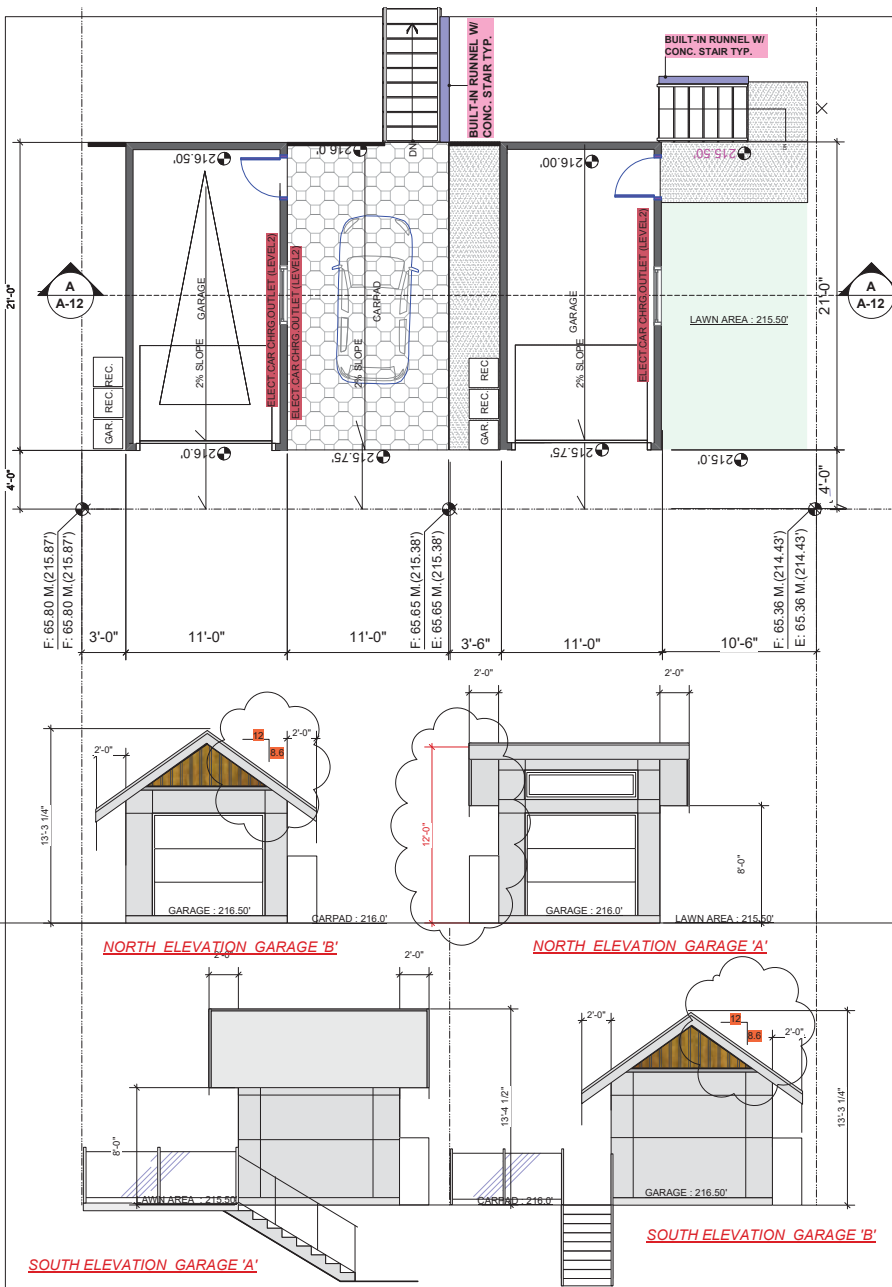
**502 EAST 5TH ST.
NORTH VANCOUVER**

**SECTIONS
HOUSE B**

DATE:
DRAWN BY:
CHECKED BY:
M.P.R.
R.C.H.
SCALE: 1/4" = 1 ft

DRAWING NO.:




A-11



- LEGEND: ELEV**
- POWER VENT
 - FLOOR DRAIN
 - SMOKE ALARM

REVISION:	DATE
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	
74	
75	
76	
77	
78	
79	
80	
81	
82	
83	
84	
85	
86	
87	
88	
89	
90	
91	
92	
93	
94	
95	
96	
97	
98	
99	
100	



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Leah Karlberg, Planner 1

Subject: REZONING APPLICATION: 341 WEST 24TH STREET (BILL CURTIS /
BILL CURTIS & ASSOCIATES DESIGN)

Date: February 23, 2022 File No: 08-3400-20-0056/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated February 23, 2022, entitled "Rezoning Application: 341 West 24th Street (Bill Curtis / Bill Curtis & Associates Design)":

That the application submitted by Bill Curtis/Bill Curtis & Associates Design, to rezone the property located at 341 West 24th Street from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential (RS-2) Zone be considered and that no Public Hearing be held in accordance with the *Local Government Act*;

THAT notification be circulated in accordance with the *Local Government Act*;

AND THAT the community benefits outlined in the report be secured at the applicant's expense.

ATTACHMENTS

1. Context Map (CityDocs [#2137118](#))
2. Public Consultation Summary (CityDocs [#2150840](#))
3. Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8908 (Bill Curtis / Bill Curtis & Associates Design, 341 West 24th Street) (CityDocs [#2137165](#))

SUMMARY

This report presents an application to rezone 341 West 24th Street from One-Unit Residential 1 (RS-1) Zone to One-Unit Residential 2 (RS-2) Zone to allow for future subdivision of the existing one lot into two lots. The intent is to develop a single family dwelling with a secondary suite and detached garage on each subdivided lot.

BACKGROUND

On February 28, 2022, Council directed staff to continue to process RS-2 rezoning applications on a case-by-case basis. Council also approved the simplified process for these applications, where at rezoning stage there would be a focused review on zoning, subdivision and servicing requirements. No design review would be conducted. This is to set clear expectation with the applicant and the public that under the Local Government Act, the City does not have design control over single family homes.

DISCUSSION

Site Context

The site is located on the south side of West 24th Street between Mahon Avenue and Jones Avenue in the Mahon neighbourhood. It is designated Residential Level 1 in the OCP.

The surrounding area consists of single detached homes on lots ranging in width from 10 metres (33 feet) to 20 metres (66 feet). The buildings immediately surrounding the subject site are described in Table 1 below.

Table 1. Surrounding uses

Direction	Address	Description	Zoning
North – across the street	342 West 24 th Street	Single detached home	RS-1
South – across the lane	338 West 23 rd Street	Single detached home	RS-1
East	335 West 24 th Street	Single detached home	RS-1
West	345 West 24 th Street	Single detached home	RS-1

Zoning Analysis

The proposal for two new lots each with a single family dwelling requires a rezoning from RS-1 (One-Unit Residential 1) to RS-2 (One-Unit Residential 2) to allow for a narrower Minimum Lot Frontage as per Table 2 following.

Table 2. Requested Changes to the Zoning By-law

	Current RS-1 Zone	Proposed RS-2 Zone
Buildings	One Principal Building per lot	One Principal Building per lot
Use	One-Unit Residential Use	One-Unit Residential Use
Units	3 Units (one Principal Dwelling Unit, one Accessory Secondary Suite, one Coach House)	2 Units per lot (one Principal Dwelling Unit, one Accessory Secondary Suite)
GFA	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft), or 0.5 FSR. For subject site, maximum GFA is 0.3 FSR + 93 sq. m (1,000 sq. ft) = 279 sq. m (3,004 sq. ft.)	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft), or 0.5 FSR. For both proposed sites combined, maximum GFA is 0.5 FSR = 302 sq. m (3,260 sq. ft.)
Lot Coverage	30% for Principal Building	30% for Principal Building
Minimum Lot Frontage	10 m (32.81 ft)	7.5 m (24.6 ft)
Principal Building Setbacks	Front Lot Line – 4.6 m (15 ft) Rear Lot Line – 14.4 m (47 ft) Interior Lot Lines – 1.2 m (4 ft)	Front Lot Line – 4.6 m (15 ft) Rear Lot Line – 14.4 m (47 ft) Interior Lot Lines – 1.2 m (4 ft)
Minimum on site parking	2 parking stalls	2 parking stalls

Use and Density

The proposal represents a minimal increase in density. Staff note the maximum 0.5 FSR would apply to the existing lot as well as to the two proposed lots, resulting in the same total buildable area under both scenarios. One additional net unit is permitted through the RS-2 rezoning and subdivision. The proposed density is consistent with the Official Community Plan and planned character of the neighbourhood, at an appropriate location (the site is less than three blocks from Lonsdale Ave).

The proposed parking is one space per principal unit and one space per suite, which is adequate for this site. Secure bicycle parking is provided for each principal building.

Proposed landscaping includes two new on-site trees (native species) and the retention of two mature off-site trees adjacent to the property line.

COMMUNITY CONSULTATION

Following neighbourhood notification on December 9, 2021, the City received correspondence from four residents. Three residents expressed concerns regarding increased density and traffic in the neighbourhood, and one asked questions. Recently, input was received from six more neighbours, expressing similar concerns regarding density and traffic on the block.

As outlined in the Zoning Analysis section, the total buildable floor area as a result of this subdivision will not exceed what is permitted on the existing site. There will be a maximum potential for one additional household) added to the block as a result of the subdivision. These additional households should be able to integrate well into the existing block.


Given the conformity of the proposal with the Official Community Plan and existing character of the area, staff is recommending that no Public Hearing be held. Should Council wish to refer the application to a Public Hearing the first active clause in the resolution should be amended to read:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8908" (Bill Curtis / Bill Curtis & Associates Design, 341 West 24th Street) be considered and referred to a Public Hearing, in accordance with the *Local Government Act*;

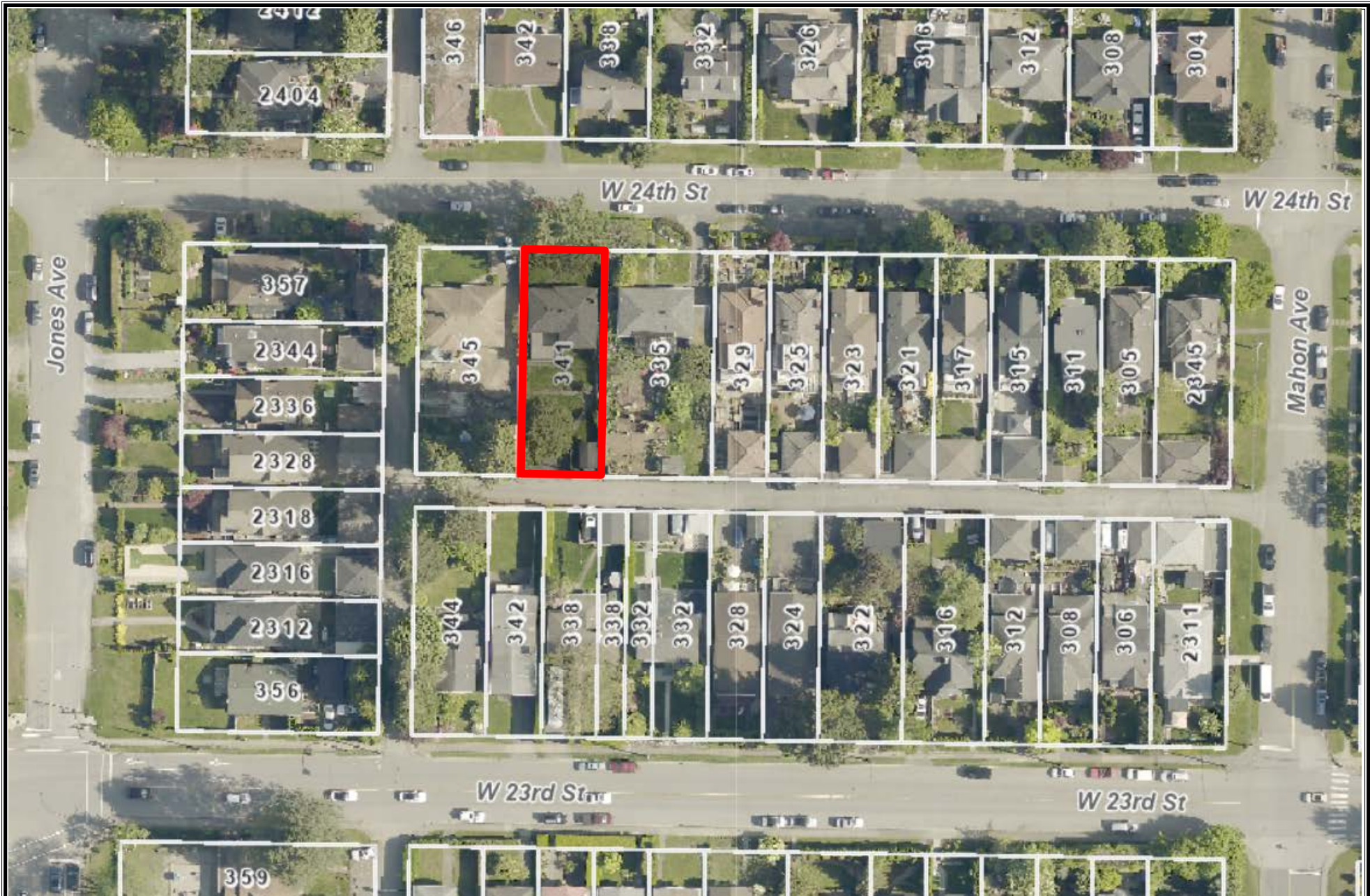
COMMUNITY BENEFITS

In addition to standard servicing requirements, staff have requested an upgraded sanitary main and that the lane adjacent to the site be fully reconstructed.

RESPECTFULLY SUBMITTED:



Leah Karlberg
Planner 1



Bill Curtis & Associates Design Ltd.

Harbourfront Business Centre
5th Floor, 224 West Esplanade
North Vancouver, B.C. V7M 3M6
Tel. (604) 986-4550 Fax. (604) 986-4555
www.billcurtishomedesign.com
e-mail billcurtisdesign@gmail.com

February 23, 2022

City of North Vancouver
141 West 14th Street
North Vancouver V7M 1H9
Planning Department
Attention Ms. Leah Karlberg

Regarding the proposed rezoning of 341 West 24th Street

Public Notification Report

As required a sign was posted on the site notifying neighbors and others of the proposal and including my and City of North Vancouver contact information should anyone want to learn more. I produced a City approved letter sized information sheet and distributed it to the 25 City identified residents the morning of December 11th, 2021. That mail drop notification included a site plan and streetscape of the proposal depicting the location of the proposed homes on site and their appearance from the street.

Two letters in opposition to the proposal from the same address have been sent and are concerned primarily with a potential increase in traffic.

A second letter was sent from an address outside of the notification area. The concern was that better notification was not made of the application, and that the project would add density and traffic to the neighborhood.

While distributing the mail drop I was approached by a property owner on East 23rd Street who was interested in requesting a similar rezoning and subdivision application. Some time after the neighbor notification was distributed, the City received additional email responses from neighbors with concern over either density and/or traffic in the neighborhood. City staff responded to these emails directly to answer questions and provide additional information, including opportunities to connect with the developer (none reached out to the developer).

In total, 9 residents expressed concern or opposition against the project and 1 resident asked questions about the application. Several residents asked to be personally notified prior to the Public Hearing, in order to share their input to Council at an additional opportunity.

Thank you for your consideration,

Bill Curtis

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8908

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8908**” (Bill Curtis / Bill Curtis & Associates Design, 341 West 24th Street).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of RS-2 (One Unit Residential 2 Zone):

Lots	Block	D.L.	Plan	
34	213	544	2837	from RS-1

READ a first time on the <> day of <>, 2022.

READ a second time on the <> day of <>, 2022.

READ a third time on the <> day of <>, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

COUNCIL REPORT

To: Mayor Linda Buchanan and Members of Council

From: Matthew Menzel, Planner 2

Subject: PRELIMINARY REPORT – OCP AMENDMENT APPLICATION AT 1225
EAST KEITH ROAD (DARWIN PROPERTIES)

Date: February 16, 2022 File No: 08-3400-20-0072/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated February 16, 2022, entitled
“Preliminary Report – OCP Amendment Application at 1225 East Keith Road
(Darwin Properties)”:

THAT the application for Official Community Plan amendment (PLN2021-
00027) to allow residential use as part of a proposed redevelopment of a Mixed-
Employment designated site at 1225 East Keith Road be rejected;

AND THAT staff work with the proponent to establish a supportable
redevelopment proposal for the site that enhances employment generating uses
while achieving needed community benefits.

ATTACHMENTS

1. Context Map (CityDocs [#2135942](#))
2. Architectural Plans, dated October, 2021 (CityDocs [2123601](#))
3. Metro Vancouver – Process for Regional Growth Strategy Amendments (CityDocs [2136396](#))

SUMMARY

The purpose of this report is to seek Council’s direction regarding the proposed OCP amendment at 1225 East Keith Road (the “subject site”). The proposal is for a new recreation facility (North Shore Winter Club), commercial uses, an in-kind child care facility and 222 market rental units.

Document Number: 2134082

The proposal would replace the existing service industrial uses, child care facility and dance school on the subject land.

The proposal's inclusion of mixed commercial uses and a residential tower, along with a recreation facility is inconsistent with the relevant policy framework, and would require both Official Community Plan amendments and a Regional Growth Strategy Amendment to proceed. The purpose of this report is to present an analysis of the proposed amendments and seek direction from Council on how to proceed with this application.

DISCUSSION

Site and Surrounding Uses

This 15,891 square metre (171,051 square foot) site is located on the southern side of East Keith Road, bordering the District to North Vancouver to the north and east. Part of the City's mixed employment area, the site has a frontage of 136.6 metres (448 feet) along East Keith Road, 110.4 metres (362.4 feet) along Brooksbank Avenue, and 114.7 metres (376.18 feet) along Lynnmouth Avenue. Surrounding uses are provided in the following figure and table.

Figure 1. Context Map



Table 1. Surrounding Uses

Direction	Address	Zoning	Description	OCP
North (across E Keith)	Various District of North Vancouver sites	DNV Zoning Bylaw: RS4 – Single-Family Residential	Single Family Dwellings Park	Residential Level 5 (Low Density Apartment) Approximately 1.75 FSR
South	630 Brooksbank	CD Zone	BC Hydro	Mixed Employment
East	Various District of North Vancouver sites	DNV Zoning Bylaw: CD Zone	17 storey seniors living apartments North Shore Winters Club	Residential Level 6 (Medium Density Apartments) Approximately 2.5 FSR Commercial Approximately 1.0 FSR
West	Various	Public Use and Assembly CD Zone	Parkland North Shore Studios (Film Studios)	Parks, Recreation, and Open Space Mixed Employment

Proposal

The application proposes an OCP amendment to change the current Mixed Employment designation to facilitate a mixed use development on the subject site. The Mixed Employment designation does not allow for any residential uses. An amendment to the OCP for this site would change the designation to Mixed Use Level 2 as well as specifying a maximum height of 23 storeys.

The redevelopment of the site consists of:

- A four-storey podium that covers the entire site with a 23-storey mixed-use tower at the northeast corner;
- An approximately 21,749 square metre (234,100 square feet) of indoor / outdoor sports and recreation facility occupying the majority of the podium (the North Shore Winter Club);
- An approximately 278 square metre (3,000 square feet) child care facility in Level 1, proposed to be turn-key to the City;
- Four levels of commercial uses, including a mix of commercial and office tenancies at the base of the tower, totalling 2,807 square metres (30,215 square feet); and
- 18 levels of market rental units above in the tower, totalling 222 units.

Access to the underground parkade is proposed from Lynnmouth Avenue.

A total density of 2.4 FSR is proposed.

Policy Context

Metro 2040 and Regional Industrial Lands Strategy

Metro 2040: Shaping Our Future identifies the subject site as being within the Mixed Employment land use designation. Metro 2040 provides the following overall outcome for Mixed Employment areas:

“Mixed Employment areas are intended for industrial, commercial and other employment related uses to help meet the needs of the regional economy. They are intended to continue to support industrial activities, and complement and support the planned function of Urban Centres and Frequent Transit Development Areas. Mixed Employment areas located within Urban Centres and Frequent Transit Development Areas provide locations for a range of employment activities and more intensive forms of commercial development.”

The site is located outside of an Urban Centre, and part of Keith Road is identified as a Frequent Transit Development Area. In accordance with Strategy 2.2, Section 2.2.4 d) vi) of Metro 2040, residential use types are to be excluded in Mixed Employment areas.

Regionally, Metro Vancouver is experiencing historic demand for industrial land, owing to constrained land supply, increasing pressure for development, and other factors. In 2020, responding to this issue, Metro Vancouver adopted the Regional Industrial Lands Strategy, which seeks to minimize loss of industrial lands and intensity and optimize their use.

Proceeding with a change of use on the subject site to allow residential use would require Metro Board approval as outlined in this report below.

Official Community Plan

The 2014 Official Community Plan identifies the site within the Mixed Employment land use designation, consistent with Metro 2040. The intent for Mixed Employment areas are as follows:

“To allow for light industrial and automotive uses characterized by research and development activities, business parks, storage, assembly of semi-finished products from previously prepared materials, automotive uses, automobile sales or other light industrial and service commercial uses with limited smoke, noise, soot, dirt, vibration or odor. A limited amount of complementary commercial use could be supported—commercial uses with high trip-generating uses should be directed to mixed-use and commercial areas.”

Council Strategic Plan and Draft Economic Strategy

Council's Strategic Plan was produced to outline the strategic priorities for 2018-2022. The Strategic Plan has a priority to establish the City of North Vancouver as a 'Prosperous City', which aims to support, '...a diverse economy by creating an environment where new and existing businesses can grow and thrive'.

On February 14, Council was provided with a report which gave an update on overarching global and local economic trends, key business issues within the City, and initial strategic economic-development priorities. This information provides the context and background that will inform the development of the Economic Investment Strategy.

The report has identified several priority areas for economic development in the City. Of specific relevance to the proposed development is the following priority:

Protect and intensify use of employment lands: *The supply of industrial land both regionally and in the City of North Vancouver is extremely limited and demand for industrial lands is at historic levels, as evidenced by record low vacancy rates. Encroachment pressure to use employment lands for higher value residential use is increasing, and a key driver of growth will be our ability to optimize and densify existing employment lands. This includes the protection of existing mixed-employment lands and examining opportunities to intensify and maximize the use of these lands, including provision of light-industrial and some commercial spaces. Incentivizing the expansion of employment generating uses will help ensure the City is building complete, inclusive, and well-connected neighbourhoods, where residents can enjoy access to meaningful and diverse employment opportunities and are able to walk or roll to access daily needs and services. Complete neighbourhoods will be key to our City's resilience and are a foundation of thriving, affordable, and equitable communities.*

Industrial uses are a major economic generator, regionally and in the City of North Vancouver and the contribution of industrial uses both directly and indirectly to job creation exceeds the contribution of non-industrial sectors.

Planning Analysis

Given the current policy context defining the subject site, residential uses as proposed are not anticipated within the Mixed Employment land use designation. The Mixed Employment land use designation is reserved for accommodating employment generating uses, including those which are more challenging to locate in close proximity to other types of uses owing to their operational impacts i.e. light industrial activities and intensive service commercial activities.

On this basis, staff do not recommend supporting a site-specific amendment to the OCP to allow residential use types on the subject land, as this would compromise the desired outcomes for the Mixed-Employment areas of the City. Should the market come to expect higher value uses such as commercial and residential being permitted within Mixed Employment areas, there is significant risk that speculative activity would further

erode the productivity of these lands, as it may result in land owners foregoing re-investing in industrial and mixed-employment development with an expectation of achieving higher land values through similar future amendments. It may also result in land prices in the mixed-employment areas increasing in response to this expectation, which would have downstream effects on lease prices and other factors impacting the viability of industrial businesses.

OCP changes are most appropriately considered on an area-wide, rather than site-specific basis and should respond to an identified community need. A review of the OCP is anticipated to begin in 2023.

Adjacency Issues

The introduction of sensitive use types (i.e. Residential) within the Mixed Employment land use designation will jeopardize the ability for industrial and intensive commercial uses to establish in the locality, diminishing the ability for the Mixed Employment area to function as intended and increasing the potential for land use conflicts. Given the current and expected future demand for Mixed Employment designated land in the City, restricting sensitive use types in these areas will help to secure these lands for industrial use.

Building Height, Form and Scale

The OCP does not regulate building height for development within the Mixed Employment land use designation. The building height for the site is regulated through the Zoning Bylaw, which sets a maximum building height of 9 metres (29.5 feet) for development in the Comprehensive Development CD-168 zone.

The intent of the OCP is to concentrate higher densities and high rise building forms in the Lonsdale Regional City Centre, which is depicted in Schedule E – Regional Context Statement. This is consistent with the outcomes of the Metro 2040 and the draft Metro 2050 documents.

The proposed building height at 23 storeys is out of context with the existing and future built form anticipated in the surrounding area. Staff also note the full site coverage for such a large site does not allow permeable pedestrian connections through the site.

Meeting transportation demands, allowing traffic to move smoothly in the area and enhancing the public realm are all key objectives staff would be looking to secure through the redevelopment.

Community Amenities and Public Benefits

The proposed sport and recreation facility, and child care centre as part of a development are supportable, and are complementary uses to a potential mix of light industrial, commercial and office development at this site, and provide needed service to employees and residents in the area in general. The valuation of these amenities in light of the City's Density Bonus and Community Benefits Policy would be further

considered through a detailed analysis should staff be directed to continue processing an application on the subject site.

Process

Applications requiring Official Community Plan amendment are brought forward for early consideration and Council guidance, with preliminary analysis for relevant land use issues. Should Council direct staff to proceed with processing an application as presented, or to work with the applicant toward a revised proposal, Staff would undertake a more detailed assessment of the built form, urban design and transportation aspects of the proposal. Staff would also request supplementary studies and materials and the project would be subject to public and advisory body consultation.

Metro Vancouver Process to Exclude the Site from Mixed Employment Designation

In addition to Council approval, the proposed inclusion of residential development at the site involves a “Type 3” amendment to the Regional Growth Strategy (RGS) (Metro 2040), to change from one urban land use designation to another. The process is outlined below, if the amendment is pursued:

- Municipalities can, by Council resolution, request that the Metro Vancouver Board considers amendments to the RGS. The municipality first assesses whether or not it wishes to submit a request for an amendment, prior to approaching the Metro Vancouver Board.
- Should Council resolution support the proposed OCP and Metro 2040 amendment, the application will proceed with the Process for Regional Growth Strategy Amendment (refer Attachment 3).
- Metro Vancouver prepares a draft report on the proposed amendment and refer it to the Regional Planning Advisory Committee for review and comment.
- The Metro Vancouver Board then initiates review and potential amendments to the RGS by resolution. If supported, the Board gives the amendment initial readings (50% +1 weighted voting threshold) to the Metro 2040 Amendment Bylaw and notifies all affected local governments.
- Comments from the affected local governments are included with Metro Vancouver staff report. If the amendment is supported, the Board gives 3rd and final reading to adopt Metro 2040 Amendment Bylaw.

As outlined above, consideration of whether the City would allow residential development on the subject site represents the first step in determining whether the City wishes to proceed with submitting a request to amend Metro 2040. If the Council does not support further advancing this proposal, the request for an amendment to Metro 2040 will not proceed.

Should Council wish to proceed with processing an application inclusive of a residential component, the City's direction to seek an RGS amendment to allow residential on the site does not guarantee the Metro Vancouver Board will approve the amendment.

Summary

An application which includes a complimentary mix of industrial, commercial, and office use types on the site would be in keeping with regional and City policies. A revised proposal, which does not include residential use would better meet the goals of promoting employment generating uses in the locality, and is consistent with the established land use pattern.

OPTIONS

The following options are presented for Council's consideration:

Option 1: Reject the proposed OCP amendment (*Recommended*)

This option would provide staff with direction to refuse the application, and end the processing of the current application for an OCP amendment. Staff should be directed to work with the applicant to establish a supportable revised proposal.

Option 2: Direct staff to proceed with processing an OCP amendment

This option would provide staff with direction to proceed in processing a OCP amendment application for this site, including requesting and assessing supplementary studies and returning to Council prior to submitting a request to the Metro Vancouver Board to amend Metro 2040, to seek support for the proposed change in urban land use designation.

Should this option be pursued, the application would undergo staff review, public consultation and advisory body review and staff would prepare a detailed report outlining the City's rationale to seek a Regional Growth Strategy amendment and the implications to the City's mixed-employment areas for submission to the Metro Vancouver Board.

Should council wish to pursue this option, the following recommendation is in order:

THAT staff be directed to proceed with processing an application for Official Community Plan amendment (PLN2021-00027) to allow a residential mixed use development at 1225 East Keith Road;

AND THAT staff report back to Council prior to preparing a request to the Metro Vancouver Board to consider an amendment to the regional growth strategy (Metro 2040).

INTER-DEPARTMENTAL IMPLICATIONS

The proposal has been discussed with staff responsible for the Economic Development Strategy and the recommendation is fully supported.

CONCLUSION

This proposal which includes a residential use does not align with the goals and objectives of the OCP and Metro 2040 with respect to:

- Promoting Mixed Employment areas for light industrial and service commercial uses in the City;
- Protecting the supply of industrial land in the City;
- Diversification of the local economy, and promoting economic development in Mixed Employment areas.
- Minimizing impacts of urban uses on existing and future industrial activities.

While the current proposal is not supportable, staff seek direction to work with the applicant to establish a mutually beneficial development that sees intensification of employment generating uses on site, achieves significant public realm improvement for the surrounding area, demonstrates leadership in sustainable development as well as provides amenities to serve the wider community.

RESPECTFULLY SUBMITTED:



Matthew Menzel
Planner 2



OCP AMENDMENT,

NORTH SHORE WINTER CLUB



The 1225 Keith Road Development Proposal would like to acknowledge that is operated on the unceded territory of the Coast Salish peoples, including the territories of the Musqueam, Squamish and the Tsleil-Waututh Nations.

The design proposal, outlined within this document, is for a mixed-use development, intended to expand on the existing sport and amenity offerings of the North Shore Winter Club. The new facility will also encourage future growth within the City of North Vancouver, by improving connectivity to the District of North Vancouver, which abuts the site boundaries. Incorporated within this development will be a private sports club, office spaces, retail units and additional housing in close proximity to amenities and employment areas.

The footprint of the sports club will cover much of the site and will provide a mix of indoor and outdoor amenities. The commercial and office spaces will be located on the corner of Lynnmouth Avenue and Keith Road, with the first five storeys dedicated to commercial and office uses. Above, 18 storeys are dedicated to the residential units which vary from studios to three-bedroom family units.

The development will strive to use opportunities presented by the project typology for sustainable initiatives, such as heat recovery generated by the ice making facility to provide heating for the residential and office units. Other sustainable features could include green roofs, a highly efficient building envelope, rainwater management and more, aiding the development in meeting more stringent energy targets while lowering its carbon foot-print.

Parking will be provided entirely below grade. The podium maximizes the use of the site and allows workers, residents, sport enthusiasts and families to interact and participate in a range of activities throughout the day. The new activity on the site, with excellent views across the nearby green belt, will contribute to the vitality of the neighbourhood and provide an increased range of housing options for the area.

The development will be rental tenure and all rates will be determined for rezoning application.

We look forward to working closely with the City of North Vancouver to shape this neighbourhood and facilitate new and future growth.

Project Team

Darwin - Development

Since the beginning, the story of Darwin has been told through the integrity of our actions, our straightforward approach to business, and our relationships with the communities in which we work. We are committed to being a valued member of communities and to playing our part in making them stronger now and for future generations.

Francl Architecture Inc - Architect

Francl Architecture thrives on the challenge to design and realise a genuinely modern, livable and sustainable built environment. Our insight and expertise, gained over three decades of producing professionally recognized projects, ensures efficient and elegant buildings attuned to their own unique context and conditions.



CREEKSIDE COMMUNITY CENTRE (Francl)



LONSDALE SQUARE (Darwin)



FALSE CREEK NEU BUILDING (Francl)



EILEEN DAILLY LEISURE POOL AND FITNESS CENTRE (Darwin)



YVR AIRSIDE OPERATIONS BUILDING (Francl)



THE ARC (Francl)

TABLE OF CONTENTS

1	DESIGN ANALYSIS
	800M CONTEXT MAP
	400M CONTEXT MAP
2	PLANNING & DESIGN FRAMEWORK
	RELEVANT POLICIES
3	PROJECT DESCRIPTION
	DESIGN RATIONALE
	GFA TABLE
4	COMMUNITY AMENITY CONTRIBUTIONS AND STATEMENT OF AFFORDABILITY
5	DRAWINGS
	SURVEY PLAN
	ZONING SUMMARY TABLE
	SITE PLAN
	ARCHITECTURAL DRAWINGS
6	STUDIES AND ADDITIONAL INFORMATION
	PRE-CONSULTATION MEMO RESPONSE

DESIGN ANALYSIS

800M CONTEXT MAP



SITE PROXIMITY

Reserve

1. Squamish First Nation Land

Residential

2. Lynn Creek Apartments (6 storey rental apartments)
3. TPL Oxford Developments (6 storey rental apartments)
4. Terra Housing Society (6 storey below market rentals)
5. Trellis Housing Society (6 storey senior care)
6. Pure Living Bond Street (6 storey rental apartments)
7. Redic Developments (6 storey apartments)
8. Crown and Mountain (6 storey condos)
9. IBI Group (29 storey condo, 2 x 6 storey rental, townhomes, 30,000 sf commercial)
10. Intergulf (25 storey condo and 6 storey affordable rental apartments)
11. GBL (6 storey rental apartments)
12. Seyllynn Village Phase 2 (6 storey rental building, 9 storey mixed used building, 6 storey condo, 19 storey condo)
13. Seyllynn Village (Beacon (24 storey condo), Compass (28 storey condo), Horizon (6 storey non market rental), Apex (32 storey condo), 10,000 sf commercial space.)
14. Hunter (27 and 16 storey condo and rental apartments with new community centre)
15. Savage Developments (8 storey condo)
16. North Shore Winter Club
17. Carlton at the Club
18. Adera Oxford Apartments (6 storeys at 90 units)

Park

19. Seyllynn Park
20. Bridgman Park
21. Lynnsmouth Park
22. Harbourview Park
23. Sunrise
24. Cloverley Park
25. High Place Park
26. New Lynn Creek Town Linear Park
27. Keiths Creek

28. Lillooet Park

Commercial/Employment

29. DNV Work Yard
30. Harbour Front Centre (various restaurant, services, retail, health)
31. MEC North Vancouver
32. North Vancouver Return it Depot
33. Music Centre, Automotive Repair
34. Norco bikes, motorcycle repair shop, home furnishing
35. Kal Tire automotive repair, urban repurpose, Sharpe Sound solutions
36. Honeywell Vancouver Centre of excellence
37. Self Storage Depot
38. North Shore studios
39. Park and Tilford (various restaurant, services, retail, health, movie theatre, grocery)
40. Rona
41. Uhaul, Canada Post, Fast food, restaurants, coffee and breweries, automotive repair, various light industrial
42. The Artisan Bake Shoppe, automotive repair, various light industrial
43. Chevron Gas Station

Light Industrial

44. Shy Tree Products, Western Stevedoring, automotive repair, sports and bike stores, Dollarama, music stores, liquor, gas station, offices
45. G3 Grain Terminal

Transit

46. Phibbs Exchange

Schools

47. Lynnmour Elementary School
48. Capilano University
49. Brooksbank Elementary

Grocery

50. Save-On-Foods
51. Shopper Drug Mart
52. Real Canadian Superstore

Community Centre

53. North Shore Community Centre

SITE ACCESS

The site is situated at the intersection of Keith Road and in between Brooksbank and Lynnmouth Ave. There are currently three different vehicular access points; one each off of Keith Road and Brooksbank and Lynnmouth Ave. The site is sloped with the highest elevation at the Northwest corner. To mitigate the drastic elevation change a large retaining wall currently runs down the length of the North and West side of the site. With the retaining walls, both vehicular and pedestrian access are situated at the bottom of the slope on each side.

The site is also very well connected to the major East-West and North-South transit routes. Right across the street on Keith Road are bus stops along the 255 B-line that runs frequently, starting at Capilano University and ends in West Vancouver. On Brooksbank Ave is a bus stop along the 232 route that starts at the Phibbs exchange and ends at Grouse Mountain. Moreover the site is also in close proximity to prominent bike routes. Painted on street bicycle routes are located along Keith Road and Mountain Highway. Not signed or marked but recommended possible bike routes are located on Brooksbank Ave.





REGIONAL AND SITE CONTEXT

The North Shore Winter Club at 1225 Keith Road is situated between the borderline of the District of North Vancouver and the City of North Vancouver. In the larger context of the North Vancouver region, the site is centrally located and in close proximity to the Second Narrows bridgehead. The Trans Canada Highway and Mountain Highway are very easily accessible from the site and effectively connect it to the rest of North Vancouver and Vancouver at large. The site also has good access to frequent transit services and is in close proximity to a large transit hub Phibbs Exchange. Furthermore, the site is bookended by two parks, Sunrise and Bridgman, providing ample outdoor space, and parks for young families to grow into. The proximity of the site in relation to the surrounding Residential, Commercial, Recreation and Public amenities are highlighted on page 11.

At the neighbourhood scale, the site is at the intersection of West Lynn, Lynnmour and as previously mentioned the Lower Lynnmour Town Center. All three neighbourhoods are situated in the District of North Vancouver. West Lynn and Lynnmour is characterized by single family home typology and residential in nature, where the Lower Lynnmour Town Center is part of a larger community plan from the District of North Vancouver to be a more dense town center and is slated for more residential densification. Part of that plan is evident with the Carlton at the club, the 17 story senior residential highrise just east of the site. It currently stands alone, isolated and disconnected from the larger Lower Lynn Town Center plan.

As previously touched upon, the OCP has this site designated for light industrial use and thus just South and Southwest of our site is characterized by industrial warehouses, and similar typology. The differing community plans create a drastic scale and building typology change between the East and West side of Lynnmouth Ave. This change emphasizes the contrasting plans and creates a strong demarcation of where the City of North Vancouver begins and where the District of North Vancouver ends.

With this proposal and part of the existing North Shore Winter Club proposed for redevelopment for higher density, this area can form the beginning of a small nucleus that builds off of the Lower Lynn Town Center and feathers into the City of North Vancouver providing a better connection between the two municipalities and a smoother transition in the urban fabric. This redevelopment can also act as a buffer between the three different building typologies. Activating part of the ground floor with employment opportunities to support a diverse regional economy while still providing mixed residential living potential above and amenities from the Winter Club that the surrounding neighbourhoods and the community at large can benefit from. It will also help reinforce the OCP goals to create a more compact urban area, and more complete communities in an economical and environmentally sustainable way. This revitalization and intersection of residential and commercial opportunities can also provide a better work, and live environment to attract and retain young working adults and their families.

DISTRICT OF NORTH VANCOUVER LYNN CREEK TOWN CENTRE

The broader context of Lower Lynn Town Centre immediately to the east of the site is currently undergoing significant densification and redevelopment as it evolves from an aging area of single-family homes and low-rise commercial to mature as a vibrant and contemporary urban centre. The proposed redevelopment options for the North Shore Winter Club site would support a varied range of housing, enhanced by various amenities and a community centre to act as a bookend to the parkland surrounding Lynn Creek. The southern portion of the Lynn Creek Town Centre is proceeding to be built out cascading from the northern portion below Highway 1. The development of these parcels in this centre has begun in 2016 and will continue for over a decade. A complete community is envisioned for this space between market rental, strata, below market rental, seniors and social housing, commercial, community centres and new neighbourhood parks are in various stages of municipal process and construction. A detailed breakdown of building heights and land use is provided in Figure 2.

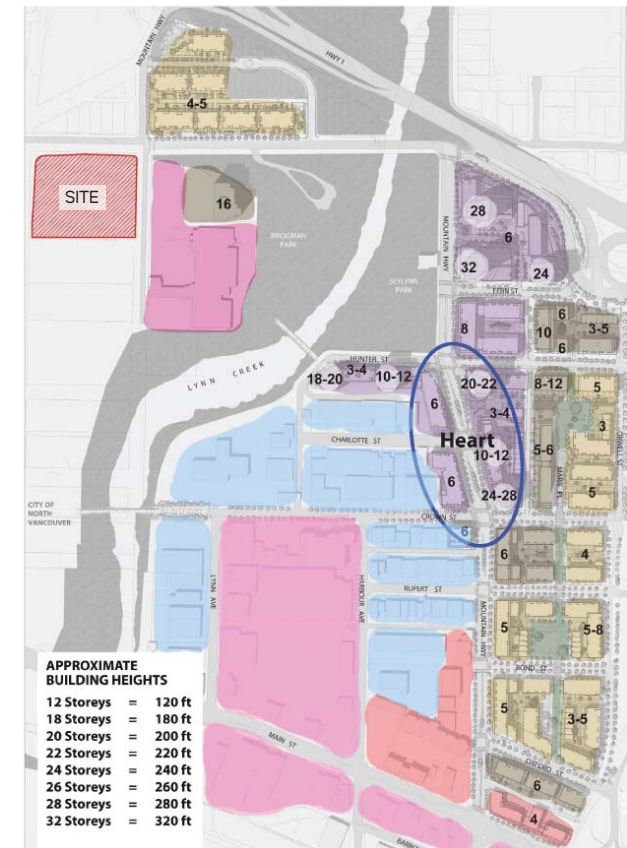
CURRENT DEVELOPMENT

This transformation is well underway; first to establish a visionary direction was Seyllyn Village by Denna Homes, a phased development that was initiated in 2012 following a 6-year Rezoning process. It comprises the 24 storey 'Beacon', the 28 storey 'Compass' (both market housing now completed), and the 6 storey 'Horizon', which provides needed non-market rental suites. Completing Seyllyn Village will be the under construction 32-storey 'Apex'. Intergulf's 'Hunter' development across Lynn Creek to the southeast of the site offers similar density and urban variety. It is under construction following a successful Rezoning granted in

May 2018. When completed in 2021, it will offer market condos within two 27 and 16 storey towers linked by a 4-storey townhome podium. To the east of 'Hunter', Intergulf is currently in the approvals process for a 25 storey tower development, which as proposed will offer a mix of market and rental suites, and a limited amount of commercial space. All three projects exemplify the goals and objectives within the planning that has occurred to redefine Lower Lynn Town Centre as a community of the future.

IMMEDIATE SITE CONTEXT

Immediately opposite the site at 1325 East Keith Road is the existing North Shore Winter Club, identified as commercial in both zoning and official community plan. Also immediate is the Carlton at the Club, a 17 storey seniors restricted strata residential building. Redevelopment options are being explored for comprehensive development of which residential would take up most of the 2.5-3.0 FSR envisioned on the site, in place with the Carlton tower.



Commercial	Commercial Residential Mixed Use Level 1
Medium Density Apartment	Commercial Residential Mixed Use Level 3
Low Density Apartment	Light Industrial

FIGURE 2: LOWER LYNN TOWN CENTRE IMPLEMENTATION CONCEPT PLAN, DNV
Retrieved Mar, 29, 2021 from: <https://www.dnv.org/sites/default/files/edocs/lower-lynn-town-centre-implementation-plan.pdf>

NEIGHBOURHOOD CONTEXT

CITY OF NORTH VANCOUVER AND SURROUNDING AREA

The City of North Vancouver boundary of Lynnmouth and Keith Road surrounding the Keith Business Centre site exhibits a diverse use of land. The immediate area south of Highway 1 consists largely of low-rise buildings that cover a generous portion of the lot. North to South transitions from employment and industrial uses with BC Hydro and North Shore Studios, to services and automotive uses, and retail with MEC and Park and Tillford at the corner of Brooksbank and Main Street.

Waterfront uses include G3, Neptune and Cargill grain terminals and act as a significant source of employment for the North Shore. North Shore Studios offers over 120,000 sf of studio stage space in 8 buildings. Seaspan, Neptune, G3 and Cargill grain terminals have 2,700, 320, 168 and 169 employees respectively. Cloverley and High Place Parks act as a buffer between the collection of vibrant urban uses and low-rise residential housing

The immediate neighborhood, '59150030 Aggregate Dissemination Area' in the 2016 Census represents 25% of the City of North Vancouver land area but only 14% of the population¹. Alike the City of North Vancouver average, 28% of people who live in this ADA commute within the Municipality for work with a significant proportion traveling on the Upper and Lower Levels as well as Iron Workers and Lions Gate bridges as part of their commute.

A detailed breakdown of the area is provided on page 11.

¹ Statistics Canada. 2018. ADA 59150030 (table). Census Profile Standard Error Supplement. 2016 Census. Statistics Canada Catalogue no. 98-508-X2016001. Ottawa. Released January 19, 2018. <http://www12.statcan.gc.ca/census-recensement/2016/dp-pd/adaprof/index.cfm?Lang=E> (accessed April 14, 2021).



BRIDGMAN PARK

Retrieved Apr 06, 2021 from: <https://boaredinvancouver.com/5-freshwater-swimming-holes-in-vancouver/>



MEC NORTH VANCOUVER

Retrieved Mar, 29, 2021 from: <https://russ-tresoor-mg5s.squarespace.com/mec-store/>



SEYLYNN PARK

Retrieved Apr 06, 2021 from: <https://www.dnr.org/recreation-and-leisure/seylunn-and-bridgman-parks-master-plan>



LYNNMOUTH PARK

Retrieved Apr 06, 2021 from: <https://thedognetwork.ca/directory/lynnmouth-off-leash-dog-park-north-vancouver-bc/>



NORTH SHORE STUDIOS

Retrieved Mar, 29, 2021 from: <https://nsstudios.ca/gallery/>

EXISTING VIEWS



VIEW A



VIEW B



VIEW C



VIEW D

PLANNING & DESIGN FRAMEWORK

PLANNING RATIONALE

REGIONAL CONTEXT STATEMENT (RCS)
 2014 Official Community Plan
 Appendix 4.0 Bylaw 8400.

CNV produced an RCS as part of its OCP, explaining the relationship between the local plan and Regional Growth Strategy (RGS). The following excerpts from this statement addresses how some of the goals and strategies are upheld through this redevelopment proposal.

Goal 1: Create a Compact Urban Area

By the 2031 dwelling units in CNV is projected to grow by 4,000 or a 16% increase within the 20 years since the 2011 census.

By providing numerous residential units within walking distance of high employment uses and amenities ranging from grocery stores, to parks to schools and even Capilano University, this proposal helps to meet this demand in proximity to a town centre; adding housing options for CNV residents where currently single family homes predominate.

Similarly, the 2031 employment in CNV is projected to grow by 7,000 jobs within the 20 years since the 2011 census. Mixed employment category to ensures balance between retention of various industries of jobs.

By providing 174-124 jobs on site, this proposal will help the City of North Vancouver meet this target by providing a net increase of between 88-128 new jobs (see Colliers Consulting Memorandum on Page 5).

The City's current jobs to labour force ratio is positive, implying there are more jobs than residents in the City looking for work, reducing the overall need to commute outside the CMA for work.

According to the North Shore Winter Club, they currently have approximately 2,100 members with over 95% of them living on the North Shore. Furthermore the NSWC currently employs over 50 employees, 65% of them are full time, and 75% reside on the North Shore. With a new facility it is also forecasted that there will be a 25% increase in employment.

Goal 2: Support a Sustainable Economy

Support a diverse regional economy and employment close to where people live and protects the supply of industrial land.

The proposed development provides a mix of employment space across recreation, flex, office and trade uses, as well as housing options in a key 'bookend area' immediately adjacent to numerous transportation routes. The office uses will fill an immediate need for North Shore Studio users, a large North Shore employer.

Goal 3: Protect the Environment and Respond to Climate Change Impacts

Integrate land use and transportation to promote higher density, mixed-use employment along key transit and energy utility corridors; increase the quantity, diversity and quality of local jobs to maintain a balance of residents in the labour force to jobs thereby reducing the need for longer work commute distances.

This proposed land redevelopment and densification is an example of how land use, transportation and employment reduces greenhouse gases through the co-location of complementary uses to eliminate vehicle trips and aid in healthier lifestyles. Energy sharing between recreation, office and residential uses will greatly improve building efficiency.

Goal 4: Develop Complete Communities

Create a complete community by developing a compact, complete community that meets the needs of its diverse residents and businesses. Prioritize walking, cycling and transit and goods movement over single-occupancy vehicles.

The proposed development offers an opportunity for healthy and complete communities within walking distance to a range of services and amenities.

Goal 5: Support Sustainable Choices

Encourage a greater share of transit, cycling and walking trips, TransLink network while supporting

TDM measures and an efficient ease of goods, services and passengers. Given that the majority of City trips are made by car, the increase in trips and resulting emissions when aggregated over the course of a year speaks to the importance of promoting more sustainable forms of transportation.



NORTH VANCOUVER

Retrieved Apr 06, 2021 from: <https://www.cnv.org/your-government/official-community-plan>

PLANNING RATIONALE CONT.

OFFICIAL COMMUNITY PLAN (OCP)

2014 Official Community Plan Bylaw 8400

The 1225 East Keith Road site, due to its relative proximity to the Lonsdale Corridor and the Lynn Creek Town Centre, is designated as Mixed Employment in the CNV OCP as well as the Metro Vancouver Regional Context Statement. Mixed Employment areas are intended for industrial, commercial, and other employment-related uses that complement employment uses in Urban Centres and Frequent Transit Development Areas. Residential uses are not intended. The Mixed Employment OCP and RGS designation is: to allow for light industrial and automotive uses characterized by research and development activities, business parks, storage, assembly of semi-finished products from previously prepared materials, automotive uses, automobile sales or other light industrial and service commercial uses with limited smoke, noise, soot, dirt, vibration or odor. A limited amount of complementary commercial use could be supported—commercial uses with high trip-generating uses should be directed to mixed-use and commercial areas. A detail break down of the current CNV land use is provided in Figure 1. At 4% of CNV's land use designation, CNV has 46 hectares of Mixed Employment land. This is compared to Metro Vancouver's proportion of overall land area, at 1.2%.

The 1225 East Keith Road site has no Development Permit Areas to regulate this development. A Special Area Study, may be required for this site to resolve issues and or to provide a basis for future growth and development.

FIGURE 1: CITY OF NORTH VANCOUVER CURRENT LAND USE: Retrieved Apr 06, 2021 from <https://www.cnv.org/your-government/official-community-plan>

ZONING, CD-168:

The CD-168 Zone permits the following principal uses; industrial, office, trade and business schools and recreation uses. Lot coverage is maximized at 46% and principal buildings shall not exceed a height of 30 feet and 0.67 floor space ratio.

A rezoning amendment will be required as part of this application to permit the proposed

principal uses; a new private recreation centre, office and residential uses. Lot coverages, height and density will consequently require adjustment.

The buildings will be designed to meet CNV's requirements for Part 3 Buildings after July 1, 2021, specifically; Recreation Centres at Step 1, Offices at Step 2 and Other Residential Occupancies at Step 3'.

1 City of North Vancouver. 2021. BC Energy Step Code for New Buildings. <https://www.cnv.org/property-and-development/building-and-development/plans-and-programs/energy-efficient-buildings-initiative/energy-efficient-bylaws-for-new-buildings> (accessed April 14, 2021)

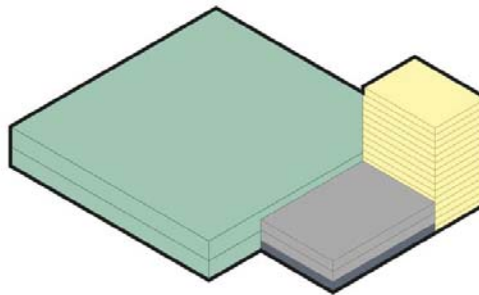
PROJECT DESCRIPTION

DESIGN RATIONALE

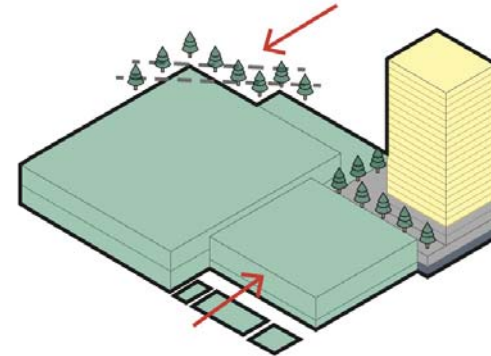
1. We began by breaking the project down into its 4 major program requirements: The North Shore Winter Club component, as well as the added residential, office and the retail component. We then stacked them and placed them on the site.

2. The high height program of the North Shore Winter Club were placed to take advantage of the large topography change along Brooksbank and Keith Rd. We then started to shape the development by stacking the residential, office and retail program. We placed the tower at the Northwest Corner of the site so the office and retail space could front Keith road to activate the frontage. Furthermore residential and office entrances are purposely placed along Lynnmouth Ave to avoid any potential traffic disruptions along Keith Road. We then pushed the club component back at the Southwest corner to make room for the swimming pool and to give it adequate Southern exposure. The Northwest corner is pushed back to provide architectural interest and reduced massing at the corner while respecting the infrastructure right of way. To provide an attractive frontage at the prominent intersection of Keith Rd and Brooksbank, we are proposing a landscaped frontage with expansive mural facades.

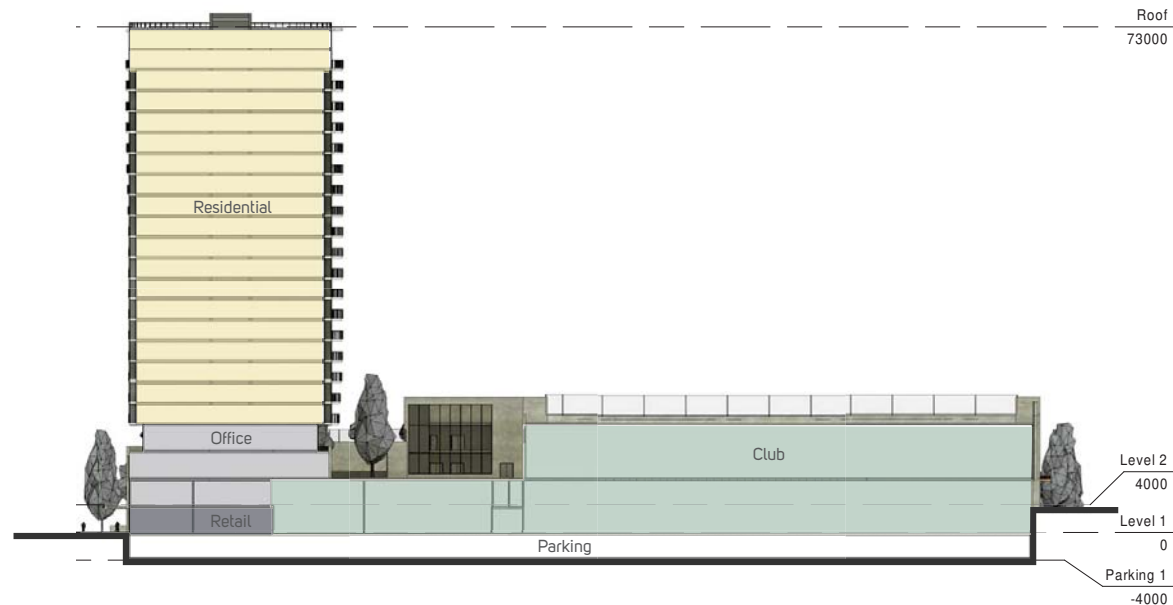
1. STACKING ALL THE PROGRAM ON THE SITE



2. SHAPING THE DEVELOPMENT AND CREATING A GREEN BELT



CONCEPTUAL SECTION A



GFA TABLE

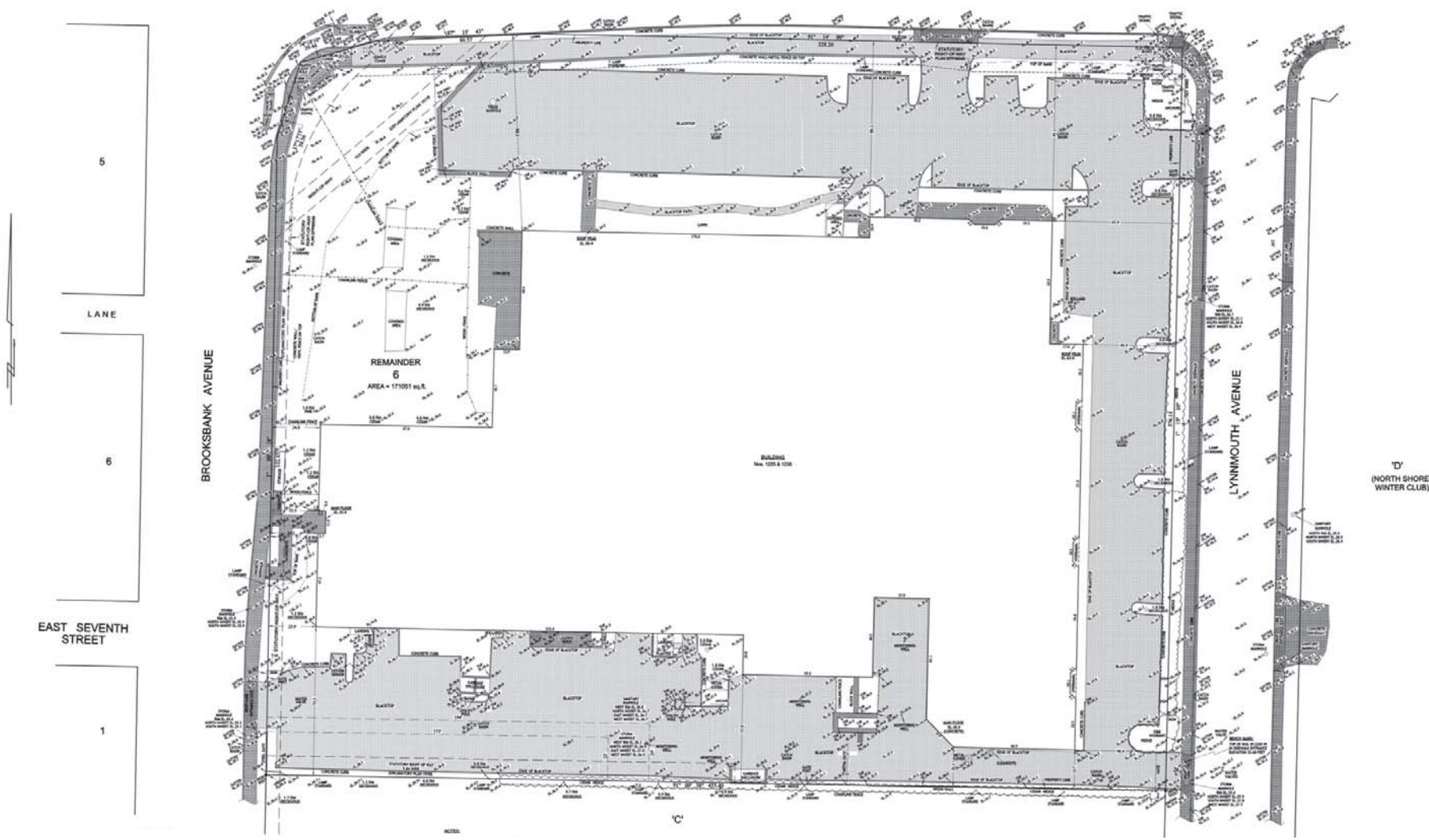
TOTAL	38,501	Exc. Parking
P1	12,316	
L1	11,578	
L2 - L4	13,433	
L5 - L23	13,490	

GFA BREAKDOWN	CLUB (INDOOR)	OFFICE/RETAIL	RESIDENTIAL	TOTAL AREA OF FLOOR	CLUB (OUTDOOR)	UNIT COUNTS
	SQM	SQM	SQM	SQM	SQM	RESIDENTIAL
L1	10621	502	455	11578		
L2	3883	885		4768		
L3	6960	710		7670	2530	
L4	285	710		995	1050	
L5			710	710		12
L6			710	710		12
L7			710	710		12
L8			710	710		12
L9			710	710		12
L10			710	710		12
L11			710	710		12
L12			710	710		12
L13			710	710		12
L14			710	710		12
L15			710	710		12
L16			710	710		12
L17			710	710		12
L18			710	710		12
L19			710	710		12
L20			710	710		12
L21			710	710		12
L22			710	710		12
L23			710	710		6
TOTALS BY USE	21749	2807	13945	38501	3580	222

COMMUNITY AMENITY CONTRIBUTIONS AND STATEMENT OF AFFORDABILITY

The development team is proposing the provision of 100% secured market rental, with 10% of units offered at 10% CMHC average rates per DNV policy. In addition, a turn-key public daycare of approximately 3,000sf is proposed as an in-kind contribution based upon the added density above the current zoning allowable FAR (excluding employment and secured rental), using the CNV category A bonus density rates.

DRAWINGS



ZONING SUMMARY TABLE

ZONING SUMMARY TABLE

Lot Description	Civic Address	1225 Keith Road, North Vancouver, BC V7J 1J3
	Lot(s)	6
	Block(s)	F
	Resub(s)	
	D.L.(s)	272
	Plan(s)	22257
	P.I.D.(s)	013-965-816

Lot Area (SQM (SQFT))	15,891 (171,051)
-----------------------	------------------

ZONING SUMMARY	CURRENT ZONE	PROPOSED ZONE	UNIT TYPES / CALCULATIONS
	PERMITTED	PROPOSED	
Lot Coverage	46%	72%	11,578sqm (building at grade) / 15,891sqm (site area) = 72%
FSR	0.67	2.4	38,501 (total built area) / 15,891sqm (site area) = 2.4
Height (Meters)	9m	73	
Setbacks			
Front Lot Line	92'	10'	
Exterior/Interior Lot Line 1	20'	10'	
Exterior/Interior Lot Line 2	20'	14.3'	
Rear Lot Line	20'	14.3'	
Unit Summary by Level			
P1		Parking	
L1		Retail/Commercial / Club	
L2 - L4		Office / Club	
L5 - L23		Residential	~222 units
Family Friendly Housing Policy		10%	Residential
Tenure		Rental	
GFA table (SQ Meters)			SEE DETAILED GFA TABLE
TOTAL		38,501	Exc. Parking
P1		12,316	
L1		11,578	
L2 - L4		13,433	
L5 - L23		13,490	
Vehicle Parking	Refer to CD-168		CLUB and Residential/Office split
Principal Use		264	1/unit Residential, 3/1000sf Retail and 2/1000sf Office
Visitor		130	
Disability		6	
Loading Spaces		3	
Bicycle Parking			
Short Term	167	167	6/per 60 Residential units, 6/1000sqm area Other uses
Secure	369	369	1.5/unit Residential, 1/250sqm area other uses
Garbage/Recycling		2	1/1393.5sqm of building area, off street



EAST ELEVATION





SOUTH ELEVATION





ELEVATIONS WITH CONTEXT



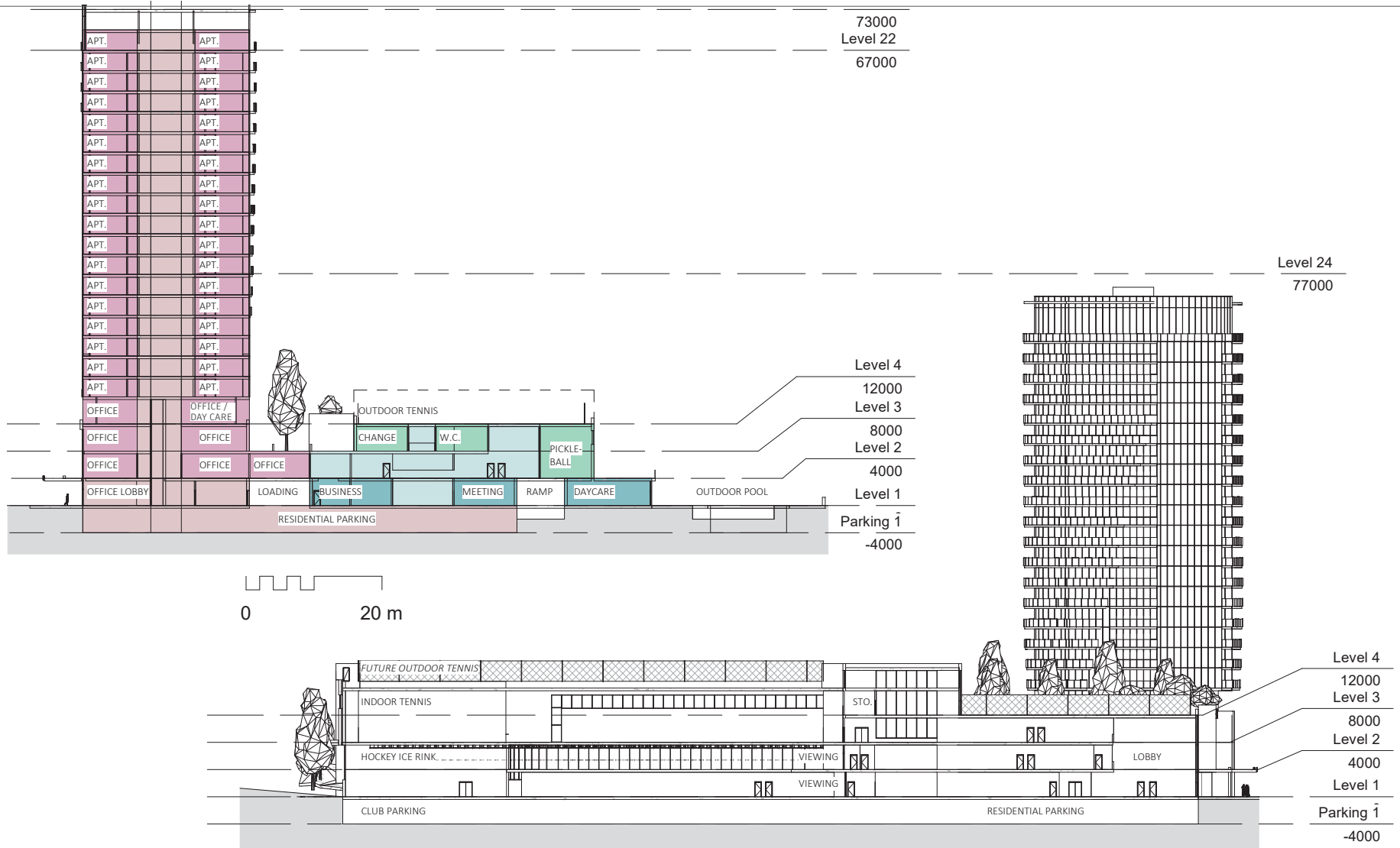
VIEW ALONG LYNNMOUTH AVE



VIEW ALONG BROOKSBANK AVE



VIEW ALONG KEITH ROAD



STUDIES AND ADDITIONAL INFORMATION

Response to comments from City of North Vancouver per Pre-Consultation Memo PCA2021-00027

PLANNING

1. LAND USE

- 1.1.1..... residential use types will not be supported on the subject land.....

Response to 1.1.1:

While we understand the OCP does not support residential on this site due to the limited industrial land base, we feel that an exemption to this is warranted to ensure the NSWC, an important north shore recreation facility can remain. We also feel that residential on this site is appropriate given its surrounding context that includes numerous amenities within walking distance and large employers that currently have limited housing options other than single family homes in close proximity.

- 1.1.2 The City would be supportive of establishing a development comprised of a mix of complimentary Industrial, Commercial, and Office use types. At a minimum, it would be expected that the current level of Industrial/Commercial/Office floor area currently on the site would be accommodated.
- 1.1.3 Please confirm the type of proposed Office/Commercial businesses as part of a future Pre-Consultation Application.
- 1.1.4 The proposed Recreational use (North Shore Winter Club) is supported on the site, where it is appropriately integrated with a development as described in Item 1.1.2.

Response to 1.1.2, 1.1.3, 1.1.4:

Best efforts have been made to accommodate employment uses outside the required program of the NSWC – this includes over 2,800sm (30,000sf) commercial space that is estimated to provide more than twice as many jobs on site compared to the current uses.

- 1.1.5Any future development option for the site should, at a minimum, aim to retain the current number of Child Care places.

Response to 1.1.5:

The proposed design does include a children's Daycare facility as part of the program of the new Club, which will help encourage local employment and use of the club by parents with young children.

2. URBAN DESIGN

- 2.1. Reduced building setbacks, especially to Keith Road could be supported where good urban design outcomes relating to activation of the streetscape are achieved.

Response to 2.1:

Our current proposal indicates retail along Keith Road as well as ample glazing into the adjacent rink to support animation of the frontage

- 2.3..... The pedestrian entrance to the site should be located from Lynnmouth Avenue to deter vehicles stopping to pick up/drop off on East Keith Road or Brookbank Avenue.

Response to 2.3:

Pedestrian access is currently contemplated from Lynnmouth in accordance with the above comment.

- 2.4. Site permeability to allow pedestrian through connection and gathering is encouraged.

Response to 2.4:

Access through the site can be contemplated on the south side of the property as requested under the Transportation comments. This location works well given the large grade changes along the rest of Brooksbank that would require extensive ramping that could not practically be accommodated.

3. FORM AND INTENSITY

- 3.1. While some variation to the height limit could be supported beyond the 9m anticipated by the Zoning Bylaw, the scale of the tower element as proposed would not be supported. Any variation to the height limit will need to be supported by exemplary urban design outcomes, contextual fit, and demonstrating that the development provides a community benefit.

Response to 3.1:

The highest point of the podium building is proposed at 12m. This is partially due to higher than average ceiling requirements within the Club. The podium height will be lower than 9m measured from grade where the site topography rises at the North West corner. The tower component does extend above the 9m threshold, but occupies a relatively small portion of the site.

Tower element:

As the proposed development includes a large destination building and increased employment density, we feel that the addition of residential within this development will help balance the site, adding vibrancy to the area after work hours and providing improved housing choice in the area. There are also numerous other amenities around this site within close walking distance, which will help support the local infrastructure.

- 3.2. The proposed lot coverage of 72% is excessive, resulting in an inappropriate built form and intensity. The proposed lot coverage should be reduced, to balance built form outcomes with open space, landscaping at ground level and storm water management.

Response to 3.2:

The current program for the building dictates a certain footprint requirement. The concept will need to be refined at grade to help encourage pedestrian flows through the site and to provide contextual continuity within the neighborhood, thereby reducing the impression of mass and increasing the

feeling of permeability. The development fully intends to provide green areas not only at grade but also along the various layers forming patios and roof gardens, which will help animate the site and encourage use, providing improved urban design compared to a reduced coverage design with at grade parking.

TRANSPORTATION

4. TRANSPORTATION COMMENTS:

- 4.2. All private and service vehicle access will be required to be from Lynnmouth Avenue. No access point from Keith Road or Brookbank Avenue will be supported.

Response to 4.2:

Noted. Current proposal suggests all resident and user access to be from Lynnmouth, with only infrequent service access proposed from Keith at the same location as the existing site access.

- 4.3. Provide a dedication along the Brooksbank Avenue and East Keith Road frontage in order to provide a separated bike lane plus a 2m sidewalk with street tree boulevard. The amount of dedication will be confirmed as part of a future Pre-Consultation Application made to the city.

Noted.

- 4.4. Provide a 5m wide statutory right-of-way along the southern property boundary to create a pedestrian connection from Brooksbank Avenue to Lynnmouth Avenue. The ROW should contain pathway space, lighting and greenery to soften the transition to the adjacent properties.

Noted. 5m ROW can be accommodated.

- 4.6. A transportation demand management plan will be required for any significant redevelopment of this site that will outline the steps the applicant will take to encourage tenants and visitors to utilize sustainable travel modes.

Noted. Transportation Study included.

ENGINEERING DEVELOPMENT SERVICES

5. ENGINEERING COMMENTS

General Response to Section 5.:

Noted. Detailed design will comply with necessary requirements.

BUILDING DIVISION

6. BUILDING DIVISION COMMENTS:

- 6.1 & 6.2. Building code compliance report and Building Code data sheet required for applications made to the City

Noted.

Compliance report and data sheet to be provided at time of subsequent application.

7. FIRE DEPARTMENT

General Response to Section 7.:

The design will respond and resolve all Fire Department requirements with City stakeholders as part of the subsequent applications. Items noted under this topic include:

- *Fire department response point location to be verified*
- *Fire hydrant locations to be verified*
- *Fire Department connections to be verified*
- *Distances from Hydrants and annunciator locations to be verified*
- *Fire fighter access stairs*
- *Amplification system installation to aid radio communication due to size of the development*

8. ENVIRONMENTAL DIVISION

- 8.1. 35% of non-residential parking spaces must be EV-Ready for workspace charging.....10% of non-residential parking spaces must be EV-ready for opportunity charging, including accessible space

Response to 8.1:

Noted, EV parking stalls to be provided in accordance with above.

- 8.3. Consider exceeding step code requirements by targeting Step 3 for commercial/office space

Noted

200 Granville Street, 19th Floor Vancouver BC V6C 2R6 Canada
Main: +1 604 661 0857
Colliers Strategy & Consulting Group



23 April 2021
Page 2 of 4



Memorandum

To: Geoffrey Sugar – Assistant Development Manager, Darwin Properties Ltd.

From: Gordon Easton – Vice President, Colliers Strategy & Consulting Group
Russell Whitehead – Associate Vice President, Colliers Strategy & Consulting Group

Date: 23 April 2021

Subject: 1225 East Keith Road – Preliminary Consultation Application

Dear Geoffrey,

Colliers Strategy & Consulting Group ("Colliers") understands that Darwin Properties Ltd. ("Darwin") is planning to redevelop the site located at 1225 East Keith Road ("Subject Site") to include a new North Shore Winter Club ("NSWC") (235,000 square feet), office space (30,000 square feet), and 19 levels of strata condo (140,000 square feet) totalling approximately 405,000 square feet at an FSR of 2.25 – 2.50.

In the preliminary stages of the redevelopment process, Darwin has estimated high-level construction values of approximately \$70 million for the residential and office portions and \$115 million for the new North Shore Winter Club facility, totalling \$200 million assuming hard cost escalations and contingencies. The proposed redevelopment will result in an additional 700-900 full-time equivalent construction jobs and between 174-214 on-site jobs, an increase of between 88-128 jobs compared to current on-site employment.

Colliers understands that the redevelopment of the Subject Site will require a regional context statement amendment, OCP amendment, and rezoning with the City of North Vancouver. Through the amendments and rezoning, the City of North Vancouver would re-purpose 3.5% of their Mixed Employment land with allocation of the Subject site to an already saturated General Urban designation which currently represents 79% of total land use area. As such, it is important to further understand how the proposed redevelopment will contribute to the generation of jobs within the City, both during construction and upon completion.

Employment Generation Through Redevelopment

Through the redevelopment of the Subject Site, Colliers estimates that there would be a net incremental gain of approximately 88 to 128 new jobs. It is realistic to assume that some of the existing tenants could be relocated to the new building despite the change in zoning to another CD zone (from CD 168). The current Mixed Employment designation (RGS/OCP) in theory could be re-purposed while retaining much of the existing on-site employment, meaning that while the City may be "losing" Mixed Employment land area,

there would actually be approximately 102% - 148% more employment generated within this site in comparison to its current context, as outlined below.

Existing Tenant Mix and Estimated Employment			
Tenant	NAICS Code	Leasable Area	Estimated Jobs
Daycare	62441 – Child day-care services	10,500 sf	9
Bicycle Manufacturer	33992 – Light manufacturing	6,500 sf	12
Medical Training	61151 – Technical school	5,500 sf	8
Film Camera Rental	52349 – Motion picture rentals	21,500 sf	6
Dance School	61161 – Fine arts school	15,000 sf	12
Home Builder	23611 – Residential developer	2,000 sf	8
IT Company	54169 – Scientific/tech services	2,000 sf	4
Industrial Robotics	54169 – Scientific/tech services	7,000 sf	12
Env. Engineer	54133 – Engineering services	3,500 sf	15
Vacant		6,500 sf	
Total		80,000 sf	86

Proposed Land Use Mix and Estimated Employment		
Tenant	Area	Estimated Jobs
New North Shore Winter Club	235,000 sf	54 – 64
Office	30,000 sf	120 – 150
Residential	140,000 sf	0
Total	405,000 sf	174 – 214
Expected Employment Growth		88 (102%) – 128 (148%)

New North Shore Winter Club: Colliers understands that the new North Shore Winter Club would be expected to result in a higher number of members and approximately 15-25 new full time equivalent staff positions compared to its current operations, for a total of between 54-64 full time jobs (39% - 64% increase). The relocation would allow the NSWC to retain local members and jobs in the City of North Vancouver.

Office: In addition to the jobs associated with the NSWC, the office component will also introduce new jobs to the City. Based on an assumed industry standard office employment density range of 200 – 250 square feet per employee, this would result in an estimated additional 120 – 150 office-based jobs.

23 April 2021
Page 3 of 4



Retail: The on-site NSWC, office, and residential populations within the Subject Site will also generate retail expenditures that will benefit the local economy and in particular the Lower Lonsdale BIA. Based on a high-level estimate of the residential population in addition to the office and NSWC components, it is estimated that the on-site populations could result in a total annual retail expenditure potential of approximately \$10 million. These expenditures would also be expected to result in around \$580,000 in total annual Provincial sales taxes.

Total resulting from site redevelopment: 174-214 on-site jobs, \$11 million in total annual wages and \$260,000 in provincial income taxes. The additional on-site populations may result in an increase of \$10 million of the local economy.

Employment Generation Through Construction

The construction of the Subject Site is expected to occur over a few years and generate a notable amount of employment. In Metro Vancouver, construction projects generally create a range of approximately 2,000 to 5,000 jobs per \$1 billion in construction value, depending on the complexity of the development project. Due to the scale and design of the proposed redevelopment, it is expected that employment generation would be at the higher end of this range. This project is therefore realistically estimated to have the potential to create approximately 700 to 900 full time equivalent jobs during the construction process.

The salaries for jobs in the Metro Vancouver construction industry are generally relatively higher than the average job within the region. As such, the scale of employment generated over the course of the development and construction of the Subject Site is expected to result in up to approximately \$70 million in total wages and generate approximately \$3.8 million in Provincial income taxes,

Total resulting from construction employment: 700-900 full time equivalent jobs, \$70 million in wages and \$3.8 million in provincial income tax.

Summary

Based on the analysis summarized in this memorandum, Colliers believes that the proposed redevelopment will provide significant additional benefit to the City of North Vancouver in comparison to the existing use of the site, including:

- 700 to 900 full time equivalent jobs during construction
- \$70 million in total wages during construction
- \$3.8 million in Provincial and \$9.9 million in Federal income taxes during construction
- 174 to 214 on-site jobs post construction

23 April 2021
Page 4 of 4



- \$11 million in total wages post construction
- \$260,000 in Provincial and \$1.1 million in Federal income taxes post construction
- \$10 million in total retail expenditures and \$580,000 in total annual Provincial sales taxes

If you have any questions regarding this memorandum or the recommended next stages of work, please do not hesitate to contact the undersigned directly.

Sincerely,

Colliers Strategy & Consulting Group

Gordon Easton
Vice President
Colliers Strategy & Consulting
604.662.2642
Gordon.Easton@colliers.com

Russell Whitehead
Associate Vice President
Colliers Strategy & Consulting
604.661.0857
Russell.Whitehead@colliers.com



1325 East Keith Road, North Vancouver, B.C., V7J 1J3. www.nswc.ca
 P: 604.985.4135 F: 604.985.1519 E: info@nswc.ca

March 8, 2021

NSWC Potential Relocation to 1225 East Keith Road

Dear Mr. Epp,

The North Shore Winter Club (the "Club") would like to share some additional information for staff/council's review and consideration.

This represents an incredible opportunity for a North Vancouver based not-for-profit to renew our aging facility and provide a world-class sports amenity for residents on the North Shore for decades to come. We view this opportunity as a three-pronged partnership between the Club, North Shore Municipalities and the Developer. As such, we aim to be as transparent as possible throughout this process and would be willing to provide more details should the City of North Vancouver ("CNV") require them.

The current building on Keith Road is well past the end of its usable life, and it is estimated that over \$60 million would be required to bring the club up to standard. This obviously far exceeds our not-for-profit abilities. Our studies have also indicated that we need to spend considerable funds in the next 2 to 5 years to simply keep the Club's operations financially and physically sustainable.

The Club, through its relocation committee, previously spent significant time researching options to find a new site. After extensive analysis it was concluded that a potential transaction with Darwin Properties would be the best fit. This option would allow us to continue operation on our current site until a new facility is built. Being directly across the street would also have the added benefit of minimal disruption and change for members, employees and visitors. It would also ensure current traffic planning efforts remain intact and consistent.

A new facility would serve the interests of the Club and local/CNV community in a number of ways:

- Completely new state of the art facilities, efficiently organized with a modern arrangement of sports and amenity functions with increased capacity.
- Sustainable design and energy efficiency, including an opportunity to use rejection heat from the ice to heat the pool, as well as other lower life cycle cost systems.
- Modern rink equipment that can greatly reduce or eliminate the need for an ammonia plant, which would increase safety for all in the CNV.
- The ability to continue operations in the current site without interruption, which any significant renovation would not allow. (This allows us to continue augmenting the North Shore Recreation Commission without disruption to CNV residents)

Presently, we have approximately 2,100 members with over 95% residing on the North Shore. A relocation within our community would allow us to retain local members and jobs in the CNV Vancouver. With over 50 employees, 65% of them full-time, and 75% residing on the North Shore, we expect to see at least a 25% increase in employment with a new facility.

The Club today, from its approximate 5 acres and 225,000 sq.ft. facility, offers a complete range of social, recreational, and competitive programs for men, women and children. Highlights include:

- Roughly 370 minor hockey players, from ages 3 to 17. Our hockey program is one of the most successful in North America and boasts a proud record of National Hockey League, Western Hockey League, and Canadian Tier II Junior Hockey and college hockey graduates.
- The Club hosts over 450 games per hockey season, not including tournaments, spring and summer rentals.
- Over 210 men playing senior men's hockey.
- Roughly 110 children participate in our Marlins aquatics program, with our swim team ranking 7th in the Province this past year
- Over 380 full - time Tennis players, roughly half of which represent the North Shore in regional league play.
- The Club hosts the Tennis Canada Development Program for Western Canada and two member/public tournaments hosted each year. (over 300 non - members participating)
- Childminding services, Fitness and Wellness Programs
- Senior Programs including Bridge, Tennis, Pickleball and Fitness.
- Between all our programs and events, we host well over 20,000 non-members annually, with the majority being residents of the North Shore.

The site located at 1225 East Keith Road represents the only currently feasible location, while still allowing the Club to remain on the North Shore. We very much appreciate the City's early support, direction and recommendations for the relocation concept.

Please take the above and attached documents into consideration;

1. 2016.10.01 - NSWC Building Condition Assessment Report – Maintenance/Repairs
2. 2015.06.01 – CEI – NSWC Code Condition Assessment Report Drawings
3. 2017.10.14 - RPG - NSWC Replacement Facility – FINAL
4. 2017.12.04 - LEC - NSWC (NEW) - Class D Estimate
5. 2019.04.05 – NSWC – Information Package for CNV

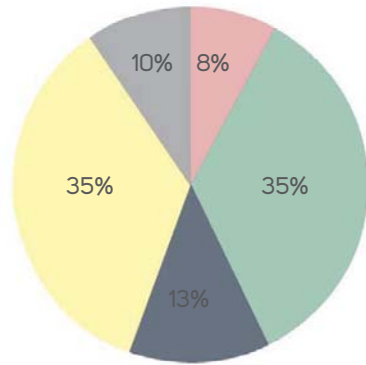
Sincerely,

James Cronk

NORTH SHORE WINTER CLUB - EMPLOYMENT STATISTICS 2016 TO 2021

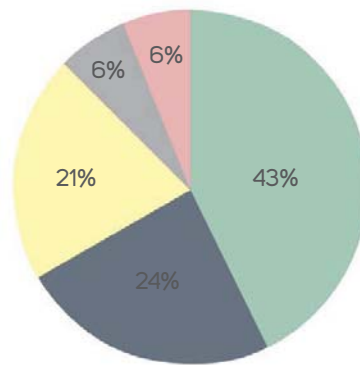
2016

EMPLOYEE AGE



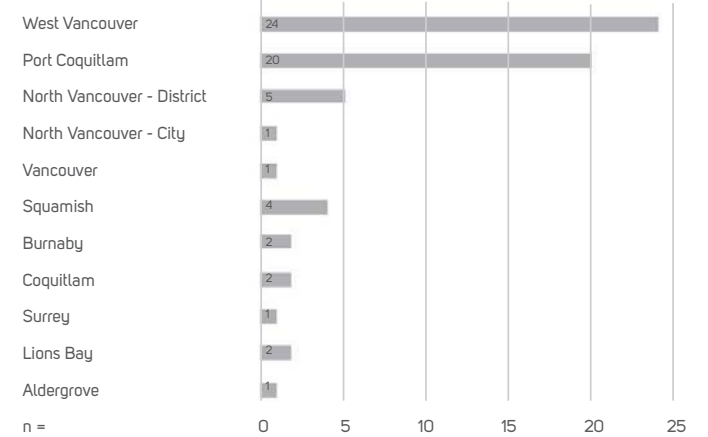
<18 18 - 29 30 - 39 40 - 54 >55

DURATION OF EMPLOYMENT



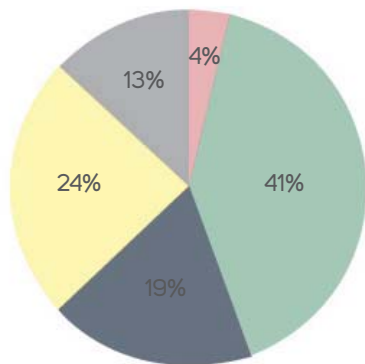
1 yr 1-2 yr 2-5 yr 5-10 yr >10 yr

RESIDENCY



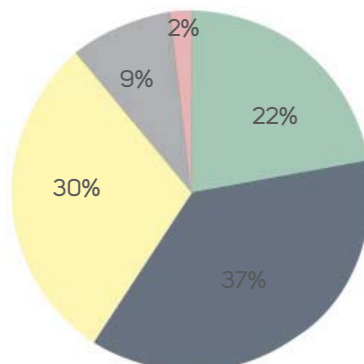
2021

EMPLOYEE AGE



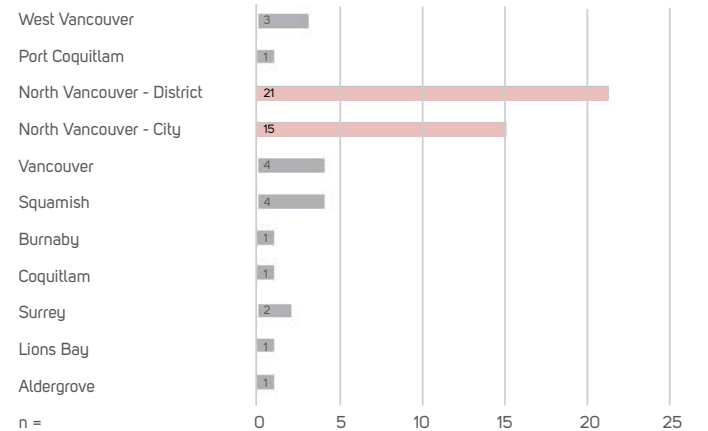
<18 18 - 29 30 - 39 40 - 54 >55

DURATION OF EMPLOYMENT



1 yr 1-2 yr 2-5 yr 5-10 yr >10 yr

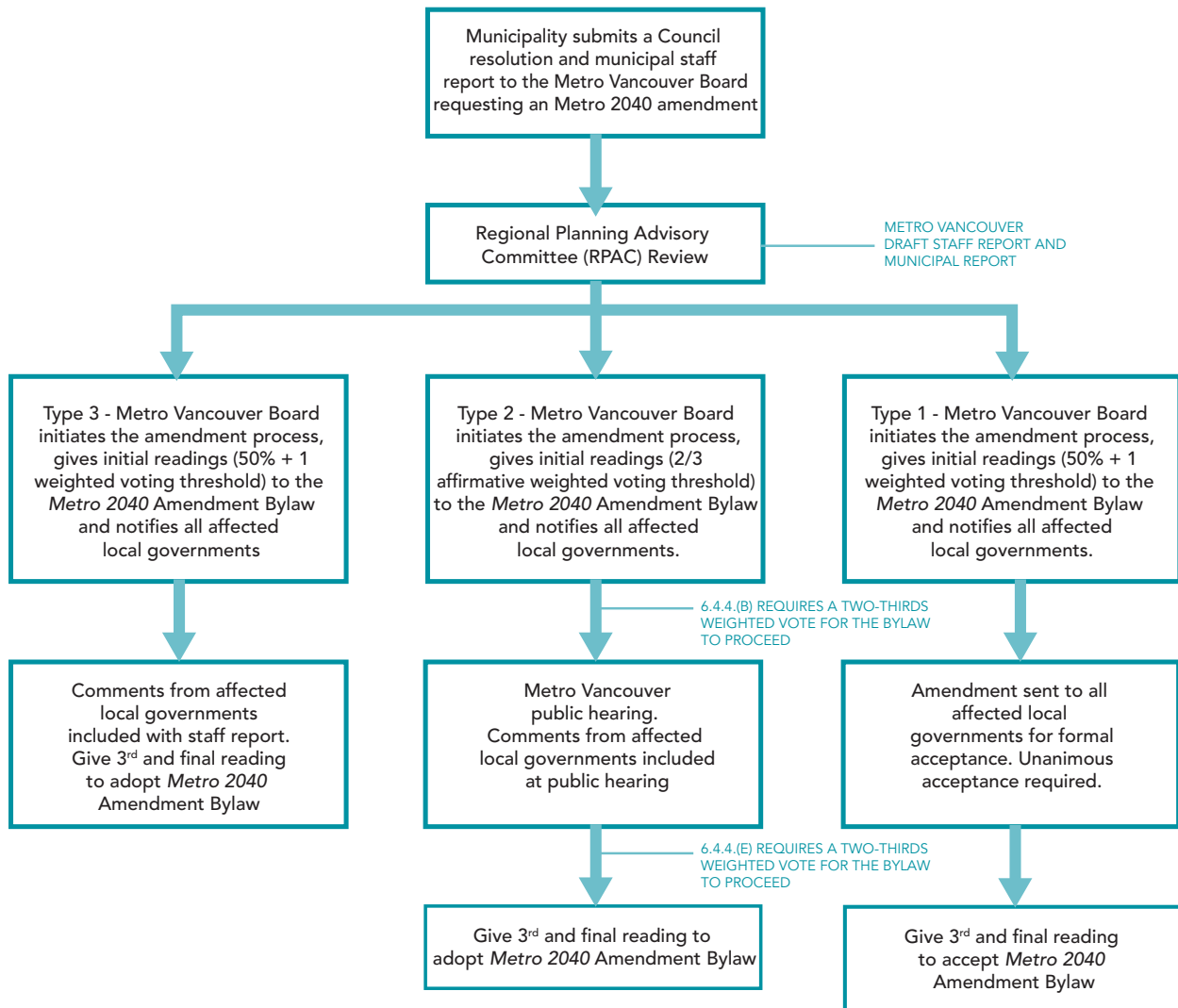
RESIDENCY





DARWIN

FRANCL
ARCHITECTURE

Figure 1 Process for Regional Growth Strategy Amendments

THIS PAGE INTENTIONALLY LEFT BLANK

NOTICE OF MOTION

17. Fen Burdett Field Change Rooms – File: 12-5920-01-0001/2022

Submitted by Mayor Buchanan

RECOMMENDATION:

WHEREAS Council received an Information Report dated February 10, 2022, entitled “Fen Burdett Field Change Rooms”;

AND WHEREAS Council was advised that team change rooms and showers would be removed from the new childcare and washroom facility;

THEREFORE BE IT RESOLVED THAT staff be directed to report back with options to include team change rooms and showers within the new facility.



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Mike Hunter, Deputy Director, Engineering Parks & Environment

Subject: FEN BURDETT FIELD CHANGE ROOMS

Date: February 10, 2022 File No: 12-5920-01-0001/2022

The current field house at Fen Burdett Field includes a concession, public washrooms and team change rooms with showers. The building is planned for demolition in the summer of 2022 to facilitate the construction of the City's new Mahon Park Childcare and Washrooms facility.

As described in previous reports, the new washrooms will be constructed on the upper level of the new facility and will provide larger contemporary stalls that have some additional space for changing. In addition, a covered open space for picnics and other park programming is being planned on this upper level, providing easy access to Fen Burdett track and field, the playground and spray-park. The public washroom program component does not include separate team change rooms with showers.

The provision of team change rooms and shower facilities at sports fields was a common practice for many years and the City has a number of field houses at other locations that provide those amenities, including nearby Kinsman Stadium, Heywood Park, Ray Perrault Park, and Loutet Park. Change rooms without showers are also available at Carson Graham Secondary School, to support teams using Confederation Field.

While the use of these facilities may have been prevalent in the past, today most players arrive at the field ready to play and leave following their game. However, traditional change rooms are still a popular amenity for a small number of teams, primarily adult men's soccer. These teams utilize the spaces for pre-game preparation, half-time meetings, and post-game socializing.

The post-game events have been an ongoing challenge for the City and District of North Vancouver staff as they can include alcohol, which is not permitted. While many local teams conduct themselves responsibly and clean-up, City, District and North Vancouver Recreation Commission staff are often required to remind players of the rules,

particularly with the current Provincial Health Order requiring masks and prohibiting the use of public showers.

While team change rooms and showers are still provided at a number of City and District fields, they have not been included in any of the more recent facilities added in the DNV. Providing access to public washrooms has been a priority but adding dedicated team change rooms significantly increases the size of the building, resulting in larger capital and operational costs. With most sports teams no longer using that type of facility, those additional costs can be difficult to justify given escalating construction pricing and finite resources. Some fields, such as Fen Burdett, also have covered players' benches on the field that provide shelter from the rain and a secure place for personal belongings during a game.

City staff and Council have recently received correspondence from some adult soccer groups who are concerned about the loss of the team change rooms and showers with the planned demolition of the Fen Burdett field house. There is clearly a tradition and culture amongst some groups that includes the use of that type of facility. While those teams historically would have played at one of the other fields that provide those amenities, with the addition of artificial turf at Fen Burdett in 2017, many are now choosing to use this field instead.

As a bookable resource, the change rooms at Fen Burdett are secured with a coded locking system to ensure that they are clean and ready for field users. Since that system was installed in 2019, the use of the change rooms has been tracked, averaging approximately 28 times per year. The last two seasons have been disrupted by COVID restrictions, but these low numbers would support the observation that most teams do not use those types of facilities, which is consistent with the feedback received from NVRC and DNV staff.

The design of the new Mahon Park Daycare Childcare and Washroom facility is currently in the detailed design stage, and staff are in the process of value engineering to stay within budget in an escalating construction market. While not finalized, the current public washroom concept is based on contemporary design standards and includes four oversized gender-neutral toilet stalls along with two separate universal toilet rooms that would provide sufficient space for changing. The stalls would open to an indoor common area with sinks, for a total upper level footprint of approximately 720sq ft.

Adding two team change rooms with showers to the program would increase the washroom level floor area by approximately 900sq ft. The Mahon Park Daycare and Washrooms project has an approved budget of \$5.83M, which includes a grant from the Province of BC of \$1.48M. Based on current construction costs, design fees and 20% contingency, adding change rooms would require an order of magnitude budget increase of \$500,000 to \$700,000, depending on whether dedicated showers, sinks and toilets were included. A scope change of this scale would also result in a four to six week delay to the project schedule, which is currently targeting completion in September 2023.

With Council's direction, the project team could explore the feasibility of revising the current design to accommodate a future expansion of the building to include change rooms as a later phase. This would require a significant redesign, adding delays to the project as well as additional costs for consultant fees, structural and mechanical infrastructure upgrades, but may provide the opportunity to explore possible funding contributions from community sports groups. In the interim, teams that use Fen Burdett Field who desire change rooms could be provided access to the facilities at Kinsman Stadium, approximately 150m to the north.

RESPECTFULLY SUBMITTED:



Michael Hunter
Deputy Director, Engineering Parks &
Environment