



**AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON MONDAY, MARCH 11, 2024 AT 6:00 PM**

Watch Livestream at [cnv.org/LiveStreaming](https://cnv.org/LiveStreaming)  
View complete Agenda Package at [cnv.org/CouncilMeetings](https://cnv.org/CouncilMeetings)

*The City of North Vancouver respectfully acknowledges that this Council meeting is held on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and Səlílwətaʔ (Tsleil-Waututh) Nations.*

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, March 11, 2024

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, March 4, 2024

**PROCLAMATIONS**

Nowruz – March 19, 2024

World Down Syndrome Day – March 21, 2024

Green Shirt Day – April 7, 2024

**PUBLIC INPUT PERIOD**

**CONSENT AGENDA**

Items \*3 and \*4 are listed in the Consent Agenda and may be considered separately or in one motion.

**CORRESPONDENCE**

- \*3. Board in Brief – Metro Vancouver Regional District, February 23, 2023

**BYLAW – ADOPTION**

- \*4. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2024, No. 9020” (Schedule A – Fees and Deposits)

**DELEGATION**

Joy Hayden, Director of Innovation and Engagement, and Kevin Evans, Co-Vice Chair, Board of Directors and External Relations Committee Chair, Hollyburn Community Services Society – 2023 Activities and Accomplishments

## **CORRESPONDENCE**

5. Joy Hayden, Director of Innovation and Engagement, Hollyburn Community Services Society – 2023 Activities and Accomplishments

## **PRESENTATION**

2024-2028 Financial Planning Update

## **REPORTS**

6. 2024-2028 Financial Planning Update
7. 2024 Early Appropriations #2
8. Housing Agreement for 149 West 3<sup>rd</sup> Street (Anthem Sunshine Developments Ltd.)

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

9. “Housing Agreement Bylaw, 2024, No. 9018” (Anthem Sunshine Developments Ltd., 149 West 3<sup>rd</sup> Street, CD-744, Rental Housing Commitments)

## **REPORTS**

10. Preliminary Report – OCP Amendment Application and Master Plan for The Trails Lands (Wall Financial Corporation)
11. Sponsorship Policy
12. Alternative Approval Process Initiation for the North Shore Neighbourhood House and City Parks Loan Authorization Bylaw

## **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 11, 2024

## **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, March 4, 2024

## **PROCLAMATIONS**

Nowruz – March 19, 2024

World Down Syndrome Day – March 21, 2024

Green Shirt Day – April 7, 2024

## **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 may only speak on the same matter once in a 3-month period.

Speakers during the Public Input Period are permitted to join the meeting in person in the Council Chamber or electronically via Webex. There are 2 ways to sign up to speak during the Public Input Period.

- 1) IN PERSON: Speakers who choose to participate in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:50pm on the day of the Council meeting.
- 2) ELECTRONICALLY VIA WEBEX: 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](http://cnv.org/PublicInputPeriod), or by phoning 604-990-4230. These pre-registrants will receive instructions by email or phone on the afternoon before 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](mailto: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 their surname”. Councillors should be addressed as “Councillor, followed by their surname”.

## **CONSENT AGENDA**

Items \*3 and \*4 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**

### **CORRESPONDENCE**

- \*3. Board in Brief, Metro Vancouver Regional District, February 23, 2023  
– File: 01-0400-60-0006/2023

Re: Metro Vancouver – Board in Brief

### **RECOMMENDATION:**

THAT the correspondence from Metro Vancouver, dated February 23, 2023, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

## **BYLAW – ADOPTION**

- \*4. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2024, No. 9020” (Schedule A – Fees and Deposits)

### **RECOMMENDATION:**

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2024, No. 9020” (Schedule A – Fees and Deposits) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

## **END OF CONSENT AGENDA**

## **DELEGATION**

Joy Hayden, Director of Innovation and Engagement, and Kevin Evans, Co-Vice Chair, Board of Directors and External Relations Committee Chair, Hollyburn Community Services Society

Re: 2023 Activities and Accomplishments

*Item 5 refers.*

## **CORRESPONDENCE**

5. Joy Hayden, Director of Innovation and Engagement, Hollyburn Community Services Society, November 28, 2023 – File: 01-0230-20-0064/2024

Re: 2023 Activities and Accomplishments

### **RECOMMENDATION:**

THAT the correspondence from Joy Hayden, Director of Innovation and Engagement, Hollyburn Community Services Society, dated November 28, 2023, regarding the “2023 Activities and Accomplishments”, be received for information.

## **PRESENTATION**

2024-2028 Financial Planning Update – Chief Financial Officer

*Item 6 refers.*

## **REPORTS**

6. 2024-2028 Financial Planning Update – File: 05-1700-01-0001/2024

Report: Chief Financial Officer, February 28, 2024

### **RECOMMENDATION:**

PURSUANT to the report of the Chief Financial Officer, dated February 28, 2024, entitled “2024-2028 Financial Planning Update”:

THAT the following budgets and plans be endorsed:

- 2024-2028 Draft Financial Plan;
- 2024 Draft Operating Budget;
- 2024-2028 Draft Capital Plan;
- 2024 Draft Shipyards Budget;
- 2024 Draft Cemetery Budget;

*Continued...*

**REPORTS – Continued**

6. 2024-2028 Financial Planning Update – File: 05-1700-01-0001/2024 – Continued

THAT a withdrawal of \$7,973,219 from the Affordable Housing Reserve and transfer to the General Capital Reserve, in exchange for the City of North Vancouver's contribution of North Shore Neighbourhood House Phase 2 Lands to affordable housing, be endorsed;

AND THAT staff be directed to bring forward a Financial Plan Bylaw (2024 to 2028) that reflects an overall tax rate increase of 6.9%.

7. 2024 Early Appropriations #2 – File: 05-1705-30-0019/2024

Report: Chief Financial Officer, February 28, 2024

**RECOMMENDATION:**

PURSUANT to the report of the Chief Financial Officer, dated February 28, 2024, entitled "2024 Early Appropriations #2":

THAT (Funding Appropriation #2403) an amount of \$300,000 be appropriated from the General Capital Reserve for the purpose of funding the 2023-2027 Capital Plan;

THAT (Funding Appropriation #2404) an amount of \$100,000 be appropriated from the Fire Equipment Reserve for the purpose of funding the 2023-2027 Capital Plan;

AND THAT should any of the amounts remain unexpended as at December 31, 2027, the unexpended balances shall be returned to the credit of the respective reserves.

8. Housing Agreement for 149 West 3<sup>rd</sup> Street (Anthem Sunshine Developments Ltd.) – File: 08-3400-20-0022/1

Report: Planner 1, February 28, 2024

**RECOMMENDATION:**

PURSUANT to the report of the Planner 1, dated February 28, 2024, entitled "Housing Agreement for 149 West 3<sup>rd</sup> Street (Anthem Sunshine Developments Ltd.)":

THAT "Housing Agreement Bylaw, 2024, No. 9018" (Anthem Sunshine Developments Ltd., 149 West 3<sup>rd</sup> Street, CD-744, Rental Housing Commitments) be considered.

*Item 9 refers.*

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

9. “Housing Agreement Bylaw, 2024, No. 9018” (Anthem Sunshine Developments Ltd., 149 West 3<sup>rd</sup> Street, CD-744, Rental Housing Commitments)

### **RECOMMENDATION:**

THAT “Housing Agreement Bylaw, 2024, No. 9018” (Anthem Sunshine Developments Ltd., 149 West 3<sup>rd</sup> Street, CD-744, Rental Housing Commitments) be given first, second and third readings.

## **REPORTS**

10. Preliminary Report – OCP Amendment Application and Master Plan for The Trails Lands (Wall Financial Corporation) – File: 08-3030-20-0346/1

Report: Planner 3, March 6, 2024

### **RECOMMENDATION:**

PURSUANT to the report of the Planner 3, dated March 6, 2024, entitled “Preliminary Report – OCP Amendment Application and Master Plan for The Trails Lands (Wall Financial Corporation)”:

THAT staff be directed to process the Official Community Plan amendment application for The Trails Lands with Wall Financial Corporation and guide the master planning process.

11. Sponsorship Policy – File: 01-0340-50-0001/1

Report: Chief Administrative Officer, March 5, 2024

### **RECOMMENDATION:**

PURSUANT to the report of the Chief Administrative Officer, dated March 5, 2024, entitled “Sponsorship Policy”:

THAT the Sponsorship Policy be approved.

12. Alternative Approval Process Initiation for the North Shore Neighbourhood House and City Parks Loan Authorization Bylaw – File: 09-4250-20-0008/1

Report: Corporate Officer, February 28, 2024

### **RECOMMENDATION:**

PURSUANT to the report of the Corporate Officer, dated February 28, 2024 entitled “Alternative Approval Process Initiation for the North Shore Neighbourhood House and City Parks Loan Authorization Bylaw”:

THAT an Alternative Approval Process be initiated for the “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006”;

*Continued...*

## **REPORTS – Continued**

12. Alternative Approval Process Initiation for the North Shore Neighbourhood House and City Parks Loan Authorization Bylaw – File: 09-4250-20-0008/1 – Continued

THAT a fair determination of the total number of eligible electors of the City of North Vancouver to which the Alternative Approval Process applies is 42,325 (City-wide) and that the 10% threshold be set at 4,233;

THAT a report be made available to the public respecting the basis on which a fair determination of the total number of electors of the area to which the approval process applies was derived in accordance with Section 86 of the *Community Charter*;

THAT the Alternative Approval Process Response Forms for Resident Electors (Attachment #2) and Non-Resident Electors (Attachment #3) be approved;

THAT Notice of the Alternative Approval Process be published, such that the second publication is at least 30 days before the deadline for receiving elector responses, in accordance with Section 86 of the *Community Charter*;

THAT the deadline for receiving elector responses shall be 5:00 pm on April 22, 2024;

AND THAT the Acting Corporate Officer and Deputy Corporate Officer be authorized to receive, determine and certify electoral response forms on behalf of the Corporate Officer.

## **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)(e) [land matter], 90(1)(g) [legal matter], 90(1)(j) [information privacy] and 90(1)(k) [contract negotiations/proposed service], and where required, Council considers that the matters could reasonably be expected to harm the interests of the City if they were held in public.

## **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 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, MARCH 4, 2024**

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**PRESENT**

**COUNCIL MEMBERS**

Mayor L. Buchanan  
Councillor H. Back  
Councillor D. Bell  
Councillor A. Girard  
Councillor J. McIlroy  
Councillor S. Shahriari  
Councillor T. Valente

**STAFF MEMBERS**

L. McCarthy, CAO  
B. Pearce, Deputy CAO  
A. Cifarelli, Corporate Officer  
K. Graham, Corporate Officer  
P. DeJong, Acting Corporate Officer  
J. Peters, Manager, Legislative and Election Services  
L. Sawrenko, Chief Financial Officer  
H. Granger, City Solicitor  
K. Magnusson, Director, Engineering, Parks and Environment  
D. Hutch, Deputy Director, Parks and Public Spaces  
C. Lesmeister, Park Planner  
S. Galloway, Director, Planning and Development  
T. Ryce, Chief Building Official  
R. Basi, Acting Deputy Director, Planning and Development  
M. Friesen, Acting Manager, Development Planning  
R. de St. Croix, Manager, Long Range and Community Planning  
M. Menzel, Development Planner  
G. Schalk, Public Safety Director and Fire Chief  
E. Doran, Director, People and Culture  
A. Gibbs, Senior Manager, Communications and Engagement  
S. Friesen, Administrative Coordinator

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

**APPROVAL OF AGENDA**

Moved by Councillor Bell, seconded by Councillor Back

1. Regular Council Meeting Agenda, March 4, 2024

**CARRIED UNANIMOUSLY**

R2024/1-1

**ADOPTION OF MINUTES**

Moved by Councillor Valente, seconded by Councillor McIlroy

2. Regular Council Meeting Minutes, February 26, 2024

**CARRIED UNANIMOUSLY**

R2024/1-2

**PROCLAMATION**

Mayor Buchanan declared the following proclamation:

International Women's Day – March 8, 2024

## **PUBLIC INPUT PERIOD**

- Chad Plimmer, North Vancouver, spoke in support of disc golf in Eastview Park.
- Darren Butler, North Vancouver, spoke regarding disc golf and safety in Eastview Park.
- Kristin Ames, North Shore Tennis Society, North Vancouver, spoke regarding a proposal for a new multi-court tennis hub in the City.

## **CORRESPONDENCE**

3. Melody Moheb, Director of Public Relations, Immigrant Link Centre Society, October 30, 2023 – File: 01-0230-01-0001/2024

Re: Increasing Food Security through Zero Food Waste

Moved by Councillor Back, seconded by Councillor McIlroy

THAT Item 3 be removed from the agenda.

**CARRIED UNANIMOUSLY**

R2024/6-3

## **PRESENTATION**

Eastview Park Improvements Project – Park Planner 2, and Deputy Director, Parks and Public Spaces

The Park Planner 2 and Deputy Director, Parks and Public Spaces, provided a PowerPoint presentation regarding the “Eastview Park Improvements Project” and responded to questions from Council.

## **REPORTS**

4. Eastview Park Improvements Project – File: 12-6240-20-0068/1

Report: Park Planner 2, February 21, 2024

Moved by Councillor Back, seconded by Councillor McIlroy

PURSUANT to the report of the Park Planner 2, dated February 21, 2024, entitled “Eastview Park Improvements Project”:

WHEREAS the feedback from the community has shown a high level of support for disc golf;

WHEREAS given the importance of disc golf as a low barrier activity that can be enjoyed by people of all ages;

AND WHEREAS Eastview Park is well suited for disc golf, both in terms of park size and location;

*Continued...*



## **REPORTS – Continued**

### **4. Eastview Park Improvements Project – File: 12-6240-20-0068/1 – Continued**

THEREFORE BE IT RESOLVED THAT staff be directed to work with a consultant with experience designing disc golf courses to provide an option to make disc golf the primary, dedicated focus of Eastview Park;

THAT the design mitigates, as much as possible, the impacts on other park users and addresses the safety of all park users in accordance with standards being applied throughout the region, while maintaining a viable, dedicated disc golf design;

THAT \$20,000 of the surplus funds from the “Park Picnic Shelters” project (#50200) be reallocated to the “Eastview Park Improvement Design” project;

THAT \$5,000 from the “Park Greenways and Trails Resurfacing” project (#50162) and \$5,000 from the “Wooden Bridges and Stair Case Replacement” project (#50120) be reallocated to the “Eastview Park Improvement Design” project;

AND THAT should any of the amounts remain unexpended as at December 31, 2026, the unexpended balances shall be returned to the credit of the respective funds.

**CARRIED**

R2024/6-4

Councillor Bell and Councillor Valente are recorded as voting in opposition to the motion.

### **5. Preliminary Report – OCP Amendment Application and Master Plan for The Trails Lands (Wall Financial Corporation) – File: 08-3030-20-0346/1**

Report: Planner 3, February 21, 2024

Moved by Mayor Buchanan, seconded by Councillor Back

PURSUANT to the report of the Planner 3, dated February 21, 2024, entitled “Preliminary Report – OCP Amendment Application and Master Plan for The Trails Lands (Wall Financial Corporation)”:

THAT Item 5 be deferred until the next Regular meeting of Council.

**CARRIED UNANIMOUSLY**

R2024/6-5

## **REPORTS – Continued**

6. Construction Regulation Bylaw Fees Update – File: 13-6410-01-0001/2024

Report: Chief Building Official, February 21, 2024

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Chief Building Official, dated February 21, 2024, entitled “Construction Regulation Bylaw Fees Update”:

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2024, No. 9020” (Schedule A – Fees and Deposits) be considered.

**CARRIED UNANIMOUSLY**

R2024/6-6

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

7. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2024, No. 9020” (Schedule A – Fees and Deposits)

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2024, No. 9020” (Schedule A – Fees and Deposits) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2024, No. 9020” (Schedule A – Fees and Deposits) be given third reading.

**CARRIED UNANIMOUSLY**

R2024/6-7

## **NOTICE OF MOTION**

8. Zoning Bylaw and Development Guidelines Consideration for Green Roof Options – File: 09-3900-30-0006/1

Submitted by Councillor Valente

Moved by Councillor Valente, seconded by Councillor Girard

WHEREAS the City of North Vancouver, as the urban core of the North Shore, faces pressure to make best use of scarce land resources and in many cases rooftops in the City are large and underutilized spaces;

*Continued...*

## **NOTICE OF MOTION – Continued**

8. Zoning Bylaw and Development Guidelines Consideration for Green Roof Options  
– File: 09-3900-30-0006/1 – Continued

WHEREAS some buildings in the City of North Vancouver possess green roofs (including the City Market building at 17<sup>th</sup> Street and Lonsdale Avenue), solar panels and rooftop patios that enhance the quality of urban life while providing important benefits, such as increased bioretention and source treatment of stormwater runoff;

WHEREAS these treatments remain the exception and many barriers are faced by projects that seek to add rooftop features including zoning regulations, FSR barriers and difficulty securing building insurance;

WHEREAS the City of North Vancouver has begun work to update its Zoning Bylaw and Development Permit Guidelines, and modifying regulations and creating incentives could offset the costs of installing rooftop gardens;

THEREFORE BE IT RESOLVED THAT staff be directed to explore and report back to Council, as part of the Zoning Bylaw and Development Permit Guidelines review process, ways of reducing barriers to and increasing incentives that permit innovative uses of the rooftop, including, but not limited to, green roofs, green solar roofs, blue-green roofs, rooftop urban agriculture and rooftop patios.

**CARRIED UNANIMOUSLY**

R2024/6-8

## **PUBLIC CLARIFICATION PERIOD**

Nil.

## **COUNCIL INQUIRIES**

Nil.

## **COUNCIL REPORTS**

Councillor Bell thanked staff for their work on the Eastview Park Improvements Project.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

## **RECESS TO CLOSED SESSION**

Moved by Councillor Shahriari, seconded by Councillor Back

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(d) [security of City property], 90(1)(e) [labour relations] and 90(1)(m) [exclusion under another enactment].

**CARRIED UNANIMOUSLY**

The meeting recessed to the Committee of the Whole, Closed Session, at 7:20 pm and reconvened at 8:48 pm.

## **REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

9. Advisory Committee Review – Next Steps – File: 01-0360-01-0001/2024

Report: Corporate Officer, February 12, 2024

Moved by Councillor Girard, seconded by Councillor McIlroy

PURSUANT to the report of the Corporate Officer, dated February 12, 2024, entitled “Advisory Committee Review – Next Steps”:

THAT the Multicultural Community Festival Task Force and CNV4ME Task Force be concluded and the Task Force participants be thanked for their voluntary service;

AND THAT the wording of the resolution, with the exception of the conclusion of the Multicultural Community Festival Task Force and CNV4ME Task Force, and the report of the Corporate Officer, dated February 12, 2024, entitled “Advisory Committee Review – Next Steps”, remain in the Closed session.

**CARRIED UNANIMOUSLY**

R2024/6-9

10. Labour Relations – File: 01-0110-10-0002/2023

Report: Chief Administrative Officer, February 27, 2024

Moved by Councillor Girard, seconded by Councillor McIlroy

PURSUANT to the report of the Chief Administrative Officer, dated February 27, 2024, regarding labour relations:

THAT the action taken by the Committee of the Whole (Closed Session) be ratified;

AND THAT the wording of the resolution and the report of the Chief Administrative Officer, dated February 27, 2024, remain in the Closed session.

**CARRIED UNANIMOUSLY**

R2024/6-10

## **REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued**

11. Security of City Property / Exclusion under another Enactment  
– File: 01-0340-50-0001/1

Report: Chief Administrative Officer, January 30, 2024

Moved by Councillor Girard, seconded by Councillor McIlroy

PURSUANT to the report of the Chief Administrative Officer, dated January 30, 2024, regarding security of City property and exclusion under another enactment:

THAT the action taken by the Committee of the Whole (Closed Session) be ratified;

AND THAT the wording of the resolution and the report of the Chief Administrative Officer, dated January 30, 2024, remain in the Closed session.

**CARRIED UNANIMOUSLY**

R2024/6-11

## **ADJOURN**

Moved by Councillor Back, seconded by Councillor Valente

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 8:49 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER

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**Office of the Mayor**  
CITY OF NORTH VANCOUVER  
BRITISH COLUMBIA

# *Proclamation*

## **NOWRUZ**

*Whereas*

Nowruz is celebrated by many in the City of North Vancouver as a day to connect with nature, loved ones and community as a start of a “New Day” after a long, dark winter;

*Whereas*

Nowruz marks the beginning of spring, symbolizing a time for friendship, connection, vibrancy, hope, rejuvenation and renewal;

*Whereas*

all residents of the City can benefit from opportunities to celebrate our cultural diversity and learn about the holidays and traditions of all people;

*And Whereas*

the City of North Vancouver is a community where all people are welcomed, included and celebrated;

*Now Therefore*

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **March 19, 2024** as **Nowruz** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 11, 2024

*Linda C. Buchanan*

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Mayor Linda Buchanan



## 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, 2024** 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 11, 2024

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Mayor Linda Buchanan





## Office of the Mayor

CITY OF NORTH VANCOUVER  
BRITISH COLUMBIA

# Proclamation

## GREEN SHIRT DAY

*Whereas* the overwhelming majority of Canadians support organ donation, but less than half of all Canadians are registered as organ donors;

*Whereas* following the Humboldt tragedy on April 6, 2018, over 100,000 Canadians were inspired to register as organ donors in what has become known as the "Logan Boulet Effect";

*Whereas* Green Shirt Day honours the memory of Logan Boulet and the impact of the generous act of donating his organs, and encourages Canadians to consider following his example by registering as organ donors;

*And Whereas* our community supports the partnership of Logan's family, Canadian Blood Services and the Canadian Transplant Association to memorialize this act of life-saving generosity with a day dedicated to organ donor awareness and registration;

*Now Therefore* I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **April 7, 2024** as **Green Shirt Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 11, 2024

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Mayor Linda Buchanan

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**For Metro Vancouver meetings on Friday, February 23, 2023**

*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](mailto:media@metrovanancouver.org).*

**Metro Vancouver Regional District**

**E1.1 2024 Invest Vancouver Management Board Meeting Schedule, Work Plan, and the Invest Vancouver 2024 Annual Plan** **APPROVED**

This report contains a summary of the committee work plan, the terms of reference, the Invest Vancouver 2024 Annual Work Plan, and the committee meeting schedule. The committee work plan has been advanced in alignment with the *Board Strategic Plan*, the Board-approved 2024 budget and the *Invest Vancouver 2024 Annual Plan*. The annual plan builds on existing priorities identified in 2023 that aim to position the region for success in a rapidly evolving global economy to advance broadly shared prosperity for residents.

The Board endorsed the *Invest Vancouver 2024 Annual Plan* as presented.

**E1.2 Investment Attraction Update** **RECEIVED**

Invest Vancouver had a record year for investment attraction, with seven companies expanding in the region, representing 772 jobs and \$1.231 billion in investment. Invest Vancouver worked with 120 leads for companies interested in the Metro Vancouver region. These leads came from a variety of sources including partner referrals, in-market activities which included participating in 15 events outside the region, 12 local business conferences, and hosting 15 delegations. Invest Vancouver also launched a customer relationship management system, and is initiating a new request for information process with member jurisdictions to identify site locations for investors. The Invest Vancouver pipeline for leads now includes 101 opportunities, representing a tenfold increase from this time last year. These opportunities represent the potential for 1,593 jobs and \$1.6 billion in investment. Invest Vancouver will continue to refine processes, improve approaches, target smarter, and add on new initiatives where appropriate in 2024.

The Board received the report for information.

**E2.1 UBCM Resolutions Supporting Climate 2050 Priority Advocacy Actions – Provincial Funding for Energy Efficient and Zero Emissions Equipment for Existing Buildings** **APPROVED**

The Board endorsed the following resolution, as amended by the Climate Action Committee, to be sent to the LMLGA before the February 28 submission deadline:

Whereas energy-efficient and zero-emissions building equipment provide benefits such as lower annual energy costs and improved resilience to extreme heat events;

And whereas the CleanBC Better Homes and Better Buildings programs provide incentives and rebates to reduce the significant cost barriers to implementing energy-efficiency and zero-emissions retrofits for existing buildings, yet multi-unit residential buildings including affordable housing have limited access to these incentive programs;

Therefore, be it resolved that the UBCM urge the Government of BC to significantly increase funding for provincial incentive programs to support energy-efficient and zero-emissions equipment for existing buildings, to ensure that incentives can leverage pre-2030 replacement cycles for residential and commercial building equipment;

And be it further resolved that UBCM urge the Government of BC to ensure that existing and future incentives and support programs are available for all building types, prioritizing multi-unit rental, affordable, and non-market housing, and building types that are not covered in current incentives and rebates.

## **E2.2 UBCM Resolutions Supporting Climate 2050 Priority Advocacy Actions – Provincial Funding for Active Transportation Infrastructure** **APPROVED**

The Board endorsed the following resolution to be sent to the LMLGA before the February 28 deadline for submissions:

Whereas BC municipalities face significant capital funding challenges in delivering new active transportation infrastructure, which will reduce greenhouse gas emissions, provide lower-cost transportation options to BC residents, bring economic and health benefits to BC communities, and increase resilience of transportation networks, as demonstrated by similar investments in other jurisdictions;

And whereas the Government of BC has invested over \$40 million since 2014 to fund new active transportation infrastructure, has committed an additional \$30 million to fund active transportation infrastructure in *Budget 2022*, and has introduced rebates to support BC residents in choosing e-bikes which were quickly over-subscribed, demonstrating that there is significant latent demand by residents across BC for active transportation options, and *Transport 2050: 10-Year Priorities for TransLink* calls for \$1.5 billion over the next 10 years for capital investments for active transportation infrastructure in the Metro Vancouver region;

Therefore, be it resolved that UBCM urge the Government of BC to expand funding for active transportation infrastructure to at least \$300 million annually over the next 10 years to support the development of protected, connected, and accessible local cycling and walking infrastructure networks across BC, that are integrated into larger regional active transportation and public transit networks.



**E2.3 UBCM Resolutions Supporting Climate 2050 Priority Advocacy Actions – Provincial Funding for Electric Vehicle Charger Deployment** **APPROVED**

The Board endorsed the following resolution to be sent to the LMLGA before the February 28 deadline for submissions:

Whereas Metro Vancouver has identified that by 2035 up to 350,000 existing parking spots in multi-unit residential buildings in the region will be retrofitted to be electric vehicle (EV) charging ready, and 2,200 to 2,900 public direct current fast charging (DCFC) ports and 32,000 to 47,000 public Level 2 ports will be needed to support anticipated demand for EV charging, requiring significant capital investment in both public charging and multi-unit residential buildings retrofits totaling approximately \$1.2 billion in Metro Vancouver alone by 2035;

And whereas the Government of BC has provided funding for the purchase and installation of EV chargers for home and public charging through the Go Electric EV Charger Rebate Program to complement the rapid increase of EV sales required through the BC Zero-Emissions Vehicle Act reaching 100 per cent by 2035;

Therefore, be it resolved that UBCM urge the Government of BC to expand and enhance the funding available through the CleanBC Go Electric Rebate Program to offer sufficient rebates for charging in multi-unit residential buildings and public charging to support the expected rapid uptake of EVs in BC.

**E3.1 Continuous Improvement Project Highlights and Updates** **RECEIVED**

With regional affordability and financial sustainability as key strategic priorities for the Metro Board, it is important that regular reporting is provided to the Finance Committee regarding the status of both qualitative and quantitative impacts that many improvements or innovative measures are having on service levels and affordability for regional rate payers. Continuous improvement (CI) is a systematic and ongoing effort to enhance products, services, or processes within an organization with the primary goal to incrementally improve efficiency, quality, and overall performance over time and is integral within Metro Vancouver. Project tracking and reporting will help to ensure transparency, accountability, and successful project outcomes. Currently there are approximately over 100 CI initiatives underway across Metro Vancouver that will form part of ongoing reporting to the Finance Committee.

The Board received the report for information.

**E4.1 2024 Regional District Sustainability Innovation Fund Applications** **APPROVED**

The Caucus of Committee Chairs is responsible for overseeing the Metro Vancouver Sustainability Innovation Funds, and for making funding recommendations to the respective Metro Vancouver Boards. Staff review and evaluate all proposals that are submitted for consideration. This report presents three projects recommended for funding, totalling \$2,560,000 over three years, through the Regional District Sustainability Innovation Fund. The projects cover a range of climate action areas and affordable housing policy initiatives.

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

- Rental Housing Blueprint: Streamlining Multi-Family Affordable Rental Housing Delivery Through Standardization and Modern Construction Methods for \$2,130,000 from 2024 to 2026
- Comprehensive Assessment and Regulation of Expanded Group of Greenhouse Gases (CARE-3G) for \$230,000 from 2024 to 2025
- Feasibility Study for a Pilot Microgrid Project in the Metro Vancouver Region for \$200,000 from 2024 to 2025

#### **E5.1 Sasamat Fire Protection Service – Capital Facility Reserve Fund**

**APPROVED**

The two existing Sasamat Fire Protection Service fire halls are essential infrastructure. At the October 26, 2023 Sasamat Volunteer Fire Department Board of Trustees meeting, the Trustees endorsed releasing up to \$500,000 from the Sasamat Fire Protection Service’s Capital Facility Reserve Fund to help fund a preliminary design for the replacement of the two fire halls.

The Board approved the release of up to \$500,000 from the Sasamat Fire Protection Service’s Capital Facility Reserve Fund to help fund a preliminary design for the replacement of its two fire halls.

#### **E5.2 Provincial Government’s Use of Non-disclosure Agreements during Engagement**

**RECEIVED**

In December 2023, the Mayors Committee discussed challenges local governments face working with confidential information received from the provincial government during engagement on forthcoming legislation/policy changes. Committee members noted that in some cases, the nondisclosure agreements required by the provincial government are sufficiently restrictive that local government staff are unable to disclose essential information to their elected officials; in other cases, local government elected officials are unable to use or disclose information that is essential for making and implementing public policy decisions for matters within local government jurisdiction. The Board, at its January 26, 2024 meeting, directed staff to report back with a resolution regarding provincial non-disclosure agreements for submission to the Lower Mainland Local Government Association Annual Conference.

The Board received the report for information.

#### **G1.1 Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors**

**APPROVED**

*Metro 2050* was adopted by the Metro Vancouver Regional District Board on February 24, 2023. Over its first year, staff have identified some minor inconsistencies in terminology, formatting, numerical references, and mapping that are proposed to be corrected through a Type 3 amendment.



The proposed amendment also includes mapping revisions that stem from Board-accepted regional context statements, regional land use amendments made under the municipal flexibility clause, updates to *Metro 2050* reference maps based on new data (e.g. new sensitive ecosystem inventory map), and corrections to map text and designation boundaries. The proposed revisions are administrative in nature, and do not alter the intent of *Metro 2050*.

The Board initiated the *Metro 2050* amendment process for the *Metro 2050* Type 3 amendment to reflect accepted regional context statements and correct minor errors, then gave first, second, and third readings to the amendment bylaw, then directed staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

### **G1.2 Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan**

**APPROVED**

Amendments are proposed to *Metro 2050* that will better align its land use designations with the Metro Vancouver Regional District Board-adopted *2018 Electoral Area A Official Community Plan Bylaw* that applies to the majority of the rural and remote portions of the Electoral Area (excluding UBC, UEL, Bowyer Island, Passage Island, and First Nation reserve lands). Staff have identified *Metro 2050* regional land use designation changes to 92 parcels for the Board's consideration.

These proposed amendments are consistent with *Metro 2050's* goals and strategies, and bring the *Metro 2050* and OCP land-use designations into closer alignment. They do not alter the intent of *Metro 2050*. These changes are based on a detailed review of the OCP designations relative to *Metro 2050* regional land-use designations and mapping improvements in the rural and remote reaches of the Electoral Area A. Given the nature of the changes, both Type 2 and Type 3 amendments to *Metro 2050* are required. As a result, two separate amendment bylaws are provided to the Committee and Board for consideration. The first requires adoption with a weighted two-thirds majority of the Board and the second requires adoption by a weighted 50-plus-one per cent vote of the Board.

The Board initiated the *Metro 2050* Type 2 and Type 3 amendment processes to reflect the Electoral Area A Official Community Plan; gave first, second, third readings to two amendment bylaws (*No. 1378, 2024* and *No. 1379, 2024*), and directed staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

### **G2.1 Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1374, 2023**

**APPROVED**

At the November 24, 2023 meeting, the Board gave three readings to *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1374, 2023*. Final adoption by the Board is the last approval step in the bylaw process and will provide the authority for temporary borrowing on behalf of GVWD in the amount not exceeding \$1.833 billion, the amount of the *GVWD Borrowing Bylaw No. 261, 2023*, and the maximum borrowing authorized. This will provide Metro Vancouver with borrowing methods equivalent to what is used in municipalities and provides the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns.

The Board passed and finally adopted the *Temporary Borrowing Bylaw*.

## **I 1 Committee Information Items and Delegation Summaries**

The Board received delegation summaries from standing committees.

### **Indigenous Relations Committee – February 1, 2024**

Information Items:

#### **E2 Indigenous Cultural Awareness Training Video**

Metro Vancouver staff are developing an Indigenous cultural awareness training video. The intent is to make viewing of the video mandatory for all construction crews, contractors, sub-contractors, and staff prior to working on Metro Vancouver infrastructure projects. The purpose of the video is to help create an inclusive, respectful, and welcoming work environment for First Nations representatives visiting or working on Metro Vancouver project sites.

#### **E3 Quarterly Update Report on Reconciliation Activities**

This update report provides a summary of reconciliation events and activities undertaken by Metro Vancouver since the last Committee meeting in October 5, 2023 as well as information on upcoming events and activities over the next three months.

### **Climate Action Committee – February 8, 2024**

Information Items:

#### **E2 Climate 2050 Engagement and Public Education Priorities**

The Climate 2050 Engagement and Public Education Strategy provides a clear approach for robust engagement, collaboration with others, and broader public support for climate action in support of *Climate 2050*. Priorities in the strategy are described in three spheres — developing the *Climate 2050* roadmaps, implementing specific climate actions, and growing public awareness and support. In 2023, over 500 organizations and agencies were encouraged to participate in the roadmaps development, and over 200 were engaged on the implementation of specific climate actions. Staff estimate over 100 hours of direct delivery through public programs and over 10,000 visits to the climate literacy learning platform. A focus for engagement in 2024 and 2025 is to support the implementation of the priority big moves for *Climate 2050*. This report provides an update on delivery of the Climate 2050 Engagement and Public Education Strategy in its second year of implementation.

#### **E3 Energy Transition Frequently Asked Questions: Public Resource**

In response to increasing public attention, and discussions at the Climate Action Committee and MVRD Board, staff have developed a resource of frequently asked questions about the energy transition. The draft resource is included as Attachment 1. It will also be available on the Metro Vancouver website.



## **Regional Planning Committee – February 9, 2024**

### **Information Items:**

#### **E4 Updating Metro 2050 Centres and Corridors Targets – Scope of Work**

*Metro 2050* commits, as an early action, to updating the dwelling unit and employment targets for Urban Centres and Frequent Transit Development Areas via an amendment. The Updating Centres and Corridors Targets project will undertake the necessary background research and analysis to develop revised targets that are realistic yet ambitious enough to support the achievement of the shared *Metro 2050* goals (e.g., greenhouse gas emission reduction, transit-oriented affordable housing creation, increased transit ridership, putting jobs in transit-friendly and walkable locations), and also provide greater clarity and identify structural improvements to *Metro 2050*'s targets to make them easier to implement. The project will be supported by a consultant and advised by a working group with a targeted completion date of early 2025. Any proposed *Metro 2050* amendments resulting from this project would occur following that in early to mid-2025 at the direction of the MVRD Board.

#### **E5 Regional Industrial Lands Strategy Bring-to-Market Project – Scope of Work**

The *Regional Industrial Lands Strategy* was approved by the MVRD Board in mid-2020. It sets out 10 priority actions and 34 recommendations that continue to be implemented. Metro Vancouver is advancing one priority action through the Bring-to-Market project, which entails identifying an underutilized industrial site with the potential to be redeveloped and densified or intensified. The region is experiencing a critical shortage of industrial land. Some of the region's remaining vacant industrial lands suffer from site- or area-specific challenges, such as limited infrastructure, environmental constraints, or under-sized parcels. Where vacant lands have not come to the market due to one or more of these or other challenges, municipalities may support an assessment of the constraints, and the preparation of a Bring-to-Market plan. This project will identify the issues that have prevented the development of the lands for a select site, and prepare a plan to advance development and achieve the host jurisdiction's land use planning and economic development goals.

#### **E6 Invasive Species Best Management Practices – Japanese Beetle Guidebook**

Adding to the existing regional library of technical guidance for priority invasive species, Metro Vancouver has worked with the Invasive Species Council of Metro Vancouver, federal and provincial authorities, member jurisdictions, and other local experts to produce a guidebook for the invasive Japanese beetle. This guidebook is designed to introduce local government staff and their contractors to the eradication efforts being undertaken by the multi-agency Japanese beetle response. The document also provides information about current distribution, potential impacts on the agricultural and horticultural sectors in BC, and how to identify, track, report, prevent further spread, and effectively control the Japanese beetle. In addition, the guidebook describes how this species may adapt as our climate changes, increasing the urgency to proactively control and prevent further spread of this high-risk species. An accompanying one-page fact sheet has also been created to raise public awareness.

**Caucus of Committee Chairs – February 21, 2024**

Information Items:

**E2 Climate 2050: Priority Actions to Accelerate Toward our Regional Targets**

Metro Vancouver, alongside other similar jurisdictions, is at a critical juncture: The MVRD Board has adopted the necessary targets and plans aligned with the global science to avoid the worst impacts of climate change. The pathway to a zero-emissions and resilient region — the technology, regulations, and investments — is well understood. Metro Vancouver’s *Clean Air Plan* and *Climate 2050* strategy and supporting roadmaps outline the necessary actions and roles. The next step is to move swiftly from comprehensive planning to bold leadership through implementation. This report identifies priority Big Moves needed to accelerate toward the Board-adopted greenhouse gas emissions reduction targets.

**Metro Vancouver Housing**

**E1.1 The Steller (Southwynde Avenue) Affordable Housing Development – Project Budget Update** **APPROVED**

Metro Vancouver Housing is preparing a building permit submission for the Steller (formerly Southwynde Avenue), a six-storey, 122-unit affordable housing redevelopment located in Burnaby. In October 2020, the Board authorized staff to proceed with design and funding applications for the original design concept for a 122-unit rental building including an integrated child care facility with a project budget of \$45.5 million. From 2021 to 2023, site studies were undertaken, an architect and design team was engaged, a construction management team was engaged, and the design and permitting for new building progressed through schematic design, design development and the rezoning application process. Since the original MVHC Board approval in 2020, estimated project costs have increased to \$93.9 million, based on Class C cost estimates prepared in November 2023.

The Board approved the updated project budget of \$93.9 million based on Class C cost estimates for The Steller and authorized project construction financing and take-out mortgage of up to \$26.6 million and a contribution from MVHC development reserves of up to \$22.5 million to fund the design and construction of this affordable housing project.

**E1.2 The Connection (Eastburn Square) Affordable Housing Development – Project Budget Update** **APPROVED**

Metro Vancouver Housing is progressing with a site preparation and construction tender for The Connection (formerly Eastburn Square), a six-storey, 174-unit affordable housing redevelopment located on the existing Eastburn Square housing site in Burnaby. In October 2020, the Board authorized staff to proceed with design and funding applications for the original design concept for a 172-unit rental building with a project budget of \$63.8 million. From 2021 to 2023, site studies were undertaken, an architect and design team was engaged, and the design and permitting for new building progressed through schematic design, design development and the rezoning application process.



Through the design development process, the unit count increased from 172 units to 174 units. Since the original Board approval in 2020, the estimated project costs have increased to \$120.8 million, based on Class B construction cost estimates prepared in October and December 2023.

The Board approved the updated project budget of \$120.8 million, based on Class B cost estimates, for The Connection and authorize project construction financing and take-out mortgage of up to \$43.5 million and a contribution from MVHC development reserves of up to \$17 million to fund the design and construction of this affordable housing project.

### **E1.3 Approval of Borrowing Agreement Between MVHC and MVRD**

**APPROVED**

The Board approved a financial strategy about two years ago to use borrowing for major rehabilitation and retrofit projects to front-end the program and take advantage of currently available grants. MVHC is seeking to borrow from the Municipal Finance Authority (MFA), through MVRD, an amount up to \$70 million over the next five years, to fund required and Board approved building envelope repairs, and deep retrofits to reduce greenhouse gas emissions and improve energy efficiency at several of its housing complexes.

Pursuant to Section 179 of the *Community Charter of British Columbia*, under agreement and through an adopted loan authorization bylaw, MVRD may lend to the MVHC, for the purpose of providing public housing. MVHC Board approval to enter into an agreement with MVRD is the first step in the MFA borrowing process. The next step is for MVRD to adopt a *Loan Authorization Bylaw*, to provide the authority for MVRD to borrow from MFA on behalf of MVHC. Adoption of the bylaw requires approval from the MVRD Board, the Inspector of Municipalities, as well as receive electoral assent.

The Board authorized the MVHC officers to enter into an agreement with MVRD authorizing borrowing on behalf of MVHC from the MFA in order to provide funding for MVHC's capital programs.

## **Greater Vancouver Water District**

### **E1.1 Lulu-Delta Water Supply Tunnel – Stage Gate 0**

**APPROVED**

The existing Lulu-Delta crossing of the Fraser River between Richmond and Delta near the George Massey Tunnel is a key water main crossing in the region that conveys drinking water from the Seymour Capilano Filtration Plant to Delta and Tsawwassen First Nation.

Following best management practices, a Stage Gate Framework process was implemented for Project Delivery's high value, risk, and consequence capital projects. This process seeks approval of key milestones through five stage gates from the initiation phase through project close-out. The existing Lulu-Delta crossing is nearing the end of its service life and has reduced pressure capacity due to damage previously sustained due to third-party dredging activities in the Fraser River.

The Board approve Stage Gate 0 for the Lulu-Delta Water Supply Tunnel advancing from the initiation stage to the definition stage.

## **E1.2 Cambie-Richmond Water Supply Tunnel – Stage Gate 1**

**APPROVED**

The Cambie-Richmond crossing of the Fraser River between Vancouver and Richmond near the Oak Street Bridge is one of the critical crossings in the region that conveys water from the Capilano and Seymour water supply areas to Richmond, Delta, and Tsawwassen First Nation.

Following best management practices, a Stage Gate Framework process was implemented for Project Delivery's high value, risk, and consequence capital projects. This process seeks approval of key milestones through five stage gates from the initiation phase through project close-out. The definition, or conceptual design, phase for the Cambie-Richmond Water Supply Tunnel was completed in late 2022. Metro Vancouver subsequently short-listed three design engineering firms to participate in the preliminary design request for proposal.

The Board approved Stage Gate 1 for the Cambie-Richmond Water Supply Tunnel advancing from the definition phase to the preliminary design phase.

## **E2.1 2024 Water Sustainability Innovation Fund Applications**

**APPROVED**

The Caucus of Committee Chairs is responsible for overseeing the Metro Vancouver Sustainability Innovation Funds, and for making all funding recommendations to the respective Metro Vancouver Board. Staff review and evaluate all proposals that are submitted for consideration. This report presents one project recommended for funding, totaling \$1 million, which would be funded through the Water Sustainability Innovation Fund.

The Board approved the allocation from the Water Sustainability Innovation Fund for the Expansion of the Earthquake Early Warning & Structural Health Monitoring Systems project for \$1 million from 2024 to 2026.

## **G1.1 GVWD Borrowing Bylaw 261, 2023 and GVWD Temporary Borrowing Request Bylaw 262, 2023**

**APPROVED**

On November 24, 2023 the Board gave a third reading to the *Greater Vancouver Water District Borrowing Bylaw No. 261, 2023* and *Greater Vancouver Water District Temporary Borrowing Request Bylaw 262, 2023* and subsequently sent these two bylaws to the Inspector of Municipalities for statutory approval.

Statutory approval of the bylaws was given on January 2, 2024. The Board finally adopted both bylaws.

## **I 1 Committee Information Items and Delegation Summaries**

The Board received one information item from one standing committee.

### **Water Committee – February 7, 2024**

Information Items:



### **E1 Watershed Fisheries Initiatives Annual Update**

Water Services, Liquid Waste Services, Regional Parks, and other Metro Vancouver teams at large collectively contribute to Pacific Salmon conservation and restoration in the region. The GVWD manages and participates in fisheries management and restoration initiatives both upstream and downstream of the primary dams in each of the three water supply areas in the Capilano, Seymour, and Coquitlam River watersheds. 2023 was a good year for adult salmon return numbers aided with a fall drought ending sooner than in 2022. Two new water supply agreements were developed with BC Hydro for fisheries conservation efforts and Sockeye Salmon restoration at Coquitlam. Metro Vancouver strives to continually improve fisheries protection and enhancement initiatives for the recovery of Pacific Salmon populations while collaborating with stewardship groups, First Nations, and agencies under provincial and federal regulatory regimes.

## **Greater Vancouver Sewerage and Drainage District**

### **E1.1 Award of a Contract Resulting from ITT No. 23-378: Construction Services – Royal Avenue Pump Station Rehabilitation**

**APPROVED**

The Royal Avenue Pump Station, located in New Westminster, requires rehabilitation. The scope of work consists of replacing the station electrical equipment, building an expansion to the odour control building for installation of the new electrical equipment above ground, replacing a short forcemain connecting the pump station discharge header to the Royal Avenue control chamber, and replacing the three sewage pumps.

The Board approved award the contract for construction services – Royal Avenue Pump Station Rehabilitation in the amount of up to \$6,845,655 (exclusive of taxes) to Kenaidan Contracting Ltd., subject to final review by the Commissioner.

### **G1.1 Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 375, 2024 – Fraser Sewerage Area – Surrey (South Campbell Heights)**

**APPROVED**

On February 25, 2022, the MVRD Board adopted *Regional Growth Strategy Amendment Bylaw No. 1328, 2021*, which extended the Urban Containment Boundary in Surrey by 223.7 hectares. The bylaw re-designated lands with a Rural regional land use designation to: Mixed Employment; Conservation and Recreation; and Agricultural. It also re-designated 13.4 hectares of existing Mixed Employment lands to Conservation and Recreation.

Surrey requested that the GVS&DD Board consider amending the Fraser Sewerage Area (FSA) by 244.1 ha. The review determined that only 160.6 ha were eligible for sewer services. This request is consistent with the provisions of *Metro 2050*. The *Metro 2050* and Liquid Waste Services technical review indicated a negligible service impact with no material financial impact on the regional sewerage system.

The Board gave first, second, and third readings to the *GVS&DD Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 375, 2024*; then passed, and finally adopted said bylaw.

## I 1 Committee Information Items and Delegation Summaries

The Board received a lone information item from a single standing committee.

### Zero Waste Committee – February 8, 2024

Delegations:

**C1 Mary-Em Waddington, Executive Director, BC Technology for Learning Society**  
Computers for Schools Plus Program Award

Information Items:

#### E1 Zero Waste Conference 2023


The 2023 Zero Waste Conference occurred November 1 and 2, and was, as with previous events, well-received by participants. Hosted by Metro Vancouver, the conference included international, national, and local speakers and stories, and met its goal of attracting nearly 600 participants. The conference featured the connections between waste prevention, circular solutions, and a heightened emphasis on climate through the theme of “Climate Action through Circularity.” As requested by past participants, the conference included an increase in networking opportunities. In response to input from participants and partnering organizations, this report also introduces the Zero Waste Committee to the intention that in future years, Metro Vancouver shifts to delivering the conference biannually, with the next one in 2025.

### Liquid Waste Committee – February 14, 2024

Information Items:

#### E2 2023 “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 \$3 million a year. The 2023 “Wipe It, Green Bin It” campaign ran in the lead-up to Thanksgiving and through November, asking residents to put FOG in their green bins and not down their sinks. The campaign included social media, YouTube, television, transit advertising, Google search, and a website. The campaign produced solid results and delivered over 32 million impressions, 1,050 engagements, one million video views, 7,600 clicks for more information, 6,800 website visits, and reached 940,000 residents through online tactics. Post-campaign survey results show the number of residents who say they dispose of FOG into the drain dropped to 32 per cent in 2023, compared to 45 per cent in 2017. The campaign will run in 2024 using similar timing and refreshed creative.

<p>Reviewed by:</p> 
<p>CAO</p>

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 9020**

**A Bylaw to amend “Construction Regulation Bylaw, 2003, No. 7390”**

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 “**Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2024, No. 9020**” (Schedule A – Fees and Deposits).
2. “Construction Regulation Bylaw, 2003, No. 7390” is amended as follows:
  - A. By deleting Schedule A – Fees and Deposits in its entirety and replacing it with the new Schedule A attached to this bylaw.
3. This bylaw takes effect upon adoption.

READ a first time on the 4<sup>th</sup> day of March, 2024.

READ a second time on the 4<sup>th</sup> day of March, 2024.

READ a third time on the 4<sup>th</sup> day of March, 2024.

ADOPTED on the <> day of <>, 2024.

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MAYOR

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CORPORATE OFFICER

## PART 16 – SCHEDULES

### Schedule “A” – Fees and Deposits

#### 1. GENERAL REGULATIONS

1. **Penalties:**

Work that has commenced without a permit is subject to a double permit fee not exceeding \$20,000.

2. **Refunds:**

Upon receipt of a written request for a refund, accompanied by the originally issued permit, 50% of the total permit fee may be refunded on condition that:

1. work has not commenced;
2. the permit has not expired;
3. the permit has not been extended.

3. **Re-Inspection Fee:**

Where more than two inspections are necessary due to non-compliance with the provisions of this Bylaw, or to correct the violations from previous inspections or a no-show or no access provided, then the third inspection shall be charged at a rate equal to the original permit fee or \$120 (plus GST), whichever is less. A fourth re-inspection is \$240, a fifth is \$360, and a sixth (and greater) is \$480 (plus GST).

4. **Change of Contractor or Consultants:**

An issued and valid permit may be transferred to a new applicant or assigned to new consultants upon the payment of \$75 (plus HST).

5. **Interim Occupancy Certificate:**

Residential Occupancies	\$132 (plus GST) per dwelling unit to maximum of \$6,600 (plus GST) per 30 days
Other Occupancies	\$660 (plus GST) per 30 days

6. **Electronic Copy Fee:**

All drawings larger than 11"x17"	\$4 per sheet (plus GST)
All drawings 11"x17" or smaller	\$1 per sheet (plus GST)

7. **Strata Conversion Applications:**

Application Fee	\$500 and
Legal Fees	\$500 and
Inspection Fee	
Duplex Building	\$200
Multiple unit residential, commercial, industrial or institutional buildings	\$200 per unit to a maximum of \$1,200 (plus GST)

8. **Alternative Solution Fees:**

Up to two applications under the same cover	\$540 each (plus GST)
Each subsequent Alternate Solution under the same cover	\$480 each (plus GST)



9. **Plans and Document Revisions:**  
Plan revisions are to be charged based on \$120 (plus GST) per plan revision as determined by the Building Official.  
  
A charge shall be applied to any document retrieval and copying for a building permit applicant that is initiated after issuance of the building permit, and shall be charged at a rate of \$60 per half hour (plus GST).
10. **Application Extension Fee:**  
10% of the original application fee but not less than \$120 (plus GST) to extend the life of an application beyond its 6 month expiry date for a period not exceeding 6 months
11. **Permit Renewal Fee:**  
10% of original permit fee but not less than \$120 (plus GST) for the first extension not exceeding 6 months. The second and subsequent extension shall be charged at 15% of the original permit fee but not less than \$180 (plus GST).
12. **Zoning and Building Compliance Letters:**

Single family or duplex buildings	\$110 (plus GST)
Multiple unit residential (per suite), commercial, industrial or institutional buildings	\$210 (plus GST)
13. Repealed *[Bylaw 8477, May 2, 2016]*
14. **Temporary Buildings:**  
Permit fees will be charged in accordance with Section 2.5 of this schedule.  
A \$750 deposit is required upon application and is refundable only when the building, structure or shelter is removed in it's entirety and the site is left in a safe and sanitary condition.
15. **Special Inspections:**  
Inspections made in response to a request by those having a legal interest in establishing the status of a plumbing, electrical, gas system or building structure is \$120 (plus GST)
16. **Overtime Inspection Requests:**  
Inspections which are requested outside of normal working hours are subject to the following hourly rate (plus GST)

Monday-Friday (Minimum 1 hour)	\$120 per hour
Saturday-Sunday (Minimum 2 hours)	\$180 per hour
17. **Occupant Load Calculations:**

For all licensed beverage establishments	\$240 (plus GST)
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18. **Plan Retrieval and Copies:**

For a copy of the first page of any drawing (to a max size of 11"x17")	\$36 (plus GST)
Each subsequent page (to a max size of 11"x17")	\$1.80 (plus GST)
19. **Waived Fees:** *[Bylaw 8907, January 31, 2022]*  
Permit fees for City-led civic projects on City-owned land may be waived in whole or in part, at the discretion of the Director of Planning and Development.

## 2. BUILDING PERMIT FEES

### 1. Building Permit Application Fee:

An application shall be accompanied by:

for construction values up to \$200,000	50% of the fee prescribed and as set out in 2.5 of this schedule but not less than \$100
for construction values from \$200,001 to \$500,000	\$200 plus 40% of the fee prescribed and as set out in 2.5 of this schedule
for construction values more than \$500,001	\$500 plus 30% of the fee prescribed and as set out in 2.5 of this schedule

which said sum shall not be refundable.

### 2. Application Extension Fee:

10% of the original permit fee but not less than \$120 (plus GST) for an extension not exceeding 6 months.

### 3. Partial Permit Fees:

Building permit fees for partial permits may be based on the value of the portion of work being permitted, as determined by the building official plus \$120 (plus GST) as a partial permit processing fee.

### 4. Completion Deposit:

Building permit applications for additions, alterations, renovations, move-on buildings, sign permits and tenant improvements shall be accompanied by a deposit of 2% of the total construction value, not less than \$100 and not more than \$1,000. The deposit is forfeited if the work is not completed within 2 years.

### 5. Scale of Building Permit Fees:

The calculation of building permit values shall be based on the total construction or demolition costs, including materials and labour, as provided by the applicant, subject to approval by the *building official*.

If, under Section 7.3.2., it has been determined by the *Manager, Inspections* that a Professional Engineer or Architect is required to Certify that the plans, or specified aspects of the plans submitted with the permit application comply with the current *Provincial Building Code* and other applicable enactments respecting safety, the fees required for that permit will be reduced by five (5) percent, to a maximum of five hundred dollars (\$500).

Building permit fees payable for a permit for the construction, demolition, addition, alteration, repair of any building or structure or any part thereof, shall be as follows:

- |   |          |
|---|----------|
| When the cost does not exceed \$5,000   | \$120.00 |
| For each additional \$1,000 or part thereof by which the cost exceeds \$5,000 up to a maximum of \$15,000   | \$15.12  |
| For each additional \$1,000 or part thereof by which the cost exceeds \$15,000 up to a maximum of \$50,000  | \$13.62  |
| For each additional \$1,000 or part thereof by which the cost exceeds \$50,000 up to a maximum of \$100,000 | \$11.82  |
| For each additional \$1,000 or part thereof by which the cost exceeds \$100,000                             | \$9.72   |
6. **Residential Inspection Fees:**  
Where an application is made for a Building Permit with respect to the construction of a self-contained housing unit or units, there shall be, in addition to any other fees payable, an Inspection Fee for each self-contained unit of \$240 (plus GST)
7. **Fire-stopping for Plumbing Re-Pipe Permit Fees:**  
Building Inspection fees for the re-inspection of fire-stopping in re-pipe installations is \$13.50 per dwelling unit with a minimum fee of \$180.

### 3. PLUMBING PERMIT FEES

1. **Plumbing Fixtures:**  
When the number of fixtures does not exceed 4 \$120.00  
Each Plumbing fixture in excess of 4 installed or roughed-in \$27.00  
  
(Plumbing Fixture as defined by the BC Plumbing Code including Drains, Hot Tub, Catch Basin, Junction Box, Manhole, O/G Interceptor, Sump, Neutralizer, Inspection Chamber, Back Flow Preventer, Fire Hydrant, Fire Department Connection, Fire Hose Connection, Fire Hose Station)
2. **Service Pipes:**  
Service lines including Sanitary Sewer, Storm Sewer, and Water Services  
For the first 30m or part thereof \$120.00  
For each additional 30m (100 feet) or part thereof \$33.42
3. **Fire Protection Services:**  
Installation or alteration of fire sprinkler systems  
First Sprinkler head \$120.00  
Each Additional head \$2.10
4. **Installation and Alteration of Piping Only:**  
For installation or alteration of plumbing piping where no alteration of fixtures is involved:  
For the first 30m (100 feet) \$120.00  
For each additional 30m (100 feet) of pipe, or part thereof \$33.42

#### 4. GAS PERMIT FEES

For installation, alteration or replacement of appliances, vents for each appliance, or piping for each appliance:

Fee Per Appliance	Fee Payable
Installation or replacement: 1 or 2 appliances	\$129.00
Next 3 to 10 appliances	\$67.00
Next 11 to 20 appliances	\$39.00
Next 21 to 100 appliances	\$24.00
For each appliance over 100	\$11.00

#### 5. ELECTRICAL PERMIT FEES

##### 1. Service Installation, Upgrade or Relocation:

Fees based upon final rating of each service installation, upgrade or relocation.

Service Install, Upgrade or Relocation	Fee Payable
Less than or equal to 125A	\$443
126A-200A	\$722
201A-400A	\$1,057
Greater than 400A	\$1,474

##### 2. Electrical Installation:

Fees based upon the value of the proposed electrical installation including all material and labour.

From	To	Fee Payable
\$0	\$250	\$59.00
\$251	\$1,000	\$103.00
\$1,001	\$2,500	\$177.00
\$2,501	\$5,000	\$287.00
\$5,001	\$10,000	\$441.00
\$10,001	\$20,000	\$722.00
\$20,001	\$35,000	\$1,057.00
\$35,001	\$50,000	\$1,474.00
\$50,001	\$100,000	\$2,114.00
\$100,001	\$200,000	\$3,167.00
\$200,001	\$1,000,000	\$2,880.00 +0.5% of job value
\$1,000,001	and over	\$5,759.00 +0.25% of job value

3.     **Temporary Power Connections:**  
Temporary Power Pole and                     \$120 per year or portion thereof  
Temporary Current Permit                     \$120 per meter per year or portion thereof
4.     **Sign Connection:**  
The first sign connection                     \$120.00  
Each subsequent sign connection for the same site  
where the permit is issued at the same time                     \$60.00
5.     **Electrical Permit Fees (Temporary Event Connections):**  
Each Permit                     \$148.00  
*[Bylaw 8762, February 24, 2020]*
6.     Deleted *[Bylaw 8762, February 24, 2020]*
7.     **Electrical Permit Fees (Annual Permits):**  
1,000 H.P. or less                     \$245.00  
Each additional 100 H.P. or fraction thereof                     \$31.20  
Education Facilities per classroom, shop, laboratory,  
gymnasium, auditorium, or office                     \$6.60  
Maximum annual fee                     \$2,340.00

## 6.     **COMPRESSED GAS SYSTEMS AND OIL STORAGE TANKS**

For the installation, replacement, renewal, alteration, removal or repair of any oil or compressed gas system or storage tank:

1.     Commercial or domestic oil burner                     \$100.00
2.     Fuel dispensing nozzle                     \$100.00
3.     Flammable or combustible liquid storage tank:  
Up to 4,546 L                     \$100.00  
Over 4,546 L                     \$141.00
4.     Compressed gas system                     \$100.00

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**Hollyburn Community Services Society's vision is a safe, caring and resilient community.**

We work and advocate to ensure that:

- **Marginalized youth** receive the tools to accomplish amazing things
- **Youth, seniors and families** have sustainable and affordable housing
- Individuals and families **experiencing violence and its aftermath** are supported

LAST YEAR, HOLLYBURN SUPPORTED **OVER 900** NORTH SHORE YOUTH, SENIORS AND FAMILIES.

## WHO WE SERVE

- ▶ Vulnerable people marginalized by factors such as violence and abuse, homelessness, sexual exploitation, bullying, discrimination, sexual orientation, mental health problems or street involvement.
- ▶ They may be Indigenous, new to Canada, transitioning from government care or are LGBTQ2+.
- ▶ They lack family and social support and may be as young as 14 when they reach out to Hollyburn.

## YOUTH

- ▶ North Shore Youth Safe House supported **82** homeless youth to secure housing
- ▶ Life Success Program celebrated **10** formerly homeless youth graduating from the two transitional housing programs
- ▶ Orwell House offered **4** formerly homeless youth a home as they continue post-secondary studies
- ▶ Wired 4 Success supported **48** youth with barriers to employment
- ▶ Rewired welcomed **17** youth into this brand-new program that focuses on the skilled trades
- ▶ Youth Education Navigator supported **95** youth to qualify for, enroll in, and graduate from post-secondary programs
- ▶ Hollyburn Hockey Heroes welcomed **56** at-risk youth to play hockey with their commitment to stay in school- and an additional **110** youth participated in the summer recreation program



## SENIORS' HOUSING SUPPORT

- ▶ Seniors Safe House provided refuge for **19** homeless seniors from the streets, shelters and vehicles as we worked to provide them with housing.
- ▶ Seniors at Housing Risk Outreach helped **96** seniors at risk of or experiencing homelessness
- ▶ Supporting Seniors to Remain Housed enabled **120** seniors and families to stay in their homes

## INDIVIDUAL AND FAMILY SERVICES

247 new referrals

- ▶ Our community-based Specialized Support Services for Victims of Violence supports individuals and families experiencing violence
- ▶ We offer victim services within the North Shore Intimate Violence Unit that works with North Vancouver RCMP and West Vancouver Police Department
- ▶ **Queenie**, our program's Accredited Facility Dog provided **436 hours** supporting clients in court, interviews, and meetings



Queenie

## WHO WE ARE

- ▶ Incorporated as a non-profit society in 2004
- ▶ Received charitable status in 2007
- ▶ Operate from a \$4.1 million dollar budget
- ▶ 32 full and part-time staff
- ▶ Our 9-person board is representative of the North Shore and leads five active committees
  - ▶ Governance
  - ▶ Finance and Investment
  - ▶ External Relations
  - ▶ Housing
  - ▶ Philanthropic Council
- ▶ We have created a second society named Hollyburn Community Housing Society to position us to develop and offer affordable housing



Board & Senior Staff

## WHAT WE ARE SEEING

- ▶ Significant **mental health issues**, in particular youth
- ▶ Higher than the average **homelessness** in particular youth and seniors
- ▶ More **homeless families** are coming to us in desperate need of housing.
- ▶ Increasingly **complex** situations and circumstances
- ▶ **Funding inequities** on the North Shore because funders assume our clients can cross the bridge to access services, or that affluent communities do not have social vulnerabilities
- ▶ A need for **less, not more!** We receive incredible offers from developers for housing units 10-20% below market. 30-60 units. What we need are 10 at 75% below market

## THANK YOU, MAYOR, COUNCIL AND STAFF FOR YOUR SUPPORT

- ▶ Two Rounds of Annual Municipal Community Grants
- ▶ Funding to support fire victims of two apartment buildings
- ▶ 6 Units at the Kimpton for seniors
- ▶ Open and transparent Mayor, Council and City staff




**HOLLYBURN**  
Community Services Society  
*Nurturing a Community of Caring*

**CELEBRATING 20 YEARS!  
AND WE'RE JUST GETTING STARTED...**



**HOLLYBURN**  
Community Services Society  
*Nurturing a Community of Caring*

November 28, 2023

Reviewed by:

CAO

City of North Vancouver  
141 West 14th Street  
North Vancouver  
BC V7M 1H9

Re: Delegation Request

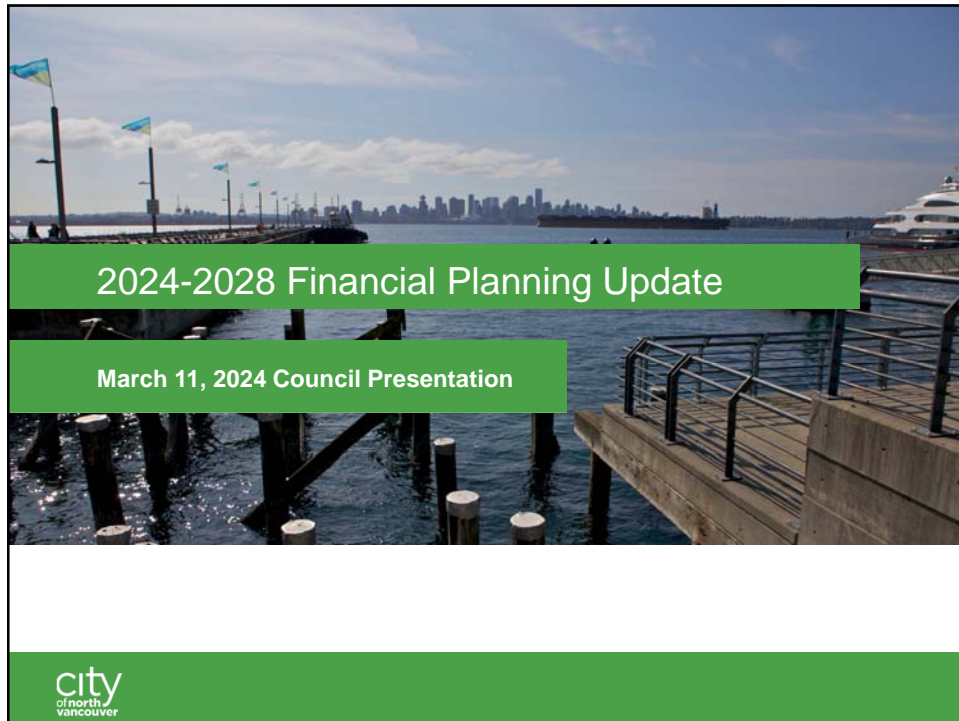
Hollyburn Community Services Society is kindly requesting an opportunity to appear in front of the Mayor and Council as a delegation, updating the Council on the Society's activities and accomplishments over the past year.

We would gratefully appreciate a time in early 2024, if possible.

Thank you for your consideration



Joy Hayden  
Director of Innovation and Engagement



## Summary

- A 2024-2028 Financial Plan is needed to support a 2024 Tax Rate Bylaw, which must be passed before May 15
- The 2024-2028 Financial Plan has been updated based on Council's feedback and is summarized in this presentation



Expense reductions **reduced the property tax increase by 1.6% to 6.9%**, within the range motioned by Council of 6.5% to 7.5%, and **the lowest on the North Shore**



**44 Capital Projects** in the Capital Plan with spending in 2024 have been **removed, reduced and/or deferred to "right size the agenda"**. The plan remains **fully funded**, supports the continued delivery of **Council's Strategic Plan** and maintains **reasonable reserves**.



## Outline

- Background
- 2024 Operating Budget
- 2024-2028 Capital Plan
- Recommendations and Next Steps



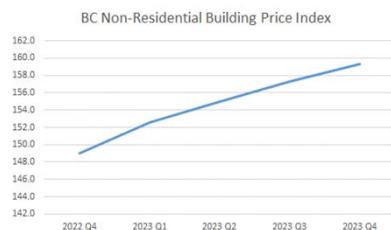
## Background

## Background

- Draft 2024-28 Financial Plan (Feb 5) included:
  - Proposed tax rate increase of 8.5%
  - 2024-2028 Capital plan of \$292M
- Council motioned for a tax rate increase between 6.5% and 7.5% to be brought back by staff.
- Every Department asked to “right size their agenda” by removing, reducing and deferring projects.
- Staff were asked to look for ways to replace sports courts within the City.
- This presentation shows proposed changes to the Capital Plan and provides additional information as requested

## Inflation Update

- CPI in BC is the 3rd highest in Canada and above the Bank of Canada’s target range of 1-3%  
(BC Stats – Feb 20/2024)



CPI (Jan 2024)	% change
Canada	2.9
British Columbia	3.6
Vancouver	4.0

- Construction prices, a key municipal cost driver, increasing 7% p.a.  
(Stats Canada – Feb 16/2024)

**Recently released inflation statistics remain high and continue to create fiscal pressure for CNV**



## Revised 2024 Tax Rate Changes

	Feb 5	Change	Updated	
Salary and Other Provisions	5.2%	-	5.2%	
RCMP – Contract, Wages and Benefits	1.5%	(0.1%)	1.4%	RCMP funded complement to be reduced by one FTE.
Major Agencies and Community Agencies	0.9%	-	0.9%	
New Capital Infrastructure Maintenance	0.4%	-	0.4%	
Other Items (various)	0.4%	-	0.4%	
Increase in Non-Tax Revenues	(1.1%)	-	(1.1%)	
Updated Fees & Charges	(1.1%)	-	(1.1%)	With capital spending reductions, increased contribution to capital removed.
Tax Roll Growth	(1.2%)	-	(1.2%)	
<b>2024 Net Operating Program Increase</b>	<b>4.9%</b>	<b>(0.1)</b>	<b>4.8%</b>	
New Items*	1.6%	-	1.6%	
<b>2024 Draft Tax Rate Increase before Infrastructure</b>	<b>6.5%</b>	<b>(0.1%)</b>	<b>6.4%</b>	Phase in of tax increase for NSNH debt reduced, compensated for by transfer of funds from another capital reserve.
Increase of Annual Tax Levy to Capital	1.0%	(1.0%)	0.0%	
<b>2024 Draft Tax Rate Increase</b>	<b>7.5%</b>	<b>(1.1%)</b>	<b>6.4%</b>	
North Shore Neighbourhood House Levy	1.0%	(0.5%)	0.5%	
<b>2024 Draft Tax Rate Increase w/ NSNH</b>	<b>8.5%</b>	<b>(1.6%)</b>	<b>6.9%</b>	Within the lower half of Council's 6.5%-7.5% range



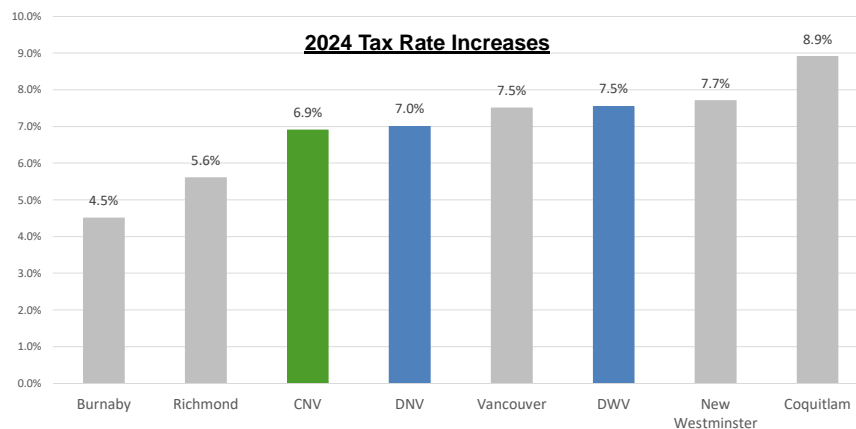
## Transfer to Capital/NSNH

- Common municipal practice to increase 1% (\$650K) each year to fund infrastructure deficits.
- CNV's 10-year average for the levy increase is close to the **1%** threshold.

Year	General Capital	HJCRC	NSNH	Total
2015	1%	1%	-	2%
2016	1%	1%	-	2%
2017	1%	1%	-	2%
2018	-	1%	-	1%
2019	2%	-	-	2%
2020	-	-	-	0%
2021	-	-	-	0%
2022	2%	-	-	2%
2023	1%	-	-	1%
2024	0%	-	0.5%	0.5%
<b>Average</b>	<b>0.8%</b>			<b>1.3%</b>

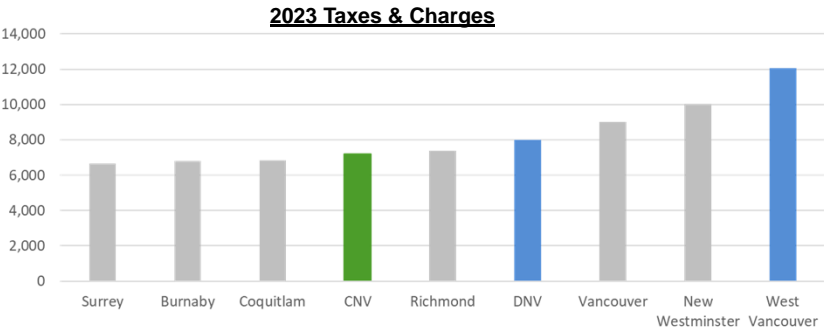
1% tax rate increase raises \$650K

## Lower Mainland Comparison



***Revised option compares very favourably on the North Shore***

# Lower Mainland Comparison



Per Province of BC Local Government Statistics – 2023 Total Taxes & Charges (gov.bc.ca)

**City of North Vancouver property taxes and charges also compare very favourably on the North Shore**



## Background

- 2024-28 Capital Plan (Feb 5) included spending of \$144 million in 2024
  - \$76M relating to Major Capital Programs (HJCRC and NSNH)
  - \$26M relating to provisions, should they materialize
  - \$42M for other capital projects (including New Initiatives & Base programs)
- Staff were asked to “right size their agenda” by removing, reducing and deferring projects.
  - All New Initiatives and Base Programs were reconsidered
- Staff were also directed to investigate ways to replace sports courts within the City.

## Results of Review

Department	New Initiatives Reviewed	Projects Removed	Projects Reduced	Projects Deferred	Total Adjusted
DCAO	8	1	1	0	2
P&D	12	5	3	1	9
P&C	1	0	0	0	0
EPE	57	6	5	8	19
Finance	8	2	0	1	3
CAO, IT, Major Agencies	11	2	1	0	3
Public Safety	2	0	0	0	0
CNV	99	16	10	10	36

***36 Projects were adjusted to “right size the agenda”***

## Results of Review

New Initiatives	# Altered	2024
Buildings	5	(781,000)
Streets & Transportation	5	(1,735,000)
Parks & Environment	5	(260,000)
Information Technology	2	(265,000)
Studies and Other	19	(3,790,642)
<b>Total</b>	<b>36</b>	<b>(6,817,662)</b>

Base programs	# Altered	2024
Buildings	4	(140,000)
Streets & Transportation	1	(100,000)
General Equipment	1	(14,000)
Information Technology	2	(18,500)
<b>Total</b>	<b>8</b>	<b>(272,500)</b>

\$7.1 million of spending removed from 2024 Plan, amounting to 17% of New Initiatives and Base programs previously totaling \$42M

## New Priority Project

### Tennis Feasibility Study \$80,000

- This study will evaluate existing tennis amenities in the City and will provide recommendations for the potential development of new tennis facilities and programs with goals to increase capacity and optimize existing.
- The study will involve an inventory and assessment of existing tennis amenities, data on current usage, distribution analysis, facility spatial and site considerations, cost analysis and service level recommendations.
- The study, paired with the Parks Comprehensive Plan, will provide an overall phased implementation plan to assist in a balanced approach to planning for outdoor sport and recreation facilities.





## Recommendations

PURSUANT to the report of the Chief Financial Officer, dated February 28, 2024, entitled "2024-2028 Financial Planning Update":

THAT the following budgets and plans be endorsed:

- 2024-2028 Draft Financial Plan;
- 2024 Draft Operating Budget;
- 2024-2028 Draft Capital Plan;
- 2024 Draft Shipyards Budget;
- 2024 Draft Cemetery Budget.

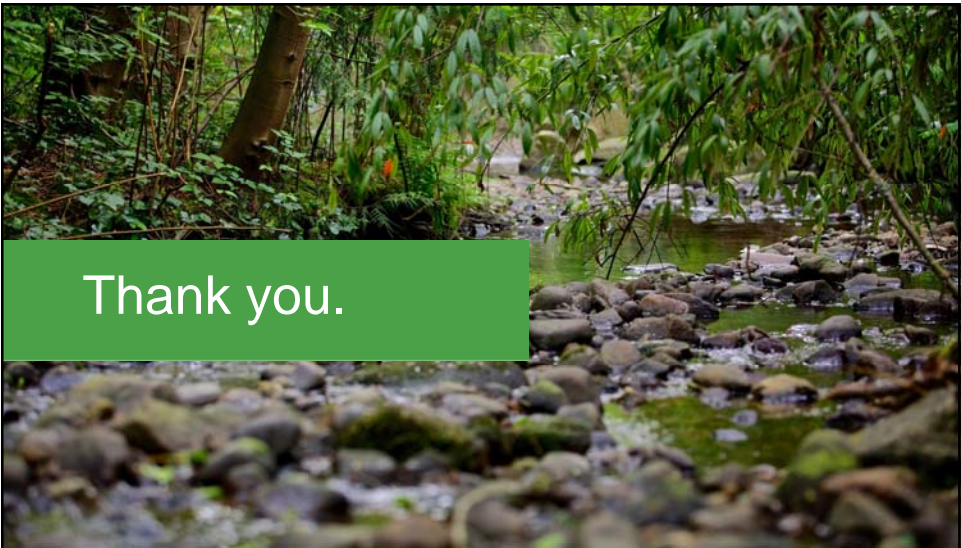
THAT a withdrawal of \$7,973,219 from the Affordable Housing Reserve and transfer to the General Capital Reserve, in exchange for the CNV's contribution of North Shore Neighbourhood Phase 2 Lands to affordable housing, be endorsed;

AND THAT staff bring forward a Financial Plan Bylaw (2024 to 2028) that reflects an overall tax rate increase of 6.9%.

# Next Steps

We are here

Key Dates	Date
Finance Committee Meeting	February 5, 2024
Financial Planning Update to Council	March 11, 2024
Tax Rate Distribution Options	April 8, 2024
Financial Plan and Tax Rate Bylaws to Council	April 15, 2024
Financial Plan and Tax Rate Bylaw Adoption	April 22, 2024







 Department Manager	 Director	 CAO
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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: 2024-2028 FINANCIAL PLANNING UPDATE

Date: February 28, 2024 File No: 05-1700-01-0001/2024

*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 28, 2024, entitled "2024-2028 Financial Planning Update":

THAT the following budgets and plans be endorsed:

- 2024-2028 Draft Financial Plan;
- 2024 Draft Operating Budget;
- 2024-2028 Draft Capital Plan;
- 2024 Draft Shipyards Budget;
- 2024 Draft Cemetery Budget;

THAT a withdrawal of \$7,973,219 from the Affordable Housing Reserve and transfer to the General Capital Reserve, in exchange for the CNV's contribution of North Shore Neighbourhood Phase 2 Lands to affordable housing, be endorsed;

AND THAT staff bring forward a Financial Plan Bylaw (2024 to 2028) that reflects an overall tax rate increase of 6.9%.

**ATTACHMENTS**

1. 2024-2028 Draft Financial Plan – updated February 28, 2024 (CityDocs [2477150](#))
2. 2024 Draft Operating Budget – updated February 28, 2024 (CityDocs [2476692](#))
3. 2024-2028 Draft Capital Plan – updated February 28, 2024 (CityDocs [2475932](#))
4. 2024-2028 Capital Plan Reductions Summary (CityDocs [2470116](#))
5. 2024 Draft Shipyards Operating Budget – dated February 28, 2024 (CityDocs [2476019](#))
6. 2024 Draft Cemetery Operating Budget – dated January 25, 2024 (CityDocs [2477310](#))

## BACKGROUND

The Community Charter requires that Council adopt a five year Financial Plan that includes both operating and capital items before May 15<sup>th</sup> in each year. A Draft 2024-2028 Financial Plan was discussed with Council at its Finance Committee meeting on February 5, 2024. That original Draft 2024-2028 Financial Plan was comprised of several components, summarized below:

	2023	2024 (Feb 5)	Increase/ (Decrease)
Operating Budget	\$95.5	\$101.7	\$6.2
Capital Plan	71.2	144.0	72.8
Shipyards Budget	2.3	2.5	0.2
Water Budget <sup>1</sup>	16.4	19.0	2.6
Sewerage and Drainage Budget <sup>1</sup>	17.9	25.5	7.6
Solid Waste Budget <sup>1</sup>	4.1	4.2	0.1
Cemetery Budget	0.6	0.6	0.0
Collection for Other Organizations	57.4	59.9	2.5
Other Items	36.0	38.3	2.3
<b>Total</b>	<b>\$ 301.4M</b>	<b>\$ 395.7M</b>	<b>\$94.3M</b>

<sup>1</sup> 2024 Budgets that were previously endorsed by Council November 22, 2023

In addition to the above proposed spending, Council also considered New Items that have benefits including:

- Enhanced asset management and project delivery;
- Additional management of initiatives to improve natural areas – including the urban tree canopy;
- Additional resources to support the delivery of housing, improved processing of development planning applications and licenses;
- Improved communications and engagement with the public;
- A more efficient hiring process; and
- Implementation of the federally mandated RCMP Body Worn Camera program.

These New Items have a 2024 budget impact of \$1,015,000 (annualized at \$1,633,000).

Council provided staff with feedback at the February 5<sup>th</sup> Finance Committee meeting, directed staff to bring back a Financial Plan with a tax rate increase of between 6.5% and 7.5%, as well as directed staff to investigate ways to remove spending from the Capital Plan.

## DISCUSSION

Staff have reviewed and updated the Draft 2024-2028 Financial Plan to incorporate Council's feedback, reflect the proposed New Items, and adjust some accounts to reflect year-end closing balances (**Attachment 1**). A summary of the updates are shown in the table below, and further explanation of the various increases/decreases is provided afterwards.

	2024 (Feb 5)	2024 (Mar 11)	Increase/ (Decrease)
Operating Budget	\$101.7	\$102.3	0.6
Capital Plan	144.0	141.4	(2.6)
Shipyards Budget	2.5	2.5	-
Water Budget	19.0	19.0	-
Sewerage and Drainage Budget	25.5	25.5	-
Solid Waste Budget	4.2	4.2	-
Cemetery Budget	0.6	0.6	-
Collection for Other Organizations	59.9	59.9	-
Other Items	37.8	38.4	0.6
<b>Total</b>	<b>\$ 395.2M</b>	<b>\$ 393.8M</b>	<b>(\$1.4M)</b>

## Operating Budget

The 2024 Operating Budget includes operational expenditures, such as salaries, maintenance, on-going programs, and energy costs, which are relatively continuous. The Operating Budget is funded mainly by ongoing revenues, primarily property taxation revenue (80%) and partially by other non-tax revenue sources such as fees, rents, and interest income.

The recommended Draft 2024 Operating Budget dated February 28, 2024 (**Attachment 2**) reflects a tax rate increase of 6.9%, which includes 4.8% for Operating expenses, 0.0% for the Capital Plan, 0.5% for the North Shore Neighbourhood House and 1.6% for requested new items.

### Current Overall Increases and Decreases from 2023 to 2024

	\$ (000's)	Tax Rate Impact
<b>2024 General Operating Plan Increase</b>		
Salary and other wage provisions	3,363	5.2%
RCMP Contract, Wages and Benefits	881	1.4%
Major Agencies and Community Agencies	600	0.9%
New Capital Infrastructure Maintenance	270	0.4%
Other Items (Various)	260	0.4%
Increase in Non-Tax Revenues	(742)	(1.1%)
Updated Fees & Charges	(736)	(1.1%)
Tax Roll Growth	(803)	(1.2%)
<b>2024 Net Operating Plan Increase</b>	<b>\$3,093</b>	<b>4.8%</b>
New Items	1,015	1.6%
<b>2024 Tax Rate Increase before Infrastructure</b>	<b>\$4,108</b>	<b>6.4%</b>
Increase of annual tax levy to capital	0	0.0%
North Shore Neighbourhood House	325	0.5%
<b>2024 Tax Rate Increase</b>	<b>\$4,433</b>	<b>6.9%</b>

\*A 1% tax rate increase generates approximately \$650,000 in tax revenue for CNV



The original Draft 2024 Operating Budget dated February 5, 2024 has been updated to include the New Items proposed to Council at the Finance Committee meeting on February 5, 2024 as well as to distribute amounts relating to recent collective bargaining agreement settlements across departments, which were previously held as a provision within the Finance Department's Operating Budget.

With the reductions proposed to the 2024-2028 Capital Plan discussed in below, it is possible to have a fully funded Capital Plan while reducing the increase of annual tax levy to capital from 1.0% to 0.0% and reducing the NSNH levy from 1% to 0.5%. It is common municipal practice to allocate 1% of an annual tax rate increase to capital to fund municipal infrastructure deficits and to support prudent asset management. Including the 0.5% of CNV's proposed tax rate increase funding NSNH in 2024, CNV will have achieved an average increased transfer to capital of 1.3% over the past 10 years.

Should Council prefer to have a full 1.0% annual tax rate increase to Capital for 2024, staff could be directed to add an additional 0.5% to general capital, and bring forward a Financial Plan Bylaw (2024 to 2028) that reflects an overall tax rate increase of 7.4%.

## Capital Plan

At its February 5, 2025 Finance Committee Meeting, Council provided feedback on the original Draft 2024-2028 Capital Plan. CNV Departments were directed to "right size the agenda" by identifying capital projects that could be reduced, deferred or removed.

Capital Plan Summary – Feb 5 (\$ millions)	2024	2024-2028
Major Capital Programs		
HJCRC (including Mickey McDougal Renovations)	29.6	31.7
NSNH (P1-3)	47.0	47.5
Provisions	25.6	28.0
Other Capital Projects (New Initiatives and Base Programs)	<b>41.8</b>	<b>185.0</b>
<b>Total – February 5, 2024</b>	<b>144.0</b>	<b>292.2</b>

This feedback has been incorporated in the attached February 28<sup>th</sup> version of the plan (**Attachment 3**). Staff were able to make reductions to the 2024-2028 Capital Plan, with a focus on the New Initiatives included within the February 5th report. Departments "right sized" 36 of the New Initiatives included within the 2024-2028 Draft Capital Plan in an effort to ensure more staff time was being protected to advance and respond to CNV's most important projects.

These "right sizing" efforts resulted in decreased funding requirements totaling \$7.1 million in the capital plan (17% of the New Initiatives and Base programs noted in the table above):

<i>\$ millions</i>	<b>2024</b>	<b>2024-2028</b>
<b>Total – February 5, 2024</b>	<b>144.0</b>	<b>292.2</b>
Land/Major Investments	-	-
Buildings	(0.9)	(0.2)
Streets & Transportation	(1.8)	(10.6)
Parks & Environment	(0.3)	(1.7)
Equipment	(0.3)	-
Block Funding	-	-
Other Projects	(3.8)	(3.4)
<b>Total Reductions (\$)</b>	<b>(7.1)</b>	<b>(15.9)</b>
Tennis Feasibility Study	0.1	0.1
NSNH Contingency	4.4	4.4
<b>Total – March 11, 2024</b>	<b>141.4</b>	<b>280.8</b>

A full consolidated listing of the changes to the plan with explanations is attached (**Attachment 4**) where reductions to all capital project requests have been individually explained. In addition, some specific areas are highlighted below:

Tennis Feasibility Study:

Based on feedback from Council received on February 5<sup>th</sup>, an \$80,000 study has been added to the capital plan to enable evaluation of existing tennis amenities in the City and provide recommendations for potential development of replacement tennis facilities and programs. The study will involve an inventory and assessment of existing tennis amenities, data on current usage, distribution analysis, facility spatial and site considerations, cost analysis and service level recommendations. The study, paired with the Parks Comprehensive Plan, will provide an overall phased implementation plan and bring a balanced approach to planning for outdoor sport and recreation facilities.

Covered Skate Parks:

Based on feedback from Council received on February 5<sup>th</sup>, CNV skate parks and potential options for covered skate parks will be added to the scope of the City Wide Parks Comprehensive Plan Update proposed for funding in 2024 and 2025.

North Shore Neighborhood House:

In the North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, the value used for Phase 2 of the NSNH Phase 2 project was \$49.5M, to include contingency appropriate for the level of design completed to date. The value of the project has been amended in the Capital Plan to agree to this number so that the full amount of the contingency will be available to the project if required.

Affordable Housing Reserve Fund:

On February 26, 2024, Council approved the below amended wording in the Affordable Housing Reserve Fund bylaw:



*(c) If the City contributes land in lieu of a financial contribution to affordable housing, the City, by Council resolution, may withdraw the foregone rent or market value of the land from this Affordable Housing Reserve Fund to disperse amongst other civic projects.*

The value of the North Shore Neighbourhood House (“NSNH”) Phase 2 Lands, per BC Assessment (2023) is \$20.7M. Based on the value of this contribution of land, it is recommended that the transfer of the 2023 year-end balance of \$7,973,219 from the Affordable Housing Reserve Fund to the General Capital Reserve for the purposes of funding the 2024-2028 Capital Plan be endorsed.

## Other Items

The *Community Charter* requires that all proposed expenditures be set out in the Financial Plan, including non-cash depreciation expenses and transfers to or between funds:

	2024 (Feb 5)	2024 (Mar 11)	Increase
Depreciation <sup>1</sup>	\$19.5	\$19.5	\$0.0
Non-statutory Reserve Transfers <sup>2</sup>	18.3	18.9	0.6
<b>Total</b>	<b>\$ 37.8M</b>	<b>\$ 38.4M</b>	<b>\$ 0.6M</b>

<sup>1</sup> Depreciation items are accounting entries driven by past capital spending and are not future capital expenditures, which are included in CNV's other budgets and capital plans.

<sup>2</sup> The increase relates to 2023 surplus permit revenue being allocated to permit revenue reserves established in 2020 to make funds available to be used for temporary staffing to process permits in a timely manner.

Staff have made minor changes to the 2024 Draft Shipyards Operating Budget (**Attachment 5**) since the Finance Committee meeting on February 5, 2024, in order to distribute amounts relating to Collective Bargaining Agreement Settlements that were previously held as a provision within the Finance department's Operating Budget. Other than those minor changes, these budgets are consistent with those Council considered at its February 5<sup>th</sup> Finance Committee meeting.

## FINANCIAL IMPLICATIONS

Financial implications are discussed throughout the report and in additional materials provided.

## INTER-DEPARTMENTAL IMPLICATIONS

The 2024-2028 Financial Plan is a reflection of CNV's policies, and the work plans of all CNV departments. In developing the Financial Plan, Finance staff rely on their close working relationship with staff in other departments and CNV's shared-cost agencies.



## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The preparation and approval of a Financial Plan is consistent with the requirements of the Community Charter and with several of the objectives of the City's 2014 Official Community Plan, and was prepared with consideration of Council's current Strategic Plan.

RESPECTFULLY SUBMITTED:



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Larry Sawrenko  
Chief Financial Officer

**2024-2028 Draft Financial Plan**

<b>For years ended December 31 (\$000s)</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
<b>Revenue</b>					
Property Value Tax	80,951	83,576	86,276	89,053	91,910
Levies (Storm and Eco)	5,565	6,847	8,333	8,811	9,269
Revenue from Fees and Services	55,255	59,442	64,313	69,592	73,083
Revenue from Other Sources	4,187	4,058	4,099	4,140	4,181
	<u>145,958</u>	<u>153,923</u>	<u>163,021</u>	<u>171,597</u>	<u>178,443</u>
Transfers					
Collections for Other Governments	59,940	61,139	62,362	63,609	64,881
Transfer from Reserves	145,324	82,373	60,479	70,151	58,894
External Contributions	23,045	5,718	4,045	2,632	3,362
Transfer from Capital Assets	19,500	19,890	165,288	20,694	21,108
	<u>247,809</u>	<u>169,120</u>	<u>292,174</u>	<u>157,086</u>	<u>148,245</u>
<b>Total Revenues</b>	<b>393,767</b>	<b>323,043</b>	<b>455,196</b>	<b>328,683</b>	<b>326,688</b>

**Expenditures**

Operating Expenses					
General Government	30,261	31,017	31,792	32,587	33,402
Transportation and Transit	10,753	11,022	11,298	11,580	11,870
Health, Social Services, Housing	8,133	8,336	8,544	8,758	8,977
Development Services	9,329	9,562	9,801	10,046	10,297
Protective Services	34,978	35,852	36,748	37,667	38,609
Parks, Recreation and Culture	29,836	30,582	31,347	32,131	32,934
Water	13,170	20,553	21,412	22,199	22,955
Sewer	14,643	26,306	30,539	34,174	36,593
Solid Waste	4,242	4,298	4,408	4,521	4,638
	<u>155,345</u>	<u>177,528</u>	<u>185,889</u>	<u>193,663</u>	<u>200,275</u>
Capital Expenditures	145,086	48,387	27,423	36,590	27,050
Transfers					
Collections for Other Governments	59,940	61,139	62,362	63,609	64,881
Equity	19,281	19,404	19,889	20,386	20,896
Reserves	12,117	11,179	43,060	10,840	9,991
Debt Servicing	1,998	5,406	116,573	3,595	3,595
	<u>93,336</u>	<u>97,128</u>	<u>241,884</u>	<u>98,430</u>	<u>99,363</u>
<b>Total Expenditures</b>	<b>393,767</b>	<b>323,043</b>	<b>455,196</b>	<b>328,683</b>	<b>326,688</b>

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## 2024 DRAFT OPERATING BUDGET

FEBRUARY 28, 2024



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## Introduction

This report outlines the year over year changes to the Operating budget on a departmental level. The Operating Budget is balanced, relying on a 6.9% tax rate increase as follows:

Item	Tax Rate Impact	Details
Net Operating Plan Increase	4.8%	Inflationary provisions, RCMP costs, external agencies and other, offset by increased non-tax revenue and tax roll growth
New Items	1.6%	See appendix for a full listing of 2024 New Items
North Shore Neighbourhood House Levy	0.5%	Funding for the North Shore Neighbourhood House Redevelopment Program.
2024 Draft Tax Rate Increase	6.9%	

Operating Expenses in this budget have increased \$6.8M vs 2023. This increase is driven by factors including increases to salary and other wage provisions driven by collective bargaining, RCMP Contract Policing costs, and inflationary costs affecting CNV-wide services including IT, Insurance and funding for Major and Community Agencies as they return to pre-Covid activity levels.

Detailed information on the changes impacting each departments' budgets are outlined in the following pages. The financial information presented in the following materials include proposed new items. A full listing of New Items is provided in the Appendix.

## ALL DEPARTMENTS FINANCIAL SUMMARY

	2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
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REVENUES			
Engineering, Parks & Environment	1,449,820	1,360,820	-89,000
Finance	13,042,100	13,889,965	847,865
Planning & Development	3,890,796	4,572,731	681,935
Public Safety - Bylaw	934,000	1,006,000	72,000
Public Safety - Fire	246,735	212,500	-34,235
Public Safety - Police	1,054,000	1,151,700	97,700
Property Tax	75,715,000	80,951,392	5,236,392
The Offices of the CAO, Mayor, and IT	94,252	94,252	0
<b>Total Operating Revenues</b>	<b>96,426,703</b>	<b>103,239,360</b>	<b>6,812,657</b>

EXPENSES			
Engineering, Parks & Environment	12,893,369	13,984,537	1,091,168
Finance	19,541,456	18,648,362	-893,094
Office of the Deputy CAO	3,492,958	3,811,971	319,013
People & Culture	2,105,920	2,655,990	550,070
Planning & Development	8,098,479	8,869,794	771,315
Public Safety - Bylaw	1,461,412	1,627,727	166,315
Public Safety - Fire	12,888,554	14,599,853	1,711,299
Public Safety - Police	17,295,105	18,361,254	1,066,149
Shared Corporate	315,480	370,480	55,000
The Offices of the CAO, Mayor, and IT	18,333,970	20,309,392	1,975,422
<b>Subtotal Operating Expenses</b>	<b>96,426,703</b>	<b>103,239,360</b>	<b>6,812,657</b>



# Engineering, Parks & Environment

The Engineering, Parks & Environment department provides and maintains essential municipal services, public spaces and infrastructure.

## KEY RESPONSIBILITIES

To create safe, resilient, inviting and cost effective public infrastructure that supports the community and enables it to thrive.

## DIVISIONS

- Engineering Planning and Design
- Operations
- Facilities Management
- Transportation Engineering
- Public Realm Infrastructure and Project Delivery
- The Shipyards and Event Planning
- Parks and Natural Lands
- Administration



## ENGINEERING, PARKS & ENVIRONMENT REVENUES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>PARKS &amp; PUBLIC SPACES</b>				
Commercial Bike Racks	3260	3,500	3,500	0
Public Realm	5171	93,000	4,000	-89,000
Parks Operations	5070	150,000	150,000	0
Sport Field Users	5073	62,220	62,220	0
Parks Admin	5075	30,100	30,100	0
Filming Administration	1360	184,000	184,000	0
<b>Total Parks &amp; Public Spaces</b>		<b>522,820</b>	<b>433,820</b>	<b>-89,000</b>
<b>PUBLIC WORKS</b>				
Streets Operations	5160	422,000	422,000	0
Streets Admin	5165	505,000	505,000	0
<b>Total Public Works</b>		<b>927,000</b>	<b>927,000</b>	<b>0</b>
<b>Total Eng, Parks &amp; Environment Revenues</b>		<b>1,449,820</b>	<b>1,360,820</b>	<b>-89,000</b>

## ENGINEERING, PARKS & ENVIRONMENT EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>MANAGEMENT AND SUPPORT</b>				
Management and Support	5010	398,519	413,919	15,400
Engr Budget Savings	5017	-30,000	-30,000	0
Public Process	1315	4,854	4,854	0
Survey	5170	26,031	28,031	2,000
Advisory Cmte Disability Issues	3120	6,367	6,367	0
Joint Use	2910	500	500	0
<b>Total Management and Support Expenses</b>		<b>406,271</b>	<b>423,671</b>	<b>17,400</b>

# ENGINEERING, PARKS & ENVIRONMENT EXPENSES, continued

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>PARKS &amp; PUBLIC SPACES</b>				
<b>Public Realm</b>				
Commercial Bike Racks	3260	3,500	3,500	0
Public Realm	5171	0	126,400	126,400
Total Public Realm		3,500	129,900	126,400
<b>Parks</b>				
Parks Operations	5070	2,807,901	2,936,654	128,753
Special Events Support	5071	84,851	86,859	2,008
Sport Field Users	5073	253,615	263,325	9,710
Streetscapes & Greenways	5074	947,781	994,491	46,710
Parks Admin	5075	1,397,782	1,590,995	193,213
Parks Overhead Capital	5077	-15,000	-15,000	0
Total Parks Expenses		5,476,930	5,857,324	380,394
<b>Public Spaces</b>				
Shipyards Contribution	1130	903,900	928,040	24,140
School Anti-Violence	8231	20,000	20,000	0
Child Youth & Family Friendly	8300	17,000	17,000	0
Studio in the City	8301	50,000	50,000	0
Youth Services	8305	29,650	29,650	0
Youth Initiatives	8360	20,500	20,500	0
Family Events in Civic Plaza	8370	20,000	20,000	0
Filming Administration	1360	133,900	137,800	3,900
Total Public Spaces		1,194,950	1,222,990	28,040
Total Parks & Public Spaces		6,675,380	7,210,214	534,834
<b>PUBLIC WORKS</b>				
<b>Streets</b>				
Streets Operations	5160	2,550,888	2,776,931	226,043
Streets Admin	5165	1,639,987	1,815,169	175,182
Streets Overhead Capital	5167	-60,000	-66,100	-6,100
Traffic & Transportation Operations	5180	9,700	9,700	0
Total Streets Expenses		4,140,575	4,535,700	395,125
<b>Facilities Management</b>				
Property Management	1971	0	154,200	154,200
Facilities Management	2140 2135	1,163,943	1,149,252	-14,691
FM - Janitorial	2148	374,500	387,800	13,300
FM - Security	2149	183,700	183,700	0
FM - Capital OH Recovery	2151	-51,000	-60,000	-9,000
Total Facilities Management		1,671,143	1,814,952	143,809
Total Public Works Expenses		5,811,718	6,350,652	538,934
Total Eng, Parks & Environment Expenses		12,893,369	13,984,537	1,091,168

## 2024 Operating Budget Analysis - Engineering, Parks & Environment

<b>2023 Revenue Budget</b>	<b>1,449,800</b>	
<b>Revenue Budget Increase/(Decrease)</b>	<b>-</b>	<b>0.00%</b>
		% change
Budget Transfers to/from other City Departments	(89,000)	
<b>2024 Revenue Budget</b>	<b>1,360,800</b>	
<b>2024 Revenue Budget Increase/(Decrease)</b>	<b>(89,000)</b>	<b>-6.14%</b>
		% change
<b>2023 Expenditure Budget</b>	<b>12,893,400</b>	
Salaries Obligation	581,400	
Capital Cost Impacts	115,000	
Survey	2,000	
Engineering & Public Works: New Items	148,900	
Parks & Public Spaces: New Item	65,600	
Shipyards Contribution	24,100	
<b>Expenditure Budget Increase (Decrease)</b>	<b>937,000</b>	<b>7.27%</b>
		% change
Budget Transfers to/from other City Departments	154,200	
<b>2024 Expenditure Budget Operating</b>	<b>13,984,600</b>	
<b>2024 Expenditure Budget Increase (Decrease)</b>	<b>1,091,200</b>	<b>8.46%</b>
		% change
<b>2024 Net Tax Draw \$ Increase (Decrease)</b>	<b>937,000</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>1.44%</b>	

# Finance

Finance provides financial services to City Council, CNV departments, and residents.

## KEY RESPONSIBILITIES

- Annual Municipal Report
- Financial Plan
- Property Taxes
- Permissive Tax Exemptions
- Statement of Financial Information
- Utility Fees
- Real Estate Management
- Business Licensing
- Economic Development Initiatives



## DIVISIONS

- Accounting & Reporting
- Payroll
- Revenue
- Financial Planning & Analysis
- Treasury
- Purchasing
- Risk
- Internal Audit
- Real Estate
- Economic Development
- Administration

## FINANCE REVENUES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>ENTERPRISE SERVICES</b>				
Parking	1973	402,400	602,400	200,000
Real Estate	1980	1,227,900	1,228,650	750
Intermunicipal Program	1800	40,000	40,000	0
Business License	1900	1,500,300	1,589,300	89,000
Total Enterprise Services		3,170,600	3,460,350	289,750
<b>PURCHASING &amp; RISK MANAGEMENT</b>				
Purchasing	2130	42,600	42,600	0
Risk Liability and Insurance	2150	48,800	48,800	0
Total Purchasing & Risk Management Revenues		91,400	91,400	0
<b>FINANCIAL SERVICES</b>				
Other Taxes	2302	4,412,800	4,718,100	305,300
Other Revenue	2303	4,000	4,000	0
Payroll	2200	2,000	2,000	0
Total Financial Services Revenues		4,418,800	4,724,100	305,300
<b>FINANCIAL PLANNING AND ANALYSIS</b>				
Treasury	2192	4,361,300	4,614,115	252,815
Total Financial Planning and Analysis Revenues		4,361,300	4,614,115	252,815
Total Finance Programs Revenues		12,042,100	12,889,965	847,865
<b>FINANCE CORPORATE PROGRAMS</b>				
Financial Planning Contingency	2401	1,000,000	1,000,000	0
Total Finance Corporate Programs Revenues		1,000,000	1,000,000	0
Total Finance Programs Revenues		13,042,100	13,889,965	847,865



## FINANCE EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>FINANCE ADMIN</b>				
Management and Support	2110	532,629	602,729	70,100
Fin Budget Savings	2117	-15,000	-15,000	0
Total Finance Admin Expenses		517,629	587,729	70,100
<b>ENTERPRISE SERVICES</b>				
City Lands	1960	334,772	395,400	60,628
Parking	1973	129,500	142,000	12,500
Real Estate	1980	1,195,078	1,014,428	-180,650
Business Services	1155	217,000	126,400	-90,600
Intermunicipal Program	1800	20,700	20,700	0
Business License	1900	189,500	284,300	94,800
Economic Development	1150	154,624	282,300	127,676
Tourism	1151	20,000	20,000	0
Chamber of Commerce	8500	15,000	15,000	0
Total Enterprise Services Expenses		2,276,174	2,300,528	24,354
<b>PURCHASING &amp; RISK MANAGEMENT</b>				
Purchasing	2130	457,200	469,100	11,900
Vehicle Fleet Admin	2160	30,446	30,446	0
Risk Liability and Insurance	2150	446,600	313,200	-133,400
Total Purchasing & Risk Management Expenses		934,246	812,746	-121,500
<b>FINANCIAL SERVICES</b>				
Taxation	2302	839,900	972,100	132,200
Payroll	2200	312,475	329,375	16,900
Financial Accounting	2170	544,400	578,300	33,900
Accounts Payable	2180	219,476	225,576	6,100
Total Financial Services Expenses		1,916,251	2,105,351	189,100
<b>FINANCIAL PLANNING &amp; ANALYSIS</b>				
Treasury	2192	309,000	279,900	-29,100
Financial Planning	2400	594,300	767,800	173,500
Total Financial Planning & Analysis Expenses		903,300	1,047,700	144,400
Total Finance Programs Expenses		6,547,600	6,854,054	306,454
				0
<b>FINANCE CORPORATE PROGRAMS</b>				
Finance Corporate	2120	0	0	0
Internal Audit	2195	172,300	209,300	37,000
Financial Plan Contingency	2401	1,000,000	1,000,000	0
Planning	2420	11,821,556	10,585,008	-1,236,548
Total Finance Corporate Programs Expenses		12,993,856	11,794,308	-1,199,548
Total Finance Expenses		19,541,456	18,648,362	-893,094

## 2024 Operating Budget Analysis - Finance

<b>2023 Revenue Budget</b>	<b>13,042,100</b>	
Grants in Lieu, Provincial and Other	225,000	
Utility Revenue Levy	6,000	
Fire Services Agreement	7,000	
Other	(200)	
Commission School Tax	2,500	
Interest Taxes	25,000	
Penalties Taxes	40,000	
LEC Interest & Dividends	252,800	
Parking Revenue	200,000	
Property Revenue	700	
<b>Revenue Budget Increase/(Decrease)</b>	<b>758,800</b>	<b>5.82%</b>
		% change
Budget Transfers to/from other City Departments	89,000	
<b>2024 Revenue Budget</b>	<b>13,889,900</b>	
<b>2024 Revenue Budget Increase/(Decrease)</b>	<b>847,800</b>	<b>6.50%</b>
		% change
<b>2023 Expenditure Budget</b>	<b>19,541,500</b>	
Provisions and Other Obligations	(1,177,000)	
Contingencies	(85,000)	
Increase Transfer to Capital and Reserves	325,000	
Interest Expense	150,000	
Insurance & Brokerage	(86,100)	
Internal Audit	30,000	
Accounting Costs	21,700	
Taxation Costs	2,800	
Parking Program expenses	12,500	
Real Estate & Property Management expenses	(14,800)	
Enterprise Services: New Item	84,000	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>(736,900)</b>	<b>-3.77%</b>
		% change
Budget Transfers to/from other City Departments	(156,200)	
<b>2024 Expenditure Budget</b>	<b>18,648,400</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>(893,100)</b>	<b>-4.57%</b>
		% change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>	<b>(1,495,700)</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>-2.30%</b>	

# Office of the Deputy Chief Administrative Officer

The Office of the Deputy Chief Administrative Officer leads key services that provide support to the organization, Mayor and Council, and the public. Key services include supporting Council decision-making processes, delivery of timely and relevant communications to the public, planning and construction of new civic infrastructure, and provision of legal advice and service to the organization.

## KEY RESPONSIBILITIES

- Deliver public development projects from inception to completion, including the Harry Jerome Community Recreation Centre and Silver Harbour Seniors' Activity Centre
- Responsible for statutory requirements regarding conduct of Council operations, advisory bodies, and general location elections
- Manage and deliver City information to both the public and organization including:
  - Corporate records management services
  - Information and records regarding Council business
  - *Freedom of Information and Protection of Privacy Act* requests
  - Media relations, communications, and issues management
  - Civic engagement on City initiatives
- Deliver legal services, including provision of advice, legal agreements, policies, and by-law reviews
- Provide strategic planning services and reporting
- Support the City's inter-governmental relationships



## DIVISIONS

- Legislative and Legal Services
- Civic Development
- Strategic Initiatives
- Communications and Engagement
- Deputy Chief Administrative Officer and Administrative Staff

# OFFICE OF THE DEPUTY CHIEF ADMINISTRATIVE OFFICER EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>STRATEGIC INITIATIVES</b>				
Strategic Initiatives	1140	522,100	543,200	21,100
Total Strategic Initiatives		522,100	543,200	21,100
<b>MANAGEMENT AND SUPPORT</b>				
Management and Support	1710	377,655	389,155	11,500
DCAO Dept Savings	1717	-15,000	-15,000	0
Total Management and Support Expenses		362,655	374,155	11,500
<b>LEGISLATIVE SERVICES</b>				
Legal Services	1410	732,800	743,100	10,300
Clerk's Admin	1310	978,316	930,416	-47,900
Legal Advertising	1162	44,000	44,000	0
Volunteer Appreciation	1341	15,000	15,000	0
Election Administration	1350	70,000	70,000	0
Records Management	1380	19,100	15,300	-3,800
Board of Variance	2750	2,087	500	-1,587
Total Legislative Services Expenses		1,861,303	1,818,316	-42,987
<b>COMMUNICATIONS &amp; ENGAGEMENT</b>				
Comm & Public Relations	1160	693,500	988,900	295,400
Publications	1161	8,500	20,500	12,000
Community Advertising	1163	36,100	48,100	12,000
Community Report	1164	8,800	18,800	10,000
Total Communications & Engagement Expenses		746,900	1,076,300	329,400
Total Office of the DCAO Expenses		3,492,958	3,811,971	319,013

## 2024 Operating Budget Analysis - Office of the Deputy Chief Administrative Officer

<b>2023 Expenditure Budget</b>	<b>3,493,000</b>	
Salaries Obligation	147,800	
Communication & Engagement: New Items	175,200	
Reductions Records Mgt and Board of Variance	(6,000)	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>317,000</b>	<b>9.08%</b>
		% change
Budget Transfers to/from other City Departments	2,000	
<b>2024 Expenditure Budget</b>	<b>3,812,000</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>319,000</b>	<b>9.13%</b>
		% change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>	<b>317,000</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>0.49%</b>	

# People & Culture

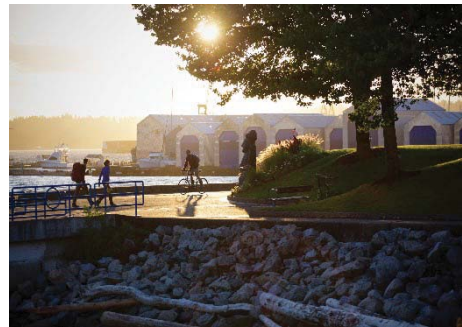
People and Culture provides a range of Human Resource, Organizational Development and Diversity Equity and Inclusion services to the Organization, its' Partners and employees.

## KEY RESPONSIBILITIES

- Talent Acquisition
- Talent Management
- Learning & Development
- Employee Engagement
- Health, Safety and Wellness
- Compensation and Benefits Management
- Employee and Labor Relations
- Diversity, Equity and Inclusion
- Organization Development & Change Management
- Strategic People Planning

## DIVISIONS

- People & Culture Advisory Services
- Organization Development
- Diversity, Equity and Inclusion
- Administration





## PEOPLE & CULTURE EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>PEOPLE &amp; CULTURE</b>				
P&C Management Services	1510	1,084,780	1,608,250	523,470
P&C Cultural Services	1511	770,900	791,100	20,200
Disability Mgt/Wellness	1545	24,000	24,000	0
Employee Recognition	1570	20,000	20,000	0
Health & Safety	1590	206,240	212,640	6,400
Total People & Culture		2,105,920	2,655,990	550,070
Total People & Culture Expenses		2,105,920	2,655,990	550,070

## 2024 Operating Budget Analysis - People & Culture

<b>2023 Expenditure Budget</b>	<b>2,105,900</b>	
Salaries Obligation	485,100	
Human Resources: New Items	65,000	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>550,100</b>	<b>26.12%</b>
		% change
<b>2024 Expenditure Budget</b>	<b>2,656,000</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>550,100</b>	<b>26.12%</b>
		% change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>	<b>550,100</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>0.85%</b>	

# Planning & Development

Planning & Development assists Mayor and Council in setting community goals and objectives, creating plans, and implementing these plans through policies, regulations and development.

## KEY RESPONSIBILITIES

- Long range and land use planning
- Community and social planning
- Transportation planning
- Environmental planning and sustainability
- Development planning
- Building permits
- Zoning administration
- Code interpretation and regulation
- Construction approvals
- Subdivision
- Strata Applications
- Off-site Works
- Engineering Works and Coordination



## DIVISIONS

- Building
- Development Planning
- Development Services
- Long Range and Community Planning
- Transportation
- Environmental Sustainability
- Administration

## PLANNING & DEVELOPMENT REVENUES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>PLANNING REVENUES</b>				
Development Services	1725	386,100	463,120	77,020
Permits & Fees	1770	3,200,000	3,787,115	587,115
Community Service Grants	2731	87,896	87,896	0
Development Approvals	1730	164,000	164,000	0
Total Planning Revenues		3,837,996	4,502,131	664,135
<b>TRANSPORTATION</b>				
Congestion & Curbside Management	1931	7,800	15,600	7,800
Total Transportation Revenues		7,800	15,600	7,800
<b>ENVIRONMENT</b>				
Tree Bylaw	1941	15,000	15,000	0
EV Charging Stations	1976	30,000	40,000	10,000
Total Environment Revenues		45,000	55,000	10,000
<b>Total Planning &amp; Development Revenues</b>				
		3,890,796	4,572,731	681,935

## PLANNING & DEVELOPMENT EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>MANAGEMENT AND SUPPORT</b>				
Management and Support	1910	981,110	1,133,010	151,900
Department Budget Savings	1917	-15,000	-15,000	0
Total Management and Support Expenses		966,110	1,118,010	151,900
<b>PERMITS &amp; INSPECTIONS</b>				
Permits and Inspections	1760	2,033,021	2,216,821	183,800
Permits and Fees	1770	861,100	895,500	34,400
Gateway	1771	62,400	62,400	0
Total Development Planning Expenses		2,956,521	3,174,721	218,200
<b>DEVELOPMENT PLANNING</b>				
Development Services	1725	38,221	98,500	60,279
Development Planning	1720	1,010,300	1,152,400	142,100
Heritage Planning	1950	5,250	1,750	-3,500
Total Development Planning Expenses		1,053,771	1,252,650	198,879
<b>LONG RANGE AND COMMUNITY PLANNING</b>				
Long Range and Community Planning	1920	444,750	637,850	193,100
Total Community Planning Expenses		444,750	637,850	193,100
<b>TRANSPORTATION</b>				
Transportation	1930	481,300	477,300	-4,000
Community & School Active Travel	1932	129,100	134,400	5,300
Public Transp Alternatives	1543	7,500	7,500	0
Integrated Transp Cmte	2805	8,800	8,800	0
Bicycle Promotions	3261	1,970	1,970	0
School Crossing Guards	8232	93,800	93,800	0
Total Transportation Expenses		722,470	723,770	1,300
<b>ENVIRONMENT</b>				
Environmental Sustainability	1940	278,400	150,900	-127,500
Tree Bylaw	1941	10,000	10,000	0
EV Charging Stations	1976	20,000	30,000	10,000
Environment Stewardship	5040	68,780	68,780	0
Total Environment Expenses		377,180	259,680	-117,500
Total Planning & Development Programs Expenses		6,520,802	7,166,681	645,879

**PLANNING & DEVELOPMENT EXPENSES, continued**

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>ADVISORY COMMITTEES</b>				
Advisory Design Panel	2720	6,649	6,649	0
Social Planning Advisory	2730	3,266	3,266	0
Community Services Grant	2731	187,896	187,896	0
Advisory Planning	2740	5,582	5,582	0
Heritage Advisory	2760	3,637	3,637	0
<b>Total Advisory Committees Expenses</b>		<b>207,030</b>	<b>207,030</b>	<b>0</b>
<b>SOCIAL PROGRAMS</b>				
Homeless Prevention Program	8150	76,400	76,400	0
Substance Use Committee	3310	1,000	1,000	0
<b>Total Social Programs</b>		<b>77,400</b>	<b>77,400</b>	<b>0</b>
<b>COMMUNITY AGENCIES</b>				
NSNH Operating & Edible Garden	8140	75,786	78,741	2,955
NSNH Youth Worker (YW)	8314	127,648	132,626	4,978
NSNH P&P Teens	8311	12,785	13,284	499
NSNH YW at Youth Lounge	8317	63,824	66,313	2,489
NSNH Queen Mary School	8312	86,444	89,815	3,371
NSNH QM Comm. Project	8320	18,883	19,619	736
NSNH Comm Schools Program	8321	23,904	24,836	932
NSNH Solutions Navigator	8322	0	75,000	75,000
NSNH Youth Lounge Op	8313	10,431	10,838	407
NSNH Golden Circle	8318	4,212	4,376	164
NSNH Learning Together	8319	6,323	6,570	247
NSNH John Braithwaite CC	8604	399,119	414,685	15,566
Silver Harbour Centre	8130	179,504	186,505	7,001
Family Services of the NS	8112	56,573	58,779	2,206
Capilano Community Services	8120	13,591	14,121	530
Capilano Comm. Serv. - Youth Worker	8121	77,463	80,484	3,021
NS Community Resources	8125	60,315	62,667	2,352
NS Crisis Services Society	8351	11,327	11,769	442
NS Women's Centre	8352	14,153	14,705	552
Harvest Project	8353	11,327	11,769	442
Restorative Justice	3360	39,635	41,181	1,546
<b>Total Community Agencies</b>		<b>1,293,247</b>	<b>1,418,683</b>	<b>125,436</b>
<b>Total Other Programs Expenses</b>		<b>1,577,677</b>	<b>1,703,113</b>	<b>125,436</b>
<b>Total Planning &amp; Development Expenses</b>		<b>8,098,479</b>	<b>8,869,794</b>	<b>771,315</b>



## 2024 Operating Budget Analysis - Planning & Development

<b>2023 Revenue Budget</b>	<b>3,890,800</b>	
Permit Fees	664,100	
EV Charging Stations User Fees	10,000	
Congestion and Curbside Management Fees	7,800	
<b>Revenue Budget Increase/(Decrease)</b>	<b>681,900</b>	<b>17.53%</b>
		% change
<b>2024 Revenue Budget</b>	<b>4,572,700</b>	
<b>2024 Revenue Budget Increase/(Decrease)</b>	<b>681,900</b>	<b>17.53%</b>
		% change
<b>2023 Expenditure Budget</b>	<b>8,098,500</b>	
Salaries Obligation	463,300	
Core Funded Agencies	50,400	
Core Solutions Navigator	75,000	
EV Charging Station Costs (Hydro)	10,000	
Heritage Planning	(3,500)	
Development Planning: New Item	74,900	
Permits & Inspections: New Items	101,200	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>771,300</b>	<b>9.52%</b>
		% change
<b>2024 Expenditure Budget</b>	<b>8,869,800</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>771,300</b>	<b>9.52%</b>
		% change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>	<b>89,400</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>0.14%</b>	

## Public Safety – Bylaw Services

Bylaw Services is responsible for the enforcement of the City's Bylaws. Bylaw Officers work to educate the community about bylaws, enforce fairly and consistently, and resolve any bylaw conflicts in a collaborative way.

### KEY RESPONSIBILITIES

- Parking Enforcement
- Bylaw Enforcement
- Animal Control



## PUBLIC SAFETY - BYLAW REVENUES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>BYLAW MANAGEMENT</b>				
ByLaw Enforcement	1392	872,000	944,000	72,000
Animal Control	8210	62,000	62,000	0
Total Bylaw Management Revenues		934,000	1,006,000	72,000
Total Bylaw Revenues		934,000	1,006,000	72,000

## PUBLIC SAFETY - BYLAW EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>BYLAW MANAGEMENT</b>				
ByLaw Enforcement	1392	1,242,265	1,363,295	121,030
ByLaw Dispute Registry	1396	6,000	6,000	0
Animal Control	8210	197,603	242,888	45,285
VCH-Municipal Services	3350	15,544	15,544	0
Total Bylaw Management Expenses		1,461,412	1,627,727	166,315
Total Bylaw Expenses		1,461,412	1,627,727	166,315

## 2024 Operating Budget Analysis - Public Safety - Bylaw

<b>2023 Revenue Budget</b>	<b>934,000</b>	
Parking Fines	72,000	
<b>Revenue Budget Increase/(Decrease)</b>	<b>72,000</b>	<b>7.71%</b>
		% change
<b>2024 Revenue Budget</b>	<b>1,006,000</b>	
<b>2024 Revenue Budget Increase/(Decrease)</b>	<b>72,000</b>	<b>7.71%</b>
		% change
<b>2023 Expenditure Budget</b>	<b>1,461,400</b>	
Salaries Obligation	166,300	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>166,300</b>	<b>11.38%</b>
		% change
<b>2024 Expenditure Budget</b>	<b>1,627,700</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>166,300</b>	<b>11.38%</b>
		% change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>	<b>94,300</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>0.15%</b>	

## Public Safety – Fire Department

To safeguard and serve our community through the promotion and provision of education, emergency medical and fire services in order to protect life, property and the environment.

### KEY RESPONSIBILITIES

- Operations and Support
- Fire Prevention and Public Education
- Emergency Management and Planning
- Public Safety and Community Service
- Administration





## PUBLIC SAFETY - FIRE REVENUES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>SUPPORT PROGRAMS</b>				
Fire Prevention	4040	246,735	212,500	-34,235
Total Support Programs Revenues		246,735	212,500	-34,235
Total Fire Revenues		246,735	212,500	-34,235

## PUBLIC SAFETY - FIRE EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>MANAGEMENT AND SUPPORT</b>				
Management and Support	4010	1,691,842	1,775,242	83,400
Fire Budget Savings	4017	-15,000	-15,000	0
Total Management and Support Expenses		1,676,842	1,760,242	83,400
<b>FIRE SUPPORT PROGRAMS</b>				
Fire Apparatus	4020	378,000	398,400	20,400
Fire Operations	4030	8,984,929	10,417,629	1,432,700
Fire Prevention	4040	1,038,863	1,157,363	118,500
Dispatch Services	4044	374,662	394,662	20,000
Total Fire Support Programs Expenses		10,776,454	12,368,054	1,591,600
<b>EMERGENCY PLANNING</b>				
General Preparedness	3010	30,000	30,000	0
North Shore Emergency Management	8205	385,957	422,256	36,299
North Shore Rescue	8208	19,301	19,301	0
Total Emergency Planning		435,258	471,557	36,299
Total Fire Expenses		12,888,554	14,599,853	1,711,299

## 2024 Operating Budget Analysis - Public Safety - Fire

<b>2023 Revenue Budget</b>	<b>246,700</b>	
<b>Revenue Budget Increase/(Decrease)</b>	<b>-</b>	<b>0.00%</b>
		% change
Transfers from Reserves	(34,200)	
<b>2024 Revenue Budget</b>	<b>212,500</b>	
<b>2024 Revenue Budget Increase/(Decrease)</b>	<b>(34,200)</b>	<b>-13.86%</b>
		% change
<b>2023 Expenditure Budget</b>	<b>12,888,600</b>	
Salaries Obligation	1,655,000	
North Shore Emergency Management (NSEM) Contribution	36,300	
Dispatch Services	20,000	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>1,711,300</b>	<b>13.28%</b>
		% change
<b>2024 Expenditure Budget</b>	<b>14,599,900</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>1,711,300</b>	<b>13.28%</b>
		% change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>	<b>1,711,300</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>2.63%</b>	

## Public Safety – Police

The RCMP, with Police Support Services, serves and protects the City.

### KEY RESPONSIBILITIES

- Municipal traffic enforcement
- Investigative services
- Crime reduction and prevention
- Community policing
- Youth intervention
- Mental Health Integrated Outreach Team
- Integrated First Nations Unit



## PUBLIC SAFETY - POLICE (RCMP) REVENUES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>NON-SHARED (CITY ONLY) PROGRAMS</b>				
Admin Police Non-Shared	4710	679,000	776,700	97,700
Total Non-Shared (City Only) Programs Revenues		679,000	776,700	97,700
<b>POLICE CONTRACT</b>				
Transfer from Reserves	4700	375,000	375,000	0
Total Police Contract		375,000	375,000	0
Total City Only Programs Revenues		1,054,000	1,151,700	97,700
Total Police (RCMP) Revenues		1,054,000	1,151,700	97,700

## PUBLIC SAFETY - POLICE (RCMP) EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>MUNICIPAL SHARED PROGRAMS</b>				
<b>BUILDING</b>				
GBB Facility Operations	4600	683,670	717,570	33,900
Total Building Expenses		683,670	717,570	33,900
<b>ADMINISTRATION</b>				
Administration	4610	995,585	1,030,085	34,500
Total Administration Expenses		995,585	1,030,085	34,500
<b>RECORDS AND INFORMATION</b>				
Records & Information	4615	1,387,100	1,429,800	42,700
Front Counter	4622	639,300	661,100	21,800
Total Records and Information Expenses		2,026,400	2,090,900	64,500
<b>TELECOM</b>				
Telecom	4620	2,487,100	2,596,200	109,100
North Shore Dispatch	4621	183,800	183,800	0
Total Telecom Expenses		2,670,900	2,780,000	109,100
<b>CLIENT SERVICES</b>				
Operational Support	4623	586,800	696,300	109,500
Client Services Support	4640	1,157,200	1,188,400	31,200
Keep of Prisoners	4630	416,100	438,500	22,400
Victim Services	4641	369,380	395,480	26,100
Crime Prevention	4642	106,110	113,610	7,500
Block Watch	4643	89,450	86,350	-3,100
Auxiliary Police	4644	5,000	5,000	0
False Alarm Reduction	4646	8,000	8,000	0
NV Citizen Patrol	4647	0	0	0
Total Client Services Expenses		2,738,040	2,931,640	193,600

**PUBLIC SAFETY - POLICE (RCMP) EXPENSES, continued**

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>POLICE PROGRAMS</b>				
Bicycle Patrol	4645	15,000	15,000	0
D.A.R.E.(Drug Resistance)	4653	7,250	7,250	0
Spurs Cadet Program	4655	10,000	10,000	0
Member Support	4660	303,700	301,200	-2,500
<b>Total Police Programs Expenses</b>		<b>335,950</b>	<b>333,450</b>	<b>-2,500</b>
<b>Total Municipal Shared Programs</b>				
		<b>9,450,545</b>	<b>9,883,645</b>	<b>433,100</b>
Recovery for Shared Costs	4701	-5,160,135	-5,346,736	-186,601
Administration Non-Shared	4710	-321,000	-358,300	-37,300
<b>Total Recoveries for Shared Programs Expenses</b>		<b>-5,481,135</b>	<b>-5,705,036</b>	<b>-223,901</b>
<b>Net City Shared Programs Expenses</b>				
		<b>3,969,410</b>	<b>4,178,609</b>	<b>209,199</b>
<b>NON-SHARED (CITY ONLY) PROGRAMS</b>				
CNV Community Policing	4720	133,345	136,745	3,400
Crimestoppers	8220	6,200	6,200	0
<b>Total Non-Shared (City Only) Expenses</b>		<b>139,545</b>	<b>142,945</b>	<b>3,400</b>
<b>POLICE CONTRACT</b>				
Police Contract	4700	13,186,150	14,039,700	853,550
<b>Total Contract (City Only) Expenses</b>		<b>13,186,150</b>	<b>14,039,700</b>	<b>853,550</b>
<b>Total City Only Programs Expenses</b>				
		<b>13,325,695</b>	<b>14,182,645</b>	<b>856,950</b>
<b>Total Police (RCMP) Expenses</b>				
		<b>17,295,105</b>	<b>18,361,254</b>	<b>1,066,149</b>



## 2024 Operating Budget Analysis - Public Safety - Police

	CNV Share (1)	
<b>2023 Revenue Budget</b>	<b>1,054,000</b>	
Criminal Record Search	16,000	
False Alarms	60,000	
RCMP Fees	20,000	
Rent Lease	1,700	
<b>Revenue Budget Increase/(Decrease)</b>	<b>97,700</b>	<b>9.27%</b>
		% change
<b>2024 Revenue Budget</b>	<b>1,151,700</b>	
<b>2024 Revenue Budget Increase/(Decrease)</b>	<b>97,700</b>	<b>9.27%</b>
		% change
<b>2023 Expenditure Budget</b>	<b>17,295,100</b>	
Shared Civilian Programs - All Wage contract related	150,000	
RCMP Contract Increase	299,100	
RCMP Contract Increase: New Items	634,200	
RCMP Contract Reduction (1 FTE)	(79,700)	
Police Administration: New Items	62,600	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>1,066,200</b>	<b>6.16%</b>
		% change
<b>2024 Expenditure Budget</b>	<b>18,361,300</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>1,066,200</b>	<b>6.16%</b>
		% change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>	<b>968,500</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>1.49%</b>	

(1) For 2024, CNV Share is 45.42% and DNV Share is 54.58%

# The Offices of the Chief Administrative Officer, Mayor, and IT

Mayor & Council govern the City and CNV. The Chief Administrative Officer provides leadership to all of CNV. The Mayor's office provides administrative, communications and research support for the Mayor.

The Information Technology & Data Department is dedicated to providing information technology and data services to support the organization and enable online access of City services and information. The Department works closely with other groups to deliver and improve critical information technology services.



## KEY RESPONSIBILITIES

### Mayor, Council, and CAO

- Govern the Municipality.
- Work with Council to develop and implement its strategic priorities
- Liaise between Mayor, Council and CNV staff
- Oversee the affairs and operations of CNV and its departments
- Advise Council and CNV staff on obligations, legislative interpretation and the extent of municipal authority
- Provide strategic advice to CNV
- Coordinate the Mayor's schedule, commitments and speaking engagements
- Conduct research and draft media communications
- Provide administrative support to the Office of the Mayor
- Deliver customer-focused technology services for solutions that contribute to CNV's business objectives

### Information Technology & Data

- Maintain enterprise technology to achieve CNV's business objectives
- Improve client experience through the use of information systems
- Deliver mapping and reporting services to support Council and CNV departments
- Connect the City through core technology communication services
- Provide City agencies with information technology systems and services

### External Boards & Commissions

- North Vancouver City Library – Provides an inclusive and welcoming space for everyone, supporting lifelong learning and community connection with free and equitable access to information and ideas in all their forms.
- Museum & Archives ("MONOVA") – Cares for the City's cultural, archival and museum collections.
- North Vancouver Recreation and Culture - Improves the health and well-being of all North Vancouver individuals, families and communities and inspires residents through quality recreation and culture opportunities.

## **DIVISIONS**

- Mayor, Council, and CAO
- Information Technology
  - Application Services
  - Client & Technical Services
  - Data Services
  - IT Security Services
- External Boards and Commissions
  - North Vancouver City Library
  - Museum & Archives of North Vancouver
  - North Vancouver Recreation and Culture

## THE OFFICES OF THE CAO, MAYOR, AND IT EXPENSES

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>CAO AND MAYOR &amp; COUNCIL</b>				
Management and Support	1110 2610	1,019,847	1,074,347	54,500
CAO Contingency	1111	40,000	40,000	0
City Sponsorship & Event Attendance	1115	0	30,000	30,000
Admin CAO Corporate	1120	65,500	65,500	0
Civic Engagement	1125	10,000	10,000	0
Legislative	2620	622,671	622,671	0
Sister Cities	2631	10,000	10,000	0
Regional Legislative Meetings	3340	643	643	0
Council Grants	8401	30,000	30,000	0
Travel Grants	8410	2,500	2,500	0
Total CAO and Mayor & Council		1,801,161	1,885,661	84,500
Total CAO and Mayor & Council Expenses		1,801,161	1,885,661	84,500
<b>INFORMATION TECHNOLOGY</b>				
IT Administration	2510	-593,646	-438,246	155,400
IT Application Services	2530	1,949,131	2,034,854	85,723
IT GIS	2540	635,309	594,993	-40,316
IT Client Services	2550	2,191,202	2,456,744	265,542
IT Security Services	2560	332,071	513,108	181,037
Total Information Technology		4,514,067	5,161,453	647,386
Total Information Technology Expenses		4,514,067	5,161,453	647,386

**THE OFFICES OF THE CAO, MAYOR, AND IT EXPENSES, continued**

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>MAJOR EXTERNAL BOARDS AND COMMISSIONS</b>				
City Library	8601	4,828,546	5,223,965	395,419
Museum & Archives	8602	657,015	692,760	35,745
NV Recreation and Culture	8603	6,492,181	7,304,553	812,372
Public Art Admin	8031	6,000	6,000	0
Public Art Maintenance	8032	20,000	20,000	0
Community Art Program	8040	15,000	15,000	0
Total Boards and Commissions		12,018,742	13,262,278	1,243,536
Total Major External Boards and Commissions Expenses		12,018,742	13,262,278	1,243,536
Total Offices of the CAO, Mayor, and IT Expenses		18,333,970	20,309,392	1,975,422

**THE OFFICES OF THE CAO, MAYOR, AND IT REVENUES**

Programs		2023 Annual Budget	2024 Annual Budget	Variance 2024 Annual to 2023 Annual
<b>MAJOR EXTERNAL BOARDS AND COMMISSIONS</b>				
NV Recreation and Culture	8603	94,252	94,252	0
Total Major External Boards and Commissions Revenue		94,252	94,252	0
Total Offices of the CAO, Mayor, and IT Revenues		94,252	94,252	0



## 2024 Operating Budget Analysis - The Offices of the CAO, Mayor, and IT

CAO incl. IT, Mayor & Council

<b>2023 Revenue Budget</b>	<b>94,300</b>	
<b>2024 Revenue Budget</b>	<b>94,300</b>	
<b>2024 Revenue Budget Increase (Decrease)</b>	<b>-</b>	<b>0.00%</b>
		% change
<b>2023 Expenditure Budget</b>	<b>18,334,000</b>	
Salaries Obligation	212,800	
Information Technology contracts	126,300	
Information Technology Capital Cost Impacts	155,400	
CAO Administration: New Items	80,000	
Information Technology: New Items	157,500	
Major Agencies	1,243,400	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>1,975,400</b>	<b>10.77%</b>
		% change
<b>2024 Expenditure Budget</b>	<b>20,309,400</b>	
<b>2024 Expenditure Budget Increase (Decrease)</b>	<b>1,975,400</b>	<b>10.77%</b>
		% change
<b>2024 Net Tax Draw \$ Increase (Decrease)</b>	<b>1,975,400</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>3.04%</b>	

## 2024 Operating Budget Analysis - Library

<b>2023 Revenue Budget</b>	<b>159,611</b>	
Provincial Grant	5,601	
Interest	45,000	
Sales and Rentals	9,000	
<b>Revenue Budget Increase/(Decrease)</b>	<b>59,601</b>	<b>37.34%</b>
		% change
<b>2024 Revenue Budget</b>	<b>219,212</b>	
<b>2024 Revenue Budget Increase/(Decrease)</b>	<b>59,601</b>	<b>37.34%</b>
		% change
<b>2023 Expenditure Budget</b>	<b>4,988,157</b>	
Salaries Obligation	384,000	
Counselling	4,000	
Library Materials	30,000	
Heat, Hydro, Water & Sewer	4,265	
Performer Fees, Printing, and Supplies	22,300	
Other Expenses	10,455	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>455,020</b>	<b>9.12%</b>
		% change
<b>2024 Expenditure Budget</b>	<b>5,443,177</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>455,020</b>	<b>9.12%</b>
		% change
<b>2023 Municipal Contribution</b>	<b>4,828,546</b>	
<b>2024 Municipal Contribution</b>	<b>5,223,965</b>	
<b>Municipal Contribution Increase/(Decrease)</b>	<b>395,419</b>	<b>7.93%</b>
		% change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>	<b>395,419</b>	
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>	<b>0.61%</b>	

## 2024 Operating Budget Analysis - MONOVA

	Museum Budget	CNV Share (50%)	
2023 Revenue Budget	271,200		
2024 Revenue Budget	271,200		
2024 Revenue Budget Increase/(Decrease)	-	-	0.00%
			% change
2023 Expenditure Budget	1,585,164		
Salaries Obligation	42,000		
Audit Fees	3,000		
Depreciation and Amortization	14,416		
DNV IT Service Fees	4,529		
Utilities and Facility	7,611		
Expenditure Budget Increase/(Decrease)	71,556		
2024 Expenditure Budget	1,656,720		
2024 Expenditure Budget Increase/(Decrease)	71,556	35,778	4.51%
			% change
2023 Municipal Contribution	1,313,964	656,982	
2024 Municipal Contribution	1,385,520	692,760	
Municipal Contribution Increase/(Decrease)	71,556	35,778	5.45%
2023 Municipal contrib contingency budget not needed		(33)	% change
		35,745	
2024 Net Tax Draw \$ Increase/(Decrease)	71,556	35,745	
2024 Overall Tax Impact (assuming 1% tax increase = \$650K)		0.05%	

## 2024 Budget Analysis - North Vancouver Recreation and Culture Commission

	NVRC Budget	
<b>2023 Revenue Budget</b>	<b>14,311,141</b>	
Membership, Programs and Lessons	(301,124)	
Rentals, Other	205,590	
<b>Revenue Budget Increase/(Decrease)</b>	<b>(95,534)</b>	
<b>2024 Revenue Budget</b>	<b>14,215,607</b>	
<b>2024 Revenue Budget Increase/(Decrease)</b>	<b>(95,534)</b>	<b>-0.67%</b> % change
<b>2023 Expenditure Budget</b>	<b>33,214,141</b>	
Salaries Obligation	2,257,222	
Administrative and Service Costs	77,872	
Building and Grounds	59,043	
Equipment Costs	78,888	
Goods and Materials	37,490	
Other Contract Services	(153,068)	
<b>Expenditure Budget Increase/(Decrease)</b>	<b>2,357,447</b>	
<b>2024 Expenditure Budget</b>	<b>35,571,588</b>	
<b>2024 Expenditure Budget Increase/(Decrease)</b>	<b>2,357,447</b>	<b>7.10%</b> % change
		<b>City Share(1)</b>
<b>2023 Municipal Contribution</b>	18,903,000	6,492,180
<b>2024 Municipal Contribution</b>	21,355,981	7,304,553
<b>Municipal Contribution Increase/(Decrease)</b>	<b>2,452,981</b>	<b>812,373</b>
		<b>12.51%</b> % change
<b>2024 Net Tax Draw \$ Increase/(Decrease)</b>		<b>812,373</b>
<b>2024 Overall Tax Impact (assuming 1% tax increase = \$650K)</b>		<b>1.25%</b>

### Notes

(1) CNV Share

- CNV contribution for Recreation Services is 33.94%
- CNV contribution for Pinnacle Pool is 100%
- CNV contribution for Arts and Culture Grants is 50%
- CNV contribution for Building Utilities is by building ownership

## 2024 NEW ITEMS LISTING

Department	2024 Budget (\$000s)	2024 Tax Impact	Annual Cost (\$000s)
Engineering, Parks & Environment	215	0.3%	371
Planning & Development	176	0.3%	352
Office of the Deputy CAO	175	0.3%	203
Information & Data	158	0.3%	298
Finance	84	0.1%	168
Office of the CAO	80	0.1%	80
People and Culture	65	0.1%	65
Public Safety	63	0.1%	96
<b>Grand Total</b>	<b>1,015</b>	<b>1.6%</b>	<b>1,633</b>

Department & Division	Description	2024 Budget	2024 Tax Impact	Annual Cost
<b>Engineering, Parks &amp; Environment</b>				
Engineering & Public Works	Rehabilitation of major assets is support of enhanced asset management.	148,928	0.22%	239,855
	Project management resources for the delivery of priority pedestrian, transit and cycling infrastructure in support of Council's Strategic Plan that emphasizes walking, cycling and transit improvements.			
	Maintenance of the fuel pumps housed at CNV's Operations Centre.			
Parks & Public Spaces	Enhanced oversight of CNV's rapidly growing urban forestry, natural areas and environmental services management portfolio.	65,646	0.10%	131,292
		<b>214,573</b>	<b>0.32%</b>	<b>371,147</b>
<b>Planning &amp; Development</b>				
Development Planning	Resources to support the delivery of housing and other key objectives as outlined in Council's Strategic Plan and CNV's Housing Action Plan.	74,883	0.12%	149,767
	Increased resources for timely processing of development planning applications at an increased rate.			
Permits & Inspections	Enhanced resources to support the Gateway consolidated service counter in City Hall. Additional front counter first-stage client management for all City Hall services and communication pathways (in-person, telephone, email).	101,192	0.16%	202,385
	Resources to support streamlining the development approval process and administration, and ensure options for early input from the development community.			
		<b>176,076</b>	<b>0.28%</b>	<b>352,152</b>
<b>Office of the Deputy CAO</b>				
Communications	Resources for increased graphic designs in support of future initiatives including external engagements, and photography to meet the growing needs of multimedia/engagement efforts.	175,233	0.28%	203,480
	Increased and improved communication and promotion of CNV programs and projects via online platforms such as social media.			
	Management of media, Storytelling Strategy, Issues and Change Management support, Public Education and Information, Report Production and Editorial Services, Digital Platforms and Multimedia Strategy, and support for the initiatives in Council's Strategic plan.			
		<b>175,233</b>	<b>0.28%</b>	<b>203,480</b>

## 2024 NEW ITEMS LISTING cont.

Department & Division	Description	2024 Budget	2024 Tax Impact	Annual Cost
<b>Information &amp; Data</b>				
Information Technology	<p>Additional Resources for the development of CNV's project management framework for managing IT projects for the organisation. This framework includes standards and best practices for the identification, selection, management and implementation of IT projects.</p> <p>Additional capacity to identify, collect and organise data and information for analysis. IT will be able to work more with stakeholders to identify scope and develop dashboards and reports.</p>	157,508	0.25%	298,016
		<b>157,508</b>	<b>0.25%</b>	<b>298,016</b>
<b>Finance</b>				
Enterprise Services	Additional resources to lead modernization of the Business Licensing System, an initiative in Council's new Strategic Plan.	83,972	0.13%	167,943
		<b>83,972</b>	<b>0.13%</b>	<b>167,943</b>
<b>Office of the CAO</b>				
CAO Administration	Additional resources for the CAO's office to engage external services to support research and address emerging issues, and enable participation at local events that contribute to building strong networks for Council and staff.	80,000	0.13%	80,000
		<b>80,000</b>	<b>0.13%</b>	<b>80,000</b>
<b>People and Culture</b>				
Human Resources	<p>Establishing dedicated funding for engaging search firms to attract talented employees, which is an increasing challenge for most organizations. Placing the budget under People &amp; Culture will ensure funds support recruitment of key roles.</p> <p>Enhanced support for the use of third parties to verify employment credentials and help CNV compete for top talent by speeding up the hiring process. Risk to CNV is also reduced when verifying credentials, especially of applicants with international qualifications.</p>	65,000	0.10%	65,000
		<b>65,000</b>	<b>0.10%</b>	<b>65,000</b>
<b>Public Safety</b>				
Police Administration	With the planned introduction of the federally mandated Body Worn Camera program in 2024, there will be additional administrative requirements. Cost savings can be achieved by providing this administration through the PSS team, rather than by RCMP officers.	62,600	0.09%	95,560
		<b>62,600</b>	<b>0.09%</b>	<b>95,560</b>
<b>Grand Total</b>		<b>1,014,962</b>	<b>1.58%</b>	<b>1,633,298</b>



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## 2024 – 2028 DRAFT CAPITAL PLAN

February 28, 2024



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## Summary

The Capital Plan provides a framework to organize and prioritize capital projects for the construction of new facilities and infrastructure in the City, the maintenance and replacement of existing capital assets, and delivery of various other projects. "The Plan informs Council and the public of the projects and their descriptions and timing, and allows for guidance and feedback." It also enables planning for the funding of these projects.

The Corporation of the City of North Vancouver ("CNV") is planning capital spending of \$280 million over the next 5 years. This spending is advancing all of the priorities in Council's Strategic Plan.

### 2024 Capital Plan Summary

Section	Base Program (a)	Dedicated Funds (b)	New Initiatives (c)	Total
1 - Land & Major Investments	\$ -	\$ 22,750,000	\$ -	\$ 22,750,000
2 - Buildings	1,551,291	29,766,774	51,596,000	82,914,064
3 - Streets & Transportation	1,950,000	6,401,104	5,645,896	13,997,000
4 - Parks & Environment	742,000	647,257	3,671,243	5,060,500
5 - General Equipment	758,599	31,111	-	789,710
6 - IT Equipment	1,104,000	164,500	405,000	1,673,500
7 - Engineering Equipment	95,000	940,000	135,000	1,170,000
8 - Fire Equipment	-	300,000	-	300,000
9 - Block Funding	767,123	72,885	-	840,008
10 - Study and Other projects	790,000	695,429	10,372,380	11,857,809
<b>TOTAL</b>	<b>\$ 7,758,013</b>	<b>\$ 61,769,060</b>	<b>\$ 71,825,519</b>	<b>\$ 141,352,592</b>

### 2024 - 2028 Capital Plan Summary

Section	Base Program (a)	Dedicated Funds (b)	New Initiatives (c)	Total
1 - Land & Major Investments	\$ -	\$ 24,750,000	\$ -	\$ 24,750,000
2 - Buildings	10,517,044	33,621,192	56,751,167	100,889,402
3 - Streets & Transportation	9,950,000	14,009,104	52,503,396	76,412,500
4 - Parks & Environment	8,865,000	5,385,387	18,249,613	32,500,000
5 - General Equipment	2,441,510	-	175,200	2,616,710
6 - IT Equipment	8,293,300	-	5,614,700	13,908,000
7 - Engineering Equipment	95,000	4,910,000	250,000	5,255,000
8 - Fire Equipment	-	1,925,000	-	1,925,000
9 - Block Funding	3,885,615	-	364,427	4,250,042
10 - Study and Other projects	1,604,700	1,654,429	15,040,380	18,299,509
<b>TOTAL</b>	<b>\$ 45,602,169</b>	<b>\$ 86,255,112</b>	<b>\$ 148,948,883</b>	<b>\$ 280,806,163</b>

Base Program: Projects involving the maintenance and repair of infrastructure, and ongoing program delivery.

Dedicated Funds: Projects that provide new facilities or levels of service to the community, funded with dedicated reserves.

New Initiatives: Projects that provide new facilities or levels of service to the community, funded from general sources.

## 2024 - 2028 CAPITAL PLAN

### LAND AND MAJOR INVESTMENTS

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
1 - 1	Strategic Land Acquisition	Finance	3,500,000	-	-	-	-	3,500,000	Funds for strategic land purchases that may be required to achieve Council's vision and priorities. Funds would be drawn from the Tax Sale Land Reserve where use of funds are permitted for land acquisitions.
1 - 2	Provision for Park Acquisition	Finance	3,900,000	-	-	-	-	3,900,000	The CNV Financial Plan includes a provision for acquisition of parkland consistent with the City's Park Development Cost Charges (DCC) Bylaw. DCC rates are calculated by a formula that allocates costs for parkland growth. When the bylaw was developed and approved by the Inspector of Municipalities, Park deficient areas were identified and estimates of amounts required to purchase parkland in this area were taken into account when setting DCC rates. The inclusion of a provision for parkland acquisition in the Capital Plan gives the City the ability to acquire land for new parks or park expansion should an opportunity arise during the year.
1 - 3	Provision for Affordable Housing	Planning & Development	-	1,200,000	200,000	200,000	200,000	1,800,000	General provision of funding to be available for purchase of a building, site or a portion thereof, likely in partnership with BC Housing, CMHC, or a non-profit society, to facilitate the creation of new affordable housing. The Affordable Housing Reserve Fund was established to facilitate CNV's housing objectives with the current balance in the Fund the result of years of continual funding from amenity contributions to meet these goals.
1 - 4	Provision for External Contribution	Finance	15,000,000	-	-	-	-	15,000,000	Provision to use external funding and contributions unsecured at the time of Financial Plan preparation.
1 - 5	City Cemetery Infill and Infrastructure Program	Engineering: All other	100,000	-	100,000	-	100,000	300,000	Dedicated funding from the Cemetery Reserve to finance the construction of new burial and cremation options to meet community needs. This project will involve necessary geotechnical investigations and contracted services to construct new burial plots.
1 - 6	Cemetery Comprehensive Plan	Engineering: All other	250,000	-	-	-	-	250,000	Preparation of a long-term, inclusive visionary plan for the cemetery that is based on projections, trends, and best practices.
<b>Total Funding Requested</b>			22,750,000	1,200,000	300,000	200,000	300,000	24,750,000	
<b>Total Contributions</b>			15,000,000	-	-	-	-	15,000,000	
<b>Net Funding Requested</b>			7,750,000	1,200,000	300,000	200,000	300,000	9,750,000	

Base Program
New Initiative
Dedicated Funds
External Contribution

## 2024 -2028 CAPITAL PLAN

### BUILDINGS

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
2 - 1	Maintenance, Repair & Replacement - City Hall	Engineering: Facilities	162,000	122,000	11,200	72,800	34,720	402,720	Funding for maintenance, repair and replacement of equipment and building components at City Hall.
2 - 2	Maintenance, Repair & Replacement - Gerry Brewer Building	Engineering: Facilities	155,791	639,059	382,891	352,023	43,240	1,573,004	Funding for maintenance, repair and replacement of equipment and building component of the Gerry Brewer Building
2 - 2	Maintenance, Repair & Replacement - Gerry Brewer Building	Engineering: Facilities	187,209	767,941	460,109	423,017	51,960	1,890,236	
2 - 3	Maintenance, Repair & Replacement - Fire Hall	Engineering: Facilities	201,000	32,000	214,000	5,600	32,480	485,080	Funding for maintenance, repair and replacement of equipment and building components of the Fire Hall
2 - 4	Maintenance, Repair & Replacement - City Owned / Non-City Used Buildings	Engineering: Facilities	121,500	121,000	349,000	-	280,000	871,500	Funding for maintenance, repair and replacement of equipment and building component for Non-CNV used properties (i.e. rental properties, Presentation House Theatre, holding properties, etc...).
2 - 5	Maintenance, Repair & Replacement - Parks Buildings	Engineering: Facilities	57,000	53,000	59,000	56,000	56,000	281,000	Funding for maintenance, repair and replacement of equipment and building components relating to City Parks.
2 - 6	Maintenance, Repair & Replacement - Operations Centre	Engineering: Facilities	96,000	95,000	12,000	28,000	39,200	270,200	Funding for maintenance, repair and replacement of equipment and building components of the Operations Centre.
2 - 7	Maintenance, Repair & Replacement - Civic Library	Engineering: Facilities	228,000	535,000	64,000	10,080	148,960	986,040	Funding for maintenance, repair and replacement of equipment and building components at the City Library
2 - 8	Harry Jerome Community Recreation Centre - Block fund bridge until facility replacement	NVRC	120,000	100,000	-	-	-	220,000	Funding requirements for capital maintenance from 2024 to 2025 until the new facility is complete and open. Replacement or repair of building systems that fail due to unforeseen circumstances. All projects will be assessed for cost/benefit before work proceeds.
2 - 9	Memorial Community Recreation Centre - Block fund bridge until facility replacement	NVRC	15,000	15,000	-	-	-	30,000	Funding requirements for capital maintenance from 2024 to 2025 until new HJCRC is completed and open. Replacement or repair of building systems that fail due to unforeseen circumstances. All projects will be assessed for cost/benefit before work proceeds.
2 - 10	New Harry Jerome Community Recreation Centre - Fit Out Allowance	NVRC	-	-	150,000	150,000	-	300,000	This funding will address deficiencies that impact service or functionality in the new Harry Jerome Community Recreation Centre once it is within the operating responsibility of the NVRC.
2 - 11	John Braithwaite Community Centre	NVRC	130,000	30,000	50,000	50,000	50,000	310,000	This project will deliver functional upgrades, accessibility improvements and planned major component replacements in the John Braithwaite Community Centre.
2 - 12	Centennial Theatre	NVRC	215,000	500,000	500,000	200,000	2,000,000	3,415,000	This project will address planned major component replacements and enhancement and renovations at Centennial Theatre.
2 - 13	Harry Jerome Community Recreation Centre and Silver Harbour Seniors Activity Centre	Office of the Deputy CAO: Strategic Initiatives	26,068,121	611,871	-	-	-	26,679,992	Tendering, construction and commissioning of remainder of above grade components including FF&E, hard and soft landscaping, skate park and off-site works for the new Harry Jerome Community Recreation Centre and Silver Harbour Seniors' Activity Centre.
2 - 14	Mickey McDougall Feasibility Study & Building Upgrades	Office of the Deputy CAO: Strategic Initiatives	2,797,943	-	-	-	-	2,797,943	Funding to allow for owner improvements to the Mickey McDougall building. Upgrades are focused on energy improvement, accessibility upgrades, life-safety systems, replacement of critical building equipment and general building maintenance in support of tenant improvements to be undertaken by project partner. Project co-funded with senior government.
2 - 14	Mickey McDougall Feasibility Study & Building Upgrades	Office of the Deputy CAO: Strategic Initiatives	713,500	1,426,869	112,651	-	-	2,253,020	
2 - 15	NSNH Hub Phase 2 Site Preparation	Office of the Deputy CAO: Strategic Initiatives	1,900,000	-	-	-	-	1,900,000	Funds to prepare the overall NSNH for development (Includes allowance for potential soil remediation)

## 2024 -2028 CAPITAL PLAN

### BUILDINGS

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
2 - 16	NSNH Hub Phase 2 - Design & Construction	Office of the Deputy CAO: Strategic Initiatives	49,500,000	-	-	-	-	49,500,000	Funding for design and development of North Shore Neighbourhood House (NSNH) in coordination with project partners, including a detailed cost estimate. Construction estimate includes external project management support.
2 - 17	NSNH - Phase 3 Park Redevelopment	Office of the Deputy CAO: Strategic Initiatives	-	-	-	244,063	244,063	488,126	The North Shore Neighbourhood House Hub Project will be delivered in 3 distinct phases. This project scope is the final Phase 3 of project and specifically is the development of Derek Inman Park. Construction estimate includes external project management support.
2 - 18	The Commons & Carrie Cates Water Feature Improvements	Engineering: Parks & Public Spaces	-	362,500	550,000	350,000	-	1,262,500	This project will address maintenance and safety issues at The Commons to improve the functionality of the Skate Plaza and Splash Park and mechanical improvements to Carrie Cates Water Feature. The project will include a feasibility study to guide improvements as required with construction to begin in 2025 after a detail design and tender period.
2 - 19	Outdoor Covered Space	Engineering: Parks & Public Spaces	-	200,000	-	-	-	200,000	The project will add a retractable roof structure to the existing crane in Shipyards Square. The free standing retractable roof will provide protection from the sun and rain and enhance the visitor experience and increase programming opportunities.
2 - 20	Streetscape Access Control	Engineering: Parks & Public Spaces	-	150,000	-	-	-	150,000	This project will fund the design, supply, installation and electrical feed of automatic retractable bollards on Wallace Mews to permanently close the road to regular vehicle traffic to ensure pedestrian safety and event security. The integration of bollards will permit access to vendors on-site, service and emergency vehicles in a controlled manner.
2 - 21	The Shipyards Furnishings	Engineering: Parks & Public Spaces	50,000	30,000	30,000	-	-	110,000	This project will fund the replacement of picnic tables, planters, tables and chairs with more durable and sustainable materials and incorporate additional urban furniture in the public realm.
2 - 22	City Hall Facility Project	Engineering: Facilities	96,000	494,000	24,000	22,400	50,400	686,800	Funding to address functional requirements and operational changes for City Hall business and operations. Includes renovations and reconfiguration of welcome desks and public access, meeting Rooms, CAO & Clerks area, HVAC improvements as well as general upgrades to accommodate growth and operational changes to improve customer service." In 2024 the focus is improving climate control for Council Chambers through HVAC renewal
2 - 23	Reconfigure Gateway Welcome Desk, Atrium and Public Access	Engineering: Facilities	100,000	181,000	-	-	-	281,000	Renovations and reconfiguration of atrium welcome desks and public access to accommodate operational changes, as well as improve safety for staff and public. Project details will also include allowing the atrium space to be used for ongoing public and special events.
2 - 24	Fire Hall Apparatus Floor Storage	Engineering: Facilities	-	250,000	-	-	-	250,000	The City's only Fire Hall has limited space and as such requires renovations to accommodate critical response equipment. The south west corner of the apparatus floor currently has a mezzanine, storage laundry room and office that are not part of the critical operational usage of this area. A renovation would move these items to lower levels and place a new steel mezzanine structure in its place. These changes will allow for more usable space for response equipment.



## 2024 -2028 CAPITAL PLAN

### BUILDINGS

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
2 - 25	Warehouse and Operations Yard Security Upgrades	Engineering: Facilities	-	120,000	-	-	-	120,000	Security upgrades are required for the 3 city properties (warehouse and adjacent Operations lay down areas) on East 2nd Street to enhance staff and public safety. The area has seen an increase in thefts, vandalism and encampments. The security upgrades would consist of (but not be limited to) new fencing on the North and South side properties, additional lighting and possibly security cameras. It will also tie into the overall public safety enhancements along the public pathway.
2 - 26	EV Fleet Transition Infrastructure	Engineering: Facilities	-	85,672	291,455	64,707	296,032	737,866	EV Fleet Transition roadmap and report has identified required electrical upgrades and infrastructure requirements for the Operations Centre and Fire Hall. Upgrades should align with the vehicle purchasing roadmap.
2 - 27	City Hall Envelope & Glazing Upgrades	Engineering: Facilities	-	-	654,125	654,125	654,125	1,962,375	Replacement of single-pane windows in the west wing of City Hall and associated envelope upgrades. The project would eliminate chronic leaks and improve the energy efficiency of City Hall.
2 - 28	Civic Plaza Additional Flagpoles	Engineering: Facilities	-	27,000	-	-	-	27,000	There are currently 3 flagpoles in civic plaza for Canadian, Provincial and City flags. This project would add two more for Skwxwú7mesh (Squamish) and Səlilwətał (Tsleil-Waututh) Nations. Scope includes engineering, procurement and installation.
2 - 29	PGE Station Provision	Engineering: Facilities	-	-	-	-	448,000	448,000	Re-location and re-use of the Pacific Great Eastern (PGE) Station with interior upgrades to permit re-use and leasing of space. Location and use to be determined. To be considered in coordination with Park Master Plan process.
<b>Total Funding Requested</b>			<b>82,914,064</b>	<b>6,948,912</b>	<b>3,914,431</b>	<b>2,682,815</b>	<b>4,429,180</b>	<b>100,889,402</b>	
<b>Total Contributions</b>			<b>900,709</b>	<b>2,194,810</b>	<b>572,760</b>	<b>423,017</b>	<b>51,960</b>	<b>4,143,256</b>	
<b>Net Funding Requested</b>			<b>82,013,355</b>	<b>4,754,103</b>	<b>3,341,670</b>	<b>2,259,798</b>	<b>4,377,219</b>	<b>96,746,146</b>	

Base Program
New Initiative
Dedicated Funds
External Contribution

## 2024 - 2028 CAPITAL PLAN

### STREETS AND TRANSPORTATION

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
3 - 1	Neighbourhood Traffic Safety and Infrastructure Improvements Program	Engineering: Infrastructure Planning - Traffic	100,000	400,000	400,000	300,000	300,000	1,500,000	This project will address site-specific safety issues in various City neighbourhoods. It will develop a new approach to neighbourhood traffic safety and access to guide future improvement plans. Works may include, but are not limited to, the installation of new and updated traffic signs, pavement markings, intersection safety improvements, traffic calming elements (speed bumps, bump outs) and pedestrian beacon installation. This project will implement infrastructure recommended by School Travel Plans at the City's elementary and high schools.
3 - 1	Neighbourhood Traffic Safety and Infrastructure Improvements Program	Engineering: Infrastructure Planning - Traffic	50,000	50,000	50,000	50,000	50,000	250,000	
3 - 2	New Pedestrian Crossing Facilities	Engineering: Infrastructure Planning - Traffic	-	500,000	400,000	300,000	300,000	1,500,000	Existing pedestrian and vehicular traffic volume warrants installation of new pedestrian crossing facilities at major intersections. The requested funds are needed for design and construction of new pedestrian crossings.
3 - 3	Mobility Network Implementation	Engineering: Parks & Public Spaces - Public Realm	3,662,000	10,139,600	2,929,600	9,460,900	6,338,900	32,531,000	This project will execute on the community engagement, design and construction of priority corridors identified in the Council approved Priority Mobility Network Strategy (2019) and continue to prioritize future work based on approved evaluation criteria. This work will result in infrastructure tailored to the unique street context and suitable for a broad range of human and electrified mobility devices like bicycles and scooters with users of All Ages and Abilities. Focus for the planning period will be on the Mid-town Corridor, Upper Levels Greenway and the Chesterfield Corridor.
3 - 3	Mobility Network Implementation	Engineering: Parks & Public Spaces - Public Realm	1,200,000	1,500,000	1,891,000	-	1,891,000	6,482,000	
3 - 4	New Sidewalks To Complete the Pedestrian Network	Engineering: Infrastructure Planning - Streets	1,165,000	620,000	1,797,500	1,243,500	1,158,500	5,984,500	This project will enable the design, public engagement and construction of new sidewalk segments to complete the pedestrian network.
3 - 5	Sidewalks - Infill and Reconstruction	Engineering: Infrastructure Planning - Streets	200,000	200,000	250,000	250,000	250,000	1,150,000	This project will replace deteriorated sidewalks to eliminate tripping hazards, upgrade deficient sidewalks no longer meeting community needs, and complete small infill projects to better connect capital or development projects with the surrounding network.
3 - 6	Transit Improvement Program	Engineering: Infrastructure Planning - Streets	60,000	200,000	200,000	310,000	160,000	930,000	This program will support technical study, design and implementation of transit priority interventions like bus lanes, signal priority and bus bulges as well as accessibility upgrades to improve access to transit. This project will also deliver new transit shelters at key locations where additional capacity is required.
3 - 6	Transit Improvement Program	Engineering: Infrastructure Planning - Streets	-	130,000	105,000	930,000	70,000	1,235,000	
3 - 7	Mobility Data Collection and Monitoring	Engineering: Infrastructure Planning - Traffic	50,000	50,000	50,000	50,000	50,000	250,000	This project will fund procurement, development and application of various transportation data collection, analysis and communication tools.
3 - 8	New Traffic Signals	Engineering: Infrastructure Planning - Traffic	-	750,000	750,000	2,030,000	1,000,000	4,530,000	Existing pedestrian and vehicular traffic volume warrants installation of a full traffic signal at number of intersections. The priority intersections are as follows: Brooksbank & E 3rd Street, East Grand Blvd at E 13th St, and East Grand Blvd at E 15th St.
3 - 9	Pedestrian and Roadway Lighting Implementation	Engineering: Infrastructure Planning - Traffic	-	450,000	450,000	450,000	450,000	1,800,000	Design and construction of new roadway and pedestrian level lighting throughout the City as per the street lighting implementation plan completed in 2019.
3 - 10	Traffic Signal Pre-emption for Fire Emergency Vehicles	Engineering: Infrastructure Planning - Traffic	-	80,000	80,000	80,000	80,000	320,000	Traffic signal pre-emption allows a fire truck to communicate with downstream traffic signals increasing its likelihood of receiving a green light. It can also communicate with traffic signals further ahead to get traffic flowing before the truck arrives in order to decrease response times.

## 2024 - 2028 CAPITAL PLAN

### STREETS AND TRANSPORTATION

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
3 - 11	Foot of Lonsdale Streetscape Upgrade	Engineering: Parks & Public Spaces	100,000	335,000	800,000	-	-	1,235,000	In 2016, CNV launched a successful pilot to temporarily expand the sidewalk patios in the unit block of Lonsdale. This project will design, engage on and construct on a refreshed streetscape experience that aligns with the high quality aesthetic standard of the area with larger patios, a concrete sidewalk to replace the wooden boardwalk, new street trees, pick-up/drop-off zones and other character defining elements. 2024 funding will be used for design and consultation, followed by construction in 2025 and 2026.
3 - 12	Public Realm Accessibility Improvements	Engineering: Infrastructure Planning - Streets	30,000	20,000	20,000	20,000	20,000	110,000	This capital program supports the retrofit of existing infrastructure throughout the City to continue to provide access to all. The work would include study and design of new infrastructure to respond to evolving best practice. Works may include, but not be limited to, the application of tactile walking surface indicators, braille signage and ramps. The capital program also support the provision of equipment for assistive devices to enable all residents and visitors to enjoy City parks, trails and green spaces.
3 - 13	Installation of Accessible Pedestrian Units	Engineering: Infrastructure Planning - Traffic	35,000	35,000	35,000	35,000	35,000	175,000	Installation of Accessible Pedestrian Signal (APS) devices at various signalized intersections within the City (audible signals).
3 - 14	Public Realm Improvements	Engineering: Infrastructure Planning - Streets	25,000	50,000	50,000	50,000	135,000	310,000	Provides streetscape elements to enhance the experience of the public realm. Elements may include, but are not limited to, benches, shelters, signage, water fountains, misting stations, waste receptacles, bike racks and holiday lighting. The program will also support updating boulevard guidelines to respond to evolving community needs and best practices.
3 - 15	Traffic Signal System Upgrades	Engineering: Infrastructure Planning - Traffic	320,000	500,000	500,000	500,000	500,000	2,320,000	Upgrade of existing traffic signal poles, underground wiring, signal communication systems, and controllers in the City. Locations and project details to be determined per results from various traffic engineering analysis and based on needs for upgrading traffic signal equipment.
3 - 17	Street Light and Traffic Signal Pole Replacement	Engineering: Infrastructure Planning - Traffic	200,000	200,000	200,000	200,000	200,000	1,000,000	Planned replacement of deteriorated street light and traffic signal poles as prioritized based on 2022 condition assessment. The City's inventory of street light and traffic signal poles comprises approximately 2000 poles, with associated foundations/bases and electrical circuits.
3 - 18	Pavement Management: Streets & Lanes	Engineering: Infrastructure Planning - Streets	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000	Cracksealing, patching, resurfacing and reconstructing pavements in streets and lanes to preserve or extend useful life and may also include replacing sections of curbs, curb and gutter, and/or sidewalks. Will also include periodic pavement condition data collection.
3 - 19	Provision for Local Area Services - City Share	Engineering: Infrastructure Planning - Streets	500,000	-	-	-	-	500,000	Local Area Services are municipal works or services that benefit specific properties in a limited area and the cost of which is recovered in whole or in part by a special tax on those properties. Typical projects include lane paving, street lighting, sidewalks, and slope stabilization works with costs being shared between the benefiting properties and the City-at-large. Note, there have been very few successful petitions over the past decade and it is difficult to anticipate future demand.
3 - 22	Casano Loutet Bridge	Engineering: Parks & Public Spaces - Public Realm	800,000	-	-	-	-	800,000	Construction of the Cassano-Loutet overpass across Highway 1 connecting pedestrians and cyclists. This project also includes connections to the mobility routes north and south of the overpass, design updates to meet Provincial standards, and addressing AIA and permitting requirements.
3 - 22	Casano Loutet Bridge	Engineering: Parks & Public Spaces - Public Realm	4,000,000	-	-	-	-	4,000,000	
<b>Total Funding Requested</b>			<b>13,997,000</b>	<b>17,709,600</b>	<b>12,458,100</b>	<b>17,759,400</b>	<b>14,488,400</b>	<b>76,412,500</b>	
<b>Total Contributions</b>			<b>5,250,000</b>	<b>1,680,000</b>	<b>2,046,000</b>	<b>980,000</b>	<b>2,011,000</b>	<b>11,967,000</b>	
<b>Net Funding Requested</b>			<b>8,747,000</b>	<b>16,029,600</b>	<b>10,412,100</b>	<b>16,779,400</b>	<b>12,477,400</b>	<b>64,445,500</b>	

## 2024 - 2028 CAPITAL PLAN

### PARKS AND ENVIRONMENT

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
4 - 1	Hemlock Looper Moth Tree Removal and Restoration	Engineering: Parks & Public Spaces	215,000	-	-	-	-	215,000	Mitigate risk to the public by way of prioritizing inspections, monitoring, scheduling removals, and replanting to ensure long term overall health of the City's urban forest.
4 - 2	Park Washroom	Engineering: Parks & Public Spaces	-	-	675,000	-	-	675,000	This project involves the design and construction of a new permanent public washroom co-located with an engineering infrastructure project. The washroom location will integrate into the existing park space.
4 - 3	1600 Eastern Avenue Park Construction	Engineering: Parks & Public Spaces	2,400,000	-	-	-	-	2,400,000	Construction of a new neighbourhood park at 1600 Block of Eastern Avenue in a currently underserved high density central lonsdale neighbourhood.
4 - 4	New Park at 16th and St. Andrews	Engineering: Parks & Public Spaces	702,000	-	-	-	-	702,000	Construction of a new neighbourhood park at corner of 16th and St. Andrews.
4 - 5	Sport Court Infrastructure Replacement	Engineering: Parks & Public Spaces	35,000	150,000	-	-	-	185,000	This project will result in the replacement of aging infrastructure and amenity upgrades to existing basketball courts to improve usability and player safety.
4 - 6	Dog Friendly City Action Items	Engineering: Parks & Public Spaces	-	210,000	-	-	-	210,000	CNV's citywide approach includes actions to improve the sharing of public and private spaces responsibly to meet the needs of all residents and integrate dogs into the community. This capital program includes the implementation of park related improvements, such as new leash optional areas (temporary), an on-leash network, installation of education signage, and minimization of impacts on the environment.
4 - 7	New Public Washrooms	Engineering: Parks & Public Spaces	-	50,000	240,000	240,000	240,000	770,000	This project involves the design and construction of new permanent public washrooms. The washroom location(s) will integrate into the existing park space and address identified gaps in supply of public washrooms while supporting enhanced programming of the park system.
4 - 8	Mahon Childcare/Fieldhouse: Park Improvements	Engineering: Parks & Public Spaces	165,000	-	-	-	-	165,000	Installation of new pathways, trees, and general park enhancements following the construction of the new childcare centre and field house.
4 - 10	Kings Mill Walk Master Plan - Implementation	Engineering: Parks & Public Spaces	190,000	8,500,000	-	-	-	8,690,000	Implementation of the full scope of the approved plan, including off-leash area, playground, washroom building, celebration of Squamish Nation cultural history, habitat enhancement, and improved Spirit Trail.
4 - 11	Public School Playground Funding	Engineering: Parks & Public Spaces	37,500	37,500	-	-	-	75,000	This project provides funding to specific schools to a maximum of \$75,000 each over a 10 year period and supports the development of enhanced outdoor school grounds to benefit the community.
4 - 12	Spirit Trail - Lynnmouth Park	Engineering: Parks & Public Spaces	-	50,000	324,000	1,076,000	-	1,450,000	This project includes the design, public consultation and construction of an approximate 450m length section of Spirit Trail with lighting and associated Lynnmouth Park entry adjustments and water connection, and also takes into consideration predicted flood level rise.
4 - 13	New Community Park - Harry Jerome Neighbourhood Lands	Engineering: Parks & Public Spaces	-	374,000	450,000	5,800,000	-	6,624,000	This project includes the planning, design and construction of a new 1 hectare community park and a new section of the Green Necklace greenway as part of the redevelopment of the Harry Jerome Neighbourhood Lands. The project scope includes community consultation and preparation of a Park Comprehensive Plan in 2024, with detailed design and construction to be coordinated with the adjacent multi-family developments.
4 - 14	Casano - Loutet Trail & Habitat Improvements	Engineering: Parks & Public Spaces	-	-	-	450,000	-	450,000	Construction of a formal trail system and habitat enhancement of the new City park at Casano Drive and in Loutet Park. The new trail connections would provide access to the planned new pedestrian overpass.
4 - 15	Confederation Field Turf Replacement	Engineering: Parks & Public Spaces	-	-	1,500,000	-	-	1,500,000	The synthetic turf at Confederation Field was replaced in 2014 and has an expected life of approximately 10 years. Based on that projected life expectancy, the turf was tentatively scheduled for replacement in 2025 but is demonstrating the ability to last longer than originally anticipated before requiring replacement.
4 - 16	Tempe Heights Park Playground Replacement	Engineering: Parks & Public Spaces	-	-	125,000	700,000	-	825,000	This project will result in the replacement of the aging playground at Tempe Heights Park.
4 - 17	Mahon Park Playground and Spray Park Replacement	Engineering: Parks & Public Spaces	-	-	-	1,700,000	-	1,700,000	Renovated in 2004, Mahon Park playground and spray park has become an increasingly popular destination for the community. After two decades, there will be features that will require replacement in order to continue to be safe, fun, and functional.
4 - 18	Loutet Park Playground Replacement	Engineering: Parks & Public Spaces	-	-	-	125,000	700,000	825,000	This project will result in the replacement of the aging playground in Loutet Park.
4 - 19	Fen Burdett Turf Replacement	Engineering: Parks & Public Spaces	-	-	-	-	1,800,000	1,800,000	Fen Burdett field was converted to artificial turf in 2017. Typically, the functional life of turf is 10 years and, after that, the playability and safety is reduced and maintenance is greatly increased. Based on that life expectancy, the turf is tentatively scheduled for replacement in 2028.
4 - 20	Wagg Park Playground Replacement	Engineering: Parks & Public Spaces	-	-	-	-	125,000	125,000	This project will result in the replacement of the aging playground and supporting infrastructure in Wagg Park.

## 2024 - 2028 CAPITAL PLAN

### PARKS AND ENVIRONMENT

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
4 - 24	FireSmart and Community Wildfire Protection Plan Implementation	Engineering: Parks & Public Spaces	150,000	100,000	-	-	-	250,000	Through completion of a wildfire threat assessment of the City, the CWPP identified priority FireSmart fuel treatment areas. This project will advance treatment in Greenwood Park, Kealy Woods Park, Mosquito Creek Park, Tempe Park, and Heywood Park, all identified priority locations. It will also advance implementation of the CWPP, which will reduce the risk of wildfire entering our community, as well as the impacts and losses to property and critical infrastructure, and prevent economic and social losses. The project will also enhance and develop emergency plans, emergency response, evacuation plans, bylaw development in areas of fire risk, communication and education programs
4 - 24	FireSmart and Community Wildfire Protection Plan Implementation	Engineering: Parks & Public Spaces	100,000	100,000	-	-	-	200,000	
4 - 25	Encampment Management	Engineering: Parks & Public Spaces	150,000	150,000	-	-	-	300,000	This funding will be used to recruit and/or direct appropriate resources to respond to increasing clean ups in the City, in order to deliver safe and comfortable park and public spaces.
4 - 26	City Wide Parks Comprehensive Plan Update	Engineering: Parks & Public Spaces	424,000	250,000	-	-	-	674,000	City wide Parks Comprehensive Plan is a guiding document that describes the current state of the CNV's parks, greenway routes, recreation facilities, and natural areas; and determines the future vision and service levels and implementation strategy to deliver on this vision. The existing Parks Comprehensive Plan was completed in 2010 and included strategic recommendations for ten years. A revised Parks Comprehensive Plan will be required as a response to changing demographics and land uses.
4 - 27	Play Equipment Replacement	Engineering: Parks & Public Spaces	100,000	100,000	100,000	100,000	100,000	500,000	This funding is for ongoing play equipment renewal and replacement in 19 City parks. For 2024, the primary focus will be Heywood Park.
4 - 28	Streetscape Renovations	Engineering: Parks & Public Spaces	25,000	25,000	25,000	25,000	25,000	125,000	This project will enable a proactive approach to renovating existing CNV maintained streetscapes and volunteer traffic circles to address impacts of climate change and reduce the long-term maintenance cost of these assets.
4 - 29	Wooden Bridge and Stair Replacement	Engineering: Parks & Public Spaces	25,000	25,000	25,000	25,000	25,000	125,000	This project consists of the replacement of aging wooden structures, such as stairs, bridges and boardwalks, throughout the City's park system.
4 - 30	Grass Sports Field Renovations	Engineering: Parks & Public Spaces	280,000	-	175,000	-	175,000	630,000	The City's sand-based grass fields are more than 26 years old and are in need of renovation. Surface remediation coupled with drainage & irrigation systems replacement to be coordinated in order to keep the fields playable. Loutet #2 field was completed in 2016, Loutet #1 in 2019, and Chris Zuehlke field is the next priority for 2024. Remaining fields to be completed are Loutet Field #3 in 2026, Kinsmen Stadium Field in 2028, and Ray Perrault Field in 2030.
4 - 31	Park & Greenways Trail Resurfacing	Engineering: Parks & Public Spaces	12,000	12,000	12,000	12,000	12,000	60,000	Annual repairs to paved trails and greenways. Includes wayfinding, trail markings, and resurfacing.
4 - 32	Parks Furnishings and Signage	Engineering: Parks & Public Spaces	50,000	50,000	50,000	50,000	50,000	250,000	Ongoing implementation of the City's parks and environmental signage program, and the addition/replacement of park furnishings, such as benches and picnic tables.
<b>Total Funding Requested</b>			<b>5,060,500</b>	<b>10,183,500</b>	<b>3,701,000</b>	<b>10,303,000</b>	<b>3,252,000</b>	<b>32,500,000</b>	
<b>Total Contributions</b>			<b>100,000</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	
<b>Net Funding Requested</b>			<b>4,960,500</b>	<b>10,083,500</b>	<b>3,701,000</b>	<b>10,303,000</b>	<b>3,252,000</b>	<b>32,300,000</b>	

Base Program
New Initiative
Dedicated Funds
External Contribution

## 2024 - 2028 CAPITAL PLAN

### GENERAL EQUIPMENT

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
5 - 1	Bylaw Services Vehicle Replacement	Public Safety: Bylaws	50,000	50,000	-	-	-	100,000	Replacement of a Bylaw Services Enforcement vehicle with a newer, more fuel-efficient, or electric model. The vehicle being replaced has reached the end of its useful life.
5 - 2	Police Support Services Pool Vehicle Replacement	Public Safety: Police Support Services	-	128,170	-	-	-	128,170	Replacement of Municipal Pool Vehicles utilized by Police Support Services personnel for business, events, and emergencies. This project is co-funded by DNV as part of a cost-sharing agreement covering police services.
5 - 2	Police Support Services Pool Vehicle Replacement	Public Safety: Police Support Services	-	21,830	-	-	-	21,830	
5 - 3	Civic Buildings - Furniture and Equipment	Engineering: Facilities	113,000	105,000	117,000	112,000	112,000	559,000	Funding to enable the replacement / purchase of furniture and equipment in all civic buildings. Maintains suitable working conditions and ensures timely replacement of equipment as required.
5 - 4	Gerry Brewer Furniture & Equipment	Engineering: Facilities	25,889	24,073	26,798	25,435	25,435	127,630	Funding to enable the replacement / purchase of furniture and equipment in the Gerry Brewer building. Maintains suitable working conditions and ensures timely replacement of equipment as required.
5 - 4	Gerry Brewer Furniture & Equipment	Engineering: Facilities	31,111	28,927	32,202	30,565	30,565	153,370	
5 - 5	Survey Instrument Replacement	Engineering: Equipment	60,000	-	-	-	-	60,000	Replace survey equipment, data collector, and related equipment, warranties, and software for CNV's survey team.
5 - 6	Library Furniture Renewal	Library	33,000	77,000	67,000	28,000	46,000	251,000	The Library facility contains over 300 seats and receives over 1,400 visitors daily. After years of daily use, furniture like public seating, desks and tables is showing wear and tear and needs to be repaired, refurbished or replaced.
5 - 7	Automated Materials Handling, RFID and Self-Service System Replacements	Library	71,710	35,000	25,000	25,000	59,000	215,710	Replace end-of-life automated materials handling, radio frequency identification (RFID) and self-service system components, including the automated sorting machine, sort bins, RFID security gates, RFID antennae, self-service checkouts and self-service payment stations.
5 - 8	NVRC Recreation Program Equipment	NVRC	405,000	275,000	90,000	130,000	100,000	1,000,000	Program equipment such as weight room, sports & recreation equipment, activity room furnishings & equipment, theatre performance equipment for Centennial Theatre and John Braithwaite Community Centre. The ice resurfer at Harry Jerome CRC is at the end of its useful life and a replacement will need to be ordered in time for the opening of the new centre. A portion of fitness centre equipment at HJCRC and John Braithwaite CC is replaced each year to ensure safe and reliable equipment for program participation.
<b>Total Funding Requested</b>			<b>789,710</b>	<b>745,000</b>	<b>358,000</b>	<b>351,000</b>	<b>373,000</b>	<b>2,616,710</b>	
<b>Total Contributions</b>			<b>31,111</b>	<b>50,757</b>	<b>32,202</b>	<b>30,565</b>	<b>30,565</b>	<b>175,200</b>	
<b>Net Funding Requested</b>			<b>758,599</b>	<b>694,243</b>	<b>325,798</b>	<b>320,435</b>	<b>342,435</b>	<b>2,441,510</b>	

Base Program
New Initiative
Dedicated Funds
External Contribution



## 2024 - 2028 CAPITAL PLAN

### INFORMATION TECHNOLOGY

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
6 - 1	IT Resourcing	Office of the CAO: Information Technology & Data	-	1,000,000	1,100,000	1,000,000	-	3,100,000	To provide resources for IT to deliver the required services to CNV to support Council's strategic priorities, Corporate Business Plan goals, and provide core services.
6 - 2	IT Master Plan	Office of the CAO: Information Technology & Data	-	100,000	96,500	60,000	-	256,500	To meet CNV's changing needs, an Information Technology (IT) Master Plan was developed by aligning internal stakeholder engagement and external leading practice research and analysis. This work begins implementation of that Plan.
6 - 3	Data Centre Infrastructure	Office of the CAO: Information Technology & Data	375,000	265,000	430,000	175,000	350,000	1,595,000	To maintain the City's data centre infrastructure and network. Maintenance includes storage, servers, switches, network security devices, and wireless access points. Upgrade and replacement of infrastructure items as part of a regular refresh program.
6 - 4	User Device Replacement	Office of the CAO: Information Technology & Data	220,500	220,500	220,500	220,500	220,500	1,102,500	Planned replacement of desktop computers, laptops, and tablets. Upgrade and replacement of items as part of a regular refresh program.
6 - 5	Fibre Infrastructure	Office of the CAO: Information Technology & Data	50,000	50,000	50,000	50,000	50,000	250,000	To maintain CNV's existing fibre infrastructure that interconnects City buildings with CNV services while also growing that infrastructure as the City grows.
6 - 6	Microsoft Cloud Services	Office of the CAO: Information Technology & Data	155,000	-	-	-	-	155,000	This funding is for contracted services to assist with leveraging applications available through the new Microsoft licensing agreement. This will allow for consolidation of applications, reduction in licensing costs and improvement in cyber security posture.
6 - 7	IT Service Management Software Replacement	Office of the CAO: Information Technology & Data	100,000	-	-	-	-	100,000	The IT service delivery application has reached the end of its lifecycle. This project is to review Information Service Management System needs, define a prioritization process for IT tickets and requests, and implement a modern system.
6 - 8	Land Data Administration	Office of the CAO: Information Technology & Data	250,000	250,000	-	-	-	500,000	This project is to continue updating CNV's end to end land management process. Land administration updates are required for parcels, properties, addresses, permits, licenses, and assets and will require significant changes to technology such as ERP and Asset Management Systems, GIS mapping services, and reporting services.
6 - 10	Council Agenda Management	Office of the CAO: Information Technology & Data	-	-	85,000	-	-	85,000	To implement a comprehensive agenda creation, distribution and digital signature software solution that will streamline and improve the current hard copy agenda and Council report and approval processes.
6 - 12	Enterprise Applications	Office of the CAO: Information Technology & Data	225,000	225,000	225,000	225,000	225,000	1,125,000	To continue modernizing and enhancing CNV's enterprise applications, enabling the enterprise applications to change with CNV needs. This work includes system upgrades, changes to use new features, new enhancements, installation and configuration, and may include the purchase of new modules.
6 - 14	Enterprise Resource Planning System Updates	Finance	-	2,750,000	1,500,000	-	-	4,250,000	This project aims to implement a new Enterprise Resource Planning (ERP) system. The system is used to track, record and report on all CNV's financial transactions and financial reports within an enterprise control framework. The existing ERP system was implemented approximately 20 years ago.
6 - 15	MONOVA IT Refresh	Museum & Archives	4,500	6,000	6,000	29,500	8,700	54,700	Scheduled replacement and enhancement of MONOVA IT equipment and supporting hardware to ensure that it is refreshed and modernized on a regular basis with technology that meets industry standards, works with hardware and software at all facilities and is compatible with expectations for service to the community. These funds are matched by DNV.
6 - 15	MONOVA IT Refresh	Museum & Archives	4,500	6,000	6,000	29,500	8,700	54,700	
6 - 16	Library Website Renewal	Library	10,000	5,000	5,000	25,000	7,500	52,500	Ongoing development of City Library's digital branch at nvcl.ca, which sees over 500,000 visits per year. Funding supports incorporation of new technology and critical security updates, integration of new library services into the digital space, and provision of a seamless and accessible user experience for library patrons of all ages and abilities.

## 2024 - 2028 CAPITAL PLAN

### INFORMATION TECHNOLOGY

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
6 - 17	Integrated Library System (ILS) Renewal	Library	-	8,000	16,000	-	-	24,000	System hardware and software upgrades and replacements to maintain and update the Integrated Library System that runs the bulk of the City Library's day-to-day cataloguing and circulation of library materials.
6 - 18	Library A/V, Multimedia & Instructional Systems Renewal	Library	18,000	29,700	45,000	26,000	39,400	158,100	Replace end-of-life A/V, multimedia and instructional systems in heavily-used community meeting rooms and public spaces. The Library's meeting and program rooms are used by residents, local businesses, and community organizations - playing host to approximately 500 community meetings and over 1,000 library programs each year, in addition to paid private bookings.
6 - 19	NVRC WI-FI Replacement	NVRC	-	-	-	-	35,000	35,000	NVRC installed public WIFI in all facilities in 2017. This project will allow NVRC to keep facility WIFI services current with supported technology.
6 - 20	NVRC Video Security System Replacement	NVRC	-	-	-	50,000	-	50,000	This project enables the maintenance and replacement of video security systems in public recreation and culture facilities as part of NVRC's commitment to providing safe community spaces. This funding will ensure compliance with current privacy standards and modern technology.
6 - 21	NVRC Recreation Software Development and Integration	NVRC	10,000	-	10,000	-	10,000	30,000	NVRC began using Perfect Mind as the recreation management software system in spring 2019. This system is utilized for program registration, space rentals and report generation and is critical for serving customers effectively and efficiently. This project will allow the integration of Perfect Mind with existing NVRC systems and processes to meet business needs and improve operational efficiency.
6 - 21	NVRC Recreation Software Development and Integration	NVRC	20,000	-	20,000	-	20,000	60,000	
6 - 22	NVRC Phone System Replacement	NVRC	60,000	-	-	-	-	60,000	NVRC is currently operating a Mitel VOIP phone system that is approaching end of support from the manufacturer. This system is scheduled for regular replacement to ensure stable, reliable phone service.
6 - 22	NVRC Phone System Replacement	NVRC	120,000	-	-	-	-	120,000	
6 - 23	NVRC Website Replacement	NVRC	-	120,000	-	-	-	120,000	NVRC's website is the main vehicle for residents to research recreation and culture information and to link with the program registration system. The current website no longer meets the needs of residents who now often use mobile devices to access the website rather than desktops. In addition to making it easier for users, the website needs to meet the latest accessibility standards and security requirements.
6 - 23	NVRC Website Replacement	NVRC	-	240,000	-	-	-	240,000	
6 - 24	NVRC Desktop computer hardware refresh	NVRC	21,000	21,000	21,000	21,000	21,000	105,000	Ongoing maintenance and replacement of desktop computer hardware including PC's, monitors, peripherals, printers etc.
6 - 25	NVRC Server Hardware Replacement	NVRC	10,000	-	-	15,000	-	25,000	NVRC currently relies on DNV IT systems for a portion of the organization's disaster recovery capacity, which is approaching end of life. This project will fund the continued maintenance and replacement of NVRC's stand alone capacity to recover in the event of a failure of IT systems.
6 - 25	NVRC Server Hardware Replacement	NVRC	20,000	-	-	30,000	-	50,000	
6 - 26	NVRC Installation of Streaming Technology at Centennial Theatre	NVRC	-	-	-	20,000	-	20,000	Installation of technology to enable Centennial Theatre to live stream events to remote audiences, which has been a request of numerous rental groups and would also be beneficial for NVRC sponsored events to increase reach and promote the theatre.
6 - 27	NVRC Facility A/V Systems Maintenance & Replacement	NVRC	-	-	10,000	-	-	10,000	Maintenance and replacement of aging Audio Visual (A/V) systems in NVRC facilities. These systems include: digital signage, projectors, tv's, speakers, microphones, and paging systems, which are important for facility rentals, promotion, programming, events and operation.
6 - 28	NVRC Network Hardware Replacement	NVRC	-	-	-	-	40,000	40,000	This project will provide ongoing funds to ensure critical technology infrastructure deployed at City recreation and culture facilities is kept up to date. Maintaining current networking equipment is key to providing a secure, reliable network to support phone and internet services.
6 - 28	NVRC Network Hardware Replacement	NVRC	-	-	-	-	80,000	80,000	

<b>Total Funding Requested</b>	<b>1,673,500</b>	<b>5,296,200</b>	<b>3,846,000</b>	<b>1,976,500</b>	<b>1,115,800</b>	<b>13,908,000</b>
<b>Total Contributions</b>	<b>164,500</b>	<b>246,000</b>	<b>26,000</b>	<b>59,500</b>	<b>108,700</b>	<b>604,700</b>
<b>Net Funding Requested</b>	<b>1,509,000</b>	<b>5,050,200</b>	<b>3,820,000</b>	<b>1,917,000</b>	<b>1,007,100</b>	<b>13,303,300</b>

## 2024 - 2028 CAPITAL PLAN

### ENGINEERING EQUIPMENT

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
7 - 1	Engineering, Parks and Environment Operations Vehicle/Equipment Replacement Program	Engineering: Equipment	935,000	964,000	820,000	1,383,000	803,000	4,905,000	Funding for the ongoing replacement of vehicles and equipment to ensure Engineering, Parks and Environment Operations has reliable vehicles and equipment to meet operational needs. In 2024, vehicles and equipment to be replaced include one 1/2 ton pickup and one 3/4 ton flat-bed trucks, three rubber tire backhoes, and one medium weight rubber tire tractor.
7 - 2	Replacement Hook-Lift Roll-Off Bins	Engineering: Equipment	70,000	-	-	-	-	70,000	CNV's Operations Fleet section has three hook-lift roll-off bins that, after approximately 13-15 years, have reached end of life. Two bins are required for receiving and transporting watering and salting equipment, parks materials, and event supplies. The third bin is required for receiving and transporting parks materials - most often leaves, or mulch. The bins are essential to delivering a number of City operating programs.
7 - 3	Replacement: Operations Centre Washbay Boiler and Pump	Engineering: Equipment	25,000	-	-	-	-	25,000	CNV's Operations Centre has an electric boiler and pump housed in the wash bay. After approximately fifteen years, this piece of equipment has reached end of life span. The boiler and pump heat water to be used in the wash bay power washers.
7 - 4	New Operations Electric Pool Vehicle and Charging Infrastructure	Engineering: Equipment	-	115,000	-	-	-	115,000	Provides the funding necessary for purchase of one additional electric pool vehicle and charging infrastructure. Operations pool vehicles are required to transport staff to visit sites, crews, projects, attend meetings (locally and regionally), and provide materials for engagement events. With staff driving personal vehicles less, this situation puts pressure on the one electric pool car.
7 - 5	Park Operations Supervisor Vehicle	Engineering: Equipment	80,000	-	-	-	-	80,000	To purchase a new electric vehicle for Parks Supervisor. This vehicle will be used to visit and inspect CNV sites in urban parks, trails, greenway systems and on developer delivered projects. Currently, the heavy duty combustion truck is being used on these site visits and, with the purchase of the new electric vehicle, the heavier duty combustion truck can be re-directed to the Park Operations Section to meet their increased demand within CNV's streetscapes and park system.
7 - 6	Electric Ride-on Mower	Engineering: Parks & Public	55,000	-	-	-	-	55,000	Purchase of a new electric ride-on mower to meet increased service demands while shifting away from combustion engines. Ride-on mowers are operated every weekday from April - October annually in variety of urban landscaping areas (parks, boulevards, sport fields, passive grass areas, etc...) and this fully electric version will support an overall reduction in GHGs, reduce noise output, and deliver the base service our community expects.
7 - 6	Electric Ride-on Mower	Engineering: Parks & Public	5,000	-	-	-	-	5,000	
<b>Total</b>			<b>1,170,000</b>	<b>1,079,000</b>	<b>820,000</b>	<b>1,383,000</b>	<b>803,000</b>	<b>5,255,000</b>	
<b>Total Funding Requested</b>			<b>1,170,000</b>	<b>1,079,000</b>	<b>820,000</b>	<b>1,383,000</b>	<b>803,000</b>	<b>5,255,000</b>	
<b>Total Contributions</b>			<b>5,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	
<b>Net Funding Requested</b>			<b>1,165,000</b>	<b>1,079,000</b>	<b>820,000</b>	<b>1,383,000</b>	<b>803,000</b>	<b>5,250,000</b>	

Base Program
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## 2024 - 2028 CAPITAL PLAN

### PUBLIC SAFETY

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
8 - 1	Fire Equipment Replacement Program	Public Safety: Fire Prevention & Public Safety	100,000	680,000	165,000	80,000	700,000	1,725,000	The project meets safety requirements to maintain a regular replacement cycle for critical structural firefighting protective equipment and to sustain a regular replacement cycle for critical hazardous materials and technical rescue equipment.
8 - 2	Public Safety Strategy	Public Safety: Fire Prevention & Public Safety	200,000	-	-	-	-	200,000	A Public Safety Strategy will support current efforts to develop and implement strategies that offer clear and updated directions and objectives to support the Official Community Plan (OCP) and the long-term vision for the City. This work will assist in defining and articulating expectations, guiding CNV's next decade of planning, and address public and community safety needs.
<b>Total Funding Requested</b>			<b>300,000</b>	<b>680,000</b>	<b>165,000</b>	<b>80,000</b>	<b>700,000</b>	<b>1,925,000</b>	
<b>Total Contributions</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Net Funding Requested</b>			<b>300,000</b>	<b>680,000</b>	<b>165,000</b>	<b>80,000</b>	<b>700,000</b>	<b>1,925,000</b>	

Base Program
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## 2024 - 2028 CAPITAL PLAN

### BLOCK FUNDING

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
9 - 1	Block Funding - Fire Equipment	Public Safety: Fire Prevention & Public Safety	50,000	50,000	50,000	50,000	50,000	250,000	Block funding is allocated for emergency/unplanned Fire Department expenses, aiming to aid the NVCFD in maintaining a safe and secure community while ensuring effective protection for homes and businesses. This funding will also support the NVCFD in responding to and recovering from emergencies and disasters.
9 - 2	Block Funding - M&A	Museum & Archives	10,000	10,000	10,000	10,000	10,000	50,000	Annual Block funding is used by Museum & Archives for purchasing or replacing minor capital assets such as exhibit, collections and programs equipment, technology, or specialized storage and display components used in the delivery of community programs, in the management and stewardship of the museum and archival collections, and in the public operations of the Museum & Archives. These funds are matched by DNV.
9 - 2	Block Funding - M&A	Museum & Archives	10,000	10,000	10,000	10,000	10,000	50,000	
9 - 3	Block Funding - Police Equipment	Public Safety: Police Support Services	22,710	22,710	22,710	22,710	22,710	113,550	Block funding is designated for emergency/unplanned Police Department expenses, intended to assist the RCMP in ensuring a safe and secure community, with a focus on effectively protecting homes and businesses.
9 - 3	Block Funding - Police Equipment	Public Safety: Police Support Services	27,290	27,290	27,290	27,290	27,290	136,450	
9 - 4	Block Funding - Library	Library	20,000	20,000	20,000	20,000	20,000	100,000	Block funding for maintenance and replacement of equipment and furnishings under \$10,000.
9 - 5	Block Funding - Planning & Development	Planning & Development	20,000	20,000	20,000	20,000	20,000	100,000	Construction administration (building codes, referenced standards, required equipment, etc.) is a constantly evolving process, adapting to - for example - new technologies, environmental sustainability efforts, and new opportunities for the support of healthy, accessible built environments. The provision of the block funding requested below supports the Development Services and Building Division's efforts to remain leaders in innovative construction administration.
9 - 6	Block Funding IT	Office of the CAO: Information Technology & Data	100,000	100,000	100,000	100,000	100,000	500,000	Annual IT spending required to support CNV's technology needs. This funding is for unplanned repairs and replacement of technology.
9 - 7	Block Funding - The Shipyards	Engineering: Parks & Public Spaces - Shipyards & Waterfront	35,000	35,000	35,000	35,000	35,000	175,000	Block Funding to acquire capital items under \$10,000 for The Shipyards (Shipyards Commons, Cates Deck, Shipbuilders' Square, St. Roch Dock and Burrard Dry Dock Pier).
9 - 8	Block Funding - Transportation	Engineering: Infrastructure Planning - Traffic	30,000	30,000	30,000	30,000	30,000	150,000	Block funding is a capital account 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, minor street and signal system improvements.
9 - 9	Block Funding - Engineering Equipment	Engineering: Equipment	50,000	50,000	50,000	50,000	50,000	250,000	Block funding for unplanned Engineering Operations Equipment expenses.
9 - 10	Block Funding - Parks Infrastructure	Engineering: Parks & Public Spaces	100,000	100,000	100,000	100,000	100,000	500,000	Since 2005, Parks Infrastructure Block Funding has supported a variety of small scale park infrastructure upgrades with individual project values of less than \$10,000, and provides staff with the resources to respond immediately to time-sensitive, smaller infrastructure replacement issues, in order to ensure public safety and maintain levels of service.
9 - 11	Block Funding - Gerry Brewer Building	Engineering: Facilities	29,413	29,413	29,413	29,413	29,413	147,065	Block funding to acquire / undertake capital items and projects under \$10,000 for the Gerry Brewer Building. Costs are shared with DNV.
9 - 11	Block Funding - Gerry Brewer Building	Engineering: Facilities	35,595	35,595	35,595	35,595	35,595	177,977	

## 2024 - 2028 CAPITAL PLAN

### BLOCK FUNDING

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
9 - 12	Block Funding - Non-City Used Buildings	Engineering: Facilities	100,000	100,000	100,000	100,000	100,000	500,000	Block funding to acquire / undertake capital items and projects under \$10,000 for Non CNV-Used properties (i.e. rental properties, Presentation House Theatre, holding properties, etc...).
9 - 13	Block Funding - City Used Buildings	Engineering: Facilities	100,000	100,000	100,000	100,000	100,000	500,000	Block funding to acquire / undertake capital items and projects under \$10,000 for CNV-Used properties (i.e. City Hall, Fire Hall, Shipyards Office, Operations Centre).
9 - 14	NVRC - Block Funding for Minor Capital Projects	NVRC	50,000	50,000	60,000	60,000	60,000	280,000	Block funding for minor capital projects under \$10,000
9 - 15	NVRC Emergency Capital Replacement Fund	NVRC	40,000	40,000	40,000	50,000	50,000	220,000	Replacement or major repairs of critical building systems due to surprise failures or unforeseen circumstances.
9 - 16	Block Funding - Bylaws	Public Safety: Bylaws	10,000	10,000	10,000	10,000	10,000	50,000	Block funding for emergency/unplanned Bylaw expenses.
<b>Total Funding Requested</b>			<b>840,008</b>	<b>840,008</b>	<b>850,008</b>	<b>860,008</b>	<b>860,008</b>	<b>4,250,042</b>	
<b>Total Contributions</b>			<b>72,885</b>	<b>72,885</b>	<b>72,885</b>	<b>72,885</b>	<b>72,885</b>	<b>364,427</b>	
<b>Net Funding Requested</b>			<b>767,123</b>	<b>767,123</b>	<b>777,123</b>	<b>787,123</b>	<b>787,123</b>	<b>3,885,615</b>	

Base Program
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## 2024 - 2028 CAPITAL PLAN

### STUDIES AND OTHER PROJECTS

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
10 - 01	North Shore Connects Transportation Leadership Committee	Planning & Development: Transportation	210,000	210,000	210,000	150,000	75,000	855,000	This project supports both the operation of North Shore Connects, in partnership with the other North Shore municipalities. In addition, monies will also facilitate study work related to rapid transit, including but not limited to, future alignment, corridor analysis and associated infrastructure work design.
10 - 02	Micromobility Services Planning and Coordination	Planning & Development: Transportation	50,000	50,000	-	-	-	100,000	This project will support dedicated staff resources and supplementary consultant services to develop and deliver guidelines, regulations and pilots for new and emerging personal, shared, or commercial mobility services and devices (e.g., e-scooters, e-bikes, ridehailing, micro cargo delivery vehicles, driverless vehicles) in coordination with DWV and DNV.
10 - 03	Heritage Reserve Fund	Planning & Development	89,559	-	-	-	-	89,559	Funding for possible heritage projects will directly maintain or promote the heritage characteristics of the City. This includes anticipated work around updating the City's heritage program website to include information around the City's commitment towards Indigenous Reconciliation.
10 - 04	Climate and Environment Strategy Implementation	Planning & Development: Environmental Sustainability	-	-	-	250,000	250,000	500,000	The Climate and Environment Strategy (CES) Implementation project will consist of CES finalization and implementation of high priority actions to reduce carbon pollution, improve resiliency, protect and enhance the City's natural systems and demonstrate leadership in corporate facilities and operations. Projects funded include, Streamside Development Guidelines Update and Electric Vehicle charging facilities for multi-unit housing grant.
10 - 04	Climate and Environment Strategy Implementation	Planning & Development: Environmental Sustainability	250,000	250,000	250,000	-	-	750,000	
10 - 05	Action on Homelessness	Planning & Development	80,000	-	-	-	-	80,000	This work aims to provide policy, advocacy, and supports for people who are or are at risk of being unhoused, and those experiencing various forms or conditions of poverty. This includes policy work, such as the North Shore Homelessness Action Initiative protocols, enhanced community services (such as the enhanced shower program), and the Solutions Navigators Program. This work will seek to continue these programs and services in the short term, while looking for opportunities to support them as longer term programs through other funding mechanisms or opportunities.
10 - 06	Future Child Care Facilities	Planning & Development	3,500,000	-	-	-	-	3,500,000	Provision of future child care in Cloverly school.
10 - 08	Legislative Requirements, Zoning Bylaw, and OCP Alignment	Planning & Development	250,000	400,000	-	-	-	650,000	To conduct a focused review of the Official Community Plan to incorporate the required changes related to the new legislation introduced by the Province. The project will also include development and incorporation of Sustainable Development Guidelines as part of the OCP and Zoning Updates.
10 - 09	Land Use, Long Range Studies and Neighbourhood Structure Plans	Planning & Development	40,000	150,000	-	200,000	-	390,000	To support the completion of special studies, neighbourhood or structure plans, corridor plans, land use studies and site plans. In 2024, the monies will assist in preparing land use and site provisions for the Alder Street Lands area. In 2025, upon completion of the ICBC site analysis these funds will assist in preparing a wider Waterfront Neighbourhood Plan and Transit Oriented Area. In future years this would include areas and/or plans, such as the Western Precinct Plan, Queensbury Special Study Area, Westview Special Study Area and/or other land use studies in response to emerging needs and issues.
10 - 10	Waterfront Neighbourhood Plan - ICBC Site	Planning & Development	50,000	-	-	-	-	50,000	Undertake analysis and site evaluation of the ICBC site. This project will also prepare potential development opportunities and site designs. The outcomes will inform possible land use/design amendments for the subject site and will assist in the preparation of a future Waterfront Neighbourhood Plan.
10 - 11	Provision for Resources to Deliver Housing Initiatives	Planning & Development	815,000	-	-	-	-	815,000	Staff resources to ensure prudent financial management for senior government funding. Pre-zoning Opportunities, Legislative Infill Changes, Parking and Curbside management, Supporting Non-Market and Market Housing Supply and Delivery projects.
10 - 12	Communications: Project and Communications Support	Office of the Deputy CAO: Communication & Engagement	32,000	95,000	71,000	-	-	198,000	This project provides delivery of communications support, including marketing and promotion for the City, communications and engagement support, graphics, social media, and website and digital communications backup.
10 - 13	Community Engagement Framework	Office of the Deputy CAO: Communication & Engagement	135,000	-	-	-	-	135,000	Staff request for additional funding to support the continued development of the CNV's Community Engagement Framework, which will set the standard for how staff seek, consider and include community input into policy, programs and service delivery. Funding will enable a more fulsome approach to community input through the development stage by adding in-person/online resident input opportunities, additional workshops with equity-seeking individuals and groups, youth engagement plan, intercept surveys and increased education and communication efforts.

## 2024 - 2028 CAPITAL PLAN

### STUDIES AND OTHER PROJECTS

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
10 - 14	Strategic & Corporate Planning	Office of the Deputy CAO: Strategic Initiatives	200,000	100,000	-	-	-	300,000	Continuation of the Strategic Plan and Corporate Business Plan processes including reporting, measurement, and integration into financial planning.
10 - 15	Indigenous Relations Initiatives	Office of the CAO	150,000	-	-	-	-	150,000	Development and implementation of initiatives to advance Reconciliation that will support CNV's relationships with Squamish and Tsleil-Waututh Nations, as well as urban Indigenous Peoples. This work will include training, Council to Council forums, and consulting services.
10 - 16	Privacy Management Training and Resources	Office of the Deputy CAO: Legislative Services	75,000	20,000	20,000	-	-	115,000	To develop a formal corporate privacy management program to ensure CNV is equipped to manage and protect personal information. The program is required to maintain compliance with the Freedom of Information and Protection of Privacy Act.
10 - 18	People & Culture Framework	People and Culture	-	75,000	-	-	-	75,000	Development of a five year People & Culture strategy, including a renewed set of organizational values, to support organizational renewal and strengthen the skills of the team to ensure the CNV is prepared to deliver on strategic priorities and annual People Planning activities
10 - 19	Library Book Bike Replacement	Library	-	12,000	-	-	-	12,000	Book bike replacement to for summer staffing to activate City spaces, parks, plazas and events with expanded Book Bike service delivery and community-based programming. Year 3 of a three-year pilot project.
10 - 20	City Library Strategic Planning	Library	35,000	-	-	-	-	35,000	This project will carry out research and community consultation and facilitate the development of a strategic plan for library services from 2025 onward. An in-depth assessment of needs and opportunities is necessary in order to ensure the library continues to evolve in response to changing needs and expectations and aligns with the community's, and Council's, priorities.
10 - 21	Summer Book Bike Staffing	Library	28,000	-	-	-	-	28,000	Temporary summer staffing to activate city spaces, parks, plazas and events with expanded Book Bike service delivery and community-based programming. Year 3 of a three-year pilot project.
10 - 22	Library shelving replacement	Library	-	42,700	-	-	-	42,700	Replacement of end-of-life library shelving
10 - 23	Waterfront Connections & Wayfinding	Engineering: Parks & Public Spaces	-	400,000	-	-	-	400,000	This project will fund a consultant team to develop a City Wayfinding Strategy starting with The Shipyards & Waterfront, including Lower Lonsdale and the Brewery District. Wayfinding will reinforce identity, connect places, modes of transportation and boost confidence to reduce dependence on cars. The feasibility study will inform the scope of the project with a phased approach including a: Wayfinding Audit and Best Practice, Stakeholder and Public Engagement, detailed design of map and sign product family followed by implementation.
10 - 24	The Shipyards Operational Plan And Business Model	Engineering: Parks & Public Spaces	300,000	-	-	-	-	300,000	The CNV has made significant strides in the development and rollout of The Shipyards precinct. To provide strategic direction for the balance of programmed events, rightsizing the commercial events and commercialization, defining the objectives for a place of community gathering and diverse cultural activities as well as evaluating the performance of the space as an economic driver for the surrounding neighbourhood. CNV requires the services of a consultant team with experience in developing a comprehensive public space plan including a recommendations for the operating and business model to guide the shipyards for the next few decades.
10 - 25	Placemaking in the City	Engineering: Parks & Public Spaces - Public Realm	-	125,000	135,000	175,000	185,000	620,000	This project is a comprehensive package to cover placemaking initiatives delivered through the Play CNV Program & includes costs associated with the activation and upkeep of short-term or experimental projects in the public realm. Areas of scope include: laneway murals and lighting installations, plaza & street pop-up engagement, street animation and programming, rotating parklets, street seat placements, urban gardens and piloting new events.
10 - 26	Open Streets Central Lonsdale - Activation and Maintenance	Engineering: Parks & Public Spaces - Public Realm	187,000	135,000	-	-	-	322,000	This project will support the year-round maintenance & activation demands of Open Streets, Central Lonsdale between the 1400-1800 blocks of Lonsdale Avenue. This project includes parklets, street seats, dedicated greenscape and decked areas. Work in 2024 will focus on refurbishing or replacing aging assets & accessibility improvements that unify the streetscape. Street activation will continue through placemaking, working with community & business to increase street vibrancy & draw visitors to the area.
10 - 27	CNV Community Programming	Engineering: Parks & Public Spaces	341,250	-	-	-	-	341,250	The aim of this funding is to secure section management to oversee staff and spearhead and execute activations within the City of North Vancouver (Shipyards + City-wide) with a centralized approach. Its primary goal is to develop a comprehensive Special Events & Festivals Policy for the City of North Vancouver. This policy will provide thoughtful consistent guidance for activations in collaboration with community groups, schools, organizations and others, all aimed at celebrating the unique cultural makeup of the City through the creation of special events and public space activation.

## 2024 - 2028 CAPITAL PLAN

### STUDIES AND OTHER PROJECTS

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
10 - 28	City Library Wayfinding and Signage Renewal	Engineering: Parks & Public Spaces	40,000	-	-	-	-	40,000	Current signage at City Library is incomplete, out-of-date and presents multiple barriers to access. People have difficulty locating the library from surrounding streets and sidewalks, and on arriving at the library have difficulty in navigating the space and finding the resources they need. This project will assess, design and implement improved directional and wayfinding signage for the library facility that meets or exceeds standards for accessibility and creates a sense of welcome and orientation for library users of all ages and abilities.
10 - 29	Living City Tree Program	Engineering: Infrastructure Planning - Streets	250,000	290,000	210,000	130,000	130,000	1,010,000	The program will plant trees on streets that currently have few or no street trees and parks as well as maintain them over a 2 year establishment period. This program will establish a base line study of street trees on Lonsdale in response to rapid decline in street tree health that has resulted in stunted tree growth, regular removal of failing trees and degradation of street character due to tree loss. Building on the study, new methodologies to provide supportive infrastructure conditions to promote long-term tree health will be established and piloted in prioritized areas.
10 - 29	Living City Tree Program	Engineering: Infrastructure Planning - Streets	5,000	5,000	5,000	5,000	5,000	25,000	
10 - 30	Project Management Process Improvement	Engineering: Infrastructure Planning - Streets	550,000	-	-	-	-	550,000	This project is to create internal capacity to develop best practices for project management and governance in the Engineering, Parks and Environment Department. Work will comprise of a systemic review of existing departmental project management practices, procedures, tools, and governance practices with the objective to identify opportunities for improvement and the development of consistent practices. The role will support project managers through adoption of new processes and share best practices with the broader organization.
10 - 31	Asset Management	Engineering: All other	500,000	-	-	-	-	500,000	Asset management plans for physical infrastructure, including pavements, bridges, Shipyards/waterfront, facilities, and parks.
10 - 32	Lonsdale Highway Overpass Mobility Improvements	Engineering: Infrastructure Planning - Traffic	200,000	-	-	-	-	200,000	This project will evaluate the Lonsdale Highway Overpass to identify opportunities to improve safety and accessibility for pedestrians traveling north and south across the highway. This work will be incorporated into the ongoing efforts to improve the east-west crossing north of the highway through the Upper Levels Greenway project.
10 - 33	Bike and Micromobility parking facilities	Engineering: Infrastructure Planning - Traffic	80,000	820,000	-	-	-	900,000	This project will complete a needs assessment to identify desirable locations and opportunity sites for upgradesto bicycle parking facilities throughout key destination areas. In 2024 project will study a range of enhanced bicycle parking facilities options to provide secure, high volume, high quality amenities. Following 2024 work, an implementation plan will be developed for delivery and maintenance of the new facilities.
10 - 34	CityStudio	Engineering: Parks & Public Spaces	50,000	-	-	-	-	50,000	Funding to continue the Capilano University and CNV CityStudio partnership for the next three years (2024-2026). CityStudio is an experimentation and innovation hub where Capilano University students, with the guidance from CNV staff and partners, develop projects that help make the City more vibrant, sustainable and healthy.
10 - 35	Vandalism	Engineering: Streets	40,000	40,000	-	-	-	80,000	From 2015-2018, Operations staff averaged an annual cost of \$65,545 to cover up, remove, or repair vandalism in our streetscapes and parks, From 2019- 2022, average annual costs have risen to \$126,375 and, in 2023, Operations estimates to have spent \$110,550 on these efforts. The annual cost of \$126,375 is approximately \$43,000 more than the 2023 budgeted amount. Vandalism most commonly includes graffiti on City property and parks (signs, buildings, sidewalks, traffic control boxes, playground equipment, etc.), but can also come in the form of broken or damaged City infrastructure. Operations responds immediately to vandalism that is crude, offensive, or poses a risk to public safety. Other vandalism is covered or made safe within one week and resolved within one month unless materials or supplies are delayed.
10 - 36	Multicultural Festival	Engineering: Parks & Public Spaces	30,000	175,000	-	-	-	205,000	Funding request to implement a multicultural festival in the City of North Vancouver. A multicultural task force was created to investigate and recommend a potential model for an annual, multi-day multicultural festival. CNV staff hired a cultural facilitator to help the committee with this process. The festival is to occur in 2025 in various locations in the City.
10 - 37	Facility Security	Engineering: Parks & Environment	225,000	-	-	-	-	225,000	CNV has opened the 13th street entrance to enable the public to access City Hall from Civic Plaza and access more areas of the building. With that, another security guard is needed during business hours.
10 - 38	Study of Highway No. 1 at Lonsdale	Engineering: Parks & Environment	150,000	-	-	-	-	150,000	To complete a high-level technical feasibility study to respond to the Council approved motion regarding a Land Bridge over Hwy 1. The first phase will examine the current state of infrastructure and create feasibility level options with Class 5 estimates for physical solutions for the Land Bridge concept. The second phase (to be led by Planning and Development/Real Estate) will build on phase 1 to complete a land use options plan with ROI. Both phases will be reported back to Council for review and further direction.
10 - 39	Tennis Feasibility Study	Engineering: Parks & Public Spaces	80,000	-	-	-	-	80,000	This study will evaluate existing tennis amenities in the City and will provide recommendations for potential replacement tennis facilities and programs. The study will involve an inventory and assessment of existing tennis amenities, data on current usage, distribution analysis, facility spatial and site considerations, cost analysis and service level recommendations. The study, paired with the Parks Comprehensive Plan, will provide an overall phased implementation plan to assist in a balanced approach to planning for outdoor sport and recreation facilities.

## 2024 - 2028 CAPITAL PLAN

### STUDIES AND OTHER PROJECTS

Ref #	Project Name	Department	2024	2025	2026	2027	2028	2024-2028	Description
10 - 40	NVRC Inclusion, Diversity, Equity & Accessibility (IDEA)	NVRC	51,000	51,000	-	-	-	102,000	Development and implementation of Phase 2 of NVRC's Inclusion, Diversity, Equity, and Accessibility (IDEA) Plan. This project scope will include NVRC's Accessibility Plan in compliance with requirements of the Accessible British Columbia Act.
10 - 40	NVRC Inclusion, Diversity, Equity & Accessibility (IDEA)	NVRC	99,000	99,000	-	-	-	198,000	
10 - 41	Aquatic Services Strategy	NVRC	25,000	-	-	-	-	25,000	The Aquatics Services Strategy will include a comprehensive review of existing programs, infrastructure and resourcing, and provide recommended actions to support diverse and changing community needs. The Strategy will: define the vision for aquatic facilities and services for North Vancouver Recreation & Culture; review allocations to support the equitable access to facilities and services for all residents; recommend staffing and lesson models, certification requirements and recruitment strategies, and ensure the efficient and effective use of resources
10 - 41	Aquatic Services Strategy	NVRC	50,000	-	-	-	-	50,000	
10 - 42	Public Art Civic Program	NVRC	85,000	85,000	85,000	85,000	85,000	425,000	The annual Civic Public Art Program provides for the inclusion of public art projects in coordination with civic engineering and parks capital projects each year. The resulting public artwork, builds upon the City owned art inventory in parks, municipal buildings, streets, plaza or other civic areas. Since inception the Civic Public Art Program has commissioned and completed 70 municipally funded public art projects, and facilitated the planning and delivery of 35 developer funded artworks.
10 - 43	Health Cluster Development	Finance	126,000	51,000	-	-	-	177,000	To develop a planned roadmap and identify outcomes and CNV benefits through the growth of a health cluster in the City. Identify investment attraction targets to increase economic and employment benefits from the growth of the health cluster in the City. Extensive consultation with health care ecosystem and stakeholders to develop collaborative cluster development plan
10 - 43	Health Cluster Development	Finance	35,000	-	-	-	-	35,000	
10 - 44	Business Service Support and Licencing Reforms	Finance	125,000	25,000	25,000	-	-	175,000	This project is to improve service delivery to the local business community and enable economic growth. It will deliver a suite of services that reform existing approaches, policies and level of service delivery as well as develop new approaches to deliver targeted services and improve overall CNV interactions and support of the local business community.
10 - 45	Strategic Economic Development	Finance	154,000	-	-	-	-	154,000	This project provides resources to begin and advance the implementation of the Economic Strategy. This includes cluster development focused on increasing visibility and economic benefit from Tourism and the development of a thoughtful, best-practices approach to commercial use and activation of the public realm including revenue generation.
10 - 46	Property Tax Structural Review	Finance	50,000	-	-	-	-	50,000	This project will review the status of the CNV's current property tax structure and provide options for Council consideration to improve the system. Due to the importance of property taxes to residents and businesses, it is prudent to periodically review the basis and structure of the levy and how it may be affecting the various classes of rate payers.
10 - 47	Lonsdale Great Street	Finance	1,640,000	-	-	-	-	1,640,000	This work will include the development of a complete design framework and commercial district plan, as well as deep community engagement within the neighbourhood and CNV. Work is anticipated to be ongoing for 3 years with leading external expertise and in-house project management and oversight, led by an inter-departmental steering committee and an integrated staff level working group.
10 - 48	Financing Growth Tools (DCC, ACC & Density Bonusing)	Finance	250,000	-	-	-	-	250,000	Funding to engage consultant support to update CNV's growth financing tools. Consultant would provide overall assistance with the project, including assisting with the development of capital spending plans and cost estimates, calculating rates, and leading stakeholder engagement activities.
10 - 49	OCC Staffing	Public Safety: Police Support Services	68,130	-	-	-	-	68,130	NV OCC can benefit from outsourced support to ensure continuity of critical public safety services. Additional resources to support project management and external consultation during a transition period of OCC services may be required. Work is co-funded by DNV.
10 - 49	OCC Staffing	Public Safety: Police Support Services	81,870	-	-	-	-	81,870	
<b>Total Funding Requested</b>			<b>11,857,809</b>	<b>3,705,700</b>	<b>1,011,000</b>	<b>995,000</b>	<b>730,000</b>	<b>18,299,509</b>	
<b>Total Contributions</b>			<b>520,870</b>	<b>354,000</b>	<b>255,000</b>	<b>5,000</b>	<b>5,000</b>	<b>1,139,870</b>	
<b>Net Funding Requested</b>			<b>11,336,939</b>	<b>3,351,700</b>	<b>756,000</b>	<b>990,000</b>	<b>725,000</b>	<b>17,159,639</b>	

Base Program
New Initiative
Dedicated Funds
External Contribution

## 2024-2028 Funding:

The projects in the Plan are expected to be financed from funds in existing reserves with balances at the beginning of 2023, new funds transferred to reserves, as well external grants, contributions and debt in past years. A significant portion of the reserve revenues expected to be generated in 2024-2028 are generated from the following sources:

- Contributions from the annual tax levy. Funding in 2024 is based on the 2024 tax levy. Future amounts are assumptions for planning purposes only and are based on amounts approved by Council in the past. In 2024, the recommended amount be transferred to capital projects equals to approximately 11% of total taxes.
- DCC/ CAC Revenues consistent with past trends.
- Interest on the reserve balances. The interest rate is forecasted on the basis of the rate of return on CNV's present investments, which are conservatively placed in fixed income vehicles and investment accounts managed by the Municipal Finance Authority as restricted by the Community Charter.
- Land sales, based on the estimated value of the land and the scheduled date of sale.
- The Harry Jerome Community Recreation Centre is initially being funded by a \$109 million Municipal Finance Authority loan approved in 2022. The North Shore Neighborhood House, Kings Mill Walk Park, and 1600 Easter Park projects are anticipated to be partially funded by a new \$59 million Municipal Finance Authority loan.

Draws from each of CNV's capital reserve funds is shown in the table below:

## 2024-2028 Capital Reserves

Capital Reserves	Opening	2024	2025	2026	2027	2028
<b>General Capital Reserve</b>	5.9 M	6.0 M	0.0 M	0.0 M	0.0 M	0.0 M
The General Capital Reserve is a non-statutory reserve that provides unrestricted funding for Capital Plan projects; as such it can be used to fund any capital project. The reserve is funded from various sources including transfers from operating, portions of the annual tax levy or annual surpluses.						
<b>Tax Sale Land Principal Reserve</b>	31.6 M	28.1 M	26.8 M	23.1 M	24.6 M	25.1 M
The Tax Sale Lands Fund is made up of the proceeds of sale of all lands sold by CNV which originally became CNV property through non-payment of taxes. Most of this land came to CNV in the 1930's, during the Great Depression. The balance in the Tax Sale Land reserve is used to invest in projects that have a prospective rate of return equal to or greater than CNV's benchmark rate of return; to invest in infrastructure and land management, in order to enhance marketability and increase the value of marketed lands, or to invest in the purchase of land assets to be held by CNV. A minimum balance of \$20 million is currently being maintained in this reserve as a "financial safety net."						
<b>Civic Amenity Reserve</b>	34.9 M	1.8 M	2.7 M	67.8 M	53.0 M	49.5 M
The Civic Amenity Reserve Fund is specifically dedicated to fund capital projects which will enhance the use and enjoyment of the City by members of the public, such as parks, recreation centers, libraries, plazas, and other community amenities. This reserve is funded by amenity contributions by developers and land sales that were not as a result of non-						
<b>Affordable Housing Reserve</b>	8.0 M	0.0 M	0.0 M	1.0 M	2.1 M	3.2 M
The Affordable Housing Reserve Fund was established in 1998 to support affordable housing and housing for those with special needs and respond to community-based initiatives related to the CNV's housing goals. Funds are intended for capital projects and land, including the extension or renewal of existing capital works, or finishes or fixtures relating to the provision of projects or units of affordable housing or housing for those with special needs as defined by CNV Policy, and consistent with CNV Housing Policy objectives.						
<b>DCC Reserves (Parks &amp; Transportation)</b>	20.4 M	16.3 M	6.9 M	8.6 M	10.4 M	12.7 M
DCC's in general are to be used to create capital works required due to growth, therefore the CNV plans to use these funds to provide park and transportation improvements in areas impacted by growth. The last CNV Development Cost Charge Review was performed in 2016, and is scheduled to be updated in 2024.						
<b>Growing Communities Reserve</b>	9.6 M	7.0 M	0.0 M	0.0 M	0.0 M	0.0 M
The principle objective of the GCF is to support communities that are increasing the local housing supply with funding to help them make new investments in community infrastructure and amenities.						
<b>Other Capital Reserves</b>	8.1 M	3.3 M	2.9 M	2.9 M	2.5 M	2.6 M
Other capital reserve funds of lesser balances include: Tax Sale Land Interest, Infrastructure, Lower Lonsdale Amenity, Marine Drive Amenity, Parking, Local Area Services, General Building, Justice Administration, Equipment Reserves (Engineering, Computer, General, Fire), Sustainable Transportation, Carbon Fund, Heritage, Environmental Stewardship Fund and Childcare Capital Improvements.						
<b>Total Capital Reserves</b>	<b>118.5 M</b>	<b>62.5 M</b>	<b>39.2 M</b>	<b>103.4 M</b>	<b>92.6 M</b>	<b>93.1 M</b>



## 2024-2028 Capital Plan Reductions Summary

Attachment #4

### Buidlings

Ref#	Project Name	Department	2024 Reduction	2024 Remaining	2024-2028 Reduction	2024-2028 Remaining	Explanation
2 - 11	John Braithwaite Community Centre	NVRC	(40,000)	130,000	(40,000)	310,000	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
2 - 12	Centennial Theatre	NVRC	(65,000)	215,000	(65,000)	3,415,000	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
2 - 13	Harry Jerome Community Recreation Centre - Block fund bridge until facility replacement	NVRC	(30,000)	120,000	(30,000)	220,000	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
Removed	Mickey McDougall Community Recreation Centre - Block fund bridge until facility replacement	NVRC	(5,000)	-	(5,000)	-	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
Removed	Flexible Meeting Pods	Library	-	-	(55,000)	-	Project to be removed and the need reassessed in a future year following Library Strategic Planning.
2 - 19	Outdoor Covered Space	EPE	(200,000)	-	-	200,000	Project deferred to enable time to explore grant options and review approach
2 - 20	Streetscape Access Control	EPE	(150,000)	-	-	150,000	Project to be deferred to 2025. Use of movable barricade to keep vehicles out of Wallace Mews can continue in the interim.
2 - 23	Reconfigure Gateway Welcome Desk, Atrium and Public Access	EPE	(181,000)	100,000	-	281,000	Project to be deferred to 2025 to align with staff capacity ot deliver and enable scope optimization.
2 - 24	Fire Hall Aparatus Floor Storage	EPE	(250,000)	-	-	250,000	Project to be deferred to 2025 to align with staff capacity to deliver.
			(921,000)	565,000	(195,000)	4,826,000	

### Streets and Transportation

Ref#	Project Name	Department	2024		2024-2028		Explanation
3 - 02	New Pedestrian Crossing Facilities	EPE	-	-	(300,000)	1,500,000	Project to be deferred to 2025 to align with staff capacity to deliver.
3 - 03	Mobility Network Implementation	EPE	(1,400,000)	3,662,000	(9,668,000)	32,531,000	Project delivery to be slowed to allow more community consultation and right size the construction program to community needs.
3 - 07	Mobility Data Collection and Monitoring	EPE	(100,000)	-	(260,000)	200,000	Project to be deferred to 2025 to align with staff capacity to deliver. Existing funds are available to ensure data is captured through 2024.
3 - 11	Foot of Lonsdale Streetscape Upgrade	EPE	(235,000)	-	-	1,135,000	Concept design to occur in 2024 using existing funds, detailed design and construction in 2025 and 2026 respectively, to align with staff capacity to deliver.
Removed	New Climate Adaptation and Environmental Improvements	EPE	(100,000)	-	(300,000)	-	Project to be removed to align with staff capacity to deliver. Work to implement the Climate and Environment Strategy and Resilient City Strategic Priority specifically budgeted in individual projects.
Removed	Street Lighting Central Management System	EPE	-	-	(100,000)	-	Project to be deferred to 2025 to align with staff capacity to deliver.
			(1,835,000)	3,662,000	(10,628,000)	35,366,000	

### Parks and Environment

Ref#	Project Name	Department	2024		2024-2028		Explanation
4 - 06	Dog Friendly City Action Items	EPE	(210,000)	-	-	210,000	Project to be deferred to 2025 to align with staff capacity to deliver.
4 - 07	New Public Washrooms	EPE	(50,000)	-	-	770,000	Design phase moved to 2025 to align better with previously anticipated construction phase in 2026-2028. Project start also deferred to 2025 to align with staff capacity to deliver.
Removed	Bewicke and Mosquito Creek Trail Public Realm	EPE	-	-	(600,000)	-	Project to be re-assessed once BC Hydro completes an adjacent/related project to determine if additional improvements are required.
Removed	Waterfront Park Comprehensive Plan & Implementation	EPE	-	-	(775,000)	-	Project need and timing to be reconsidered following City Wide Parks Comprehensive Plan Update.
Removed	Sunrise Park Comprehensive Plan	EPE	-	-	(300,000)	-	Project need and timing to be reconsidered following City Wide Parks Comprehensive Plan Update.
			(260,000)	-	(1,675,000)	980,000	

## 2024-2028 Capital Plan Reductions Summary

Attachment #4

### General Equipment

Ref#	Project Name	Department	2024	2024-2028	Explanation		
5 - 6	Library Furniture Renewal	Library	(14,000)	33,000	-	251,000	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
			(14,000)	33,000	-	251,000	

### Information Technology

Ref#	Project Name	Department	2024	2024-2028		Explanation	
6 - 14	Enterprise Resource Planning System Updates	Finance	(250,000)	-	-	4,250,000	Project funding deferred to 2025 to allow new CIO onboarding and align with staff capacity to deliver.
6 - 15	MONOVA IT Refresh	Museum	(10,000)	9,000	-	109,400	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
6 - 18	Library A/V, Multimedia & Instructional Systems Renewal	Library	(8,500)	18,000	-	158,100	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
6 - 26	NVRC Installation of Streaming Technology at Centennial Theatre	NVRC	(15,000)	-	(15,000)	20,000	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
			(283,500)	27,000	(15,000)	4,537,500	

### Studies and Other Projects

Ref#	Project Name	Department	2024 Reduction	2024 Remaining	2024-2028 Reduction	2024-2028 Remaining	Explanation
Removed	Construction Administration Fee Review	P & D	(100,000)	-	(100,000)	-	Priority of project to be reassessed/completed as part of 2024 Finance Department fee review
10 - 01	North Shore Connects Transportation Leadership Committee	P & D	(100,000)	210,000	-	855,000	\$150k of Project funding previously in 2024 distributed over 3 years, to align with expected timing of spends. No change to overall request.
Removed	Transportation Demand Management (TDM)	P & D	(30,000)	-	(30,000)	-	Project removed to align with staff capacity to deliver.
Removed	Sustainable Development Guidelines	P & D	(35,000)	-	(35,000)	-	Scope combined with Zoning Bylaw and OCP projects.
Removed	Community Wellbeing Strategy Implementation	P & D	(100,000)	-	(400,000)	-	Project to be removed to align with staff capacity to deliver. Work to implement the Community Well Being Strategy and City for People Strategic Priority now more specifically budgeted in individual projects.
Removed	Child Care Action Plan Implementation	P & D	-	-	(50,000)	-	Project to be removed to align with staff capacity to deliver. Outcomes are being delivered through other specific CNV projects.
10 - 09	Land Use, Long Range Studies and Neighbourhood Structure Plans	P & D	-	-	(50,000)	390,000	Project reduced as work for ICBC Site (\$50k) will be incorporated into the Water Front Neighbourhood Plan - ICBC site project (10-10)
10 - 10	Waterfront Neighbourhood Plan	P & D	(150,000)	50,000	(150,000)	50,000	Reduced to \$50K to align with staff capacity to deliver. Remaining funding of \$50k will be used for ICBC Site only.
10 - 11	Provision for Resources to Deliver Housing Initiatives	P & D	(1,685,000)	815,000	(1,685,000)	815,000	Provision reduced to include only that needed for known 2024 priorities: Parking & Curb Side - \$120K, Supporting Non-Market and Market Housing Supply and Delivery - \$145K, Leigslated Infill Changes - \$300K, Pre-Zoning Opportunities - \$250K. Project to be reassessed once additional information on new provincial housing legislation is available from the Province.
Removed	Issues Management Plan	Deputy CAO	-	-	(75,000)	-	Project removed to allow for new Senior Manager Communications onboarding and align with staff capacity to deliver.
10 - 14	Strategic & Corporate Planning	Deputy CAO	(100,000)	200,000	(100,000)	300,000	Project funding reduced as some scope relating to the Corporate Business Plan development now operationalized and being delivered by internal staff following org-redesign.
10 - 24	The Shipyards Operational Plan and Business Model	EPE	(100,000)	300,000	(100,000)	300,000	Project scope reduced to re-focus on program plan.
10 - 25	Placemaking in the City	EPE	(125,000)	-	(125,000)	620,000	Unused funding from prior years and advanced 2025-29 Financial Plan timing enable reduced 2024 request.
10 - 26	Open Streets Central Lonsdale - Activation and Maintenance	EPE	(43,000)	187,000	(43,000)	322,000	Existing funding to be utilized to decrease 2024 request.
Removed	Covered Bus Shelters	EPE	(50,000)	-	(70,000)	-	Project removed, but deliverables to be covered by Transit Improvement Plan (Project 3-9).

## 2024-2028 Capital Plan Reductions Summary

Attachment #4

10 - 33	Bike and Micromobility parking facilities	EPE	(820,000)	80,000	-	900,000	Design phase to commence in 2024, but implementation deferred to 2025 to align with staff capacity to deliver. Implementation funding can be reconsidered after design phase complete.
Removed	North Vancouver Arts & Culture Strategy	NVRC	(150,000)	-	(150,000)	-	Funds approved in prior years sufficient to reduce the 2024 request have been identified for realignment.
Removed	Business Outreach and Engagement	Finance	(30,000)	-	(60,000)	-	Economic Development division 2024 workplan re-focused on Adoption of the Economic Investment Strategy, Lonsdale Great St, Health Cluster and Modernizing the Business Licencing system.
10 - 54	Strategic Economic Development	Finance	77,000	154,000	-	154,000	No change in overall funding. Funding brought forward from 2025 to 2024 to cover anticipated 2024 contractual commitments to enable focus on the Adoption of the Economic Investment Strategy, Lonsdale Great St, Health Cluster and Modernizing the Project to be reassessed once additional information on new provincial housing legislation is available from the Province.
Removed	Financial Support for Senior Government Housing Initiatives	Finance	(235,642)	-	(235,642)	-	
			(3,776,642)	1,996,000	(3,458,642)	4,706,000	
All Other Projects and provisions			-	85,489,592	-	180,459,663	
<b>Total Reductions</b>			<b>(7,090,142)</b>	<b>91,772,592</b>	<b>(15,971,642)</b>	<b>231,126,163</b>	

### New Projects and Other Changes

Ref#	Project Name	Department	2024 Reduction	2024 Remaining	2024-2028 Reduction	2024-2028 Remaining	Explanation
2 - 15	NSNH Hub Phase 2 - Design & Construction	Deputy CAO	4,393,697	49,500,000	4,393,697	49,500,000	Project updated to match the revised budget assumed in the Council supported Loan Bylaw, which included additional contingencies given the level of design.
10 - 39	Tennis Feasibility Study (NEW PROJECT)	EPE	80,000	80,000	80,000	80,000	New project to respond to comments from Council on February 5, 2024.
			4,473,697	49,580,000	4,473,697	49,580,000	
<b>Net Changes</b>			<b>(2,616,445)</b>	<b>141,352,592</b>	<b>(11,497,945)</b>	<b>280,706,163</b>	




## 2024 DRAFT SHIPYARDS BUDGET

Programs	2023 Annual Budget (\$)	2024 Annual Budget (\$)	Variance 2023 to 2024 (\$)	Variance (%)	Notes
<b>SHIPYARDS REVENUES</b>					
Rent	779,840	920,000	140,160	17.97%	Rent revenues increased due to a boost from contractual shared profits with tenants and annual rent increments.
Parking and Filming Agreements	283,000	318,000	35,000	12.37%	Parking revenues rose as increased attendance led to a surge in demand for parking spaces.
Sale of Services	280,000	280,000	0	0.00%	
Other Revenues	10,000	55,000	45,000	450.00%	Sponsorship revenues and venue rents experienced a surge, driven by the growth of event organization and increased public participation in 2024.
Total Shipyards Revenue	1,352,840	1,573,000	220,160	16.27%	
City Contribution	903,900	928,040	24,140	2.67%	
<b>Total Shipyards Revenues</b>	<b>2,256,740</b>	<b>2,501,040</b>	<b>244,300</b>	<b>10.83%</b>	
<b>SHIPYARDS EXPENSES</b>					
Shipyards Admin	322,598	337,100	14,502	4.50%	
Events & Programming	341,342	399,000	57,658	16.89%	Additional expenditure due to improved public event quality, it also generates increased revenue through more sponsorships. The latest contract negotiation leads to higher wage obligations.
Marketing & Promotion	51,900	51,900	0	0.00%	
Ops & Maintenance	1,433,200	1,574,200	141,000	9.84%	This rise involves additional spending for both event operations and the necessary wages to ensure successful execution.
Site Hosts	107,700	138,840	31,140	28.91%	The increase seeks funding to increase Site Hosts, particularly for events like the Skate Plaza Season, enhancing community event support.
<b>Total Shipyards Expenses</b>	<b>2,256,740</b>	<b>2,501,040</b>	<b>244,300</b>	<b>10.83%</b>	

## 2024 Draft Cemetery Budget

Programs	2023 Annual Budget (\$)	2024 Annual Budget (\$)	Variance 2023 to 2024 (\$)	Variance (%)	Notes
<b>CEMETERY REVENUES</b>					
Cemetery Administration	547,371	570,314	22,943	4.19%	Increases in Cemetery fees approved in 2023 Fees & Charges Review and increased interest due to projected rates.
Filming Admin - Cemetery	27,050	27,050	0	0.00%	
<b>Total Cemetery Revenues</b>	<b>574,421</b>	<b>597,364</b>	<b>22,943</b>	<b>3.99%</b>	
<b>CEMETERY EXPENSES</b>					
Cemetery Operations	374,558	411,823	37,265	9.95%	Inflationary impacts on purchase of materials, contracted services and wages.
Cemetery Administration	199,863	185,541	(14,322)	-7.17%	Transfers to Cemetery capital reserves decreased to enable balanced budget.
<b>Total Cemetery Expenses</b>	<b>574,421</b>	<b>597,364</b>	<b>22,943</b>	<b>3.99%</b>	



 Department Manager	 Director	 CAO
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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: 2024 EARLY APPROPRIATIONS #2

Date: February 28, 2024 File No: 05-1705-30-0019/2024

*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 28, 2024, entitled "2024 Early Appropriations #2":

THAT (Funding Appropriation #2403) an amount of \$300,000 be appropriated from the General Capital Reserve for the purpose of funding the 2023-2027 Capital Plan;

THAT (Funding Appropriation #2404) an amount of \$100,000 be appropriated from the Fire Equipment Reserve for the purpose of funding the 2023-2027 Capital Plan;

AND THAT should any of the above amounts remain unexpended as at December 31, 2027, the unexpended balances shall be returned to the credit of the said reserves.

**ATTACHMENTS**

1. Project Descriptions and Funding Allocations (CityDoc [2476503](#))

**SUMMARY**

This report follows the updated 2024-2028 Financial Planning update presented to Council March 11, 2024 and provides details of projects where early appropriations are recommended.

## **DISCUSSION**

This report recommends that funds be appropriated so work can begin on some of the projects included in the Plan. These appropriations allow staff to take advantage of early project tendering and to respond to immediate needs. The attachment provide additional information regarding each project.

## **FINANCIAL IMPLICATIONS**

Sections 173(1) and 173(2) of the Community charter specifies that a municipality must not make an expenditure unless it is included in its Financial Plan for that year. Funding for the recommended expenditures is included in year 2024 of CNV's current 2023-2027 Financial Plan, and is included in the Draft 2024-2028 Financial Plan considered by Council March 11<sup>th</sup>, 2024.

Sufficient funding is available in the General Capital Reserve and the Fire Equipment Reserve for the recommended appropriations.

Appropriation is the final step in the funding of these projects and, if approved, will allow funds to be expended.

## **INTER-DEPARTMENTAL IMPLICATIONS**

The Financial Plan is a reflection of CNV's policies and the work plans of all CNV departments. Finance staff relied on their close working relationships with all departments in the development of this Report and its recommendations.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The projects in CNV's Financial Plans are consistent with the City's 2014 Official Community Plan and Council's Strategic Plan.

RESPECTFULLY SUBMITTED:



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Larry Sawrenko  
Chief Financial Officer



Ref #	Project Name	Dept	Lead	Total 2024 Project Amount	Early Appropriation Request	Remaining Balance	Description
Appropriation 2403 - General Capital Reserve							
9-4	Block Funding - Library	Library	Monique Liddle	20,000	20,000	-	Block funding for maintenance and replacement of equipment and furnishings under \$10,000.
10-15	Block Funding - NVRC	NVRC	Howard Kiang	50,000	50,000	-	Block funding for minor capital projects under \$10,000
10-16	NVRC Emergency Capital Replacement Fund	NVRC	Howard Kiang	40,000	30,000	10,000	Replacement or major repairs of critical building systems due to surprise failures or unforeseen circumstances.
11-01	Maintenance, Repair & Replacement - Memorial Community Recreation Centre	NVRC	Howard Kiang	15,000	15,000	-	Funding requirements for capital maintenance from 2024 to 2025 until new HJCRC is completed and open. Replacement or repair of building systems that fail due to unforeseen circumstances. All projects will be assessed for cost/benefit before work proceeds.
10-1	Block Funding - EPE - The Shipyards	EPE	Magda Kwaterska	35,000	35,000	-	Block Funding to acquire capital items under \$10,000 for The Shipyards (Shipyards Commons, Cates Deck, Shipbuilders' Square, St. Roch Dock and Burrard Dry Dock Pier).
11-10	Hemlock Looper Moth Tree Removal and Restoration	EPE	Derek Priestley	215,000	150,000	65,000	Mitigate risk to the public by way of prioritizing inspections, monitoring, scheduling removals, and replanting to ensure long term overall health of the City's urban forest.
Total Appropriation 2403 - General Capital Reserve				375,000	300,000	75,000	
Appropriation 2404 - Fire Reserve							
8-1	Fire Equipment Replacement Program	Public Safety	Greg Schalk	100,000	100,000	-	The project meets safety requirements to maintain a regular replacement cycle for critical structural firefighting protective equipment and to sustain a regular replacement cycle for critical hazardous materials and technical rescue equipment.
Total Appropriation 2404 - Fire Reserve				100,000	100,000	-	
Grand Total				475,000	400,000	75,000	

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

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Linden Mulleder, Planner 1

Subject: HOUSING AGREEMENT FOR 149 WEST 3<sup>RD</sup> STREET (ANTHEM  
SUNSHINE DEVELOPMENTS LTD.)

Date: February 28, 2024 File No: 08-3400-20-0022/1

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*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 28, 2024, entitled  
"Housing Agreement for 149 West 3<sup>rd</sup> Street (Anthem Sunshine Developments  
Ltd.):":

THAT "Housing Agreement Bylaw, 2024, No. 9018" (Anthem Sunshine  
Developments Ltd., 149 West 3<sup>rd</sup> Street, CD-744, Rental Housing Commitments)  
be considered.

**ATTACHMENTS**

1. Council Resolution of July 25, 2022 – Adoption of Zoning Amendment Bylaw No. 8894 for 149 West 3<sup>rd</sup> Street (CityDocs [2207291](#))
2. Report of the Planner 2, dated February 16, 2022, "Zoning Bylaw Amendment for 149 West 3<sup>rd</sup> Street (Anthem Sunshine Developments)" (CityDocs [2164876](#))
3. "Housing Agreement Bylaw, 2024, No. 9018" (Anthem Sunshine Developments Ltd., 149 West 3<sup>rd</sup> Street, CD-744, Rental Housing Commitments) (CityDocs [2465292](#))

**SUMMARY**

This report presents a Housing Agreement bylaw for a previously approved and adopted rezoning application for 149 West 3<sup>rd</sup> Street, in order to secure rental tenure for the residential units within the mixed-use building, which will be rented at market rates.

## BACKGROUND

Applicant:	Riaan De Beer, Anthem Sunshine Developments Ltd.
Architect:	Norm Chin, Architect, DYS Architecture
Official Community Plan Designation:	Mixed Use Level 3 (MU3)
Existing Zoning:	Comprehensive Development 744 Zone (CD-744)

The original rezoning application was approved by Council and the bylaws adopted on July 25, 2022. The approved design was for a 5-storey mixed-use building with 583.1 square metres of commercial space on the ground level and 57 residential units above, intended for strata ownership. The proposal included two levels of underground parking with 64 vehicle parking stalls for residential use and 12 vehicle parking stalls for commercial use.

## DISCUSSION

Since the original approval, the applicant is now proposing to change from strata ownership to rental tenure. As well, the applicant proposes to increase the number of residential units from 57 to 80, while keeping the building height and gross floor area exactly the same.

The City's zoning bylaw only requires a minimum parking ratio of 0.6 stalls per unit for rental tenure versus 1.05 stalls per unit for strata ownership. Therefore, by switching to rental and reducing the ratio of parking ratio, the applicant will be able to reduce the proportion of overall costs associated with parking provision. The commercial parking requirements will be unchanged.

In order to ensure that the development can remain compliant with the parking zoning in perpetuity, staff recommend that the rental tenure be secured through a Housing Agreement, which requires Council approval by bylaw. This form of agreement varies from the City's standard form of Housing Agreement because the rental dwelling units will all be rented at market rates. Community benefits were already secured during the previous rezoning process, which is explained later in this report.

There are some other minor proposed changes to the building design to accommodate the shift in tenure. However, all of these proposed changes will remain compliant with the adopted zoning and secured legal agreements, as previously approved by Council. It is common for large developments to have minor changes proposed after Council approval, as the development moves from the high-level rezoning process to the more detailed design in the building permit stage.



## PLANNING ANALYSIS

### Density Bonus and Community Benefits

The City's *Density Bonus and Community Benefits Policy*, in conjunction with the Official Community Plan, allows for density bonuses beyond 2.3 FSR in the Mixed Use Level 3 Land Use Designation, up to a maximum of 2.8 FSR.

Through the previous rezoning process, community benefits valued at approximately \$2.4 million were already secured, as outlined in Table 1 below.

**Table 1. Estimated Value of Community Benefits through Density Bonusing**

Density Value Calculation	Value
Density Bonus to 2.3 FSR / OCP Density (@ \$20 / sq. ft.)	\$471,904
Density Bonus to 2.8 FSR Max Bonus (@ \$140 / sq. ft.)	\$1,991,482
<b>Total Value of Community Benefits</b>	<b>\$2,464,386</b>

In addition to the items above, the following items were secured as a condition of the development:

- public art incorporated into the project with a value of \$85,000;
- a public access right-of-way through the project to provide a mid-block pedestrian connection;
- dedication of 3.048 metres along East 3<sup>rd</sup> Street for public realm improvement.

Since community benefits were already secured as per the City's *Density Bonus and Community Benefits Policy*, and no additional density is proposed, no further community benefits such as mid-market housing need be pursued.

## ADVISORY BODY INPUT

### Advisory Design Panel

The application was reviewed by the Advisory Design Panel during the previously approved rezoning application process on September 20, 2020. The Panel unanimously endorsed a resolution recommending approval of the project.

## COMMUNITY CONSULTATION

The application went through the City's standard process for community engagement during the previously approved rezoning process. Aside from the change in parking and the increase in units, both of which are consistent with the City's Zoning Bylaw, the development will be substantially the same. As there are no changes proposed to the City's zoning (i.e. an increase in height or density) there is no requirement for additional community consultation.

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## **FINANCIAL IMPLICATIONS**

As discussed under the Density Bonus and Community Benefits section, this application already generated approximately \$2.4M in Community Amenity Contribution (CAC) cash contribution, in addition to City requirements such as Development Cost Charges, public art and road dedication. There will be no further financial impact to the City as a result of this development.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The proposal to secure rental tenure for the residential units in the building complies with the goals and objectives of the Official Community Plan and Council's Strategic Plan to deliver housing that aligns with the needs established in the City's Housing Action Plan, and to expand the rental-housing stock.

## **CONCLUSION**

Staff recommend Council's approval of a Housing Agreement to secure rental tenure for the residential portion of the proposed development. This will allow the developer to provide the rental residential parking ratio for the proposed development, which staff support.

RESPECTFULLY SUBMITTED:



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Linden Mulleder  
Planner 1

**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON **MONDAY, JULY 25, 2022****

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**CONSENT AGENDA**

Moved by Councillor Bell, seconded by Councillor Back

THAT the recommendations listed within the "Consent Agenda" be approved.

**CARRIED UNANIMOUSLY**

**BYLAW – ADOPTION**

- \*3. Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8894" (Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, 149 West 3<sup>rd</sup> Street, CD-744)

Moved by Councillor Bell, seconded by Councillor Back

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8894" (Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, 149 West 3<sup>rd</sup> Street, CD-744) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 8894**

**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. 8894"** (Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, 149 West 3<sup>rd</sup> Street, CD-744).
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 CD-744 (Comprehensive Development 745 Zone):

<b>Lots</b>	<b>Block</b>	<b>D.L.</b>	<b>Plan</b>	
B	13	274	879	from CS-3

3. Part 11 of Division V: Comprehensive Development Regulations of Document "A" of "Zoning Bylaw, 1995, No. 6700" is hereby amended by:

- A. Adding the following section to Section 1100, thereof, after the designation "CD-743 Comprehensive Development 743 Zone":

"CD-744 Comprehensive Development 744 Zone"

- B. Adding the following to Section 1101, thereof, after the "CD-743 Comprehensive Development 743 Zone":

"CD-744 Comprehensive Development 744 Zone"

In the CD-744 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the C-2 Zone, except that:

- (1) The permitted Principal Uses on the Lot shall be limited to:

- (a) Retail-Service Group 1 Use;
- (b) Accessory Apartment Use subject to Section 607(1) of this Bylaw;
  - i. Accessory Home Occupation Use, subject to Section 507(6);
  - ii. Accessory Home Office Use, subject to Section 507(6);
- (c) Accessory Off-Street Parking Use;
- (d) Accessory Off-Street Loading Use;

(2) Gross Floor Area:

- (a) Combined and in total, shall not exceed 2.3 times the Lot Area;
- (b) Maximum Gross Floor Area may be further increased to a maximum of 2.8 times the Lot Area, as follows:

BASE DENSITY			
OCP Schedule 'A'		2.3 FSR	
ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL (BONUS) DENSITY	POLICY REFERENCE
Community Benefit Cash Contribution	Provision of an Amenity Share of \$2,464,386 for density increase	Maximum 974.3 sq.m. (10,487 sq.ft.) / 0.5 FSR	OCP section 2.2
TOTAL DENSITY		2.8 FSR	

(3) Lot Coverage of Principal Building shall not exceed a maximum of 74 percent;

(4) Height:

- (a) Building Height shall not exceed 16 metres (52.5 feet) as measured from average Building Grade of north Lot Line;
- (b) The following Height exceptions shall be permitted:
  - i. Mechanical rooms, ventilating machines, elevator over-runs, mechanical screening, architectural appurtenances, rooftop shared amenity spaces to a maximum of 37.3 square metres (402 square feet) and access to communal outdoor rooftop areas may be up to 5.5 metres (18.0 feet) in additional Height;

(5) Principal Building shall be sited a minimum of 3.48 metres (11.4 feet) from Rear Lot Lines;

(6) Section 607(1)(b) be varied to permit Accessory Apartment Use above the first Storey, and Accessory Apartment Use shall be permitted on the first Storey if dwelling units do not face the Front Lot Line;

(7) Section 611(6) "Building Width and Length" be waived.

READ a first time on the 28<sup>th</sup> day of March,  
2022.

READ a second time on the 28<sup>th</sup> day of March,  
2022.

READ a third time on the 28<sup>th</sup> day of March,  
2022.

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

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MAYOR

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CORPORATE OFFICER

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

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**BYLAW – FIRST, SECOND AND THIRD READINGS**

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8894” (Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, 149 West 3<sup>rd</sup> Street, CD-744)

Moved by Councillor Girard, seconded by Councillor Back

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8894” (Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, 149 West 3<sup>rd</sup> Street, CD-744) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Girard, seconded by Councillor Back

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8894” (Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, 149 West 3<sup>rd</sup> Street, CD-744) be given third reading.

**CARRIED UNANIMOUSLY**



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**PLANNING & DEVELOPMENT DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Emma Chow, Planner 2

Subject: ZONING BYLAW AMENDMENT FOR 149 WEST 3<sup>RD</sup> STREET (ANTHEM SUNSHINE DEVELOPMENTS)

Date: February 16, 2022 File No: 08-3400-20-0022/1

*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 "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 at 149 West 3<sup>rd</sup> 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.

**ATTACHMENTS**

1. Context Map (CityDocs [2143145](#))
2. Architectural Plans, dated February 3, 2022 (CityDocs [2144054](#))
3. Landscape Plans, dated February 3, 2022 (CityDocs [2144331](#))
4. Public Consultation Summary (CityDocs [2143213](#))
5. Sustainability Checklist (CityDocs [2143141](#))
6. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8894" (CityDocs [2144781](#))



## SUMMARY

This report presents, for Council consideration, a rezoning application for 149 West 3<sup>rd</sup> Street to permit a 5-storey mixed-use commercial and strata residential development.

## BACKGROUND

Applicant:	Alexander Wright, Anthem Sunshine Development Limited Partnership
Architect:	Steve McFarlane, McFarlane Biggar Architects + Designers Inc
Official Community Plan Designation:	Mixed Use Level 3 (MU3)
Existing Zoning:	CS-3 (Special Commercial)
Applicable Guidelines:	N/A

## DISCUSSION

### Site Context and Surrounding Use

The subject site is located in the Lower Lonsdale neighbourhood, on the south side of West 3<sup>rd</sup> Street between Chesterfield and Lonsdale avenues. The site is within close proximity to the shops, services and public transit of the Lonsdale corridor.

The site is approximately 53.3 metres (175 feet) wide by 36.5 metres (120 feet) deep and 1,948 square metres (20,973 square feet) in area. The site currently contains a 1-storey commercial building with four tenants: three restaurants and one grocery store.

The buildings and uses immediately surrounding the subject site are described in Table 1 below.

**Table 1. Surrounding Uses**

Direction	Address	Description	Zoning
North	116-160 W 1 <sup>st</sup> St; 310 Chesterfield Ave	2- to 7-storey mixed-used (ground floor commercial, residential above); 1-storey convenience store	CS-3; CD-508; CD-064-CD-345
South	120-170 W 2 <sup>nd</sup> St	5- to 28-storey apartment residential	LL-5; CD-344
East	125 W 1 <sup>st</sup> St	4-storey mixed-used (ground floor commercial, residential above);	CD-310
West	175 W 1 <sup>st</sup> St	5-storey mixed-used (ground floor commercial, residential above);	CD-681



## Policy Context

The site and surrounding areas to the north, east and west have an Official Community Plan (OCP) land use designation of Mixed Use Level 3, which allows for higher density multi-family and commercial uses to strengthen major arterials and corridors. The area to south of the site has a land use designation of Mixed Use Level 4A, which allows for high density development.

The OCP designation of the site allows for a density of up to 2.8 FSR and a maximum height of 16 metres (52.5 feet).

## Project Description

The proposal is for a 5-storey mixed-use building with commercial use at ground level and four levels of strata residential above. Parking access is provided off the rear lane. The following table provides an overview of the proposed development:

**Table 2: Development Proposal Overview**

Element	Proposal
Density	2.8 FSR
Commercial Space	Total of 583.1 square metres (6,276 square feet) or 0.3 FSR
Unit Mix	57 residential strata units, including: <ul style="list-style-type: none"><li>• 8 studio units;</li><li>• 20 one-bed units;</li><li>• 23 two-bed units; and</li><li>• 6 three-bed units (10.5%).</li></ul>
Adaptable Units	48 Level 2 adaptable units (84%)
Parking	Commercial – 12 vehicle spaces; 3 secure bicycle spaces Residential – 64 vehicle spaces; 202 secure bicycle spaces
Residential Amenity	Indoor – 100.5 square metres (1,082 square feet) Outdoor – 112.4 square metres (1,210 square feet)

The proposed amenities include a dog wash station and residential bike workshop on parking level 3, and gathering spaces and child play area on the rooftop. A public breezeway is also proposed to connect the West 3<sup>rd</sup> Street frontage with the rear laneway.

To allow the proposal, the amendment bylaw would vary the C-2 zone for increased density, height and lot coverage, as well as reduced rear setback.

**Table 3. Summary of Proposed Zoning Changes**

	<b>BASE C-2 ZONE</b>	<b>PROPOSED CD-744 ZONE</b>
<b>Permitted Principal Uses</b>	Various Commercial Uses	<ul style="list-style-type: none"> <li>• Retail-Service Group 1 Use</li> <li>• Accessory Apartment Use</li> <li>• Accessory Off-Street Parking Use</li> <li>• Accessory Off-Street Loading Use</li> </ul>
<b>Density Maximum</b>	2.3 FSR	2.8 FSR
<b>Lot Coverage Maximum</b>	70 percent	74 percent
<b>Height Maximum</b>	12.1 metres	16.0 metres
<b>Setbacks</b>	6.1metres (20 feet) from the Rear Lot Line	3.5 metres (11.4 feet) from the Rear Lot Lines
<b>Special Provisions</b>	Accessory Apartment Use shall be permitted only on a floor level above the second Storey	Accessory Apartment Use shall be permitted only on a floor level above the first Storey, and Accessory Apartment Use shall be permitted on the first Storey if dwelling units do not face the Front Lot Line
<b>Building Width &amp; Length</b>	Maximum 30.5 metres (100 feet) above second storey	(waived)

## PLANNING ANALYSIS

### *Policy Alignment*

The proposal is consistent with the OCP land use designation and within OCP height and density limits for the site. The rezoning application proposes an incremental increase in density and height compared to what is permitted on site as-of-right. Located within a block of the Lower Lonsdale corridor, the proposal is in alignment with a number of OCP goals and objectives to focus higher density residential and commercial uses within the Lonsdale Regional City Centre.

The proposed mix of unit types meets a key action of the *Housing Action Plan* to help support families by providing a minimum of 10% three-bedroom units. Also, 84% of proposed units meet Level 2 Adaptable Design, exceeding the *Zoning Bylaw* minimum requirement of 25%. The proposal addresses the Active Design Guidelines through provision of indoor and outdoor amenity spaces.

### *Building Setbacks*

The rear setback in the proposal is reduced by about 2.6 metres to accommodate townhome frontages along the lane. Landscaping and lane trees will be provided to help buffer the residential use from lane traffic. Across the lane is private open space for an adjacent high-rise residential development. This open space is separated from the lane by a fence and row of trees. The proposed setback reduction is expected to have minimal impact on neighbouring development.



### *Traffic and Parking*

A mini transportation study for the proposal showed that expected traffic generation would not have any material effect on operation of the existing street network. The proposed parking meets the minimum commercial requirement under the Zoning Bylaw and exceeds the residential requirement by four spaces. Proposed bicycle parking provision also exceeds minimum requirement with 202 residential secure bicycle spaces.

### *Infrastructure and Servicing*

The proposed mid-block pedestrian connection (the breezeway) has been designed to incorporate Crime Prevention Through Environmental Design (CPTED) measures to provide a safe and comfortable pedestrian mid-block connection. A 3.048 metre road dedication is also provided along the frontage, to support further public realm improvements along a critical east-west and transit corridor. Streetscape improvements will also be required, including lane trees and a double row of street trees.

### **Density Bonus and Community Benefits**

The City's *Density Bonus and Community Benefits Policy*, in conjunction with the Official Community Plan, allows for density bonuses beyond 2.3 FSR in the Mixed Use Level 3 land use designation, up to a maximum of 2.8 FSR.

The proposed project would include community benefits valued at approximately \$2.4 million dollars, as outlined in Table 4 below.

**Table 4. Estimated Value of Community Benefits through Density Bonusing**

Density Value Calculation	Value
Density Bonus to 2.3 FSR / OCP Density (@ \$25 / sq. ft.)	\$471,904
Density Bonus to 2.8 FSR Max Bonus (@ \$190 / sq. ft.)	\$1,991,482
<b>Total Value of Community Benefits</b>	<b>\$2,464,386</b>

The policy provides a number of community benefits options for projects seeking additional density and seeks to ensure the City receives value for additional density granted. The specific amenities and benefits included in the proposed project are described in Table 5 below and would be secured as conditions of receiving a density bonus should Council wish to proceed with the proposed project.

**Table 5. Community Benefits Summary**

Community Benefit	Value
<b>A. Cash Contributions</b>	
Contribution to Civic Amenity Reserve Fund (80%)	\$1,971,509
Contribution to Affordable Housing Reserve Fund (20%)	\$492,877

In addition to the items above, the following items will be secured as conditions of this development:

- public art incorporated into the project with a value of \$85,000;
- a public access right-of-way through the project to provide a mid-block pedestrian connection;

- dedication of 3.048 metres along E 3<sup>rd</sup> Street for public realm improvement.

## **Legal Agreements**

Should Council support this rezoning, the following legal agreements should be prepared prior to final adoption:

- Servicing Agreement
- Pedestrian Statutory Right-of-Way (for the breezeway)
- Road Dedication
- Community Good Neighbour Agreement
- Shoring, Crane Swing, and Staging License Agreement
- Flooding Covenant
- Community Energy Agreement

## **ADVISORY BODY INPUT**

### **Advisory Design Panel**

The application was revised by the Advisory Design Panel on September 20, 2020. The Panel unanimously endorsed the following resolution:

THAT the Advisory Design Panel has reviewed the Rezoning Application for 149 West 3<sup>rd</sup> Street and recommends approval of the project;

AND THAT the Panel commends the applicant for the quality of the proposal and their presentation.

Carried Unanimously

## **COMMUNITY CONSULTATION**

A virtual Developer Information Session was held on September 2, 2020 with 18 attendees. Four comment forms and one email were received; two in support, one in opposition and two did not specify support or opposition.

Overall, feedback expressed support for the renewal of commercial space, as well as the proposed mix of unit types and sizes.

The main concerns specified were:

- Safety and accessibility of the breezeway
- Potential loss of existing local retailers
- Potential for vacant storefronts in the new development
- Traffic congestion
- Potential noise from rooftop amenity space

A summary of the public consultation, as prepared by the applicant, is available in Attachment #3.



### Staff response

The breezeway has been designed with safety in mind – public art at the E 3<sup>rd</sup> Street entrance and lighting along the pathway. Given the slope of the site and design of the building, however, it is difficult to incorporate this walkway without stairs.

Regarding potential for retaining existing retailers, which are mostly restaurants, the proposed commercial space is not designed for restaurant use, as exhaust fans and additional piping will increase the ground floor height, which would make this proposal not OCP compliant. However, the new CRU spaces can accommodate coffee shops or other eateries where on-site cooking is not required. The applicant has stated they are confident in their ability to lease the commercial spaces upon building completion.

As stated in previous section of the report, staff do not anticipate this development, which complies with the OCP and parking requirements, to generate significant vehicle traffic to interrupt local circulation patterns.

Finally, the applicant has designed the roof top outdoor amenity space to be setback from the surroundings.

### **ENVIRONMENTAL SUSTAINABILITY**

The proposal addresses the OCP's Sustainable City Framework through natural systems, physical structure/infrastructure, local economy, human potential, social connections and cultural diversity.

The proposed landscaping will be primarily native species using water efficient irrigation system. Building construction aims to exceed Energy Step Code 3 and will incorporate heat recovery ventilators. This is in addition to connection to LEC. Outdoor urban agricultural plots are proposed to be in the rooftop amenity space.

### **PROCESS WHEN NO PUBLIC HEARING HELD**

Bill 26 - Municipal Affairs Statutes Amendment Act (No. 2), 2021, enacted in November 2021, included a change to the Local Government Act to provide that a local government is not required to hold a public hearing on a proposed zoning bylaw if the bylaw is consistent with the OCP. This replaced the former provision that allowed local governments to waive a public hearing. Local governments now have to make a positive decision to have a public hearing as opposed to deciding to waive a public hearing.

Given the proposal's consistency with the OCP, and feedback from the public during the consultation period, staff recommend that no public hearing be held for this application.

Should Council wish to refer the application to public hearing, the first active clause in the resolution should be amended to read:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021/2022, No. 8894 " (Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, 149 West 3rd Street, CD-744) be considered and referred to a Public Hearing;

## **FINANCIAL IMPLICATIONS**

As discussed under the Density Bonus and Community Benefits section, this application, if approved, would generate \$2,464,386 in Community Amenity Contribution (CAC) cash contribution, which is in addition to City requirements such as Development Cost Charges, public art and road dedication.

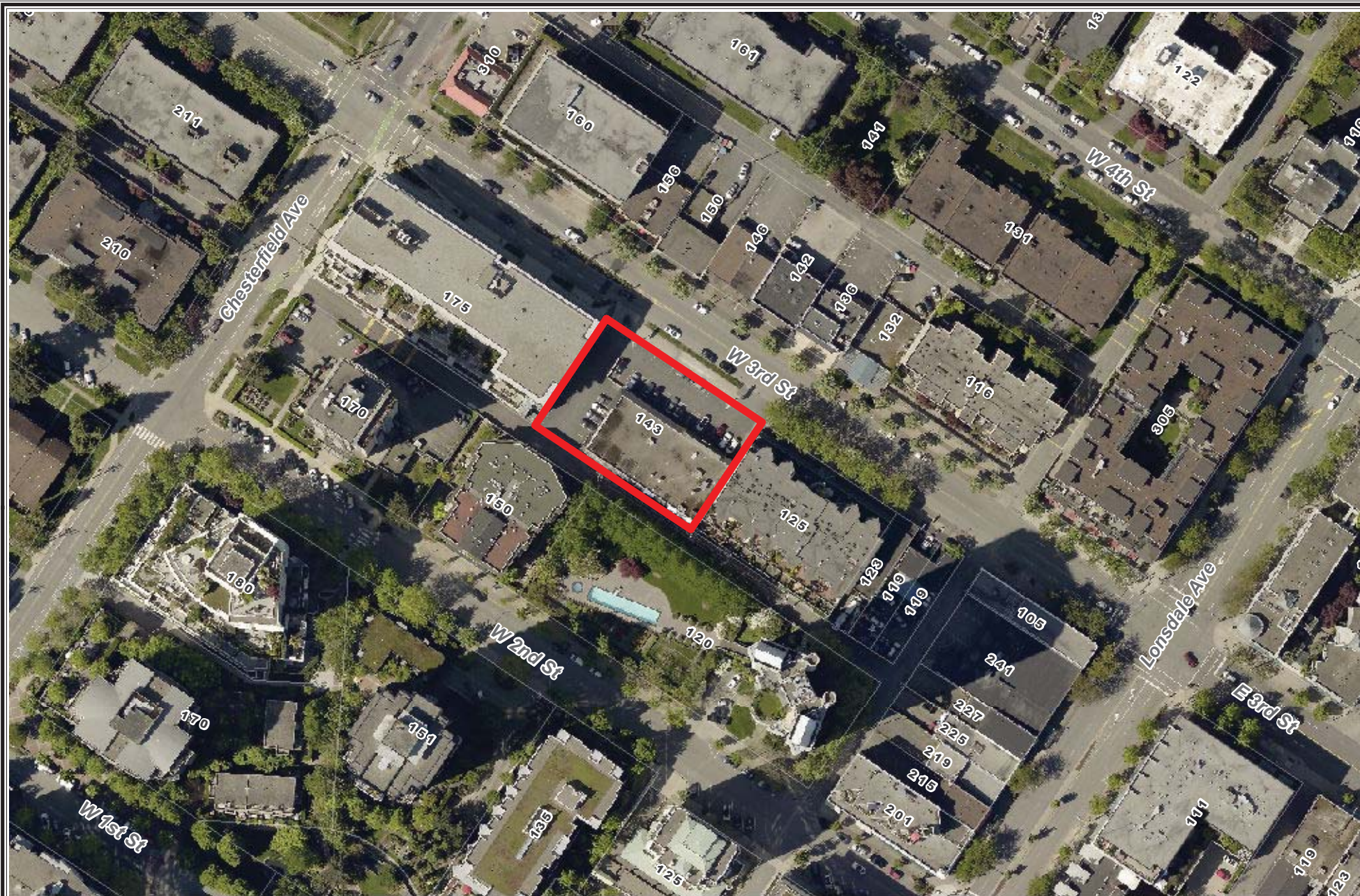
## **CONCLUSION**

This proposal is in alignment with goals and objectives of the OCP and Council Strategic Plan to provide employment generating uses, and to increase and diversify the residential housing stock within the Lonsdale Regional City Centre. The proposal will enhance the public realm with public art, streetscape improvements and a public breezeway. The proposal will also contribute funds to further support community amenities.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Emma Chow  
Planner 2









North Vancouver, BC

## PROJECT TEAM

DRAWING LIST

plotted: Feb 3, 2022 10:26:35 AM





02/03/2022 10:26:35 AM

omb office of mcfarlane biggar  
architects + designers

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Anthem  
149 West 3rd St  
2016-017

NOT FOR CONSTRUCTION Artistic Impression - Dusk View Southeast From Street

A001





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omb office of mcfarlane biggar  
architects + designers

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Anthem  
149 West 3rd St  
2016-011

NOT FOR CONSTRUCTION Artistic Impression - Daytime View Northwest From Lane

A002

PROJECT DEVELOPMENT DATA

PROJECT	CURRENT DESIGNATION / REGULATION	PROPOSED
5 Storey Mixed Use Residential with Commercial at Grade		
<b>LEGAL DESCRIPTION</b>		
Lot B Blocks 139 and 140 DL 274 Group 1 NWD Plan 879		
<b>OCF DESIGNATION</b>		
	Mixed Use Level 3	Mixed Use Level 3
<b>ZONING</b>		
	CS-3	CD (based on CD-481)

<b>LOT DATA</b>		
Lot Area (Gross Site Area)	20,973 sf	1,968 sm
Lot Frontage	174'-10 3/8"	53.30 m
Lot Depth	119'-11 1/8"	36.60 m

<b>SETBACKS &amp; HEIGHT</b>		
Front	3.048m (10') Road Dedication	3.048m (10') Road Dedication + 1.676m (5'-6") Front Setback
Side	8.596m (28')	3.48m (11' 5")
Height	N/A	N/A
	OCF: 16m; CS-3: 10.66m	16m to top of roof finish excluding any roof build up above 300mm

<b>SITE COVERAGE CALCULATIONS</b>		
Building Footprint Area	15,750 sf	1,463 sm
Lot Coverage Percentage <sup>1</sup>	70%	74%

NOTES:  
1. Canopies excluded from lot coverage calculation  
2. See diagram at top of page

FLOOR AREA RATIO (FSR) CALCULATION

MAXIMUM ALLOWABLE FSR	BUILDABLE AREA
Mixed Use Level 3	46,238 sf
	4,487 sm
	2014 City of North Vancouver OCP 2.1.2
	10,487 sf
	974 sm
	2014 City of North Vancouver OCP 2.2
TOTAL	58,724 sf
	5,458 sm
	Total Density

AREA STATS

RESIDENTIAL			SUMMARY OF RESIDENTIAL EXCLUSIONS										RETAIL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor	Parking / Bike Stop / Garbage + Recycle / Mech / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stor.	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%		Level	Total Retail Area Including Common Areas (Gross Area)	Total Exclusions by Floor (Ext Wall Thickness >165mm)
P-3	19144 sf	19144 sf	18656 sf										P-2		
P-2	19144 sf	19144 sf	19144 sf										P-1		
P-1	19134 sf	19134 sf	19134 sf	2138 sf	99 sf	0 sf							TH MID-LEVEL		
TH MID-LEVEL	2882 sf	80 sf	80 sf										LEVEL 1	7732 sf	2056 sf
LEVEL 1	7732 sf	2056 sf	1722 sf		807 sf	0 sf	49 sf	39 sf	1206 sf				LEVEL 2	1147 sf	771 sf
LEVEL 2	1147 sf	771 sf	1036 sf		0 sf	240 sf	155 sf	0 sf					LEVEL 3	12393 sf	1039 sf
LEVEL 3	12393 sf	1039 sf	1234 sf		0 sf	240 sf	155 sf	926 sf					LEVEL 4	12393 sf	1037 sf
LEVEL 4	12393 sf	1037 sf	1236 sf		0 sf	240 sf	155 sf	926 sf					LEVEL 5	12282 sf	1980 sf
LEVEL 5	12282 sf	1980 sf	1236 sf		0 sf	229 sf	185 sf	844 sf					ROOF	1849 sf	639 sf
ROOF	1849 sf	639 sf	237 sf		0 sf								TOTAL AREA (by use)	115951 sf	63539 sf
TOTAL AREA (by use)	115951 sf	63539 sf	54341 sf	2738 sf	1891 sf	887 sf	0 sf	980 sf	795 sf	3991 sf	1982 sf		TOTAL AREA (by use)	6282 sf	6 sf
Total Residential Area Minus Exclusions:			Total Retail Area Minus Exclusions (Net FSR)										Total Retail Area Minus Exclusions (Net FSR)		
			8276 sf												
Gross Site Area (for FSR Calculation)			Net Site Area (after dedication)										19179 sf		
20973 sf															
Retail FSR			0.39												
Residential FSR			2.59												
Total FSR			2.98												
Efficiency			80%												
Total Storages			0												

NOTES:  
1. Net FSR = Gross Area - Exclusions  
2. Efficiency = (Sustainable Area + Sustainable Area) / Buildable Area  
3. P-1, P-2, P-3 have been excluded from efficiency calculations  
4. Buildable Area = All above-grade conditioned space to outside face of cladding, excludes P1, P2 + P3  
5. Sustainable Area measured to inside face of exterior pane of glass and ceiling through wall assembly (to be further refined once facade design and window type confirmed)  
6. Roof decks excluded from calculations  
7. Total storages are as measured from 3rd Street (Ground Level - L1) and includes Rooftop Amenity Space

PARKING

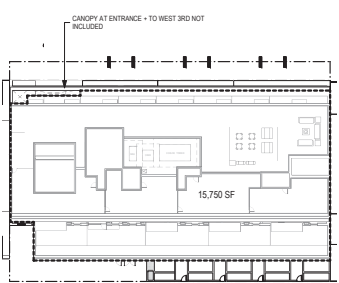
VEHICLE PARKING	REQUIRED	PROVIDED	VARIANCE	NOTES
<b>Commercial</b>				
Standard	11	11		
Small	0	0		906 (3)(a)(ii) - a maximum of 35% of the required Parking Spaces may be provided as small car parking spaces
Disabled	1	1		906 (1)(b) - 1 space per 25 required Parking Spaces, inclusive of total required
Total	12	12	0	906 (8) Fig. 9-3 - 1 space per 50 sm (538.2 sf) GFA (6276 sf CRU) 538.2 sf = 11.66 (12) commercial parking stalls
<b>Residential Visitor</b>				
Standard	5	4		
Small	0	1		906 (3)(a)(ii) - Maximum 35% required Parking Spaces
Disabled	1	1		906 (8)(e) - min. 1 space provided for use by visitors, inclusive of total required
Total	6	6	0	906 (7) - 0.1 spaces per Dwelling Unit, inclusive of total required (57 x 1 = 5.7 (6 stalls))
<b>Residential Secure</b>				
Standard	52	56		Includes spaces within townhouses
Small	0	0		
Disabled	2	2		906 (11) 0.038 Disability Parking Spaces for each Dwelling Unit (57 x 0.038 = 1.966 (2 stalls))
Total	54	58	4	906 (8) Fig. 9-3 - 1.05 spaces per Dwelling Unit, visitor parking included (57 x 1.05 = 59.85 (60 stalls))
<b>Residential Total</b>				
Standard	57	60		
Small	0	1		
Disabled	3	3		906 (11) 0.038 Disability Parking Spaces for each Dwelling Unit (57 x 0.038 = 1.966 (2 stalls))
Total	60	64	4	906 (8) Fig. 9-3 - 1.05 spaces per Dwelling Unit, visitor parking included
<b>Project Total</b>				
Standard	68	71		
Small	0	1		
Disabled	4	4		
Total	72	76	4	
<b>BICYCLE PARKING</b>				
<b>Commercial</b>				
Short term	6	6		10A-02 - 6 spaces per 1,000sm GFA
Secure	3	3		10A-02 - 1 space per 250sm GFA
Total	9	9		
<b>Residential</b>				
Short term	6	6		10A-02 - 30-50 units: 6 spaces
Secure (Horizontal)	96	202		10A-02 - 1.5 spaces per unit (see note 2)
Secure (Vertical)	0	0		
Total	102	208	116	
<b>TOTAL</b>				
	101	217		
<b>LOADING</b>				
Loading	2	1	-1	1901 (2) - 1 space per 1393.5 sm (15,000 sf) GFA

NOTES:  
1. Electric vehicle charging to be provided to all Residential Secure (S3) spaces and two Commercial spaces.  
2. Secure horizontal bicycle parking is provided through 96 double bike lockers at 4' x 6' and 2 triple bike lockers at 4' x 6'.  
3. An outlet for charging e-bikes will be provided for each bike space. For example a 4' x 6' double bike locker will have a double outlet capable of charging two bikes.

SUITE MIX

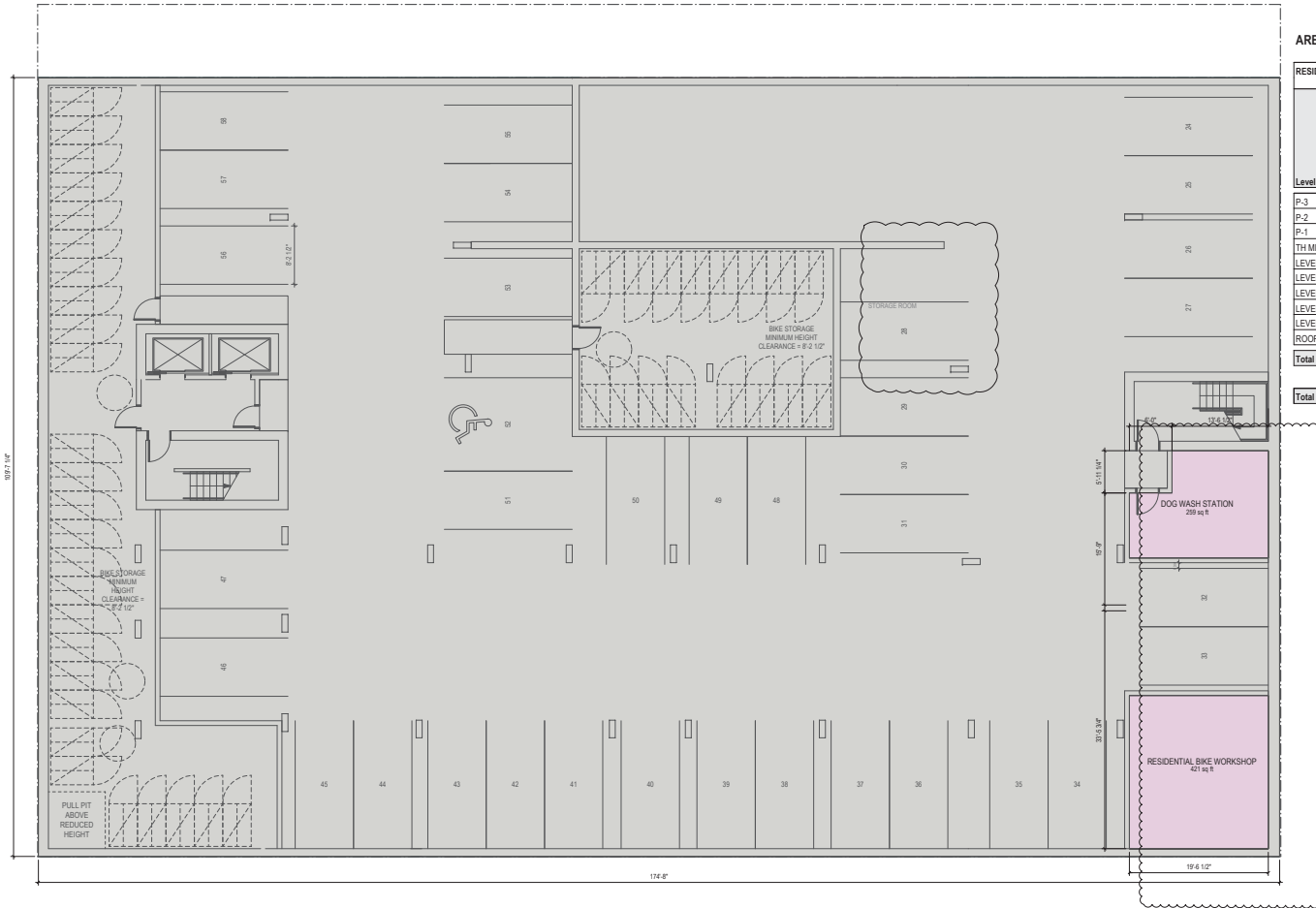
Type	TOWNHOME			STUDIO		1 BED		2 BED							Total #	Total # Adaptable Units
	TH1	TH2	TH3	151	152	181	182	281	282	283	284	285	286	287		
Size	1479 sf	1480 sf	1517 sf	684 sf	441 sf	976 sf	688 sf	825 sf	869 sf	976 sf	862 sf	957 sf	952 sf	763 sf	1280 sf	48 no.
Unit Counts	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Level 1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Level 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Level 3	0	0	0	1	1	0	0	1	1	1	1	1	1	1	1	1
Level 4	0	0	0	1	1	0	0	1	1	1	1	1	1	1	1	1
Level 5	0	0	0	1	1	0	0	1	1	1	1	1	1	1	1	1
Distribution	6%			14%		30%		39%							99	100%

NOTES:  
1. All units except Townhomes are Level 2 Adaptable Units and Studio Unit 152  
2. All 1 Bedroom units include 67% of total units



LOT COVERAGE AREA  
LOT COVERAGE AREA: 15,750 SQ FT  
EXTERNAL WALL THICKNESS >165mm: -184 SQ FT  
LOT COVERAGE AREA MINUS EXCLUSIONS: 15,566 SQ FT  
LOT AREA: 20,973 SQ FT  
LOT COVERAGE: 74.22%

1 Lot Coverage Plan  
1/32" = 1'-0"



# AREA STATS

RESIDENTIAL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor
P-3	19144 sf	19144 sf
P-2	19144 sf	19144 sf
P-1	16734 sf	16734 sf
TH MID-LEVEL	2852 sf	80 sf
LEVEL 1	7752 sf	2055 sf
LEVEL 2	11407 sf	771 sf
LEVEL 3	12393 sf	1695 sf
LEVEL 4	12393 sf	1697 sf
LEVEL 5	12282 sf	1580 sf
ROOF	1849 sf	639 sf
<b>Total Area (by use)</b>	<b>119951 sf</b>	<b>63539 sf</b>
<b>Total Residential Area Minus Exclusions:</b>		<b>52412 sf</b>

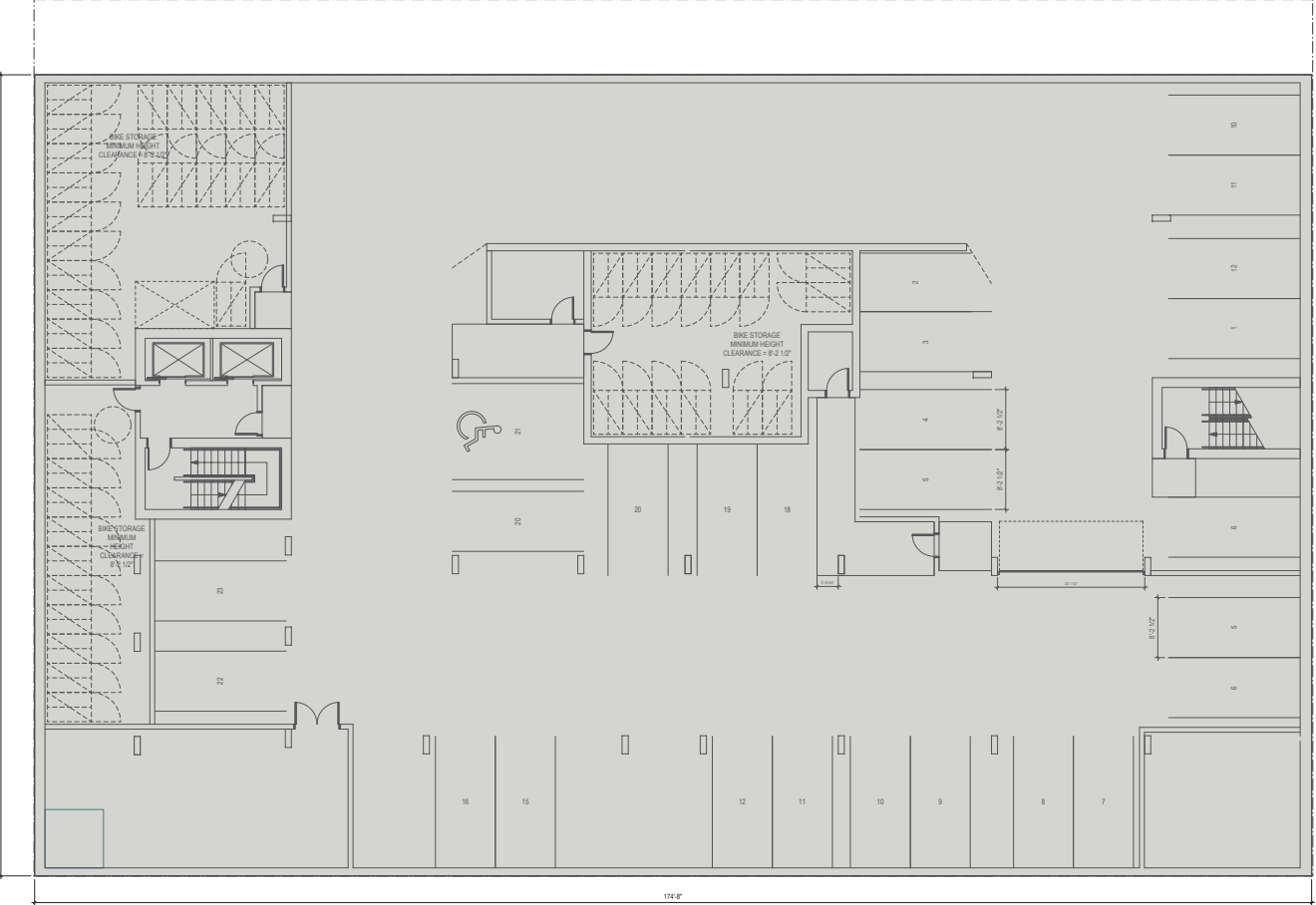
SUMMARY OF RESIDENTIAL EXCLUSIONS										
Parking / Bike Stg / Garbage + Recycle / Mech / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stair	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%		
19454 sf									680 sf	
19144 sf										
16733 sf	2738 sf	99 sf	0 sf							
		80 sf								
		172 sf	607 sf	0 sf	40 sf	30 sf	1205 sf			
		336 sf	0 sf	0 sf	240 sf	195 sf	0 sf			
		334 sf	0 sf	0 sf	240 sf	195 sf	925 sf			
		336 sf	0 sf	0 sf	240 sf	195 sf	925 sf			
		336 sf	0 sf	0 sf	220 sf	180 sf	844 sf			
		237 sf	0 sf						402 sf	
<b>54341 sf</b>	<b>2738 sf</b>	<b>1851 sf</b>	<b>607 sf</b>	<b>0 sf</b>	<b>980 sf</b>	<b>795 sf</b>	<b>3901 sf</b>	<b>1082 sf</b>		

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - P3 Floor Plan  
1/8" = 1'-0"

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AREA STATS

RESIDENTIAL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor
P-3	19144 sf	19144 sf
P-2	19144 sf	19144 sf
P-1	16734 sf	16734 sf
TH MID-LEVEL	2852 sf	80 sf
LEVEL 1	7752 sf	2056 sf
LEVEL 2	11407 sf	771 sf
LEVEL 3	12393 sf	1695 sf
LEVEL 4	12393 sf	1697 sf
LEVEL 5	12282 sf	1580 sf
ROOF	1849 sf	639 sf
Total Area (by use)	115951 sf	63539 sf

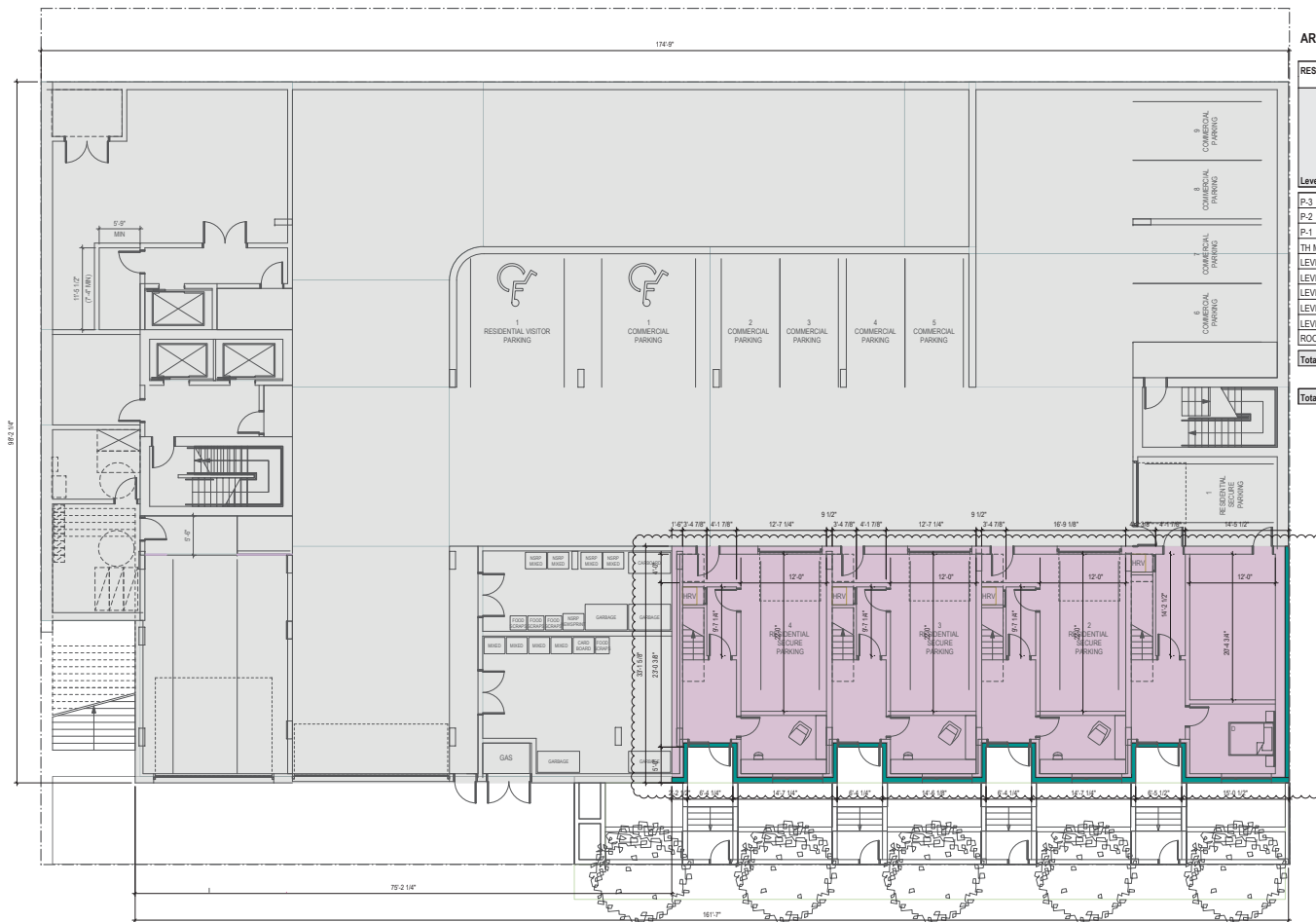
SUMMARY OF RESIDENTIAL EXCLUSIONS										
Parking / Bike Stg / Garbage + Recycle / Mech / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stair	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%		
18464 sf									680 sf	
19144 sf										
16733 sf	2738 sf	99 sf	0 sf							
		80 sf								
		172 sf	607 sf	0 sf	40 sf	30 sf	1206 sf			
		336 sf		0 sf	240 sf	195 sf	0 sf			
		334 sf		0 sf	240 sf	195 sf	826 sf			
		336 sf		0 sf	240 sf	195 sf	826 sf			
		336 sf		0 sf	220 sf	180 sf	844 sf			
		237 sf		0 sf					402 sf	
54341 sf	2738 sf	1851 sf	607 sf	0 sf	980 sf	795 sf	3981 sf	1082 sf		

Total Residential Area Minus Exclusions: 52412 sf

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - P2 Floor Plan  
1/8" = 1'-0"

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# AREA STATS

RESIDENTIAL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor
P-3	19144 sf	19144 sf
P-2	19144 sf	19144 sf
P-1	16734 sf	16734 sf
TH MID-LEVEL	2852 sf	80 sf
LEVEL 1	7752 sf	2056 sf
LEVEL 2	11407 sf	771 sf
LEVEL 3	12393 sf	1856 sf
LEVEL 4	12393 sf	1897 sf
LEVEL 5	12282 sf	1580 sf
ROOF	1849 sf	639 sf
<b>Total Area (by use)</b>	<b>119851 sf</b>	<b>63539 sf</b>

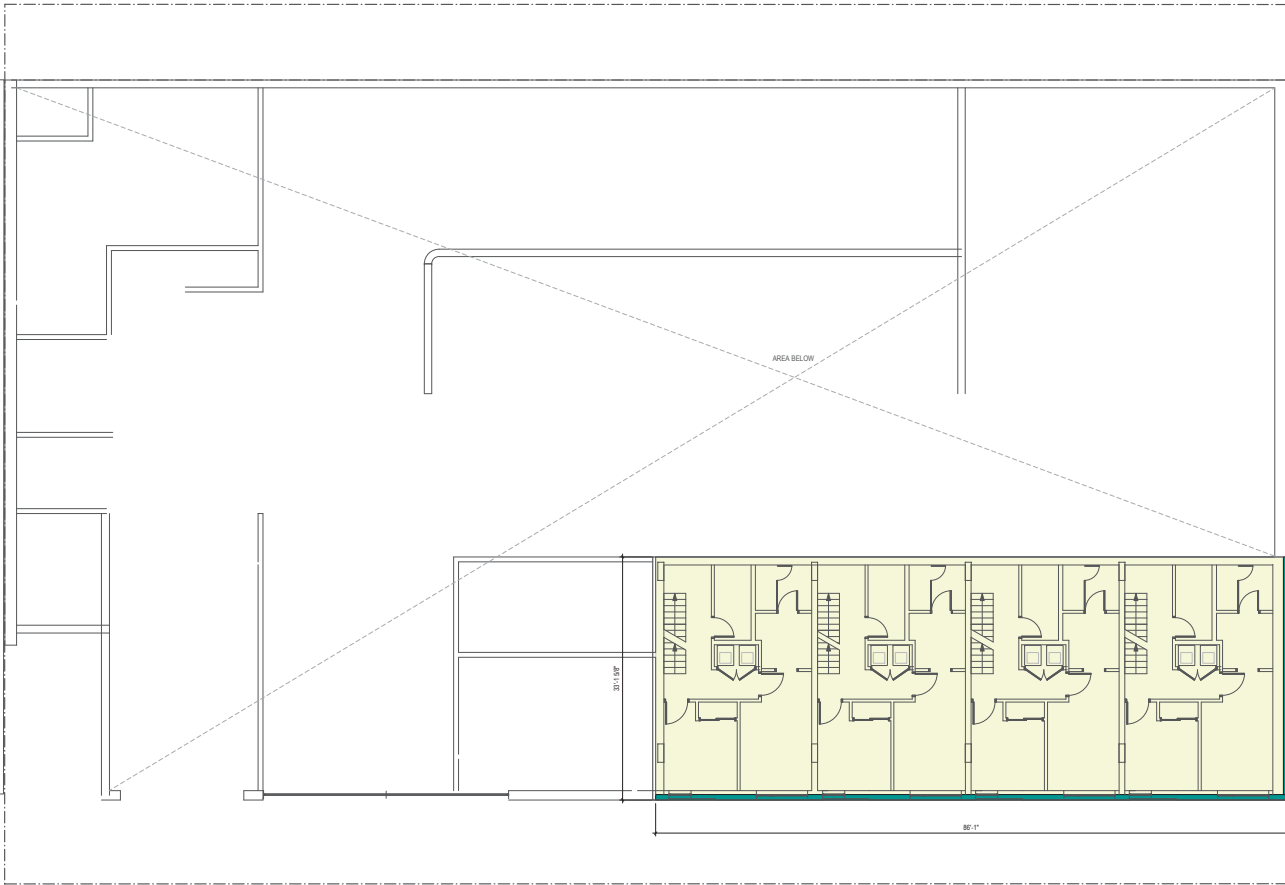
**Total Residential Area Minus Exclusions:** 52412 sf

SUMMARY OF RESIDENTIAL EXCLUSIONS										
Parking / Bike Stg / Garbage + Recycle / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stair	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%		
15464 sf									680 sf	
19144 sf										
16733 sf	2738 sf	99 sf	0 sf							
		80 sf								
		172 sf	607 sf	0 sf	40 sf	30 sf	1206 sf			
		336 sf			240 sf	195 sf	0 sf			
		334 sf		0 sf	240 sf	195 sf	926 sf			
		336 sf		0 sf	240 sf	195 sf	926 sf			
		336 sf		0 sf	220 sf	180 sf	844 sf			
		237 sf		0 sf					402 sf	
<b>54341 sf</b>	<b>2738 sf</b>	<b>1851 sf</b>	<b>687 sf</b>	<b>0 sf</b>	<b>980 sf</b>	<b>795 sf</b>	<b>3991 sf</b>	<b>1082 sf</b>		

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - P1 Floor Plan  
1/8" = 1'-0"

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AREA STATS

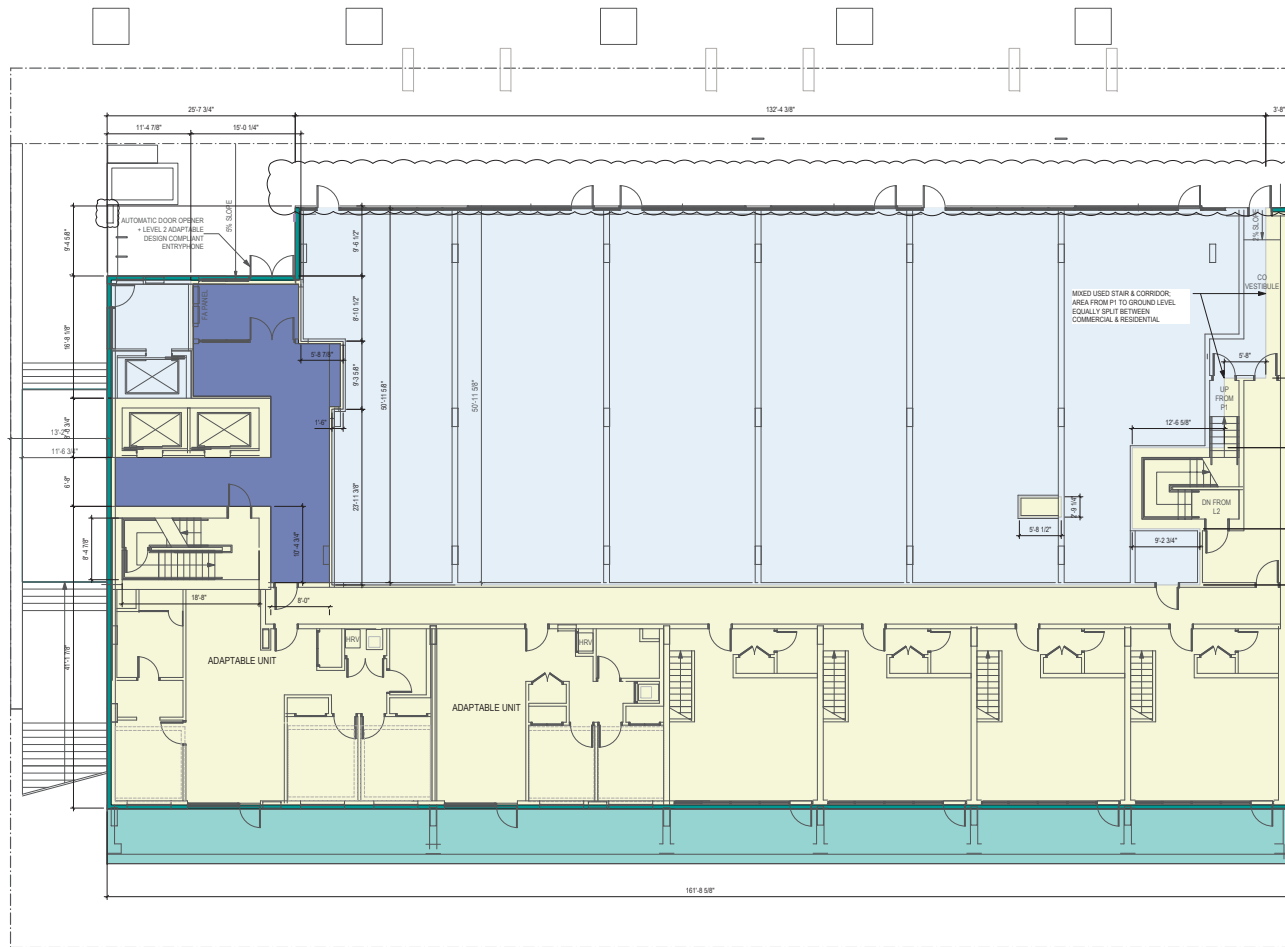
RESIDENTIAL		
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LEVEL 2	11407 sf	771 sf
LEVEL 3	12393 sf	1695 sf
LEVEL 4	12393 sf	1697 sf
LEVEL 5	12282 sf	1580 sf
ROOF	1849 sf	639 sf
Total Area (by use)	115951 sf	63538 sf
Total Residential Area Minus Exclusions:		52412 sf

SUMMARY OF RESIDENTIAL EXCLUSIONS										
Parking / Bike Stg / Garbage + Recycle / Mech / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stair	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%		
18454 sf									680 sf	
19144 sf										
16733 sf	2738 sf	99 sf	0 sf							
		80 sf								
		172 sf	607 sf	0 sf	40 sf	30 sf	1206 sf			
		336 sf		0 sf	240 sf	195 sf	0 sf			
		334 sf		0 sf	240 sf	195 sf	926 sf			
		336 sf		0 sf	240 sf	195 sf	926 sf			
		336 sf		0 sf	220 sf	180 sf	844 sf			
		237 sf		0 sf					402 sf	
54341 sf	2738 sf	1851 sf	687 sf	0 sf	980 sf	795 sf	3981 sf	1982 sf		

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - Mid Level Townhome Floor Plan  
1/8" = 1'-0"

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## AREA STATS

RESIDENTIAL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor
P-3	19144 sf	19144 sf
P-2	19144 sf	19144 sf
P-1	16734 sf	16734 sf
TH MID-LEVEL	2852 sf	80 sf
LEVEL 1	7752 sf	2056 sf
LEVEL 2	11407 sf	771 sf
LEVEL 3	12393 sf	1696 sf
LEVEL 4	12393 sf	1697 sf
LEVEL 5	12282 sf	1580 sf
ROOF	1849 sf	639 sf
<b>Total Area (by use)</b>	<b>115951 sf</b>	<b>63539 sf</b>

SUMMARY OF RESIDENTIAL EXCLUSIONS									
Parking / Bike Stg / Garbage + Recycle / Mech / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stair	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%	
18464 sf									680 sf
19144 sf									
16733 sf	2738 sf	99 sf	0 sf						
		80 sf							
		172 sf	607 sf	0 sf	40 sf	30 sf	1206 sf		
		336 sf		0 sf	240 sf	195 sf	0 sf		
		334 sf		0 sf	240 sf	195 sf	926 sf		
		336 sf		0 sf	240 sf	195 sf	926 sf		
		336 sf		0 sf	220 sf	180 sf	844 sf		
		237 sf		0 sf					402 sf
<b>54341 sf</b>	<b>2738 sf</b>	<b>1851 sf</b>	<b>607 sf</b>	<b>0 sf</b>	<b>980 sf</b>	<b>795 sf</b>	<b>3901 sf</b>	<b>1682 sf</b>	

Total Residential Area Minus Exclusions: 52412 sf

RETAIL			COMBINED					
Level	Total Retail Area Including Common Areas (Gross Area)	Total Exclusions by Floor (Ext Wall Thickness >165mm)	Buildable Area (Residential)	Buildable Area (Retail)	Circulation	Leasable Area	Saleable Area	Efficiency
P-3								
P-2								
P-1							1274 sf	
TH MID-LEVEL			2852 sf		0 sf	0 sf	2660 sf	93%
LEVEL 1	6282 sf	6 sf	6546 sf	6472 sf	2800 sf	6050 sf	3937 sf	77%
LEVEL 2	11436 sf		11436 sf		1517 sf	0 sf	9423 sf	82%
LEVEL 3	11467 sf		11467 sf		1517 sf	0 sf	9423 sf	82%
LEVEL 4	11467 sf		11467 sf		1517 sf	0 sf	9423 sf	82%
LEVEL 5	11438 sf		11438 sf		1517 sf	0 sf	9423 sf	82%
ROOF	1849 sf		739 sf		0 sf		353 sf	19%
<b>Total Area (by use)</b>	<b>6282 sf</b>	<b>6 sf</b>	<b>57057 sf</b>	<b>6472 sf</b>	<b>9406 sf</b>	<b>6850 sf</b>	<b>45918 sf</b>	<b>80%</b>

Total Retail Area Minus Exclusions (Net FSR) 6276 sf

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - Ground Floor Plan  
1/8" = 1'-0"

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Anthem  
149 West 3rd St  
2016-017

NOT FOR CONSTRUCTION

GFA Plan Ground Level

A015



## RESIDENTIAL

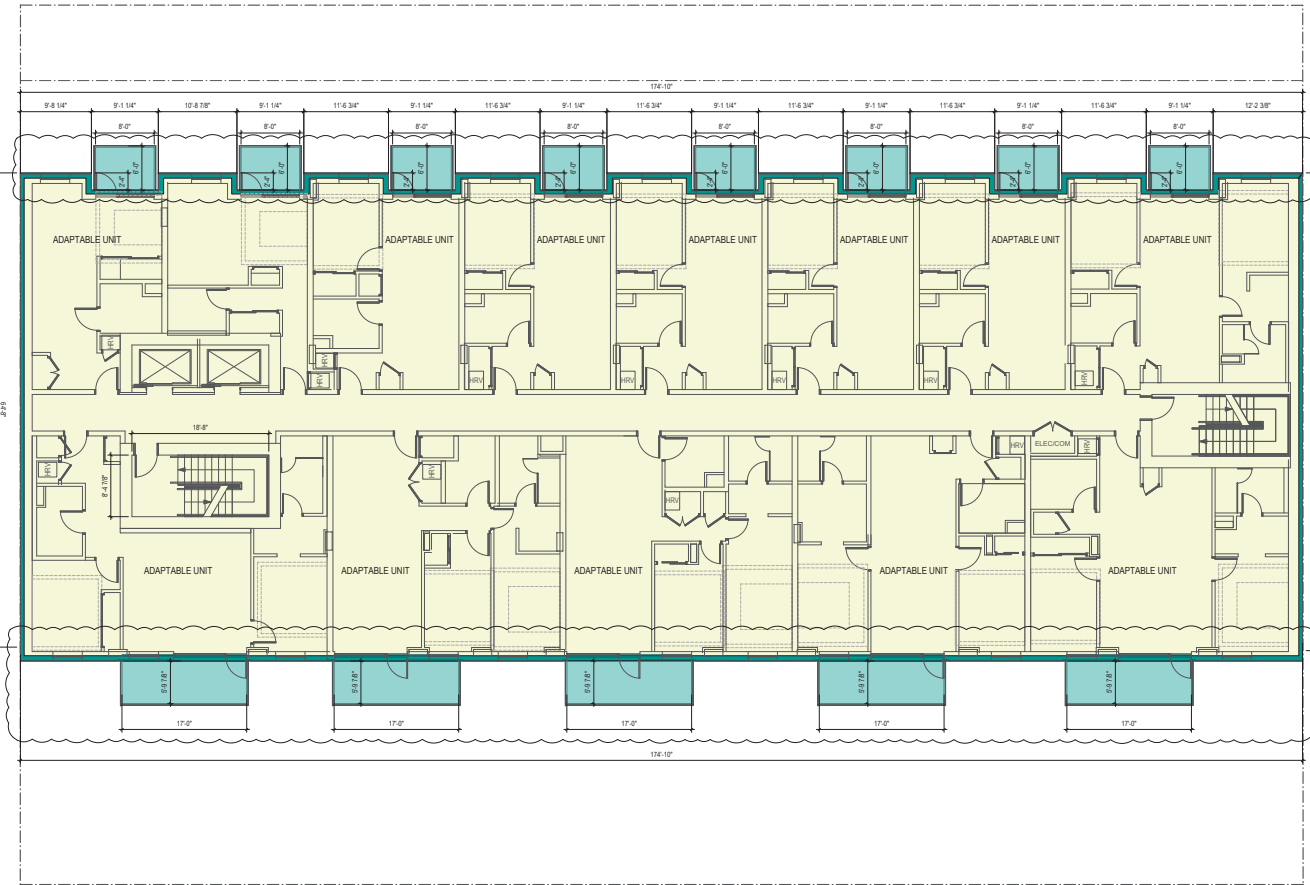
Total Residential Area Minus Exclusions:	52412
--	-------

[illegible]

- |   |  |   |                   |
|---|--|---|-------------------|
|  | RESIDENTIAL GFA  |  | STORAGE EXCLUSION |
|  | COMMERCIAL GFA   |  | BALCONY EXCLUSION |
|  | PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION |  | AMENITY EXCLUSION |
|  | EXT WALL EXCLUSION   |  | CELLAR EXCLUSION  |
|  | LOBBY EXCLUSION  |   |                   |

1 GFA - L2 Floor Plan  
1/8" = 1'-0"





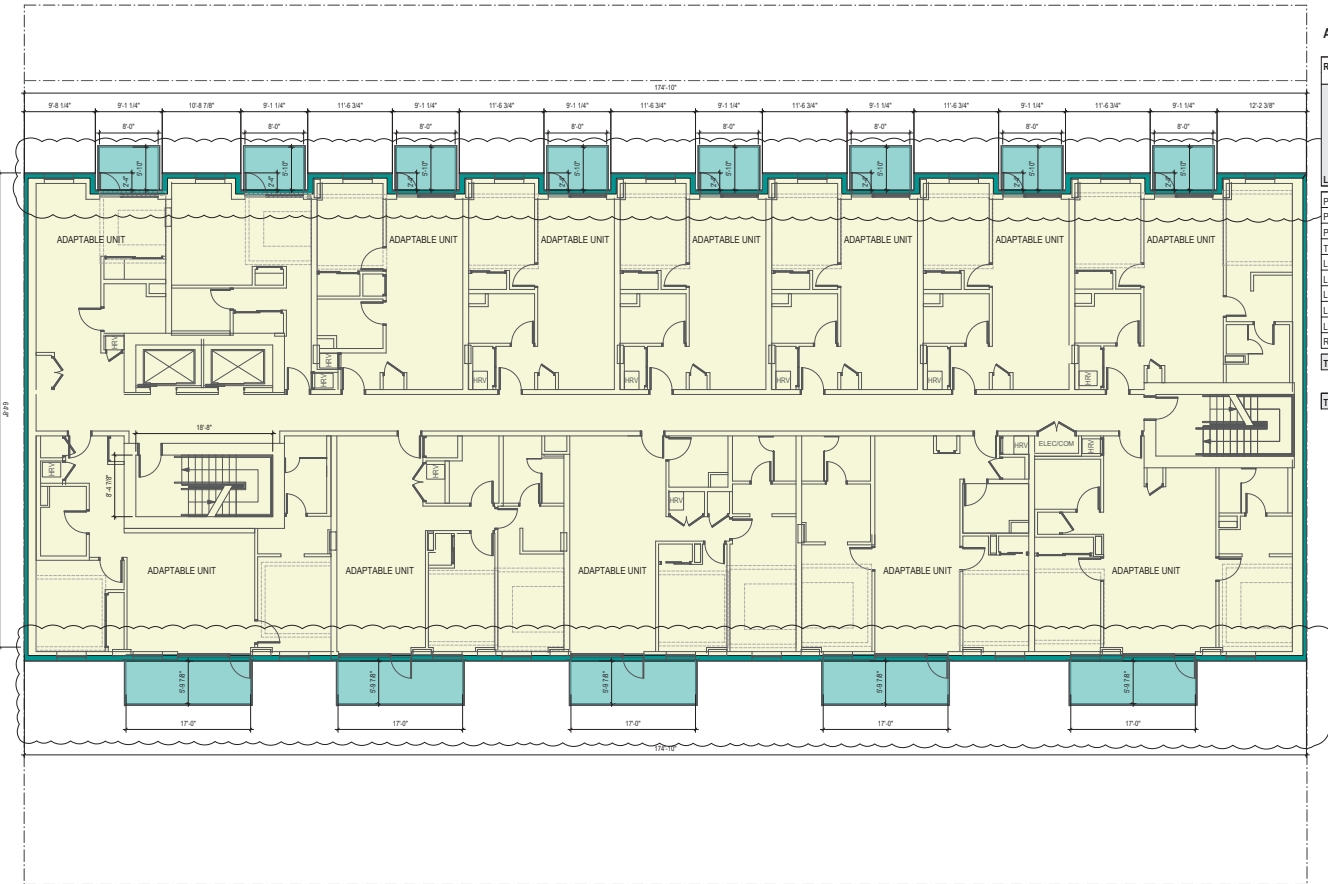
### AREA STATS

RESIDENTIAL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor
P-3	19144 sf	19144 sf
P-2	19144 sf	19144 sf
P-1	16734 sf	16734 sf
TH MID-LEVEL	2852 sf	80 sf
LEVEL 1	7752 sf	2056 sf
LEVEL 2	11407 sf	771 sf
LEVEL 3	12393 sf	1695 sf
LEVEL 4	12393 sf	1697 sf
LEVEL 5	12282 sf	1580 sf
ROOF	1849 sf	639 sf
<b>Total Area (by use)</b>	<b>115951 sf</b>	<b>63539 sf</b>
<b>Total Residential Area Minus Exclusions:</b>		
		<b>52412 sf</b>

SUMMARY OF RESIDENTIAL EXCLUSIONS									
Parking / Bike Stg / Garbage + Recycle / Mech / Elec	Ext Wall Thickness > 165mm	Lobby / Storage < 10% GFA	Primary Stair	AD L2 Units	HRV	Balconies < 10% GFA	Amenity < 5%		
18464 sf	2738 sf	99 sf	0 sf	0 sf	40 sf	30 sf	1206 sf	680 sf	
19144 sf		80 sf							
16733 sf		172 sf	607 sf	0 sf	240 sf	195 sf	0 sf		
		336 sf		0 sf	240 sf	195 sf	926 sf		
		334 sf		0 sf	240 sf	195 sf	926 sf		
		336 sf		0 sf	220 sf	180 sf	844 sf		
		237 sf		0 sf					
<b>54341 sf</b>	<b>2738 sf</b>	<b>1891 sf</b>	<b>607 sf</b>	<b>0 sf</b>	<b>980 sf</b>	<b>795 sf</b>	<b>3961 sf</b>	<b>1082 sf</b>	

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - L3 Floor Plan  
1/8" = 1'-0"



# AREA STATS

RESIDENTIAL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor
P-3	19144 sf	19144 sf
P-2	19144 sf	19144 sf
P-1	16734 sf	16734 sf
TH MID-LEVEL	2852 sf	80 sf
LEVEL 1	7752 sf	2056 sf
LEVEL 2	11407 sf	771 sf
LEVEL 3	12393 sf	1595 sf
LEVEL 4	12393 sf	1697 sf
LEVEL 5	12282 sf	1590 sf
ROOF	1849 sf	639 sf
<b>Total Area (by use)</b>	<b>115891 sf</b>	<b>63539 sf</b>
<b>Total Residential Area Minus Exclusions:</b>		<b>52412 sf</b>

SUMMARY OF RESIDENTIAL EXCLUSIONS										
Parking / Bike Stg / Garbage + Recycle / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stair	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%		
15464 sf									680 sf	
19144 sf										
16733 sf	2738 sf	99 sf	0 sf							
		80 sf								
		172 sf	607 sf	0 sf	40 sf	30 sf	1206 sf			
		336 sf			240 sf	195 sf	0 sf			
		334 sf		0 sf	240 sf	195 sf	926 sf			
		336 sf		0 sf	240 sf	195 sf	926 sf			
		336 sf		0 sf	220 sf	180 sf	844 sf			
		237 sf		0 sf					402 sf	
<b>54341 sf</b>	<b>2738 sf</b>	<b>1851 sf</b>	<b>607 sf</b>	<b>0 sf</b>	<b>980 sf</b>	<b>795 sf</b>	<b>3901 sf</b>	<b>1082 sf</b>		

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - L4 Floor Plan  
1/8" = 1'-0"





# AREA STATS

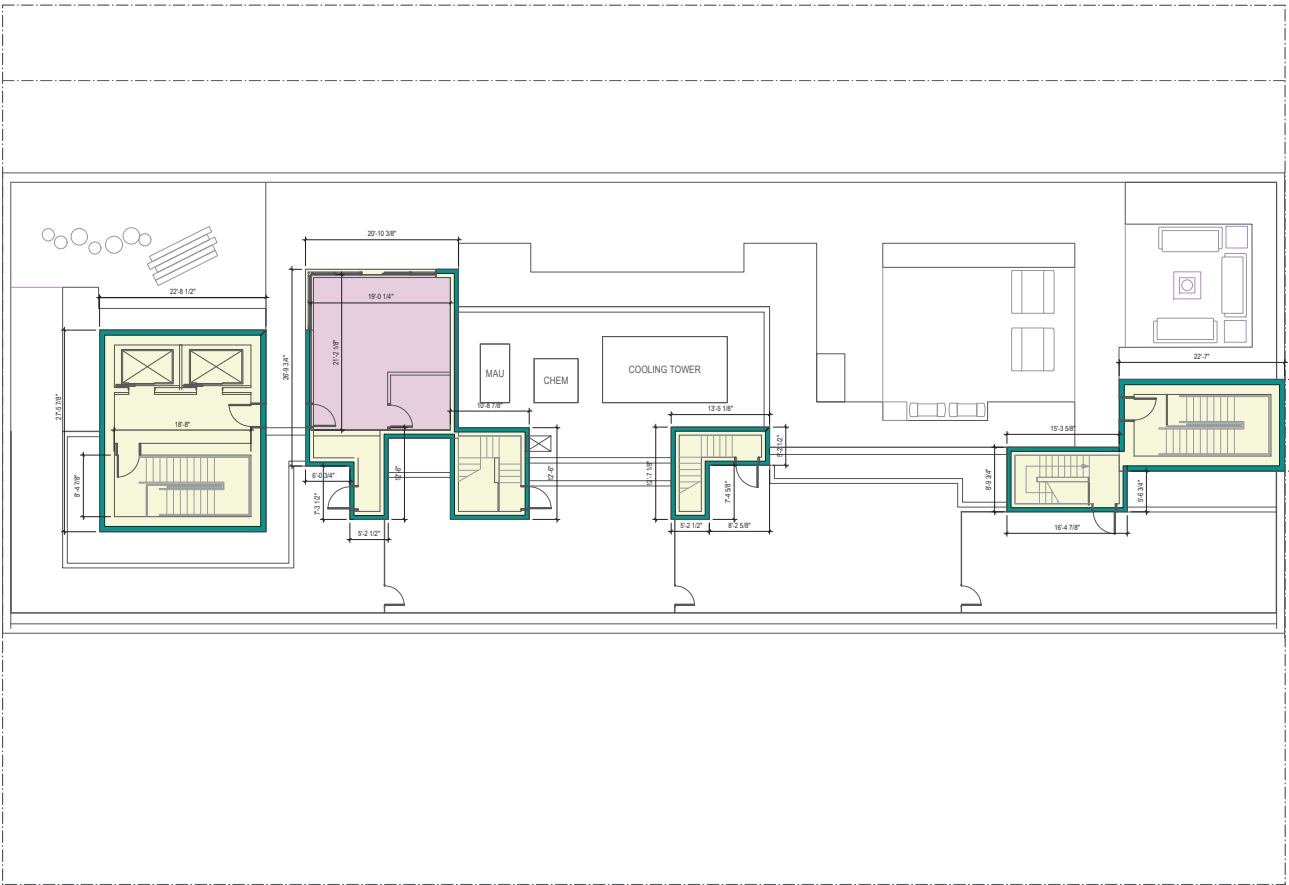
RESIDENTIAL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor
P-3	19144 sf	19144 sf
P-2	19144 sf	19144 sf
P-1	16734 sf	16734 sf
TH MID-LEVEL	2852 sf	80 sf
LEVEL 1	7752 sf	2056 sf
LEVEL 2	11407 sf	771 sf
LEVEL 3	12383 sf	1695 sf
LEVEL 4	12383 sf	1697 sf
LEVEL 5	12282 sf	1580 sf
ROOF	1849 sf	639 sf
<b>Total Area (by use)</b>	<b>119891 sf</b>	<b>83338 sf</b>
<b>Total Residential Area Minus Exclusions:</b>		<b>52412 sf</b>

SUMMARY OF RESIDENTIAL EXCLUSIONS										
Parking / Bike Stg / Garbage + Recycle / Mech / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stair	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%		
18464 sf									680 sf	
19144 sf										
16733 sf	2738 sf	99 sf	0 sf							
		80 sf								
		172 sf	607 sf	0 sf	40 sf	30 sf	1206 sf			
		336 sf	0 sf	240 sf	195 sf	0 sf				
		334 sf	0 sf	240 sf	195 sf	905 sf				
		336 sf	0 sf	240 sf	195 sf	905 sf				
		336 sf	0 sf	220 sf	180 sf	844 sf				
		237 sf	0 sf						402 sf	
<b>54341 sf</b>	<b>2738 sf</b>	<b>1851 sf</b>	<b>607 sf</b>	<b>0 sf</b>	<b>980 sf</b>	<b>795 sf</b>	<b>3981 sf</b>	<b>1082 sf</b>		

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - L5 Floor Plan  
1/8" = 1'-0"

02/03/2022 10:26:52 AM



AREA STATS

RESIDENTIAL		
Level	Total Residential Area Including Common Areas (Gross Area)	Total Exclusions by Floor
P-3	19144 sf	19144 sf
P-2	19144 sf	19144 sf
P-1	16734 sf	16734 sf
TH MID-LEVEL	2892 sf	80 sf
LEVEL 1	7752 sf	2056 sf
LEVEL 2	11407 sf	771 sf
LEVEL 3	12393 sf	1695 sf
LEVEL 4	12393 sf	1697 sf
LEVEL 5	12282 sf	1580 sf
ROOF	1849 sf	639 sf
Total Area (by use)	115951 sf	63539 sf

SUMMARY OF RESIDENTIAL EXCLUSIONS										
Parking / Bike Stg / Garbage + Recycle / Elec	Cellar	Ext Wall Thickness > 165mm	Lobby / Storage <10%GFA	Primary Stair	AD L2 Units	HRV	Balconies <10%GFA	Amenity <5%		
19464 sf										680 sf
19144 sf										
16733 sf	2738 sf	99 sf	0 sf							
		80 sf								
		172 sf	607 sf	0 sf	40 sf	30 sf	1206 sf			
		336 sf	0 sf	240 sf	195 sf		0 sf			
		334 sf	0 sf	240 sf	195 sf		926 sf			
		336 sf	0 sf	240 sf	195 sf		926 sf			
		336 sf	0 sf	220 sf	180 sf		844 sf			
		237 sf	0 sf							402 sf
54341 sf	2738 sf	1851 sf	607 sf	0 sf	980 sf	795 sf	3991 sf			1982 sf

Total Residential Area Minus Exclusions: 52412 sf

- RESIDENTIAL GFA
- COMMERCIAL GFA
- PARKING, BIKE STORAGE, RECYCLING + GARBAGE, CELLAR, COMMON MECHANICAL + ELECTRICAL EXCLUSION
- EXT WALL EXCLUSION
- LOBBY EXCLUSION
- STORAGE EXCLUSION
- BALCONY EXCLUSION
- AMENITY EXCLUSION
- CELLAR EXCLUSION

1 GFA - Roof Level  
1/8" = 1'-0"

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Anthem  
149 West 3rd St  
2010-017

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GFA Plan Level Roof

A020



- SUBJECT SITE
- PUBLIC TRANSPORT ROUTES
- CYCLING ROUTES
- GROCERY STORES + MARKETS
- SCHOOLS + COMMUNITY CENTRES
- PUBLIC TRANSPORT STOPS
- PARKS

1 Context Plan  
1" = 100'-0"

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1 3rd St - Looking West



2 3rd St - Looking Southwest



3 3rd St - Looking Southeast



4 3rd St - Looking East



5 Chesterfield Ave - Looking South



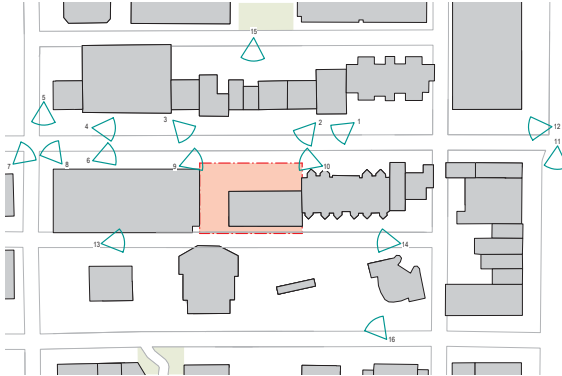
6 3rd St - Looking East



7 3rd St + Chesterfield Ave - Looking Northeast



8 3rd St + Chesterfield Ave - Looking Northwest



Key Plan



9 3rd St - Looking East



10 3rd St - Looking West



11 Lonsdale Ave - Looking South



12 3rd St + Lonsdale Ave - Looking West



13 Laneway between 2nd + 3rd St - Looking East



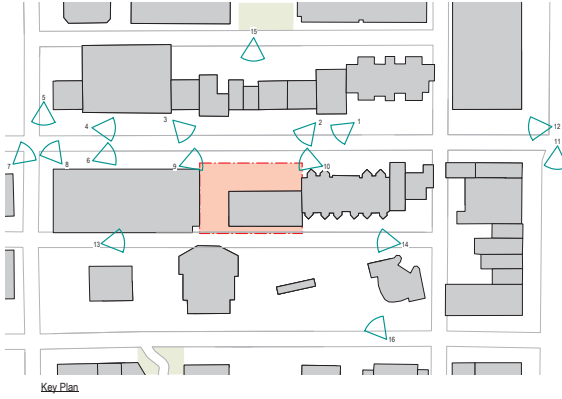
14 Laneway between 2nd + 3rd St - Looking West



15 Laneway between 3rd + 4th St - Looking South



16 2nd St - Looking North



posted: Feb 3, 2022 10:26:55 AM





Chesterfield Avenue    Single storey commercial    6 storey residential over commercial    2 storey commercial    3 storey commercial    2 storey commercial    5 storey residential over commercial    Laneway    5 storey residential over commercial    Lonsdale Avenue

1 West 3rd Street - Looking North



Lonsdale Avenue    2 storey commercial    Laneway    Single storey commercial    4 storey residential over commercial    Subject site    5 storey residential over commercial    Chesterfield Avenue

2 West 3rd Street - Looking South



Chesterfield Avenue    5 storey residential over commercial parkade    Subject site    5 storey residential over commercial parkade    Single storey commercial    Laneway

3 Laneway - Looking North



Laneway    26 storey residential    2 storey commercial    13 storey residential    Chesterfield Avenue

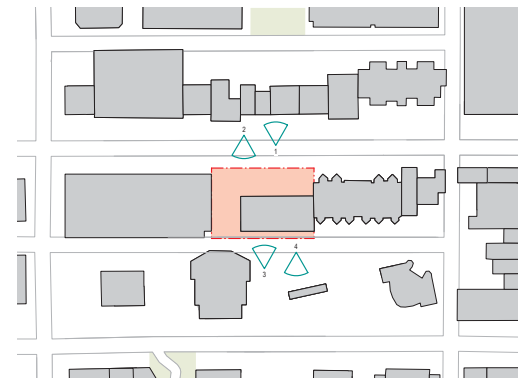
4 Laneway - Looking South

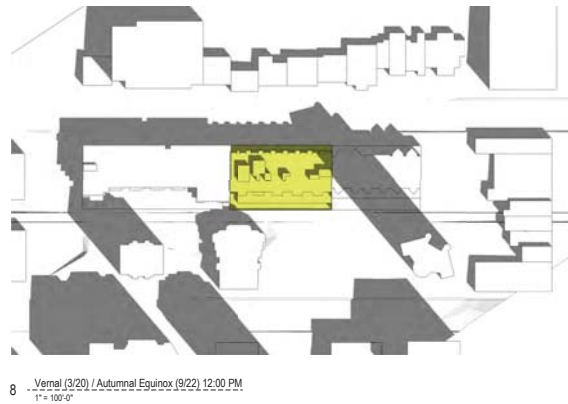
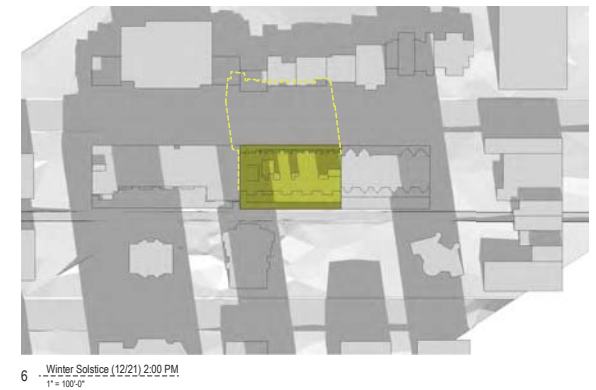
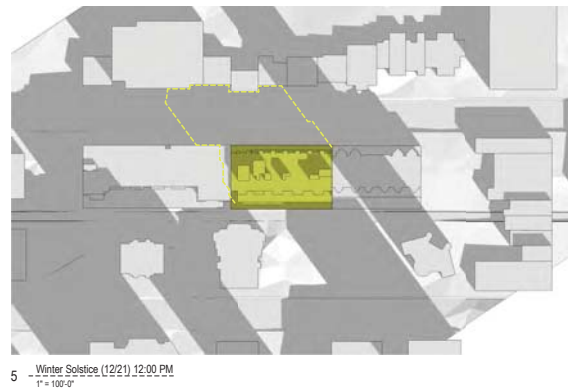
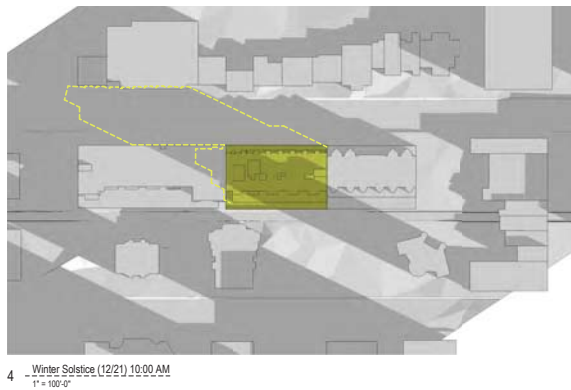
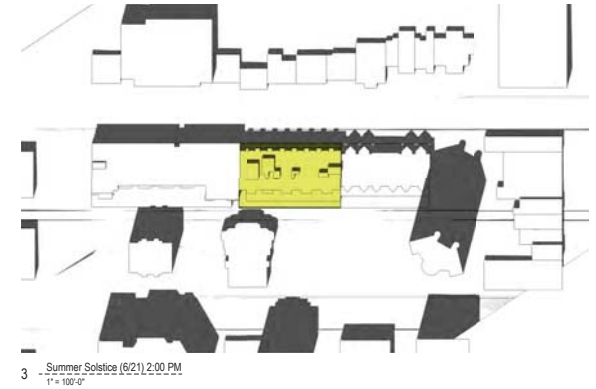
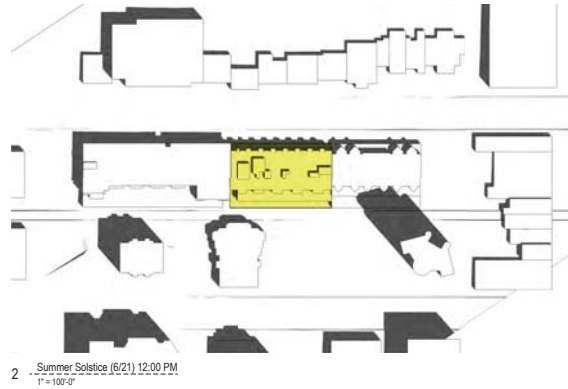
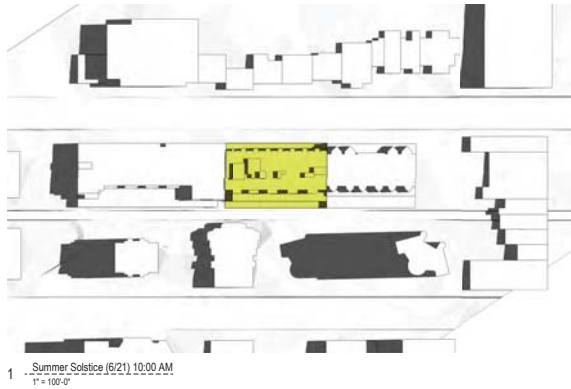
#### SITE DESCRIPTION

The subject site is a mid-block site on West 3rd St between Lonsdale Ave and Chesterfield Ave. The existing buildings along the street are a mixture of 1-2 storey commercial, and 4-6 storey mixed-use. This block is at the boundary between commercial and residential zones. To the south, the blocks either side of Lonsdale Ave between Chesterfield and St George's Ave are zoned as medium density mixed-use from West 3rd St down to Esplanade and Lonsdale Quay. The blocks immediately west of Chesterfield Ave and north of 3rd St are zoned medium density residential.

The existing material palette along West 3rd is varied, with painted concrete, stucco, brick and glass heavily featured, as well as some small stretches of corrugated metal and painted ship-lapped wood siding. The commercial buildings typically extend right up to their property lines. The mixed use buildings typically feature a marked setback between commercial and residential tenancies, save for one building on the north-west corner of Lonsdale and 3rd. The material expression of the mixed-use typology is evenly split between the buildings that have a defined split in cladding material and colour for the commercial vs residential masses, and those that use a restrained palette to tie the two together as a single entity.

The laneway behind the site is primarily used for access, with parkade entrances to existing developments along the north edge. The southern edge of the lane features two tall tower developments, with significant open expanses between. There is some limited surface parking along the south edge, and boundary fencing to existing developments.





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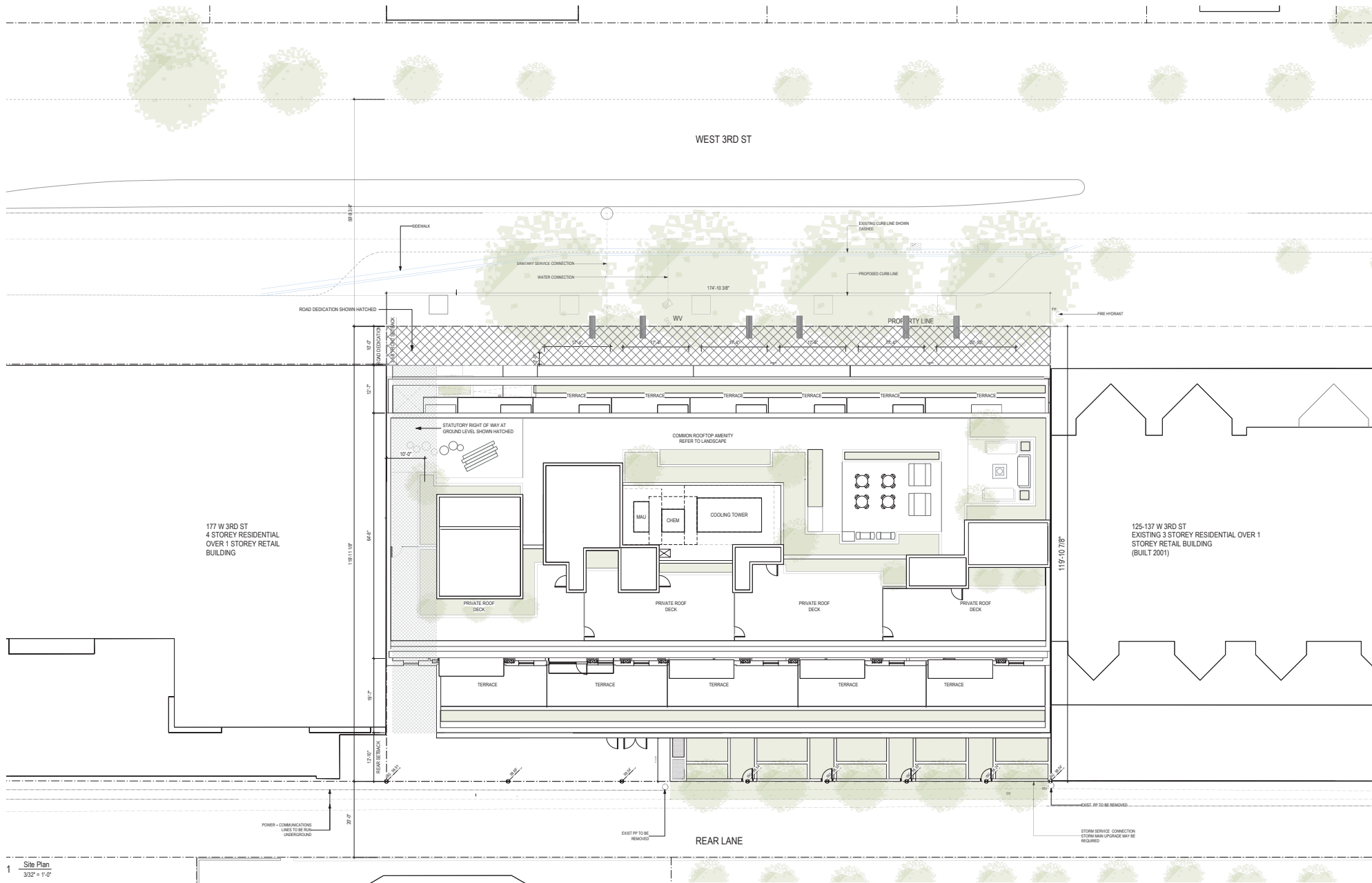
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Anthem  
149 West 3rd St  
2016-011

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Shadow Analysis

A034



1 Site Plan  
3/22" = 1'-0"

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149 West 3rd St  
2016-011

NOT FOR CONSTRUCTION



Site Plan

A040







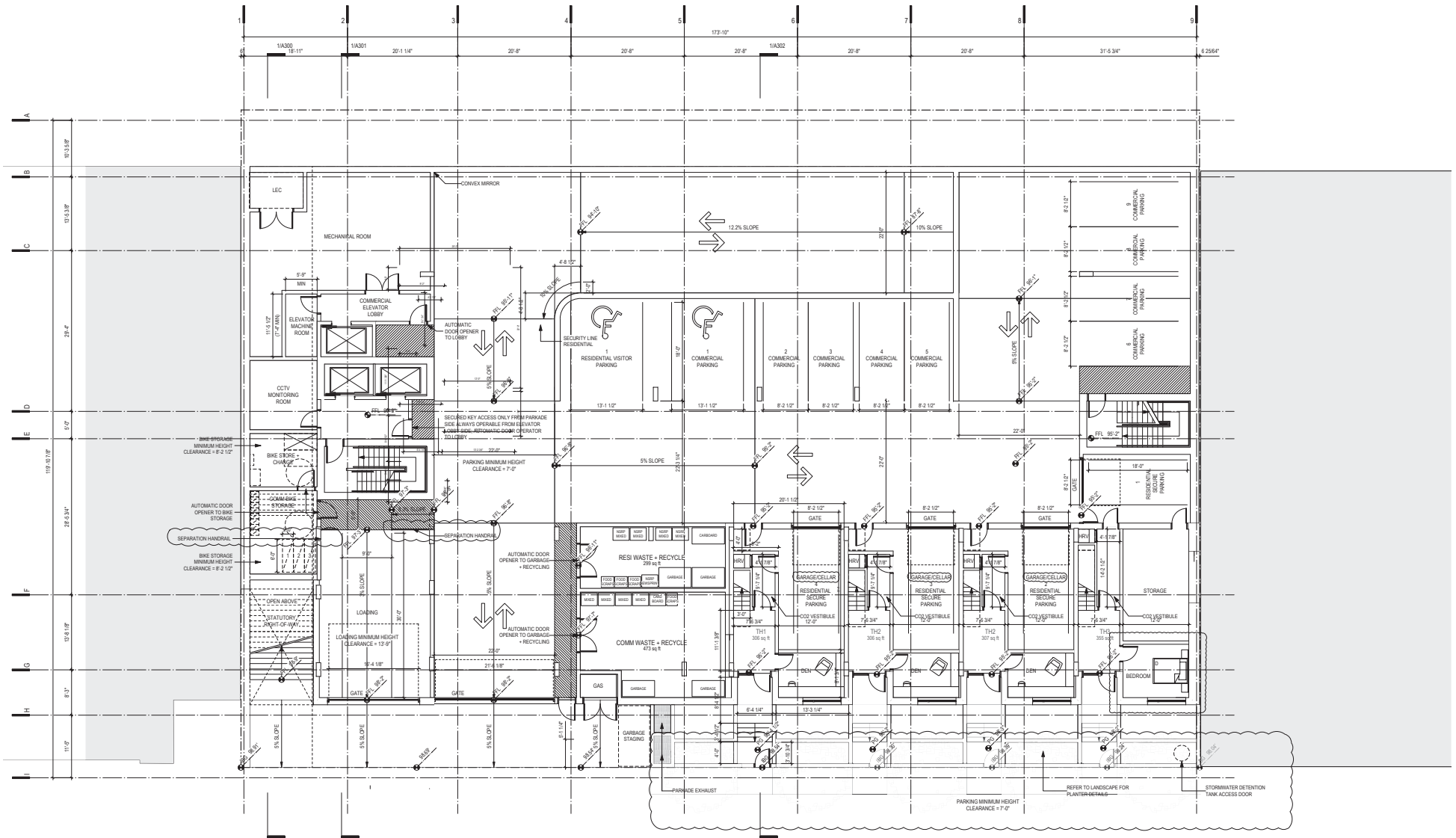
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**Anthem**  
149 West 3rd St  
2018-017

Plan Level P2

A101





1 P1 Floor Plan  
1/8" = 1'-0"

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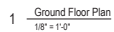
Anthem  
149 West 3rd St  
250-017

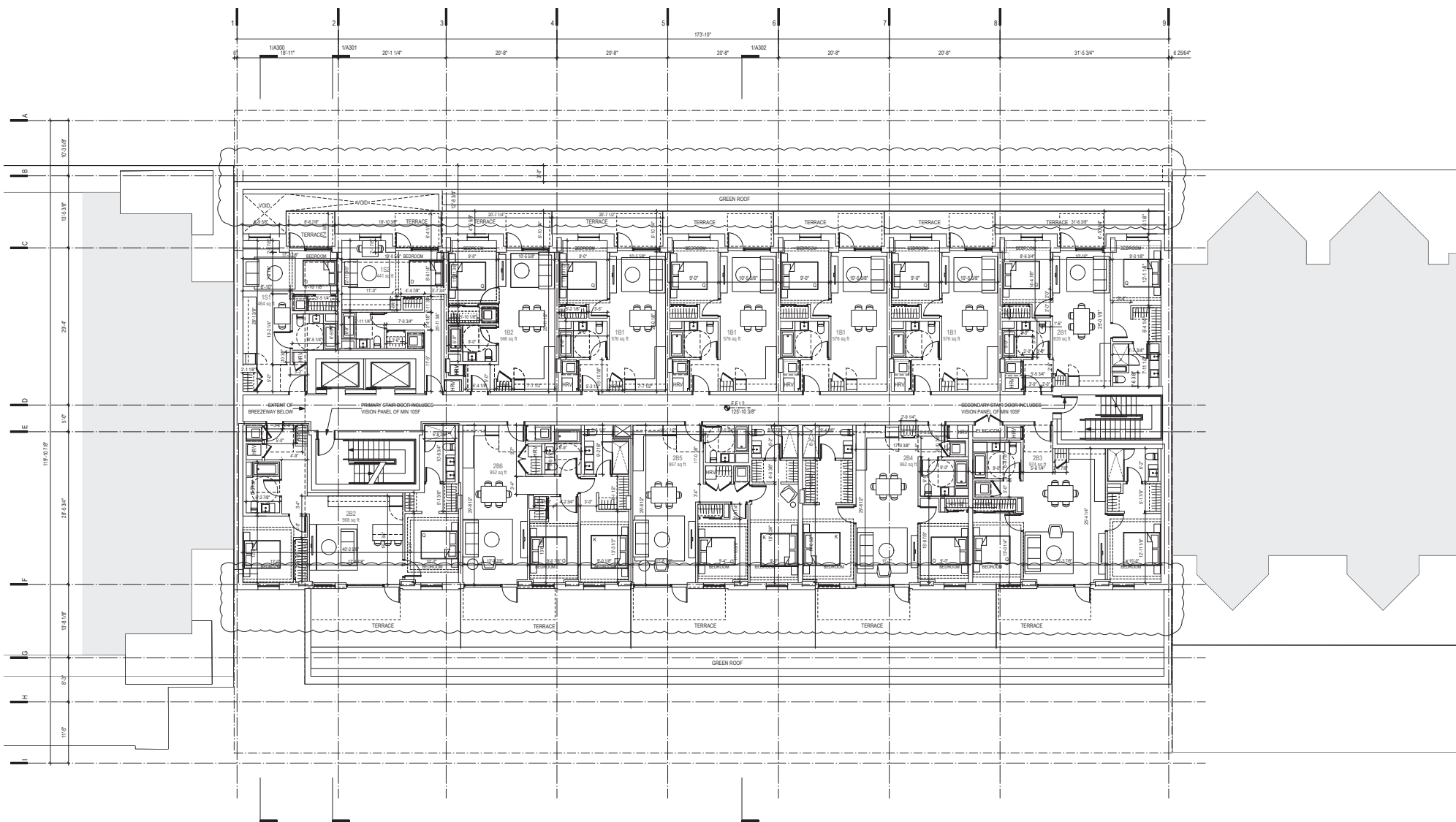
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Plan Level P1

A102







1 L2 Floor Plan  
1/8" = 1'-0"

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Anthem  
149 West 3rd St  
2018-011

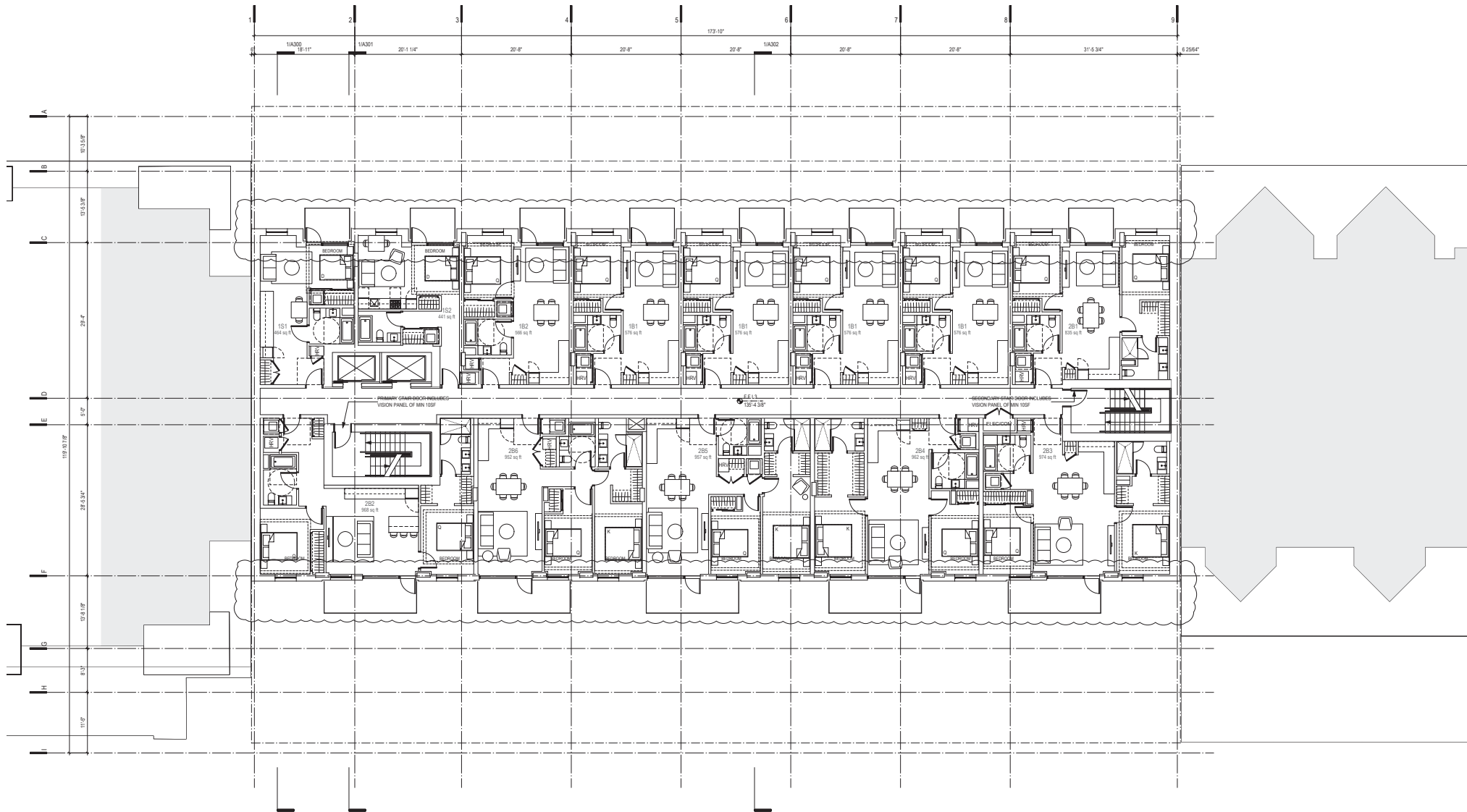
NOT FOR CONSTRUCTION

Plan Level 2

A105







1 L3 Floor Plan  
1/8" = 1'-0"

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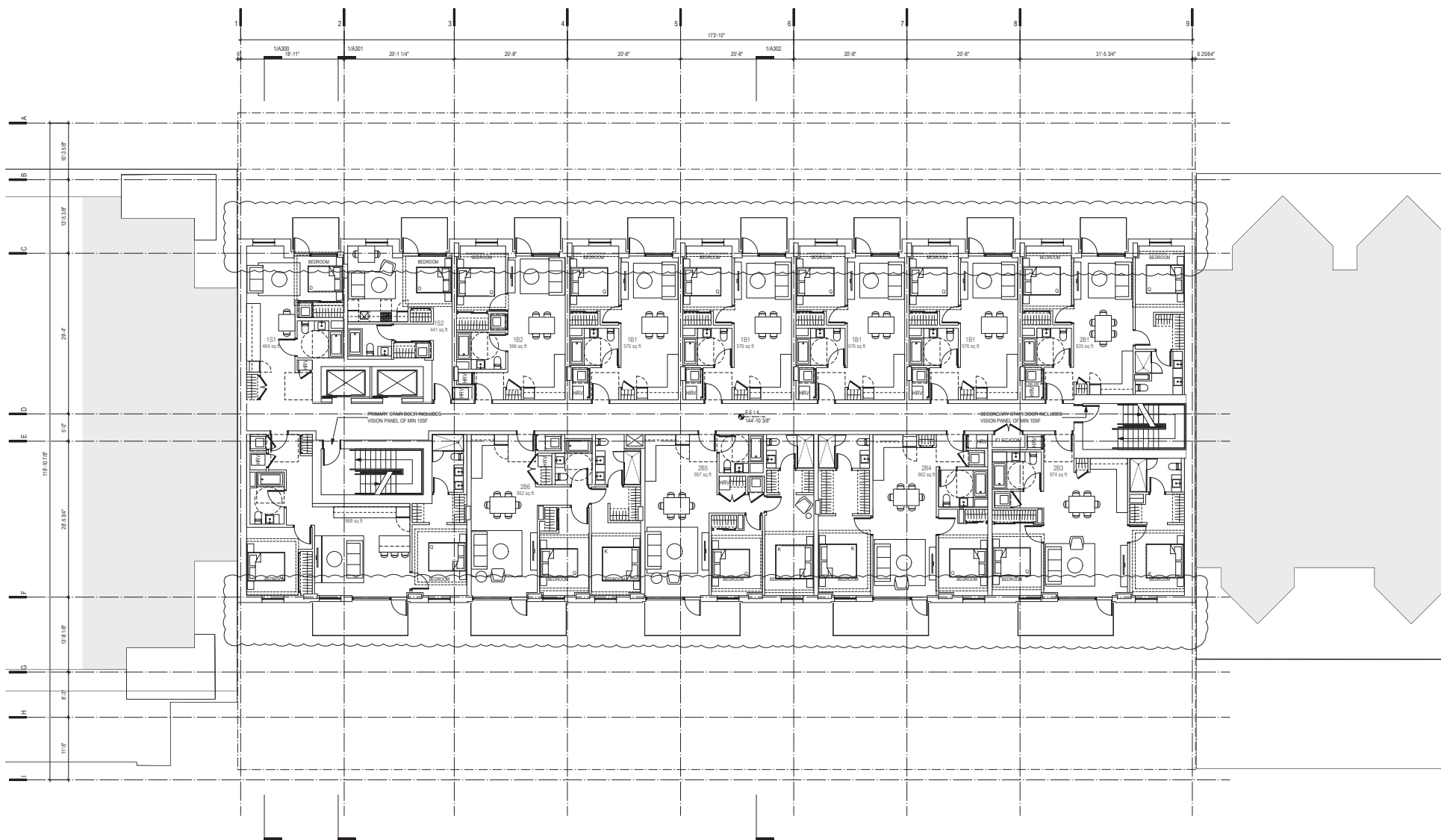
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Anthem  
149 West 3rd St  
2016-011

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Plan Level 3

A106



1 L4 Floor Plan  
1/8" = 1'-0"

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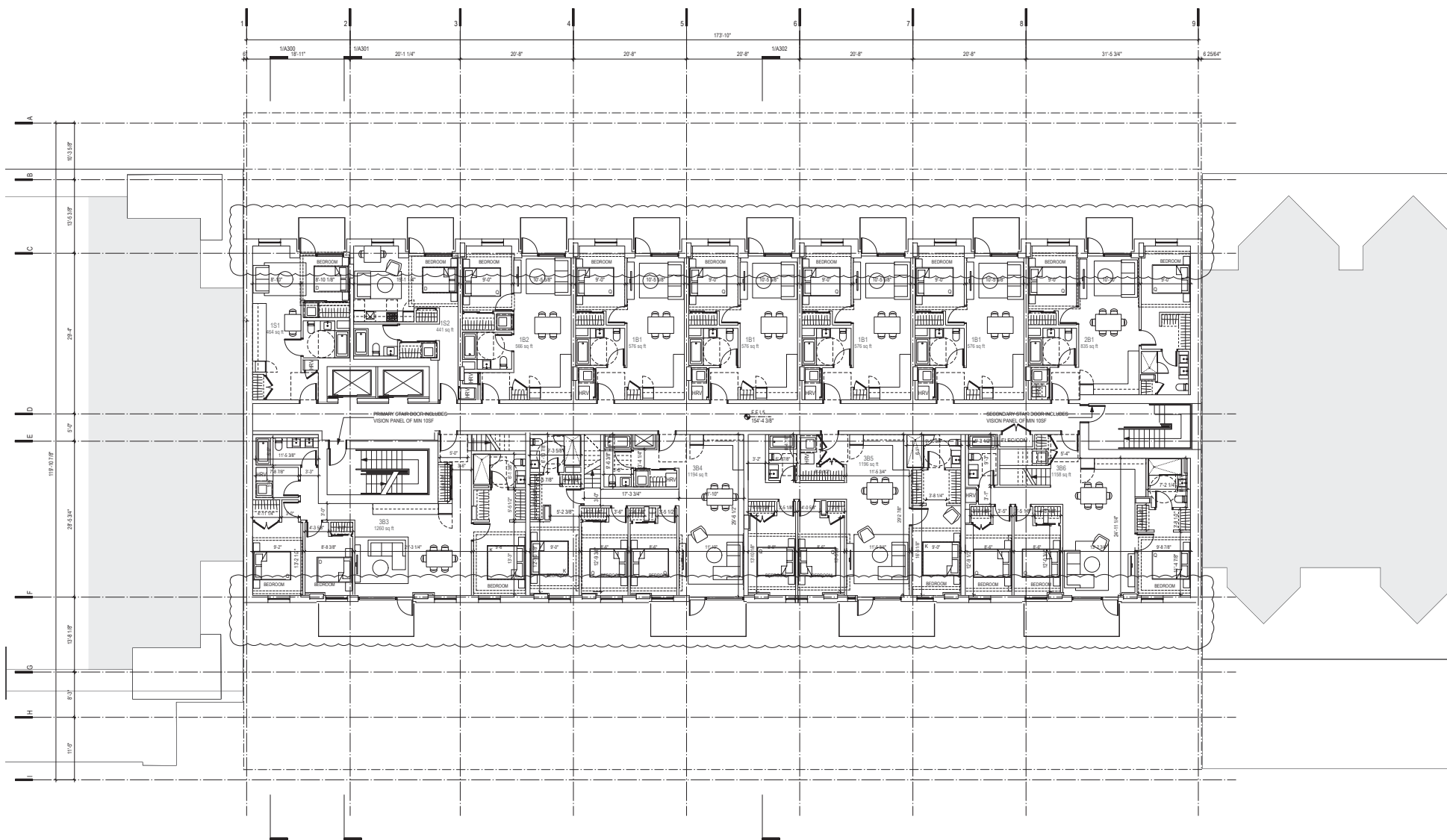
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Anthem  
149 West 3rd St  
2016-011

NOT FOR CONSTRUCTION

Plan Level 4

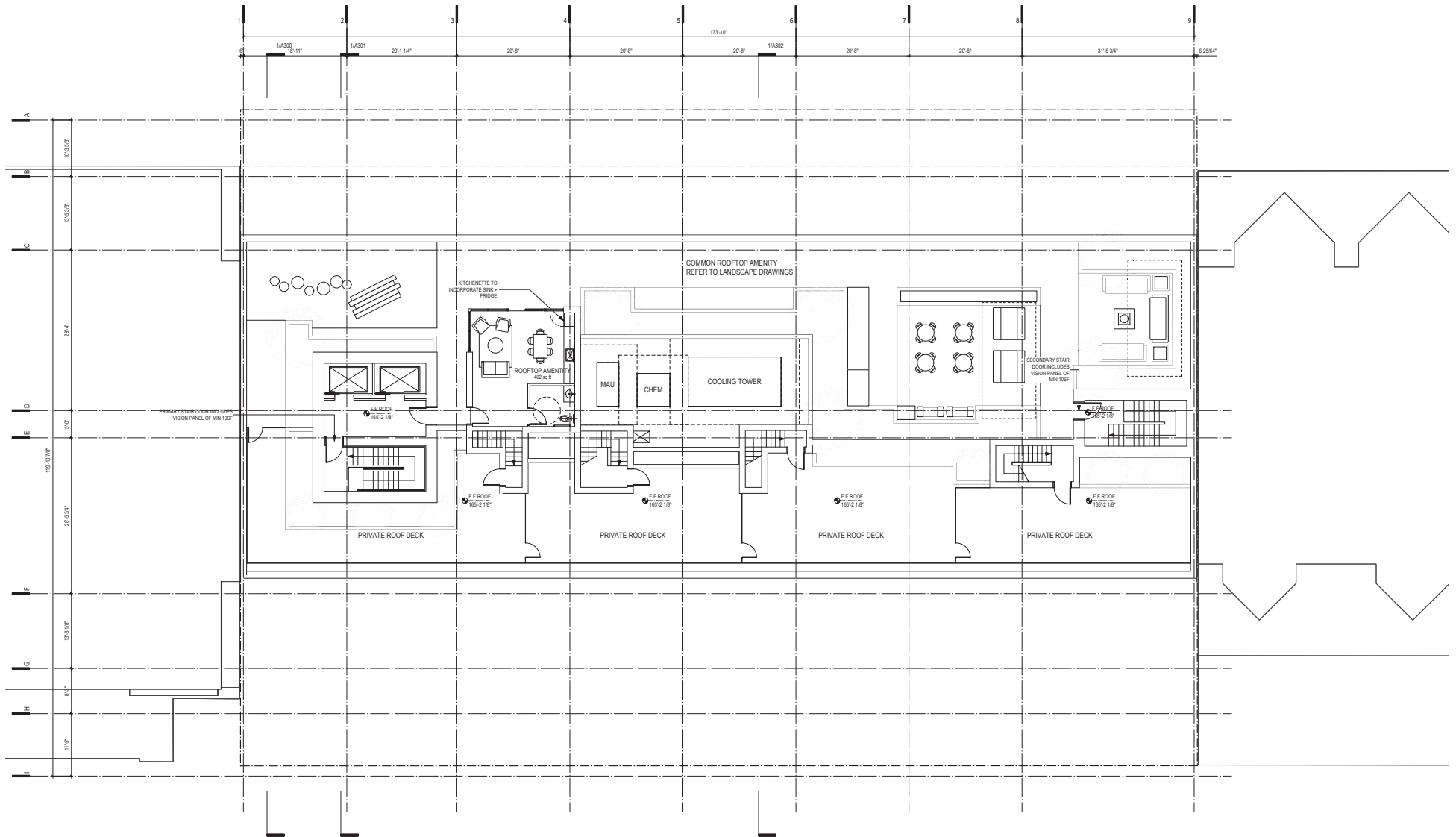
A107



1 L5 Floor Plan  
1/8" = 1'-0"

printed: Feb 3, 2022 10:27:40 AM





1 Roof Deck Plan  
1/8" = 1'-0"

project: Feb 3, 2022 10:27:52 AM

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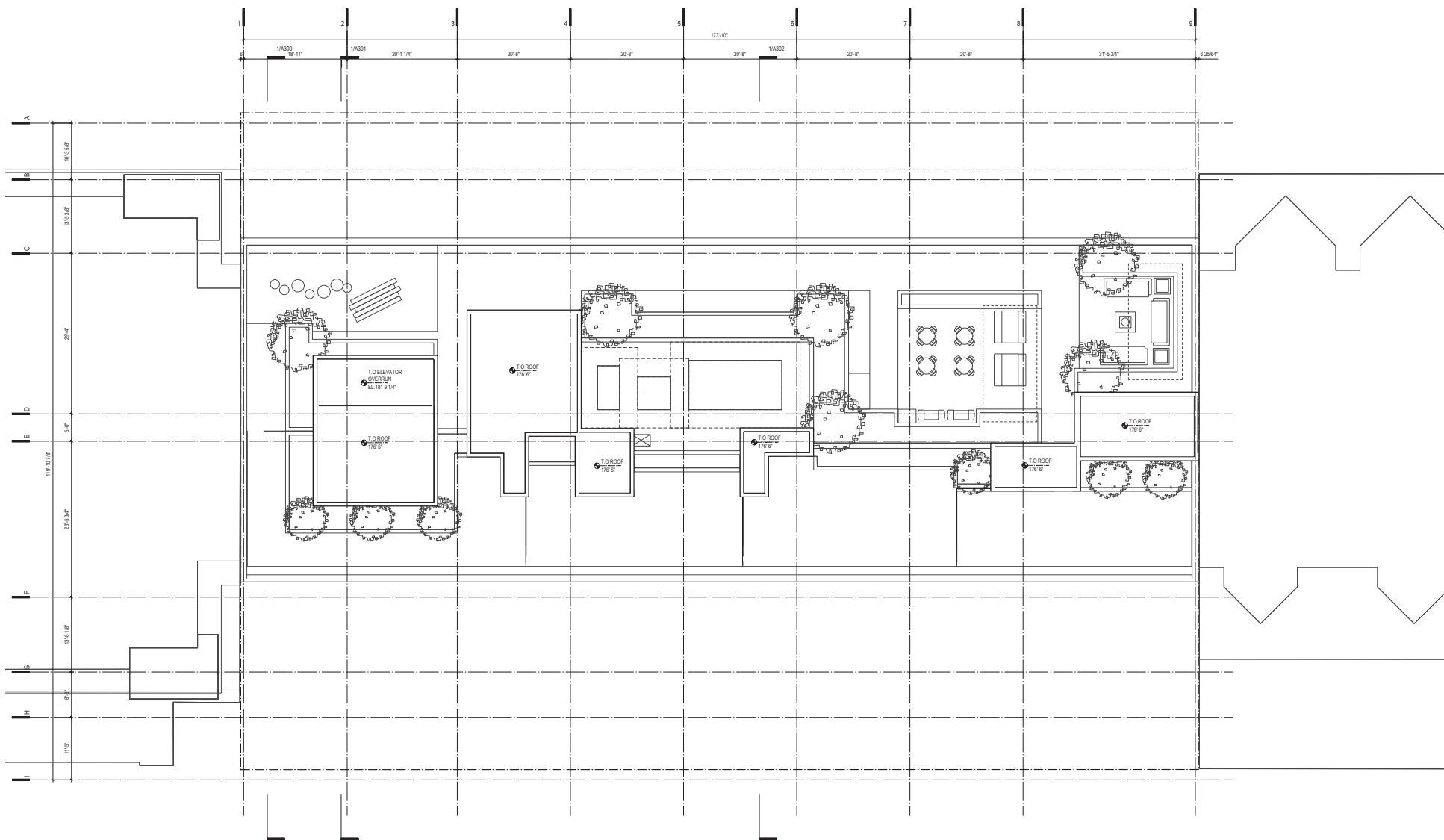
Anthem  
149 West 3rd St  
2016-011

NOT FOR CONSTRUCTION

Plan Roof Deck Level



A109



2 Roof Plan  
1/8" = 1'-0"

printed: Feb 3, 2022 10:27:52 AM









02/03/2022 Feb 3, 2022 10:34:25 AM

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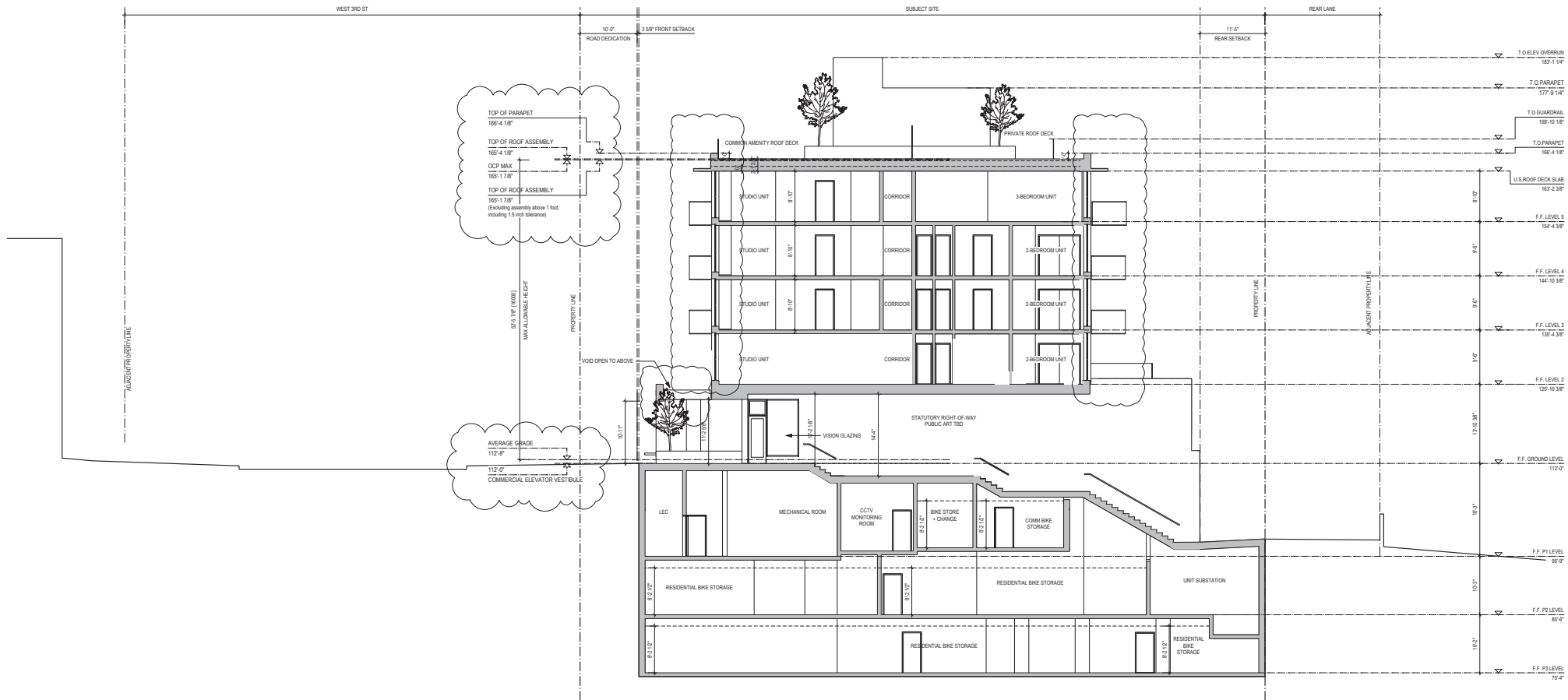
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Anthem  
149 West 3rd St  
2016-017

NOT FOR CONSTRUCTION

Elevations - South Elevation

A201



1 Site Section - West SROW - Portal East  
1/8" = 1'-0"

printed: Feb 3, 2022 10:28:02 AM

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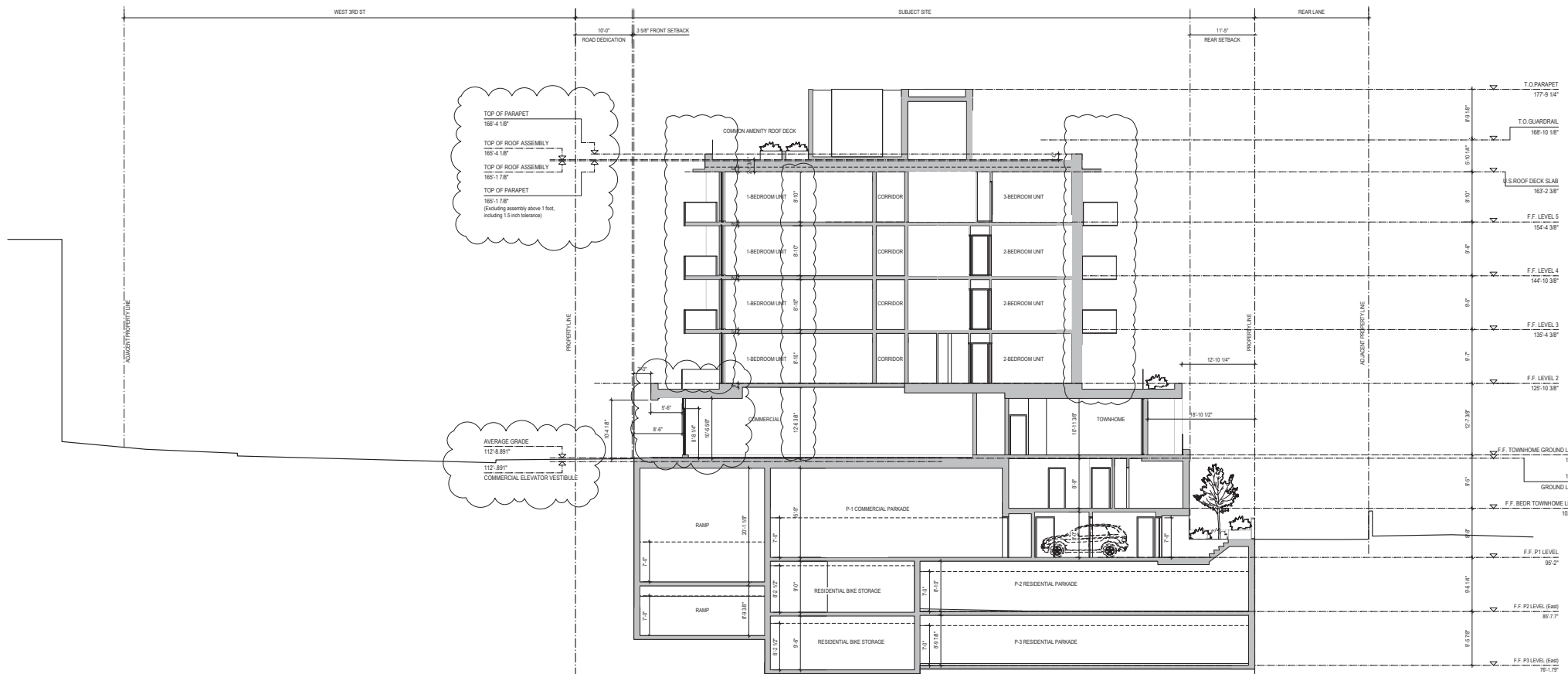
Anthem  
149 West 3rd St  
2018-011

NOT FOR CONSTRUCTION

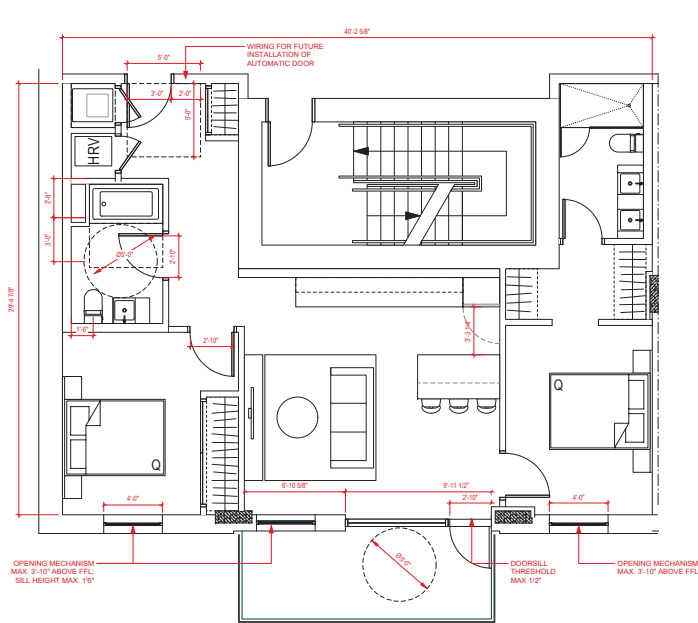
Cross Section Thru SROW - East

A300

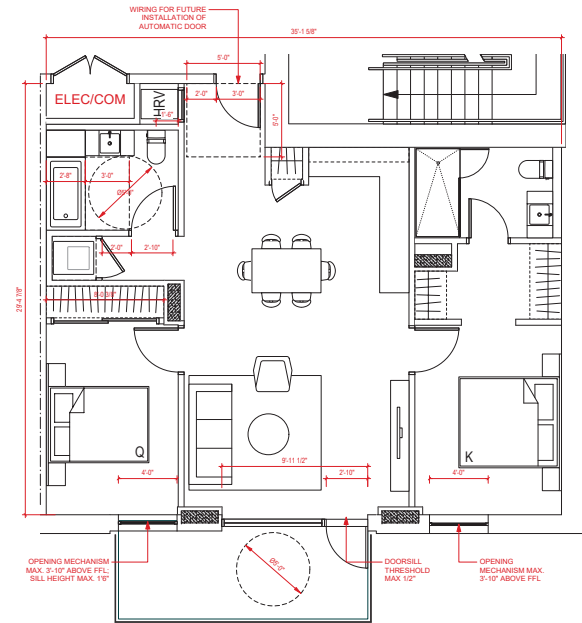




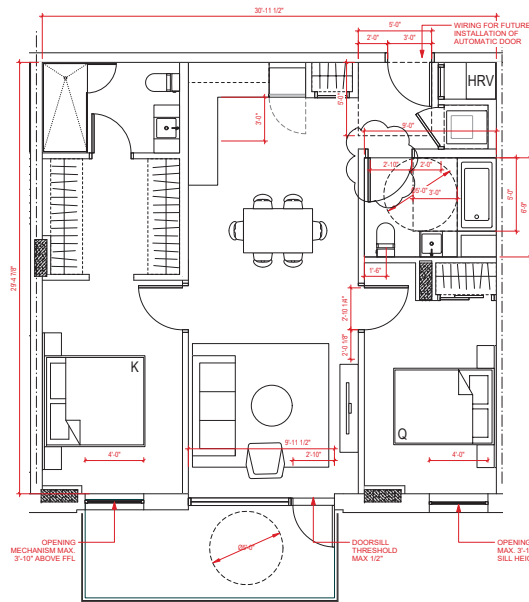
1 Site Section - Townhomes  
1/8" = 1'-0"



1 282 - 884 sf  
1/4" = 1'-0"



2 283 - 901 sf  
1/4" = 1'-0"



3 284 - 896 sf  
1/4" = 1'-0"



#### CITY OF NORTH VANCOUVER - ADAPTABLE DESIGN GUIDELINES (LEVEL TWO)

##### SUITE ENTRY / CIRCULATION:

- PROVIDE 1520mm (5') TURNING RADIUS INSIDE AND OUTSIDE THE ENTRY CORRIDOR OF EACH DWELLING UNIT
- PROVIDE WIRING FOR AN AUTOMATIC DOOR
- PROVIDE 610 mm (2') CLEAR WALL SPACE ADJACENT TO DOOR LATCHES WHERE DOOR SWINGS TOWARD USER
- MINIMUM ONE BATHROOM, MIN ONE BEDROOM AND STORAGE ROOM DOOR TO BE 800mm (2'-10") CLEAR OPENING

##### ADAPTABLE BATHROOM LAYOUT:

- TOILET LOCATED ADJACENT TO THE WALL (MIN 915mm (3') LENGTH)
- PROVIDE TURNING RADIUS WITHIN BATHROOM
- 915 mm CLEARANCE ALONG FULL LENGTH OF TUB
- ACCESSIBLE STORAGE
- BACKING FOR TOWEL BAR AND FUTURE GRAB BARS
- SOLID BLOCKING PROVIDED IN WALLS OF TUB/SHOWER, TOILET AREAS AND BEHIND TOWEL BARS
- TUB CONTROL VALVE TO BE PLACED AT OUTER EDGE OF TUB WITH TUB SPOUT AND SHOWER DIVERTED REMAINING IN CENTRAL POSITION
- ADJUSTABLE HEIGHT SHOWER HEAD OF HAND-HELD SHOWER HEAD ON ADJUSTABLE BRACKET

##### ADAPTABLE KITCHEN LAYOUT:

- CONTINUOUS COUNTER BETWEEN STOVE AND SINK
- PULL OUT WORK BOARDS AT 810mm (2'-8") HEIGHT

##### PATIO/BALCONY REQUIREMENTS:

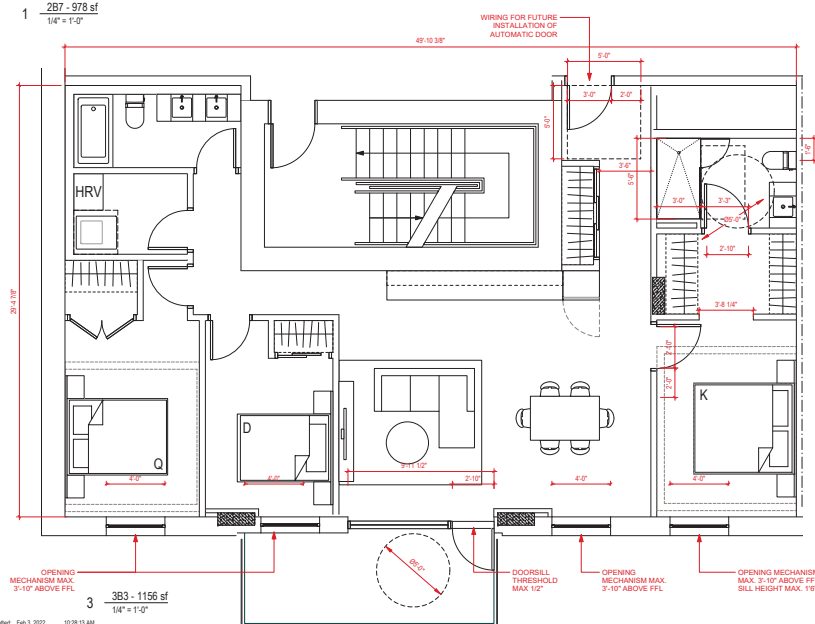
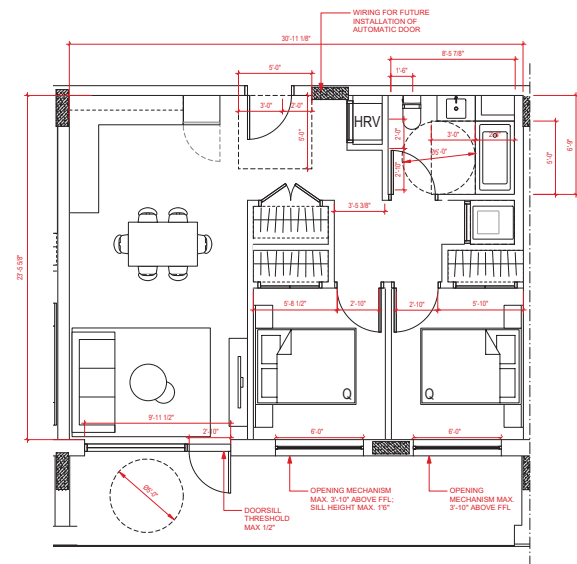
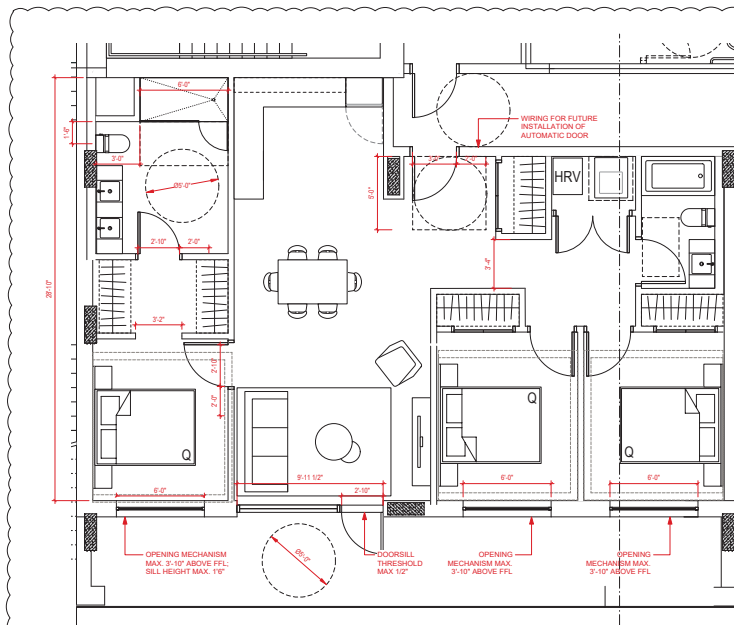
- MIN. ONE DOOR 800 mm (2'-10") CLEAR OPENING
- MIN. ONE BALCONY DOORSILL WITH MAX 13 mm (1/2") THRESHOLD
- MIN. 1520mm (5') TURNING RADIUS

##### WINDOWS:

- OPENING MECHANISM MAX 1168mm (48") ABOVE FLOOR
- PROVIDE MIN 1800mm (6') HORIZONTAL WINDOWS IN LIVING ROOM, DINING ROOM AND MIN ONE BEDROOM WHERE SILLS ARE NOT MORE THAN 750mm (2'-6") ABOVE FLOOR







CITY OF NORTH VANCOUVER - ADAPTABLE DESIGN GUIDELINES (LEVEL TWO)

SUITE ENTRY / CIRCULATION:

PROVIDE 1520mm (5') TURNING RADIUS INSIDE AND OUTSIDE THE ENTRY CORRIDOR OF EACH DWELLING UNIT  
 PROVIDE WIRING FOR AN AUTOMATIC DOOR  
 PROVIDE 610 mm (2') CLEAR WALL SPACE ADJACENT TO DOOR LATCHES WHERE DOOR SWINGS TOWARD USER  
 MINIMUM ONE BATHROOM, MIN ONE BEDROOM AND STORAGE ROOM DOOR TO BE 860mm (2'-10") CLEAR OPENING

**ADAPTABLE BATHROOM LAYOUT:**

TOILET LOCATED ADJACENT TO THE WALL (MIN 915mm [3'] LENGTH)  
 PROVIDE TURNING RADIUS WITHIN BATHROOM  
 915 mm CLEARANCE ALONG FULL LENGTH OF TUB  
 ACCESSIBLE STORAGE  
 BACKING FOR TOWEL BAR AND FUTURE GRAB BARS  
 SOLID BLOCKING PROVIDED IN WALLS OF TUB/SHOWER, TOILET AREAS AND BEHIND TOWEL BARS  
 TUB CONTROL VALVE TO BE PLACED AT OUTER EDGE OF TUB WITH TUB SPOUT AND SHOWER DIVERTED REMAINING IN CENTRAL POSITION  
 ADJUSTABLE HEIGHT SHOWER HEAD OF HAND-HELD SHOWER HEAD ON ADJUSTABLE BRACKET

**ADAPTABLE KITCHEN LAYOUT:**

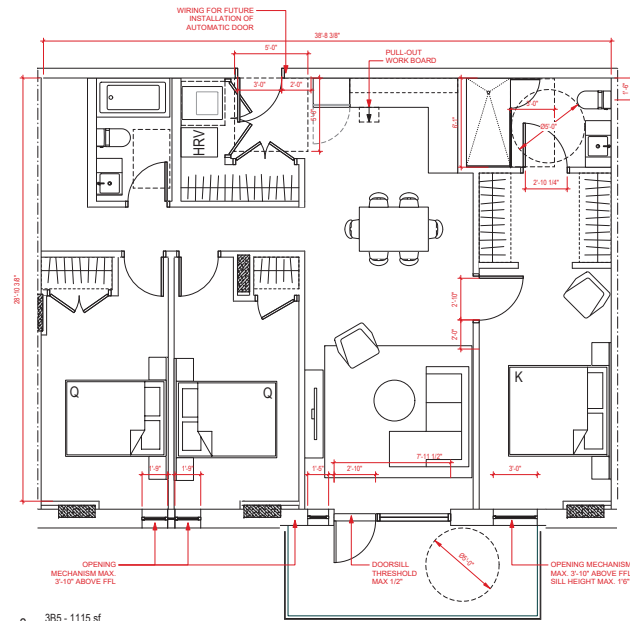
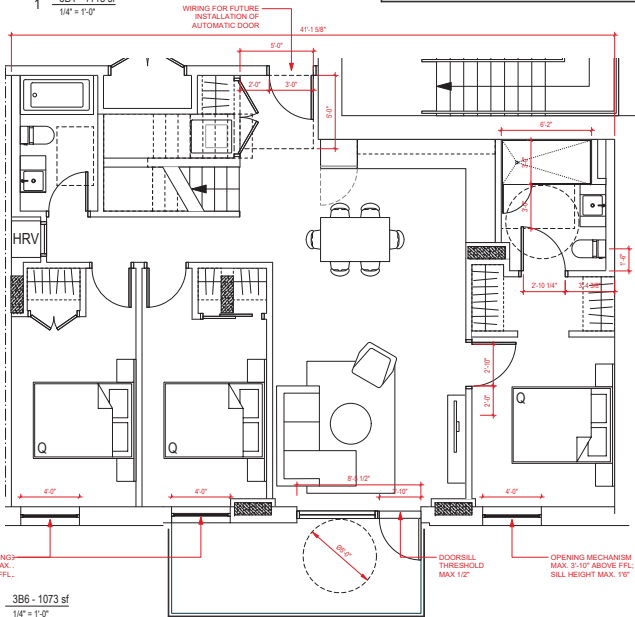
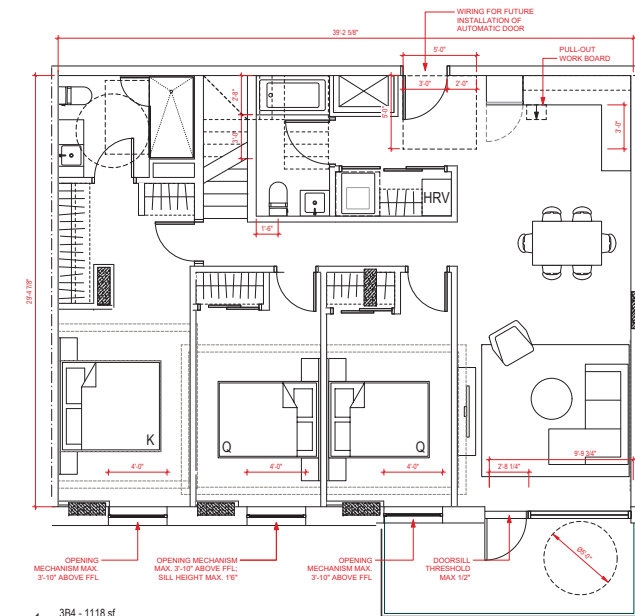
CONTINUOUS COUNTER BETWEEN STOVE AND SINK  
PULL OUT WORK BOARDS AT 810mm (2'-8") HEIGHT

**PATIO/BALCONY REQUIREMENTS:**

MIN. ONE DOOR 860 mm (2'-10") CLEAR OPENING.  
MIN. ONE BALCONY DOORSILL WITH MAX 13 mm (1/2") THRESHOLD.  
MIN. 1520mm (5') TURNING RADIUS.

WINDOWS:

OPENING MECHANISM MAX 1168mm (46") ABOVE FLOOR



# CITY OF NORTH VANCOUVER - ADAPTABLE DESIGN GUIDELINES (LEVEL TWO)

## SUITE ENTRY / CIRCULATION:

- PROVIDE 150mm (6") TURNING RADIUS INSIDE AND OUTSIDE THE ENTRY CORRIDOR OF EACH DWELLING UNIT
- PROVIDE WIRING FOR AN AUTOMATIC DOOR
- PROVIDE 610 mm (2') CLEAR WALL SPACE ADJACENT TO DOOR LATCHES WHERE DOOR SWINGS TOWARD USER
- MINIMUM ONE BATHROOM, MIN ONE BEDROOM AND STORAGE ROOM DOOR TO BE 800mm (2'-10") CLEAR OPENING

## ADAPTABLE BATHROOM LAYOUT:

- TOILET LOCATED ADJACENT TO THE WALL (MIN 915mm (3') LENGTH)
- PROVIDE TURNING RADIUS WITHIN BATHROOM
- 915 mm CLEARANCE ALONG FULL LENGTH OF TUB
- ACCESSIBLE STORAGE
- BACKING FOR TOWEL BAR AND FUTURE GRAB BARS
- SOLID BLOCKING PROVIDED IN WALLS OF TUB/SHOWER, TOILET AREAS AND BEHIND TOWEL BARS
- TUB CONTROL VALVE TO BE PLACED AT OUTER EDGE OF TUB WITH TUB SPOUT AND SHOWER DIVERTED REMAINING IN CENTRAL POSITION
- ADJUSTABLE HEIGHT SHOWER HEAD OF HAND-HELD SHOWER HEAD ON ADJUSTABLE BRACKET

## ADAPTABLE KITCHEN LAYOUT:

- CONTINUOUS COUNTER BETWEEN STOVE AND SINK
- PULL OUT WORK BOARDS AT 810mm (2'-8") HEIGHT

## PATIO/BALCONY REQUIREMENTS:

- MIN. ONE DOOR 800 mm (2'-10") CLEAR OPENING
- MIN. ONE BALCONY DOORSILL WITH MAX 13 mm (1/2") THRESHOLD
- MIN. 150mm (6") TURNING RADIUS

## WINDOWS:

- OPENING MECHANISM MAX 1168mm (48") ABOVE FLOOR
- PROVIDE MIN 180mm (6") HORIZONTAL WINDOWS IN LIVING ROOM, DINING ROOM AND MIN ONE BEDROOM WHERE SILLS ARE NOT MORE THAN 750mm (2'-4") ABOVE FLOOR

## Issue for Rezoning Resubmission



301 - 1825 Quebec Street  
Vancouver BC  
V5T 2Z3, Canada

Sheet Number	Sheet Title
L-01	COVER PAGE
L-02A	TREE AND SITE PLAN - GROUND FLOOR
L-02B	TREE AND SITE PLAN - LEVEL 2 & ROOF
L-03A	PLANTING PLAN - GROUND FLOOR
L-03B	PLANTING PLAN - LEVEL 2 & ROOF
LS-01	SECTIONS
LD-01	DETAILS
LD-02	DETAILS
LD-03	DETAILS
LD-04	DETAILS

Attachment 3

**VDZ+A**

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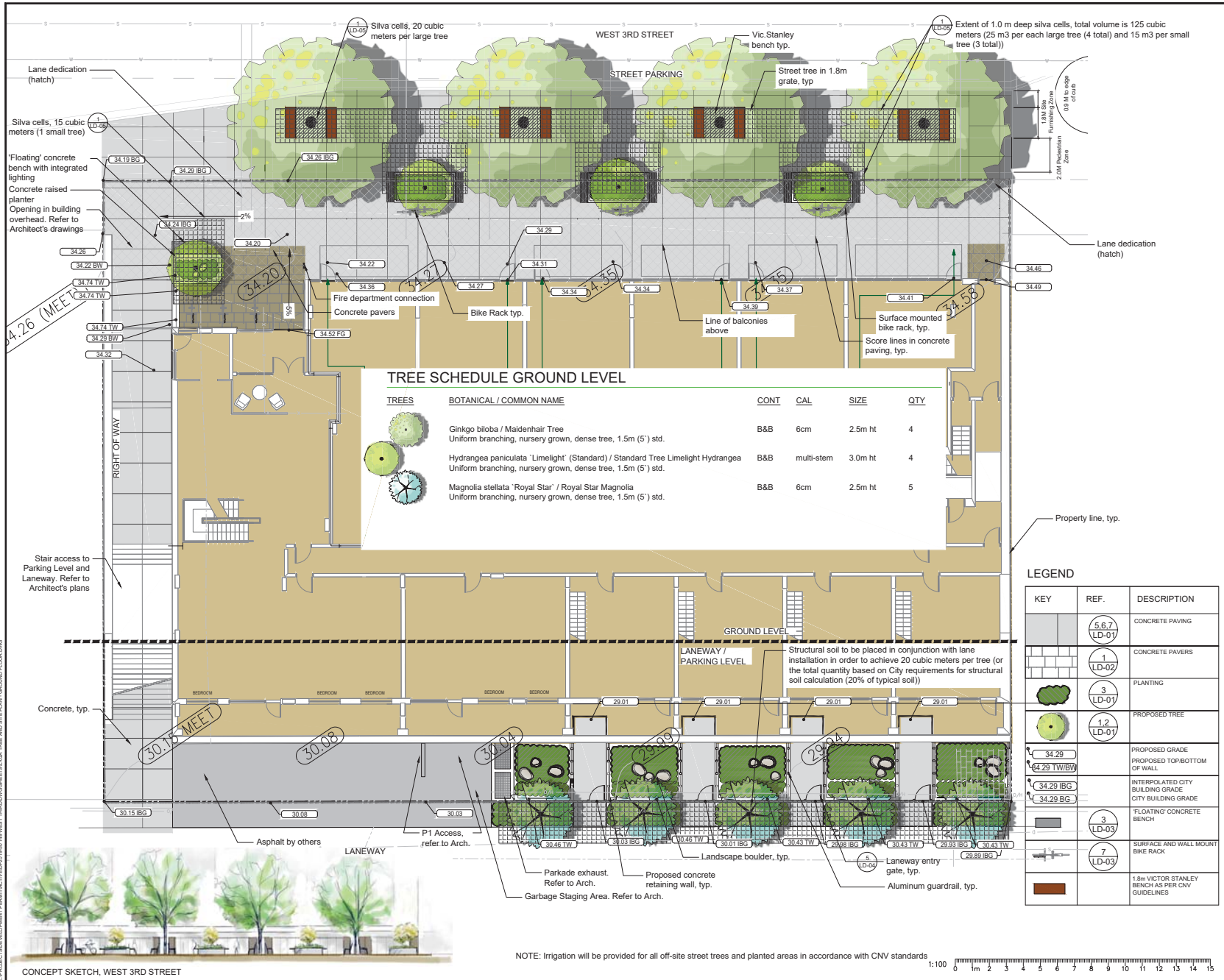
<b>FORT LANGLEY STUDIO</b>	<b>MOUNT PLEASANT STUDIO</b>
100-9181 Church St	102-355 Kingsway
Fort Langley, BC	Vancouver, BC
V5M 2R8	V5T 3J7

www.vdz.ca      604-882-0024

11	DY	Re-Issue for Re-zoning	Feb 03, 2022
10	DY	Re-Issue for Re-zoning	Dec 21, 2021
9	ET	Re-Issue for Re-zoning	Dec 16, 2021
8	DY	Re-Issue for GP	Nov 22, 2021
7	DY	Issue for Development Permit	Oct 29, 2021
6	DJ	Issue for Development Permit	July 20, 2021
5	DJ	Issue for Development Permit	July 09, 2021
4	DR	Issue for Development Permit	Mar 31, 2020
3	DR	Issue for Development Permit	Mar 28, 2020
2	DJ	Issue for Re-zoning	Mar 13, 2020
1	DJ	Issue for Development Permit	Dec 18, 2019
No.	By:	Description	Date

WORK. ALL REZONING/DPP/PA/HAEP  
DRAWINGS MUST NOT BE PRICED FOR  
CONSTRUCTION UNLESS LABELED ISSUE  
FOR TENDER/CONSTRUCTION.

Drawing #: L-01



No.	By	Description	Date
11	DY	Re-issue for Re-zoning	Feb 03, 2022
10	DY	Re-issue for Re-zoning	Dec 21, 2021
9	ET	Re-issue for Re-zoning	Dec 16, 2021
8	DY	Re-issue for DP	Nov 22, 2021
7	DY	Issue for Development Permit	Oct 29, 2021
6	DJ	Issue for Development Permit	July 20, 2021
5	DJ	Issue for Development Permit	July 09, 2021
4	DR	Issue for Development Permit	Mar 31, 2020
3	DR	Issue for Development Permit	Mar 26, 2020
2	DJ	Issue for Re-zoning	Mar 13, 2020
1	DJ	Issue for Development Permit	Dec 18, 2019

No.	By	Description	Date
1	DJ	Issue for Review	Dec 17, 2019

No.	By	Description	Date
1	DJ	Issue for Review	Dec 17, 2019

No.	By	Description	Date
1	DJ	Issue for Review	Dec 17, 2019

No.	By	Description	Date
1	DJ	Issue for Review	Dec 17, 2019

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No.	By	Description	Date
1	DJ	Issue for Review	Dec 17, 2019

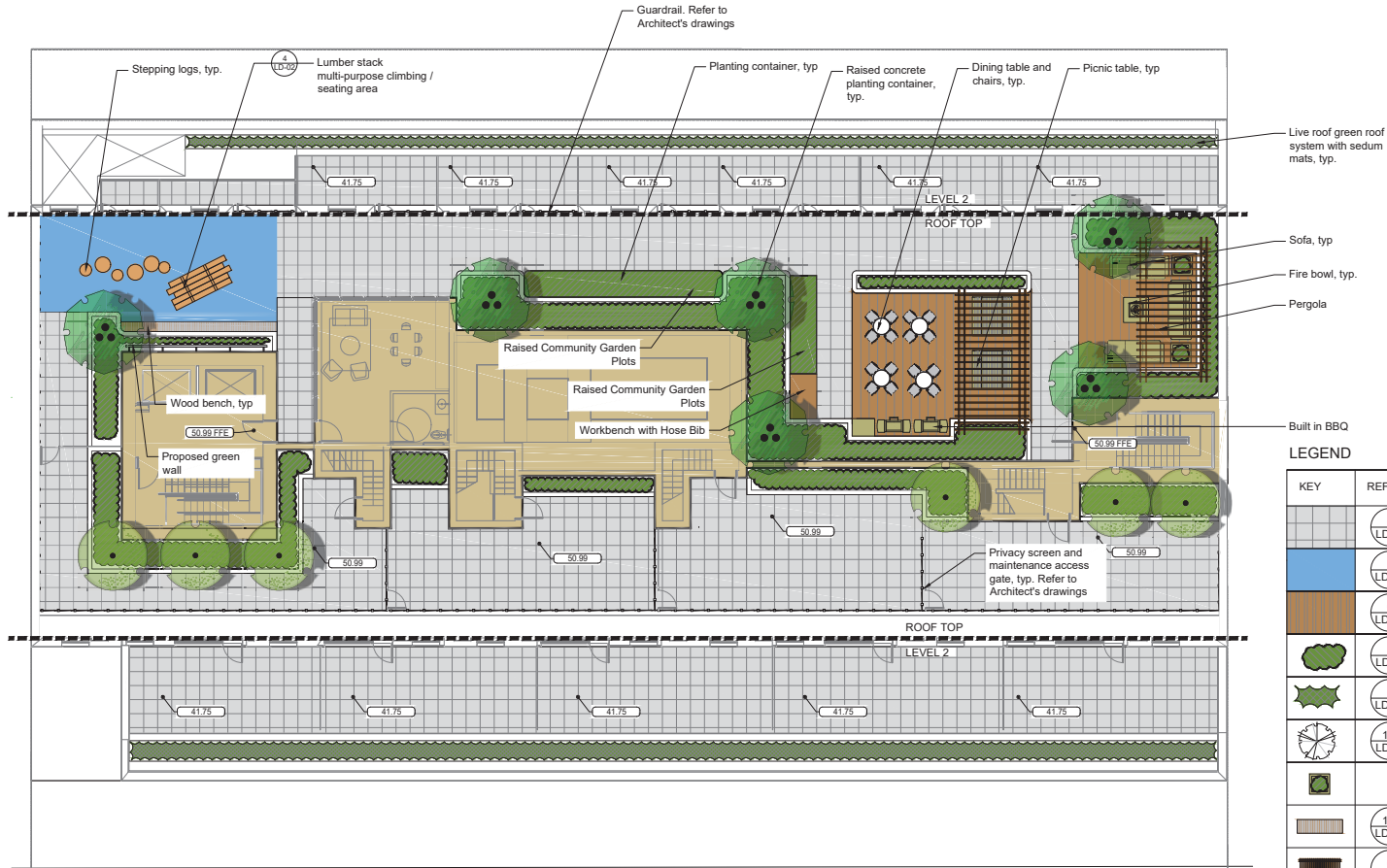
No.	By	Description	Date
1	DJ	Issue for Review	Dec 17, 2019

No.	By	Description	Date
1	DJ	Issue for Review	Dec 17, 2019







WEST 3RD STREET

















TREE SCHEDULE: ROOFTOP

TREES	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	QTY
	Acer circinatum / Vine Maple Uniform branching, nursery grown, dense tree, minimum 3 stems.	B&B	6cm	2.5m ht	6
	Syriza japonica 'Pink Chimes' / Japanese Pink Snowbell Dwarf Uniform branching, nursery grown, dense tree, 1.5m (5') tall.	B&B	6cm	2.5m ht	6

1:100 0 1m 2 3 4 5 6 7 8 9 10 11 12 13 14 15

LEGEND

KEY	REF.	DESCRIPTION
	(8) LD-01	HYDRAPRESSED SLABS
	(2) LD-02	RUBBER PLAYGROUND TILES
	(6) LD-02	DECKING
	(3) LD-01	SHRUB PLANTING
	(4) LD-04	GREEN ROOF PLANTING MODULE
	(1,2) LD-01	PROPOSED TREE
		FREESTANDING PLANTER
	(1,2) LD-03	WOOD BENCH ON CONCRETE
	(6) LD-03	PERGOLA
	(5) LD-03	FIRE TABLE
	(2,3) LD-04	DINING TABLE AND CHAIR
	(1) LD-04	SOFA
	(5) LD-02	BUILT IN BBQ
	(4) LD-03	PICNIC TABLE



Z:\PROJECTS\ALUMINUM PLANTACTIVITY\DP2019-50 149 WEST 3RD STREET THRUROW\DWG\PLANTING PLAN - GROUND FLOOR.DWG

No.	By	Description	Date
11	DY	Re-issue for Re-zoning	Feb 03, 2022
10	DY	Re-issue for Re-zoning	Dec 21, 2021
9	ET	Re-issue for Re-zoning	Dec 16, 2021
8	DY	Re-issue for DP	Nov 22, 2021
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No.	By	Description	Date

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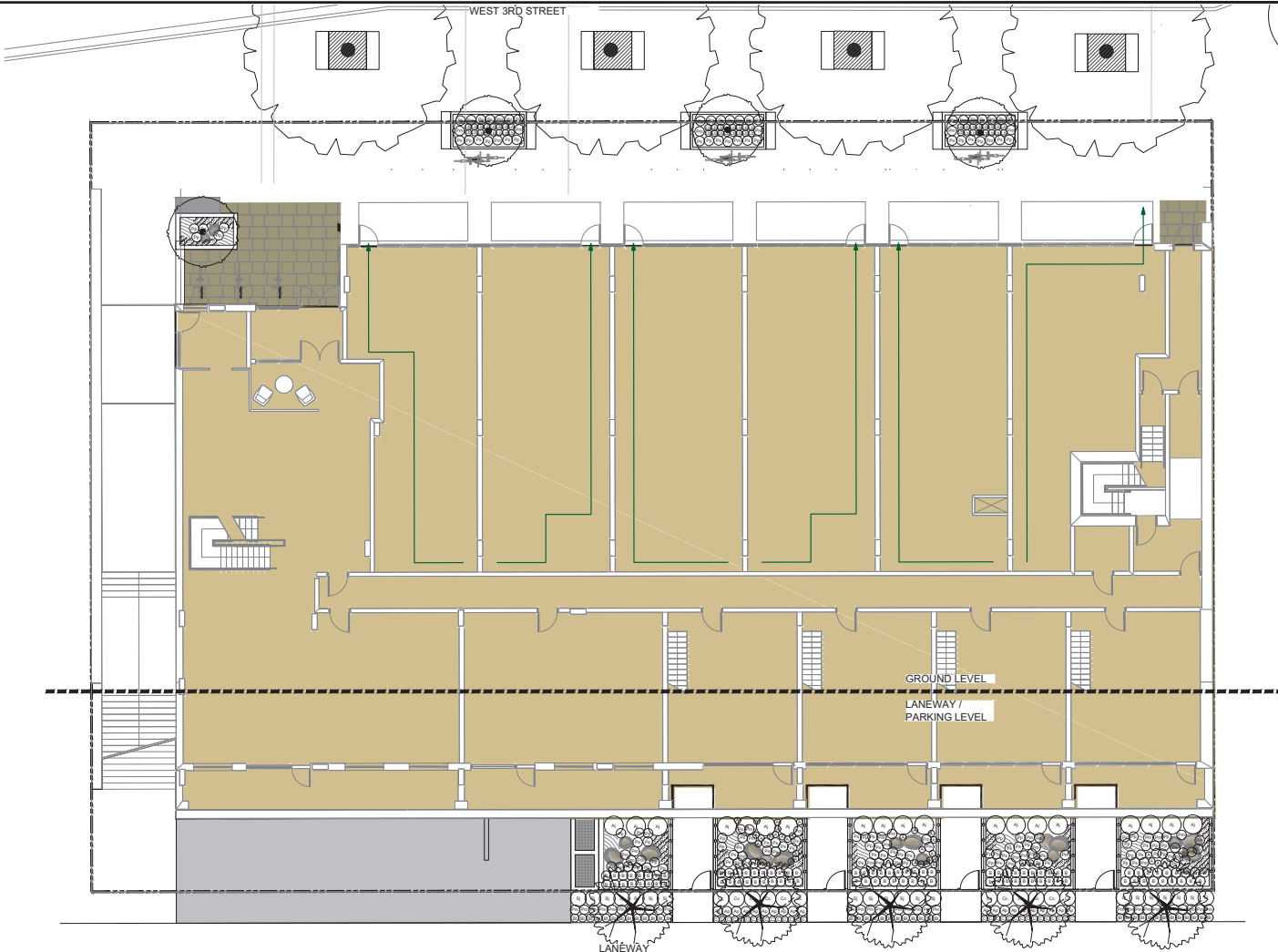
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No.	By	Description	Date

No.	By	Description	Date

No.	By	Description	Date



### PLANT SCHEDULE GROUND FLOOR

SHRUBS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
(P)	Andromeda polifolia 'Blue Ice' / Bog Rosemary Nursery grown, well established	#1	0.45m	20
(A)	Azalea japonica 'Girard's Kathy' / Girard's Kathy Azalea - white Nursery grown, well established	#3	0.9m	19
(B)	Berberis thunbergii 'Royal Burgundy' / Royal Burgundy Barberry Nursery grown, well established	#2	0.38m	38
(B)	Buxus x 'Green Velvet' / Boxwood Nursery grown, well established	#3	0.45m	93
(C)	Cotinus coccinea 'Velveterry' / Velveterry Compact Smokebush Nursery grown, well established	#2	0.75m	12
(S)	Skimmia japonica / Skimmia Nursery grown, well established	#2	0.75m	20

(P)

Polystichum munium / Western Sword Fern  
Nursery grown, well established

(P)

Polystichum polyblepharum / Japanese Tassel Fern  
Nursery grown, well established

(P)

Polystichum setiferum / Soft Shield Fern  
Nursery grown, well established

(C)

Carex monnifolia 'Ice Dance' / Ice Dance Japanese Sedge  
Nursery grown, well established

(C)

Astilbe x arendsii 'Look at Me' / False Spiraea  
Nursery grown, well established

(A)

Litopha spicata 'Big Blue' / Creeping Lily Turf  
Nursery grown, well established

(L)

GRASSES

PERENNIALS

(A)

(L)

(A)

(L)

GROUND COVERS

(H)

Heliconia scelerifolia / baby's tears  
Nursery grown, well established

(H)

Tiarella cordifolia / Foamflower  
Nursery grown, well established

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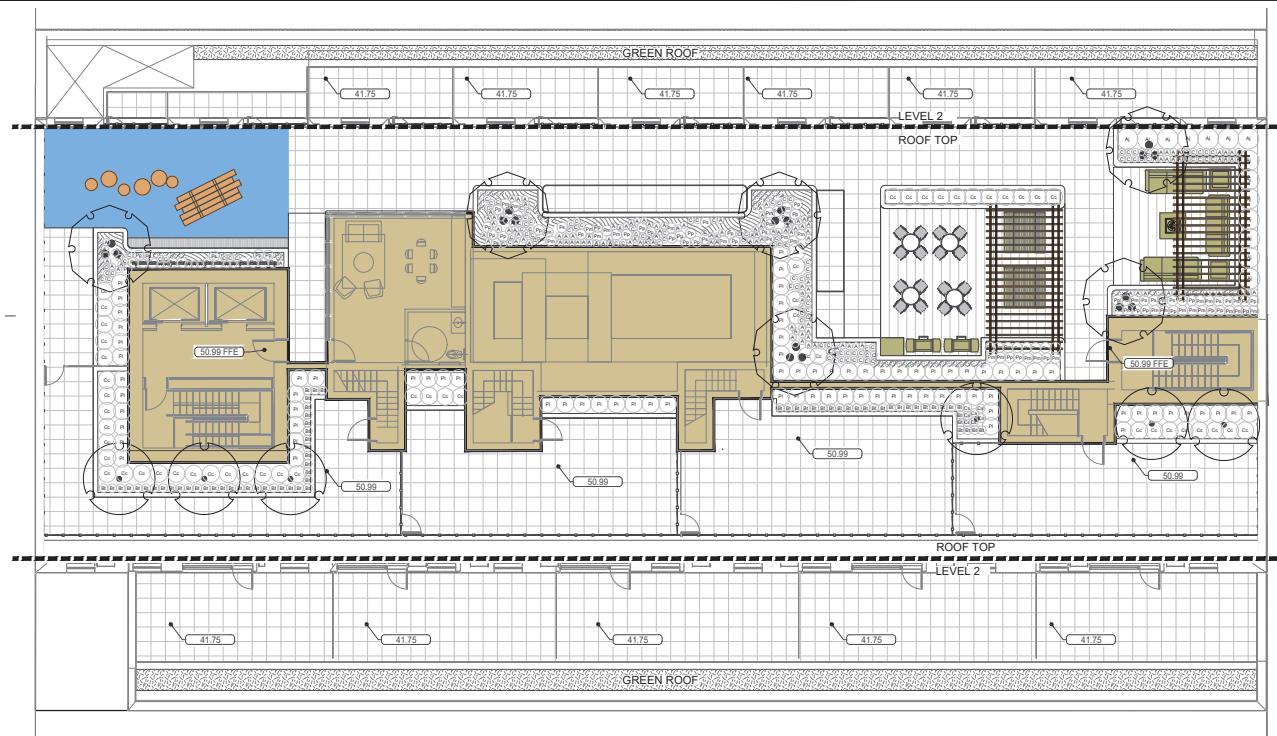
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### PLANT SCHEDULE ROOF

SHRUBS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
(A)	Azalea japonica 'Girard's Kathy' / Girard's Kathy Azaleas - white Nursery grown, well established	#3	0.9m	14
(B)	Berberis thunbergii 'Royal Burgundy' / Royal Burgundy Barberry Nursery grown, well established	#2	0.38m	42
(C)	Cornus sericea 'Kelsey' / Kelsey Dogwood Nursery grown, well established	#2	0.38m	7
(D)	Cotinus coggygia 'Velvety' / Velvety Compact Smokebush Nursery grown, well established	#2	0.75m	52
(E)	Prunus lusitana 'Lolita' / Little Leafed Portugal Laurel Nursery grown, well established	#2	0.75m	91
FERNS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
(F)	Polystichum munitum / Western Sword Fern Nursery grown, well established	#2	0.45m	47
(G)	Polystichum polypleurum / Japanese Tassel Fern Nursery grown, well established	#2	0.45m	43
(H)	Polystichum setiferum / Soft Shield Fern Nursery grown, well established	#2	0.45m	21
GRASSES	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
(I)	Carex morrowii 'Ice Dance' / Ice Dance Japanese Sedge Nursery grown, well established	#1	0.3m	111
PERENNIALS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
(J)	Astilbe x arendsi 'Look at Me' / False Spiraea Nursery grown, well established	#1	0.3m	153
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
(K)	Heliconia scoloreri / baby's tears Nursery grown, well established	#1	750mm	16
(L)	Tiarella cordifolia / Foamflower Nursery grown, well established	#1	300mm	79

### CONCEPT PLANT SCHEDULE LEVEL 2

GREEN ROOF	CONT	SPACING	QTY
Antennaria microphylla / Pussytoes	72.4 m²		
Artemisia maritima / Common Thrift	3.6 m²	SP4	5%
Carex densa / Dense Sedge	7.2 m²	SP4	10%
Carex pachystachya / Chaenissa Sedge	7.2 m²	SP4	10%
Carex lanidicola / Berkeley Sedge	7.2 m²	SP4	10%
Festuca rubra / Red Fescue	7.2 m²	SP4	10%
Phlox paniculata / Chocolate Lily	3.6 m²	SP4	5%
Sedum album 'Muralis' / Chubby Fingers	7.2 m²	SP4	10%
Sedum cauticola 'Lidaleense' / Purple Stonecrop	7.2 m²	SP4	10%
Sedum reflexum 'Blue Spruce' / Blue Spruce-leaved Stonecrop	7.2 m²	SP4	10%
Sedum x 'Vera Jameson' / Vera Jameson Sedum	10.8 m²	SP4	15%

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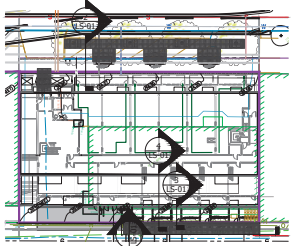
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149 WEST 3RD STREET  
MIXED-USE DEVELOPMENT

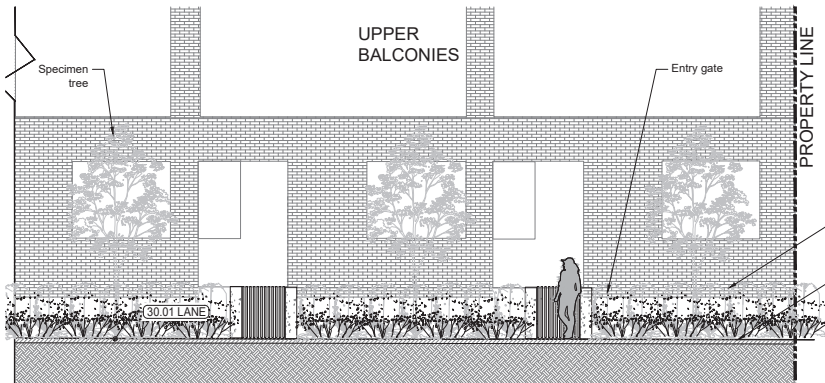
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149 West 3rd Street  
North Vancouver, B.C.

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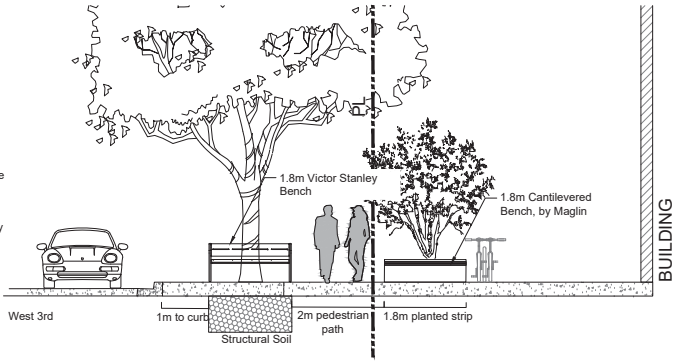




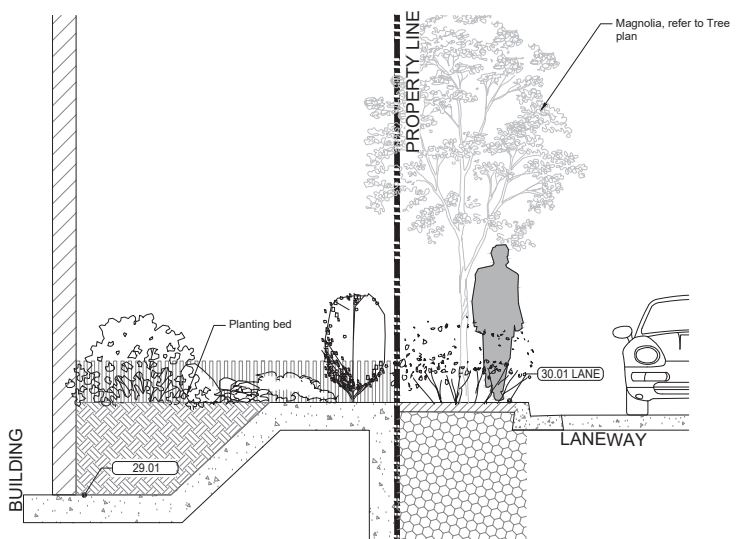
1 KEY PLAN  
NTS



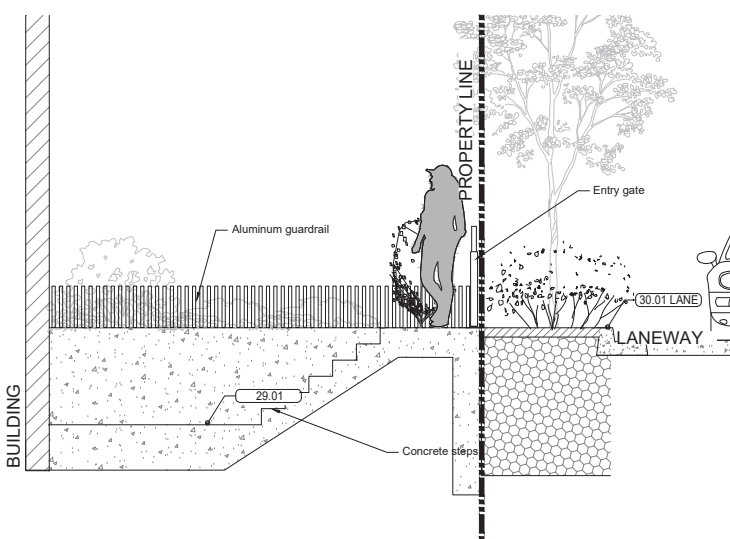
2 SECTION 1  
Scale 1:50



3 SECTION 2  
Scale 1:50



4 SECTION 3  
Scale 1:25



5 SECTION 4  
Scale 1:25

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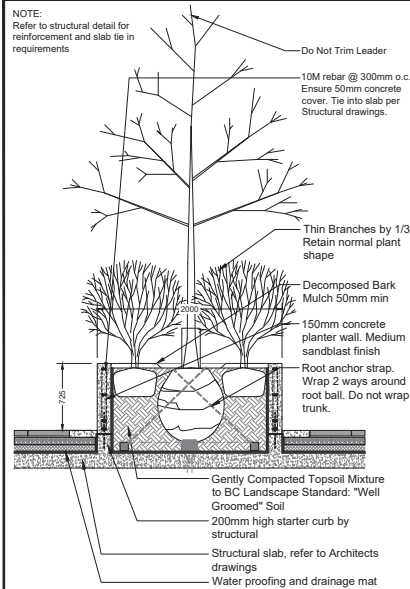
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 149 WEST 3RD STREET  
 MIXED-USE DEVELOPMENT  
 Location:  
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 North Vancouver, B.C.

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Checked: DJ	
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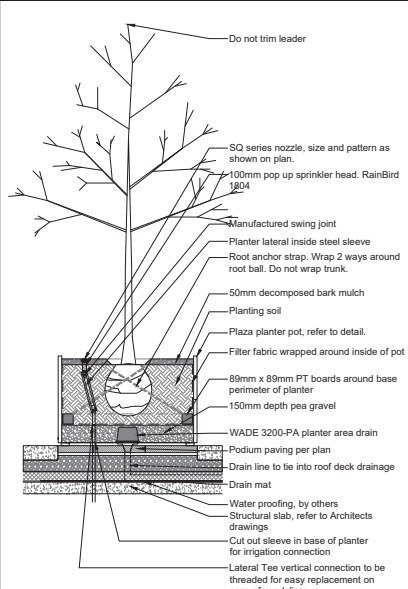
Drawing Title:  
**SECTIONS**

VDZ Project #:  
**DP2019-50**

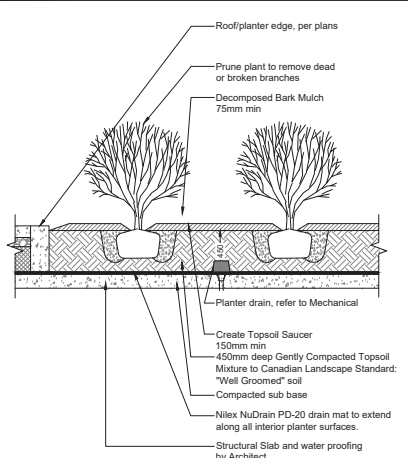
Drawing #:  
**LS-01**



1 CONCRETE PLANTER ON SLAB  
Scale 1:25



2 PLANTER ON SLAB  
Scale 1:25



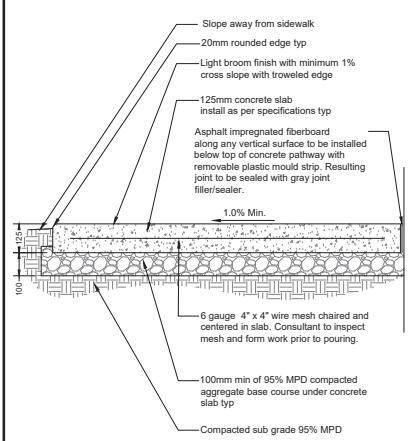
- NOTES:
1. Remove all string, twine, pots, tags from plant.
  2. All soil, mulch and plant material to meet latest Canadian Landscape Standard.
  3. Topsoil saucer diameter to be 1.5X diameter of plant container.
  4. O.C. spacing per planter plan.

3 SHRUB PLANTING ON SLAB  
Scale 1:25



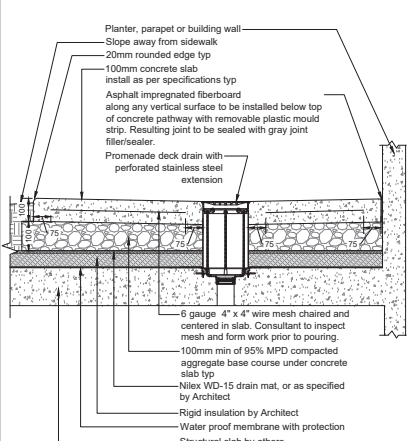
Community planter

4 COMMUNITY PLANTER  
Scale NTS



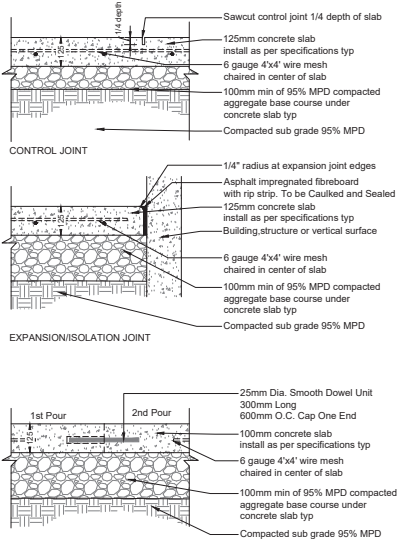
- Notes:
1. Contractor to provide expansion joints where concrete meets all vertical structures.
  2. Horizontal scorelines at 1500mm o.c. both ways unless shown otherwise. Refer to plans.
  3. Center scoreline on 150mm smooth finish or to match existing concrete pathway.
  4. All components as specified or approved alternate.
  5. Concrete to slope to drain.
  6. Expansion joint every 3000mm o.c. both ways.
  7. Contractor to contact Landscape Architect for scoreline approval prior to cutting.

5 CONCRETE PAVING  
Scale 1:10

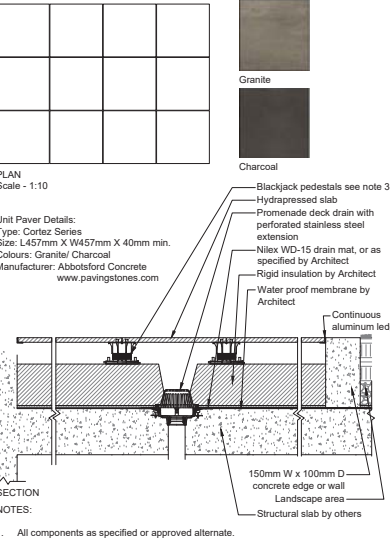


- Notes:
1. Contractor to provide expansion joints where concrete meets all vertical structures.
  2. Horizontal scorelines at 1500mm o.c. both ways unless shown otherwise. Refer to plans.
  3. Center scoreline on 150mm smooth finish or to match existing concrete pathway.
  4. All components as specified or approved alternate.
  5. Concrete to slope to drain.
  6. Expansion joint every 3000mm o.c. both ways.

6 CONCRETE ON SLAB  
Scale 1:10



7 CONCRETE JOINTS  
Scale 1:10



8 HYDRAPRESSED SLAB  
Scale 1:10

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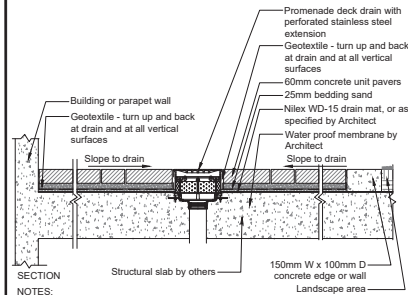
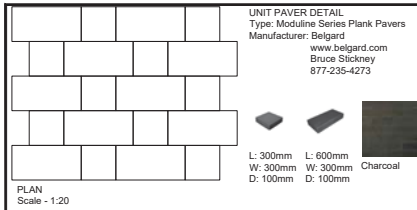
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Approved: DJ	Original Sheet Size: 24"x36"
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Scale: As Shown	
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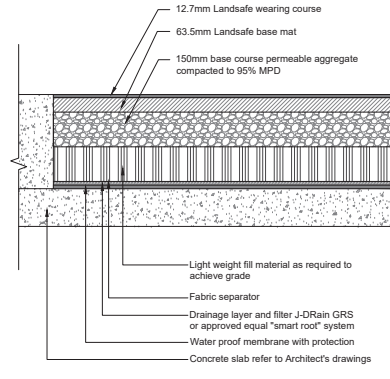
CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCIES TO THE CONSULTANT IMMEDIATELY. THE CONSULTANT'S RESPONSIBILITY IS TO REVIEW AND APPROVE THE DIMENSIONS AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE OWNER AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. ALL REVISIONS/CHANGES MUST BE RECORDED FOR CONSTRUCTION UNLESS LABELED ISSUED FOR TENDER/CONSTRUCTION.



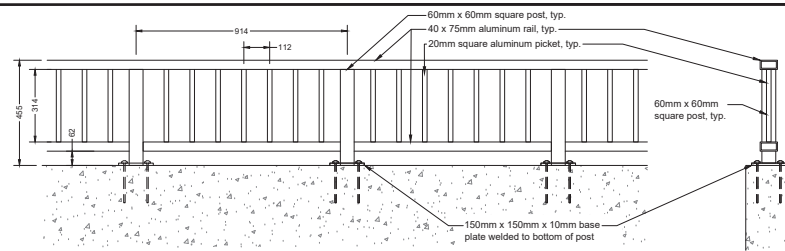


- NOTES:**
1. All bedding sand to meet ASTM C33 or CSA A23.1 FA1.
  2. All joint sand to meet ASTM C144 or CSA A179.
  3. All components as specified or approved alternate.
  4. Contractor to provide cut sheets of all components for Landscape Architect approval.
  5. Contractor to ensure no visible pooling occurs on paver surface.
  6. All joints to be tight fit.
  7. All paver cuts to be minimum  $\frac{1}{2}$  Paver.

**1 UNIT PAVERS OVER PARKADE**  
Scale 1:10

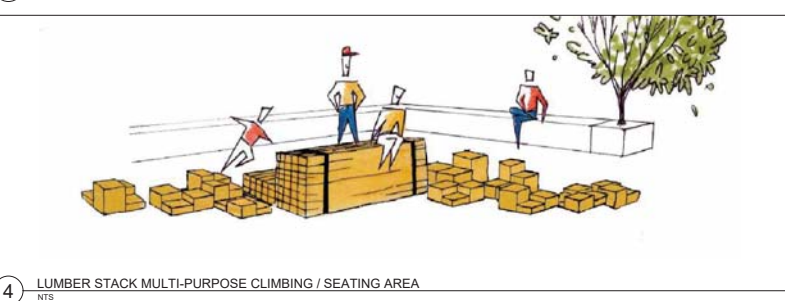


**2 RUBBER SURFACE ON SLAB**  
Scale 1:10

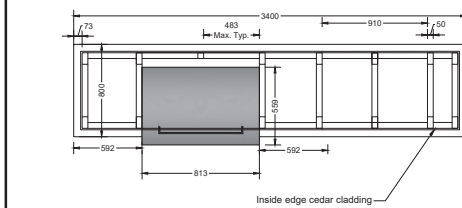


- NOTES:**
1. All hardware to be hot dip galvanized.
  2. Railing to receive a matt black rough finish.

**3 RAILING ON WALL**  
Scale 1:10

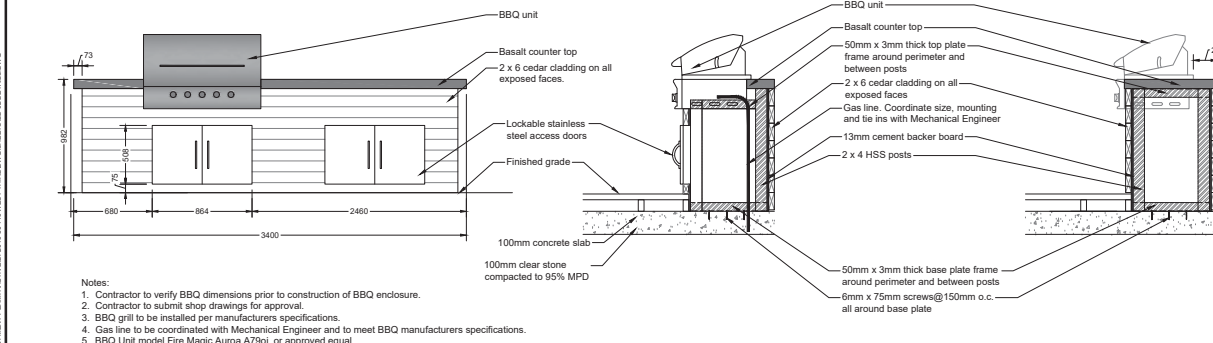


**4 LUMBER STACK MULTI-PURPOSE CLIMBING / SEATING AREA**  
NTS

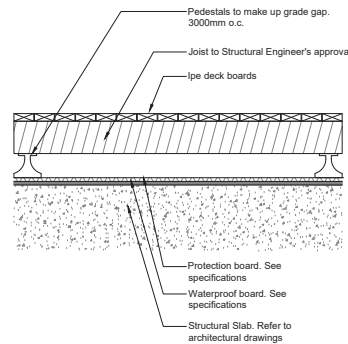


BBQ UNIT SPECIFICATIONS	
Model:	AT 500 (Standard)
Coating Surface:	400 sq. inches (32" x 48")
Primary burner BTU's:	20,000
Back burner BTU's:	10,000
Gas Line Dimensions:	1/2" x 1/2" (2" x 1/2")

GAS BBQ (NTS)  
Supplier: Fire Magic  
Product name: A540i



**5 BUILT-IN BBQ**  
Scale 1:20



- NOTES:**
1. Joists to be pressure treated.
  2. Contractor to supply shop drawing.

**6 WOOD DECK ON SLAB**  
Scale 1:10

**VDZ+A**  
FORT LANGLEY STUDIO / MOUNT PLEASANT STUDIO  
100-9581 Church St. 103-355 Kingsway  
Fort Langley, BC Vancouver, BC  
V3M 2R6 V5T 3J7  
www.vdz.ca 604-882-0034

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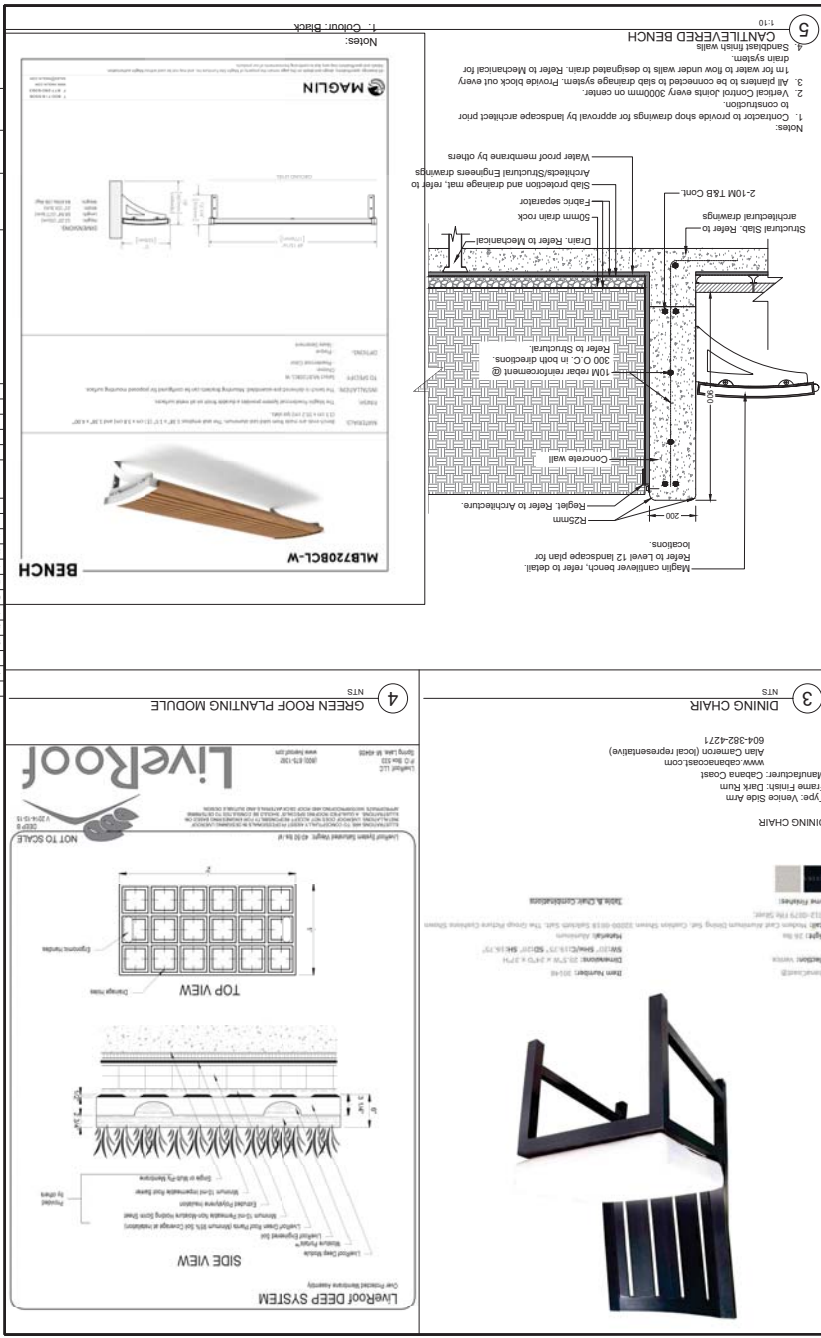
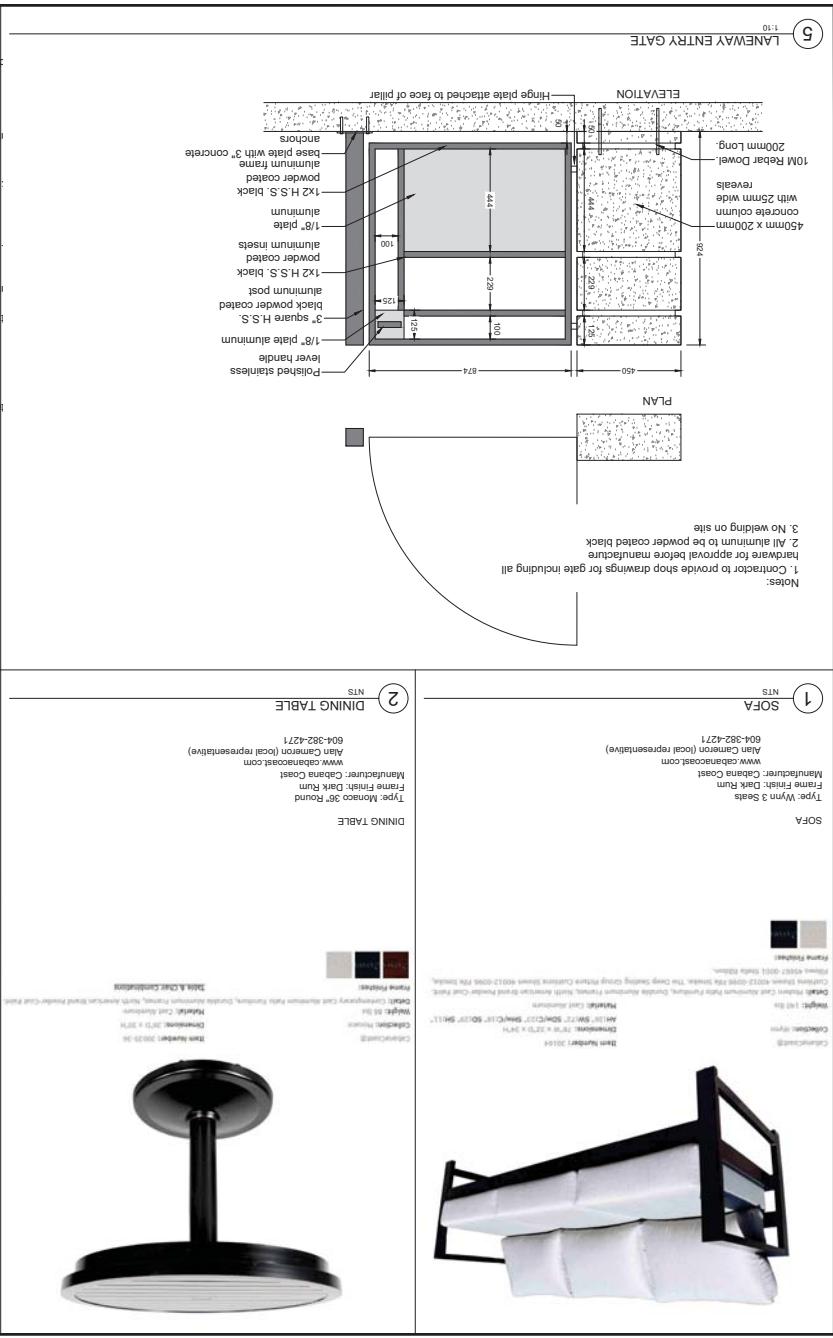
Drawing Title:  
**DETAILS**

VDZ Project #:  
**DP2019-50**

Drawing #:  
**LD-02**





[illegible]

**VDZ+A**  
 Landscape Architecture • Urban Development • Design Research  
 Fort Langley Studio | 100-9181 Church St  
 Vancouver, BC | V6N 2B8  
 VST 317 | 604-882-0024



October 2, 2020

Emily Macdonald  
Planning & Development  
141 West 14th Street  
North Vancouver, BC V7M 1H9  
[emacdonald@cnv.org](mailto:emacdonald@cnv.org)

Dear Ms. Macdonald,

**RE: Virtual Developer Information Session: 149 West Third Street**

Anthem is pleased to provide the following summary of the applicant hosted Virtual Developer Information Session (DIS) for 149 West Third Street in the City of North Vancouver.

Introduction

Anthem has submitted a rezoning application to the City of North Vancouver to permit the redevelopment of 149 West Third Street. The proposed development has been designed in accordance with the Official Community plan and consists of:

- A five storey, mixed use building;
- 57 stratified market homes, including four lane-fronting townhomes;
- Retail at grade;
- A public breezeway that connects West Third Street to the lane; and
- Three levels of underground parking with 91 vehicle parking spaces and 106 bicycle parking spaces.

Virtual DIS Details

Date: Wednesday, September 23, 2020

Time: 6:00PM-6:30PM: Presentation  
6:30PM-7:30PM: Q & A

Format: Zoom Webinar

Number of Registrants: 19 (excluding City and Applicant team representatives)

Number of Attendees: 18 (excluding City and Applicant team representatives)

Comment Forms Submitted: Four (4)

### DIS Public Notification and Website

The public was notified of the Virtual DIS through three different mediums in accordance with the City of North Vancouver's requirements:

- **Mail-out:** Public notification postcards (provided to Canada Post on September 3, 2020) were sent to approximately 425 homes and businesses located within the notification area map and spreadsheet provided by the City of North Vancouver (Appendix A).
- **Site sign:** A notification sign was erected on the property on September 1, 2020 to inform the public of the application and Virtual DIS details (Appendix B).
- **North Shore News advertisements:** An advertisement notifying the public of the DIS ran in two consecutive editions of the North Shore News on September 9, 2020 and September 16, 2020.

In addition to the required public notification materials, a project website was established: [www.149WestThird.com](http://www.149WestThird.com). The website was accessible to the public and could be used to both access the information included in the public notification material, and to register to participate in the Virtual DIS.

### DIS Format and Registration Summary

Individuals who wished to participate in the Virtual DIS were instructed to register in advance at [www.149WestThird.com](http://www.149WestThird.com). Registrants received a confirmation email with the Zoom Webinar meeting details. Those without access to a computer/internet were able to call the applicant to receive a dial-in number in order to attend via telephone. Prior to the Virtual DIS, a reminder email including a comment form was circulated to all registrants.

The meeting was hosted by the applicant and began with introductory remarks and a full review and explanation of how attendees could participate in the Q & A period. The applicant team then provided a presentation. Following the presentation, the applicant team took questions from online and telephone participants, and encouraged participants to complete and submit the comment form.

### DIS Question and Answer Period Summary

The applicant team took questions from participants for a period of one hour. Recurring themes during the question and answer period included:

- The breezeway: safety, accessibility, design/aesthetics, etc.
- The laneway: need for improvements, congestion, traffic safety, desire for underground powerlines, etc.

- The retail space and current tenants: prevalence of empty store fronts in the neighbourhood, concern about existing retailers on the property, interest in opportunities for retailers to move next door or relocate into the new building when it is complete, etc.
- The project details: type of construction material, parking, air conditioning, etc.
- Construction of the building: duration, what neighbours should expect, strategies to mitigate impacts, etc.
- Housing affordability in the community.

### Comment Form Results

A total of four completed comment forms were submitted. Copies of the completed comment forms were provided to the City of North Vancouver (Appendix D).

Summary of the completed comment forms:

1. Do you support the proposed project?
  - Yes: two respondents (50%)
  - No: one respondent (25%)
  - Undecided: one respondent (25%)
2. Do you have any concerns about the proposed project?
  - Safety and accessibility of the breezeway
  - Potential loss of existing local retailers
  - Potential for vacant storefronts in the new development
  - Traffic congestion
  - Potential noise from rooftop amenity space
3. What do you like about the proposed project?
  - Renewal of old commercial space
  - Variety of unit types and sizes
4. What would you suggest to change or improve the proposed project?
  - More parking
5. Additional comments
  - Some respondents in neighbouring buildings would like to see the portions of the laneway adjacent to their own homes upgraded (repaving, moving power lines underground, etc.)
  - Work with existing tenants to see if they can relocate into West Third development next door during construction
  - Anthem has been a great community partner for the neighbours

## Appendices

- **Appendix A:** Public Notification Postcard
- **Appendix B:** North Shore News Advertisement
- **Appendix C:** Photo of Site Sign
- **Appendix D:** Copies of Completed Comment Forms

Should you have any additional questions regarding the Virtual Developer Information Session, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink that reads "Emily Howard". The script is fluid and cursive.

Emily Howard  
Senior Manager, Community Relations  
Anthem Properties Group Ltd.  
Direct 604 235 3182  
[ehoward@anthemproperties.com](mailto:ehoward@anthemproperties.com)



## **Appendix A**

### **Public Notification Postcard**



## Virtual Developer Information Session

Early Public Comment Opportunity – Rezoning Application  
149 West Third Street

Date & Time: Wednesday, September 23, 2020  
6:00PM-6:30PM: Presentation  
6:30PM-7:30PM: Q&A

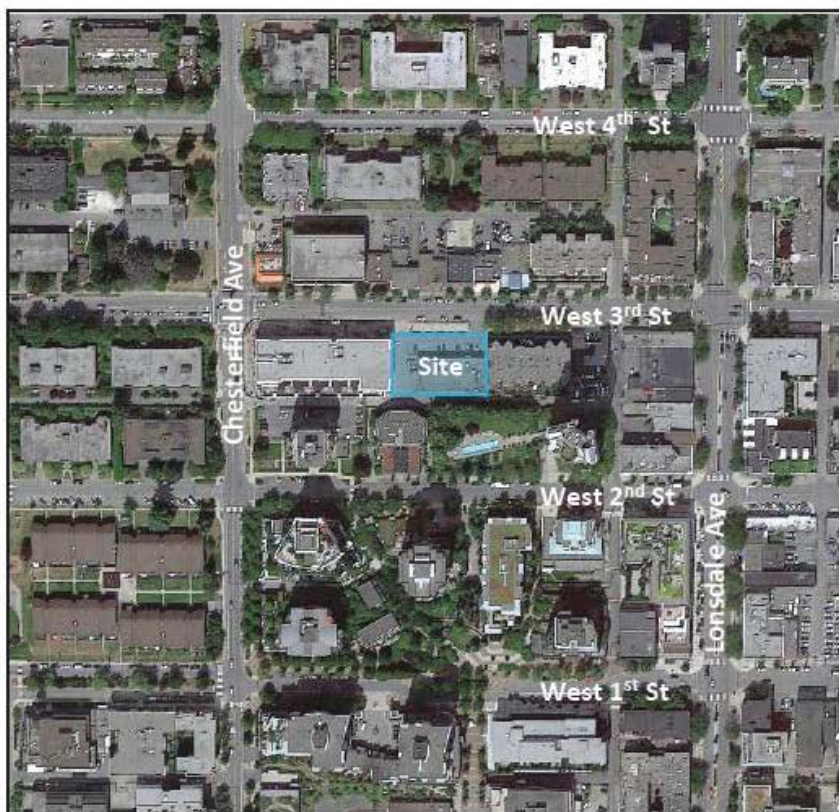
### How to Participate:

**Please register in advance at: [www.149WestThird.com](http://www.149WestThird.com)**

If you do not have access to the internet and would like to attend via telephone, please contact Emily Howard at **604-235-3182**.



Resident  
503-160 3rd St W  
North Vancouver BC V7M 0A9



Anthem has submitted a rezoning application to the City of North Vancouver to permit the redevelopment of 149 West Third Street. The proposed development has been designed in accordance with the Official Community plan and consists of:

- A five storey, mixed use building;
- 57 stratified market homes, including four lane-fronting townhomes;
- Retail at grade;
- A public breezeway that connects West Third Street to the lane; and
- Three levels of underground parking with 91 vehicle parking spaces and 106 bicycle parking spaces.

Interested members of the public are invited to attend the Virtual Developer Information Session with the applicant for an early opportunity to review the proposal, ask questions, and submit a comment form.

#### City of North Vancouver Contact

Emily Macdonald  
Planning & Development  
141 West 14th Street, North Vancouver, BC V7M 1H9  
[emacdonald@cnv.org](mailto:emacdonald@cnv.org)  
Telephone: 604-982-3904

#### Applicant Contact

Emily Howard  
Anthem Properties Group Ltd.  
1100 – 1055 Dunsmuir Street, Vancouver, BC V7X 1K8  
[ehoward@anthemproperties.com](mailto:ehoward@anthemproperties.com)  
Telephone: 604-235-3182



## **Appendix B**

### Site Sign



## Sign Location: 149 West Third Street



## **Appendix C**

### North Shore News Advertisement



# Virtual Developer Information Session

**Anthem has submitted a rezoning application to the City of North Vancouver for 149 West Third Street to support the development of a five-storey strata residential development with ground-floor retail.**

Interested members of the public are invited to attend the Virtual Developer Information Session with the applicant for an early opportunity to review the proposal, ask questions, and submit a comment form.

## How to Participate

**Please register in advance at: [www.149WestThird.com](http://www.149WestThird.com)**

If you do not have access to the internet and would like to attend via telephone, please contact the applicant.

**Date & Time:** **Wednesday, September 23, 2020**  
**6:00PM-6:30PM: Presentation**  
**6:30PM-7:30PM: Q&A**

## Applicant Contact

Emily Howard  
Anthem Properties Group Ltd.  
[ehoward@anthemproperties.com](mailto:ehoward@anthemproperties.com)  
Telephone: 604-235-3182

## City of North Vancouver Contact

Emily Macdonald  
Planning & Development  
[emacdonald@cnv.org](mailto:emacdonald@cnv.org)  
Telephone: 604-982-3904



This meeting is required by the City of North Vancouver as part of the development process.

**Anthem** 

## **Appendix D**

### Completed Comment Forms



September 23, 2020

**Virtual Developer Information Session: 149 West Third Street  
Participant Comment Form**

The purpose of this form is to collect your comments regarding the proposed development. These comments will be collected by the Applicant and will be summarized in their report to City staff and Council. If you do not wish to be identified, do not include your name or address on the form.

<b>Name:</b>		<b>Address:</b>	
--------------	--	-----------------	--

1. Do you support the proposed project? Please check one:

☒ **Yes**

☐ **No**

☐ **Undecided**

2. Do you have any concerns about the proposed project?

The breezeway down to the lane - concerned that it will attract homeless people as a toilet area and/or sleeping spot at night if this area is covered. Ramp area could also become a skate board spot, perhaps stick to stairs only. Also, open rooftop area - concerns re noise at night if owners abuse the space.

3. What do you like about the proposed project?

Various sizes of units becoming available.

4. What would you suggest to change or improve the proposed project?

Please add more parking spots to your design. While this neighbourhood is great for being able to walk to lots of spots and transit is very handy, we aren't there "yet" with couples/families getting rid of their second vehicles. Having just one spot per unit isn't realistic at this point in time and it's very hard to find parking for visitors - be it in the building or on the street.

5. Any additional comments?

I lived at [REDACTED] for 20 years and was in the hood while W3 was being built. At that time I had no idea I would move into W3 - during the construction phase - Anthem was a great community partner for the neighbours. Best of luck for this new venture + please make a deal with Vaades so that they can move their business into the W3 building while the new building is going up!! We don't want them leaving the neighbourhood!!

**If you would like your comments to be included in the report to Staff and Council, you must submit your form to the Applicant via email or mail by September 28, 2020. You may also send your comments to the City Planner.**

Additional questions may be directed to the applicant.

Applicant Contact: Emily Howard, Anthem Properties, 604-235-3182, [ehoward@anthemproperties.com](mailto:ehoward@anthemproperties.com)  
1100 – 1055 Dunsmuir Street, Box 49200, Vancouver, BC, V7X 1K8

City Planning Contact: Emily Macdonald, Planning & Development, 604-982-3904, [emacdonald@cnv.org](mailto:emacdonald@cnv.org)

September 23, 2020

**Virtual Developer Information Session: 149 West Third Street  
Participant Comment Form**

The purpose of this form is to collect your comments regarding the proposed development. These comments will be collected by the Applicant and will be summarized in their report to City staff and Council. If you do not wish to be identified, do not include your name or address on the form.

<b>Name:</b>		<b>Address:</b>	
--------------	--	-----------------	--

1. Do you support the proposed project? Please check one:

☒ **Yes**

☐ **No**

☐ **Undecided**

2. Do you have any concerns about the proposed project?

1. The Breezeway is not accessible. You should work with the Rick Hansen Foundation to build an accessible breezeway.
2. Your photo shows a car parked behind the townhouses. This is impossible! People walk up and down the laneway all the time and it is difficult now to access our underground parking. Please ensure no lane parking.

3. What do you like about the proposed project?

The current commercial spaces are old and outdated. The commercial owners throw garbage into the laneway all the time. It looks like this problem will be eliminated. I have often seen rats run under the laneway buildings after feasting on the laneway garbage.

4. What would you suggest to change or improve the proposed project?

Please try to make the laneway "whole". By this I mean upgrading the lane all the way from Chesterfield to the east side of 131 W3rd. The new speed bumps behind 171 W3rd are great. This includes removing all the telephone poles and wires across the entire length of the lane and putting everything underground.

5. Any additional comments?

I would like to volunteer on your community planning committee to help develop a "whole", modern, upgraded neighbourhood.

**If you would like your comments to be included in the report to Staff and Council, you must submit your form to the Applicant via email or mail by September 28, 2020. You may also send your comments to the City Planner.**

Additional questions may be directed to the applicant.

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<b>Name:</b>		<b>Address:</b>	
--------------	--	-----------------	--

1. Do you support the proposed project? Please check one:

☐ Yes

☐ No

☒ Undecided

2. Do you have any concerns about the proposed project?

The disappearance of local retailers is a major concern. All of the retail units at the adjacent West Third development are still sitting empty one year after opening. Empty units are not good for the local community. Losing these retailers to have more empty storefronts is not building a community. I'm sure Covid will take the blame, however these units were empty before Covid struck.

3. What do you like about the proposed project?

4. What would you suggest to change or improve the proposed project?

5. Any additional comments?

I would like to see the City and/or the developer re-pave the entire laneway behind the building and 131 West Third upon completion of this development. I was previously told by the City that they have no budget to repave laneways, but with the increased traffic this development will bring, combined with the 2 years of construction traffic, the condition of the laneway will deteriorate to a worse condition than the current state. Repaving the laneway will at least help to improve the local community. Community art doesn't help me while I am driving over potholes - practical improvements are of more value!

**If you would like your comments to be included in the report to Staff and Council, you must submit your form to the Applicant via email or mail by September 28, 2020. You may also send your comments to the City Planner.**

Additional questions may be directed to the applicant.

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September 23, 2020

## Virtual Developer Information Session: 149 West Third Street Participant Comment Form

The purpose of this form is to collect your comments regarding the proposed development. These comments will be collected by the Applicant and will be summarized in their report to City staff and Council. If you do not wish to be identified, do not include your name or address on the form.

<b>Name:</b>	<div></div>	<b>Address:</b>	<div></div>
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1. Do you support the proposed project? Please check one:

☐ Yes

☒ No

☐ Undecided

2. Do you have any concerns about the proposed project?

Quite a few! You are taking jobs away from people, destroying livelihoods of those running the businesses, bullying those of us who use those businesses to accept your proposal, and shoving it down our throats when we like what is there, and vehemently hate the traffic congestion you create with these developments. As well: there are tonnes of people who are rather angry at you and really don't want to lose any of those businesses. How do you think you are going to either help us, or help out those businesses that we use?  
You are going to kill those businesses, destroying their incomes, and telling us, their customers to f-off, and YOU think that's "pleasant"? Aside from that, the traffic is horrendous in North Vancouver now because of you developers putting up these condos. It's amazing that you couldn't care less for the citizens in North Vancouver who might want to get off the North Shore once in a while to see friends in other areas of the lower mainland

3. What do you like about the proposed project?

I like nothing about your project, and as a resident, think it should be shelved indefinitely.

4. What would you suggest to change or improve the proposed project?

Kill it! There are far too many people on the North Shore already, traffic never used to be anywhere near as bad as it is until council started this insane development binge, and now the only thing I want is sell and move away from North Vancouver.

5. Any additional comments?

I can't emphasize strongly enough that you should stop this crazy development binge that you are on, for the sake of your city and citizens, except, since you have no power, you only look at us as residents.

Why does it seem so impossibly difficult to get across that the traffic congestion alone you create by these property developments is something that affects every citizen of the North Shore and is something only city council is willing to live with and that the residents do not want, even the silent majority who have better things to do than to be alone writing you on this form at their computer? Some, indeed, are students at Cap College, or a real school, need to get off the North Shore for SFU, UBC, BCIT of some real university, and cannot because of the traffic congestion you create with these developments?

If you would like your comments to be included in the report to Staff and Council, you must submit your form to the Applicant via email or mail by **September 28, 2020**. You may also send your comments to the City Planner.

Additional questions may be directed to the applicant.

**Applicant Contact:** Emily Howard, Anthem Properties, 604-235-3182, [ehoward@anthemproperties.com](mailto:ehoward@anthemproperties.com)  
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# SUSTAINABLE DEVELOPMENT GUIDELINES FOR REZONING & DEVELOPMENT PERMIT APPLICATIONS

149 West 3rd Street

CIVIC ADDRESS

APPLICANT NAME

## I. INTRODUCTION

These Guidelines have been developed to help applicants prepare a successful Development Application submission. All Development Applications must include a response to the Sustainable Development Guidelines, which will be reviewed by Advisory Bodies, staff and, ultimately, City Council who will give serious consideration to the sustainability achievements of a project.

Applicants must demonstrate how their development will contribute to the current and future needs of the community by highlighting sustainability achievements of an application.

The Guidelines challenge applicants to advance the sustainability objectives of the City, as outlined in the 2014 Official Community Plan (OCP), which guides community development in our city with the following Vision:

**In 2031, the City of North Vancouver will be 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.**



One of the key ways that the community vision will be realized is through property development. Buildings house us, provide employment centres and frame our streets. They remain with us for many decades with significant ongoing impacts, including generating approximately 50% of our community greenhouse gas emissions. Buildings now need to adapt to the impacts of climate change to help the City become resilient to that new reality. Building forms and densities also have significant effects on housing cost and diversity, transportation choices, and the liveability of our community.

**Sustainability** in the City means balancing the natural, physical (human-made), human, social, cultural and local economic implications of our activities in order to meet the needs of people today without compromising the ability of future generations to meet their own needs.

## **II. PREPARING THE SUSTAINABLE DEVELOPMENT GUIDELINES**

Applicants are required to submit a response to the Guidelines as a key part of their development application package. Projects are not expected to incorporate all measures in the Guidelines.

For information on underlying City goals and objectives, it is recommended that applicants refer to other relevant City policies such as the OCP, Social Plan, Economic Development Strategy, Transportation Plan, Community Energy and Emissions Plan, Food Strategy and Food Action Plan, as well as others.

The Guidelines address the six capacities that comprise the OCP's Sustainable City Framework, including Natural Systems, Physical Structures / Infrastructure, Local Economy, Human Potential, Social Connections, and Cultural Diversity.

### **DEVELOPMENT GUIDELINES**

Applicants are required to submit a response to the Guidelines as a key part of their development application package. Projects are not expected to incorporate all measures in the Guidelines.

For information on underlying City goals and objectives, it is recommended that applicants refer to other relevant City policies such as the OCP, Social Plan, Economic Development Strategy, Transportation Plan, Community Energy and Emissions Plan, Food Strategy and Food Action Plan, as well as others.

The Guidelines address the six capacities that comprise the OCP's Sustainable City Framework, including Natural Systems, Physical Structures / Infrastructure, Local Economy, Human Potential, Social Connections, and Cultural Diversity.

**1. Natural Systems:** The ability of natural systems, both global and local, to support life. Parks and green spaces help regulate the climate, clean and filter water and air, and provide recreational and aesthetic benefits. Maintaining healthy natural systems will reduce strain on municipal infrastructure, support local wildlife and enhance quality of life for community members.



	Yes/No or N/A	Comments
<b>LANDSCAPE</b>		
Private Trees Retained or Added (indicate number)	No	
Green Roof / Wall	Yes	Green roof is landscaped roof deck
Majority Native Species Landscaping	Yes	
Habitat Restoration (butterfly, bird-friendly, naturalized areas)	Yes	
Community Gardens*	No	
50% or More Edible Landscaping for Common Space	No	
Water Efficient Irrigation System (drip hose, low-flow nozzles)	Yes	
Rainwater Collection (rain barrel)	No	
Reuse of Wastewater	No	
Permeable Paving for Hardscape	No	
40%+ Open Site Space (see Zoning Bylaw definition)	n/a	
<b>Other Sustainability Achievements:</b>		

\*See City of North Vancouver Active Design Guidelines for recommended compliance paths.



**2. Physical Structures/Infrastructure:** The ability to effectively deliver basic services, shelter and physical amenities required to sustain the health and well-being of the community. This includes water supply, sanitary sewer, stormwater drainage, solid waste management, roads, telecommunications, and energy efficiency and conservation including district energy. As well, this category includes attractive streetscapes, durable buildings, provision of a range of housing types and adequate community amenities.



	Yes/No or N/A	Comments
<b>LANDSCAPE</b>		
Durable Building (modular / deconstructable)	Yes	Yes
Building Reuse / Recycled Content / Use of Repurposed materials	No	No
Majority Native Species Landscaping	Yes	
Certified by a Third-Party Green Building Rating System	No	
<b>ENERGY EFFICIENCY AND HEALTHY BUILDINGS</b>		
Energy Performance (% better than Building Code or energy use / m <sup>2</sup> )	Yes	TEUI 126 kWh/y/m
Superior Insulation (thick wall exclusion in Zoning Bylaw sought for insulation above BC Building Code)	Yes	6" Exterior Insulation on Brick and Panel Walls
Airtightness (1.5+ blower door test and appropriate ventilation strategy)	Yes	Improved Air Tightness
High-performance Windows e.g. Energy-Star, Passive House Certified (whole project)	Yes	Thermally Enhanced Double Glazed; U0.30, SHGC 0.32
Heat Recovery Ventilator (75% or better recovery)	Yes	81% Residential
LED Lighting (whole building)	Yes	Lighting in Compliance
Energy-Star Appliances (whole building)	No	
Renewable Energy Fixtures Installed	No	
Water Efficient Fixtures (whole building)	Yes	10% lower flow than
Greywater Reuse	No	



	Yes/No or N/A	Comments
<b>TRANSPORTATION</b>		
End of Trip Bicycle Infrastructure (beyond Zoning Bylaw requirements)	No	
Car-Share Program	No	
<b>Electric Vehicle Supply Equipment:</b> 20% of all residential parking spaces include an electrical outlet, a receptacle or electric vehicle supply equipment, and are supplied by a branch circuit rated not less than 40A at the nominal voltage of 208 V or 240V as applicable.		Project will comply with CNV EV parking policy & requirements.
<b>Electric Vehicle Supply Equipment:</b> Adequate space in the electrical room or electrical vault to support future electric vehicle charging for the remaining 80% of parking spaces.		Project will comply with CNV EV parking policy & requirements
<b>Other Sustainability Achievements:</b>		

**3. Local Economy:** The ability to maintain and grow a healthy local economy. A strong economy brings employment and a solid tax base to support services without compromising other areas of capacity. A stronger economy has been shown to support healthier lifestyles for community members and greater opportunities for personal fulfillment and overall quality of life.



	Yes/No or N/A	Comments
<b>HIGH PERFORMANCE CONSTRUCTION</b>		
Net New Jobs Generated (long term, full time)	TBD	
Commercial floor space (net increase, indicate area)	No	
Neighbourhood-Scale Commercial (unit frontages ≤6m (20ft))	Yes	CRUs sized to have frontage of ~20 ft
Non-Market / Lower-End of Market Commercial	No	
Commercial Relocation Strategy	No	
<b>Other Sustainability Achievements</b>		

**4. Human Potential:** The ability of our local community to support our residents in their pursuit of individual livelihood objectives including access to education, healthy food, active transportation and affordable housing. Meeting these basic needs is essential for the maintenance and growth of human capacity.



	Yes/No or N/A	Comments
Market Rental Housing (net increase, indicate number of units)	No	
Non-Market / Lower-End of Market Rental Housing	No	
10%+ Three+ Bedroom Units (in multi-unit residential buildings)	Yes	
Micro-units ~37.16m <sup>2</sup> (~400 ft <sup>2</sup> )	No	
Childcare Facilities	No	
Community Space for Food Preparation, Storage and Processing	No	
Green Building Educational / Interpretive Features	No	
Primary and Secondary Stair Design*	Yes	
Outdoor Circulation*	No	
Storage space for residents in units and storage rooms (multi-unit residential buildings)	Yes	
<b>Other Sustainability Achievements:</b>	Diversity of unit types provided	

**5. Social Connections:** The ability of our community to foster communication, interaction and networks to respond effectively to community issues. These may include supporting community members with low incomes, lone-parent families, and matters specific to children, youth, seniors and people with disabilities.



	Yes/No or N/A	Comments
Design Features for People with Disabilities (beyond Zoning Bylaw requirement)	Yes	All units except townhome units are Level 2 Adaptable Units
Communal Cooking Amenities	Yes	Rooftop BBQs
Indoor Amenity*	No	

	Yes/No or N/A	Comments
Outdoor Recreation*	Yes	
Amenities for Senior Users	No	
Crime Prevention Through Environmental Design	Yes	
<b>Other Sustainability Achievements:</b>		

**6. Cultural Diversity:** The ability of our community to support and celebrate a diversity of cultural backgrounds. This includes recognition of the traditions of the Squamish Nation and the many cultures of residents who make the City their home. With both tangible and intangible elements, cultural capacity has economic implications and is strongly connected to social traditions. Manifestations of cultural practices can range from spiritual practices to heritage buildings.



	Yes/No or N/A	Comments
Formal and Informal Gathering Spaces	Yes	
Retention of Heritage Building	N/A	
Public Art Reflecting Local Culture	Yes	
Streetscape Improvements (benches, planters, lighting)	Yes	
<b>Other Sustainability Achievements:</b>		

### III. SUMMARY

The Sustainable Development Guidelines are important in both shaping and processing development applications. Applicants are advised to consider these issues at the outset of a project and to contact planning staff for more information on sustainable design strategies.

Endorsed by Council October 5, 2015

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8894

### 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. 8894” (Anthem Sunshine Developments Ltd. / McFarlane Biggar Architects, 149 West 3<sup>rd</sup> Street, CD-744).**
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 CD-744 (Comprehensive Development 745 Zone):

Lots	Block	D.L.	Plan	
B	13	274	879	from CS-3

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
  - A. Adding the following section to Section 1100, thereof, after the designation “CD-743 Comprehensive Development 743 Zone”:  
  
“CD-744 Comprehensive Development 744 Zone”
  - B. Adding the following to Section 1101, thereof, after the “CD-743 Comprehensive Development 743 Zone”:  
  
“CD-744 Comprehensive Development 744 Zone”

In the CD-744 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the C-2 Zone, except that:

- (1) The permitted Principal Uses on the Lot shall be limited to:
  - (a) Retail-Service Group 1 Use;
  - (b) Accessory Apartment Use subject to Section 607(1) of this Bylaw;
    - i. Accessory Home Occupation Use, subject to Section 507(6);
    - ii. Accessory Home Office Use, subject to Section 507(6);
  - (c) Accessory Off-Street Parking Use;
  - (d) Accessory Off-Street Loading Use;

(2) Gross Floor Area:

- (a) Combined and in total, shall not exceed 2.3 times the Lot Area;
- (b) Maximum Gross Floor Area may be further increased to a maximum of 2.8 times the Lot Area, as follows:

BASE DENSITY			
OCP Schedule 'A'		2.3 FSR	
ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL (BONUS) DENSITY	POLICY REFERENCE
Community Benefit Cash Contribution	Provision of an Amenity Share of \$2,464,386 for density increase	Maximum 974.3 sq.m. (10,487 sq.ft.) / 0.5 FSR	OCP section 2.2
TOTAL DENSITY		2.8 FSR	

(3) Lot Coverage of Principal Building shall not exceed a maximum of 74 percent;

(4) Height:

- (a) Building Height shall not exceed 16 metres (52.5 feet) as measured from average Building Grade of north Lot Line;
- (b) The following Height exceptions shall be permitted:
  - i. Mechanical rooms, ventilating machines, elevator over-runs, mechanical screening, architectural appurtenances, rooftop shared amenity spaces to a maximum of 37.3 square metres (402 square feet) and access to communal outdoor rooftop areas may be up to 5.5 metres (18.0 feet) in additional Height;

(5) Principal Building shall be sited a minimum of 3.48 metres (11.4 feet) from Rear Lot Lines;

(6) Section 607(1)(b) be varied to permit Accessory Apartment Use above the first Storey, and Accessory Apartment Use shall be permitted on the first Storey if dwelling units do not face the Front Lot Line;



(7) Section 611(6) "Building Width and Length" be waived.

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

**From:** Agnes van Gijzen  
**Sent:** March-15-22 5:24 PM  
**To:** Submissions  
**Subject:** Rezoning 149 West 3rd St

To whom it may concern,

I would like to make some arguments against this rezoning proposal.

- As this building is going to be built in between two existing buildings, there should be a third route available by car because the back alley is only accessible via Chesterman street or the back alley of Lonsdale Ave.
- The back alley of Lonsdale is mostly congested because people bringing their belongings to the backside of the thrift store with their cars and park anywhere (even in the middle of the road) or the truck from the thrift store is blocking the way.
- If we have three buildings with their garage on the back-alley side, means that you have at least 150 cars going in and out their garage on a daily basis. If the many cars or truck standing on the thrift store side of the alley and the garbage truck comes in from the other side, you are stuck.
- The new proposed building will be a 5-storey building which means the building will be higher than the existing building which will take away views from the existing buildings but most importantly privacy.
- As my building, 131 West 3<sup>rd</sup> st, is a 4-storey building, the new building will not only have their roof higher than us, they will also allow their owners on the rooftop which not only bring more **noise** but also less **privacy**. ( we have skylights on our roof into our living rooms)
- Not sure as to where the building ends on the back-alley side, if it's in line with our building or will they build more into the alley.
- If that is the case, the views and privacy on the backside of our building will be taken away.
- The new commercial units should allow the current tenants to rent the property with a proper discount as they are well-established businesses and will be greatly missed in this community if they would not return.

Sincerely,  
Agnes van Gijzen  
131 West 3<sup>rd</sup> St



1070 Roosevelt Crescent  
North Vancouver | BC | V7P 1M3  
T: 604.984.9321 | F: 604.984.9882  
[www.nsconnexions.org](http://www.nsconnexions.org)

March 11, 2022

To whom it concerns,

**ANTHEM PROPERTIES SUNSHINE MARKET**

As the Executive Director for North Shore ConneXions Society I am acknowledging our support for Anthem Properties proposal for the “Sunshine Market” Development at 149 West Third Street in North Vancouver.

North Shore ConneXions Society is a non-profit in North Vancouver that supports individuals with intellectual disabilities and enables them to feel safe and supported and live the lives they choose. Our Vision is a community where all people with disabilities have equal opportunities to lead active, fulfilling lives and are recognized as contributing members of the community.

It is imperative to our Mission that local business leaders acknowledge the disabled community and recognize the importance of accessible spaces for all. Anthem Properties is doing just that with the “Sunshine Market” Development plan. The team is building 85% of the residential units as Level 2 Adaptable units (higher than the 25% of units required by the City of North Vancouver). This is important to our community, as it creates the opportunity for folks to adapt units to match their physical ability and will allow folks to age in place by adapting the space to better serve an aging population.

In closing I want to acknowledge our support of the Anthem Properties “Sunshine Market” project and look forward to seeing it move forward.

Yours Truly

A handwritten signature in black ink, appearing to be "AS", written over a horizontal line.

Allen Smith  
Executive Director

**From:** Neil Martin  
**Sent:** March-18-22 5:00 PM  
**To:** Submissions  
**Subject:** 149 West 3rd Street public input

Mayor and Council - I'd like to express my strong support for the rezoning application at 149 West 3rd Street. I'm also happy to see that council is taking advantage of changes in the Local Government Act to forego public hearing for rezonings that are in compliance with the OCP. As noted by several councillors at previous council meetings, this application closely mirrors the development next door, and will create a nice extension of that development and provide some uniformity to the streetscape. The project will create some much needed new for-sale condos within Lower Lonsdale; new sales launches have become quite rare these past few years and that lack of new housing has reflected in further increasing prices for older, typically more affordable, condos.

I urge council to approve this application, as it is in compliance - both height and density - with the OCP and new condo housing is needed in Lower Lonsdale.

Neil Martin  
258 West 14<sup>th</sup> Street  
North Vancouver

**From:** Jane Keresztes  
**Sent:** March-21-22 8:50 PM  
**To:** Submissions  
**Subject:** 149 West 3rd St.

Dear City of North Vancouver Council,

We are writing this email to show our support for the proposed project at 149 W 3rd Street, in Lower Lonsdale. My husband and I have been residents of Lower Lonsdale for over 3 years and absolutely love the area and walkability to local stores and the Seabus. My hair salon and butcher are across from the proposed building site that is outdated and in need of a remodel. We are in favour of the public breezeway, public art, and lane improvements that Anthem Properties is proposing. Lower Lonsdale is attracting many retired people such as ourselves and aesthetically pleasing condos will be a boost to the local economy and provide adequate housing to keep the small businesses operational.

Thanks for your time and consideration of our viewpoint.

Jane and Zoltan Keresztes  
#410 105 W 2nd St.  
North Vancouver, BC V7M 0E3



**From:** Lisa Taylor  
**Sent:** March-23-22 4:58 PM  
**To:** Submissions  
**Subject:** 149 West Third Street

Dear City of North Vancouver Council,

I am writing to show my support for the proposed project at 149 West Third Street, in North Vancouver. I am a resident of North Vancouver - my condo is located at 137 1<sup>st</sup> Street E, not far from this project.

I believe Lower Lonsdale needs a more diverse range of homes, particularly 3-bedroom condos and townhomes, as many people are being priced out of detached homes and are not able to find enough space for their young families in this area.

Also, the building that houses the current commercial spaces on this lot is old and getting run down - this project includes lots of space for nice, new commercial units, which will only add to the neighbourhood as Lower Lonsdale continues upgrading into a progressive and thriving community.

I hope this project is able to go ahead

Thank you,  
Lisa Taylor  
137 East 1<sup>st</sup> Street  
North Vancouver

**From:** Zoltan Keresztes  
**Sent:** March-27-22 11:11 AM  
**To:** Submissions  
**Subject:** 149 West Third Street

Dear Mayor and North Vancouver City Councilors:

Please accept this email as my declaration of support for the proposed project at 149 West Third Street, City of North Vancouver.

I am a resident of North Vancouver and live just south of the proposed project. I would like to commend the energy that the city is putting into the Lower Lonsdale and Shipyards districts as it has become an absolutely wonderful place to live and work. The proximity to the Sea Bus Terminal and access via the mid block breezeway connections is a bonus that makes walking to transit really pleasant. I understand that more of the same is planned with the project proposed. Furthermore, an upgrade to the West 100 block of Third Street would be an uplift for the entire community as the existing buildings certainly are dated. The existing commercial space will be enhanced when replaced with the new planned commercial space that the residents can enjoy and create local jobs. The whole project will further enhance the neighbourhood.

If you have any questions or if I can be of any further assistance, please do not hesitate to contact me.

Best regards,  
Dr. Zoltan Keresztes  
410 - 105 West Second Street  
North Vancouver, BC V7M 0E3

**From:** Jacqueline Garvin  
**Sent:** March-28-22 8:29 AM  
**To:** Submissions  
**Subject:** 149 West Third Street

Dear City of North Vancouver Council,

I am writing this letter to express my utmost support for the project proposed at 149 West 3rd Street.

I am a resident of the City of North Vancouver and it is clear that the City (amongst other municipalities) is in need of more homes.

The project proposes 53 new home ownership opportunities with direct access to transit, which is essential in reducing car dependency.

Furthermore, the development will bring a welcomed upgrade to this part of the block.

Thank you,

Jacqueline Garvin  
CNV resident on Cloverley St  
North Vancouver

Dear Mayor Buchanan and Council:

My name is Jazmin Crone. I am a young professional who lives in Lower Lonsdale. I am writing in support of the proposed development at 149 West Third Street.

I like that the project will offer a mixture of homes including studio, 1, 2 and 3-bedroom apartments plus townhomes. The smaller homes may be suitable for younger people like myself. This could help people stay in North Vancouver rather than feeling like they need to move away from the community they grew up in.

I hope council will approve this proposed project.

Thanks,

Jazmin Crone  
Lower Lonsdale resident

# PUBLIC NOTICE

**Regular Council Meeting, Monday, March 28, 2022 at 6:00pm**  
**Zoning Amendment Bylaw No. 8894 for 149 West 3<sup>rd</sup> Street**  
**View the meeting online at [cnv.org/LiveStreaming](https://cnv.org/LiveStreaming)**  
**Or in person at City Hall, 141 West 14<sup>th</sup> Street**

**Purpose:** To rezone the subject property to permit a 5-storey mixed-use building, including ground floor retail commercial space and 57 residential strata units.

**To provide written input:** All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to be heard by written or email submission. All submissions must include your name and address and should be sent to the Corporate Officer at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall, **no later than 12:00 noon on Monday, March 28, 2022**, to ensure their availability to Council at the meeting. No Public Hearing will be held.



**To view the meeting online:** Visit [cnv.org/LiveStreaming](https://cnv.org/LiveStreaming)

**To attend the meeting in person:** Enter City Hall through the doors at the southwest corner of the building after 5:30pm.

**To view the documents:** The proposed bylaw and background material can be viewed online at [cnv.org/PublicHearings](https://cnv.org/PublicHearings) or at City Hall.

**Questions?** Emma Chow, Planner, [echow@cnv.org](mailto:echow@cnv.org) / 604-982-3919



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9018

**A Bylaw to enter into a Housing Agreement (149 West 3<sup>rd</sup> Street)**

WHEREAS Section 483 of the *Local Government Act* R.S.B.C. 2015 c.1 permits a local government to enter into a housing agreement for rental housing.

NOW THEREFORE 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 “**Housing Agreement Bylaw, 2024, No. 9018**” (**Anthem Sunshine Developments Ltd., 149 West 3<sup>rd</sup> Street, CD-744, Rental Housing Commitments**).
2. The Council hereby authorizes The Corporation of the City of North Vancouver to enter into a Housing Agreement to secure rental housing commitments with the owner of lands having a civic address of 149 West 3<sup>rd</sup> Street, North Vancouver, legally described as: PID: 031-791-875; Lot 1, Blocks 139 and 140, District Lot 274, Group 1, New Westminster District, Plan EPP121917, substantially in the form attached to this bylaw.
3. The Mayor and Corporate Officer are authorized to execute the Housing Agreement and any documents required to give effect to the Housing Agreement.

READ a first time on the <> day of <>, 2024.

READ a second time on the <> day of <>, 2024.

READ a third time on the <> day of <>, 2024.

ADOPTED on the <> day of <>, 2024.

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MAYOR

---

CORPORATE OFFICER

## PART 2 – TERMS OF INSTRUMENT

### RENTAL HOUSING AGREEMENT AND SECTION 219 COVENANT

THIS AGREEMENT,

BETWEEN:

**ANTHEM SUNSHINE DEVELOPMENTS LTD., INC.NO. BC1170508**, a corporation having offices at Suite 1100-1055 Dunsmuir Street, Vancouver, British Columbia, V7X 1K8

(the “Owner”)

AND:

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**, a municipal corporation pursuant to the *Local Government Act* and having its offices at 141 West 14<sup>th</sup> Street, North Vancouver, British Columbia, V7M 1H9

(the “City”)

#### WHEREAS:

- A. The Owner is the registered owner of the Lands.
- B. The City is a municipal corporation incorporated pursuant to the *Local Government Act*, RSBC 2015, c. 1 and the *Community Charter*, SBC 2003, c. 26.
- C. Section 219 of the *Land Title Act*, RSBC 1996, c. 250 (the “**Land Title Act**”) permits registration of a covenant in favour of a municipality in respect of the use of land or the use of a building on or to be erected on land, that land is or is not to be built on except in accordance with the covenant and that land is not to be subdivided except in accordance with the covenant.
- D. Section 483 of the Act permits a local government to, by bylaw, enter into a housing agreement that may include terms and conditions regarding the occupancy of the housing units identified in the agreement, including respecting the form of tenure of the housing units, the availability of the housing units to classes of persons, the administration and management of the housing units and the rents and lease, sale or share prices that may be charged.
- E. The City has adopted a bylaw authorizing this Agreement.
- F. The Owner and the City wish to enter into this Agreement pursuant to Section 219 of the *Land Title Act* and section 483 of the Act.

**NOW THEREFORE** in consideration of the sum of Ten Dollars (\$10.00) now paid by the City to the Owner and for other good and valuable consideration (the receipt and sufficiency of which the Owner hereby acknowledges), the Owner and the City covenant each with the other as follows:

## 1. DEFINITIONS

- (a) **“Act”** means the *Local Government Act*, RSBC 2015, c.1 as amended from time to time;
- (b) **“Agreement”** means this agreement as amended from time to time;
- (c) **“Building”** means the six-storey mixed-use building to be constructed on the Lands, in which the residential portion of the building will be used for Rental Purposes with 80 Rental Dwelling Units, and in which the commercial portion of the building (the **“Commercial Component”**) will contain certain commercial units;
- (b) **“Commencement Date”** has the meaning set out in section 2.1 herein;
- (c) **“Council”** means the municipal council for the City of North Vancouver;
- (d) **“CMHC”** means Canada Mortgage and Housing Corporation;
- (e) **“Director, Planning and Development”** means the chief administrator of the Department of Planning of the City and their successors in function and their respective nominees;
- (f) **“Dwelling Unit”** means a dwelling unit as defined in the City of North Vancouver’s “Zoning Bylaw 1995, No. 6700” as amended from time to time;
- (g) **“Lands”** means those lands and premises legally described as:  
  
Parcel Identifier: 031-791-875  
Lot 1  
Blocks 139 and 140  
District Lot 274  
Plan EPP121917;
- (j) **“Rental Purposes”** means an occupancy or intended occupancy which is or would be governed by a tenancy agreement as defined in Section 1 of the *Residential Tenancy Act*, SBC 2002 c. 78 as amended from time to time between the Owner and a tenant;
- (k) **“Rental Dwelling Units”** means all Dwelling Units in the Building;
- (l) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78;
- (m) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8894”;
- (n) **“Section 219 Covenant”** means a covenant pursuant to Section 219 of the *Land Title Act*;
- (o) **“Tenancy Agreement”** means an agreement, whether written or oral, express or implied, between the Owner and a tenant respecting possession or occupancy of a Rental Dwelling Unit; and

(p) “**Term**” has the meaning set out in section 2.1 herein.

## **2. TERM**

- 2.1 This Agreement will commence upon adoption by the City’s Council of “Housing Agreement Bylaw, 2024, No. 9018” (Anthem Sunshine Developments Ltd., 149 West 3<sup>rd</sup> Street, CD-744, Rental Housing Commitments) (the “**Commencement Date**”) and will continue until the date this Agreement is terminated in accordance with sections 2.2 or 8.3(c) (the “**Term**”).
- 2.2 This Agreement will terminate immediately upon the removal or destruction of the Building, or portion thereof containing the Rental Dwelling Units, as applicable, provided the Building, or portion thereof containing the Rental Dwelling Units, as applicable, is not repaired or rebuilt following the destruction thereof.
- 2.3 Subject to section 7.3, upon termination of this Agreement, this Agreement will be at an end and of no further force and effect.

## **3. SECTION 219 COVENANT**

- 3.1 The Owner covenants and agrees with the City as a covenant in favour of the City pursuant to Section 219 of the *Land Title Act* that during the Term of this Agreement, it being the intention and agreement of the Owner that the provisions in this Agreement be annexed to, and run with and be a charge upon the Lands, that notwithstanding the Rezoning Bylaw, the Lands will be used and built on only in strict compliance with the terms and conditions of this Agreement and that:
- (a) the Lands must not be subdivided, stratified or separately sold;
  - (b) the Rental Dwelling Units in the Building must be used for Rental Purposes only and all Rental Dwelling Units must be owned and operated by the Owner or its designated rental agent; and
  - (c) no Rental Dwelling Unit in the Building must be occupied for any purpose except for Rental Purposes pursuant to a Tenancy Agreement.
- 3.2 The Owner further covenants and agrees with the City that the Lands and any buildings or structures constructed thereon including the Building must be developed, built, and maintained in accordance with all City bylaws, regulations and guidelines as amended from time to time.

## **4. TENANCY RESTRICTIONS**

- 4.1 During the Term, all Rental Dwelling Units in the Building must be used for Rental Purposes.
- 4.2 The Owner will enter into a minimum 1 year Tenancy Agreement for each of the Rental Dwelling Units which Tenancy Agreements will, in accordance with the RT Act, convert to a month to month tenancy at the end of the 1 year term.

## **5. OWNER’S OBLIGATIONS**

- 5.1 Without limiting section 3.1 of this Agreement:

- (a) Management and administration: the management, administration, and associated costs with the management and administration of the Rental Dwelling Units will be borne by the Owner or its designated rental agent, unless otherwise approved by the City in writing;
- (b) Compliance with applicable laws: without restricting the foregoing, the Owner will, with respect to each Tenancy Agreement, comply with all applicable provisions of the RT Act and any other provincial or municipal enactments imposing obligations on landlords in relation to residential tenancies;
- (c) Performance: the Owner will perform its obligations under this Agreement diligently and in good faith;
- (d) Information Regarding Unit Availability: if the City establishes a register for availability of Rental Dwelling Units within the City, the Owner will use commercially reasonable efforts to provide to the City information regarding any Rental Dwelling Units that become available for rent, in a form acceptable to the Director, Planning and Development; and
- (e) Evidence of compliance: provided that the same can be done without breaching the *Personal Information Protection Act*, SBC 2003, Ch. 63 (as amended from time to time) the Owner will use commercially reasonable efforts to, on an annual basis and upon any other reasonable request by the City, supply to the City copies of any documentation in possession of the Owner necessary to establish compliance with the Owner's obligations under this Agreement.

## 6. DEFAULT AND REMEDIES

- 6.1 The City may, acting reasonably, give to the Owner a written notice (in this section 6.1, the "**Notice**") requiring the Owner to cure a default under this Agreement within 30 days of receipt of the Notice, or such longer period as may be necessary to correct the default given the nature of the default. The Notice must specify the nature of the default. The Owner must act with diligence to commence correcting the default within the time specified in the Notice.
- 6.2 The Owner will pay to the City on demand by the City all the City's costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.
- 6.3 The Owner acknowledges and agrees that in case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm sustained by the City and to the public interest will be irreparable and not susceptible of adequate monetary compensation.
- 6.4 Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.
- 6.5 The Owner acknowledges and agrees that it is entering into this Agreement to benefit the public interest in providing housing for Rental Purposes, and that the City's rights and remedies under this Agreement are necessary to ensure that this purpose is carried out and that the City's rights and remedies under this Agreement are fair and reasonable and ought not to be construed as a penalty or forfeiture.



- 6.6 No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right or remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy of a default by the Owner under this Agreement.

## **7. LIABILITY**

- 7.1 Pursuant to Section 219(6) of the *Land Title Act*, except for the negligence or wilful misconduct of the City or its employees, agents or contractors, the Owner will indemnify and save harmless each of the City and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:
- (a) any act or omission by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible;
  - (b) the Owner's default under this Agreement; and
  - (c) the Owner's ownership, operation, management or financing of the Lands for the provision of housing for Rental Purposes.
- 7.2 Except to the extent such advice or direction is given negligently, the Owner hereby releases and forever discharges the City, its elected officials, board members, officers, directors, employees and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns from and against all claims, demands, damages, actions or causes of action by reason of or arising out of advice or direction respecting the ownership, operation or management of the Lands for the provision of housing for Rental Purposes which has been or hereafter may be given to the Owner by all or any of them.
- 7.3 The covenants of the Owner set out in sections 7.1 and 7.2 of this Agreement will survive the expiration or the earlier termination of this Agreement and will continue to apply to any breach of the Agreement and to any claims arising under this Agreement during the ownership by the Owner of the Lands.

## **8. GENERAL PROVISIONS**

- 8.1 The Owner agrees to reimburse the City for all legal costs reasonably incurred by the City for the preparation, execution and registration of this Agreement and notice of this Agreement which is required to be filed pursuant to the Act. The Owner will bear their own costs, legal or otherwise, connected with the preparation, execution or registration of this Agreement.
- 8.2 Nothing in this Agreement:
- (a) affects or limits any discretion, rights, powers, duties or obligations of the City under any enactment or at common law, including in relation to the use or subdivision of land;

- (b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or
- (c) relieves the Owner from complying with any enactment, including the City's bylaws in relation to the use of the Lands.

8.3 The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, occupier or user of the Lands or any portion of it including the Rental Dwelling Units; and
- (c) without limiting part 2 of this Agreement, the City may at any time execute a release and discharge of this Agreement in respect of the Lands, without liability to anyone for doing so.

8.4 This Agreement burdens and runs with the Lands and any part into which any of them may be subdivided or consolidated, by strata plan or otherwise. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its successors and assigns, and all persons who acquire an interest in the Lands after the date of this Agreement. Without limiting the generality of the foregoing, the Owner will not be liable for any breach of any covenant, promise or agreement herein in respect of any portion of the Lands sold, assigned, considered or otherwise disposed of, occurring after the Owner has ceased to be the owner of the Lands.

8.5 Notwithstanding section 8.4 or any other provision of this Agreement to the contrary, if the Lands are subdivided by way of air space subdivision plan, strata plan or otherwise such that the Commercial Component is contained within a separate legal parcel or strata lot(s) not containing any of the Rental Dwelling Units, then the City will consent to the discharge and release of the charges and encumbrances contained in this Agreement against title to the parcel or parcels containing the Commercial Component, provided however that:

- (a) the City will have no obligation to execute any such discharge and release until written request thereof from the Owner has been received by the City, which request will include the form of discharge and release in registrable form;
- (b) the cost of preparation of any such discharge and release and the cost of registration of the same in the applicable Land Title Office will be paid by the Owner; and
- (c) the City will have a reasonable time within which to execute any such discharge and release and return the same to the Owner for registration.

8.6 The covenants and agreements on the part of the Owner in this Agreement have been made by the Owner as contractual obligations as well as being made pursuant to Section 483 of the Act and as such will be binding on the Owner.

8.7 The Owner will, at its expense, do or cause to be done all acts reasonably necessary to ensure this Agreement and notice of this Agreement is registered against the title to the

Lands, including any amendments to this Agreement as may be required by the Land Title Office or the City to effect such registration.

- 8.8 The City and the Owner each intend by execution and delivery of this Agreement to create both a contract and a deed under seal.
- 8.9 An alleged waiver by a party of any breach by another party of its obligations under this Agreement will be effective only if it is an express waiver of the breach in writing. No waiver of a breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.
- 8.10 If a Court of competent jurisdiction finds that any part of this Agreement is invalid, illegal, or unenforceable, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part.
- 8.11 Every obligation of a party which is set out in this Agreement will extend throughout the Term and, to the extent that any obligation ought to have been observed or performed prior to or upon the expiry or earlier termination of the Term, such obligation will survive the expiry or earlier termination of the Term until it has been observed or performed.
- 8.12 All notices, demands, or requests of any kind, which a party may be required or permitted to serve on another in connection with this Agreement, must be in writing and may be served on the other parties by registered mail, by facsimile or e-mail transmission, or by personal service, to the following address for each party:

City: The Corporation of the City of North Vancouver  
141 West 14<sup>th</sup> Street  
North Vancouver, British Columbia  
V7M 1H9

**Attention: Director, Planning & Development**  
Facsimile: 604.985.0576  
Email: [planning@cnv.org](mailto:planning@cnv.org)

The Owner: Anthem Sunshine Developments Ltd.  
Suite 1100-1055 Dunsmuir Street,  
Vancouver, British Columbia,  
V7X 1K8

**Attention: Rian De Beer**  
Email: [rdebeer@anthemproperties.com](mailto:rdebeer@anthemproperties.com)  
Phone: 604.360.5255

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request; if made by facsimile or e-mail transmission, on the date when the facsimile or e-mail transmission was transmitted; and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or

different or additional persons to which all notices, demands, or requests are to be addressed.

- 8.13 Upon request by the City, the Owner will promptly do such acts and execute such documents as may be reasonably necessary, in the opinion of the City, to give effect to this Agreement.
- 8.14 This Agreement will enure to the benefit of and be binding upon each of the parties and their successors and permitted assigns.

## **9. INTERPRETATION**

- 9.1 Gender specific terms include both genders and include corporations. Words in the singular include the plural, and words in the plural include the singular.
- 9.2 The division of this Agreement into sections and the use of headings are for convenience of reference only and are not intended to govern, limit or aid in the construction of any provision. In all cases, the language in this Agreement is to be construed simply according to its fair meaning, and not strictly for or against either party.
- 9.3 The word "including" when following any general statement or term is not to be construed to limit the general statement or term to the specific items which immediately follow the general statement or term to similar items whether or not words such as "without limitation" or "but not limited to" are used, but rather the general statement or term is to be construed to refer to all other items that could reasonably fall within the broadest possible scope of the general statement or term.
- 9.4 The words "must" "shall" and "will" are to be construed as imperative.
- 9.5 Any reference in this Agreement to any statute or bylaw includes any subsequent amendment, re-enactment, or replacement of that statute or bylaw.
- 9.6 This is the entire agreement between the City and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to the subject matter of this Agreement, except as included in this Agreement. This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by City Council of an amending bylaw to "Housing Agreement Bylaw, 2024, No. 9018".
- 9.7 This Agreement is to be governed by and construed and enforced in accordance with the laws of British Columbia and the laws of Canada applicable therein.
- 9.8 This Agreement can be signed in counterpart.

IN WITNESS OF THIS AGREEMENT the City and the Owner have executed this Agreement by signing the "Form C – General Instrument – Part 1" attached hereto.

## PRIORITY AGREEMENT




### WHEREAS:

- A. INSTITUTIONAL MORTGAGE CAPITAL CANADA INC., Incorporation No. A0081339 (the "**Chargeholder**") is the holder of a mortgage and an assignment of rents encumbering the lands (the "**Lands**") described in Item 2 of Part 1 of the Form C General Instrument to which this Priority Agreement is attached, and which mortgage and assignment of rents are registered in the LTO under registration numbers CA6973603 and CA6973604, respectively (the "**Financial Charges**"); and
- B. One or more covenants are being granted pursuant to Part 2 of the Form C General Instrument to which this Priority Agreement is attached (collectively, the "**City's Charges**") which are or will be registered against title to the Lands.

**NOW THEREFORE** for one dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder, the Chargeholder hereby grants to the City priority for the City's Charges over all the Chargeholder's right, title and interest in and to the Lands as if the City's Charges had been executed, delivered and registered prior to the execution and registration of the Financial Charges and prior to the advance of any monies pursuant to the Financial Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

**IN WITNESS OF THIS AGREEMENT** the Chargeholder has executed this Agreement by signing the "Form C - General Instrument - Part 1" attached hereto.



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**PLANNING & DEVELOPMENT DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Matthew Menzel, Planner 3

Subject: PRELIMINARY REPORT – OCP AMENDMENT APPLICATION AND  
MASTER PLAN FOR THE TRAILS LANDS (WALL FINANCIAL  
CORPORATION)

Date: March 6, 2024 File No: 08-3030-20-0346/1

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 3, dated March 6, 2024, entitled  
“Preliminary Report –OCP Amendment Application and Master Plan for The  
Trails Lands (Wall Financial Corporation)”:

AND THAT staff be directed to process the Official Community Plan  
amendment application for The Trails Lands with Wall Financial Corporation  
and guide the master planning process.

**ATTACHMENTS**

1. Context Map (CityDocs [2454499](#))
2. Moodyville area Transportation Study, dated January 26, 2016 (CityDocs [2479944](#))
3. Council Report of March 31, 2016 – Moodyville Rezoning and Development Controls  
(CityDocs [1387032](#))

**SUMMARY**

The purpose of this report is to seek Council’s direction regarding a proposed Official  
Community Plan (OCP) amendment for the undeveloped portion of The Trails site in  
Moodyville. The proposal will involve a master planning exercise to determine a revised  
form for future development on this site.



## BACKGROUND

### **Moodyville**

The 2014 Official Community Plan (OCP) introduced new land use designations for the Moodyville area to expand the City's supply of ground-oriented and apartment multifamily housing. Following the adoption of the OCP in early 2015, Council gave direction for staff to undertake studies and analysis (see Attachment 2) and proceed with pre-zoning of the "Moodyville" area. This included the creation of new zones and the associated Development Permit Area (DPA) Guidelines.

Subsequently, a report was presented to Council on April 4, 2016 to introduce the bylaw amendments for the Moodyville area, along with the DPA Guidelines. Attachment 3 provides a comprehensive background of the planning context for Moodyville.

### **Current proposal**

Wall Financial Corporation purchased a large landholding from Seacliff Properties within the Moodyville area in 2017. To date, 2 phases of The Trails development have been constructed by Wall Financial Corporation, which includes:

- 505-565 East 2<sup>nd</sup> Street - 79 units; and
- 520 East 1<sup>st</sup> Street – 104 units.

Wall Financial Corporation has now submitted a Pre-Consultation Application proposing to amend the Official Community Plan, which would require the development of a master plan for the undeveloped portion of The Trails site. The master plan process is used to identify the land use designations, heights and density, as well as establish relevant parameters to guide future development on the site. Consultation with the community and relevant interest holders, in alignment with the City's upcoming Community Engagement Framework, will also be required.

Staff are seeking Council direction to move forward with processing this application.

**Table 1. Project Information**

Applicant	Wall Financial Corporation
Architect	Arcadis Group Architects Canada Inc.
Address	507, 519-609, 619, 625, 628 & 633-639 East 1st Street 82-86 & 94 St Davids Ave 603-609 & 631 East 2nd Street
Official Community Plan Designation	Residential Level 4B
Existing Zoning	Comprehensive Development CD-669 Zone <ul style="list-style-type: none"><li>• Existing allowable density – 1.25 FSR</li><li>• Existing allowable height:<ul style="list-style-type: none"><li>○ Rowhouse Residential Use – 12 metres</li><li>○ All other permitted uses – 15 metres</li></ul></li></ul>

Metro 2050 / Transport 2050	General Urban Frequent Transit Development Area
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## DISCUSSION

The following sections outline the site and surrounding uses, development opportunities and constraints, master plan content, process, public engagement, and options for Council's consideration.

### *Site and Surrounding Uses*

The proposed OCP amendment is for the undeveloped portion of The Trails lands (the 'Trails site'), outlined in Table 2.

**Table 2. Site Description**

Address	Site Area	Description
507 East 1st Street	557 sq.m	Temporary community garden
519-609 East 1st Street	8,824 sq.m	Construction Staging / Vacant Land
548-558 East 1 <sup>st</sup> Street	2,028 sq.m	Construction Staging / Vacant Land
619 East 1st Street	1,133 sq.m	Vacant Land / Pedestrian connection / Construction Vehicle Parking
625 East 1st Street	676 sq.m	Vacant Land / Construction Vehicle Parking
628 East 1st Street	557 sq.m	Single Family Dwelling
633-639 East 1st Street	4,121 sq.m	Single Family Dwelling / Vacant Land
603-609 East 2nd Street	4,234 sq.m	Construction Staging / Vacant Land
631 East 2nd Street	2,060 sq.m	Construction Staging / Temporary Community Garden
82-86 St. Davids Ave	1,036 sq.m	Vacant Land
94 St. Davids Ave	557 sq.m	Temporary Community Garden
<b>TOTAL</b>	<b>2.58 ha</b>	

The Trails site is located on the southern side of East 2<sup>nd</sup> Street & East 1<sup>st</sup> Street. The site also fronts St. Davids Avenue to the west, and Alder Street to the south. Land to the east of the site includes a small stream and accommodates a CNV stormwater outlet.

The Trails site is located within proximity to existing RapidBus stops near the intersection of East 3<sup>rd</sup> Street and Ridgeway Avenue. Local bus stops are also located in proximity to the site, along East 3<sup>rd</sup> Street near the intersections of Moody Avenue and St. Patricks Avenue. The site has access to existing parks, open space, and trail networks, including Moodyville Park and the Spirit Trail.

Attachment 1 provides a map that illustrates the context for both subject sites.

### *Development Opportunities and Constraints*

There are a number of known constraints affecting the Trails site that require investigation to determine the impacts on development potential, which include:



- Landslide and Flood Hazard Risk;
- AAA Bike network;
- Spirit Trail alignment;
- Environmental considerations and tree retention; and
- Existing access and services easements, and rights-of-way.

These site constraints also provide an opportunity to facilitate enhancements and build resiliency of existing natural features, as well as expand pedestrian and bicycle networks.

Beyond these initial constraints and opportunities, as further investigation and study progresses, there may be additional considerations or opportunities that will need to be addressed through the master planning process.

### ***Master Plan Content***

The applicant will be seeking a potential increase in height and density compared to the current OCP designation and Comprehensive Development zone. The OCP amendment process will involve developing a master plan. The overarching goal of the master plan will be to meet and align with the objectives of the City's Official Community Plan, Council's Strategic Plan, and other Regional and City policies.

The master planning exercise will address, but is not limited to, the following:

- Long Range Planning considerations (e.g. housing, needs assessment, etc.);
- Incorporating other lands that are not held and/or owned by the applicant;
- Community benefits and amenities provision;
- Development density and mix;
- Building height and form;
- Place making, urban design, and public realm;
- Transportation and pedestrian networks;
- Slope stability and environmental constraints;
- Environmental sustainability; and,
- Utility and servicing infrastructure networks.

Through this process, supplementary studies and materials from the applicant may be requested to support the master plan. In addition, staff will work with the applicant to guide and inform a community benefits package for Council consideration.

### ***Public Engagement***

OCP amendment applications require consultation with persons, organizations and authorities which may be affected, consistent with the requirements of the *Local Government Act (LGA)*. This may include:

- Metro Vancouver;
- Adjacent municipalities;
- First Nations;
- School districts;
- Government agencies; and

- Others who may have an interest.

Staff will identify the groups to be consulted once a formal application has been submitted. The project would also be subject to public and advisory body consultation.

The City and the applicant will engage with members of the community and relevant interest holders in alignment with the City's upcoming Community Engagement Framework to shape the master plan.

## **FINANCIAL IMPLICATIONS**

There are no Financial Implications to the City as a result of processing an OCP amendment application. The applicant would be required to pay all relevant application fees to process the application.

## **INTER-DEPARTMENTAL IMPLICATIONS**

The OCP amendment application will be reviewed in alignment with the objectives of the City's three upcoming policy strategies: Community Well-Being Strategy, Economic Strategy, and Climate and Environment Strategy, as well as the Zoning Bylaw Update. It will also be considered within the context of new legislative changes as applicable.

## **CONCLUSION**

This report recommends that Council direct staff to proceed with the application which proposes an increase in height and density on the subject site. This would include a site specific OCP amendment and master plan, which would assess the proposal in context to the broader community, and ensure alignment with the City's policy frameworks and priorities.

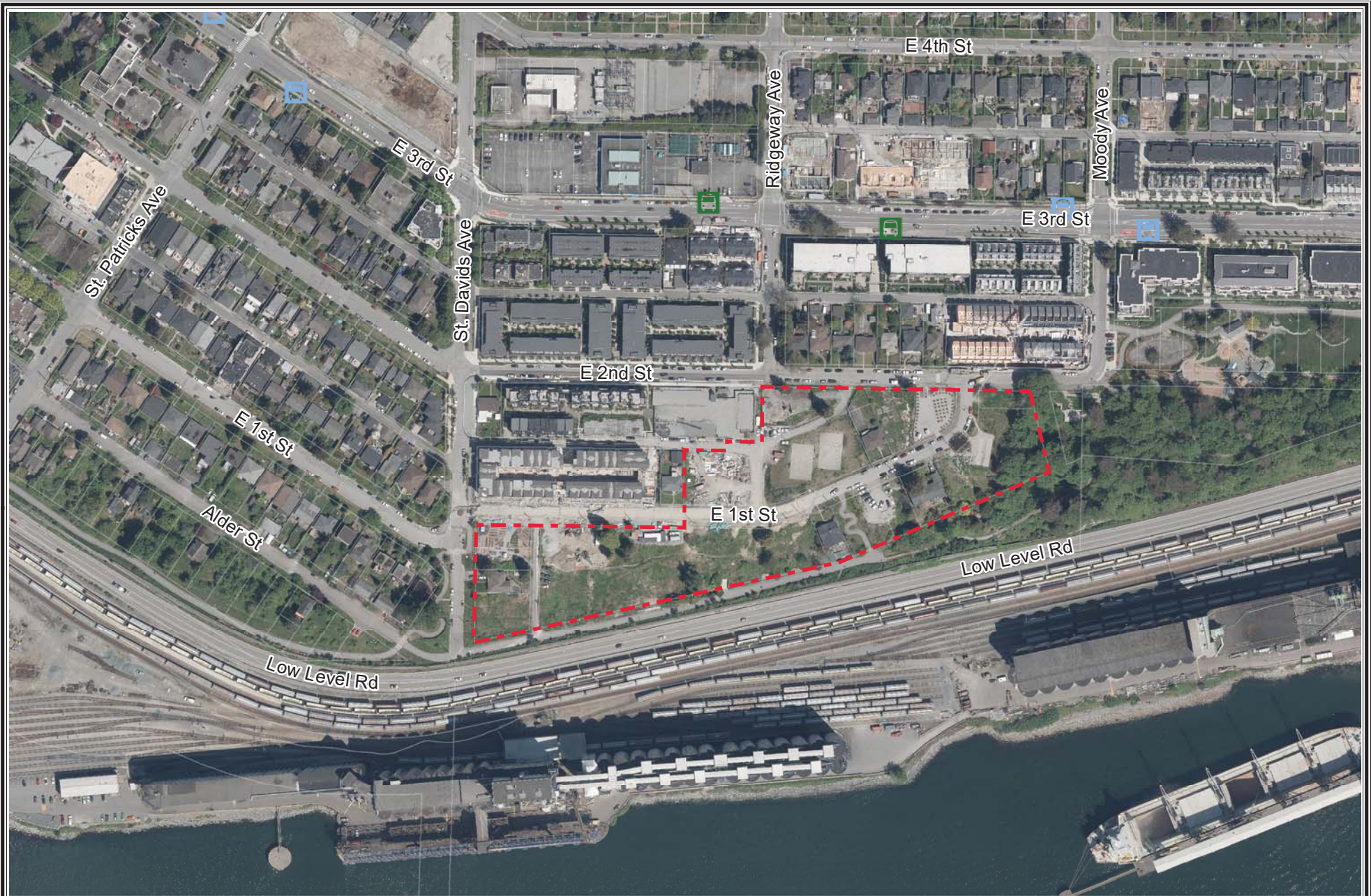
RESPECTFULLY SUBMITTED:



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Matthew Menzel - Planner 3







# MOODYVILLE AREA TRANSPORTATION STUDY

## Technical Report – FINAL

Transportation Division

Engineering, Parks and Environment

January 26, 2016



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# SUMMARY

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This report summarizes the transportation analysis and provides recommendations for transportation improvements that support future development in the Moodyville area. This transportation study reflects the guiding principles outlined by various municipal plans, most importantly the 2014 Official Community Plan and the 2008 Long-Term Transportation Plan. These plans intend to improve local mobility and commuting opportunities for all residents while promoting the use of sustainable modes of transportation.

In evaluating the transportation requirements for this neighbourhood, this study considers the accessibility needs of current and new residents. The analysis pays particular attention to the impacts of new development on the road network and to the functionality, safety and design standards of the proposed measures.

The scope of the analysis includes:

- Optimized accessibility and network connectivity to create a neighbourhood with improved transportation alternatives for local mobility and commuting.
- Managed traffic volume and speeds through neighbourhood street design that reduces the opportunities for short-cutting and the future need for additional traffic calming measures.
- Suitable off-street parking supply to ensure that on-site parking is sufficient and that it offers a balance between neighbourhood needs and a sustainable use of motorized transportation.
- Preferable local street cross sections to provide guidance on the desired local character and functionality of the neighbourhood streets and the ultimate location of street infrastructure including sidewalks, boulevards, trails, curbs, and lane configuration.
- Necessary right-of-way and operational requirements for the East 3<sup>rd</sup> Street corridor to accommodate future transportation needs, to support the planned redevelopment of the Moodyville area and the overall City needs. East 3<sup>rd</sup> Street, as part of an east-west rapid transit corridor through the North Shore (identified by the 2040 North Shore Area Transit Plan) is a critical element of this study. Consequently, design concepts developed for 3<sup>rd</sup> Street reflect this wider context.

The transportation study is divided in two parts:

## ***Part A: Transportation Analysis and Operations***

This first part addresses the current transportation conditions and demand characteristics, the forecast for demand growth and potential mode shift, the connectivity, traffic control and parking requirements, and the proposed measures for improvement.

## ***Part B: Conceptual Design Options***

The second part contains the potential concepts for local street cross section design and the specific right-of-way options for East 3<sup>rd</sup> Street that best reflect the City's goals for sustainability and are required to accommodate future rapid transit.

This study uses two main sources of information: the 2011 Regional Trip Diary, which includes statistics and potential targets for local mode share and trip distribution, and the latest traffic counts and parking surveys that provide the traffic volume profiles and speeds, the indicators of intersection performance and capacity, and the estimation of parking demand. The evaluation includes other measures of transportation network performance such as accessibility to transit and cycling facilities, priority for pedestrians, greenway connections and neighbourhood auto access.

This study is also based on a number of assumptions about the magnitude and the timeline for redevelopment in the area. Regional and local trip generation rates are used to project the potential growth in demand and, consequently, the traffic flows that are likely to impact the local network.

The main conclusions of this analysis are the following:

1. East 3<sup>rd</sup> Street has sufficient remaining capacity to operate properly under the expected additional demand conditions without increasing the number of travel lanes. Operations can be optimized with additional traffic signals, modified lane configuration, or specific peak hour traffic management strategies.
2. East 3<sup>rd</sup> Street requires a 30.5m (100ft) right-of-way to properly provide enough width for pedestrian and boulevard space, while ensuring that the corridor can accommodate rapid transit systems in the future. There are a number of possible cross section designs that allow for different forms of rapid transit. The options developed by this study show how different concepts are suited for different street profiles and conditions.
3. Local neighbourhood streets can be narrower, providing appropriate traffic control without affecting residential access and road network performance. Most of the local streets will still require adequate provision of on-street parking on both sides of the street given the expected increase in development density. Preferred street designs will be determined on a block by block basis as the area redevelops.
4. Based on applicable regional statistics, the new development building types and densities in the Moodyville area will likely require 1.2 parking spaces per unit as per the current allowance.
5. There is an opportunity to significantly improve the area's cycling network functionality and attractiveness, connecting effectively to greenways, the Spirit Trail and other current bike routes, by accommodating bicycles on a portion of East 3<sup>rd</sup> Street from Queensbury to St Andrew's. This will require adding this section of East 3<sup>rd</sup> Street to the Bicycle Master Plan. Revisions to the Bicycle Master Plan will require Council endorsement. Currently, designated bicycle route on 3<sup>rd</sup> Street is east of Queensbury and with this proposal it would be further extended to the more central north/south designated bike route.

Based on a comprehensive analysis, the following list summarises the recommendations of this study:

## 1.0 NEIGHBOURHOOD TRANSPORTATION MEASURES

### 1.1 Accessibility and Connectivity

The grid structure of the local network facilitates access but must be modified in certain locations to improve connectivity. All streets should remain classified as *local* and maintain a narrow cross section. Access to transit facilities is a priority. As the area redevelops, the following principles should be considered in street design:

- Prioritize pedestrian connections north-south to transit stops and east-west to Lower Lonsdale
- Facilitate pedestrian crossings through corner curb extensions ("bulges") as development occurs
- Facilitate internal pedestrian movements by providing mid-block connections between:
  - 2<sup>nd</sup> Street and Alder Street/Spirit Trail (middle of 400 blocks)
  - 2<sup>nd</sup> Street and 1<sup>st</sup> Street/Spirit Trail by extending the Ridgeway Avenue corridor

### 1.2 Street Design and Traffic Control

Traffic will be controlled through street design to avoid introducing additional measures in the future. All streets can remain bi-directional to maximize access to the properties but short cutting can occur if priority is given to the east-west direction in particular on 1<sup>st</sup>, 2<sup>nd</sup> streets. As redevelopment occurs, all streets will require extensive work on curbs and sidewalks; the following is recommended for consideration in street design:

- Set the speed limit at 30km/h for local neighbourhood streets
- Provide minimum 2m wide sidewalks on both sides for all streets

- Provide minimum 1.5m wide boulevards on both sides for all streets
- Implement curb extensions (i.e. “bulges”) to reduce crossing widths at corners
- Introduce traffic diverters at intersections of 1<sup>st</sup>, 2<sup>nd</sup> streets and St. David’s Avenue to eliminate shortcutting
- Re-align 1<sup>st</sup> Street on the east and west sides St. David’s Avenue
- Introduce a stop sign in east-west direction at 2<sup>nd</sup> Street and St. Patrick’s to lower priority in this direction

### 1.3 On-Site Parking

Using the “Metro Vancouver Apartment Parking Study” (Metro Vancouver, 2012) as reference to validate the current parking allowance, strata developments in proximity to the Frequent Transit Network can be expected to require between 1.1 and 1.2 parking spaces per unit as shown by the study’s surveys and counts. It is recommended to consider as part of the DPA guidelines to:

- Establish an allowance of 1.2 stalls per unit for multi-family development
- Allow additional parking provided by development to a maximum of 1.5 spaces per unit as per market demand
- Maintaining the reduction of parking capacity allowed depending on the ratio of market to rental housing, and provision of bicycle parking

### 1.4 On-Street Parking

There are two possible designs with different capacities for on-street parking. Both options can be considered for each street depending on the block density and timeline for redevelopment. However, increased development density will likely require parking on both sides for most streets. Areas expected to develop more slowly (e.g. 400 blocks) will need to maintain the current parking capacity for the foreseeable future.

The first concept includes parking on both sides with a narrow travel portion where cars cannot fully travel side by side. In this case, passing gaps (short sections where no parking is allowed) are needed for cars to pass each other. The second concept, with parking only on one side, has a wider travel portion so cars can pass each other comfortably. Point 3.1 of this summary explains these two concepts in more detail. Preferred street design and parking configurations will be considered on a block by block basis as the area re-develops. It is expected that most streets in the neighbourhood will have parking on both sides. Provision of parking on one side of the street should be considered for:

- St. David’s Avenue to accommodate the greenway corridor
- 500 and 600 block of 1<sup>st</sup> Street east of St. David’s to maintain appropriate width for sidewalks
- Alder street between St. Patrick’s and St. David’s avenues depending on the final use of the City lands on the south side which could be dedicated to park or other uses

## 2.0 EAST 3RD STREET CORRIDOR OPERATIONS

### 2.1 Capacity Utilization

The analysis of various growth scenarios show that 3<sup>rd</sup> Street has enough remaining capacity to operate properly under future conditions. The operation can be optimized with traffic signals and lane configuration but more analysis will be required to implement such changes. Operations of this corridor are influenced by Main Street and the Iron Workers Memorial Bridge operations. Therefore, providing additional lanes may have a counterproductive effect as they could turn into storage lanes. As such, is not recommended to widen the road to accommodate additional general purpose vehicle travel lanes. Instead, consider:

- Keeping one general purpose vehicle lane and one bus lane per direction through the Moodyville area



- Providing left turn bays east and westbound at all intersections between Queensbury and St. Andrew's avenues
- Maintaining current lane configuration at St. Georges and Lonsdale avenues and depending on final cross section design, providing right turn lanes elsewhere as needed

## 2.2 Signalization

Two scenarios were tested under full buildout conditions: one, the current limited signalization, and two, a full signal implementation at all intersections (between Queensbury and Lonsdale avenues). Full signalization of all intersections is required only in case of an exclusive right-of-way rapid transit system in the middle in the road. Otherwise, the installation of full signals will depend on the magnitude and timing of development. Within the Moodyville area, priority for signalization should be given to the intersections at St. David's and Queensbury. Based on the study results, it is recommended for consideration:

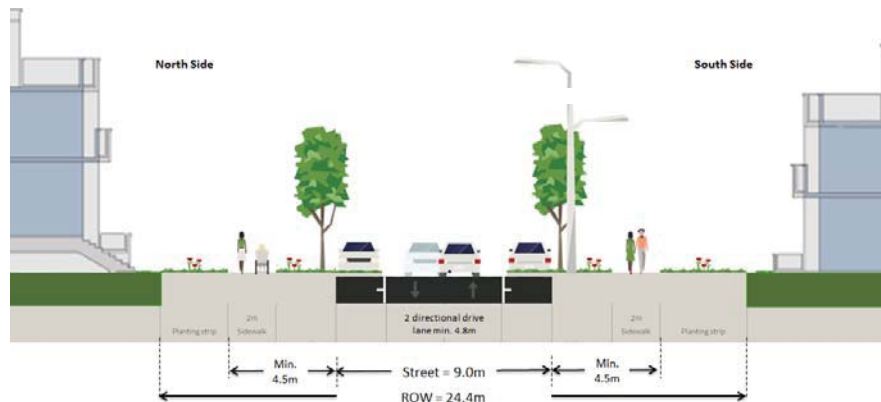
- Installation of a full signal at St. David's and 3<sup>rd</sup> Street intersection coinciding with the construction of the greenway connection and/or the redevelopment the bus depot site
- Conversion of the pedestrian signal at Queensbury Avenue to a full signal operation (this depends on development of the 700 block of 3<sup>rd</sup> Street and south side of 4<sup>th</sup> Street)
- Planning for the possibility of another full signal at either Moody or Ridgeway depending on the pace of development and, in particular, on the redevelopment of the transit depot site (a more detailed traffic analysis will be required since the specific plans for this site are undetermined at this time)
- *Only in case of rapid transit through the middle of the corridor*, implementation of full traffic signals and optimization of turning lane configurations at all intersections between Queensbury and St. Georges to accommodate rapid transit (this is not needed if rapid transit uses curbside lanes)

## 3.0 STREET CROSS SECTION CONCEPT DESIGNS

### 3.1 Local Streets

As discussed previously in point 1.4 of this summary, two concept designs were developed for local streets. Both options maximize pedestrian and boulevard space but vary parking capacity. Both concepts can be considered block-by-block as the area redevelops but a well-balanced and evenly distributed parking supply is needed for the higher redevelopment densities. Given the future area conditions, parking on both sides of the streets will most likely be the preferred solution in most cases. The following figure illustrates the local street cross section design with on-street parking on both sides. For example, this design would be applicable to 1<sup>st</sup> and 2<sup>nd</sup> streets. Refer to section 6.1 of the report for more details.

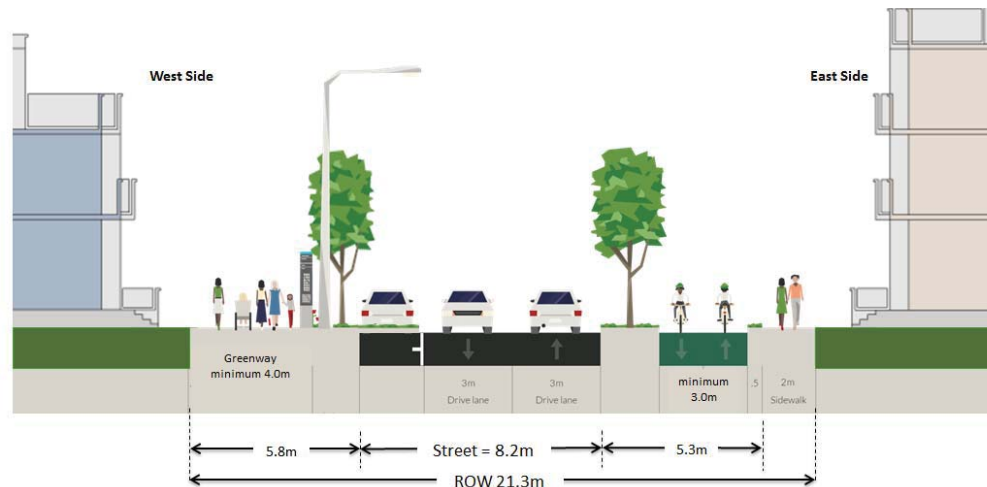
**Figure 1.** Local Street Cross Section Design with Parking on Both Sides of the Street



**CONCEPT 1:** Parking on both sides, 9m street width, with passing gaps for side-by-side circulation

Cross sections with parking on one side of the street would be applicable for greenway connections or on narrower streets such as 500 and 600 blocks of 1<sup>st</sup> Street to increase pedestrian realm. Figure 2 illustrates the local street cross section design with on-street parking on one side of the street for a greenway connector on St David's Avenue. A St David's example illustrates provision of 4m wide multi-use path on the west side of the street and bi-directional off-road protected bike lane parallel to pedestrian path on opposite side of street. This design is recommended for consideration as part of the St David's greenway project.

**Figure 2.** Cross Section Design with parking on one side of the street for St. David's Avenue



*CONCEPT 3: Parking on one side, 8.2m street width, with protected bi-directional bike track*

### 3.2 3<sup>rd</sup> Street Transit Corridor

For East 3<sup>rd</sup> Street, the principles applicable to cross section design are mainly to prioritize transit, maintain the street's role as an east-west arterial connection, and maximize the pedestrian realm including boulevard space. The cross section design must be flexible to adapt to the different street profiles of the local and extended part of the 3<sup>rd</sup> Street/Marine Drive corridor. Exclusive transit lanes, either a centre line guideway or curb-side lanes may not be the ultimate solution; however, planning for transit priority implies making exclusive transit lanes part of the long-term design options.

Several design concepts were developed for East 3<sup>rd</sup> Street; these options will be further refined as part of the corridor design process. Other sections of the corridor, with higher densities and closer to commercial areas such as Lonsdale, will require more analysis to establish the appropriate conceptual designs.

The various concepts include exclusive bus lanes, with or without parking or bike lanes as follows (refer to section Figure 36. of the report for more details):

- Concept A: Exclusive, centerline busway with parking on both sides and no bike lanes
- Concept B: Exclusive or shared curb-side transit lanes with parking on both sides and no bike lanes
- Concept C: Exclusive, centerline busway without parking and with buffered bike lanes on both sides
- Concept D: Exclusive or shared curb side lanes without parking and with buffered bike lanes on both sides

While concepts A and C would require traffic signals at every intersection to control turning movements, concepts B and D may require additional traffic signals but it is unlikely they would need them at every intersection.

The analysis shows that additional travel lanes are not required to support future traffic volumes. However, 3<sup>rd</sup> Street will remain a key east-west arterial transit connection and requires additional width to accommodate future

rapid transit. Furthermore, providing pedestrian space is a priority for 3<sup>rd</sup> Street to serve as the main link between the Moodyville Area and Lower Lonsdale. Consequently, all cross section options include a minimum sidewalk width of 2m and a minimum of 1.5m boulevard space.

Bicycle lanes can be accommodated within the 30.5m right-of-way in some sections of the corridor. The objective will be to provide the most effective connection between 3<sup>rd</sup> Street and other existing bike routes and greenway connections. The different concepts developed combine exclusive transit lane alignment with parking or bicycle lanes. Sections of East 3<sup>rd</sup> Street outside Moodyville area will be reviewed through the separate future planning processes.

It is recommended to consider for East 3<sup>rd</sup> Street through the Moodyville Area concept C or D (refer to section Figure 36. of the report for more details). The preferred option is to provide bicycle lanes between Queensbury and St. Andrew's avenues to connect efficiently with north-south greenway and bike facilities. The concept used will depend on the final cross section selected for exclusive transit lanes.

Cycling in the east-west direction will continue to be supported by 4<sup>th</sup> Street and the Spirit Trail. This will require revisions to the Bicycle Master Plan. Until the long-term vision for the corridor is achieved, additional designs for an interim or transitional set of solutions will be required for the curb location of redeveloped sections of 3<sup>rd</sup> Street. This will inform the short-term development within the long-term, sustainable vision for the corridor.

# 1 OBJECTIVES AND SCOPE

## 1.1 BACKGROUND

The 2014 Official Community Plan (OCP) designates Moodyville as part of a Development Permit Area (DPA) and a Frequent Transit Development Area (FTDA). These designations require the issue of consistent and standard guidelines for development applications. Redevelopment plans must incorporate transportation improvements for all modes, including infrastructure and other measures to deliver the vision for the future of the area.

The *MOODYVILLE AREA TRANSPORTATION STUDY* reflects the guiding principles outlined by various municipal plans, most importantly the 2014 OCP and the 2008 Long-Term Transportation Plan. These general principles put the emphasis on improving commuting and local mobility opportunities and accessibility for all users while promoting sustainable modes of transportation.

In evaluating the transportation needs for this neighbourhood, this study considers the needs of current and new residents, the development impacts on the road network, and the transportation safety, functionality and consistency of the proposed measures.

Rezoning of this area will affect transportation systems for the neighbourhood, in particular East 3<sup>rd</sup> Street operations. East 3<sup>rd</sup> Street is part of a larger east-west transit corridor through the City, both districts on the North Shore and the Squamish Nation. The design concepts specific to 3<sup>rd</sup> Street developed by this study reflect this wider context. The geographical scope of this study, however, is limited to the Moodyville Area as the figure below illustrates.

**Figure 3.** Project Location and Context



## 1.2 SCOPE

The scope of the study can be summarized in five main points as follows:

### 1. *Accessibility and network connectivity*

This point reflects the priority given to active transportation modes (pedestrian and cycling), the accommodation of the greenway corridors and the Spirit Trail, and transit as part of the Frequent Transit Development Area. The goal is to create a neighbourhood with improved alternatives for local mobility and commuting. This part of the study also recognizes the need for resident auto access.

### 2. *Traffic control through street design*

In terms of street design and typology, this study proposes the appropriate concepts for road cross sections to support a walking and cycling environment, and help calm traffic, without compromising accessibility. Street design will be used to reduce short-cutting. The aim is to give the area a distinctive local character and to manage traffic flow through design, avoiding the introduction of additional traffic calming measures in the future.

### 3. *Parking requirements*

This element of the study includes an evaluation of the on-site parking requirements to ensure that on-site parking is sufficient and that it offers a balance between neighbourhood needs and a sustainable use of motorized transportation. Street design and on-street parking will be directly affected by the on-site parking provision.

### 4. *Neighbourhood streets cross section design*

This point includes preferable local street cross sections to provide guidance on the desired character and functionality of the neighbourhood streets and the ultimate location of street infrastructure including sidewalks, boulevards, trails, curbs, and lane configuration.

### 5. *Analysis of East 3<sup>rd</sup> Street right-of-way (ROW) and operation requirements*

This point specifically addresses the cross section requirements of East 3<sup>rd</sup> Street, within the Moodyville Area, to provide options *in the context of the 2040 North Shore Area Transit Plan*. This long-term plan identifies 3<sup>rd</sup> Street as a long-term east-west *rapid transit* corridor. This part of the study evaluates the transportation implications of the denser neighbourhood on 3<sup>rd</sup> Street operations, including intersections and transit priority.

The analysis requires a forecast for the future demand of the area. The forecast in this case includes several assumptions, such as percentage of land redeveloped, mode shift thresholds, trip rates, and origin-destination structure for the future demand. The concepts developed within each point are based on the demand forecasted to full buildout of the Moodyville area (70% of land use actually redeveloped as a worst-case scenario).

*This study provides only long-term, full buildout concepts and proposals. The interim or transitional scenarios will be defined at a later time as development takes place.*

## 1.3 DOCUMENT CONTENT

The next several sections outline the findings of this study, which is divided in two parts:

### **A** **Transportation Analysis and Operations**

This first part addresses the following points (see sections 2 to 5):

- Current transportation conditions and demand characteristics
- Forecast for demand growth and potential mode shift
- Connectivity and traffic control
- Parking requirements



## B Conceptual Design Options

The second part (see section 6) contains the potential concepts for street cross section design, including:

- The local street cross sections
- The right-of-way options for East 3<sup>rd</sup> Street required to accommodate future rapid transit that best reflect the City's goals for sustainability

## 1.4 GUIDING PRINCIPLES AND REFERENCES

The main guiding documents for the Moodyville Transportation Study include local and regional plans. With respect to the Official Community Plan, the study's objectives reflect the OCP's transportation goals as listed in the following table (see section 8.4 for a fuller description):

**Table 1.** Study Alignment with OCP Objectives

<i>Goal 1: Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles</i>
This goal refers to investing in cycling and pedestrian networks and improving accessibility to transit through projects identified in the 2040 North Shore Area Transit Plan
<i>Goal 2: Integrate Land Use and Transportation Planning to reduce the need for car travel</i>
This point directly supports a <i>Frequent Transit Development Area</i> along Marine Drive and East 3 <sup>rd</sup> Street, the management of on-street and off-street facilities to prioritize sustainable transportation and the optimization of the existing road network, expanding it only to favor sustainable transportation
<i>Goal 3: Support a safe, accessible, resilient and affordable transportation system</i>
This objective specifically prioritizes maintaining the existing transportation infrastructure while accommodating the transportation needs of all users.

Regionally, the North Shore Area Transit Plan (NSATP), a long-term vision and a priority list of projects for the near term developed by TransLink between 2010 and 2012, reflects how the Regional Transport 2040 Vision translates into improved transit for the North Shore. The main point from this plan that directly affects the Moodyville Transportation Study is the definition of Marine Drive/3<sup>rd</sup> Street/Main Street, across all jurisdictions on the North Shore, as a *rapid transit* corridor.

Other specific references for this study include:

### Official Plans and By-laws:

- 2008 Long-Term Transportation Plan
- Lower Lonsdale East Traffic Calming Plan
- North Vancouver Bicycle Master Plan
- Transportation Study - Level 2 Guidelines
- Streets and Traffic Bylaw 1991
- Subdivision and Development Control Bylaw
- Pedestrian Plan - Treatments by area

### External References:

- TL - Transit Passenger Facilities Design Guide
- TL - Transit Oriented Communities Design Guide
- TL - Bus Infrastructure Design Guide
- 2015 Mayors' Council Transportation Plan
- Complete Streets design concepts<sup>1</sup>
- NACTO Urban Streets Design Guidelines

### Additional information includes:

- CNV traffic counts: hose & turning movements
- AAA Bicycle Network Map
- Moodyville Area Traffic Analysis (MMM Group)

<sup>1</sup> The Complete Street concept provides a balanced street use for all modes but prioritizes sustainable modes in particular

## 2 EXISTING CONDITIONS

### 2.1 LAND USE

The current land use within the Moodyville Area being pre-zoned is primarily single family housing with approximately 360 dwelling units. The building form and density influence trip generation rates and distribution. Section 3.1 addresses the effect of future land use on transportation issues.

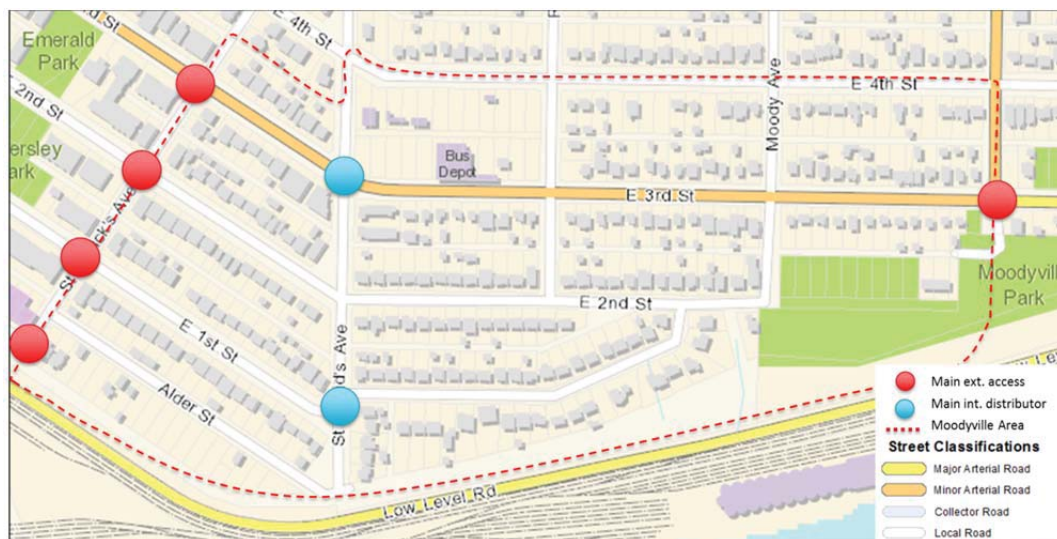
### 2.2 LOCAL AREA NETWORK AND ACCESSIBILITY

#### 2.2.1 Road Network

All roads within Moodyville, except for 3<sup>rd</sup> Street, are classified as *local* roads, although there are a number of different right-of-way and road widths standards throughout the neighbourhood. The *local* road classification implies that the streets should be used only for access to the neighbourhood and that every effort must be made to maintain low, safe travel speeds and avoid traffic short-cutting through the area.

East 3<sup>rd</sup> Street is the main east-west arterial and transit corridor through the Moodyville Area. East 3<sup>rd</sup> Street connects Moodyville to the Lower Lonsdale and to the rest of the North Shore; the area is also indirectly supported in the east-west direction by the Low Level Road. In the north-south direction, St. David's Avenue is the main access road. The illustration below shows the main access and distribution nodes.

**Figure 4.** Access Points and Network Connectivity for Moodyville



East 1<sup>st</sup> and 2<sup>nd</sup> streets have a width that is wider than necessary for a neighbourhood street. This geometry may be encouraging short-cutting through 1<sup>st</sup> Street, in particular between St. Patrick's (coming from Esplanade) and St. David's avenues. The streets east of St. David's are considerably narrower but provide an easy and direct access to 3<sup>rd</sup> Street through Ridgeway and Moodyville avenues. There are no diverters or turn restrictions in the area making short-cutting easier.

The following two figures show the right-of-way and the road curb-to-curb widths for the area.

**Figure 5.** Road Right-of-Way of Streets in the Moodyville Area**Figure 6.** Road Curb-to-Curb Widths in the Moodyville Area

### 2.2.2 Transit Network

The Moodyville Area has a Frequent Transit Network (FTN) service along 3<sup>rd</sup> Street. The FTN provides high levels of transit service (i.e. overall average frequency of 15 minutes or less for at least 15 hours per day, seven days per week). In this case, there are two bus routes providing service through Moodyville: route 228, from Lonsdale Quay to Lynn Valley, and route 239, running east-west from Park Royal to Capilano University.

Route 239 provides a frequent service throughout the day, especially during peak hours with 10 minute intervals. The next table summarizes the transit service on 3<sup>rd</sup> Street. It has been estimated that Moodyville currently contributes a small percentage (3% to 9%) to the overall ridership of routes 228 and 239.



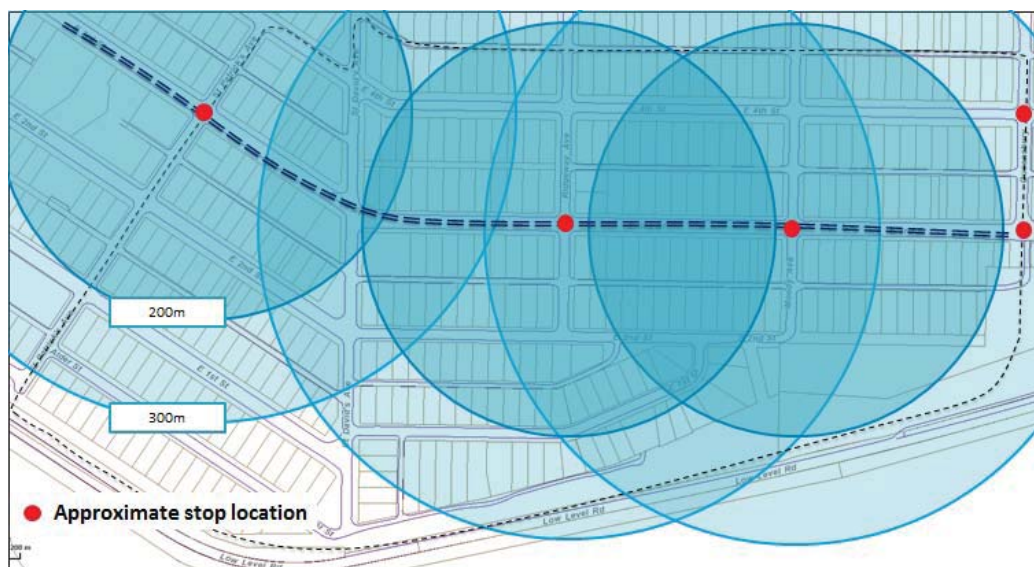
**Table 2.** Transit Service on East 3<sup>rd</sup> Street

Route	Route Name	Time of Day Frequency (min)			Boardings		Average Stop Distance
		AM Peak	Mid-Day	PM Peak	Total	% from DPA	
239	Capilano University/Park Royal	10	10	10	10,520	3-4%	370m
228	Lynn Valley/Lonsdale Quay	15	30	15	2,866	6-9%	270m

**Figure 7.** Transit Routes and Stops in Moodyville

### 2.2.3 Pedestrian Network and Access

As the next figure shows, the access to transit stops is generally good. Accessibility is based on an access radius of 200 to 300m or approximately 3 to 5 minutes walking around the stops without accounting for road grades, which is an important consideration in this neighbourhood between Alder and 3<sup>rd</sup> streets.

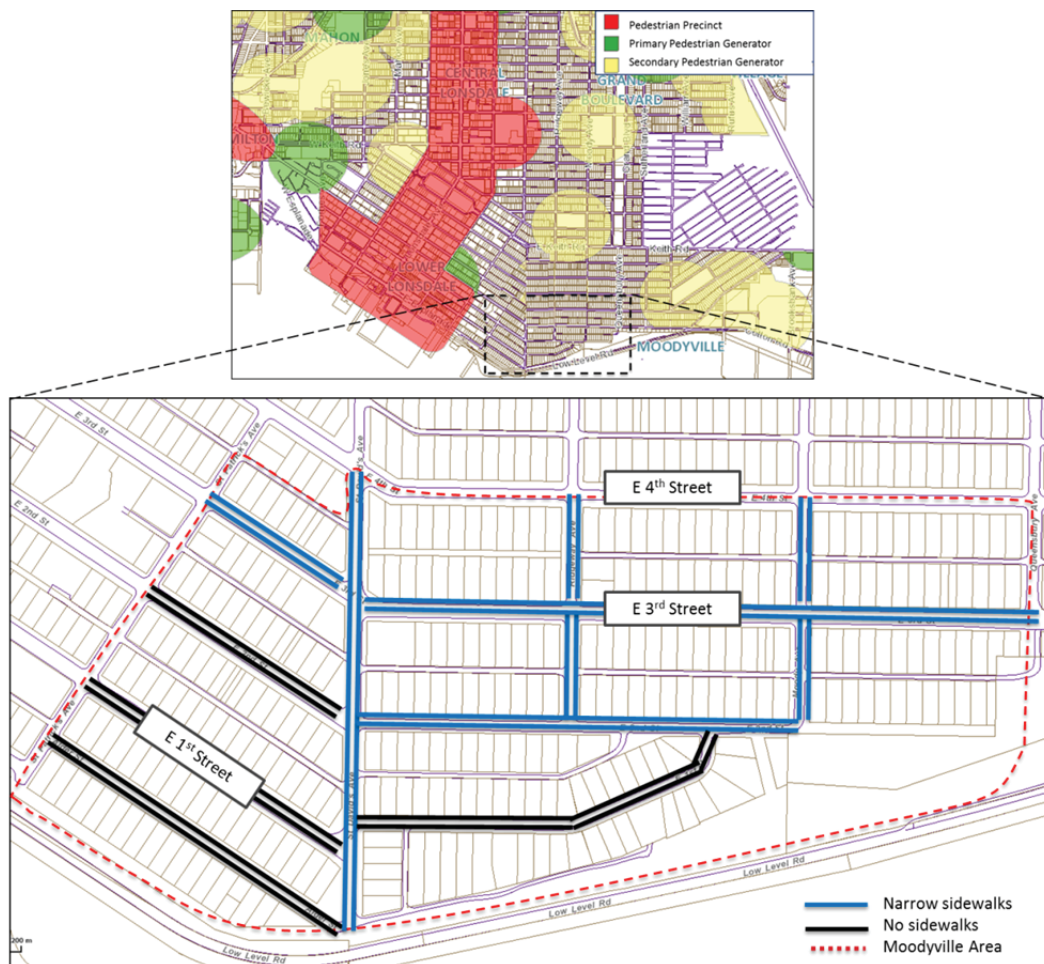
**Figure 8.** Pedestrian Accessibility to Transit Stops

As can be seen, a 300m catchment radius covers a substantial part of the area. However, the ease of access is uneven given the differences in grade between Alder and 3<sup>rd</sup> streets. This fact must be kept in mind as part of the evaluation of the length of the blocks and local area connectivity if the design is to encourage pedestrian mobility.

Generally, people are willing to walk without much difficulty about 5 minutes to a bus stop and 10 to 15 minutes to a final destination or a rapid transit station. Beyond this distance, however, the likelihood of making the trip on foot diminishes and other modes become more attractive. Therefore, although 300m can generally be acceptable, grades and block length make the effective distance longer, affecting the perceived ease of access.

The next figure shows the Moodyville neighbourhood in the context of the current designated pedestrian generating areas in the City of North Vancouver (2008 Long-term Transportation Plan). The area is not currently a significant generator of walking trips. Nevertheless, the increase in density foreseen through redevelopment could change this situation substantially.

**Figure 9.** Current Pedestrian Network Conditions for Moodyville



The picture above also highlights the considerable lack of sidewalks in a large part of the local network. Moreover, with very few exceptions, all existing sidewalks in the rest of the network are narrower (1.5m width) than the current minimum standard (1.8m).



### 2.2.4 Cycling Network and Greenways

The next figure illustrates the existing designated active transportation network in the Moodyville Area. The main east-west cycling routes (shared lanes on 4<sup>th</sup> Street and bike lanes on Low Level Road) are currently on the north and south edges of the defined study area. The Low Level Road cycling facilities in particular are only accessible indirectly through St. Patrick's Avenue and the exit through Esplanade.

This limited access may not be enough to encourage Moodyville residents to take full advantage of the current cycling facilities. Nonetheless, the Spirit Trail offers additional cycling opportunities and the potential for further integration.

**Figure 10.** Current Bicycle and Greenways Designation in the Moodyville Area



The main connections between the Spirit Trail and the Green Necklace (on East Keith Road and Grand Boulevard) will be completed through the St. David's and Queensbury avenues greenway projects. This implies the need for special design considerations for these streets to ensure priority is given to pedestrians and cyclists along these roads.

## 2.3 DEMAND CHARACTERISTICS

### 2.3.1 Origin and Destination

TransLink's 2011 Trip Diary provides the origin and destination desire lines for North Vancouver. Desire lines are based on the distribution of destinations throughout the City, the North Shore and the region in general. Resident-specific trips are not available for each neighbourhood but for the City overall, the Trips Diary shows that about *83% of trips made by residents remain on the North Shore.*

Estimations are available for neighbourhood-specific trip structure for *all trips (by residents and non-residents) in and out of each area.* These values must be interpreted with caution since the sample becomes small when the totals are broken down into neighbourhoods. Nevertheless, the estimations are a good relative measure of the differences among neighbourhoods.

In this case, statistics show that 68% of trips from the Moodyville Area remain within the City or the District of North Vancouver, and up to 73% within the entire North Shore. Furthermore, the neighbourhood most likely to

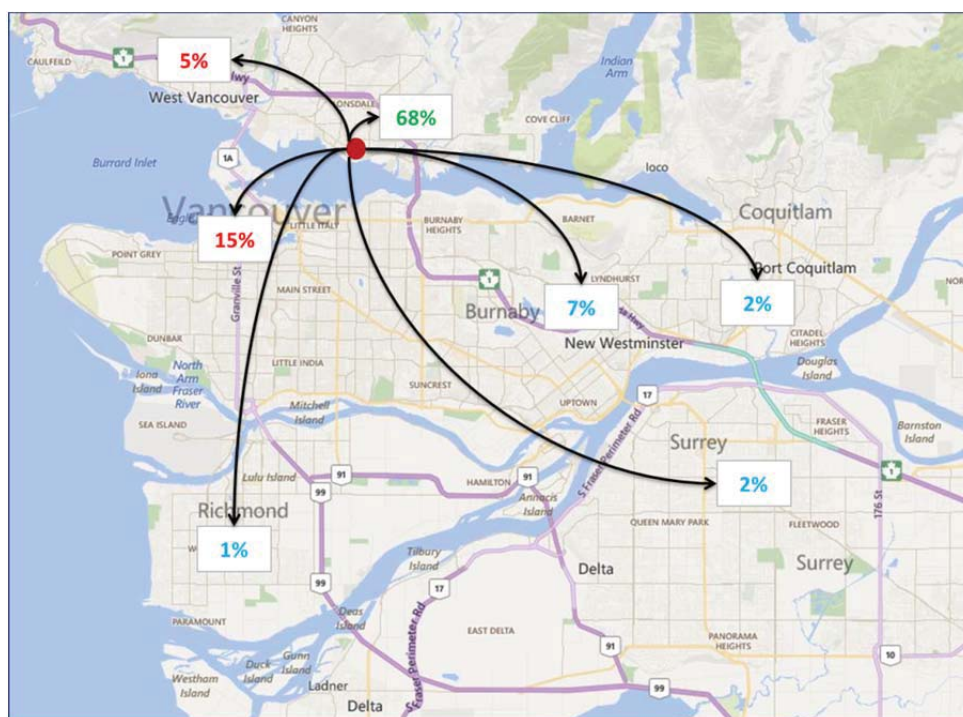
commute out of the North Shore is Lower Lonsdale with 35% of trips leaving the area. The following table summarizes the preferred destinations from every City of North Vancouver neighbourhood.

**Table 3.** Destination Distribution for Regional Daily Trips Originating from City of North Vancouver

Origin	Destination								
	CNV + DNV	Vancouver	West Vancouver	Burnaby /New West.	Northeast Sector	Richmond/ Delta	Surrey	Langley	P. Meadows /M. Ridge
North of Highway 1	69%	10%	14%	2%	0%	1%	3%	1%	0%
Central Lonsdale	67%	12%	9%	6%	2%	1%	1%	0%	0%
Grand Boulevard	73%	13%	7%	4%	1%	1%	1%	0%	0%
Lower Lonsdale	58%	22%	7%	6%	2%	3%	1%	0%	0%
Mahon	82%	10%	2%	3%	0%	2%	1%	1%	0%
Marine - Hamilton	69%	9%	14%	4%	2%	0%	1%	0%	0%
Moodyville	68%	15%	5%	7%	2%	1%	2%	0%	1%
<b>Total CNV</b>	<b>67%</b>	<b>14%</b>	<b>9%</b>	<b>5%</b>	<b>2%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>

Source: Trip Diary 2011

**Figure 11.** Principal Desire Lines for Regional Daily Trips Originating from Moodyville

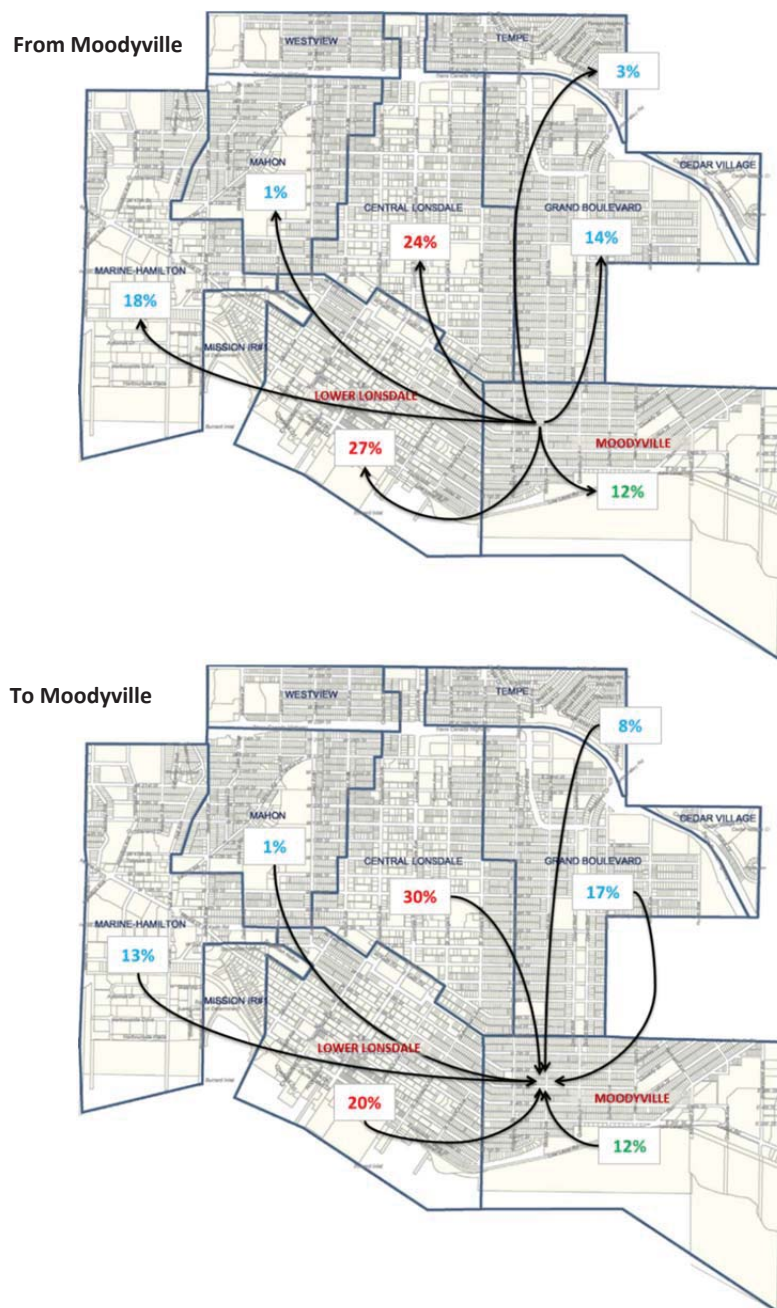


Source: Trip Diary 2011

The next set of statistics summarizes the structure of the demand from Moodyville to all other neighbourhoods in the City. In this case, 50% of the trips are concentrated to and from Lower and Central Lonsdale.

**Table 4.** Origin-Destination Distribution for Daily Trips per Neighbourhood

Origins	Destinations							
	North of Highway 1	Central Lonsdale	Grand Boulevard	Lower Lonsdale	Mahon	Marine - Hamilton	Moodyville	Total
North of Highway 1	260	540	130	390	390	400	330	2440
Central Lonsdale	140	8310	2530	3710	810	2080	1240	18820
Grand Boulevard	80	2580	2080	810	120	440	700	6810
Lower Lonsdale	270	3990	760	3800	270	2340	810	12240
Mahon	0	710	50	440	1150	550	50	2950
Marine - Hamilton	310	2320	240	2330	620	2720	520	9060
Moodyville	130	960	580	1090	50	710	490	4010
<b>Total</b>	<b>1190</b>	<b>19410</b>	<b>6370</b>	<b>12570</b>	<b>3410</b>	<b>9240</b>	<b>4140</b>	<b>56330</b>

**Figure 12.** Origin-Destination Distribution for Local Daily Trips from/to Moodyville



### 2.3.2 Modal Split

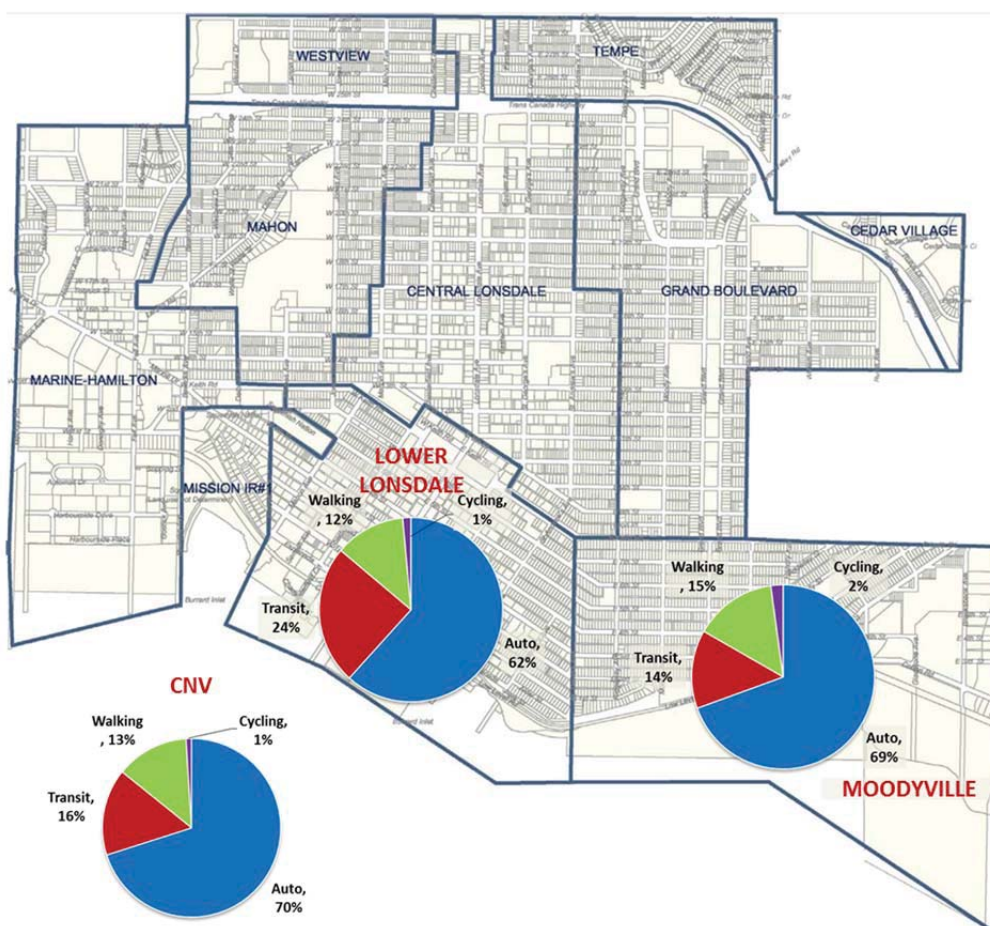
TransLink's 2011 Trip Diary also offers detailed information about modal split for local travel. The next table contains the observed modal share for city neighbourhoods. As would be expected in the urban context, Lower Lonsdale has the lowest proportion of auto use (62%) and the highest percentage of transit ridership (24%). However, the Moodyville Area shows a slightly higher proportion of walking and cycling.

**Table 5.** Observed Trip Mode Split for City of North Vancouver Neighbourhoods

Mode	CNV Neighbourhood							CNV Total
	North of Highway 1	Central Lonsdale	Grand Boulevard	Lower Lonsdale	Mahon	Marine - Hamilton	Moodyville	
Auto	84%	74%	70%	62%	66%	73%	69%	70%
Transit	6%	15%	9%	24%	11%	18%	14%	16%
Walking	10%	11%	20%	12%	24%	6%	15%	13%
Cycling	0%	1%	1%	1%	0%	3%	2%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: Trip Diary 2011

**Figure 13.** Observed Trip Mode Split for Moodyville and Lower Lonsdale Neighbourhoods



Although the sample size is relatively small, these estimations show that the future Moodyville area has the potential for growth in sustainable transportation mode share, in particular in transit if in the long-term it converges to levels similar to those of Lower Lonsdale. Cycling remains low presently but has seen a noticeable increase over the last several years. With the City's significant construction activity to build active transportation infrastructure in recent years, this trend is very likely to continue.

## 2.4 EAST 3<sup>RD</sup> STREET OPERATIONS

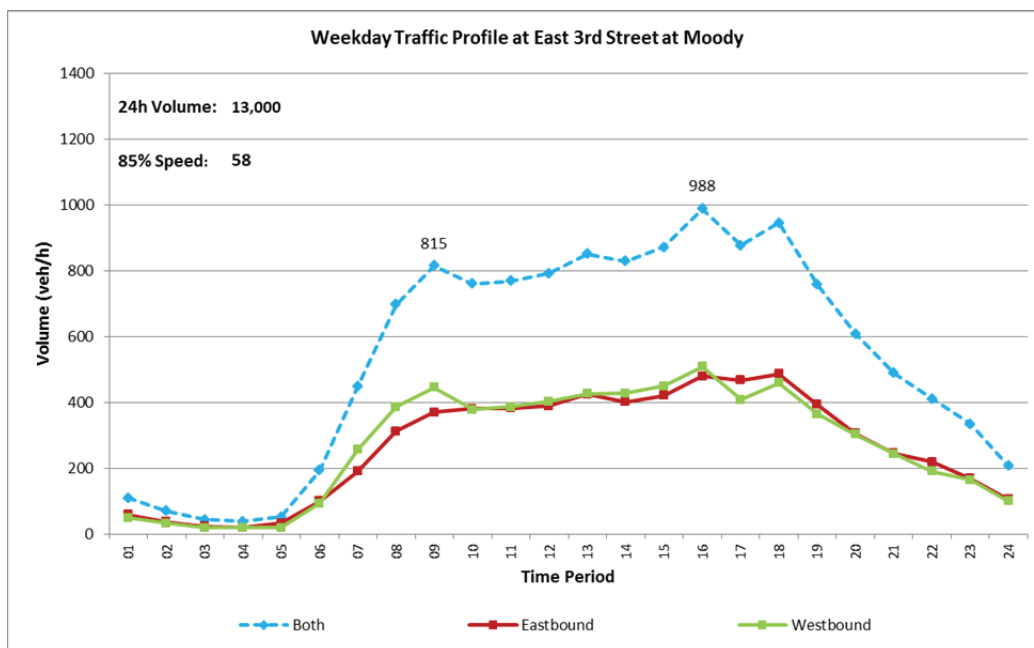
### 2.4.1 Traffic Conditions

An important part of this study is the analysis and evaluation of performance of traffic operations on 3<sup>rd</sup> Street as the key east-west arterial connection. The data collected for 3<sup>rd</sup> Street in this case includes screen line hose counts and parking use and turnover surveys within the study area boundaries; turning movement counts (TMCs) were collected at all intersections from Lonsdale to Queensbury avenues.

The following table and graph summarize the results for weekday and weekend volumes profiles on 3<sup>rd</sup> Street at about the mid-section of the area corridor (between Ridgeway and Moody avenues). These numbers represent averages of data collected over seven days.

Weekday traffic volumes are approximately 13,000 vehicles/day while the 85<sup>th</sup> percentile speed<sup>2</sup> is close to 60 km/h. The conditions are similar on weekends although the peak hours vary. The results also show that the volume in both directions is steady between 8 am and 7 pm. The peak hour occurs in the afternoon between 4 pm and 6 pm. The peak hour traffic represents about 8% of the daily volume.

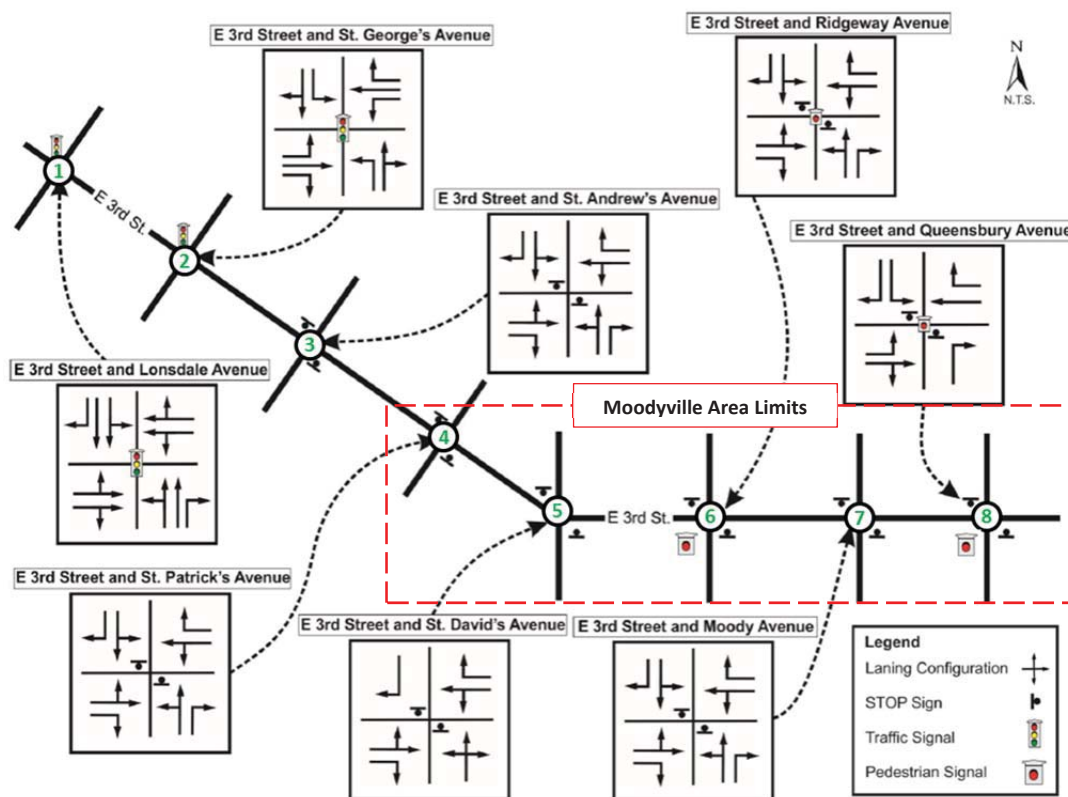
**Figure 14.** Weekday Traffic Volume Hourly Profile for East 3rd Street



For the purposes of this study, the scope of the traffic analysis included all intersections from Lonsdale to Queensbury avenues. The following figure illustrates the intersection turning movements and signalization within the 3<sup>rd</sup> Street corridor. There are only a limited number of traffic lights and no full signals within the limits of the Moodyville study area on 3<sup>rd</sup> Street.

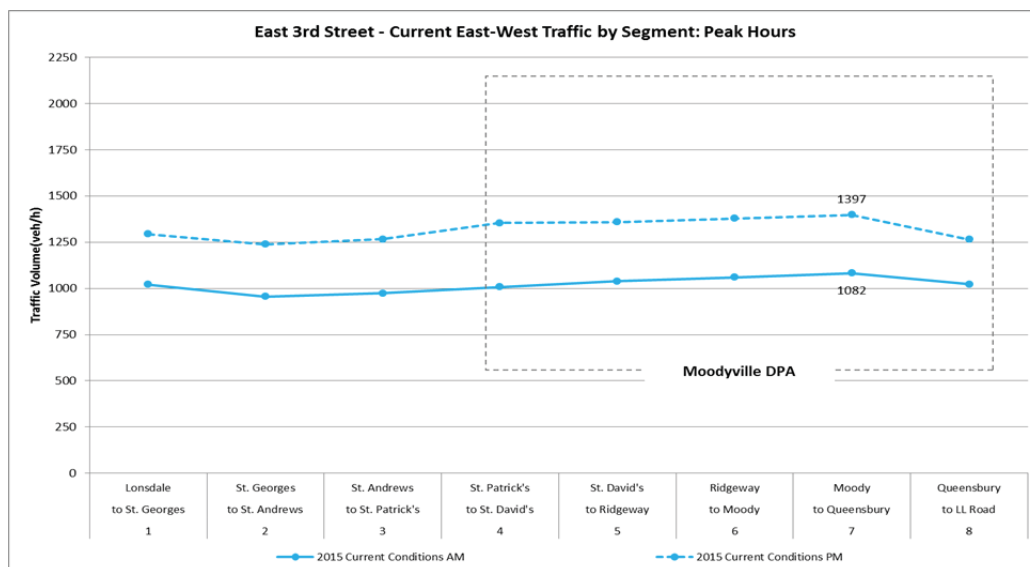
<sup>2</sup> 85% of vehicles travel at or below this speed



**Figure 15.** Current Operations and Signalization on East 3<sup>rd</sup> Street

Total intersection volumes peak in the afternoon at between 1,400 and 1,500 vehicles per hour. Within the Moodyville boundaries (St. Patrick's to Queensbury avenues), the north and south approaches carry only about 10% of the traffic. The dominance of the east-west direction is evident as the segment volumes are very similar to the intersection volumes. During the PM peak hour, the eastbound direction is slightly higher than the westbound, while in the AM both east and west directions are almost identical. Overall, as the next two graphs indicate, the PM volume is about 30% higher than the AM, although the distribution along the corridor is similar.

**Figure 16.** Observed Peak Hour Traffic Volumes at Intersections on East 3<sup>rd</sup> Street within Moodyville DPA


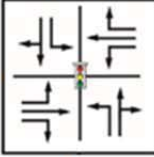
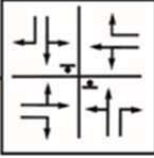
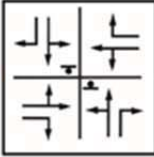
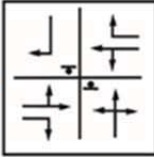
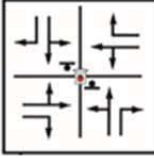
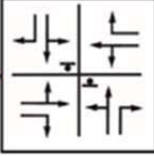

**Figure 17.** Observed Directional Peak Hour Volumes on East 3<sup>rd</sup> Street

Most of the congestion on 3<sup>rd</sup> Street occurs at peak traffic times, especially during the afternoon. The conditions that cause excessive congestion are to a large degree outside of the City's control, in particular all the operational issues related to the Iron Workers Memorial Bridge. The Ministry of Transportation is carrying out work on new interchanges affecting Highway 1 to increase reliability and easier access to this corridor that should directly affect the operations on 3<sup>rd</sup> Street. However, currently there are no plans to add a new bridge or to increase road capacity at the North Shore crossings. In this context, the City's efforts must concentrate on optimizing the traffic operations for 3<sup>rd</sup> Street to accommodate the expected future growth.

The traffic data collected served to determine the level of congestion and capacity utilization for each intersection. These parameters dictate what is possible in terms of traffic signal optimization. The analysis shows that the intersections operate at acceptable levels. As expected, most of the congestion occurs as traffic approaches St. Georges and Lonsdale avenues. Otherwise, most of the delays occur in the north and south approaches of the minor streets which are stop controlled.

The following table summarizes the complete intersection performance evaluation under current conditions for the PM peak hour. Appendix B contains a more detailed calculation of levels of service for current and future conditions following the Synchro and Highway Capacity Manual (HCM) methodologies.

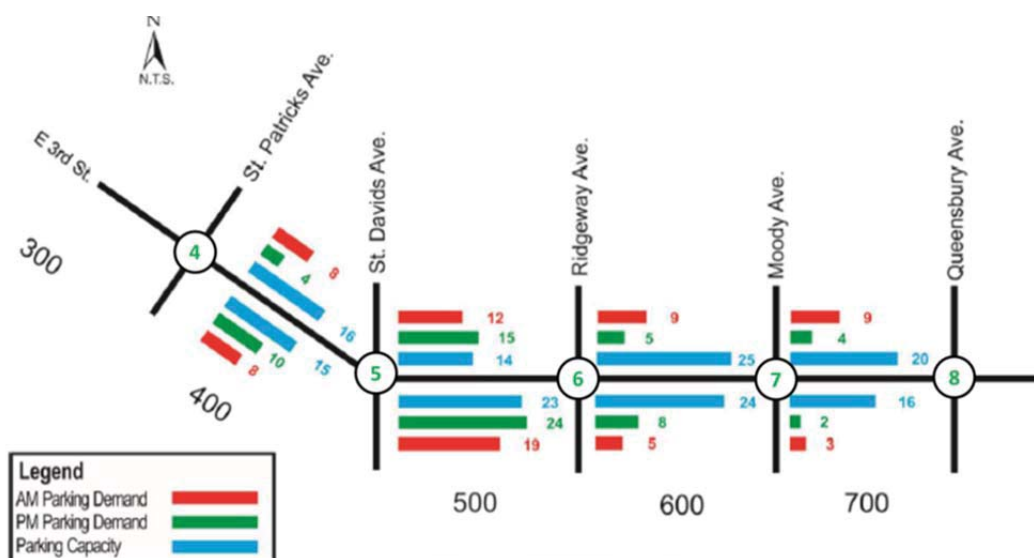
**Table 6.** East 3<sup>rd</sup> Street Intersection Performance under Current Conditions. PM Peak Hour

Scenario > Current Operation: Limited Traffic Lights. 1 lane/direction				
Intersection	Intersection Layout	Parameters	2015 with Current Development	
			East-West	North-South
1	 Lonsdale	Approaches Degree of Congestion	Low	Moderate-High
Lonsdale 3rd Street		Intersection Capacity Utilization Degree of Congestion	69% Low	
2	 St. Georges	Approaches Degree of Congestion	Low	High
St. Georges 3rd Street		Intersection Capacity Utilization Degree of Congestion	75% Low	
3	 St. Andrews	Approaches Degree of Congestion	Low	Moderate-High
St. Andrews 3rd Street		Intersection Capacity Utilization Degree of Congestion	61% Low	
4	 St. Patrick's	Approaches Degree of Congestion	Low	Moderate-High
St. Patrick's 3rd Street		Intersection Capacity Utilization Degree of Congestion	58% Low	
5	 St. David's	Approaches Degree of Congestion	Low	Low
St. David's 3rd Street		Intersection Capacity Utilization Degree of Congestion	44% Low	
6	 Ridgeway	Approaches Degree of Congestion	Low	Moderate-High
Ridgeway 3rd Street		Intersection Capacity Utilization Degree of Congestion	53% Low	
7	 Moody	Approaches Degree of Congestion	Low	Moderate-High
Moody 3rd Street		Intersection Capacity Utilization Degree of Congestion	50% Low	
8	 Queensbury	Approaches Degree of Congestion	Low	Moderate-High
Queensbury 3rd Street		Intersection Capacity Utilization Degree of Congestion	44% Low	

### 2.4.2 Parking

Parking occupancy and rotation was captured during the AM and PM peak hours. The figure below illustrates the parking capacity and demand by block which proves to be uneven along the corridor. For instance, the 500 block of East 3<sup>rd</sup> Street has the highest parking demand, with full occupancy in the afternoon. Based on site observations, a significant amount of this demand can likely be attributed to the bus depot which operates on a constrained site. Other segments, particularly the 600 and 700 blocks, are utilized at less than 30% capacity. This shows that there is lower than expected parking demand.

**Figure 18.** Parking Demand and Supply on 3<sup>rd</sup> Street within the Moodyville DPA



### 2.4.3 Collisions and Safety

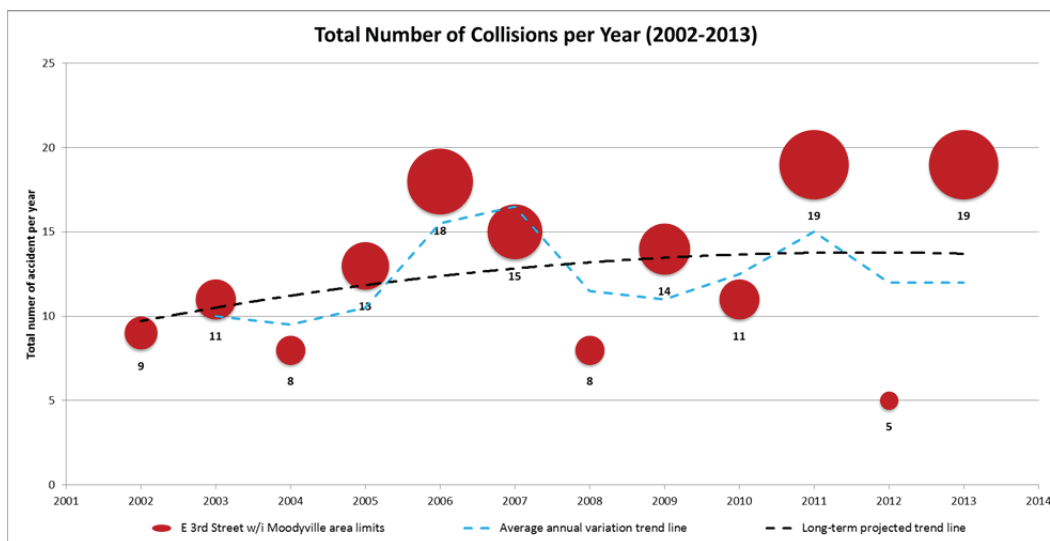
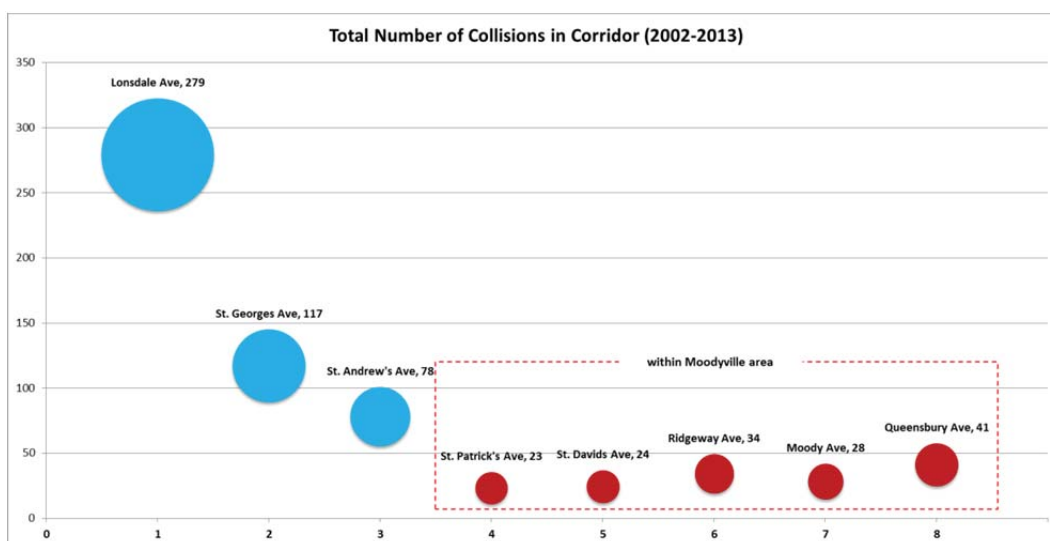
The Insurance Corporation of British Columbia (ICBC) provided data from 2002 to 2013 to evaluate the occurrence of collisions in the corridor. The statistics in the next tables and graphs indicate there was a total of 624 collisions along East 3<sup>rd</sup> Street of which 150 (24%) were within the Moodyville Area limits.

**Table 7.** Collisions per year on East 3<sup>rd</sup> Street

Year	E 3rd Street Total		E 3rd Street w/i Moodyville area	
2002	60	10%	9	1%
2003	51	8%	11	2%
2004	56	9%	8	1%
2005	56	9%	13	2%
2006	49	8%	18	3%
2007	56	9%	15	2%
2008	50	8%	8	1%
2009	47	8%	14	2%
2010	51	8%	11	2%
2011	54	9%	19	3%
2012	39	6%	5	1%
2013	55	9%	19	3%
<b>Total</b>	<b>624</b>	<b>100%</b>	<b>150</b>	<b>24%</b>

**Table 8.** Collisions per Intersection on East 3<sup>rd</sup> Street

No.	East 3rd Street at...	Total	
1	Lonsdale Ave	279	45%
2	St. Georges Ave	117	19%
3	St. Andrew's Ave	78	13%
4	St. Patrick's Ave	23	4%
5	St. David's Ave	24	4%
6	Ridgeway Ave	34	5%
7	Moody Ave	28	4%
8	Queensbury Ave	41	7%
	<b>Total</b>	<b>624</b>	<b>100%</b>

**Figure 19.** Collisions per year on East 3<sup>rd</sup> Street**Figure 20.** Collisions per Intersection on East 3<sup>rd</sup> Street

The results above show that, although there has been some variation in the total number of collisions, the average annual variation does not show a consistent increase. The long-term trend line shows a relatively stable rate of collisions, in line with general traffic growth. As expected, the higher level of traffic results in more collisions at intersections such as Lonsdale and St. Georges avenues.

Within the Moodyville Area boundaries, average collision rate remains low at between 2 and 4 incidents per intersection per year. Within the area the highest number of collisions can be seen at Queensbury Avenue, although all area-specific intersections show fewer collisions than the corridor average.

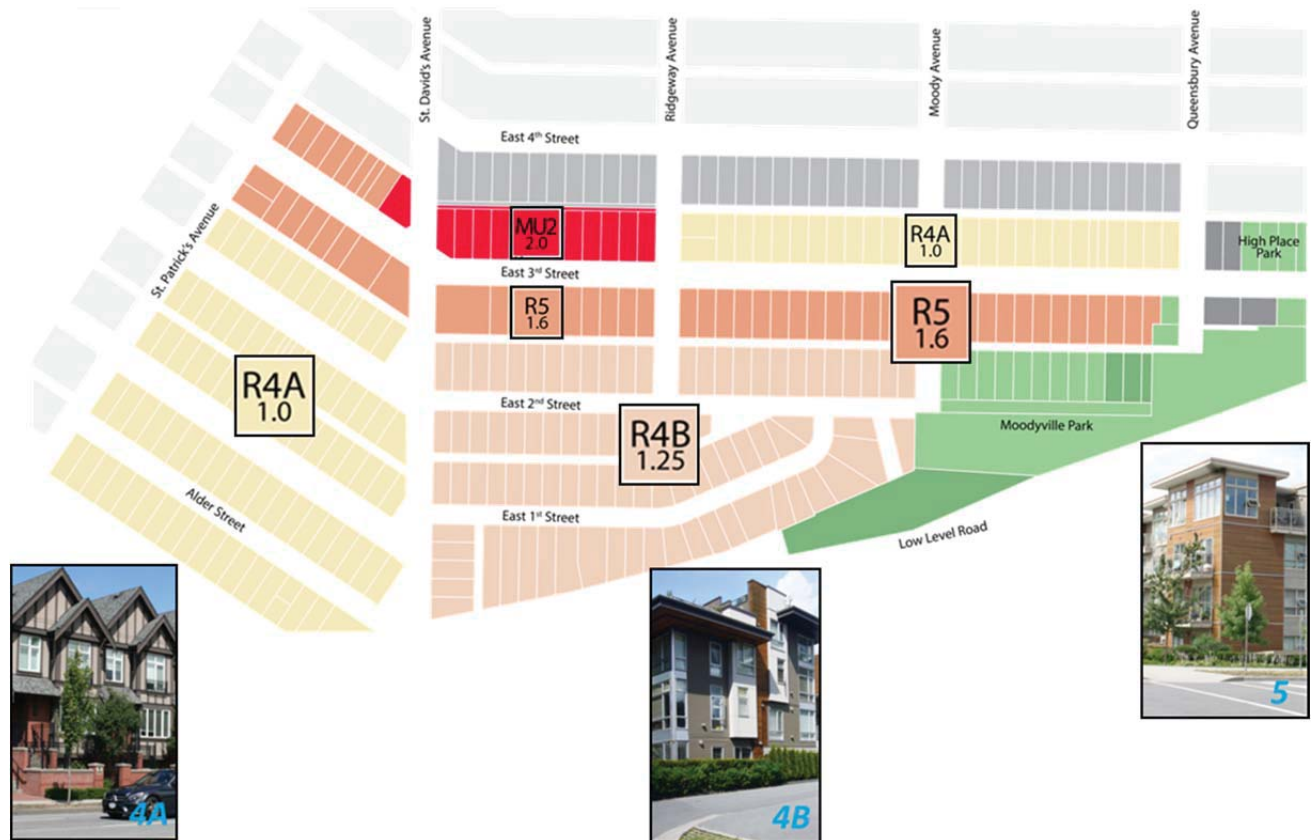


## 3 DEMAND FORECAST

### 3.1 FUTURE LAND USE

The current land use within what will constitute the Moodyville redeveloped area is primarily single family housing. There are presently approximately 360 dwelling units in the area. The rezoned development plan proposes up to 1,900 ground-oriented and low-rise apartment forms as shown by the next map of building typology and density distribution.

**Figure 21.** Building Forms and FSR that Affect Density and Trip Generation in the Moodyville Area



The building form and density have a direct effect on trip generation rates and distribution. For the purposes of this study, a 70% completion of the full redevelopment potential is considered a *Full Buildout* worst case scenario.

### 3.2 TRIP GENERATION

The generation of trips in and out of the area forms the basis for the future estimation of traffic and the potential modal shift. For this analysis, three scenarios are required:

1. **Current (2015):** this provides the base line to understand the magnitude of growth in demand which does not translate necessarily into traffic growth in the same proportion as the population growth
2. **Do-nothing (up to 2045):** this refers to the hypothetical situation where Moodyville would remain as is up to the same target year as a full buildout redevelopment (projected to 2045 for traffic analysis). This scenario

serves to answer “what-if” questions and provides a proper comparison of demand growth since the demand would naturally evolve with or without the new development.

3. **Full Buildout (20 to 25 year horizon, projected to 2045 for traffic analysis):** this refers to a situation where 70% of the total potential land approved for redevelopment is reached. In this case, the estimation assumes that this will likely occur in a maximum of 20 to 25 years but is extended to 2045 for consistency in the traffic analysis. The estimation procedure allows this target percentage to be modified in the future if required.

The Full Buildout scenario provides the long-term estimation of travel demand by *all* modes. The estimation of the actual number of trips per day generated in Moodyville requires a number of additional parameters as follows:

<u>Basic Parameters:</u>		<u>Share of daily traffic:</u>			
Capita/Dwelling =	2.40 Persons/unit	AM = 8.1%	In = 30%	Out = 70%	
Trip rate (all modes) =	3.03 Trips/day				
Buildout =	70% of max. development	PM = 9.0%	In = 57%	Out = 43%	

All these parameters can be modified to re-estimate the demand if more scenarios need to be generated in the future. The 2011 Trip Diary provides the basic statistics for trip rates and household size. These numbers are general averages for North Vancouver. However, individual rates can be specified for each block within the Moodyville area to suit the different densities and building types.

The proportions of demand between AM and PM also come from the Trip Diary but are validated with the traffic counts available for the area. Finally, a 1% growth rate applies only to the growth in the *Do-nothing* scenario as a proxy for base growth in traffic if there was no redevelopment.

**Table 9.** Trip Generation Forecast for Moodyville Area – All Modes

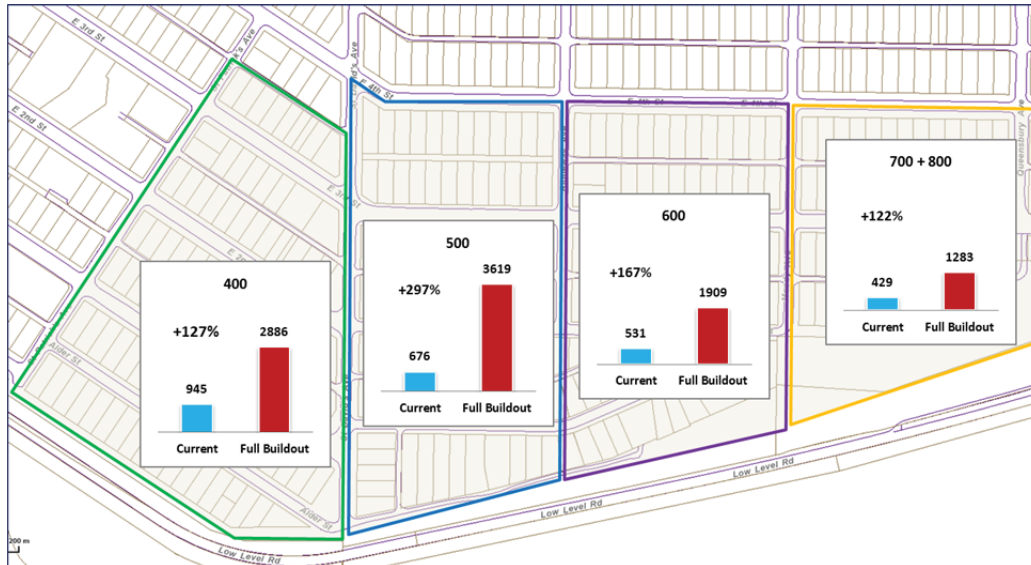
Year	Scenario	Dwellings						Population						Daily Trips Generated (all modes)					
		Block						Block						Block					
		400	500	600	700	800	Total	400	500	600	700	800	Total	400	500	600	700	800	Total
2015	Current	130	93	73	55	4	355	312	223	175	132	10	852	945	676	531	400	29	2582
2045	Do nothing	130	93	73	55	4	355	421	301	236	178	13	1148	1274	912	716	539	39	3480
	Full Buildout	397	498	263	166	11	1334	953	1194	630	398	25	3200	2886	3619	1909	1206	76	9697

**Forecasted Peak Hour Trip Generation (all modes)**

Period	Scenario	Total Trips						Trips INTO DPA						Trips OUT OF DPA					
		Block						Block						Block					
		400	500	600	700	800	Total	400	500	600	700	800	Total	400	500	600	700	800	Total
AM	Do nothing	103	74	58	44	3	282	31	22	17	13	1	85	72	52	41	31	2	197
	Full Buildout	234	293	155	98	6	785	70	88	46	29	2	236	164	205	108	68	4	550
PM	Do nothing	115	82	64	49	4	313	65	47	37	28	2	179	49	35	28	21	2	135
	Full Buildout	260	326	172	109	7	873	148	186	98	62	4	497	112	140	74	47	3	375

The estimation results in about 2.5 times more trips in and out the area at full buildout. Once the estimation is factored for direction and time period the specific peak hour demand for morning and afternoon can be obtained. The results indicate that the PM demand is slightly higher than the AM. The evaluation of operational performance is thus based on the PM peak conditions.

As the next figure illustrates, the highest growth is expected in the 500 blocks of the area, between St. David’s and Ridgeway avenues. Considerably lower additional demand should be expected in the 400 and 700 blocks affecting the distribution of trips accessing the network.

**Figure 22.** Trip Generation Forecast for the Moodyville Area at Full Buildout

### 3.3 MODE SHIFT ESTIMATION

The next step is to determine how the expected demand will be distributed among the different modes. An analysis of the mode share reported in the Trip Diary helped to understand the realistic threshold for modal shift based on the observed mode split in the different City of North Vancouver neighbourhoods.

The current information about mode share in a selection of neighbourhoods that provides potential targets for attainable long-term mode shift is as follows:

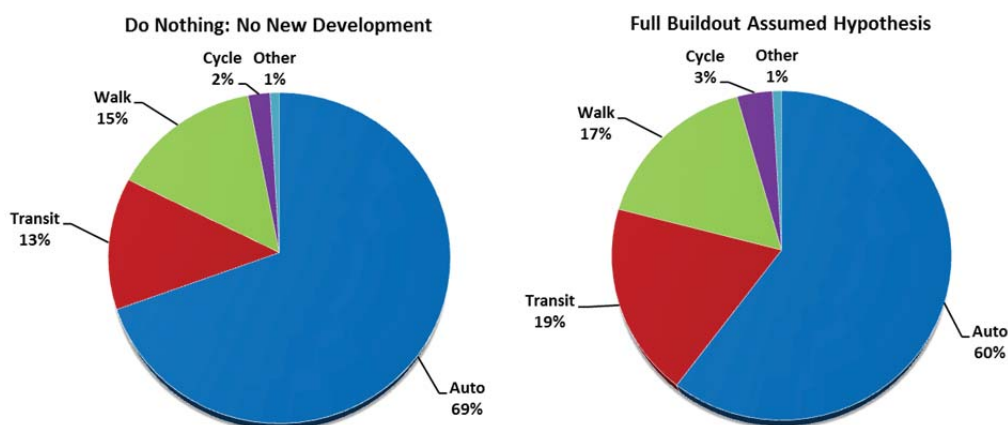
1. *Moodyville*: this area represents the minimum threshold (i.e. worst case scenario) since the present mode split in Moodyville reflects the attractiveness the established modes and the improvements will further favour the sustainable travel alternatives.
2. *Lower Lonsdale*: this area shows what a realistic maximum target for transit use could be. The proximity of Lower Lonsdale to the Sea Bus and the service provided by six bus routes indicates that converging to such a high transit use will be difficult despite the improvements envisioned for Moodyville.
3. *Marine-Hamilton*: this neighbourhood shows the current maximum reported share for bicycles which remains relatively low (3%). Nevertheless, this is considered a reasonable minimum target and trends show that in the long-term such percentage can be exceeded if neighbourhood design favours cycling.
4. *Mahon*: this neighbourhood shows the highest walking mode share at 24%. Moodyville already reports 15% of daily trips as walking. This relatively high percentage within the City is encouraging and shows that considerable higher proportion of pedestrian mobility is attainable.

Furthermore, for the City in general, the share by *all sustainable modes together* is expected to reach a maximum of 45% by 2041; a more moderate estimate establishes this maximum at 40%. These accepted municipal and regional targets reflect the average for all residents of the City of North Vancouver.

With these thresholds, low, moderate and high hypotheses for potential shift to sustainable modes can be established for Moodyville-specific trips. In this case, the moderate hypothesis is taken as the most likely scenario and it is used to estimate the traffic based on auto mode share (driver plus passenger). The moderate hypothesis reflects the targets established by the City in the context of long-term regional targets for non-auto modes.

**Table 10.** Observed and Estimated Range of Mode Shift

Scenario	Neighbourhood	Auto	Non-Auto	Transit	Walking	Bicycle	Other
Observed Mode Split 2011	Moodyville	69%	31%	13%	15%	2%	1%
	Mahon (Max. Walking)	66%	34%	8%	24%	0%	3%
	Marine-Hamilton (Max. Cycling)	73%	27%	16%	6%	3%	2%
	Lower Lonsdale (Max. Transit)	62%	38%	23%	12%	1%	2%
Mode Shift Hypothesis							
Scenario	Mode Shift Hypothesis	Auto	Non-Auto	Transit	Walking	Bicycle	Other
Estimated Mode Shift 2045	Low	69%	31%	13%	15%	2%	1%
	Moderate	60%	40%	19%	17%	3%	1%
	High	55%	45%	21%	19%	5%	1%

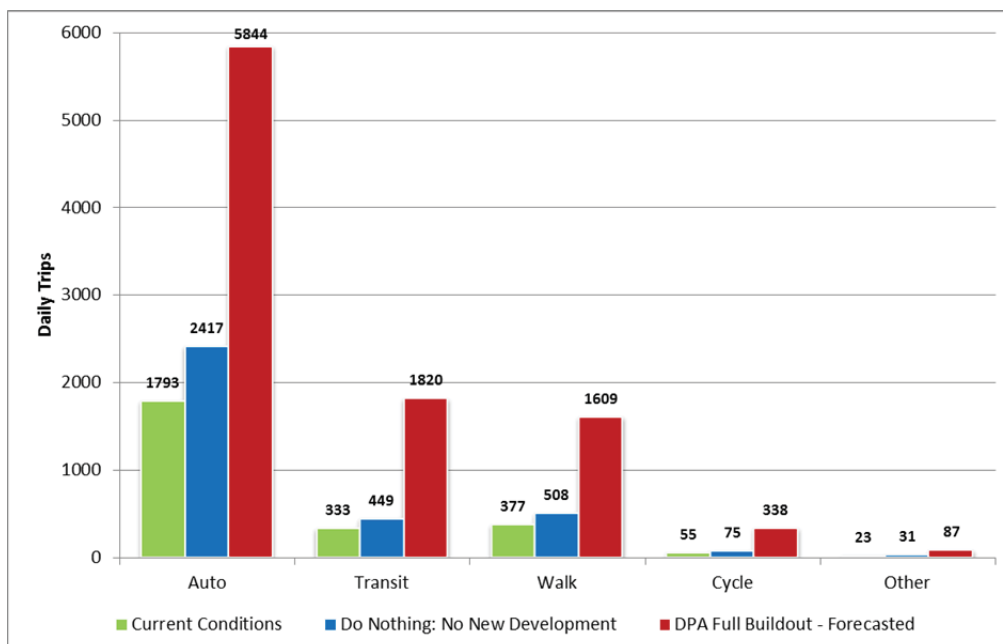
**Figure 23.** Potential Minimum and Maximum Thresholds for Mode Shift

### 3.4 GROWTH SCENARIOS

The mode split estimation above allows a distribution for each of the growth scenarios outlined previously. The following table and graph summarize the results for each hypothesis. The moderate shift hypothesis is applied to the overall trip generation to calculate the expected trips per day and per peak hour. The main interest of these estimates is the auto demand that is later converted to traffic volumes.

**Table 11.** Forecasted Demand by Mode and Time Period

Year	Block	Daily Demand						AM Peak Trips		PM Peak Trips	
		Auto	Transit	Walk	Cycle	Other	Trips/day	Auto	Transit	Auto	Transit
2015	Current Conditions	1793	333	377	55	23	2582	115	27	128	30
2045	Do Nothing: No Development	2417	449	508	75	31	3440	155	36	172	40
	Full Buildout - LOW Mode Shift	6737	1250	1415	208	87	9697	432	101	481	113
	Full Buildout - MODERATE Mode Shift	5844	1820	1609	338	87	9697	375	147	417	164
	Full Buildout - HIGH Mode Shift	5338	2002	1803	467	87	9697	343	162	381	180

**Figure 24.** Forecasted Daily Demand for Moodyville DPA for Various Growth Scenarios

### 3.5 PROJECTED TRAFFIC

The forecast includes the estimation of the traffic likely to affect the entire Moodyville Area, in particular on East 3<sup>rd</sup> Street. Traffic volumes have two components:

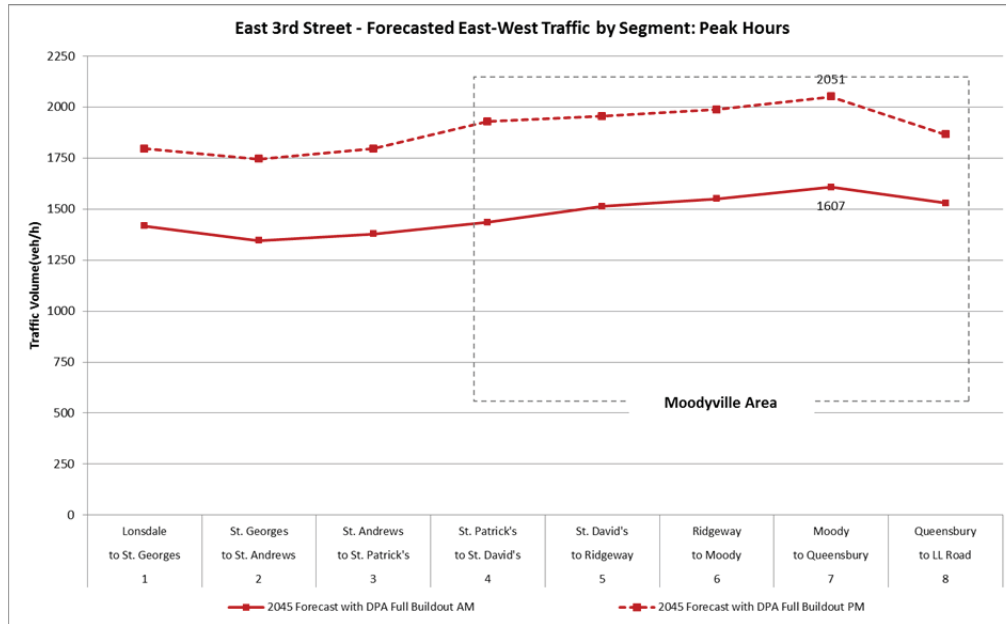
- Background traffic: this component refers to through traffic volume, mostly in the east-west direction, that uses 3<sup>rd</sup> Street but does not have any part of the DPA as a final destination. This part of the volume is assumed to grow at a general average rate of 1% per year and reflects a city-wide average unrelated to the Moodyville specific traffic.
- Area traffic: this second layer of traffic depends on the auto driver trips generated from each block within the Moodyville Area, as explained previously, and distributed over the preferred access points and roads based on desire lines for commuting (directional distribution) and observed turning movements.

The traffic estimation is carried out for AM and PM peak hours but only the PM traffic is used to evaluate performance and congestion since the afternoon represents the critical conditions for traffic. The next table and accompanying graph shows the profile expected for east-west traffic along 3<sup>rd</sup> Street.

**Figure 25.** Traffic Forecast on 3<sup>rd</sup> Street at Full DPA Buildout

Segment			2015 Current Conditions						2045 Forecast with DPA Full Buildout					
			AM			PM			AM			PM		
No.	From	To	WB	EB	Total	WB	EB	Total	WB	EB	Total	WB	EB	Total
1	Lonsdale	St. Georges	563	458	1021	524	769	1293	789	628	1417	719	1076	1795
2	St. Georges	St. Andrews	515	440	955	555	683	1238	736	609	1345	769	977	1746
3	St. Andrews	St. Patrick's	502	472	974	576	691	1267	724	654	1378	801	994	1795
4	St. Patrick's	St. David's	508	500	1008	608	746	1354	729	706	1435	856	1073	1929
5	St. David's	Ridgeway	512	527	1039	639	720	1359	733	780	1513	920	1036	1955
6	Ridgeway	Moody	518	542	1060	651	727	1378	736	815	1551	946	1042	1988
7	Moody	Queensbury	515	567	1082	661	736	1397	735	873	1607	988	1063	2051
8	Queensbury	LL Road	465	556	1022	661	603	1264	665	864	1529	987	878	1866

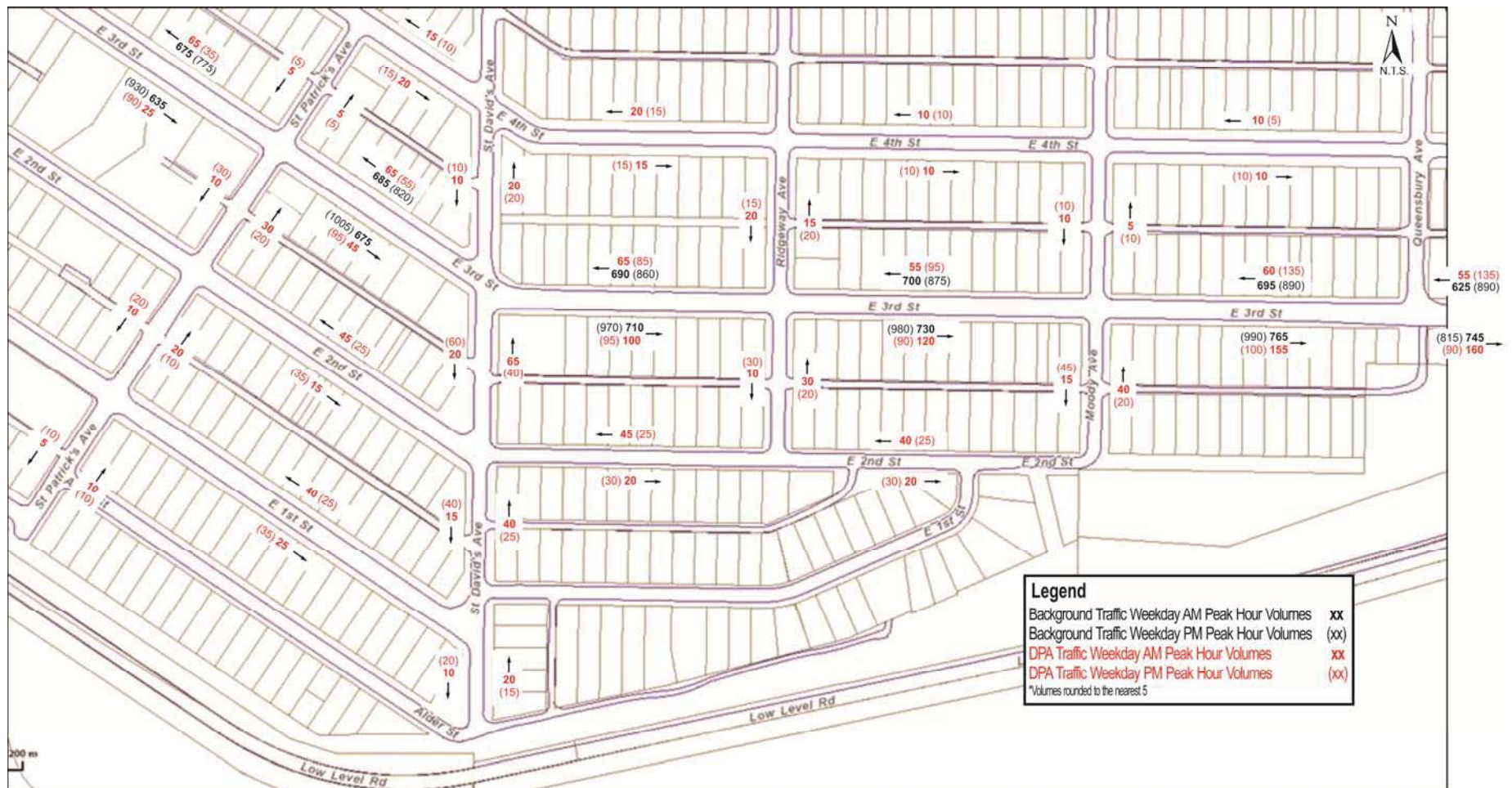


**Figure 26.** Segment Volume Profile Forecasted for 3<sup>rd</sup> Street at Full Moodyville Area Buildout

The complete forecasted traffic is estimated as follows:

$$2045 \text{ Traffic} = (2015 \text{ Total traffic} - 2015 \text{ Site specific traffic}) * \text{compounded growth factor} + (\text{Area specific traffic at Full Buildout})$$

The compounded growth factor is 1% over 30 years applied only to background traffic. The map on the next page shows the different layers of traffic estimated for the entire area.

**Figure 27.** Estimated Local and External Traffic on the DPA Network at Full Buildout

## 4 LOCAL AREA TRANSPORTATION STRATEGIES

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Based on the analysis from the preceding chapters, this section outlines the transportation measures and strategies desirable to achieve the vision for the Moodyville Area in the long term.

### 4.1 PARKING

A key issue in any residential area is the provision of parking. Providing too much parking capacity is costly, encourages auto use and limits the opportunities to accommodate non-motorized travel modes; excessively reducing the number of parking spaces, however, can create non-compliance with parking regulations and safety problems. The evaluation of parking allowance takes these competing needs into consideration. Nonetheless, it is assumed that in the future on-site parking will be prioritized over on-street parking in this neighbourhood.

#### 4.1.1 On-Site Parking

The City of North Vancouver's Zoning Bylaw currently specifies 1.2 parking spaces per unit for low-rise apartment-type uses and 1.5 spaces for townhouse-type uses. Also as per the City's Zoning Bylaw, these amounts can be reduced through the provision of secure on-site bicycle parking. A lower rate of 0.75 per unit has been established for rental units.

The "Metro Vancouver Apartment Parking Study" (Metro Vancouver, 2012) provides a reference to compare with the City's required parking provisions. This Metro study assessed the parking supply and demand at apartment buildings across Greater Vancouver through household surveys and parking lots utilization counts. In the case of rental apartments on the Frequent Transit Network, the household surveys found an average of 0.91 spaces per unit while the counts indicate 0.82 spaces per unit. At strata developments in the proximity of the Frequent Transit Network (excluding those in the city of Vancouver and UBC) the study reported the following parking demands:

- Household survey: 1.34 vehicles owned per household and 1.19 parked vehicles per household
- Observed count: 1.08 parked vehicles per unit

Given these results, requiring 1.2 parking spaces per unit across the board for all multi-family dwellings in the area would be sufficient.

#### 4.1.2 On-Street Parking

The parking capacity provided on street will depend on the final desired cross section design for each street and the density of each block in the area. Moreover, to preserve parking in general, and limit the number of access points and resulting conflicts with pedestrians and bicycles, new development should preferably maintain access through the laneways, although there may be some notable exception to this general rule.

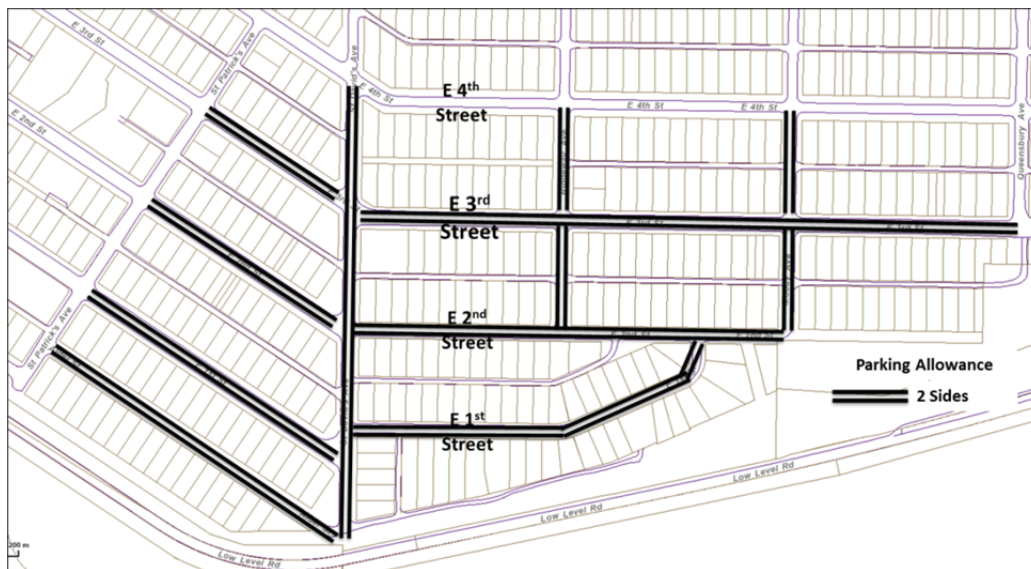
There would be in general two design options where traffic volumes are low: either to allow parking on both sides of the street with a single lane for two-directional traffic, or to permit parking on only one side of the road but reducing the width for two travel lanes. Some of the streets, particularly east of St. David's Avenue are already narrow enough to implement either strategy while the rest needs to be redesigned to reduce widths without eliminating parking completely.

Parking demand for the neighbourhood should be accommodated primarily on site. This will allow street capacity to be used for overflow parking demand where needed. Inevitably, if street parking is available, some residents will

use it before using their own parkade. This is also a possibility if a unit has two cars but only one space. Providing most parking on site also reduces on street demands and will give the City more flexibility in allocating the right-of-way space between the different modes.

The next two figures show the current and proposed on-street parking distribution for Moodyville. The application of two-sides or one-side parking to specific streets will be determined at a later date based on careful consideration of the needs at each location. Nevertheless, future conditions indicate that it would be preferable to allow parking on both sides of most streets. The concept designs in chapter 6 illustrate how on-street parking can be accommodated with the other street design elements; section 7 summarizes the conclusions and considerations for parking provision and other transportation measures.

**Figure 28.** Current On-street Parking in Moodyville



**Figure 29.** Proposed On-street Parking Modification for Moodyville





## 4.2 ACCESSIBILITY AND CONNECTIVITY

East 3<sup>rd</sup> Street will remain the main access route for the area in the east-west direction. Other parallel streets should be discouraged from channelling a significant amount of traffic while allowing convenient local access. Under this strategy, 1<sup>st</sup> and 2<sup>nd</sup> streets would give priority to pedestrians (or cyclists) over vehicles in the east-west direction. The objective is to encourage most of the traffic to rely on 3<sup>rd</sup> Street, eventually optimized with traffic signals (see section 5), while at the same time providing a balanced access grid with multiple entry and exit points.

In the north-south direction, St. David's Avenue will continue to be the main connection into the neighbourhood. This road is designated as the main greenway link between the Spirt Trail, at the south end of Moodyville, and the Green Necklace along East Keith Road. Accommodating this connection with a clear priority for pedestrian and cycling flows constitutes a key component of the redevelopment plan.

A second greenway connection will be provided through Queensbury Avenue, which is also a designated bicycle route. The growth and redevelopment along East 3<sup>rd</sup> Street implies additional traffic control measures will be necessary to facilitate operations and provide more efficient access to the area for all travel modes. In term of specific access points, the most likely scenario is that full traffic signals will be required at the intersections of Queensbury and St. David's avenues in the short term. Section 5 presents the specific analysis of traffic operations on 3<sup>rd</sup> Street.

To encourage pedestrian mobility within and out of the neighbourhood, it is important to provide convenient access to transit stops and greenways (north-south movements) and easy access to Lower Lonsdale (east-west direction). The grid pattern of the local road network will facilitate these movements. However, a key point of accessibility is to complete the grid to avoid excessively lengthy blocks that make walking routes unnecessarily long. Conceptually, this implies that green "walking alleys" would be ideal, first, as an extension of Ridgeway Avenue between 1<sup>st</sup> and 2<sup>nd</sup> streets and down to the Spirit Trail, and second, as a short cut between 1<sup>st</sup> and Alder streets also extended down to the Spirit Trail. A third additional connection could further improve pedestrian access between 1<sup>st</sup> and 2<sup>nd</sup> streets in the 400 block section.

**Figure 30.** Proposed Signalization, Prioritization and Connectivity





In terms of bicycle access, the only formally designated east-west bike route directly impacting Moodyville is 4<sup>th</sup> Street; however, cyclists frequently use 3<sup>rd</sup> Street as a direct and efficient east-west connection. Third Street has the advantage of being closer to areas of activity while providing convenient access to other north-south cycling or greenway routes such as Queensbury, St. David's, St. Andrew's, and Chesterfield avenues. Cyclists on 3<sup>rd</sup> Street also benefit from signalized crossings at arterials such as St. Georges, Lonsdale and Chesterfield.

To further encourage cycling in the neighbourhood, making a portion of 3<sup>rd</sup> Street part of the bicycle network would be desirable. A final decision would depend on the preferred design concept for 3<sup>rd</sup> Street (see section Figure 36. for further details). In any case, this change would require the modification of the Bicycle Master Plan.

### 4.3 STREET DESIGN AND TRAFFIC CONTROL

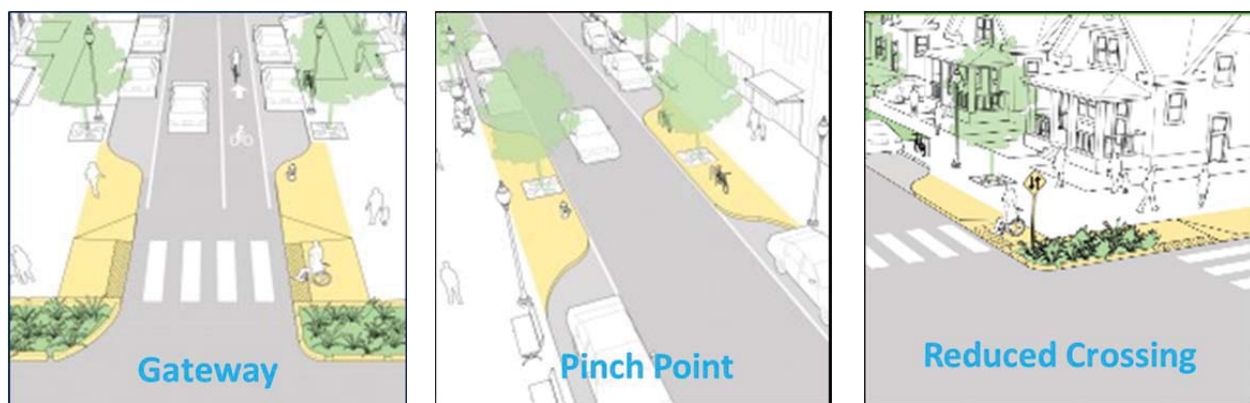
Traffic short-cutting through the neighbourhood and excessively high speeds will be discouraged through street design. The aim is to set the design speed and limit at 30km/h for local neighbourhood access streets, and 40km/h for collectors.

Street design has a major influence in traffic flow and speed. As described in the preceding section, local streets will be consistently narrow without impeding proper vehicle movements. Apart from allowing parking on one or both sides of a street, the concept design for the local road network should include features to provide an attractive walking experience such as:

- Sidewalks of minimum width of 2m on both sides of every street
- Minimum 1.5m boulevard space on each side of every street

This design should be complemented by curb extensions (i.e. "bulges") whenever possible to reduce crossing widths at corners. Curb extensions can also contribute to the control of vehicle speeds. The following figure illustrates potential design concepts for corner or mid-block extensions that may also include storm water management features such as rain gardens.

**Figure 31.** Potential Corner Treatments to Prioritize Safe Pedestrian Mobility in the Moodyville Area



Source: National Association of City Transportation Officials (NACTO) – Urban Streets Design Guidelines

Street redesign will require extensive work as site redevelopment occurs gradually. As shown in previous sections, certain streets are already narrow enough to fit the target standard for the neighbourhood (8.2m to 9m road width) but lack either sidewalk, boulevard space or both.

Additionally, the current alignment of 1<sup>st</sup> Street is offset between the sections east and west of St. David's Avenue. Some work will be required to improve this alignment and make the intersection smaller and facilitate the pedestrian crossings for proper access to the greenway. Currently temporary curbs are installed at this location to reduce turning movement radius and speed between St. David's and 1<sup>st</sup> Street.

With respect to the control of traffic flow, all streets can remain bi-directional to maximize access to the properties. However, to ensure short cutting does not occur, additional measures are required. To emphasize the local character of 2<sup>nd</sup> Street, it would be desirable to switch the priority from east-west to north-south at the intersection with St. Patrick's Avenue; this would be similar to the signage that already exists between 1<sup>st</sup> Street and St. Patrick's. Additionally, introducing diverters, specifically on St. David's Avenue at 1<sup>st</sup> and 2<sup>nd</sup> streets would allow full local access while restricting vehicle movements from one side of the neighbourhood to the other to avoid short cutting.

As overall neighbourhood traffic increases additional measures can be introduced. Traffic circles for example, have substantial benefit in reducing speed and conflict points. However, they tend to have only a minor impact on volume reduction. The next figure shows where the traffic control measures would ideally be implemented.

**Figure 32.** Proposed Traffic Control and Potential Diverters



## 5 EAST 3<sup>RD</sup> STREET OPERATIONS

The new development in the area will generate additional trips from Moodyville that will affect 3<sup>rd</sup> Street operations. Auto trips will use different access points, head in different directions in and out of Moodyville, and access and leave the area at different times. The effect of the traffic growth is spread over the area and over time. However, the PM peak hour should remain the period of maximum demand. The traffic growth is also affected by the potential mode shift away from the private vehicle, as discussed previously in section 3.3.

With area-specific and external or background volumes in place, the intersections along East 3<sup>rd</sup> Street were re-evaluated under future conditions. The trip forecast analysis established two growth scenarios:

- *No Development (or Do-nothing)*: to establish a proper base of reference for changes to the operations in the future.
- *Full Buildout (at 70% of total Moodyville Area capacity as the worst case scenario for redevelopment)*: to estimate the critical levels of traffic congestion in the area.

These growth scenarios were combined with different alternatives for traffic operations on 3<sup>rd</sup> Street to evaluate the changes in performance at each intersection. These combinations results in different *traffic operations scenarios* as follows:

### a. No development growth under the same current operation

This situation constitutes the base line for traffic analysis and represents the most likely scenario *if the Moodyville redevelopment did not go ahead*. The relative difference between this and any other alternative represents the actual improvement, or deterioration, of traffic operations in the future.

Maintaining the current operation implies no new traffic signals and, most importantly, the limitation of travel capacity to one lane per direction, except for turning lanes at intersections where required.

In this case, the results show that *3<sup>rd</sup> Street has enough remaining capacity to be able to operate properly under future no-development conditions*. As expected, however, the access to 3<sup>rd</sup> Street from the minor north-south streets deteriorates further and can cause considerable delays for specific turning movements. Once this happens, traffic signals will need to be considered at one or more locations to provide safe access to East 3<sup>rd</sup> Street.

### b. Full buildout growth under the same current operation

This scenario is needed to assess the consequences of allowing the area growth to occur without taking any action to manage the additional demand on 3<sup>rd</sup> Street. This situation represents the worst case scenario for traffic on 3<sup>rd</sup> Street.

With no improvements, congestion and delays will deteriorate not only for the minor streets but also in the east-west direction on 3<sup>rd</sup> Street. The worst performing intersections would be Lonsdale and St. George's avenues. Considerable delays would occur on the minor street for movements trying to access the corridor.

The analysis shows that it is possible to function without changes to the current operation as congestion is not severe along most of the corridor. However, the current signalization is inadequate to accommodate a prioritized rapid transit operation on 3<sup>rd</sup> Street.

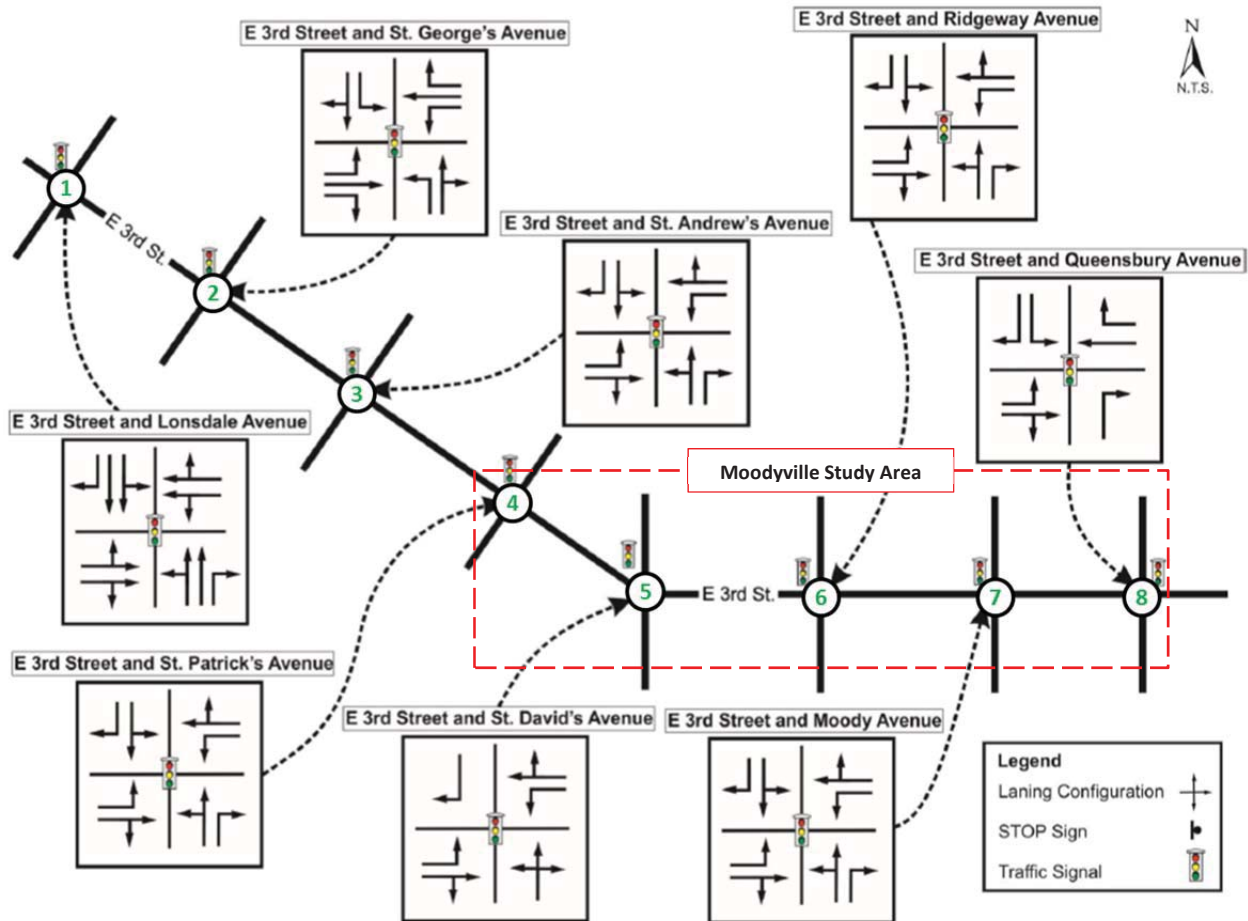
### c. Full buildout growth under optimized operation and current capacity

This next scenario demonstrates how introducing coordinated traffic signals at every intersection can improve operations. This is a needed to manage turning movements and, most importantly, required to accommodate

reserved (exclusive) transit lanes through the middle of the corridor in the long term. Section Figure 36. of this document explains the options for the future design of the 3<sup>rd</sup> Street right-of-way.

Section 2.4 previously described the current signalization on 3<sup>rd</sup> Street; the figure below shows the modifications required in this case for an optimized fully signalized operation. To study the full buildout scenario, all intersections are signalized to determine where or if they are needed. As mentioned previously, a full signalization will be required if an exclusive right-of-way transit system is implemented through the middle of the corridor; full signalization would need to be re-evaluated in the case of other transit alignment options.

**Figure 33.** Optimized Operations on East 3<sup>rd</sup> Street with Traffic Signals at All Intersections



This future condition is based on a single through traffic lane per direction, with dedicated bus lanes and left turn bays. The signals are coordinated for optimal efficiency.

The analysis shows that intersection would operate at acceptable levels of delay and capacity utilization. A clear improvement would be noticeable for minor street turning movements without severely impacting the main east-west traffic progression. Northbound and southbound capacity utilization at Lonsdale and St. George's avenues will remain high but can improve considerably over the do-nothing alternative. In addition frequent parking and bus movements may create queues. Further analysis would be needed to determine the phased implementation of the signal improvements.

The need for signalization of the various intersections would be driven by the location and intensity of development. In general, however, a signal at St David's Avenue should be considered for early implementation as it is the main access to the area and must also accommodate the greenway connection.

Ridgeway, Moody and Queensbury avenues should also be expected to experience high traffic volumes. The implementation of signals should balance these traffic volumes properly.

Left turn movements from 3<sup>rd</sup> Street should be limited to protected phases only in the case of a transit corridor along the median or centre lanes. If median transit services are not provided, then left turn phases could be protected-permitted or permitted only, depending on the volume. This change would generally result in less delay as turning capacity can be increased or green time allocated to other movements.

**d. Full buildout growth under optimized operation and additional capacity**

The last scenario is useful to test if increasing lane capacity (to two lanes per direction) along the entire corridor would offer a significant operational advantage. This exercise is meant to inform a hypothetical situation but it is not a desired situation and contradicts OCP objectives. It is possible, however, to plan for a peak hour operation, for instance, under such conditions by managing parking restrictions. In any case, since operations on 3<sup>rd</sup> Street depend on traffic conditions further east on Main Street and the Iron Workers Memorial Bridge, additional general purpose vehicle travel lanes would likely end up serving as storage lanes rather than as effective additional capacity.


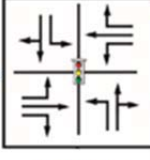
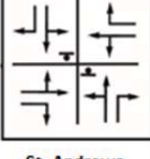
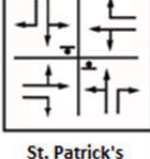
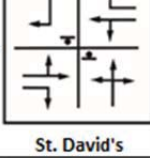
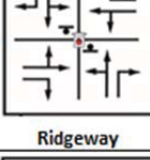
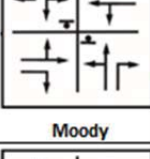
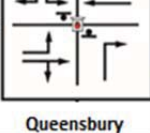
The results show that while capacity utilization would be lower, the performance of the intersections would only improve marginally compared to a similar operation with current capacity (see scenario c above).

Moreover, a local area analysis has limitations as the increased attraction of an expanded arterial to outside traffic cannot be reflected directly. Additional lanes may alter the balance between 3<sup>rd</sup> Street and other east-west arterials. The increase in capacity may also discourage other sustainable modes in the neighbourhood and negatively impact transit priority.

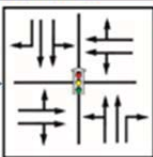
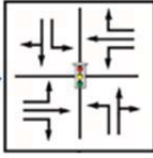
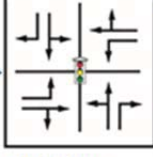
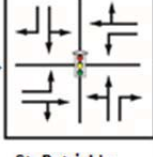
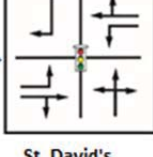
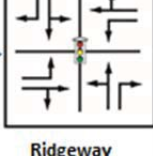
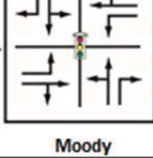
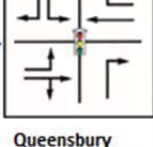
The next two tables provide the summary of the complete analysis for all four traffic scenarios. Appendix B contains the same analysis under Synchro and Highway Capacity Manual Level of Service methodology. Section 7 presents a summary of the conclusions and considerations on traffic operations and other measures.



**Figure 34.** East 3<sup>rd</sup> Street Intersection Performance. Forecasted Traffic with Current Operations. PM Peak

Scenario >	Current Operation: Limited Number of Traffic Signals. 1 lane/direction										
Intersection	Intersection Layout		Parameters	2045 with No Moodyville Development				2045 with Moodyville at Full Buildout			
	Current/Do-nothing			EB	WB	NB	SB	EB	WB	NB	SB
1		Lonsdale	Approaches								
Lonsdale 3rd Street			Degree of Congestion	Low				Moderate			
			Intersection								
			Capacity Utilization	89%				90%			
			Degree of Congestion	Low				Moderate			
2		St. Georges	Approaches								
St. Georges 3rd Street			Degree of Congestion	Low				Moderate-High			
			Intersection								
			Capacity Utilization	85%				89%			
			Degree of Congestion	Moderate				Moderate			
3		St. Andrews	Approaches								
St. Andrews 3rd Street			Degree of Congestion	Low				High			
			Intersection								
			Capacity Utilization	78%				81%			
			Degree of Congestion	Low				Low			
4		St. Patrick's	Approaches								
St. Patrick's 3rd Street			Degree of Congestion	Low				Moderate-High			
			Intersection								
			Capacity Utilization	74%				70%			
			Degree of Congestion	Low				Low			
5		St. David's	Approaches								
St. David's 3rd Street			Degree of Congestion	Low				Moderate			
			Intersection								
			Capacity Utilization	56%				53%			
			Degree of Congestion	Low				Low			
6		Ridgeway	Approaches								
Ridgeway 3rd Street			Degree of Congestion	Low				Moderate-High			
			Intersection								
			Capacity Utilization	67%				65%			
			Degree of Congestion	Low				Low			
7		Moody	Approaches								
Moody 3rd Street			Degree of Congestion	Low				High			
			Intersection								
			Capacity Utilization	62%				62%			
			Degree of Congestion	Low				Low			
8		Queensbury	Approaches								
Queensbury 3rd Street			Degree of Congestion	Low				High			
			Intersection								
			Capacity Utilization	53%				53%			
			Degree of Congestion	Low				Low			

**Figure 35.** East 3<sup>rd</sup> Street Intersection Performance. Forecasted Traffic with Optimized Operations. PM Peak

Future Operation with Optimized Signals at All Intersections with Moodyville at Full Buildout											
Scenarios >	Intersection	Intersection Layout	Parameters	2045 with Moodyville Full Buildout. 1 lane/direction				2045 with Moodyville Full Buildout. 2 lanes/direction			
				EB	WB	NB	SB	EB	WB	NB	SB
1	Lonsdale 3rd Street	 Lonsdale	Approaches	Degree of Congestion				Degree of Congestion			
Intersection			Capacity Utilization				Capacity Utilization				
Intersection			Degree of Congestion				Degree of Congestion				
2	St. Georges 3rd Street	 St. Georges	Approaches	Degree of Congestion				Degree of Congestion			
Intersection			Capacity Utilization				Capacity Utilization				
Intersection			Degree of Congestion				Degree of Congestion				
3	St. Andrews 3rd Street	 St. Andrews	Approaches	Degree of Congestion				Degree of Congestion			
Intersection			Capacity Utilization				Capacity Utilization				
Intersection			Degree of Congestion				Degree of Congestion				
4	St. Patrick's 3rd Street	 St. Patrick's	Approaches	Degree of Congestion				Degree of Congestion			
Intersection			Capacity Utilization				Capacity Utilization				
Intersection			Degree of Congestion				Degree of Congestion				
5	St. David's 3rd Street	 St. David's	Approaches	Degree of Congestion				Degree of Congestion			
Intersection			Capacity Utilization				Capacity Utilization				
Intersection			Degree of Congestion				Degree of Congestion				
6	Ridgeway 3rd Street	 Ridgeway	Approaches	Degree of Congestion				Degree of Congestion			
Intersection			Capacity Utilization				Capacity Utilization				
Intersection			Degree of Congestion				Degree of Congestion				
7	Moody 3rd Street	 Moody	Approaches	Degree of Congestion				Degree of Congestion			
Intersection			Capacity Utilization				Capacity Utilization				
Intersection			Degree of Congestion				Degree of Congestion				
8	Queensbury 3rd Street	 Queensbury	Approaches	Degree of Congestion				Degree of Congestion			
Intersection			Capacity Utilization				Capacity Utilization				
Intersection			Degree of Congestion				Degree of Congestion				

## 6 STREET CROSS SECTION CONCEPT DESIGN

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This section presents various concept designs for cross sections for all streets in the area. As the main arterial and transit route, the 3<sup>rd</sup> Street designs must respond to very different considerations and are thus presented separately. These cross sections represent *only possible street concepts* that would help achieve the vision for the future character of this neighbourhood.

### 6.1 LOCAL STREETS

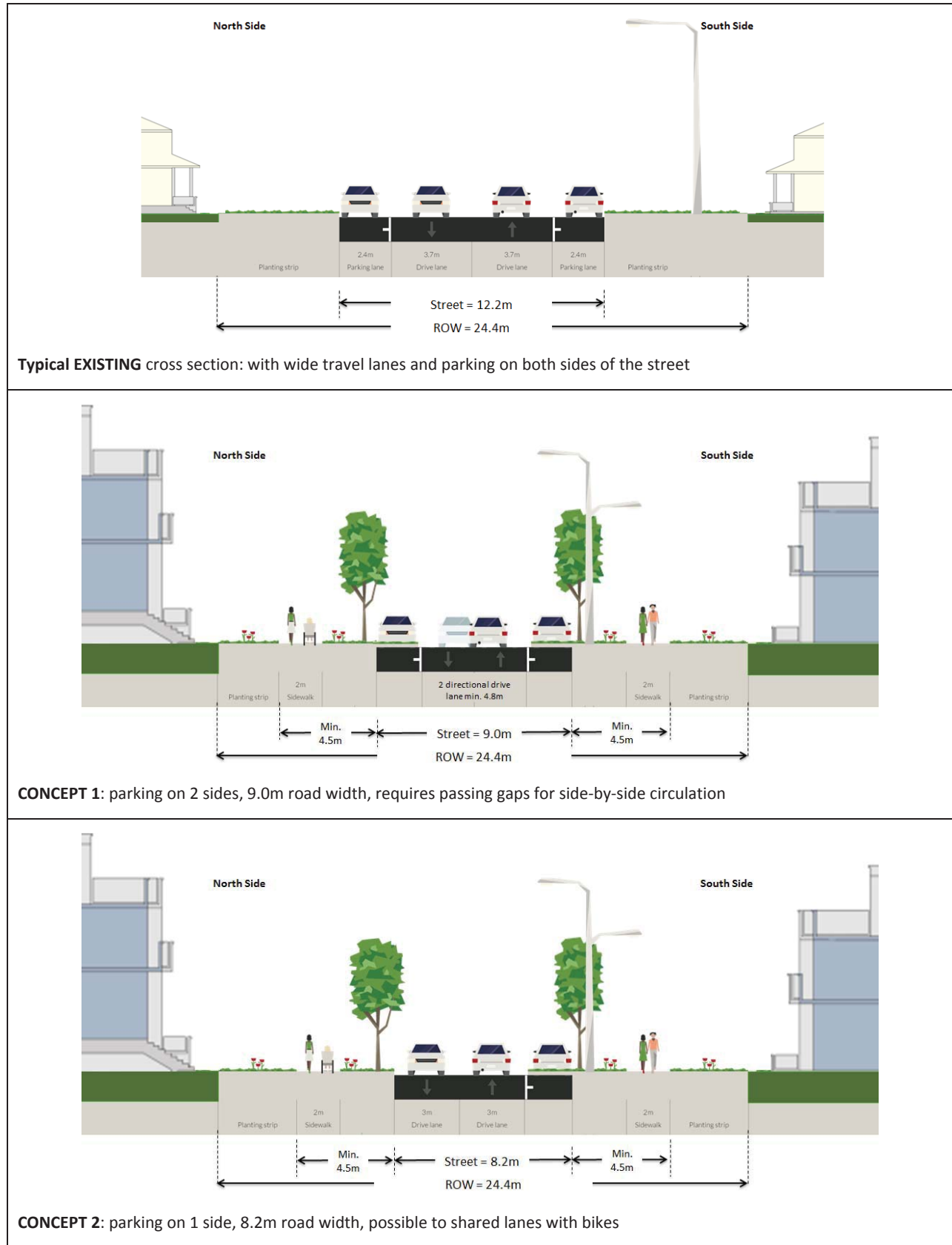
For local neighbourhood streets there are two alternative designs. Both concepts include wide sidewalks (2m on each side of the street), boulevard space to separate pedestrians from traffic or parked cars (minimum 1.5m), speed limit of 30km/h, and a narrow road width. The difference between the two concepts is whether or not parking will be allowed on both sides of the street as follows:

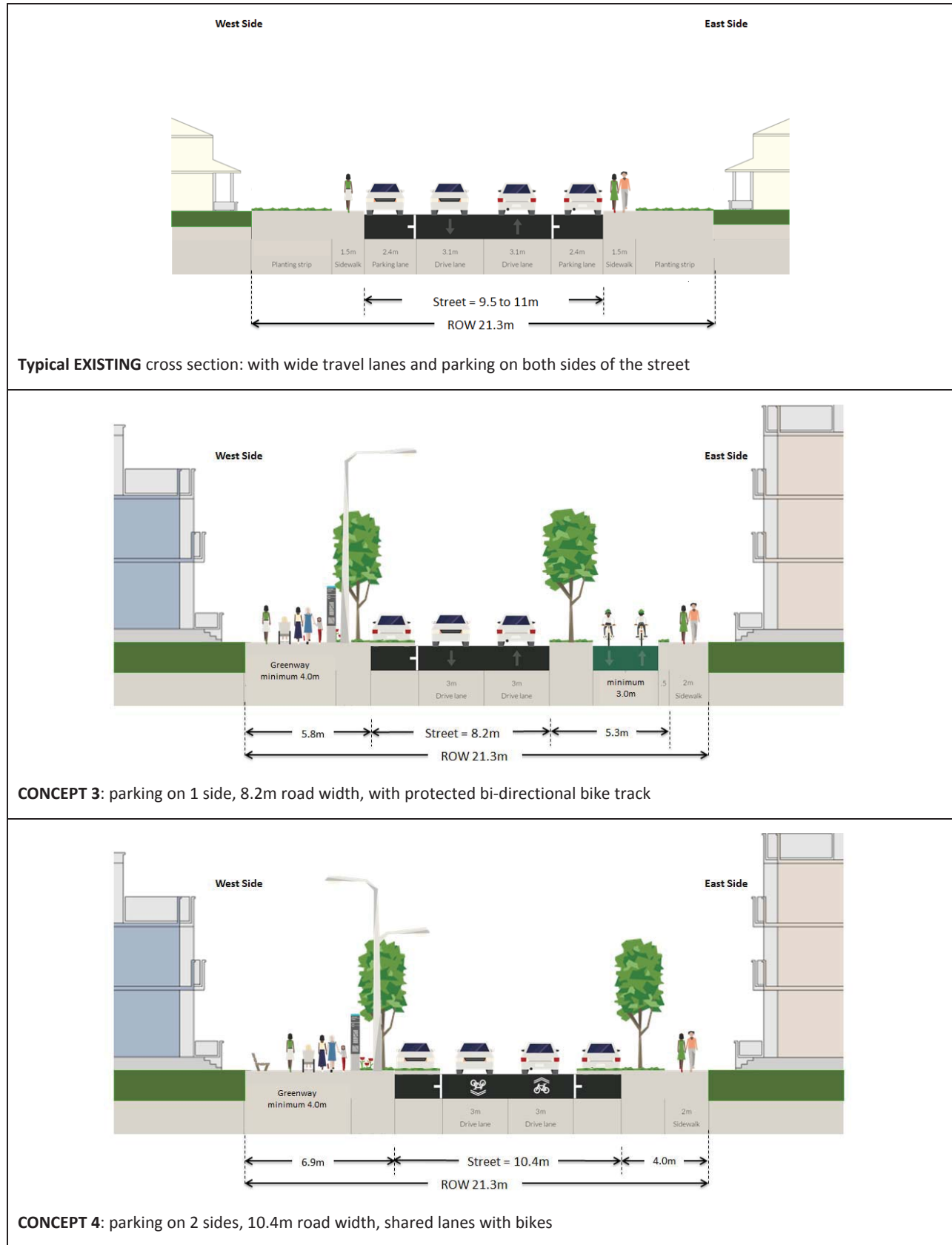
- Concept 1:** This option allows *parking on both sides of the street* and reduces the road width to the maximum of 9m which is a standard for local streets. This design permits a total of 4.8m for travel width in both directions but does not accommodate free circulation side by side. Therefore, this width would require the accommodation of mid-block sections to provide passing opportunities. Furthermore, this narrow travel lane space would not require separate cycling facilities since the design provides for traffic calming and slow vehicle movement.
- Concept 2:** This design allows *parking on one side of the street* and reduces the road width to the minimum established by the City's Bylaw of 8.2m. This width permits up to 3m travel lanes in each direction and can support local cycling if required in the future.

Since streets in the Moodyville area have different right-of-way and road widths, and the different blocks will have different densities, the concepts described here are general and valid for all streets. Both concepts can be considered block by block as the area redevelops. Nonetheless, the need for a well-balanced and evenly distributed parking supply in the context of much *higher development densities indicates that parking on both sides will most likely be the preferred solution in most cases.*

The greenway connection along St. David's Avenue requires a specific set of modified cross sections that provide wider pedestrian paths and protected bikeways. This modified design will ensure a safe and attractive connection between other cycling facilities and the Spirit Trail. Concepts 3 and 4 have thus been developed specifically for St. David's Avenue. A full evaluation of the optimal functional design for the greenway will be carried out in the future. In this case, however, parking limited to only one side would probably be preferred to maximize the space for walking and cycling and to reduce crossing widths.

The following figures illustrate the possible cross sections for local streets and the greenway. In the case of local streets, these illustrations are only a sample for the 400 block of 2<sup>nd</sup> Street. Section 7 contains a summary of the main conclusions and considerations for cross sections and other measures for local streets.

**Figure 36.** Potential Concept Designs for Local Neighbourhood Streets – General Examples

**Figure 37.** Potential Concept Designs for Greenway Corridor



## 6.2 3<sup>RD</sup> STREET TRANSIT CORRIDOR

The vision for 3<sup>rd</sup> Street/Marine Drive as a long-term east-west rapid transit corridor, stretching from Maplewood to Dundarave, is a prominent part of the North Shore Area Transit Plan completed in 2012. The concept designs for 3<sup>rd</sup> Street must, therefore, maintain the full potential to prioritize sustainable transportation over auto use in the future. The section of 3<sup>rd</sup> Street within Moodyville is a small but essential part of this corridor's larger context.

### 6.2.1 Right-of-Way Requirements



This study has determined that this corridor needs a 30.5m (100-foot) right-of-way to ensure that rapid transit, together with other modes of transportation, can be supported and prioritized in the long term. This width requirement has been determined respecting the following design principles and considerations:

1. **Prioritize transit:** to be truly effective, the corridor must accommodate some form of priority transit service in the future wherever possible. This may require making exclusive transit lanes part of the long-term design options, not necessarily the optimal solution.
2. **Maintain the role of 3rd Street as an important east-west arterial connection:** East 3rd Street will remain a key east-west arterial connection. The analysis shows that additional travel lanes are not required to support future traffic volume. Therefore, the proposed cross sections maintain the current number of travel lanes for traffic but allow the optimization of corridor operations through intersection improvements (lane configuration, additional turning lanes, and signalization).
3. **Maximize the pedestrian realm:** this is a priority for this project also reflected in the width of the proposed concepts. All options include a minimum sidewalk width of 2m in addition to a 1.5m minimum boulevard or tree buffer from the road.

The vision for 3<sup>rd</sup> Street, and consequently for its right-of-way requirements, also respects the goals of the 2014 OCP. The plan for 3<sup>rd</sup> Street is to maintain its role as an arterial road, considering the limited number of other east-west connections, while supporting a rapid transit system and favouring sustainable modes of transportation. Furthermore, the entire corridor may be the subject of a joint study by the City, the West and North Vancouver Districts, the Squamish Nation, Metro Vancouver and TransLink. This multijurisdictional effort demonstrates the interest of all stakeholders in pursuing the plan of rapid transit across the North Shore despite the different existing cross sections along such a long corridor.

The regional transportation plans identify East 3<sup>rd</sup> Street as a “B-Line or Better” corridor in the short term and a Rapid Transit corridor in the long term. In practice, this means that at a minimum it would need to support a B-Line but may potentially need to accommodate a higher-level system such as light rail. The regional definition of Rapid Transit states clearly that such systems should have their own right-of-way and be separated from traffic. The designation of Moodyville as part of a Frequent Transit Development Area implies this option should remain open. The following figure illustrates the concepts defined as “B-Line or Better” and “Rapid Transit”

**Figure 38.** Key Definitions within the Frequent Transit Network (TransLink 2014)

B-Line or Better – Mayors’ 10-Year Plan	Rapid Transit – North Shore Area Transit Plan 2040
<p><b>B-Line or Better:</b> Places where transit runs at least every 15 minutes, with limited stops and transit priority to help increase travel speeds and reliability. These may include areas that have mix of jobs, activities, and housing and connect multiple destinations where many trips are being made throughout the day.</p>  <p><i>Key concept: “...limited stops with transit priority”</i></p>	<p><b>Rapid Transit:</b> Places where transit runs very frequently, usually every 5 minutes or better, and on its own right of way, separated from general traffic. Rapid transit connects the most transit-oriented centres and corridors in the region.</p>  <p><i>Key concept: “...own ROW, separated from traffic”</i></p>

### 6.2.2 Conceptual Cross Section Designs

As part of the Moodyville analysis, this transportation study has generated several conceptual designs for the future cross sections of 3<sup>rd</sup> Street. The reason for developing different alternatives is to maintain a flexible design, which recognizes that different profiles, cross sections and land uses must be accommodated along the entire corridor beyond the Moodyville Area.

At this time, *these cross sections are meant only to inform the interface between the future road and the proposed developments*. The first priority of these concepts is to ensure wide sidewalks and street trees are provided to accommodate a pedestrian corridor and, at the same time, to inform the redevelopment requirements.

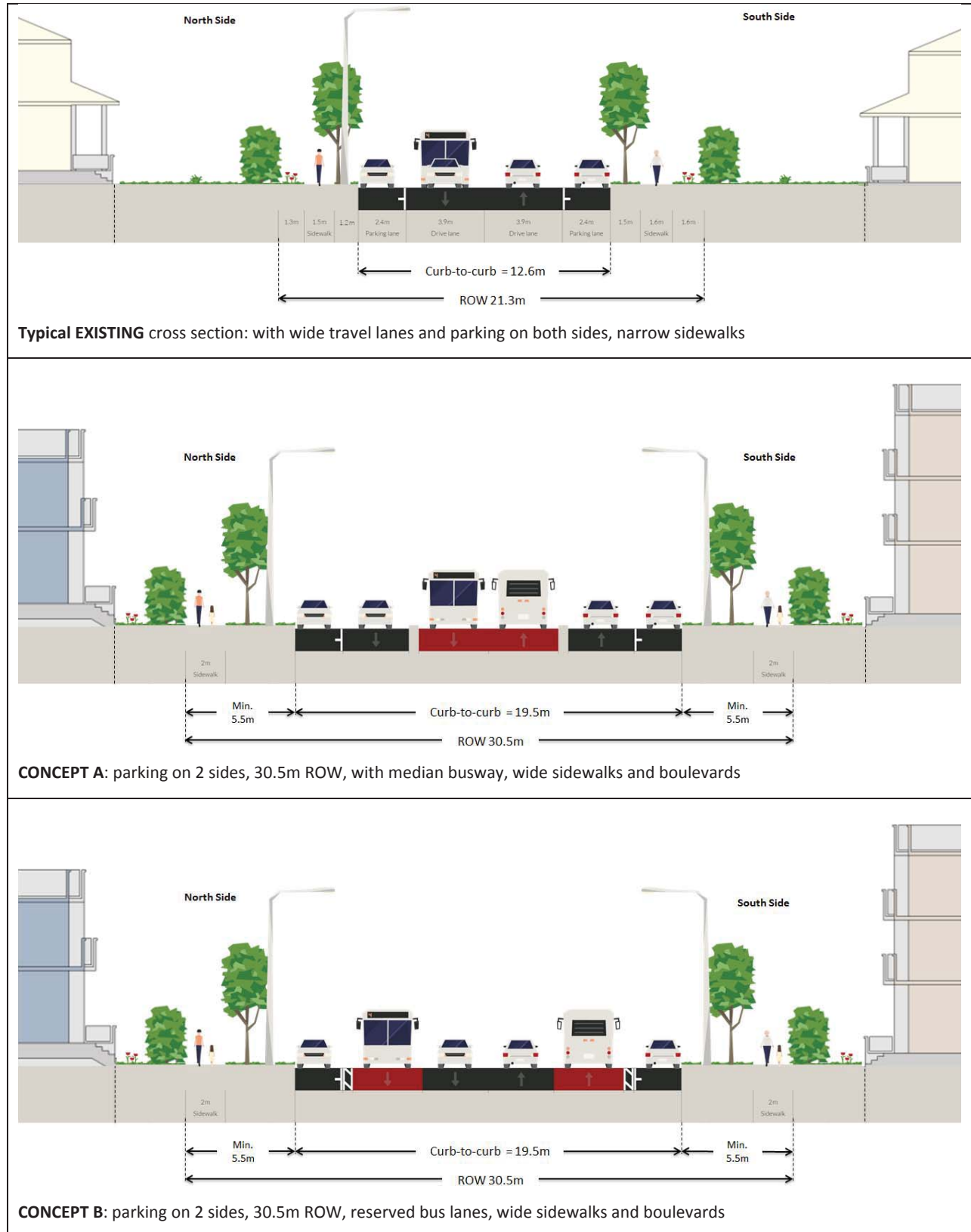
With respect to cycling facilities, although 3<sup>rd</sup> Street is not a designated bike route, it would be a positive addition to the network to support sustainable transportation choices. Concepts that include cycling facilities support a multi-modal, sustainable corridor that would further the City's goals of reducing a car use. As part of the future transportation planning work, this option would be considered together with other cycling facilities in the area such as the 4<sup>th</sup> Street, which can remain a local, shared lanes bike route.

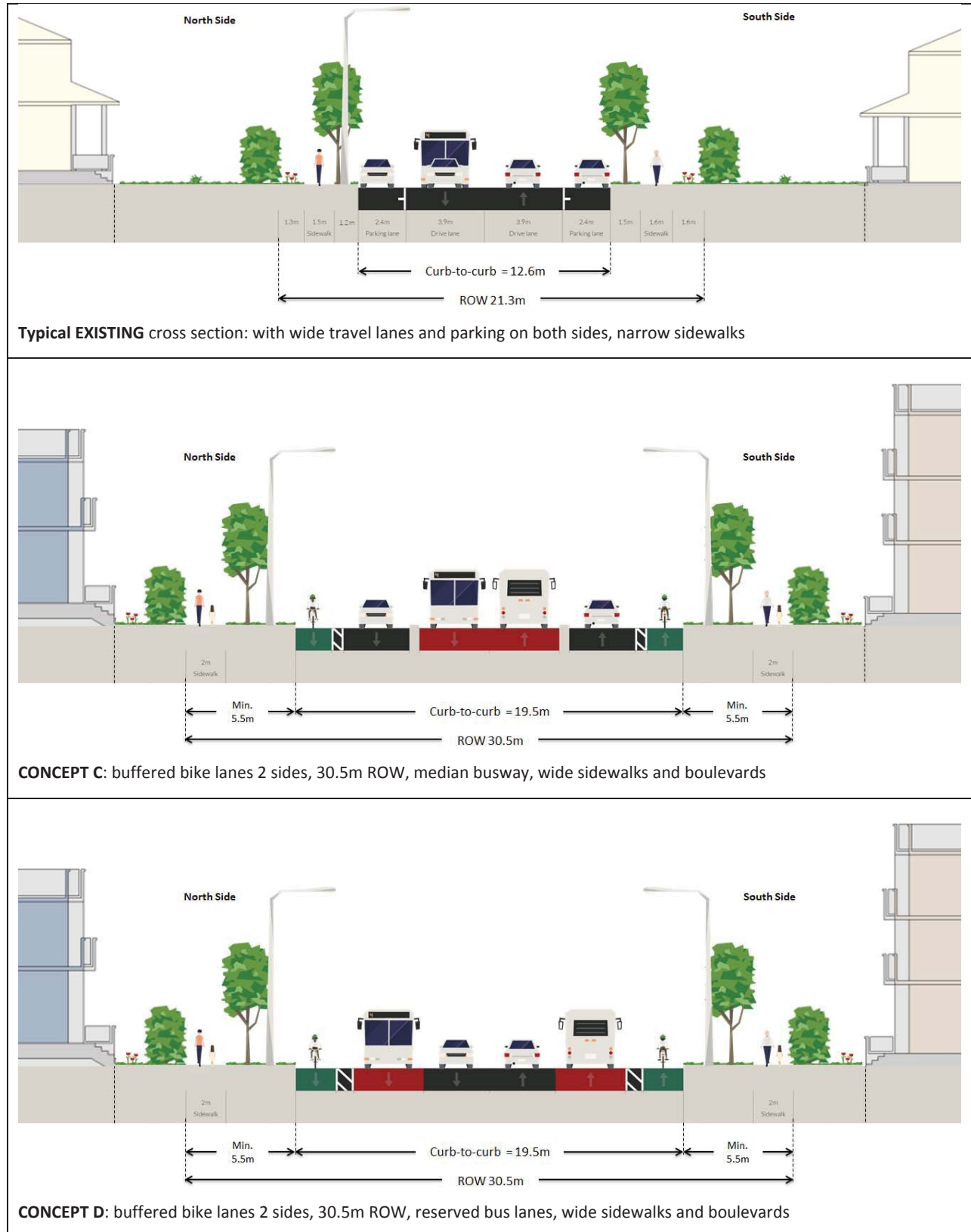
A *Complete Streets* design concept, such as the one sought for 3<sup>rd</sup> Street, is based on a balanced use of the public right-of-way to support transit and Frequent Transit Development Areas such as Moodyville. With these considerations providing the framework for design, the following options have been developed:

**Table 12.** Concept Designs for East 3<sup>rd</sup> Street Cross Sections

Concept	Transit	Parking	Cycling	Walking/Boulevard	Remarks/Considerations
<b>A</b>	Exclusive, centerline busway	On both sides	None	Min. 2m sidewalk on each side; total 4.6m of combined sidewalk and boulevard/green space	Parking allowed next to a single travel lane constrained by busway can cause queuing and increase risk when opening parked car doors. Requires traffic signal at every intersection
<b>B</b>	Exclusive or shared curb side lanes	On both sides	None	Min. 2m sidewalk on each side; total 5.6m of combined sidewalk and boulevard/green space	Parking allowed next to an exclusive or shared bus lane increases risk during parking manoeuvres and can delay buses increasing transit times. May require traffic signal at intersections
<b>C</b>	Exclusive, centerline busway	None	Buffered bike lanes both sides	Min. 2m sidewalk on each side; total 4.5m of combined sidewalk and boulevard/green space	Bike lanes next to a single travel lane constrained by busway can operate smoothly but allows faster vehicle speeds. Requires traffic signal at every intersection
<b>D</b>	Exclusive or shared curb side lanes	None	Buffered bike lanes both sides	Min. 2m sidewalk on each side; total 5.2m of combined sidewalk and boulevard/green space	Bike lanes next to an exclusive or shared bus lane may be constrained at intersections due to bus stop width requirements. May require traffic signal at intersections

The figures on the next two pages show the concepts developed for 3<sup>rd</sup> Street. Given the possibilities outlined above, for the specific context of Moodyville, the preferred option is to provide bicycle lanes (concepts C or D depending on the final cross section selected) between Queensbury and St. Andrew's avenues. This would provide an attractive and direct connection to the north-south bike routes on these two streets. Additionally, this option has the advantage of connecting efficiently with the greenway corridor on St. David's Avenue and, therefore, also quickly and safely to the Spirit Trail and the 4<sup>th</sup> Street bike route on the south and north sides of the Moodyville area respectively. Any change in designation requires the modification of the Bicycle Master Plan.

**Figure 39.** Concept Designs for East 3<sup>rd</sup> Street Corridor with Parking

**Figure 40.** Concept Designs for East 3<sup>rd</sup> Street Corridor with Bike Lanes

## 7 CONCLUSIONS

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This section summarizes the main conclusions and considerations on transportation measures for the Moodyville Area. The summary table at the end of this chapter contains a reference to the corresponding section(s) that explain each item in more detail.

### 7.1 NEIGHBOURHOOD TRANSPORTATION MEASURES

#### 7.1.1 On-Site Parking

Using the “Metro Vancouver Apartment Parking Study” (Metro Vancouver, 2012) as reference to validate the current parking allowance, strata developments in proximity to the Frequent Transit Network can be expected to require between 1.1 and 1.2 parking spaces per unit as shown by the study’s surveys and counts.

As part of the DPA guidelines, it would be reasonable to consider:

- Establishing an allowance of 1.2 stalls per unit for multi-family development
- Allowing additional parking provided by development to a maximum of 1.5 spaces per unit as per market demand
- Maintaining the reduction of parking capacity allowed depending on the ratio of market to rental housing, and provision of bicycle parking

#### 7.1.2 On-Street Parking

There are two possible designs with different capacities for on-street parking. Both options can be considered for each street depending on the block density and timeline for redevelopment. However, increased development density will likely require parking on both sides for most streets. Areas expected to develop more slowly (e.g. 400 blocks) will need to maintain the current parking capacity for the foreseeable future.

The first concept includes parking on both sides with a narrow travel portion where cars cannot fully travel side by side. In this case, passing gaps (short sections where no parking is allowed) are needed for cars to pass each other. The second concept, with parking only on one side, has a wider travel portion so cars can pass each other comfortably. Section 7.3.1 ahead explains these two concepts in more detail. Preferred street design and parking configurations will be considered on a block-by-block basis as the area redevelops.

Most streets in the neighbourhood will likely have parking on both sides. However, provision of parking on one side of the street should be considered for:

- St. David’s Avenue to accommodate the greenway corridor
- 500 and 600 block of 1<sup>st</sup> Street east of St. David’s to maintain appropriate width for sidewalks and boulevards
- Alder Street between St. Patrick’s and St. David’s avenues depending on the final use of the City lands on the south side which could be dedicated to park or other uses

#### 7.1.3 Accessibility and Connectivity

The grid structure of the local network facilitates access but must be modified in certain locations to improve connectivity. All streets should remain classified as *local* and maintain a narrow cross section. Access to transit facilities is a priority and must be taken into account for final street configuration.



As the area redevelops, the following principles should be considered for adequate accessibility:

- Prioritize pedestrian connections north-south to transit stops and east-west to Lower Lonsdale
- Facilitate pedestrian crossings through corner curb extensions (“bulges”) as development occurs
- Facilitate internal pedestrian movements by providing mid-block connections between:
  - 2<sup>nd</sup> Street and Alder Street/Spirit Trail (middle of 400 blocks)
  - 2<sup>nd</sup> Street and 1<sup>st</sup> Street/Spirit Trail by extending the Ridgeway Avenue corridor

#### 7.1.4 Street Design and Traffic Control

Traffic will be controlled through street design to avoid introducing additional traffic calming measures in the future. All streets can remain bi-directional to maximize access to the properties. However, short-cutting can occur if priority is given to the east-west direction in particular on 1<sup>st</sup> and 2<sup>nd</sup> streets. As redevelopment occurs, all streets will require extensive work on curbs and sidewalks.

The following considerations would improve street design:

- Set the speed limit at 30km/h for local neighbourhood streets
- Provide minimum 2m wide sidewalks on both sides for all streets
- Provide minimum 1.5m wide boulevards on both sides for all streets
- Implement curb extensions (i.e. “bulges”) to reduce crossing widths at corners
- Introduce traffic diverters at intersections of 1<sup>st</sup>, 2<sup>nd</sup> streets and St. David’s Avenue to eliminate shortcutting
- Re-align 1<sup>st</sup> Street on the east and west sides St. David’s Avenue
- Introduce a stop sign in east-west direction at 2<sup>nd</sup> Street and St. Patrick’s to lower priority in this direction

## 7.2 EAST 3RD STREET CORRIDOR OPERATIONS

### 7.2.1 Capacity Utilization

The analysis of various growth scenarios show that 3<sup>rd</sup> Street has enough remaining capacity to operate properly under future conditions. The operation can be optimized with traffic signals and lane configuration but more analysis will be required to implement changes. A more complex operation with full traffic signals at all intersections is required if transit lanes are implemented through the center line of the corridor (i.e. a busway).

More travel lanes are not required to support traffic needs. Operations of this corridor are influenced by Main Street and the Iron Workers Memorial Bridge operations. Therefore, providing additional lanes may have a counterproductive effect as they could turn into storage lanes. As such, is not recommended to widen the road to accommodate additional general purpose vehicle travel lanes.

In terms of optimizing capacity, consideration should be given to:

- Keeping one general purpose vehicle lane and one bus lane per direction through the Moodyville area
- Providing left turn bays east and westbound at all intersections between Queensbury and St. Andrew’s avenues
- Maintaining the current lane configuration at St. Georges and Lonsdale avenues and if possible and, depending on final cross section design, providing right turn lanes elsewhere as needed.

### 7.2.2 Signalization

Two scenarios were tested under full buildout conditions: one, the current limited signalization, and two, a full signal implementation at all intersections (between Queensbury and Lonsdale avenues). Full signalization of all intersections is required *only in case of an exclusive right-of-way rapid transit system in the middle in the road*. Otherwise, the installation of full signals will depend on the magnitude and timing of development and further analysis. Within the Moodyville area, priority for signalization should be given to the intersections at St. David's and Queensbury.

Based on the study results, the following measures should be considered:

- Installation of a full signal at St. David's and 3<sup>rd</sup> Street intersection coinciding with the construction of the greenway connection and/or the redevelopment the bus depot site
- Conversion of the pedestrian signal at Queensbury Avenue to a full signal operation (this depends on development of the 700 block of 3<sup>rd</sup> Street and south side of 4<sup>th</sup> Street)
- Planning for the possibility of another full signal at either Moody or Ridgeway depending on the pace of development and, in particular, on the redevelopment of the transit depot site (a more detailed traffic analysis will be required since the specific plans for this site are undetermined at this time)
- *Only in case of rapid transit through the middle of the corridor*, implementation of full traffic signals and optimization of turning lane configurations at all intersections between Queensbury and St. Georges to accommodate rapid transit (this is not needed if rapid transit uses curbside lanes)

## 7.3 STREET CROSS SECTION CONCEPT DESIGNS

### 7.3.1 Local Streets

As discussed previously in point 7.1.2, two concept designs were developed for local streets. Both options maximize pedestrian and boulevard space but vary parking capacity. Both concepts can be considered block by block as the area redevelops but a well-balanced and evenly distributed parking supply is needed for the higher redevelopment densities. Given the future area conditions, parking on both sides of the streets will most likely be the preferred solution in most cases. In all cases, a narrow street design (9m maximum) will improve the chances of reducing short-cutting and managing travel speeds.

Cross sections with parking on one side of the street would be applicable for greenway connections or on narrower streets such as 500 and 600 blocks of 1<sup>st</sup> Street to increase pedestrian realm. For the greenway corridor on St David's Avenue specifically, an example of concept design illustrates the provision of 4m wide multi-use path on the west side of the street and bi-directional off-road protected bike lane parallel to a pedestrian path on opposite side. This design is recommended for consideration as part of the greenway project to favour walking and to reduce crossing widths.

Section 6.1 of this report provides more details on local street design concepts.

### 7.3.2 3<sup>rd</sup> Street Transit Corridor

For East 3<sup>rd</sup> Street, the principles applicable to cross section design are mainly to:

- Prioritize transit
- Maintain the street's role as an east-west arterial connection
- Maximize the pedestrian realm including boulevard space

The cross section design must be flexible to adapt to the different street profiles of the local and extended part of the 3<sup>rd</sup> Street/Marine Drive corridor. Exclusive transit lanes, either a centre line guideway or curb-side lanes may not be the ultimate solution; however, planning for transit priority implies making exclusive transit lanes part of the long-term design options.

Several design concepts were developed for East 3<sup>rd</sup> Street; these options will be further refined as part of the corridor design process. Other sections of the corridor, with higher densities and closer to commercial areas such as Lonsdale, will require more analysis to establish the appropriate conceptual designs.

The various concepts include exclusive bus lanes, with or without parking or bike lanes as follows (refer to section 6.2 for more details):

- Concept A: Exclusive, centerline busway with parking on both sides and no bike lanes
- Concept B: Exclusive or shared curb-side transit lanes with parking on both sides and no bike lanes
- Concept C: Exclusive, centerline busway without parking and with buffered bike lanes on both sides
- Concept D: Exclusive or shared curb side lanes without parking and with buffered bike lanes on both sides

While concepts A and C would require traffic signals at every intersection to control turning movements, concepts B and D may require additional traffic signals but it is unlikely they would need them at every intersection.

The analysis shows that additional travel lanes are not required to support future traffic volumes. However, 3<sup>rd</sup> Street will remain a key east-west arterial transit connection and requires additional width to accommodate future rapid transit. Furthermore, providing pedestrian space is a priority for 3<sup>rd</sup> Street to serve as the main link between the Moodyville Area and Lower Lonsdale. Consequently, all cross section options include a minimum sidewalk width of 2m and a minimum of 1.5m boulevard space.

Bicycle lanes can be accommodated within a 30.5m right-of-way in some sections of the corridor. The objective should be to provide the most effective connection between 3<sup>rd</sup> Street and other existing bike routes and greenways. The different concepts developed combine exclusive transit lane alignment with parking or bicycle lanes. Sections of East 3<sup>rd</sup> Street outside Moodyville Area will be reviewed through the separate future planning processes.

For East 3<sup>rd</sup> Street, through the Moodyville Area, concept C or D should be considered (refer to section 6.2 for more details). This preferred option could accommodate bicycle lanes between Queensbury and St. Andrew's avenues to connect efficiently with north-south greenway and bike facilities. The concept used will depend on the final cross section selected for exclusive transit lanes.

Cycling in the east-west direction will continue to be supported by 4<sup>th</sup> Street and the Spirit Trail. This will require revisions to the Bicycle Master Plan. Until the long-term vision for the corridor is achieved, additional designs for an interim or transitional set of solutions will be required for the curb location of redeveloped sections of 3<sup>rd</sup> Street. These interim scenarios will inform the short-term development within the long-term, sustainable vision for the corridor.

**Table 13.** Summary of Conclusions and Considerations

Item	Remarks	Conclusions	Considerations	Section
<b>Demand Forecast &amp; Mode Shift</b>	Low, moderate, high hypothesis available based on observed values from 2011 Trip Diary	<ul style="list-style-type: none"> <li>• Largest transit mode share observed in Lower Lonsdale; long-term target for Moodyville</li> <li>• Current Moodyville mode share is “worst case” scenario</li> </ul>	<ul style="list-style-type: none"> <li>• Adopt <i>moderate</i> target for long-term mode shift (up to 40% non-vehicle mode share)</li> <li>• Assume full buildout as 70% of area redeveloped</li> <li>• Maintain PM peak as critical time period</li> <li>• Expect 40% to 45% more site-specific daily traffic</li> </ul>	3.3, 3.4, 3.5
<b>Local Area Transportation Measures</b>				
<b>On-Site Parking</b>	“2012 Metro Vancouver Apartment Parking Study” (includes surveys and counts) as reference to validate allowance	<ul style="list-style-type: none"> <li>• Surveyed: strata developments in proximity to Frequent Transit Network on average report:               <ul style="list-style-type: none"> <li>○ 1.34 vehicle/ household</li> <li>○ 1.19 parked vehicles/household</li> </ul> </li> <li>• Observed: 1.08 parked vehicles/unit</li> </ul>	<ul style="list-style-type: none"> <li>• Establish the 1.2 stalls per unit for multi-family development</li> <li>• Allow additional parking provided by development to a maximum of 1.5 spaces per unit</li> <li>• Maintain reduction of parking allowance based on bicycle parking provided</li> </ul>	4.1.1
<b>On-Street Parking</b>	Two possible designs allow different capacities for on-street parking depending on the block density	<ul style="list-style-type: none"> <li>• Increased density will require to maintain parking on both sides on most streets</li> <li>• Areas expected to develop more slowly (e.g. 400 blocks) will need to maintain parking</li> </ul>	<ul style="list-style-type: none"> <li>• Parking on both sides for all streets likely required, with regular passing gaps.</li> <li>• Consider one side except for:               <ul style="list-style-type: none"> <li>○ St. David’s Ave.: to accommodate greenway</li> <li>○ 500 and 600 block of 1<sup>st</sup> Street east of St. David’s to maintain appropriate width for sidewalks</li> <li>○ Alder street between St. Patrick’s and St. David’s depending on the final use of the lands on south side</li> </ul> </li> </ul>	4.1.2
<b>Accessibility and Connectivity</b>	Grid-type network facilitates access but must be modified in certain locations to improve connectivity	<ul style="list-style-type: none"> <li>• All streets should remain local and narrow but St. David’s needs to accommodate a greenway</li> <li>• 3<sup>rd</sup> Street and St. David’s are main access routes to the area</li> <li>• Access to transit a priority</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritize pedestrian connections north-south to transit stops and east-west to Lower Lonsdale</li> <li>• Facilitate crossings</li> <li>• Facilitate internal pedestrian movements by providing mid-block connections between:               <ul style="list-style-type: none"> <li>○ 2<sup>nd</sup> Street and Alder Street/Spirit Trail (400 block)</li> <li>○ 2<sup>nd</sup> Street and 1<sup>st</sup> Street by extending Ridgeway Ave.</li> </ul> </li> </ul>	4.2
<b>Street Design and Traffic Control</b>	Traffic will be controlled through street design avoiding additional measures in the future as much as possible	<ul style="list-style-type: none"> <li>• All streets can remain bi-directional to maximize access to the properties but short cutting can occur if priority is given to the east-west direction (in particular on 1<sup>st</sup>, 2<sup>nd</sup> streets)</li> <li>• All streets will require extensive curb work but this can be done gradually as redevelopment occurs</li> </ul>	<ul style="list-style-type: none"> <li>• Set the speed limit at 30km/h for local neighbourhood streets</li> <li>• Min. 2m sidewalks, both sides, all streets</li> <li>• Min. 1.5m boulevard, both sides, all streets</li> <li>• Curb extensions (i.e. “bulges”) whenever possible to reduce crossing widths at corners</li> <li>• Traffic diverters at 1<sup>st</sup>, 2<sup>nd</sup> streets and St. David’s to eliminate shortcutting</li> <li>• Re-align 1<sup>st</sup> Street east-west at St. David’s</li> <li>• Introduce stop sign in east-west direction at 2<sup>nd</sup> Street and St. Patrick’s</li> </ul>	4.3
<b>East 3<sup>rd</sup> Street Operations</b>				
<b>Capacity Utilization</b>	Various scenarios defined to assess the effect of area growth on 3 <sup>rd</sup> Street	<ul style="list-style-type: none"> <li>• 3<sup>rd</sup> Street has enough remaining capacity to operate properly under future conditions.</li> <li>• Two lanes per direction are not needed for regular operation but could be used during peak hours by removing parking</li> <li>• Measure not be effective unless more capacity is provided east of Queensbury Avenue</li> </ul>	<ul style="list-style-type: none"> <li>• Keep 1 lane per direction through Moodyville; if more capacity is needed remove parking at peaks</li> <li>• Provide left turn bays east and west bound at all intersections between Queensbury and St. Andrew’s avenues</li> <li>• More complex operation needed if transit lanes implemented through the center of the corridor</li> <li>• Maintain current lane configuration and St. Georges and Lonsdale avenues to facilitate turning</li> <li>• It may not be possible to provide right turn lanes elsewhere; depends on final cross section design</li> </ul>	5
<b>Signalization</b>	Two scenarios tested at full buildout: current signalization and full signals at all intersections (bet. Queensbury & Lonsdale avenues)	<ul style="list-style-type: none"> <li>• Full signalization of all intersections is required only in case of an exclusive right-of-way rapid transit system</li> <li>• Otherwise, the installation of full signals will depend on the magnitude and timing of</li> </ul>	<ul style="list-style-type: none"> <li>• Install a full signal at intersection of St. David’s and 3<sup>rd</sup> Street coinciding with bus depot site redevelopment and/or greenway connection</li> <li>• Convert the pedestrian signal to full signal at Queensbury Avenue</li> <li>• Plan for another full signal at either Moody or Ridgeway depending on the pace of development (more traffic analysis would be required)</li> </ul>	5

Item	Remarks	Conclusions	Considerations	Section
<b>Signalization (cont.)</b>		development <ul style="list-style-type: none"> <li>The priority intersections for signalization are St. David's, Queensbury</li> </ul>	<ul style="list-style-type: none"> <li>Implement full traffic signals at all other intersections between Queensbury and St. Georges to accommodate rapid transit long term if in the middle of the street (exclusive busway)</li> </ul>	5
<b>Street Cross Section Concept Design</b>				
<b>Local Streets</b>	Two concept designs available; both maximize pedestrian and boulevard space but vary parking capacity	<ul style="list-style-type: none"> <li>Both concepts can be considered block by block as the area redevelops</li> <li>Well-balanced and evenly distributed parking supply needed for much higher development densities</li> <li>Parking on both sides will most likely be the preferred solution in most cases</li> </ul>	<ul style="list-style-type: none"> <li>Consider Concept 1 (parking allowed on both sides) for most local streets: 9m width</li> <li>Consider Concept 2 (parking allowed on one side) for local streets with limited ROW to avoid compromising pedestrian/boulevard space and sidewalk width: 8.2m width</li> <li>Evaluate block-by-block as development occurs if required to make final decision on design</li> </ul>	6.1
<b>Greenway Connection</b>	Two concept designs available; both prioritize pedestrian and cycling but vary parking capacity	<ul style="list-style-type: none"> <li>Parking limited to only one side is preferred to maximize the space for walking and cycling and to reduce crossing widths</li> <li>Eliminating parking completely may encourage higher speeds and is therefore not appropriate in general</li> </ul>	<ul style="list-style-type: none"> <li>Consider Concept 3 (parking allowed on one side and bi-directional cycle track) as the preferred option to accommodate:               <ul style="list-style-type: none"> <li>A 4m wide greenway pedestrian (or multiuse) path</li> <li>A bi-directional off-road protected bike lane parallel to pedestrian path on opposite side of street</li> </ul> </li> <li>Complete the connection between 3<sup>rd</sup> Street and the Spirit Trail through Queensbury Avenue</li> </ul>	6.1
<b>3<sup>rd</sup> Street Transit Corridor</b>	The principles applicable to cross section design are mainly: <ol style="list-style-type: none"> <li>Prioritize transit</li> <li>Maintain the street's role as an east-west arterial connection</li> <li>Maximize the pedestrian realm</li> </ol>	<ul style="list-style-type: none"> <li>The cross section design must be flexible to adapt to the different street profiles of the local and extended part of the 3<sup>rd</sup> Street/Marine Drive corridor</li> <li>Transit priority implies making exclusive transit lanes part of the long-term design options, not necessarily the optimal solution.</li> <li>3<sup>rd</sup> Street will remain a key east-west arterial connection; the analysis shows that additional travel lanes are not required to support future traffic volume</li> <li>Providing pedestrian space this is a priority for this; all options include a minimum sidewalk width of 2m and a minimum of 1.5m boulevard space</li> </ul>	<ul style="list-style-type: none"> <li>Keep all concept design possibilities available to accommodate a wide variety of street profiles along the corridor</li> <li>For East 3<sup>rd</sup> Street specifically, consider providing bicycle lanes (concepts C or D depending on the final cross section selected) between Queensbury and St. Andrew's avenues to connect efficiently with north-south bike facilities</li> <li>Other sections, with higher densities and closer to commercial areas such as Lonsdale need more analysis to define a design</li> <li>Design an interim, transitional solution to accommodate short-term development within the long-term vision for the corridor</li> <li>Maintain the current number of travel lanes for traffic (1 per direction) but allow the optimization of corridor operations through intersection improvements (lane configuration, additional turning lanes, and signalization)</li> </ul>	Figure 36.



# APPENDICES

## 8 APPENDIX A: ADDITIONAL INFORMATION

### 8.1 DETAILED TRIP GENERATION

**Table 14.** Trip Generation Estimation by Block

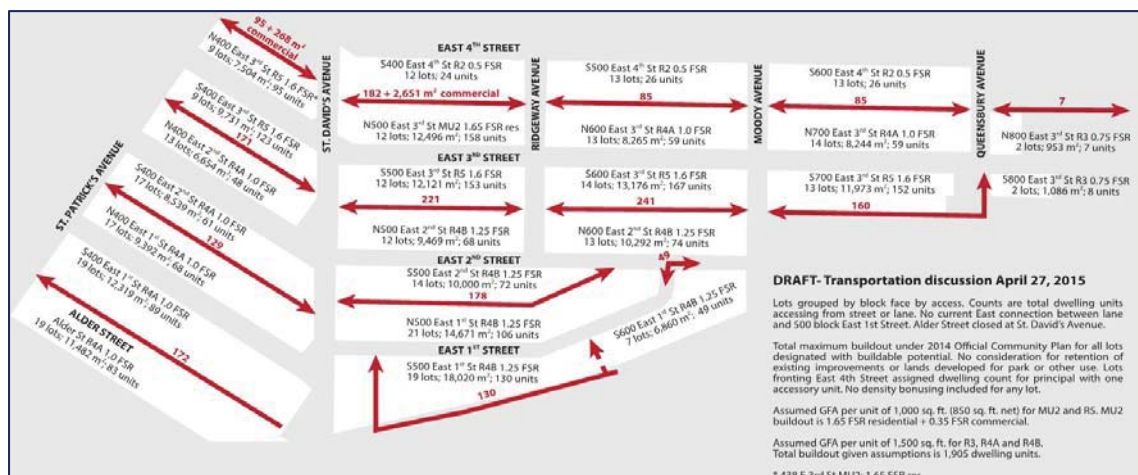
Year	Scenario	Dwellings						Population						Daily Trips Generated (all modes)					
		Block						Block						Block					
		400	500	600	700	800	Total	400	500	600	700	800	Total	400	500	600	700	800	Total
2015	Current	130	93	73	55	4	355	312	223	175	132	10	852	945	676	531	400	29	2582
2045	Do nothing	130	93	73	55	4	355	421	301	236	178	13	1148	1274	912	716	539	39	3480
	Maximum DPA Potential	0	24	26	26	0	76	0	58	62	62	0	182	0	175	189	189	0	553
		95	158	59	59	7	378	228	379	142	142	17	907	691	1149	429	429	51	2749
		123	153	167	152	8	603	295	367	401	365	19	1447	894	1113	1214	1105	58	4385
		48	68	74	0	0	190	115	163	178	0	0	456	349	494	538	0	0	1382
		61	72	0	0	0	133	146	173	0	0	0	319	444	524	0	0	0	967
		68	106	0	0	0	174	163	254	0	0	0	418	494	771	0	0	0	1265
		89	130	49	0	0	268	214	312	118	0	0	643	647	945	356	0	0	1949
		83	0	0	0	0	83	199	0	0	0	0	199	604	0	0	0	0	604
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Full Buildout	567	711	375	237	15	1905	1361	1706	900	569	36	4572	4123	5170	2727	1723	109	13853
		397	498	263	166	11	1334	953	1194	630	398	25	3200	2886	3619	1909	1206	76	9697

AM Trip Generation (all modes)

Period Year	Scenario	AM Total Trips						AM Trips INTO DPA						AM Trips OUT OF DPA					
		Block						Block						Block					
		400	500	600	700	800	Total	400	500	600	700	800	Total	400	500	600	700	800	Total
AM 2045	Do nothing	103	74	58	44	3	282	31	22	17	13	1	85	72	52	41	31	2	197
	Maximum DPA Potential	0	14	15	15	0	45	0	4	5	5	0	13	0	10	11	11	0	31
		56	93	35	35	4	223	17	28	10	10	1	67	39	65	24	24	3	156
		72	90	98	90	5	355	22	27	30	27	1	107	51	63	69	63	3	249
		28	40	44	0	0	112	8	12	13	0	0	34	20	28	31	0	0	78
		36	42	0	0	0	78	11	13	0	0	0	24	25	30	0	0	0	55
		40	62	0	0	0	102	12	19	0	0	0	31	28	44	0	0	0	72
		52	77	29	0	0	158	16	23	9	0	0	47	37	54	20	0	0	111
		49	0	0	0	0	49	15	0	0	0	0	15	34	0	0	0	0	34
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Full Buildout	334	419	221	140	9	1122	100	126	66	42	3	337	234	293	155	98	6	785
		234	293	155	98	6	785	70	88	46	29	2	236	164	205	108	68	4	550

PM Trip Generation (all modes)

Period Year	Scenario	PM Total Trips						PM Trips INTO DPA						PM Trips OUT OF DPA					
		Block						Block						Block					
		400	500	600	700	800	Total	400	500	600	700	800	Total	400	500	600	700	800	Total
PM 2045	Do nothing	115	82	64	49	4	313	65	47	37	28	2	179	49	35	28	21	2	135
	Maximum DPA Potential	0	16	17	17	0	50	0	9	10	10	0	28	0	7	7	7	0	21
		62	103	39	39	5	247	35	59	22	22	3	141	27	44	17	17	2	106
		81	100	109	99	5	395	46	57	62	57	3	225	35	43	47	43	2	170
		31	45	48	0	0	124	18	25	28	0	0	71	14	19	21	0	0	53
		40	47	0	0	0	87	23	27	0	0	0	50	17	20	0	0	0	37
		45	69	0	0	0	114	25	40	0	0	0	65	19	30	0	0	0	49
		58	85	32	0	0	175	33	48	18	0	0	100	25	37	14	0	0	75
		54	0	0	0	0	54	31	0	0	0	0	31	23	0	0	0	0	23
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Full Buildout	371	465	245	155	10	1247	212	265	140	88	6	711	160	200	106	67	4	536
		260	326	172	109	7	873	148	186	98	62	4	497	112	140	74	47	3	375

**Figure 41.** Expected Redevelopment Units for the Moodyville Area at Full Buildout

## 8.2 DETAILED MODE SPLIT

**Table 15.** Mode Split by Block

Year	Block	Daily Demand					AM Peak Trips		PM Peak Trips		
		Auto	Transit	Walk	Bicycle	Other	Trips/day	Auto	Transit	Auto	Transit
2015	<b>Current Conditions</b>										
	Block	69%	13%	15%	2%	1%	100%				
	400	652	123	142	19	9	945	42	10	47	11
	500	467	88	101	14	7	676	30	7	33	8
	600	366	69	80	11	5	531	24	6	26	6
	700	276	52	60	8	4	400	18	4	20	5
	800	20	4	4	1	0	29	1	0	1	0
	Total DPA	1781	336	387	52	26	2582	115	27	128	30
2045	<b>Do Nothing: No DPA Development</b>										
	Block	69%	13%	15%	2%	1%	100%				
	400	879	166	191	25	13	1274	57	13	63	15
	500	629	119	137	18	9	912	41	10	45	11
	600	494	93	107	14	7	716	32	8	35	8
	700	372	70	81	11	5	539	24	6	27	6
	800	27	5	6	1	0	39	2	0	2	0
	Total DPA	2401	452	522	70	35	3440	155	37	172	41
	<b>DPA at Full Buildout - LOW Mode Shift</b>										
	Block	69%	13%	15%	2%	1%	100%				
	400	1992	375	433	58	29	2886	129	30	143	34
	500	2497	471	543	72	36	3619	161	38	179	42
	600	1317	248	286	38	19	1909	85	20	94	22
	700	832	157	181	24	12	1206	54	13	60	14
	800	53	10	11	2	1	76	3	1	4	1
	Total DPA	6691	1261	1455	194	97	9697	432	102	480	113
	<b>DPA at Full Buildout - MODERATE Mode Shift</b>										
	Block	53%	22%	19%	4%	2%	100%				
	400	1529	645	562	108	43	2886	99	52	110	58
	500	1917	808	705	135	54	3619	124	65	138	73
	600	1011	426	372	71	29	1909	65	35	73	38
	700	639	269	235	45	18	1206	41	22	46	24
	800	40	17	15	3	1	76	3	1	3	2
	Total DPA	5136	2165	1888	363	145	9697	332	175	368	195
	<b>DPA at Full Buildout - HIGH Mode Shift</b>										
	Block	45%	28%	20%	5%	2%	100%				
	400	1305	797	589	139	58	2886	84	65	94	72
	500	1636	999	738	174	72	3619	106	81	117	90
	600	863	527	389	92	38	1909	56	43	62	47
	700	545	333	246	58	24	1206	35	27	39	30
	800	35	21	16	4	2	76	2	2	2	2
	Total DPA	4383	2676	1978	465	194	9697	283	217	314	241

## 8.3 PROFILES FROM TRAFFIC COUNTS

**Table 16.** Traffic Volume Hourly Profile for East 3<sup>rd</sup> Street

Direction	Hour																								Volume	Speed
	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr	85%
<b>Weekday</b>																										
Eastbound	60	37	24	20	33	100	191	312	370	381	382	389	425	402	421	480	468	486	394	306	245	220	169	106	6421	57
Westbound	50	33	20	19	20	94	257	386	445	379	387	403	426	427	450	508	409	459	364	303	244	191	165	101	6540	60
<b>Both</b>	<b>110</b>	<b>70</b>	<b>44</b>	<b>39</b>	<b>53</b>	<b>194</b>	<b>448</b>	<b>698</b>	<b>815</b>	<b>760</b>	<b>769</b>	<b>792</b>	<b>851</b>	<b>829</b>	<b>871</b>	<b>988</b>	<b>877</b>	<b>945</b>	<b>758</b>	<b>609</b>	<b>489</b>	<b>411</b>	<b>334</b>	<b>207</b>	<b>12961</b>	<b>58</b>
<b>Weekend</b>																										
Eastbound	80	41	30	19	29	69	141	228	270	314	345	376	418	475	451	480	459	416	393	285	243	208	161	79	6010	58
Westbound	66	41	25	22	24	73	182	290	346	339	385	413	474	435	444	450	459	339	373	285	213	178	137	59	6052	61
<b>Both</b>	<b>146</b>	<b>82</b>	<b>55</b>	<b>41</b>	<b>53</b>	<b>142</b>	<b>323</b>	<b>518</b>	<b>616</b>	<b>653</b>	<b>730</b>	<b>789</b>	<b>892</b>	<b>910</b>	<b>895</b>	<b>930</b>	<b>918</b>	<b>755</b>	<b>766</b>	<b>570</b>	<b>456</b>	<b>386</b>	<b>298</b>	<b>138</b>	<b>12062</b>	<b>59</b>

**Table 17.** Peak Hour Volumes on East 3<sup>rd</sup> Street from TMCs

Intersection			2015 Current Conditions					
			AM			PM		
No.	East-West	North-South	E-W	N-S	Total	E-W	N-S	Total
1	E 3rd Street	† Lonsdale	941	547	<b>1488</b>	1178	917	<b>2095</b>
2	E 3rd Street	† St. Georges	973	505	<b>1478</b>	1324	663	<b>1987</b>
3	E 3rd Street	† St. Andrews	942	122	<b>1064</b>	1259	149	<b>1408</b>
4	E 3rd Street	† St. Patrick's	980	63	<b>1043</b>	1299	96	<b>1395</b>
5	E 3rd Street	† St. David's	1012	49	<b>1061</b>	1385	52	<b>1437</b>
6	E 3rd Street	† Ridgeway	1045	61	<b>1106</b>	1371	61	<b>1432</b>
7	E 3rd Street	† Moody	1057	62	<b>1119</b>	1388	52	<b>1440</b>
8	E 3rd Street	† Queensbury	1032	104	<b>1136</b>	1397	96	<b>1493</b>

Intersection volumes peak at between 1,400 and 1,500 vehicles/h in the afternoon. Within the DPA (St. Patrick's to Queensbury avenues), the north and south approaches carry only about 10% of the traffic.

Segment			2015 Current Conditions					
			AM			PM		
No.	From	To	WB	EB	Total	WB	EB	Total
1	Lonsdale	St. Georges	563	458	<b>1021</b>	524	769	<b>1293</b>
2	St. Georges	St. Andrews	515	440	<b>955</b>	555	683	<b>1238</b>
3	St. Andrews	St. Patrick's	502	472	<b>974</b>	576	691	<b>1267</b>
4	St. Patrick's	St. David's	508	500	<b>1008</b>	608	746	<b>1354</b>
5	St. David's	Ridgeway	512	527	<b>1039</b>	639	720	<b>1359</b>
6	Ridgeway	Moody	518	542	<b>1060</b>	651	727	<b>1378</b>
7	Moody	Queensbury	515	567	<b>1082</b>	661	736	<b>1397</b>
8	Queensbury	LL Road	465	556	<b>1022</b>	661	603	<b>1264</b>

The dominance of the east-west direction is evident as the segment volumes are very similar to the intersection volumes. During the PM peak hour, the eastbound direction is slightly higher while in the AM they are almost identical.

## 8.4 ALIGNMENT WITH 2014 OCP

Our intention is to match the OCP objectives to the Transportation Study objectives and recommendations as closely as possible while recognizing that some points in the OCP may not translate directly into effective measures for Moodyville. As stated in the OCP, there are three specific transportation goals, with corresponding objectives:

*Goal 1 Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles*

*Objectives:*

- Invest in cycling and pedestrian networks and facilities to favor convenient transportation alternatives
- Improve accessibility to transit through projects identified in the 2040 North Shore Area Transit Plan
- Implement transportation demand management and other support measures

*Goal 2 Integrate Land Use and Transportation Planning to reduce the need for car travel*

*Objectives:*

- Designate land uses to minimize car dependency
- Support a Frequent Transit Development Area along Marine Drive and East 3rd Street
- Manage on-street and off-street facilities to prioritize sustainable transportation
- Optimize the existing road network; expand only to favor sustainable transportation

*Goal 3 Support a safe, accessible, resilient and affordable transportation system*

*Objectives:*

- Maintain the existing transportation infrastructure
- Accommodate the transportation needs of all users
- Enhance the affordability of transit

Given the goals above, we propose to adapt these to the context of the Moodyville area as follows:

**Table 18.** Official Community Plan 2014: Related Objectives and Context

OCP Goals and Objectives	Proposed Transportation Points for Event
<b>Goal 1 Prioritize walking, cycling, transit over vehicles</b>	Prioritize active transportation and transit
<ul style="list-style-type: none"> <li>• Invest in cycling and pedestrian networks</li> <li>• Pursue projects identified in the 2040 NSATP</li> <li>• Implement transportation demand management</li> </ul>	<p>A complete street approach prioritizes walking and cycling. This is of particular importance to the East 3rd Street corridor due to its potential to be both an activity area and an East-West arterial connection.</p> <p><i>Transportation guidelines will identify standards to accommodate all the varied uses of the street.</i></p> <p>Improving links between this neighbourhood and the City- and North Shore-wide bicycle and trail networks supports active transportation. This has health, environmental and economic benefits to both individuals and the neighbourhood at large.</p>
<b>Goal 2 Integrate Land Use and Transportation Planning</b>	Integrate land use and transportation strategies
<ul style="list-style-type: none"> <li>• Designate land uses to minimize car dependency</li> <li>• Manage sustainable on-street/off-street facilities</li> <li>• Favor optimization the existing road network over expansion</li> </ul>	<p>Transportation demand forecasts utilize future land use to ensure that neighbourhood design integrate effective facilities. This planning must balance parking demand with the commitment to support active transportation through demand side management. On-street parking competes with a variety of other uses in the road right-of-way, while increasing required off-site parking affects the cost of housing.</p>



OCP Goals and Objectives	Proposed Transportation Points for Event
<b>Goal 3 Support a safe, accessible, resilient and affordable system</b>	Allocate road space for all modes
<ul style="list-style-type: none"> <li>• <b>Maintain the existing transportation infrastructure</b></li> <li>• <b>Accommodate the transportation needs of all users</b></li> <li>• <b>Enhance the affordability of transit</b></li> </ul>	A growing population increases the total volume of trips and necessitates proactive management. Topics of consideration related to the future transportation needs of this neighbourhood include safety, ergonomics, aesthetics, continuity and consistency. In some circumstances, the closure of a street or laneway facilitates traffic flow increases pedestrian safety or is otherwise in support of the public interest. This creates opportunities to realize more social gathering and recreation spaces as well as increasing pedestrian permeability.
<b>3<sup>rd</sup> street corridor specific</b>	Plan for rapid transit
<b>Support a Frequent Transit Development Area on E 3rd Street</b>	One of the primary transportation objectives for this area is confirming that the future East 3rd Street can accommodate all modes efficiently. Since 1967, the City has pursued widening the East 3rd Street road right-of-way to 100 feet as an objective; this width is the foundation for the conceptual design alternatives under development. The North Shore Area Transit Plan identifies East 3rd Street as part of a rapid transit corridor in its 2040 vision. In the interim, the Mayor's plan anticipates B-Line or better service within the next decade.

## 9 APPENDIX B: DETAILED TRAFFIC ANALYSIS

### 9.1 CURRENT CONDITION 2015

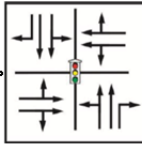
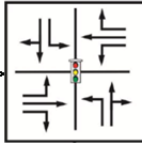
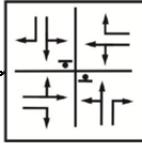
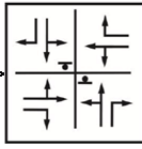
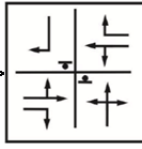
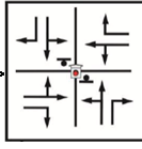
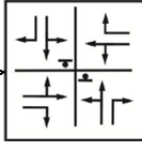
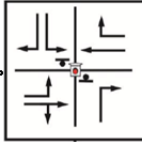
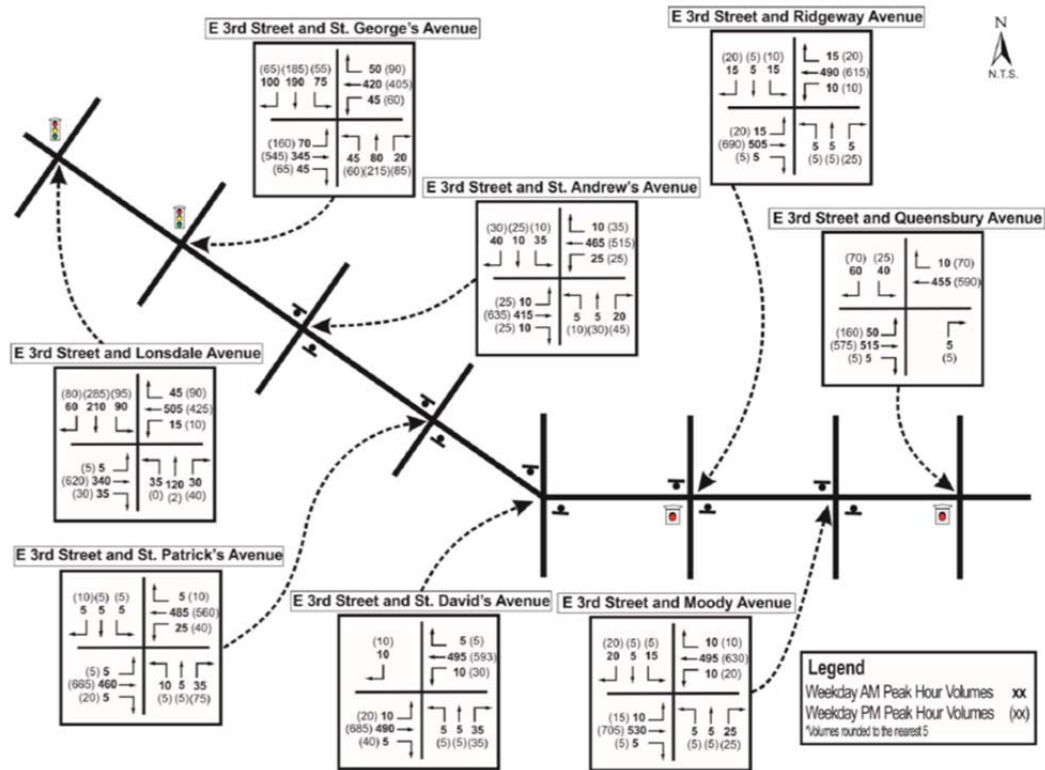
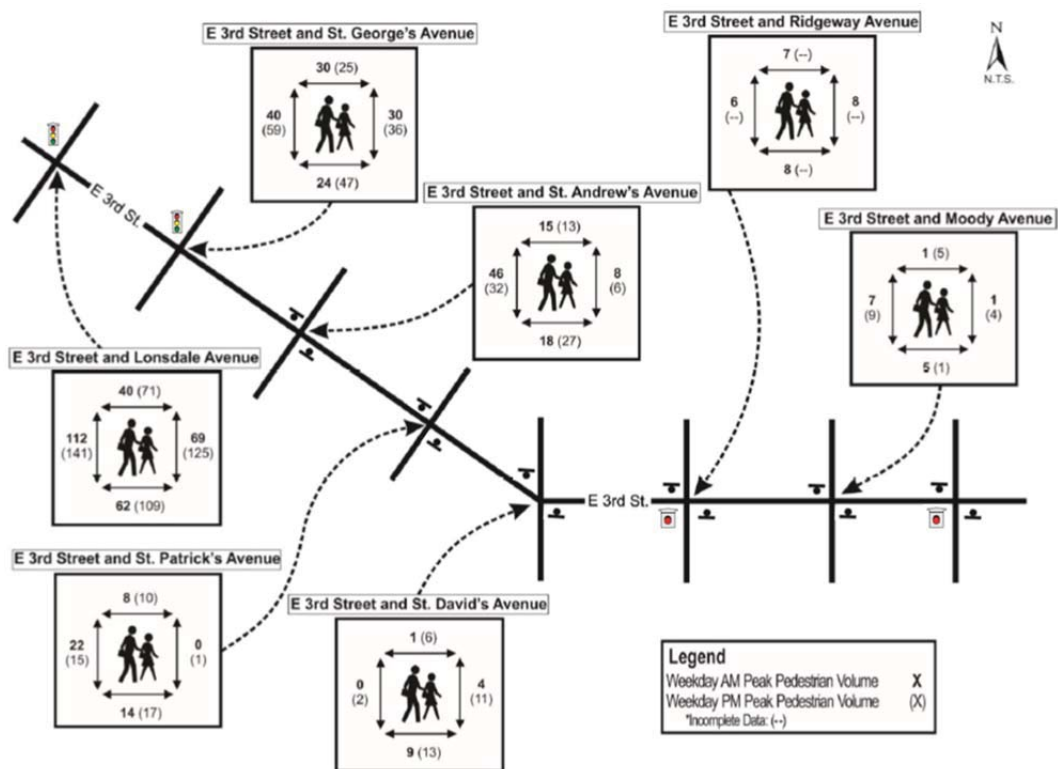
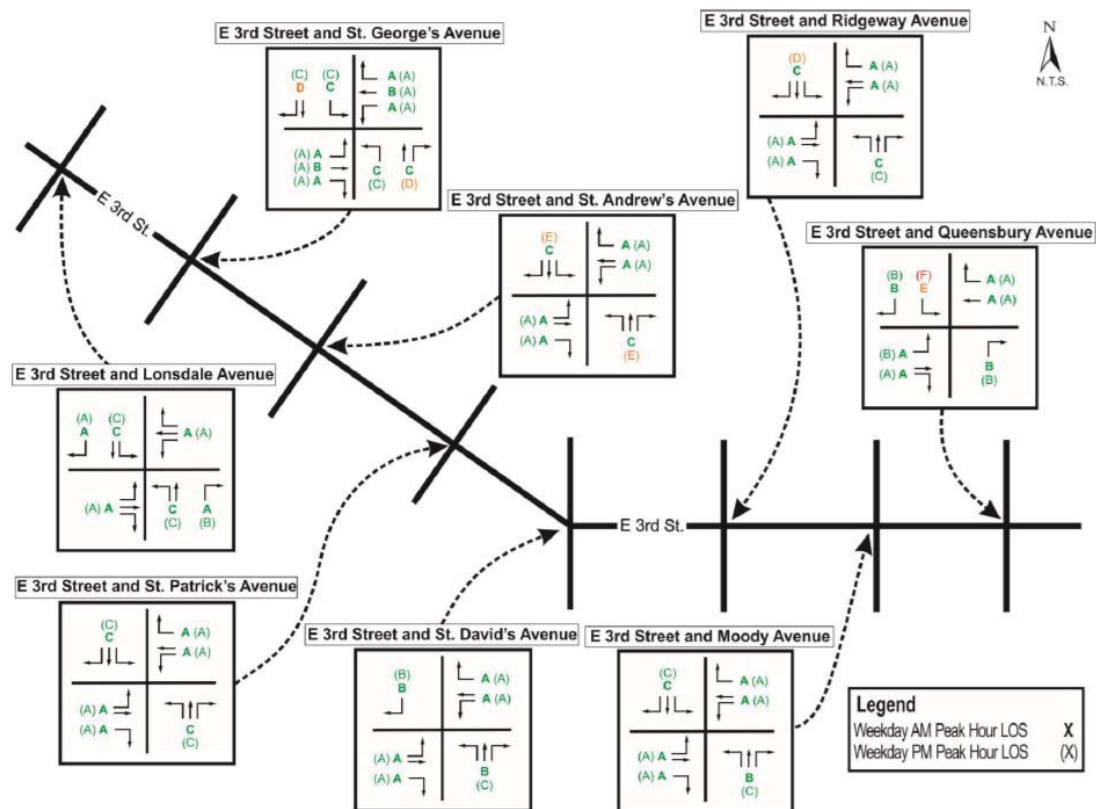
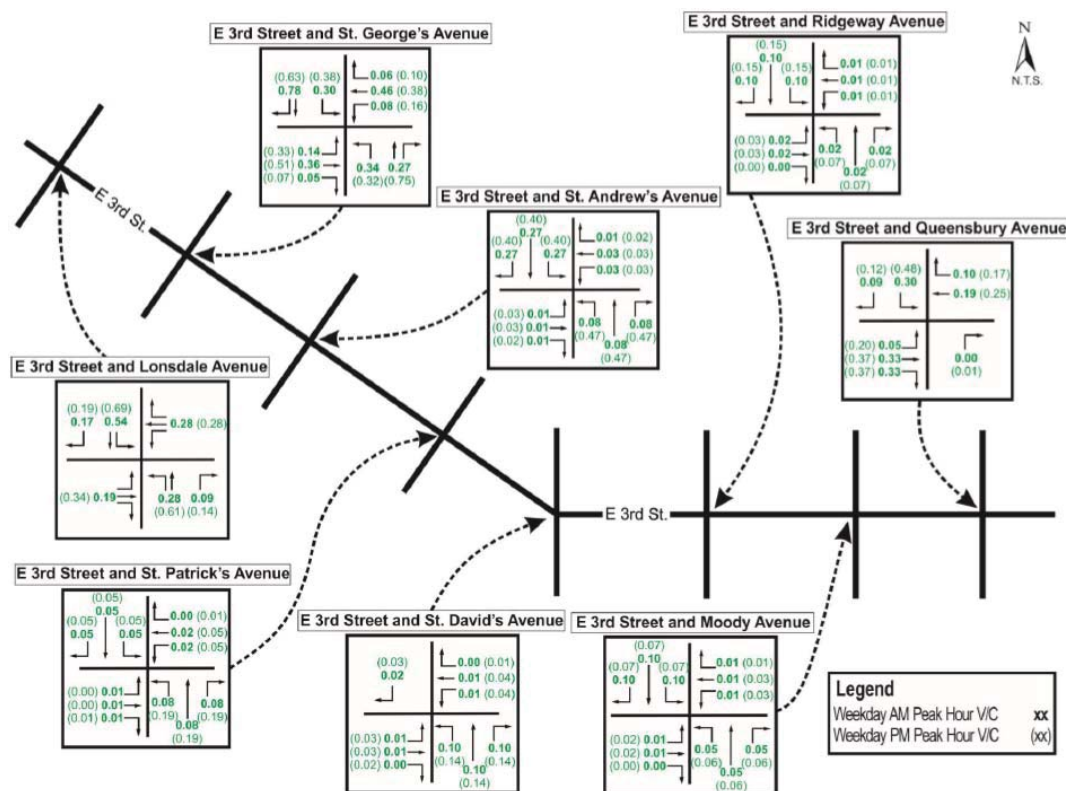
Scenarios >			Current Configuration											
Intersection	Parameters	Intersection Layout	2015 Current Operation - 1 lane / direction				2045 with Current Operation - 1 lane / direction. No DPA				2045 with Current Operation - 1 lane / direction. With DPA			
		Current/Do-nothing	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1	Approach LOS		A	A	C	C	A	A	C	C	A	B	C	C
Lonsdale 3rd Street	Delay (s)		6	6	25	28	8	8	23	27	10	11	21	23
	Queue Length 95th (m)		18	34	19	34	31	55	22	42	30	56	22	42
	Intersection LOS		B				B				B			
	Capacity Utilization		58%				70%				70%			
	Utilization Increase	Lonsdale	-				20%				21%			
2	Approach LOS		B	B	C	D	B	B	D	D	B	B	D	D
St. Georges 3rd Street	Delay (s)		8	4	21	25	16	17	36	49	16	17	36	50
	Queue Length 95th (m)		62	72	23	65	93	108	30	108	88	104	31	109
	Intersection LOS		C				C				C			
	Capacity Utilization		71%				85%				84%			
	Utilization Increase	St. Georges	-				19%				18%			
3	Approach LOS		A	A	C	C	A	A	D	F	A	A	D	F
St. Andrews 3rd Street	Delay (s)		0	1	17	22	0	1	31	103	0	1	30	108
	Queue Length 95th (m)		0	1	2	8	0	1	6	45	1	1	6	47
	Intersection LOS		A				B				B			
	Capacity Utilization		61%				78%				81%			
	Utilization Increase	St. Andrews	-				27%				33%			
4	Approach LOS		A	A	C	C	A	A	C	D	A	A	C	D
St. Patrick's 3rd Street	Delay (s)		0	1	16	20	0	1	23	33	0	1	23	33
	Queue Length 95th (m)		0	1	2	1	0	1	5	3	0	1	4	4
	Intersection LOS		A				A				A			
	Capacity Utilization		58%				74%				70%			
	Utilization Increase	St. Patrick's	-				27%				21%			
5	Approach LOS		A	A	B	B	A	A	C	B	A	A	C	B
St. David's 3rd Street	Delay (s)		0	0	14	12	0	0	19	14	0	0	19	14
	Queue Length 95th (m)		0	0	3	0	0	0	5	1	0	0	5	1
	Intersection LOS		A				A				A			
	Capacity Utilization		44%				56%				53%			
	Utilization Increase	St. David's	-				26%				20%			
6	Approach LOS		A	A	C	C	A	A	D	D	A	A	D	D
Ridgeway 3rd Street	Delay (s)		0	0	18	20	1	0	26	33	1	0	27	32
	Queue Length 95th (m)		0	0	1	3	1	0	1	7	1	0	2	7
	Intersection LOS		A				A				A			
	Capacity Utilization		53%				67%				65%			
	Utilization Increase	Ridgeway	-				27%				23%			
7	Approach LOS		A	A	B	C	A	A	C	E	A	A	C	D
Moody 3rd Street	Delay (s)		0	0	15	20	0	1	21	35	0	1	21	33
	Queue Length 95th (m)		0	0	1	2	0	0	2	7	0	1	2	6
	Intersection LOS		A				A				A			
	Capacity Utilization		50%				62%				62%			
	Utilization Increase	Moody	-				25%				25%			
8	Approach LOS		A	A	B	C	A	A	C	F	A	A	C	F
Queensbury 3rd Street	Delay (s)		1	0	13	22	1	0	15	67	1	0	16	66
	Queue Length 95th (m)		1	0	0	9	0	0	2	7	2	0	1	29
	Intersection LOS		A				A				A			
	Capacity Utilization		44%				53%				53%			
	Utilization Increase	Queensbury	-				21%				21%			

Figure 42. East 3<sup>rd</sup> Street 2015 Hourly VolumesFigure 43. Pedestrian Volumes at Intersections on East 3<sup>rd</sup> Street – Lonsdale to Queensbury


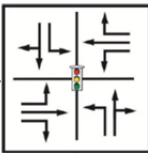
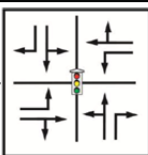
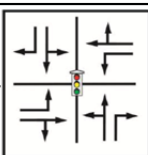
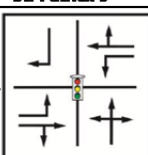
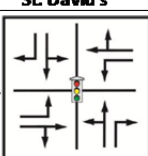
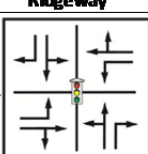
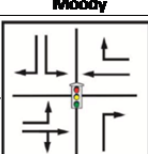
**Figure 44.** East 3<sup>rd</sup> Street 2015 LOS



**Figure 45.** East 3<sup>rd</sup> Street 2015 V/C



## 9.2 FUTURE CONDITION 2045

Scenarios >		Future With Signals at All Intersections									
Intersection	Parameters	Intersection Layout		2045 with Optimized Signals - 1 lane / direction. With DPA				2045 with Optimized Signals - 2 lanes / direction. With DPA			
		Optimized		EB	WB	NB	SB	EB	WB	NB	SB
1 Lonsdale 3rd Street	Approach LOS			A	A	C	C	A	A	C	C
	Delay (s)			8	4	21	25	8	4	21	25
	Queue Length 95th (m)			29	22	21	40	29	20	21	40
	Intersection LOS			B				B			
2 St. Georges 3rd Street	Approach LOS			B	B	C	D	B	A	C	D
	Delay (s)			12	13	28	39	10	9	27	39
	Queue Length 95th (m)			54	65	27	95	27	23	27	95
	Intersection LOS			C				B			
3 St. Andrews 3rd Street	Approach LOS			A	A	B	C	A	A	B	C
	Delay (s)			4	6	12	21	3	5	12	21
	Queue Length 95th (m)			29	40	8	20	7	17	8	20
	Intersection LOS			A				A			
4 St. Patrick's 3rd Street	Approach LOS			A	A	B	B	A	A	B	B
	Delay (s)			2	3	10	20	1	2	10	20
	Queue Length 95th (m)			17	10	8	7	9	12	8	7
	Intersection LOS			A				A			
5 St. David's 3rd Street	Approach LOS			A	A	B	A	A	A	B	A
	Delay (s)			4	1	17	0	2	0	17	0
	Queue Length 95th (m)			46	2	11	0	13	1	11	0
	Intersection LOS			A				A			
6 Ridgeway 3rd Street	Approach LOS			A	A	B	B	A	A	B	B
	Delay (s)			4	3	14	17	2	2	14	17
	Queue Length 95th (m)			6	14	4	9	6	7	4	9
	Intersection LOS			A				A			
7 Moody 3rd Street	Approach LOS			A	A	A	B	A	A	A	B
	Delay (s)			3	4	6	15	2	1	6	15
	Queue Length 95th (m)			50	49	4	8	22	9	4	8
	Intersection LOS			A				A			
8 Queensbury 3rd Street	Approach LOS			A	A	A	B	A	A	A	B
	Delay (s)			8	7	0	17	5	7	0	17
	Queue Length 95th (m)			53	39	0	17	18	39	0	17
	Intersection LOS			A				A			
		Capacity Utilization		53%				36%			
		Utilization Increase		20%				-19%			



Synchro (Version 8) macroscopic traffic simulation software was used to evaluate performance of intersections in the study area for the study scenarios. All results are based upon the Highway Capacity Manual (Transportation Research Board, 2010) intersection capacity reports generated by the software.

As a target or design parameter, the following is considered appropriate for the study area:

- Signalized Intersections – LOS D and  $v/c < 0.90$  for all movements
- Non-signalized Intersections – LOS D for individual movements

**Figure 46.** East 3<sup>rd</sup> Street 2045 Hourly Volumes

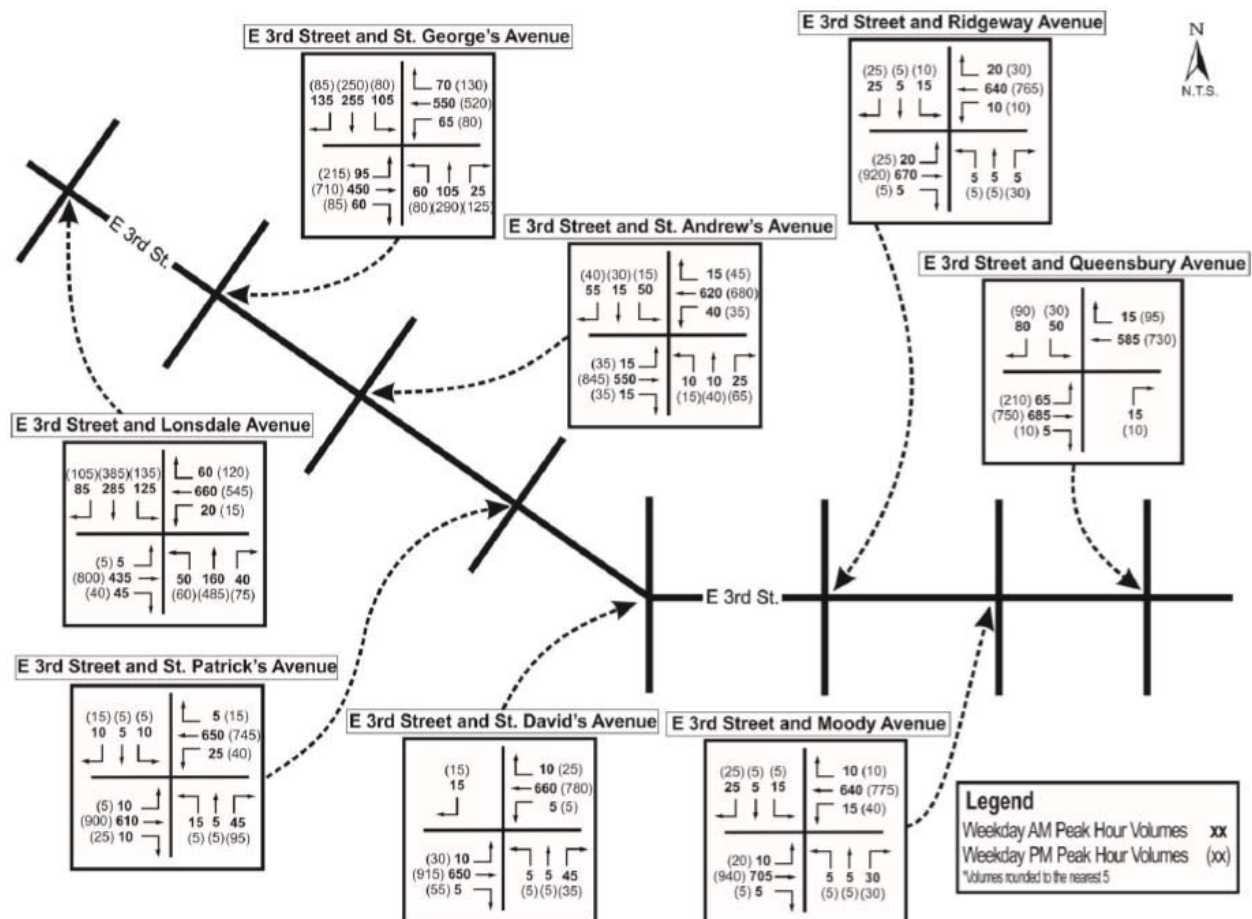
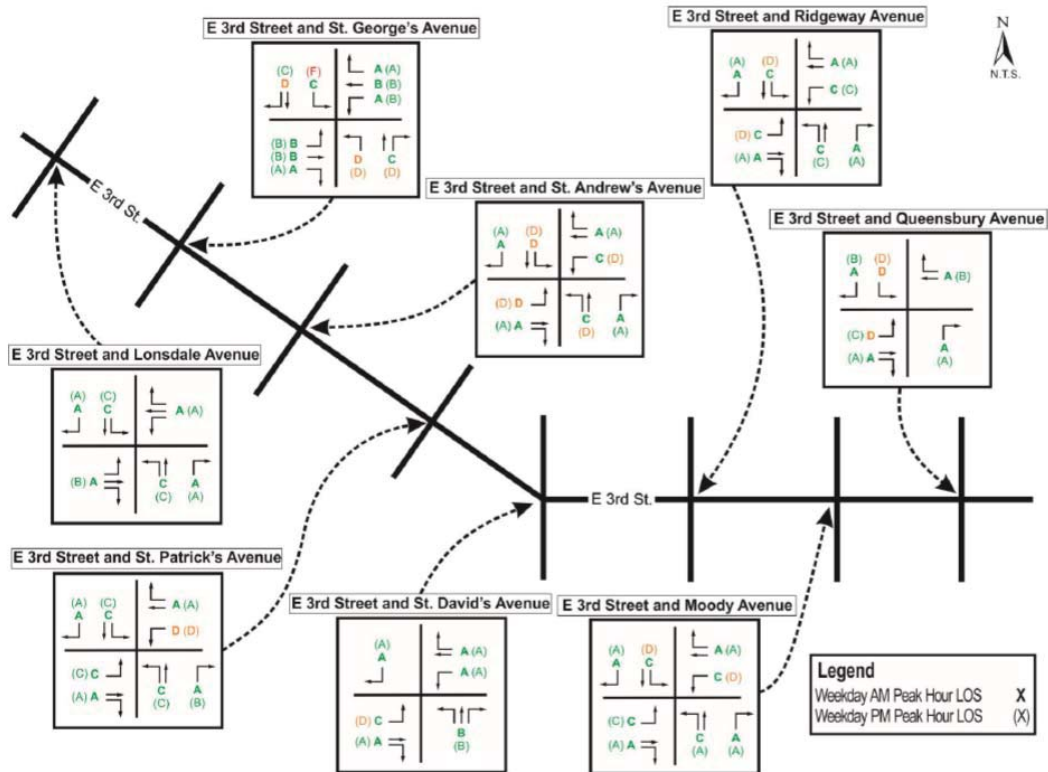
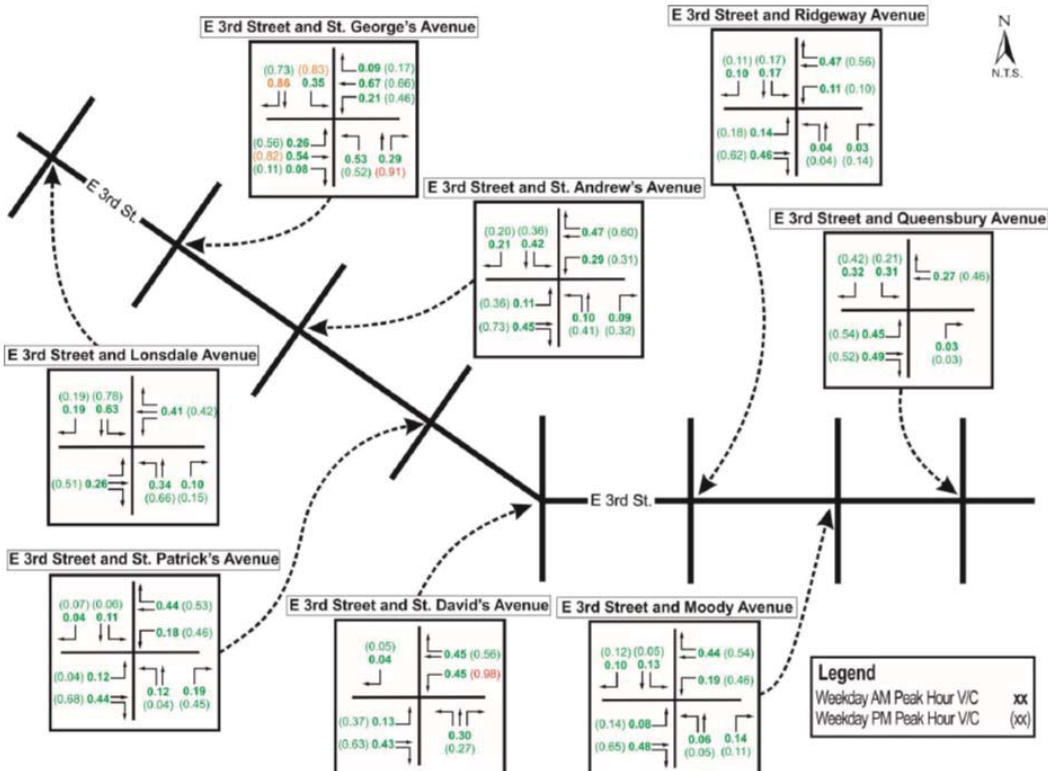


Figure 47. East 3<sup>rd</sup> Street 2045 LOSFigure 48. East 3<sup>rd</sup> Street 2045 V/C

**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14<sup>th</sup> STREET, NORTH VANCOUVER, BC, ON MONDAY, APRIL 4, 2016.**

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**REPORTS OF COMMITTEES, COUNCIL REPRESENTATIVES AND STAFF**

**15. Moodyville Rezoning and Development Controls – File: 13-6250-20-0054/1**

Report: Planner and Planner 2, March 31, 2016

The Planner 1 provided a PowerPoint presentation and responded to questions of Council.

Moved by Councillor Buchanan, seconded by Councillor Clark

**PURSUANT** to the report of the Planner and Planner 2, dated March 31, 2016, entitled "Moodyville Rezoning and Development Controls":

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

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

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

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

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

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

**CARRIED UNANIMOUSLY**





April 7 2016

File: 13-6250-20-0054/1

Ian Porter  
Director of Real Estate  
Seacliff Properties  
305 – 1788 West 5<sup>th</sup> Avenue  
Vancouver, BC V6J 1P2

Dear Mr. Porter:

**Re: Moodyville Rezoning and Development Controls**

City Council, at its Regular meeting of Monday, April 4, 2016, unanimously endorsed the following resolutions:

"PURSUANT to the report of the Planner and Planner 2, dated March 31, 2016, entitled "Moodyville Rezoning and Development Controls":

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

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

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

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

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

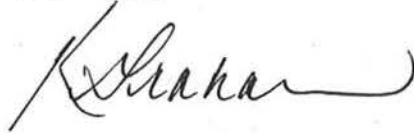
AND THAT the Mayor and City Clerk be authorized to execute covenants and legal agreements as outlined in the report."

/2

The Public Hearing will take place on May 9, 2016, when Council will consider second and third readings of the above Zoning Bylaw Amendments.

Please find enclosed a copy of the Staff Report dated March 31, 2016 for your reference.

Yours truly,

A handwritten signature in black ink, appearing to read 'K. Graham', with a stylized flourish at the end.

Karla Graham, MMC  
City Clerk

Encl. (Electronic version of report posted on [www.cnv.org/city hall/council meetings/council meeting agenda](http://www.cnv.org/city_hall/council_meetings/council_meeting_agenda))

cc Dialog Design, 406, 611 Alexander Street, Vancouver, BC V6A 1E1 (Encl.)  
C. Miller, Planner, Community Development  
S. Smith, Planner 2, Community Development





April 7 2016

File: 13-6250-20-0054/1

Qualex-Landmark  
Suite 610 – 1111 Melville St.  
Vancouver, BC V6E 3V6

Dear Sir/Madam:

**Re: Moodyville Rezoning and Development Controls**

City Council, at its Regular meeting of Monday, April 4, 2016, unanimously endorsed the following resolution:

"PURSUANT to the report of the Planner and Planner 2, dated March 31, 2016, entitled "Moodyville Rezoning and Development Controls":

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

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

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

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

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

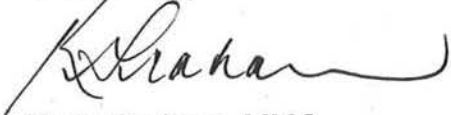
AND THAT the Mayor and City Clerk be authorized to execute covenants and legal agreements as outlined in the report."

/2

The Public Hearing will take place on May 9, 2016, when Council will consider second and third readings of the above Zoning Bylaw Amendments.

Please find enclosed a copy of the Staff Report dated March 31, 2016 for your reference.

Yours truly,

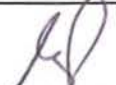



Karla Graham, MMC  
City Clerk

Encl. (Electronic version of report posted on [www.cnv.org/city hall/council meetings/council meeting agenda](http://www.cnv.org/city_hall/council_meetings/council_meeting_agenda))

cc GBL Architects, 139 8th Ave E, Vancouver, BC V5T 1R8 (Encl.)  
C. Miller, Planner, Community Development  
S. Smith, Planner 2, Community Development



 Division Manager	 Director	 CAO
---	--	--

The Corporation of **THE CITY OF NORTH VANCOUVER**  
**COMMUNITY DEVELOPMENT DEPARTMENT**

**REPORT**

---

To: Mayor Darrell R. Mussatto and Members of Council

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

SUBJECT: MOODYVILLE REZONING AND DEVELOPMENT CONTROLS.

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

---

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

**RECOMMENDATION:**

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

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

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

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

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

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



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

#### **ATTACHMENTS:**

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

#### **PURPOSE:**

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

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

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

#### **BACKGROUND:**

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

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

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

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

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

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

#### **CARRIED**

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

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

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

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



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

## **CONTEXT:**

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

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

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

## **DEVELOPMENT CONTROLS:**

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

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

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

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

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

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

### **New Zones**

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

**Table 1 – New Zones in Moodyville**

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



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

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

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

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

### ***Building Design, Massing and Separation***

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

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

### ***Housing Diversity***

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

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

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

### ***Energy and Sustainability***

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

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

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



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

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

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

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

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

Other sustainability requirements proposed include:

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

### ***Parking***

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

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



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

### ***Heritage Preservation***

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

### ***Amenity Fund Contributions***

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

### ***Land Assemblies***

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

#### ***Qualex-Landmark***

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



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

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

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

#### *Seacliff Properties*

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

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

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

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

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



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

#### *Legal Agreements for Land Assemblies*

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

#### ***Housekeeping Changes***

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

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

#### **STREET DESIGN AND TRANSPORTATION:**

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

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

#### ***Road Network***

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



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

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

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

### ***Spirit Trail and Connectivity***

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

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

### ***Conceptual Street Designs***

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

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

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

## **PARKS AND OUTDOOR SPACE:**

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

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

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

## **FINANCIAL IMPLICATIONS:**

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



### ***Anticipated Revenues from Development***

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

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

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

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

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

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

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

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

### ***Potential Expenditures for Council's Future Consideration***

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

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

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

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

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

***Summary***

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

**INTER-DEPARTMENTAL IMPLICATIONS:**

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

**SUSTAINABILITY:**

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



## CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

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

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

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
C. Miller,  
Planner 1

  
\_\_\_\_\_  
S.A. Smith,  
Planner 2

CW:SS:eb



# City Advisory Body Inputs on Moodyville Development Controls

On January 7, 2016 the *Advisory Design Panel* regularly moved and seconded:

**THAT** the Advisory Design Panel has reviewed the draft Moodyville Zoning and Development Permit Guidelines and commends the effort of the planners in developing the guidelines and feels that they are going in the right direction and add the following comments:

- The Panel would like to see further provisions relating to the opportunities inherent in the area's solar exposure in terms of passive solar design, Passive House certification, and active solar elements.
- The Panel would like to see the lanes developed with additional guidelines, recognizing that lanes are being effectively turned into streets, and multi-purpose community gathering spaces.
- Further development of enforceable landscape guidelines including the percentage of indigenous planting and rainwater harvesting for irrigation, and support for urban agriculture and productive landscapes.
- Greater clarification of the role of Development Permit Area guidelines in relation to Zoning Bylaw amendments.
- The provision of incentives or rewards for developers meeting the more stringent parts of the guidelines.
- The Panel strongly supports multi midblock cut-throughs.
- Guidelines to encourage natural surveillance.
- The Guidelines should require acoustic reports and noise attenuation measures for specific sites.
- The Panel feels that the zoning designations should be simplified, and

**FINALLY**, the Panel does not express strong support for the setbacks as expressed for above the second floor.

**Carried Unanimously**



On November 4, 2015 the *Advisory Planning Commission* regularly moved and seconded:

**THAT** the Advisory Planning Commission has reviewed the draft Moodyville Zoning and Development Permit Guidelines and recommends approval in principle with the following comments:

- Consideration of recreational land;
- Further consideration of how to incorporate urban farming;
- Inclusion of a map of heritage buildings in the area;
- Inclusion of replacement ratio for tree retention / replacement e.g. 10 cm trees;
- A concept for the straightening of the curve at East 3rd Street at St. David's Avenue;
- Exploration of opportunities for pocket parks and pedestrian connections;
- Consideration of AAA Bike routes within the study area;
- Investigation of incentives for encouraging fee simple row houses;

The Commission commends staff for the thoroughness of the presentation.

**Carried Unanimously**

On November 25, 2015 the Integrated Transportation Committee passed a resolution as follows:

**BE IT RESOLVED THAT** the Integrated Transportation Committee, having reviewed the draft Moodyville Zoning and Development Permit Guidelines, recommends that the City:

- Seek further opportunities for inter-block active travel connectivity;
- Increase the minimum bike parking requirements beyond that proposed and to a level that City staff deem appropriate based on further investigation; and,
- Accept the proposed minimum parking requirements.

On January 12, 2016 the Heritage Advisory Commission resolved:

**THAT** the Heritage Advisory Commission, having received the presentation from Courtney Miller, Planner, on the Moodyville Design Guidelines, supports the Guidelines subject to the resolution of the following items to the satisfaction of City staff:

1. Existing place making signage is retained and updated to speak to the history of Moodyville;
2. All possible efforts are made to retain the East 3rd Street wartime houses.

**Carried Unanimously**

# Moodyville Zoning Bylaw Amendments – Summary

The following is a summary of proposed new or amended sections of Zoning Bylaw 1995, No.6700 as contained in Attachments #5 - 8 for ease of reference.

## **Attachment #5 - Bylaw No.8464:**

### **A Bylaw for establishing Townhouse Use and completing general maintenance of the Bylaw**

Proposed amendments in this Bylaw include both specific standards for the new Townhouse Use and new and updated definitions and amenity requirements for the Zoning Bylaw. They include:

#### **Division 1 – Administration – Part 2 - Interpretation**

- New definitions for the following terms: Accessory Lock-Off Unit Use, Amenity Share, Shared Vehicle, Courtyard, Exterior Wall, Building Envelope, Rowhouse Residential Use, Townhouse Residential Use.
- Revised definitions and housekeeping items: Cellar; Gross Floor Area, Gross Floor Area (One-Unit and Two-Unit Residential), energy standards; Lot Area (land within a Special Setback is included in Lot Area), Apartment Residential Use, Rental Apartment Residential Use, and replacing 'Garden Apartment Residential Use' with 'Ground-Oriented Apartment Residential 1 Use'.

#### **Division 2 – General Zoning Standards**

- Revising siting exceptions to align with exterior wall definition for increased insulation;
- Clarifying Special Setback Requirements (Section 411) toward 100-foot road width on key corridors;
- Adding specifics around Amenity Share (Section 418) including rate, exemptions, heritage conservation and timing of payment;
- Updating energy efficiency standards (Section 419) to consolidate compliance requirements into a single section. Includes specific requirements for submission, security and reporting on completion. This covers requirements for EnerGuide, ASHRAE 90.1-2010, NECB 2011, Passive House and Provincial Stretch Code regulations;
- Updating wording specific to the City's Hydronic Energy Service Standard (Section 420) which includes provision for buildings that achieve the Passive House Energy Standard to connect to LEC for hot water only;
- Establishing Noise Mitigation standards including the requirement for a professional engineer specializing in acoustics (Section 421).

#### **Division 3 – Zone Standards**

- Establishing minimum Lot Areas for Rowhouse and Townhouse Residential Uses;
- Clarifying Open Site Space to limit the portion of a Lot that may be covered by unenclosed parking, vehicle access, decks and other structures;
- Permitting Accessory Lock-Off Unit Use in Townhouse and Apartment Zones;
- Revising Gross Floor Area across residential zones to include cross-reference to Section 419 energy standard as a requirement for maximum floor area.

# Moodyville Zoning Bylaw Amendments – Summary

## Division IV: Parking and Loading Standards

- Parking Spaces permitted in the laneway (changes to location/minimum setbacks);
- Minimum Parking Provisions for Townhouse Use reduced from 1.5 to 1.2, the same as for Medium-Density Apartment, not including lock-off units;
- Four space parking reduction permitted for providing a shared car and dedicated parking space, with no reduction to visitor or disabled parking requirements;
- Updating parking payment-in-lieu area.

## Division V: Comprehensive Development Zones

- Alignment of updated enhanced energy standards, updated terms and renumbered subsections in Comprehensive Development Zones.

## **Attachment #6 - Bylaw No.8470:**

### **A Bylaw for establishing new residential zones and the Moodyville Development Permit Area Guidelines**

Proposed amendments outlined in this Bylaw would introduce new zones and short form designations for City-wide use into Zoning Bylaw 1995, No.6700 as follows:

#### **Division 2 – General Zoning Standards, Part 4, Siting Exceptions:**

- Defining reduced siting exceptions for Special Residential Zones.

#### **Part 5A: Special Residential Zone Regulations**

- Introduces five new zones in the City including permitted use, gross floor area calculation, minimum dwelling unit size, lot coverage, height, siting and density bonus provisions for each:
  - RS-4B – One Unit Residential Use 4B (Rowhouse);
  - RG-2 – Ground Oriented Residential 2 (up to 0.75 FSR);
  - RG-3 – Ground Oriented Residential 3 (up to 1.0 FSR);
  - RG-4 – Ground Oriented Residential 4 (up to 1.25 FSR);
  - RM-2 – Medium Density Apartment Residential 2 (up to 1.6 FSR, 4 storeys).
- Requires a portion of larger townhomes and apartments contain a lock-off unit.

## **Attachment #7 – Bylaw No. 8474:**

### **A Bylaw to transfer 703-819 East 3<sup>rd</sup> Street to new zones:**

This amendment to the Zoning Bylaw would rezone:

- two lots from RS-3 One-Unit Residential Zone to RG-2 Ground-Oriented Residential 2 Zone (0.75 FSR);
- 12 lots from RS-1 One-Unit Residential Zone to Medium Density Apartment Residential 2 Zone (1.6 FSR).

# Moodyville Zoning Bylaw Amendments – Summary

## **Attachment #8 - Bylaw No.8480:**

### **A Bylaw to establish the CD-669 Zone**

This amendment to the Zoning Bylaw would permit a range of housing types including Apartment, Townhouse and Rowhouses in areas designated Residential Level 4B in the Official Community Plan, with an average density of 1.25 FSR, in the southeastern portion of Moodyville.

This Bylaw includes requirements for this Comprehensive Development zone including permitted uses, provision of lock-off units, gross floor area calculations, minimum dwelling unit size, lot coverage, height, siting, density averaging and density bonus provisions.

## Memo

To: Colleen Perry, Supervisor – Development Services  
From: David Matsubara, Design Engineer – Infrastructure  
Cc: Brian Willock, Peter Navratil  
Date: October 19<sup>th</sup>, 2015  
Re: **East Third Street – Moodyville Infrastructure Needs**

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In response to Moodyville neighbourhood planning process and preparation of Development Guidelines for the area, the Engineering Department has conducted infrastructure assessments for the three City utilities based on our current working utility models. In the proposed area, there are approximately 13,000 m of existing main line utilities (excluding service lines) based on typical block by block lengths. Based on our typical servicing approach of constructing water mains on all streets, and providing both gravity utilities on streets and lanes, there is approximately 6,400 m of water, sanitary, and storm mains that were never constructed in this area.

The following table summarizes the total length of existing utilities, and potential length of utilities that could be constructed to service areas currently without utilities.

**Table 1: Summary of Existing Utilities and Infrastructure Potential**

Utility	Existing Length (m)	Unconstructed Length (m)
Water	3,900	600
Sanitary	5,600	1,800
Storm	4,000	3,500
<b>Total</b>	<b>13,500</b>	<b>5,900</b>

The summary of existing infrastructure highlights that the water utility network is the most complete of our three utilities, followed by sanitary sewer and storm sewer, which is consistent with other areas of the City. While it is not foreseen that it would be necessary to construct all unserved areas to support redevelopment in the Moodyville neighbourhood, it is recognized that some developments would need to construct some utility extensions in order to provide servicing. Servicing requirements and needs for utility extensions will be highly dependent on the configuration and massing of each development.

The following sections review each utility specifically, and describe necessary upgrades to meet foreseen capacity shortfalls.



## Water Utility

The Water Utility in the Moodyville neighbourhood strongly follows the gridded street network, but has some notable deviations due to the topography above the Low Level Road and development along East Third Street. In this part of the City, the north-south connections along Ridgeway Avenue and Moody Avenue were not constructed in between 2<sup>nd</sup> Street and 4<sup>th</sup> Street, as well as sections of Queensbury Avenue outside of the proposed area. In addition, the East Third Street watermain does not extend east of Queensbury, and rather relies on connections along Low Level Road and East 4<sup>th</sup> Street. Recent connections between this neighbourhood and the Low Level Road watermain, constructed in 2014, have improved the ability to meet future development needs.

Our water utility generally meets or exceeds capacity criteria for provision of fire flow, and provision of peak hour demands. The Moodyville area meets all current fire flow demands, with some issues in isolated areas, based on evaluation of current and future population demands using the City water model.

Static pressures are low along East 3<sup>rd</sup> Street (WHY-000469 and WHY-000470), which would capacity for high demand situations, including fire flow demands. This is most likely due to the incomplete north-south loops on Ridgeway and Moody Avenues. Along 3<sup>rd</sup> Street capacity limitations have also been identified at the intersection of 3<sup>rd</sup> Street and St David's Avenue, which should be investigated and upgraded should reconstruction work occur in this area. Completing the north-south loops on Moody Avenue and Ridgeway Avenue is approximately 500 m of new watermain construction. These specific projects are shown in Table 1 and indicated on Figure 1.

In addition, hydrant upgrades are foreseen to meet our Subdivision and Development Control Bylaw, whereby hydrants are required every 150 m in residential areas, and every 75 m in high density residential areas. Hydrant spacing is ranging from about 130 m to in excess of 210 m, and additional or removal and replacement of hydrants will be required to meet the bylaw. While not in the redevelopment area, there are about 3 hydrants in close proximity that have limited fire flow capacity and would benefit from north-south utility connections on Ridgeway Avenue, and Hendry Avenue.

The watermains in this area are generally 200 mm diameter, and a mix of unlined cast iron pipe, concrete lined ductile iron, and some PVC watermain. Along sections of Alder Street, East 1<sup>st</sup> Street (500 and 600 block) and East 4<sup>th</sup> Street (200 block), the watermains are only 150 mm diameter, and upgrades would be required for any developments requiring a 200 mm diameter service connection.

Based on our asset management strategy, most of the watermains in this area should remain in a serviceable condition beyond the year 2026. The water main of highest concern is the East 3<sup>rd</sup> Street watermain (400 Block), which is at or beyond the expected service life. This

watermain will be a higher priority for replacement under City programs and would ideally be replaced in advance of proposed development.

It should be recognized that these are general observations based on our utility model, and local capacities will need to be confirmed at development application stage. Based on the foregoing, the following priority items have been identified for the water utility in order to address capacity issues, or proactively address end of life infrastructure:

**Development Required:**

- Increase pressure and capacity in 500 and 600 blocks of East 3<sup>rd</sup> Street via watermain size increase or lateral connections along Ridgeway Avenue.
- Provide fire hydrants at a minimum of 150 m interval spacing in FSR 1.0 areas and 75 m spacing in higher density.
- Potential service conflicts in 150 mm diameter watermain blocks

**City Priority Item:**

- Replace watermain on 400 Block (and west) of East 3<sup>rd</sup> Street as proactive approach to asset management.

## Sanitary Sewer Utility

The City sanitary sewer system is a local collection system that discharges to the Metro Vancouver trunk sewer that runs east-west across the City. In the redevelopment area, the Metro trunk sewer runs from a right-of-way in Moodyville Park west along 1<sup>st</sup> Street, where areas north of the trunk sewer discharge directly into the sewer and the remainder is collected and conveyed along Esplanade to Forbes Avenue.

To assess the sanitary system, the existing system was evaluated using the bylaw demands for current populations and was also evaluated for the proposed population increases in the area to assess limitations in downstream collection systems.

In the local collection system for future demands, the local collection system exceeds our bylaw capacities in the following areas:

- 200 Block St Patrick's: 150 mm diameter main flowing north (30 m);
- Lane south of Alder Street, west of 419 Alder Street: 200 mm diameter main (90 m);
- St David's Avenue, 1<sup>st</sup> Street to 4<sup>th</sup> Street: 300 mm diameter main (360 m);
- Lane south of 2<sup>nd</sup> Street, west of 533 East 2<sup>nd</sup>: 150 mm diameter main (110 m);
- East 2<sup>nd</sup> (500 and 600 blocks): 150 mm diameter main (280 m) ;
- East 3<sup>rd</sup> (500 block): 200 mm diameter main (220 m);
- East 4<sup>th</sup> (432 to 438): 200 mm diameter main (50 m); and
- Queensbury Avenue, 2<sup>nd</sup> to 4<sup>th</sup> Street: 250 mm diameter main (140 m).

These specific projects are shown in Table 1 and indicated on Figure 1.

Downstream of the proposed development, capacity limitations are expected in most areas along the majority east-west sewer mains, which include: Esplanade from St Patrick's to Forbes, East 1<sup>st</sup> and East 2<sup>nd</sup> from St Patrick's to Lonsdale, and East 3<sup>rd</sup> from Ridgeway to Forbes. This capacity limitation was also evaluated against existing demands and it was found that substantial losses in capacity solely due to the proposed development are expected in the following blocks:

- Esplanade (346 to 378): 200 mm diameter main (95 m);
- East 1<sup>st</sup> Street (330 to 380 and St Georges to Lonsdale): 200 mm diameter main (310 m); and
- East 2<sup>nd</sup> Street (St Andrews to Lonsdale): 200 mm diameter main (520 m).

These specific projects are shown in Table 2 and indicated on Figure 1.

Addressing upgrades in the redevelopment area versus the downstream collection system would likely be implemented separately. It would likely be more practical to reconstruct local services as part of the redevelopment, while improvement of downstream sewer mains would likely better be addressed as part of longer term capital works with contributions from development being applied to the sanitary utility reserve.

## Storm Sewer Utility

The City's storm sewer utility was largely constructed in the 1960s to address increasing urbanization and runoff associated with more impervious services and often was done as part of road construction projects to eliminate ditch systems. Construction of the storm sewer system was fairly practical and design criteria were not enforced by bylaws of the time. Consequently the City storm sewer system does not uniformly meet the current design criteria, the governing 10-year return period rainfall.

An assessment of the current drainage infrastructure was conducted for the Moodyville neighbourhood for a future land-use condition (e.g. higher impervious areas), using both current and estimated future climate change influenced rainfall intensities. Due to the change in land-use, moving from about 30% or less lot coverage to 80% or more total impervious area almost all of the existing drainage infrastructure is undersized (about 3,900 m). The additional of higher rainfall intensities are not the dominant factor in exceeded pipe capacity. The only lengths of pipe that meet or exceed the design criteria are:

- St Patrick's: Esplanade to 3<sup>rd</sup> Street; and
- South of 1<sup>st</sup> Street (600 Block) draining to the Low Level Road.

For the Moodyville area, all design criteria currently in the Subdivision and Development Control Bylaw is required, but new infrastructure will need to address stormwater management criteria currently being implemented for development and higher intensity rainfall to account for climate change.

A summary of storm sewer projects, by block, are shown in Table 1 and indicated on Figure 1.

Low impact stormwater management measures are currently applied to all development throughout the City, that include: rainwater volume management (e.g. infiltration, storage and slow release) and stormwater quality filtration and treatment. The Moodyville neighbourhood discharges directly to Burrard Inlet and therefore the highest priority for stormwater management is water quality treatment; however, rainwater volume control could be implemented at the lot level to offset peak flows and infrastructure upgrades. Generally, the following criteria are included in the Design Guidelines:

- All road run-off must be treated prior to entering the storm sewer system. This could include provision of raingardens, subsurface soil cells, bioswales, or other passive treatment approach.
- All on-site stormwater (i.e. collected from at grade impervious areas, driveways, patios, etc.) shall be treated or diverted to pervious areas for infiltration.
- Management and infiltration of rainwater from roof areas is not specifically required for these developments as it drains directly to Burrard Inlet, however, on-site infiltration could be considered to possibly limit storm sewer upgrading works.

Other works, such as addition of catchbasins to meet the current Subdivision and Development Control Bylaw, would also be required for any given development.

## Summary of Foreseen Requirements

The approach to financing and constructing the foreseeable infrastructure upgrades to meet the development need is yet to be determined. The large City infrastructure requirements are as follows, based on the future land use and current budgetary unit rates for infrastructure replacement:

- Watermains: 500 m (\$1M)
- Sewermains: 1,320 m (\$2.2M)
- Sewermains (Downstream of site): 925 m (\$1.6M)
- Stormmains: 4,820 m (\$5.0M)

At the site level, developers will be responsible for local upgrades to meet the current bylaw standards, including: new fire hydrants, new catchbasins, rainwater, and stormwater management.

The water upgrades specifically improve conditions along East 3<sup>rd</sup> Street in the 500 and 600 blocks and would be fairly attributed to developments on that corridor. Similarly, the east-west sewer mains service local areas and would be fairly attributed to those areas.

The larger north-south sewer main on St David's collects a larger area, and it could be argued that some funding could be captured for this project from this development but not entirely. The downstream sanitary capacity issues that have been identified are all related to this increased

density and should be funded by this development, perhaps from the Density Bonus amenity fees.

The stormsewer deficiencies are pervasive and each development could upgrade the local drainage works as would be required by the development. This would allow the developers to consider using on-site source controls to limit run off as an alternative to sewermain upgrading, or optimize locations of service connections to minimize infrastructure replacement.

The following Table 1 provides a complete list of local (Moodyville) utility projects, off-site sanitary projects needed to address capacity are shown in Table 2.

**Table 1: List of Proposed Local Utility Upgrades**

Utility	Street	Block	Existing Pipe Material	Existing Pipe Size (mm)	Year Constructed	Upgrade Length (m)	Upgrade Cost
Water	Moody	300 Block	None			130	\$260,000
Water	Ridgeway	100 Block	None			120	\$240,000
Water	Ridgeway	200 Block	None			120	\$240,000
Water	Ridgeway	300 Block	None			130	\$260,000
Sanitary	4th	400 East	VIT	150	1956	50	\$85,000
Sanitary	Lane N LLR	400 East	PVC	200	1986	90	\$153,000
Sanitary	2nd	500 East	VIT	150	1957	200	\$340,000
Sanitary	3rd	500 East	VIT	200	1940	220	\$374,000
Sanitary	Lane N 1st	500 East	VIT	150	1957	150	\$255,000
Sanitary	2nd	600 East	VIT	150	1957	80	\$136,000
Sanitary	Queensbury	200 Block	VIT	250	1963	45	\$76,500
Sanitary	Queensbury	300 Block	VIT	250	1963	95	\$161,500
Sanitary	St David's	100 Block	VIT	300	1963	120	\$204,000
Sanitary	St David's	200 Block	VIT	300	1963	120	\$204,000
Sanitary	St David's	300 Block	VIT	300	1928	120	\$204,000
Sanitary	St Patricks	200 Block	PVC	150	193	30	\$51,000
Storm	1st	400 East	Conc	200/250	1990	290	\$377,000
Storm	Alder	400 East	PVC	150	1991	340	\$442,000
Storm	Lane N 2nd	400 East	Conc	200	1973	195	\$253,500
Storm	Lane N LLR	400 East	PVC	250	1986	330	\$429,000
Storm	1st	500 East	Conc	250	1984	200	\$260,000
Storm	2nd	500 East	Conc	250/200	1969	200	\$260,000
Storm	3rd	500 East	Conc	300	1962	215	\$279,500
Storm	Lane N 2nd	500 East	Conc	300/250	1968	200	\$260,000
Storm	Lane N LLR	500 East	PVC	300/250	2015	300	\$390,000
Storm	2nd	600 East	Conc	200/150	1962	220	\$286,000



Utility	Street	Block	Existing Pipe Material	Existing Pipe Size (mm)	Year Constructed	Upgrade Length (m)	Upgrade Cost
BWT							
Storm	3rd	600 East	Conc	300	1969	220	\$286,000
Storm	Moody	200 Block	Conc	600	1945	110	\$143,000
Storm	Moody	300 Block	Conc	450	1957	115	\$149,500
Storm	Moody	300 Block	Conc	600	1970	115	\$149,500
Storm	Queensbury	300 Block	Conc	300	1969	115	\$149,500
Storm	Ridgeway	200 Block	Conc	600	1945	120	\$156,000
Storm	Ridgeway	300 Block	Conc	450	1968	130	\$169,000
Storm	St David's	000 Block	Conc	600	1969	80	\$104,000
Storm	St David's	100 Block	Conc	600	1945	120	\$156,000
Storm	St David's	200 Block	Conc	600	1945	120	\$156,000
Storm	St David's	300 Block	Conc	600	1945	120	\$156,000
<b>Total</b>						<b>5675</b>	<b>\$8,255,500</b>

**Table 2: List of Proposed Downstream Sanitary Sewer Upgrades**

Utility	Street	Block	Existing Pipe Material	Existing Pipe Size (mm)	Year Constructed	Upgrade Length (m)	Upgrade Cost
Sanitary	Esplande	300 Block	VIT	200		95	\$161,500
Sanitary	East 1 <sup>st</sup>	100/300 Block	VIT	200		310	\$527,000
Sanitary	East 2 <sup>nd</sup>	100/200 Block	VIT	200		520	\$884,000
<b>Total</b>						<b>925</b>	<b>\$1,572,500</b>

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8464

### **A Bylaw to amend “Zoning Bylaw, 1995, No. 6700” by establishing townhouse use and completing general maintenance of the Bylaw**

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, 2016, No. 8464” (Townhouse Use)**.
2. **Division I: Administration of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:**

- A. In Part 2: Interpretation, adding the definition of “Accessory Lock-Off Unit Use” as follows:

**“Accessory Lock-Off Unit Use”** means a separate, designated area containing a bathroom, cooking facilities, sleeping and living areas forming part of a Dwelling Unit that is accessible through both a lockable door from the remainder of the Dwelling Unit as well as through a separate exterior access;

- B. In Part 2: Interpretation, adding the definition of “Amenity Share” as follows:

**“Amenity Share”** means a contribution to the City of North Vancouver General Reserve Fund, as an amenity as per the Local Government Act and as allocated as per the City’s Density Bonus and Community Benefits Policy or at the direction of Council, to support the creation of community facilities or services city wide including, but not limited to, community centres, libraries, museums or archives, waterfront enhancements, parks or playgrounds, recreation facilities or swimming pools, child care, affordable housing and sustainable transportation projects subject to the provision of Section 418 of this Bylaw;

- C. In Part 2: Interpretation, deleting the definition of “Approved Energy Modeller” in its entirety;

- D. In Part 2: Interpretation, deleting the definition of “ASHRAE 90.1-2010 Energy Standard” in its entirety;

- E. In Part 2: Interpretation, deleting the definition of “ASHRAE 140-2011 Standard for Energy Modeling” in its entirety;

- F. In Part 2: Interpretation, adding the definition of “Building Envelope” as follows:

**“Building Envelope”** means a three dimensional space created by vertically projecting the Building Grades to the maximum Height level”;

- G. In Part 2: Interpretation, deleting the definition of “Building Envelope Specialist” in its entirety;

- H. In Part 2: Interpretation, deleting “CAN-QUEST” in its entirety;
- I. In Part 2: Interpretation, replacing the definition of “Cellar” as follows:
- “**Cellar**” means the space directly below the First Storey, the lower floor of which is more than 1.52 metres (5 feet) below Average Grade and the area of which does not exceed the area of the First Storey;
- J. In Part 2: Interpretation, deleting the definition of “Lock-Off Unit” in its entirety;
- K. In Part 2: Interpretation, deleting the definition of “Certified Energy Advisor” in its entirety;
- L. In Part 2: Interpretation, adding the definition of “Courtyard” as follows:
- “**Courtyard**” means the area of a Lot bounded on two or more sides by one or more Principal Buildings on the same Lot;
- M. In Part 2: Interpretation, deleting the definition of “EnerGuide Energy Standard” in its entirety;
- N. In Part 2: Interpretation, deleting the definition of “Exterior Cladding” in its entirety;
- O. In Part 2: Interpretation, adding the definition of “Exterior Wall” as follows:
- “**Exterior Wall**” means the vertical structure providing weather protection, insulation and/or structural support for a Building;
- P. In Part 2: Interpretation, deleting the definition of “Exterior Solid Wall System” in its entirety;
- Q. In Part 2: Interpretation, deleting the definition of “Fundamental Building Commissioning Report” in its entirety;
- R. Replacing all instances of “Garden Apartment Residential Use” in this Bylaw with “Ground-Oriented Apartment Residential Use”;
- S. In Part 2: Interpretation, deleting the definition of “Garden Apartment Residential Use” in its entirety;
- T. In Part 2: Interpretation, amending the definition of “Gross Floor Area” as follows:
- (1) Replacing subsection (1) as follows:
- (1) Exterior Wall thickness in excess of 0.165 metres (6.5 inches) up to a maximum exclusion of 0.305 metres (12 inches) provided that the wall thickness is utilized for the provision of insulating materials and/or protection against wind, water and vapour;

(2) Replacing subsection (13) as follows:

(13) for provision of Adaptable Design Dwelling Units as follows:

- (a) 1.9 square metres (20 square feet) for each Level 2 Adaptable Design Principal Dwelling Unit; and
- (b) an additional 2.3 square metres (25 square feet) for each Level 3 Adaptable Design Principal Dwelling Unit;

(3) Replacing subsection (17) as follows:

(17) with the exception of Townhouse Use, common stairways and landings where:

- (a) the stairway is visible from the principal point of entry and no turns or obstacles prevent the visibility of or accessibility to the qualifying staircase;
- (b) signage is located at elevators and escalators to encourage stair use; and
- (c) the stairway is open to the surrounding floor area or includes transparent glazing at each floor level of at least 0.93 square metres (10 square feet);

(4) Adding subsection (18) after subsection (17) as follows:

(18) Cellars in a Ground-Oriented Residential, Apartment Residential or Mixed Use Zone provided that:

- (a) the floor area is part of a Dwelling Unit or Commercial Use not solely located in a Cellar; and
- (b) a minimum of 40% of the floor area of the Dwelling Unit or Commercial Use is located on or above the First Storey;

(5) Adding subsection (19) after subsection (18) as follows:

(19) for provision of Accessory Lock-Off Dwelling Units to a combined maximum of 0.15 times the Lot Area as follows:

- (a) 14 square metres (151 square feet) for each Accessory Lock-Off Dwelling Unit; and
- (b) an additional 10 square metres (108 square feet) for each Accessory Lock-Off Dwelling Unit that:
  - (i) meets Level 2 Adaptable Design Dwelling Unit requirements in accordance with 507(11) of this Bylaw; and
  - (ii) is accessible from a Street or public greenway without the use of stairs;

(6) Adding subsection (20) after subsection (19) as follows:

(20) any area of a Dwelling Unit located in a Basement or Cellar within:

- (i) a Rental Apartment Residential Use; or
- (ii) Building issued a building permit for more than three Dwelling Units prior to 1985;

(7) Adding subsection (21) after subsection (20) as follows:

- (21) Open to below areas in a Residential or Mixed Use Zone shall be counted twice in Gross Floor Area calculations with the exception of areas that:
- (a) measure less than 4.6 metres (15.1 feet) from the floor to the ceiling directly above;
  - (b) form part of a non-commercial social, recreational and amenity area held in common ownership;
  - (c) form part of a Commercial Use; or
  - (d) are used exclusively for Natural Ventilation (induced ventilation);

U. In Part 2: Interpretation, amending the definition of “Gross Floor Area (One-Unit Residential)” by:

(1) Replacing all instances in the Bylaw of “Gross Floor Area (One-Unit Residential)” with “Gross Floor Area (One-Unit and Two-Unit Residential)”;

(2) Replacing subsection (1) as follows:

(1) Exterior Wall thickness in excess of 0.165 metres (6.5 inches) provided:

- (a) a maximum exclusion of 0.25 metres (9.8 inches); and
- (b) the excluded wall thickness is utilized for the provision of insulating materials and/or for the protection against wind, water and vapour;

(3) Replacing subsection (9) as follows:

(9) any portion of a mechanical room containing a Green Building System, up to a maximum of 9.3 square metres (100.1 square feet) provided that:

- (a) the system is located in an accessible location within the building;  
and
- (b) has a minimum headroom clearance of 2 metres (6.6 feet);

(4) Adding subsection (10) after subsection (9) as follows:

(10) recycling and garbage storage area on a Lot with:

- (a) an Accessory Coach House Building:
  - (i) connected to, but with no access from, the interior of the Accessory Coach House Building; and
  - (ii) up to a maximum of 4.6 square metres (49.5 square feet); or



- (b) two or more Principal Dwelling Units
    - (i) provided for common use and held in common ownership;
    - (ii) located on any floor level; and
    - (iii) up to the maximum floor area in accordance with Figure 4-3;
- V. In Part 2: Interpretation, deleting the definition of “Gross Floor Area (Coach House, Accessory)” in its entirety;
- W. Deleting all instances in the Bylaw of “Gross Floor Area (Accessory Coach House)”
- X. Replacing all instances in the Bylaw of “Gross Floor Area (One-Unit Residential and Coach House Accessory)” with “Gross Floor Area (One-Unit and Two-Unit Residential);
- Y. In Part 2: Interpretation, amending the definition of “Gross Floor Area (Two-Unit Residential)” by:
  - (1) Deleting the definition of “Gross Floor Area (Two-Unit Residential)” in its entirety;
  - (2) Replacing all instances in the Bylaw of “Gross Floor Area (Two-Unit Residential)” with “Gross Floor Area (One-Unit and Two-Unit Residential);
- Z. In Part 2: Interpretation, deleting the definition of “Gross Residential Floor Area” in its entirety;
- AA. Replacing all instances of “Gross Residential Floor Area” in this Bylaw with “Gross Floor Area”;
- BB. In Part 2: Interpretation, deleting the definition of “High-Density Apartment Residential Use” in its entirety;
- CC. Replacing all instances of “Lot Size” in the Bylaw with “Lot Area”;
- DD. In Part 2: Interpretation, replacing “Lot Area” as follows:
 

“**Lot Area**” means the area of a Lot taken in a horizontal plan:

  - (a) excluding any land covered by a natural body of water; and,
  - (b) including any land:
    - (i) within a special setback identified in Section 411 of this Bylaw that has been dedicated for public road following the adoption of Amendment Bylaw, 2016, No. 8464; or
    - (ii) dedicated for public lane right-of-way purposes since January 1, 1997, for the purposes of One-Unit Residential Use;

EE. In Part 2: Interpretation, replacing subsection (1) of the definition of “Lot Coverage” as follows:

- (1) Exterior Wall thickness in excess of 0.165 metres (6.5 inches) provided:
  - (a) a maximum exclusion of 0.25 metres (9.8 inches); and
  - (b) the excluded wall thickness is utilized for the provision of insulating materials and/or for the protection against wind, water and vapour;

FF. In Part 2: Interpretation, adding the definition of “Lot Line, Mid” as follows:

**“Lot Line, Mid”** means the line connecting the midpoints of the Side Lot Lines; or, where the Lot is irregular, means the line running equidistant from the Front Lot Line and Rear Lot Line;

GG. In Part 2: Interpretation, deleting the definition of “Medium-Density Apartment Residential Use” in its entirety;

HH. In Part 2: Interpretation, deleting the definition of “Medium-Density Use” in its entirety;

II. Replacing, in order, all instances of the following terms in this Bylaw with “Apartment Residential Use”:

- (1) “Apartment, Medium-Density Apartment, High Density Apartment Residential Use”;
- (2) “Medium or High Density Apartment Residential Use”;
- (3) “Medium Density or High Density Apartment Residential Use”;
- (4) “medium density and high-density residential”;
- (5) “Medium-Density and High-Density Use”;
- (6) “Medium-Density Apartment Residential Use, High Density Apartment Residential Use”;
- (7) “Medium-Density Apartment Use, High Density Apartment Use”;
- (8) “Medium-Density Apartment Use, High-Density Apartment Use”;
- (9) “Medium-Density, High-Density”;
- (10) “Medium-Density Use and High-Density Use Residential”;
- (11) “High Density Apartment Residential Use”;
- (12) “High-Density Apartment Residential Use”;
- (13) “High Density Apartment Use”;
- (14) “High-Density Apartment Use”;
- (15) “High Density Residential Apartment Use”;
- (16) “high density residential use”;
- (17) “Medium Density Apartment Residential Use”;
- (18) “Medium-Density Apartment Residential Use”;
- (19) “Medium Density Apartment Use”; and
- (20) “medium density residential use”;

JJ. Replacing, in order, all instances of the following terms in this Bylaw with “Local Government Act”:

- (1) “Section 219 of the Municipal Act”;
- (2) “Section 299 of the Municipal Act”;
- (3) “Section 513 of the Municipal Act”;
- (4) “Section 905 of the Municipal Act”;
- (5) “Section 964(2)(b) of the Municipal Act R.S.B.C. 1979, c.290” in this Bylaw with “the Local Government Act”; and
- (6) “Municipal Act”;

KK. In Part 2: Interpretation, replacing “Municipal Parking Facility” as follows:

**“Municipal Parking Facility”** is a Lot, Street, Lane, Building, Structure or portion thereof that contains a Parking facility operated for public Use by the City;

LL. In Part 2: Interpretation, deleting the definition of “NECB-2011” in its entirety;

MM. In Part 2: Interpretation, replacing the definition of “Parking Space” as follows:

**“Parking Space”** means an area of land or Building Used For Parking purposes only;

NN. Replacing all instances of “Parking Stall” in this Bylaw with “Parking Space”;

OO. In Part 2: Interpretation, replacing “Payment-In-Lieu of Parking” as follows:

**“Payment-in-Lieu of Parking”** means providing Parking through the payment of monies to the City to fund the provision or expansion of a Municipal Parking Facility subject to subsection 905(1);

PP. In Part 2: Interpretation, replacing “Rental Apartment Residential Use” as follows:

**“Rental Apartment Residential Use”** means a Residential Use on a Lot that:

- (1) is held in common ownership and not stratified in accordance with the Strata Property Act;
- (2) includes a minimum number of Dwelling Units rented to occupants of not less than:
  - (a) four Dwelling Units issued an occupancy permit prior to 1985; or
  - (b) six Dwelling Units for all other Lots;
- (3) is exclusive of any other Residential Uses on the Lot;

QQ. In Part 2: Interpretation, replacing all instances of “Residential Care Facility” in this Bylaw with “Residential Care Facility Use”;

RR. In Part 2: Interpretation, adding the definition of “Rowhouse Residential Use” as follows:

**“Rowhouse Residential Use”** means a Residential Use where the Principal Building is:

- (1) Used For one Dwelling Unit;
- (2) aligned in a row with other Buildings with the same Residential Use:
  - (a) each on a separate Lot; and
  - (b) that share at least one common wall;
- (3) constructed in accordance with the regulations for Rowhouse Residential Use as specified in this Bylaw;

SS. In Part 2: Interpretation, adding the definition of “Shared Vehicle” as follows:

**“Shared Vehicle”** means a four-wheeled automobile, van or pick-up truck owned and operated by an organization which provides car-sharing services to its members”;

TT. In Part 2: Interpretation, adding the definition of “Shared Vehicle Parking Space” as follows:

**“Shared Vehicle Parking Space”** means a parking space reserved for the exclusive use of a Shared Vehicle;

UU. In Part 2: Interpretation, adding the definition of “Townhouse Residential Use” as follows:

**“Townhouse Residential Use”** means a Residential Use where the Principal Building or Buildings on a Lot are:

- (1) Used For three or more Dwelling Units, each having access to the Street, Lane or Courtyard without the use of enclosed stairwells or corridors common to more than two Dwelling Units; and
- (2) constructed in accordance with the regulations for Townhouse Residential Use as specified in this Bylaw;

VV. In Part 3: Basic Provisions, subsection 302(4):

- (1) amending the definition of “Garden Apartment Residential 1” by:
  - (a) replacing the Short Form and Designation “Garden Apartment Residential 1” with “Ground-Oriented Residential 1”; and
  - (b) replacing all instances in this Bylaw of “Garden Apartment Residential 1” with “Ground-Oriented Residential 1”;
- (2) replacing “High Density Apartment Resident 1” with “High Density Apartment Residential 1”;

**3. Division II: General Zoning Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:**

A. In Part 4: General Regulations, replacing Section 409 as follows:

**409 Height Exceptions**

The Heights of Buildings and Structures permitted elsewhere in the Bylaw may be exceeded for:

- (1) Industrial cranes, towers, bulkheads;
- (2) Accessory radio and television antennae other than satellite dishes;
- (3) Church spires, belfries and similar architectural appurtenances;
- (4) Monuments, chimney and smoke stacks, flag poles, stadium bleachers, lighting poles, elevator shafts, utility poles and posts;
- (5) Signs as permitted under Sign Bylaw 1992, No. 6363, as amended from time to time;
- (6) Solar Collectors to a maximum of:
  - (a) 1.2 metres (4 feet) for Buildings for One-Unit Residential Use, Townhouse Residential Use and Ground-Oriented Residential Use provided that the installation:
    - (i) does not shade an existing Solar Collector or properties on January 21<sup>st</sup>, at noon, any more than would a structure built to the maximum permitted elsewhere in this Bylaw;
    - (ii) projects no greater than 1.2 metres (4 feet) above a flat roof; and
    - (iii) projects no greater than 0.3 metres (1 foot) above a pitched roof.
  - (b) 1.8 metres (6 feet) for Buildings for all other Principal Uses provided that the installation:
    - (i) is set back a minimum of 1.8 metres (6 feet) from the roof edge for all portions of the Solar Collector that project over 1.2 metres (4 feet) above the roof;
    - (ii) projects no greater than 3 metres (10 feet) above a flat roof; and
    - (iii) projects no greater than 0.3 metres (1 foot) above a pitched roof;
- (7) Green Roofs to a maximum of:
  - (a) 0.5 metres (1.5 feet) for Buildings for One-Unit Residential Use, Townhouse Residential Use and Ground-Oriented Residential Use provided the installation is limited to a depth of 0.5 metres (1.5 feet);
  - (b) 0.5 metres (1.5 feet) for Buildings for all other Principal Uses provided the installation is an extensive green roof and covers no less than 50 percent of the roof area;
  - (c) 1.1 metres (3.5 feet) for Buildings for all other Principal Uses provided the installation is an intensive green roof and covers no less than 25 percent of the roof area;



B. In Part 4: General Regulations, amending subsection 410(1) as follows:

- (c) Replacing “For One Unit and Two Unit developments, the following siting exceptions shall apply” as follows:

For development in the RS-1, RS-2, RS-3, RT-1, RT-1A and RT-2 zones, the following siting exceptions shall apply;

- (d) Replacing subsection 410(1)(a) as follows:

- (a) Exterior Wall thickness in excess of 0.165 metres (6.5 inches) provided:

- (i) a maximum exclusion of 0.25 metres (9.8 inches); and
    - (ii) the excluded wall thickness is utilized for the provision of insulating materials and/or for the protection against wind, water and vapour;

- (e) Replacing subsection 410(1)(g) as follows:

- (g) An Underground Structure may be sited in any portion of a Lot with the exception of any portion of the Lot within a Special Setback scheduled in Section 411 of this Bylaw;

- (f) Renaming Figure 4-1 to “Figure 4-1 Siting exceptions for One-Unit and Two-Unit Residential Zones”;

C. In Part 4: General Regulations, amending subsection 410(2) as follows:

- (1) Renumbering subsection 410(2) to 410(3) and replacing all instances in the Bylaw;

- (2) Replacing subsection 410(2) as follows:

- (2) Deleted;

- (3) Renaming subsection 410(3) “Siting Exceptions for All Other Zones”;

- (4) Replacing “For all developments other than One Unit and Two Unit dwellings, the following siting exceptions shall apply” as follows:

For development in all other zones not subject to subsections 410(1) or 410(2), the following siting exceptions shall apply;

- (5) Replacing subsection 410(3)(a) as follows:

- (a) Exterior Wall thickness in excess of 0.165 metres (6.5 inches) provided:

- (i) a maximum exclusion of 0.25 metres (9.8 inches); and
    - (ii) the excluded wall thickness is utilized for the provision of insulating materials and/or for the protection against wind, water and vapour;

- D. In Part 4: General Regulations, replacing Section 411 inclusive of Figure 4-2 as follows:

#### **411 Special Setback**

- (1) where the road width is less than 30.48 metres (100 feet), the required Building setback from the Lot Line common to such road allowance for abutting Lots shall be measured from a line parallel to and 15.24 metres (50 feet) from the centreline of such road allowance as existing prior to 1967:
  - (a) Marine Drive;
  - (b) 3<sup>rd</sup> Street between Bewicke Avenue and Cotton Road;
  - (c) Lonsdale between TransCanada Highway and 27<sup>th</sup> Street;
- (2) where the road width is less than 20.12 metres (66 feet), the required Building setback from a Lot Line common to East 26<sup>th</sup> Street between Lonsdale and St. George's Avenue for abutting Lots shall be measured from a line parallel to and 20.12 metres (66 feet) from the northerly boundary of such road allowance as existing prior to 1967;
- (3) measurements for required Building setbacks in accordance with subsections 411(1) and 411(2) shall apply to all Underground Structures including Cellars and parking structures;

- E. In Part 4: General Regulations, adding "Section 418 Amenity Fund Contribution" after Section 417 as follows:

#### **418 Amenity Share**

An Amenity Share in accordance with the zone standard must be provided prior to building permit issuance in order to construct or extend a Building or Structure in said zone:

- (1) Amenity Share

\$215.28 per square metre (\$20 per square foot) Gross Floor Area

- (2) Exemption

No Amenity Share is required for Gross Floor Area up to the greater of the following:

- (a) permitted density prior to adoption of Amendment Bylaw, 2016, No. 8464; or
- (b) 0.5 times the Lot Area;

- (3) Heritage conservation

- (a) any person who applies for a building permit that includes a Building or Structure listed on the City of North Vancouver Heritage Registry, as amended from time to time, may be exempted from the Amenity Share to support the following to the satisfaction of the Director of Community Development:

- (i) conservation of a Building or Structure; and
  - (ii) legal protection through a registered Land Title Act covenant;
- (b) for the purposes of this provision, the maximum Amenity Share exemption shall be calculated based on the Lot that contains the Building or Structure on the Heritage Registry, as existing prior to the adoption of Amendment Bylaw, 2016, No. 8464;

(4) Time of payment

Provision of an Amenity Share is required prior to issuance of a building permit for the Gross Floor Area requiring the share.

- F. In Part 4: General Regulations, adding “Section 419 Energy efficiency” after Section 418 as follows:

**419 Energy efficiency**

As a community amenity to assist the City in achieving its OCP energy and emissions reduction targets, if and to the extent expressly contemplated in respect to each specific zone in this bylaw, any person who applies for a building permit must demonstrate compliance with the energy efficiency provisions in that zone as follows:

(1) EnerGuide in Canada demonstration of compliance

Compliance with the Energuide energy standard created and standardized by the Office of Energy Efficiency of Natural Resources Canada that is applied to British Columbia Buildings under Residential Use that are not more than four storeys shall be demonstrated through provision of the following:

(a) prior to issuance of a building permit:

- (i) EnerGuide enrollment form;
- (ii) evaluation report prepared by a Certified Energy Advisor certified with a service organization licensed by the Office of Energy Efficiency of Natural Resources Canada, stating that the project has complied with the EnerGuide Energy Standard;
- (iii) confirmation by a Certified Energy Advisor that the model does not assign any benefit or credit to a heat pump as a primary or secondary space heating source;
- (iv) letter of credit for one percent of construction costs to be returned upon successful provision of the above and the fulfillment of the requirements in subsection 419(1)(b), all to the satisfaction of the Director of Community Development;

(b) within 6 months of substantial completion:

- (i) official EnerGuide rating report;
- (ii) letter from a Certified Energy Advisor stating the building’s compliance with the standard;

(c) surrender of security

The letter of credit provided in accordance with subsection 419(1)(a)(iv) shall be surrendered as a contribution to the City of North Vancouver Carbon Fund to support the reduction of greenhouse gases should the following occur:

- (i) a building permit to construct or extend the Building or Structure has been issued; and
- (ii) it is determined, to the satisfaction of the Director of Community Development, that:
  - a. the applicable energy efficiency standard for the zone has not been met in accordance with subsection 419(1)(b); and
  - b. it is unlikely that any ongoing effort to otherwise demonstrate compliance will reach the applicable energy efficiency standard for the zone.

(2) ANSI/ASHRAE/IES Standard 90.1 demonstration of compliance.

Compliance with the ANSI/ASHRAE/IES Standard 90.1 created and standardized by the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE), to provide minimum requirements for the energy-efficient design of buildings shall be demonstrated through provision of the following:

(a) prior to issuance of a building permit:

- (i) Energy model prepared by an Approved Energy Modeller, evaluated and approved by either Natural Resources Canada, the Canada Green Building Council, or BC Hydro, specifying carbon emissions per kilowatt hour per year, in compliance with ASHRAE 140-2011 Standard Method of Test for the Evaluation of Building Energy Analysis Computer Programs;
- (ii) Design Verification Report, accompanied with the applicable Design Verification Letters as required by the Design Verification Report;
- (iii) confirmation by an Approved Energy Modeller that the model does not assign any benefit or credit to a heat pump or any other mechanical equipment that is not fully integrated and operational within the full system design;
- (iv) letter of credit for one percent of construction costs to be returned upon successful provision of the above and the fulfillment of the requirements in subsection 419(2)(b), all to the satisfaction of the Director of Community Development;

(b) within 6 months of substantial completion:

- (i) Letter of Completion signed by the Coordinating Registered Professional or Registered Professional of Record (as defined in the British Columbia Building Code), stating that the building has been completed and its energy performance should, based on best knowledge and practices, meet the minimum requirement of the Energy Standard pursued. This Letter will be provided by the City and may be amended from time to time to the satisfaction of the Director of Community Development;
- (ii) Fundamental Building Commissioning Report provided by a commissioning authority that does not include individuals directly responsible for project design or construction management, stating that the fundamental building elements and systems are designed, installed and calibrated to operate as modeled, as per a template provided by the City and amended from time to time to the satisfaction of the Director of Community Development;

(c) surrender of security

The letter of credit provided in accordance with subsection 419(2)(a)(iv) shall be surrendered as a contribution to the City of North Vancouver Carbon Fund to support the reduction of greenhouse gases should the following occur:

- (i) a building permit to construct or extend the Building or Structure has been issued; and
- (ii) it is determined, to the satisfaction of the Director of Community Development, that:
  - a. the applicable energy efficiency standard for the zone has not been met in accordance with subsection 419(2)(b); and
  - b. it is unlikely that any ongoing effort to otherwise demonstrate compliance will reach the applicable energy efficiency standard for the zone.

(3) National Energy Code of Canada for Buildings demonstration of compliance

Compliance with the National Energy Code of Canada for Buildings created and standardized by the Canadian Commission on Building and Fire Codes that is applied to new Buildings except buildings covered in Part 9 of the National Building Code of Canada shall be demonstrated through provision of the following:



(a) prior to issuance of a building permit:

- (i) Energy model prepared by an Approved Energy Modeller, evaluated and approved by either Natural Resources Canada, the Canada Green Building Council, or BC Hydro, specifying carbon emissions per kilowatt hour per year, in compliance with CAN-QUEST energy simulation software used to generate building energy models and to compare the energy impact of different design options, in the current version released by Natural Resources Canada at time of building permit application
- (ii) Design Verification Report, accompanied with the applicable Design Verification Letters as required by the Design Verification Report;
- (iii) letter of credit for one percent of construction costs to be returned upon successful provision of the above and the fulfillment of the requirements in subsection 419(3)(b), all to the satisfaction of the Director of Community Development;

(b) within 6 months of substantial completion:

- (i) Letter of Completion signed by the Coordinating Registered Professional or Registered Professional of Record (as defined in the British Columbia Building Code), stating that the building has been completed and its energy performance should, based on best knowledge and practices, meet the minimum requirement of the Energy Standard pursued. This Letter will be provided by the City and may be amended from time to time to the satisfaction of the Director of Community Development;
- (ii) Fundamental Building Commissioning Report provided by a commissioning authority that does not include individuals directly responsible for project design or construction management, stating that the fundamental building elements and systems are designed, installed and calibrated to operate as modeled, as per a template provided by the City and amended from time to time to the satisfaction of the Director of Community Development;

(c) surrender of security

The letter of credit provided in accordance with subsection 419(3)(a)(iii) shall be surrendered as a contribution to the City of North Vancouver Carbon Fund to support the reduction of greenhouse gases should the following occur:

- (i) a building permit to construct or extend the Building or Structure has been issued; and
- (ii) it is determined, to the satisfaction of the Director of Community Development, that:
  - a. the applicable energy efficiency standard for the zone has not been met in accordance with subsection 419(3)(b); and
  - b. it is unlikely that any ongoing effort to otherwise demonstrate compliance will reach the applicable energy efficiency standard for the zone;

(4) Passive House demonstration of compliance

Compliance with the Passive House energy standard created and standardized by the Passive House Institute shall be demonstrated through provision of the following:

(a) prior to issuance of a building permit:

- (i) Energy model prepared by a Certified Passive House Designer or Certified Passive House Consultant approved by the Passive House Institute that:
  - a. specifies the modeled design meets or exceeds the Passive House Classic or EnerPHit requirements in the current version released by the Passive House Institute at the time of building permit application; and
  - b. should the model not meet the maximum total primary energy demand, that the deficiency is solely due to the domestic hot water demand modeled in accordance with subsection 420(1) community energy system, and specifying the efficiency required to otherwise meet the maximum total primary energy demand;
- (ii) Design stage assurance letter, subject to subsection 419(4)(a)(ii) if applicable, prepared by a Building Certifier accredited by the Passive House Institute, accompanied with the applicable Design Verification Letters as required by the Design Verification Report;
- (iii) letter of credit for one percent of construction costs to be returned upon successful provision of the above and the fulfillment of the requirements in subsection 419(4)(b), all to the satisfaction of the Director of Community Development;

(b) within 6 months of substantial completion:

- (i) Letter of Completion signed by the Coordinating Registered Professional or Registered Professional of Record (as defined in the British Columbia Building Code), stating that the building has been completed and its energy performance should, based on best knowledge and practices, meet the minimum requirement of the Energy Standard pursued, subject to subsection 419(4)(a)(ii) if applicable. This Letter will be provided by the City and may be amended from time to time to the satisfaction of the Director of Community Development;
- (ii) commissioning report provided by a commissioning authority that does not include individuals directly responsible for project design or construction management, stating that the fundamental building elements and systems are designed, installed and calibrated to operate as modeled, as per a template provided by the City and amended from time to time to the satisfaction of the Director of Community Development;
- (iii) confirmation from a Building Certifier accredited by the Passive House Institute that the final Passive House Planning Package and relevant documentation have been received and are under review for certification, subject to subsection 419(4)(a)(ii) if applicable.

(c) surrender of security

The letter of credit provided in accordance with subsection 419(4)(a)(iv) shall be surrendered as a contribution to the City of North Vancouver Carbon Fund to support the reduction of greenhouse gases should the following occur:

- (i) a building permit to construct or extend the Building or Structure has been issued; and
- (ii) it is determined, to the satisfaction of the Director of Community Development, that:
  - a. the applicable energy efficiency standard for the zone has not been met in accordance with subsection 419(1)(b); and
  - b. it is unlikely that any ongoing effort to otherwise demonstrate compliance will reach the applicable energy efficiency standard for the zone;

(5) Provincial stretch building code

Compliance with the Provincial stretch building code for energy efficiency requirements, created and standardized by the Province of British Columbia, shall be demonstrated through provision of the following:

(a) prior to issuance of a building permit providing:

- (i) in entirety all required materials in accordance with Provincial regulation including, but not limited to, confirmation from certified professionals of models, modeled energy demand, assurance letters and design verification.
- (ii) letter of credit for one percent of construction costs to be returned upon successful provision of the above and the fulfillment of the requirements in subsection 419(5)(b), all to the satisfaction of the Director of Community Development;

(b) within 6 months of substantial completion providing:

- (i) in entirety all required materials in accordance with Provincial regulation including, but not limited to, Letter of Completion from Coordinating Registered Professionals, commissioning reports and confirmation from certified professionals; and
- (ii) all other relevant documentation to the satisfaction of the Director of Community Development;

(c) surrender of security

The letter of credit provided in accordance with subsection 419(5)(a)(ii) shall be surrendered as a contribution to the City of North Vancouver Carbon Fund to support the reduction of greenhouse gases should the following occur:

- (i) a building permit to construct or extend the Building or Structure has been issued; and
- (ii) it is determined, to the satisfaction of the Director of Community Development, that:
  - a. the applicable energy efficiency standard for the zone has not been met in accordance with subsection 419(1)(b); and
  - b. it is unlikely that any ongoing effort to otherwise demonstrate compliance will reach the applicable energy efficiency standard for the zone.

G. In Part 4: General Regulations, adding “Section 420 Hydronic energy service” after Section 419 as follows:

#### **420 Hydronic energy service**

As a community amenity to assist the City in achieving its OCP energy and emissions reduction targets, if and to the extent expressly contemplated in respect to each specific zone in this bylaw, any person who applies for a building permit must demonstrate compliance with the hydronic energy service provisions in that zone as follows:

- (1) prior to issuance of a building permit providing:
  - (a) registration of a statutory right-of-way and covenant in favour of the City to permit the installation and continued access across the Lands and Buildings of any community energy plant and/or system for the purposes of supplying hydronic energy; and
  - (b) confirmation that the design and construction of the Building is such that space heating, domestic hot water and other thermal energy uses can be supplied by a Community Energy System in accordance with the City of North Vancouver Hydronic Energy Service Bylaw 2004, No. 7575, all to the satisfaction of the Director of Community Development;
- (2) Buildings which achieve the Passive House energy standard in accordance with subsection 419(4), featuring a designed and installed space heating capacity not exceeding ten watts per square meter shall be required to connect to a Community Energy System for the provision of hydronic energy in accordance with the City of North Vancouver Hydronic Energy Service Bylaw 2004, No. 7575, with the exception of heat for space heating purposes.

H. In Part 4: General Regulations, adding “Section 421 Noise mitigation” after Section 420 as follows:

#### **421 Noise mitigation**

As a community amenity to assist the City in addressing industrial, heavy traffic, and/or commercial noise impacts on the liveability of multi-family buildings, if and to the extent expressly contemplated in respect to each specific zone in this bylaw, any person who applies for a building permit must demonstrate improved noise mitigation through provision of an acoustical report delivered to the City, prepared by a Professional Engineer specializing in acoustics that:

- (1) certifies that the interior space of all Dwelling Units constructed on the Lands has been designed to the minimum standards stipulated in the British Standard BS 8233:2014 “Guidance on sound insulation and noise reduction for buildings” (2014) or the World Health Organization’s “Guidelines for Community Noise” (1999), as amended from time to time;
  - (2) confirms that all Dwelling Units to be constructed on the Lands that will be directly affected by industrial, heavy traffic, and/or neighbouring commercial uses have been designed assuming an external equivalent continuous sound level (Leq) of not less than 65 A-weighted decibels (dBA), all to the satisfaction of the Director of Community Development; and
  - (3) recommends exterior and interior design and construction features and practices including, without limitation, the installation of a mechanical heat recovery ventilation system, to mitigate the impact of external and structure borne sound penetration between:
    - (i) neighbouring industrial, residential, commercial, community, entertainment, traffic, street pedestrian activities and other uses situated on or off the Lands; and
    - (ii) the interior space of all residential dwelling units to be constructed on the Lands;
- I. In Part 4: General Regulations, adding “Section 422 Green building” after Section 421 as follows:

#### **422 Green building**

As a community amenity to assist the City in achieving its OCP energy and emissions reduction and water conservation targets, if and to the extent expressly contemplated in respect to each specific zone in this bylaw, any person who applies for a building permit must demonstrate compliance with the Green Building provisions scheduled in that zone as follows:

- (1) LEED® Gold demonstration of compliance

Compliance with the LEED® Gold standard as defined by the Canada Green Building Council (CaGBC) shall be demonstrated through provision of the following:

- (a) prior to issuance of a building permit:
  - (i) design stage assurance letter prepared by a LEED® Accredited Professional confirming a commitment to building, designing and constructing a building that enables a LEED® Gold standard as defined by the CaGBC. The Letter will demonstrate that the project is on a pathway to compliance with the above stated standard and outline the LEED credits the project will pursue;
  - (ii) demonstration that the project has been submitted for LEED® certification with the CaGBC;



(iii) letter of credit for one percent of construction costs

- a. to be returned upon successful provision of the above and the fulfillment of the requirements in subsection 422(5)(b),
- b. any letter of credit provided to meet the provisions of Section 420 may be applied to this requirement, with the shared letter of credit released only after all commitments in Section 420 and Section 422 are met;
- c. all to the satisfaction of the Director of Community Development;

(b) within 6 months of substantial completion a LEED® Gold compliance report:

- (i) stating that the building has been completed and has been constructed to achieve the LEED® Gold standard;
- (ii) accompanied by a credit-by-credit outline of how each targeted credit was addressed;
- (iii) committing to make reasonable commercial efforts to obtain CaGBC LEED® Gold certification within two years after an occupancy permit is issued for the Building;
- (iv) committing to keep the City reasonably informed as to the status of certification;
- (v) signed by a LEED® Accredited Professional.

J. In Part 4: General Regulations, adding “Section 423 Adaptable design” after Section 422 as follows:

#### **423 Adaptable design**

As a community amenity to assist the City in improving liveability of multi-family buildings, if and to the extent expressly contemplated in respect to each specific zone in this Bylaw, any person who applies for a Building Permit for Townhouse Residential Use, Apartment Residential Use, Rental Apartment Residential Use or Accessory Apartment Use must demonstrate compliance with the Adaptable design provisions in that zone as follows:

- (1) a minimum 25% of the total number of Dwelling Units, representing a proportional mix of each Dwelling Unit type in the Building, shall be designed to meet Level 2 of the Adaptable Design Guidelines; and
- (2) all other Dwelling Units shall be designed to meet Level 1 of the Adaptable Design Guidelines, to the satisfaction of the Director of Community Development.

**4. Division III: Zone Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:**

A. In Part 5: Residential Zone Regulations, amending Section 504 as follows:

- (1) Replacing “Uses in Medium-Density Apartment Residential Zone” with “Uses in Apartment Residential zones”;
- (2) Replacing “Subject to the regulations contained in this Bylaw, the following Uses and no others shall be permitted in the RM-1 Medium Density Apartment Residential Zone:” as follows:

Subject to the regulations contained in this Bylaw, the following Uses and no others shall be permitted in the RM-1 and RH-1 zones:

B. In Part 5: Residential Zone Regulations, replacing Section 505 as follows:

**Deleted;**

C. In Part 5: Residential Zone Regulations, replacing Section 506 as follows:

**506 Minimum Lot Area**

- (1) Subject to the regulations contained in this Bylaw, the following Uses shall not be permitted on a Lot with a Lot Area less than area indicated:
  - (a) One-Unit Residential Use shall not be permitted on a Lot with a Lot Area of less than 557.4 square metres (6,000 square feet), except:
    - (i) where such a Lot was existing at the effective date of this bylaw;
    - (ii) where 50 percent or more of the existing Lots on the same side of the Street and with the same zoning designation have a frontage of 12.2 metres (40 feet) or less, in which case the Lot Area may be reduced to:
      - a. not less than 334.4 square metres (3,600 square feet); or
      - b. not less than 371.6 square metres (4,000 square feet) where curvilinear road design and linear Lot design necessitates the introduction of Lots based on a radial design;
  - (iii) in the RS-2 Zone, where the minimum Lot Area shall be 464.5 square metres (5,000 square feet); or
  - (iv) in the RS-3 Zone, where the minimum Lot Area shall be 334.4 square metres (3,600 square feet);
- (b) Two-Unit Residential Use shall not be permitted on a Lot with a Lot Area of less than 548.1 square metres (5,900 square feet);
- (c) Rowhouse Residential Use shall not be permitted on a Lot with a Lot Area of:
  - (i) less than 150 square metres (1,615 square feet); or
  - (ii) greater than 334.5 square metres (3,600 square feet);

- (d) Townhouse Residential use shall not be permitted on a Lot with a Lot Area of less than:
  - (i) 360 square metres (3,875 square feet) where such a Lot was existing prior to adoption of Amendment Bylaw, 2016, No. 8464; or
  - (ii) 540 square metres (5,813 square feet) in any other Ground-Oriented Residential, Apartment Residential or Mixed Use Zones;
- (e) Apartment Residential Use shall not be permitted on a Lot with a Lot Area of less than 650 square metres (6,997 square feet);
- (2) Subject to the regulations contained in this Bylaw, the following Uses shall not be permitted on a Lot with a Front Lot Line length less than the length indicated:
  - (a) One-Unit Residential Use and Two-Unit Residential Use shall not be permitted on a Lot with a Front Lot Line length less than 10 metres (32.81 feet) except:
    - (i) where such a Lot was existing at the effective date of this bylaw;
    - (ii) where curvilinear road design and linear Lot design necessitates the introduction of Lots based on a radial design the minimum Front Lot Line length shall be 7.5 percent of the sum of the lengths of the perimeter Lot Lines;
    - (iii) in the RS-2 Zone or RS-3 Zone;
  - (b) Rowhouse Residential Use shall not be permitted on a Lot with a Front Lot Line length of:
    - (i) less than 5 metres (16.4 feet); or
    - (ii) greater than 8 metres (26.2 feet);
  - (c) Townhouse Residential Use shall not be permitted on a Lot with a Front Lot Line length of less than 10 metres (32.9 feet);
  - (d) Apartment Residential Use shall not be permitted on a Lot with a Front Lot Line length of less than 18 metres (59.1 feet);

D. In Part 5: Residential Zone Regulations, amending Section 507 as follows:

- (1) Replacing subsection 507(2) as follows:
- (2) Open Site Space

The maximum portion of a Lot that may be covered by any of the following, in aggregate, shall be limited to 35 percent of the Lot Area for Townhouse Use and 20 percent of the Lot Area for all other Residential Uses:

- (a) Unenclosed Parking, Unenclosed Loading, maneuvering aisles, vehicle access and all other paved surfaces similar to the above;
- (b) Porches, decks and balconies; and
- (c) Structures except Garden Structures, Greenhouses, Underground Structures and Fences;

- (2) Replacing subsection 507(7)(f) as follows:
  - (f) not be allowed on a Lot where the Dwelling Unit to which it is accessory contains an Accessory Boarding Use, Accessory Secondary Suite Use, Accessory Coach House Use, Accessory Dwelling Unit, Accessory Lock-off Unit or another Accessory Home Occupation Use;
- (3) Replacing subsection 507(11) inclusive of Figure 5-1 as follows:
  - (11) Deleted;
- (4) Adding subsection 507(14) after 507(13) as follows:
  - (14) Accessory Lock-Off Unit Use
  - An Accessory Lock-Off Unit Use shall be:
    - (a) accessory to a Townhouse Use or Apartment Use;
    - (b) limited to one Accessory Lock-Off Unit of not less than 20 square metres (215 square feet) floor area per Dwelling Unit; and
    - (c) not stratified as a separate unit in accordance with the Strata Property Act;
- E. Replacing, in order, all instances of the following terms in this Bylaw with “Section 423”:
  - (1) “Section 507(11) Adaptable Design Requirements”;
  - (2) “Section 507(11) of this Bylaw, adaptable Design Requirements”;
  - (3) “Section 507(11)(b)”;
  - (4) “Section 507(11)”;
- F. In Part 5: Residential Zone Regulations, adding Section 507(15) after 507(14) as follows:
  - (15) Accessory Lock-Off Unit Use
  - An Accessory Lock-Off Unit Use shall be:
    - (a) accessory to a Townhouse Use or Apartment Use;
    - (b) limited to one Accessory Lock-Off Unit of not less than 20 square metres (215 square feet) floor area per Dwelling Unit; and
    - (c) not stratified as a separate unit in accordance with the Strata Property Act;
- G. In Part 5: Residential Zone Regulations, replacing Section 509(2) as follows:
  - (2) Gross Floor Area (One-Unit and Two-Unit Residential)
    - (a) combined and in total, shall not exceed the lesser of:
      - (i) 0.5 times the Lot Area; or
      - (ii) 0.3 times the Lot Area plus 92.9 square metres (1,000 square feet);

- (b) notwithstanding subsection 509(2)(a):
  - (i) Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1);
  - (ii) of the total allowed in Section 509(2), the maximum Gross Floor Area for Accessory Coach House Use shall not exceed the lesser of:
    - a. 0.17 times the Lot Area; or
    - b. 92.9 square metres (1,000 square feet);
- H. In Part 5: Residential Zone Regulations, replacing Section 509A(2) as follows:
  - (2) Gross Floor Area (One-Unit and Two-Unit Residential)
    - (a) combined and in total, shall not exceed the lesser of:
      - (i) 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet); or
      - (ii) 408.76 square metres (4,400 square feet)
    - (b) notwithstanding subsection 509(2)(a), Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1);
- I. In Part 5: Residential Zone Regulations, replacing subsection 509B(2) as follows:
  - (2) Gross Floor Area (One-Unit and Two-Unit Residential)
    - (a) combined and in total, shall not exceed 0.50 times the Lot Area plus 92.9 square metres (1,000 square feet);
    - (b) shall include the following in Gross Floor Area (One-Unit and Two-Unit Residential) calculation:
      - (i) Basements;
      - (ii) Cellars; and
      - (iii) any portion of a crawl space with a Height more than 1.2 metres (4 feet);
    - (c) notwithstanding subsection 509B(2)(a), the Gross Floor Area (One-Unit and Two-Unit Residential) calculation may be increased by 0.17 times the Lot Area through provision of EnerGuide 80 energy standard subject to subsection 419(1);
- J. In Part 5: Residential Zone Regulations, replacing subsection 509D(2) as follows:
  - (2) Gross Floor Area (One-Unit and Two-Unit Residential)
    - (a) combined and in total, shall not exceed the lesser of:
      - (i) 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet); or
      - (ii) 408.76 square metres (4,400 square feet)



- (b) notwithstanding subsection 509(2)(a), Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1);
- K. In Part 5: Residential Zone Regulations, amending Section 510 by replacing “In addition to Sections 511, 512 and 513, Principal Buildings for Ground-Oriented Residential Use, Apartment Use, or Accessory Apartment Use” as follows:
- In addition to Sections 511, 512 and 513, the following provisions apply to Principal Buildings in the RG-1, RM-1 and RH-1 zones:
- L. In Part 5: Residential Zone Regulations, amending Section 511 by:
- (1) replacing “Size, shape and siting of Buildings for Ground-Oriented Residential Use” with “Size, shape and siting of Buildings for Ground-Oriented Residential Use in the RG-1 zone”
- (2) replacing “In addition to regulations in Section 510, Principal Buildings for Ground-Oriented Residential Use” as follows:
- In addition to Section 510, Principal Buildings for Ground-Oriented Residential Use in the RG-1 zone:
- (3) replacing subsection 511(2) as follows:
- (2) Gross Floor Area
- (a) combined and in total, shall not exceed 0.40 times the Lot Area;
- (b) notwithstanding subsection 509(2)(a), the Gross Floor Area may be increased to a maximum of 0.49 times the Lot Area through provision of EnerGuide 80 energy standard subject to subsection 419(1);
- M. In Part 5: Residential Zone Regulations, amending Section 512 by
- (1) replacing “Size, shape and siting of Buildings for Apartment Residential Use” with “Size, shape and siting of Buildings for Apartment Residential Use in the RM-1 zone”
- (2) replacing “In addition to regulations in Section 510, Principal Buildings for Apartment Residential Use” as follows:
- In addition to Section 510, Principal Buildings for Apartment Residential Use in the RM-1 zone:
- (3) replacing subsection 512(1) as follows:
- (1) Gross Floor Area
- (a) combined and in total, shall not exceed 1.0 times the Lot Area;

(b) notwithstanding subsection 512(1)(a), the Gross Floor Area may be increased to a maximum of 1.6 times the Lot Area through provision of:

- (i) EnerGuide 80 energy standard subject to subsection 419(1); and
- (ii) Adaptable design subject to Section 423;

N. In Part 5: Residential Zone Regulations, amending Section 513 by:

- (1) replacing “Size, shape and siting of Buildings for Apartment Residential Use” with “Size, shape and siting of Buildings for Apartment Residential Use in the RH-1 zone”;
- (2) replacing “In addition to regulations in Section 510, Principal Buildings for Apartment Residential Use” as follows:

In addition to Section 510, Principal Buildings for Apartment Residential Use in the RH-1 zone:

- (3) replacing subsection 513(1) as follows:

(1) Gross Floor Area

- (a) combined and in total, shall not exceed 1.2 times the Lot Area;
- (b) notwithstanding subsection 513(1)(a), the Gross Floor Area may be increased to a maximum of 2.6 times the Lot Area through provision of:
  - (i) one of the following energy standards:
    - a. ASHRAE 90.1-2010 subject to Section 419(2); or
    - b. NECB 2011 subject to Section 419(3); and
  - (ii) Adaptable design subject to Section 423;

O. In Part 5: Residential Zone Regulations, replacing subsection 514(1) as follows:

(1) Floor area

The total floor area for all Accessory Buildings on the Lot shall not exceed the lesser of 0.1 times the Lot Area or 55.7 square metres (600 square feet) except:

- (a) when accessory to a Two-Unit Residential Use, shall not exceed the lesser of 0.13 times the Lot Area or 81.8 square metres (880 square feet);
- (b) when accessory to a Rowhouse Residential Use, shall not exceed the 24 square metres (258 square feet);
- (c) on any Lot with an Accessory Coach House Use, shall not exceed 10 square metres (108 square feet); and
- (d) Greenhouses up to a maximum of 10 square metres (108 square feet) shall be exempt from floor area calculation.

P. In Part 5: Residential Zone Regulations, deleting Section 516 in its entirety;

- Q. In Part 6: Commercial Zone Regulations, replacing subsection 610(2) as follows:
- (2) Gross Floor Area
    - (a) combined and in total with Structures, shall not exceed 1.0 times the Lot Area;
    - (b) notwithstanding subsection 610(2)(a), the Gross Floor Area may be increased to a maximum of 2.6 times the Lot Area through provision of:
      - (i) one of the following energy standards:
        - a. ASHRAE 90.1-2010 subject to Section 419(2); or
        - b. NECB 2011 subject to Section 419(3); and
      - (ii) a minimum Gross Floor Area of 1.0 times the Lot Area located below the third Storey of the Principal Building;
- R. In Part 6: Commercial Zone Regulations, replacing subsection 611(2) as follows:
- (2) Gross Floor Area
    - (a) combined and in total with Structures, shall not exceed 1.0 times the Lot Area;
    - (b) notwithstanding subsection 611(2)(a), the Gross Floor Area may be increased to a maximum of 2.3 times the Lot Area through provision of one of the following energy standards:
      - (i) ASHRAE 90.1-2010 subject to Section 419(2); or
      - (ii) NECB 2011 subject to Section 419(3);
- S. In Part 6: Commercial Zone Regulations, replacing subsection 612(2) as follows:
- (2) Gross Floor Area
    - (a) combined and in total with Structures, shall not exceed 1,000 square metres (10,764 square feet);
    - (b) notwithstanding subsection 612(2)(a), the Gross Floor Area may be increased through provision of one of the following energy standards:
      - (i) ASHRAE 90.1-2010 subject to Section 419(2); or
      - (ii) NECB 2011 subject to Section 419(3);
- T. In Part 6: Commercial Zone Regulations, replacing subsection 613(2) as follows:
- (2) Gross Floor Area
    - (a) combined and in total with Structures, shall not exceed 1,000 square metres (10,764 square feet);
    - (b) notwithstanding subsection 612(2)(a), the Gross Floor Area may be increased through provision of one of the following energy standards:
      - (i) ASHRAE 90.1-2010 subject to Section 419(2); or
      - (ii) NECB 2011 subject to Section 419(3);

- U. In Part 6: Commercial Zone Regulations, replacing subsection 614(2) as follows:
- (2) Gross Floor Area
- (a) combined and in total with Structures, shall not exceed 1,000 square metres (10,764 square feet);
- (b) notwithstanding subsection 614(2)(a), the Gross Floor Area may be increased through provision of one of the following energy standards:
- (i) ASHRAE 90.1-2010 subject to Section 419(2); or
- (ii) NECB 2011 subject to Section 419(3);
- V. In Part 6: Commercial Zone Regulations, replacing subsection 615(2) as follows:
- (2) Gross Floor Area
- (a) combined and in total with Structures, shall not exceed 1,000 square metres (10,764 square feet);
- (b) notwithstanding subsection 615(2)(a), the Gross Floor Area may be increased through provision of one of the following energy standards:
- (i) ASHRAE 90.1-2010 subject to Section 419(2); or
- (ii) NECB 2011 subject to Section 419(3);
- W. In Part 6A: Lower Lonsdale Zones, replacing subsection 6A04(2) as follows:
- (2) Gross Floor Area
- (a) combined and in total with Structures, shall not exceed 1.2 times the Lot Area;
- (b) notwithstanding subsection 6A04(2)(a), the Gross Floor Area may be increased to a maximum of 2.6 times the Lot Area through provision of:
- (i) one of the following energy standards:
- a. ASHRAE 90.1-2010 subject to Section 419(2); or
- b. NECB 2011 subject to Section 419(3); and
- (ii) a minimum Gross Floor Area of 1.0 times the Lot Area located below the third Storey of the Principal Building for development in the LL-1 and LL-2 zones;
- X. In Part 7: Industrial Zones, replacing subsection 703(1) as follows:
- (1) Gross Floor Area
- (a) combined and in total with Structures, shall not exceed 1,000 square metres (10,764 square feet);
- (b) notwithstanding subsection 703(1)(a), the Gross Floor Area may be increased through provision of one of the following energy standards:
- (i) ASHRAE 90.1-2010 subject to Section 419(2); or
- (ii) NECB 2011 subject to Section 419(3);

Y. In Part 7A: Light Industrial Zone Regulations, replacing subsection 7A03(1) as follows:

(1) Gross Floor Area

- (a) combined and in total with Structures, shall not exceed 1,000 square metres (10,764 square feet);
- (b) notwithstanding subsection 7A03(1)(a), the Gross Floor Area may be increased to a maximum of 0.65 times the Lot Area through provision of one of the following energy standards:
  - (i) ASHRAE 90.1-2010 subject to Section 419(2); or
  - (ii) NECB 2011 subject to Section 419(3);

Z. In Part 7B: Waterfront Zone Regulations, replacing subsection 7B03(1) as follows:

(1) Gross Floor Area

- (a) combined and in total with Structures, shall not exceed 1,000 square metres (10,764 square feet);
- (b) notwithstanding subsection 7B03(1)(a), the Gross Floor Area may be increased to a maximum of 1.0 times the Lot Area through provision of one of the following energy standards:
  - (i) ASHRAE 90.1-2010 subject to Section 419(2); or
  - (ii) NECB 2011 subject to Section 419(3);

AA. In Part 8: Public Use and Assembly Zone Regulations, replacing subsection 804(1) as follows:

(1) Gross Floor Area

- (a) combined and in total with Structures, shall not exceed 1,000 square metres (10,764 square feet);
- (b) notwithstanding subsection 804(1)(a), the Gross Floor Area may be increased through provision of one of the following energy standards:
  - (i) ASHRAE 90.1-2010 subject to Section 419(2); or
  - (ii) NECB 2011 subject to Section 419(3);



**5. Division IV: Parking and Loading Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:**

- A. In Part 9: Parking and Access Regulations, replacing Section 902 as follows:

**902 Methods of Parking Provision**

Subject to Sections 903, 904 and 905, required Parking may be provided On-site, Off-site or by means of Alternative Parking Provision.

- B. In Part 9: Parking and Access Regulations, replacing subsection 904(1) as follows:

(a) Off-Site Parking Location

A required Parking Space may be located Off-Site on a Lot within 121.9 metres (400 feet) of the Building or Use for which Parking is required, provided that the Off-Site parking shall be secured by:

- (a) agreement subject to subsection 904(2); or
- (b) registered Land Title Act covenant subject to subsection 904(3).

- C. In Part 9: Parking and Access Regulations, replacing Section 905 as follows:

**905 Alternative Parking Provision**

(1) Limited application

Alternate parking provision shall not reduce the minimum required Parking Spaces for:

- (a) Parking Spaces for One-Unit Residential Use and Two-Unit Residential Use; or
- (b) Disability Parking Spaces in accordance in subsection 906(6) for any Use;

(2) Payment-in-Lieu of Parking

- (a) as a payment to fund the future creation of a Municipal Parking Facility, Payment-in-Lieu of Parking shall reduce the minimum provision of Parking spaces required in accordance with Section 908 by one Parking Space for every payment of \$35,000;
- (b) Parking Spaces provided in this section are not available on a reserved or dedicated basis within the Municipal Parking Facility;
- (c) Time of Payment

Payments referred to in subsection 905(1) are required at the time of:

- (i) building permit issuance for the Gross Floor Area that requires the Parking Space specified in this Bylaw; or
- (ii) business license issuance for the Use that requires the Parking Space specified in this Bylaw.

### (3) Car share Parking

#### (a) Car sharing service

The service shall:

- (i) provide neighbourhood car-sharing services to its members by making available vehicles for short-term, two-way, use, meaning that each Shared Vehicle is returned to the same location that it is picked up;
- (ii) have a membership generally open to a substantial segment of the population;
- (iii) operate within the City of North Vancouver;
- (iv) provide, prior to issuance of a Development Permit, a letter of commitment to operate the Shared Vehicle at the Shared Vehicle Parking Space;

#### (b) Shared Vehicle

A letter of credit for \$50,000 shall be provided to the City to secure the provision of one Shared Vehicle, with the letter of credit:

- (i) reduced to \$25,000 after provision of the following:
  - a. a legal agreement with a car-sharing service to operate the Shared Vehicle at the Shared Vehicle Parking Space;
  - b. confirmation from the car-sharing service identified in subsection 905(3)(a) that funds sufficient to purchase the Shared Vehicle have been provided or that the car acquisition has been otherwise completed; and
  - c. a Shared Vehicle Parking Space has been secured in accordance with subsection 905(3)(c);
- (ii) returned in full with confirmation from the car-sharing service that it has operated a Shared Vehicle at the Shared Vehicle Parking Space for a minimum of six years after an occupancy permit has been issued for the Building;

#### (c) Shared Vehicle Parking Space

A Shared Vehicle Parking Space provided as part of the required Parking shall:

- (i) be clearly accessible to the public at all times:
  - a. in common ownership and not be assigned to any strata lot;
  - b. secured exclusively for the use of a Shared Vehicle through a covenant registered on title pursuant to Section 215 of the Land Title Act;

c. include all necessary reciprocal access easements and such other agreements to ensure access to, egress from and the right for the public use of the Shared Vehicle Parking Space;

- (ii) be individually labelled for the exclusive use of a Shared Vehicle;
- (iii) not be counted towards the minimum required visitor Parking Spaces;
- (iv) may be provided off-site in accordance with the Street and Traffic Bylaw, 1991, No. 6234, as amended from time to time; and
- (v) subject to the approval of the City Engineer at the time of building permit issuance;

(d) Parking reduction

The minimum vehicle Parking requirement in accordance with subsection 908(8), with no reduction in the minimum Visitor Parking requirement in accordance with Section 908(7), shall be reduced by four Parking Spaces, for provision of all of the following:

- (i) one Shared Vehicle subject to subsection 905(3)(b); and
- (ii) one Shared Vehicle Space subject to subsection 905(3)(c);

D. In Part 9: Parking and Access Regulations, amending Section 906 as follows:

- (1) Amending Figure 9-2 Parking and Maneuvering Dimensions in subsection 906(2) by adding, after the last row, the following:

Angle X	Regular A	Small Car A1	Space Width B	Effective Length C	Maneuvering Aisle D	Direction of Traffic
Laneway	6.71 (22.0')	-	2.10 (6.9')	-	Lane	two-way or one-way

- (2) Replacing subsection 906(3) as follows:

(3) Parking Design Standards

(a) Parking Space dimensions

- (i) Parking Space shall not be less than:
  - a. 2.50 metre (8.2 foot) width;
  - b. 5.49 metre (18 foot) length;
  - c. 2.13 metre (7 foot) clear headroom;
- (ii) notwithstanding 906(3)(a)(i), a maximum of 35% of the required Parking Spaces may be provided as small car parking spaces that meet the following standards:
  - a. 2.44 metre (8 foot) width;
  - b. 4.65 metres (15.25 foot) length;
  - c. 2.13 metre (7 foot clear headroom); and
  - d. each Parking Space is clearly marked "SMALL CAR ONLY";

(b) Laneway Parking Space

Notwithstanding 906(3)(a), a laneway Parking Space shall be located so that the length of the Parking Space is common to an open Lane provided:

- (i) when width is located in its entirety on a Lot, the laneway Parking Space shall be:
  - a. set back a minimum of 4.6 metres (15 feet) from the point of intersection of two Lanes, or of a Street and a Lane, when such road allowances intersect at an interior angle of 135 degrees or less;
  - b. set back a minimum of 1.0 metre (3.3 feet) from the point of intersection of a driveway and a Lane or from an Interior Side Lot Line; and
  - c. subject to the approval of the City Engineer;
- (ii) when Parking Space width is projecting into the Lane, the laneway Parking Space shall:
  - a. project a maximum of 1.0 metre (3.3 feet) into the Lane;
  - b. reduce the minimum laneway Parking Space width in accordance with subsection 906(2), measured as the width on the Lot, by an amount no greater than the width of the projection into the Lane;
  - c. be set back a minimum of 5.6 metres (18.4 feet) from the point of intersection of two Lanes, or of a Street and a Lane, when such road allowances intersect at an interior angle of 135 degrees or less;
  - d. be set back a minimum of 1.8 metres (6 feet) from the point of intersection of a driveway and a Lane or from an Interior Side Lot Line; and
  - e. maintain a sufficient clear vehicle travel width on the Lane; and
  - f. subject to the approval of the City Engineer at the time of building permit issuance;

(c) Parking Space setbacks and projections

A Parking Space shall be:

- (i) set back a minimum of 0.3 metres (1 foot) from a Lot Line common to a Lot and a Street or a Lot and a Lane with the exception of a laneway Parking Space; and
- (ii) set back a minimum of 0.3 metres (1 foot) from any wall, fence or other Structure over 0.3 metre (1 foot) height with the exception of:
  - a. Parking for One-Unit Residential Use or Two-Unit Residential Use;
  - b. a structural column located within 1.52 metres (5 feet) of the midpoint of the Parking Space length; or
  - c. a structural column located within the rear 0.3 metres (1 foot) adjoining the maneuvering aisle;
- (iii) free of any column projection; and

(iv) free of any other projection provided that a maximum 5% of the required Parking Spaces may include an obstruction that:

- a. projects a maximum 1.2 metres (4 feet) into the front of the Parking Space furthest from the maneuvering aisle;
- b. maintains a minimum 1.2 metres (4 feet) head clearance; and
- c. includes a leading edge angled at 45 degrees and clearly marked "CAUTION – LOW CLEARANCE" in black letters on a bright yellow background;

(d) Parking Space delineation

Each Parking Space, with the exception of a Lot in a One-Unit Residential or Two-Unit Residential zone, shall be clearly:

- (i) delineated by painted solid lines or other acceptable pavement marking device for each Parking Space; and
- (ii) numbered for identification;

(e) Parking areas

Each Parking Space, maneuvering aisle and driveway, with the exception of Parking on a Lot in a One-Unit Residential or Two-Unit Residential zone, shall be:

- (i) surfaced with asphalt, concrete or permeable paving with the exception of Parking for a farmer's market;
- (ii) designed with adequate curbs and wheel stops of not less than 0.15 metres (6 inches) in Height to ensure that vehicles are kept back from fences, exterior walls and landscaped areas; and
- (iii) in the case of unconcealed Parking areas, Bounded By a Landscape Screen with a minimum Height of 0.91 metres (3 feet) subject to subsection 906(4)(h);

(f) Parking area lighting

Parking areas shall be illuminated only with shielded lighting so that:

- (i) direct rays of light do not fall on an adjacent Lot; and
- (ii) glare does not impact motorists on adjacent Streets or Lanes.

(3) Replacing all instances of "906(3)(a)" in this Bylaw with "906(3)(a)(i)";

(4) Replacing all instances of "906(3)(b)" in this Bylaw with "906(3)(a)(ii)";

(5) Replacing all instances of "906(3)(c)" in this Bylaw with "906(3)(c)(i)";

(6) Replacing all instances of "906(3)(d)" in this Bylaw with "906(3)(c)(ii)";

(7) Replacing all instances of "906(3)(f)" in this Bylaw with "906(3)(e)(ii)";

(8) Replacing all instances of "906(3)(j)" in this Bylaw with "906(3)(c)(iv)";



(9) Replacing subsection 906(4)(d) as follows:

(d) Parking Space access directly from Lane

Access to individual Parking Spaces located directly off a Lane, with the exception of laneway Parking Spaces, shall only be permitted in:

- (i) One-Unit and Two-Unit Residential zones;
- (ii) Ground-Oriented Residential zones provided that the Lot has a:
  - a. Rear Lot Line length of less than 16 metres (52.5 feet); and
  - b. density no greater than 1.0 times the Lot Area;
- (iii) Commercial and Industrial zones; and
- (iv) Shared Vehicle Parking Space in any zone subject to the approval of the City Engineer;

(10) Adding subsection 906(6)(g) as follows:

- (g) notwithstanding subsection 906(6)(b), no Disability Parking Spaces are required for Townhouse Residential Use that has a total number of required Parking Spaces of less than 10 spaces.

E. In Part 9: Parking and Access Regulations, amending Figure 9-3 as follows:

- (1) Deleting Class of Building “A residential building with 3 or more units in a CD Zone developed at 0.5 FSR to 1.0 FSR” and required number of spaces “1.5 spaces per dwelling unit”;
- (2) Deleting Class of Building “Apartment Residential Use, or an Accessory Apartment Use” and required number of spaces “1.2 spaces per dwelling unit”;
- (3) Adding Class of Building “All other Residential Uses” and required number of spaces “1.2 spaces per Dwelling Unit, not including Lock-Off Units” after Class of Building “Rental Apartment Residential Use” and required number of spaces “0.75 Spaces per Dwelling Unit”;

F. In Part 9: Parking and Access Regulations, amending Figure 9-4 by replacing “Disability Parking Requirements for Apartment Residential Use and Accessory Apartment Residential Uses” with “Minimum Disability Parking Space Requirements for Townhouse Residential Use, Apartment Residential Use, Rental Apartment Residential Use and Accessory Apartment Residential Use”;

G. In Part 9: Parking and Access Regulations, after subsection 908(7)(d) adding subsection 908(7)(e) as follows:

- (e) visitor stalls provided in the form of laneway stalls may be permitted subject to the approval of the City Engineer;

H. In Part 10A: Bicycle Parking and Access Regulations, amending Figure 10A-02 as follows:

- (5) Replacing “Required Bicycle Spaces” with “Required Bicycle Parking Spaces”;
- (6) Deleting Class of Building “A residential building with 3 or more units in a CD Zone developed at 0.5 FSR to 1.0 FSR” and related short-term and secure Required Bicycle Parking Spaces;
- (7) Replacing Class of Building “Apartment Residential Use, or an Accessory Apartment Use” with “Townhouse, Apartment, Rental Apartment, or Accessory Apartment Residential Use, not including Lock-Off Units”;

**6. Division V: Comprehensive Development Zones of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:**

- A. In Part 11: Comprehensive Development Zones, replacing subsection (7) of Section 1101(CD-328) as follows:

(7) Section 906(3)(e)(ii) shall be waived;

- B. In Part 11: Comprehensive Development Zones, replacing subsection (9) of Section 1101(CD-372) as follows:

(9) Section 906(3)(e)(ii) shall be waived;

- C. In Part 11: Comprehensive Development Zones, replacing subsection (11) of Section 1101(CD-373) as follows:

(11) Section 906(3)(e)(ii) shall be waived;

- D. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-382) as follows:

(2) Gross Floor Area

- (a) Gross Floor Area shall not exceed 1.20 times the Lot Area;
- (b) for the purposes of subsection (2)(a), the following shall be excluded from Gross Floor Area calculation by a maximum of 0.6 times the Lot Area through provision of ASHRAE 90.1-2007 energy standard in accordance with subsection 419(2):

- (i) 1.13 times the Lot Area through provision of a minimum of 50 Dwelling Units under Apartment Residential Use on a floor level above the First Storey; and
- (ii) exterior balconies and decks which are at least 25% unenclosed, based on the total of all sides and overhead planes;

- E. In Part 11: Comprehensive Development Zones, amending Section 1101(CD-383) as follows:

(1) Replace subsection (9) with “Subsection 906(3)(c)(ii) shall be waived for a maximum of 4 Parking Spaces”;

(2) Replace subsection (10) with “Subsection 906(3)(e)(ii) shall be waived;

- F. In Part 11: Comprehensive Development Zones, amending Section 1101(CD-384) as follows:

(1) Replace subsection (8) with “Subsection 906(3)(c)(ii) shall be waived for a maximum of 4 Parking Spaces”;

(2) Replace subsection (9) with “Subsection 906(3)(e)(ii) shall be waived;

- G. In Part 11: Comprehensive Development Zones, replacing subsection (7) of Section 1101(CD-388) as follows:
- (7) Section 906(3)(c)(i) shall be waived for two tandem Parking Spaces located along the southernmost Interior Side Lot Line;
- H. In Part 11: Comprehensive Development Zones, replacing subsection (25) of Section 1101(CD-393) as follows:
- (25) Pursuant to the Local Government Act, this bylaw shall come into force and effect on the date that the “VPA Lands Exchange”, as defined in the Covenant granted to the City, pursuant to Section 219 of the Land Title Act, in respect of the lands described in Section 2 herein, is completed;
- I. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-428) as follows:
- (4) combined and in total with all Structures shall not exceed 1,000 square metres (10,764 square feet), provided that this amount may be increased attaining a minimum 5% better than ASHRAE 90.1-2010 energy standard in accordance with subsection 419(2), to a maximum of 2.05 times the Lot Area;
- J. In Part 11: Comprehensive Development Zones, amending Section 1101(CD-453) as follows:
- (1) Replace subsection (B 8) with “Subsection 906(3)(c)(ii) shall be waived”;
- (2) Replace subsection (E 8) with “Subsection 906(3)(c)(ii) shall be waived”;
- K. In Part 11: Comprehensive Development Zones, replacing subsection (2)(a)(ii) of Section 1101(CD-430) as follows:
- (ii) Apartment Residential Use subject to Section 510;
- L. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-588) as follows:
- (2) Principal Buildings shall not exceed a Gross Floor Area of 1.0 times the Lot Area provided that:
- (a) roof top access to a maximum of 200 square metres (2,153 square feet) shall be excluded; and
- (b) a density bonus to a maximum of 514 square metres (5,527 square feet) for the provision of the following:
- (i) minimum Energuide 82 energy standard in accordance with subsection 419(1);
- (ii) Built Green Gold; and
- (iii) LEED for Homes Platinum in accordance with subsection 422(1);

- M. In Part 11: Comprehensive Development Zones, replacing subsection (2)(b) of Section 1101(CD-592) as follows:
- (b) units subject to a Housing Agreement with the City of North Vancouver pursuant to the Local Government Act on terms satisfactory to the City, and;
- N. In Part 11: Comprehensive Development Zones, replacing subsection (A2)(c) of Section 1101(CD-610) as follows:
- (c) Gross Floor Area for Site “Z” shall be 2.6 times the Lot Area subject to attaining a minimum ASHRAE 90.1-2007 energy standard in accordance with subsection 419(2);
- O. In Part 11: Comprehensive Development Zones, replacing subsection (2)(d) of Section 1101(CD-612) as follows:
- (d) The Gross Floor Area for Site “B” shall be increased by 800.5 square metres (8,617 square feet) through:
    - (i) best commercial efforts to attain 30% better than ASHRAE 90.1-2007 energy standard in accordance with subsection 419(2);
    - (ii) attaining a minimum 20% better than ASHRAE 90.1-2007 energy standard in accordance with subsection 419(2); and
    - (iii) provision of hydronic cooling and heating mechanical systems for all commercial floor area in accordance with subsection 420;
- P. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-613) as follows:
- (3) Principal Buildings on each lot shall not exceed a combined Gross Floor Area of:
    - (a) 0.61 times the Lot Area for the easterly Lot containing the Heritage Building; and
    - (b) 0.58 times the Lot Area for the westerly Lot;

Attached Parking, Basements and Cellars shall be excluded from Gross Floor Area calculation through attaining a minimum EnerGuide 80 energy standard in accordance with subsection 419(1);
- Q. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-613A) as follows:
- (2) Gross Floor Area
    - (a) Principal buildings together with Structures shall not exceed 1.0 times the Lot Area, provided that this amount may be increased through attaining a minimum ASHRAE 90.1-2007 energy standard in accordance with subsection 419(2), to a maximum of 2.6 times the Lot Area;
    - (b) shall exclude the secondary lobby and corridor, meaning a 30.1 square metre (324 square feet) portion of the Basement providing exterior building access from the Dwelling Units located in the Basement; and



(c) shall be allocated in accordance with Table CD-613A-1 below:

**Table CD-613A-1: Summary of Density and Density Transfers**

<b>Site</b>	<b>3d</b>	<b>3b</b>
Lot Area (sq. ft.)	1,367	23,080
Density (FSR)	2.6	2.6
Gross Floor Area (sq. ft.)	3,553	60,008
Density Transfer (sq. ft.)	- 2,749	+ 2,749
Effective Gross Floor Area (sq. ft.)	804	62,757

R. In Part 11: Comprehensive Development Zones, replacing subsection (4) of Section 1101(CD-616) as follows:

(4) Principal Buildings shall not exceed a combined Gross Floor Area (One-Unit and Two-Unit Residential) of 0.75 times the Lot Area. Attached Parking and Cellars shall be excluded from Gross Floor Area calculation through attaining a minimum EnerGuide 80 energy standard in accordance with subsection 419(1);

S. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-620) as follows:

(2) Section 509A(2) shall be varied as follows:

Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.50 times the Lot Area provided that Cellars may be excluded through attaining a minimum EnerGuide 80 energy standard in accordance with subsection 419(1);

T. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-622) as follows:

(2) Section 509A(2) shall be varied as follows:

Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.50 times the Lot Area provided that Cellars may be excluded through attaining a minimum EnerGuide 80 energy standard in accordance with subsection 419(1);

U. In Part 11: Comprehensive Development Zones, replacing subsection (6) of Section 1101(CD-624) as follows:

(6) Section 511(2) shall be varied as follows:

Gross Floor Area shall not exceed of 1.0 times the Lot Area, provided:

(a) the provision of attaining a minimum EnerGuide 80 energy standard in accordance with subsection 419(1) for all new construction; and

- (b) the following shall be excluded from Gross Floor Area calculation:
    - (i) staircases to Underground Parking, laundry, storage and Secure Bicycle Parking that are continuous with a Principal Use, to a maximum of 0.16 times the Lot Area;
    - (ii) staircases providing roof top access, to a maximum of 0.02 times the Lot Area; and
    - (iii) total floor area of the heritage building, subject to the designation of the heritage building on the site;
  
- V. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-625) as follows:
  - (2) Principal Building shall not exceed a Gross Floor Area of 1.0 times the Lot Area, provided:
    - (a) this amount may be increased through attaining a minimum ASHRAE 90.1-2007 energy standard in accordance with Section 419(2), to a maximum of 2.0 times the Lot Area; and
    - (b) the following shall be excluded from Gross Floor Area calculation:
      - (i) exterior balconies and decks which are at least 20% unenclosed, based on the total of all sides and overhead planes;
      - (ii) garage and storage areas, mechanical/electrical rooms and access thereto located on the First Storey, and one access stairwell providing maintenance access to the First Storey roof; and
      - (iii) rooftop stairwell access hatches to a maximum of 93 square metres (1,000 square feet);
  
- W. In Part 11: Comprehensive Development Zones, replacing subsection (1) of Section 1101(CD-626) as follows:
  - (1) Principal Building shall not exceed a Gross Floor Area (One-Unit and Two-Unit Residential) of 0.35 times the Lot Area plus 92.9 metres (1,000 square feet) provided that Cellars may be excluded through attaining a minimum EnerGuide 82 energy standard in accordance with Section 419(1);
  
- X. In Part 11: Comprehensive Development Zones, replacing subsection (A2) of Section 1101(CD-627) as follows:
  - (A2) The Principal Buildings, combined and in total with all Structures, on Sites “A” and “B” shall not exceed a Gross Floor Area of 1.0 times the Lot Area, provided:
    - (a) this amount may be increased through attaining a minimum ASHRAE 90.1-2007 energy standard in accordance with Section 419(2), to a maximum of 1.64 times the Lot Area; and
    - (b) the Gross Floor Area shall be allocated in accordance with Table CD-627-1:

**Table CD-627-1: Summary of Density and Density Transfers**

Site	"A"	"B"
Description	Heywood Park	972 Marine Drive
Lot Area (sq. ft.)	13,438.	24,834
Density (FSR)	0	2.52
Gross Floor Area (sq. ft.)	0	62,516

- Y. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-628) as follows:

(2) Gross Floor Area

Section 509(2)(b) shall be varied to permit a maximum Gross Floor Area (One-Unit and Two-Unit Residential) for Accessory Coach House Use of 84.5 square metres (910 square feet);

- Z. In Part 11: Comprehensive Development Zones, replacing subsection (2)(a) of Section 1101(CD-629) as follows:

(a) Gross Floor Area

- (i) together shall not exceed 2.6 times the Lot Area, provided that a minimum ASHRAE 90.1-2007 energy standard in accordance with subsection 419(2) is attained; and
- (ii) for the purposes of the CD-629 Zone, Gross Floor Area calculation shall exclude:
  - a. Rental Apartment Residential Use and related circulation area to a maximum of 0.81 times the Lot Area; and
  - b. Roof top access stairs and elevators to a maximum of 50 square metres (538 square feet);

- AA. In Part 11: Comprehensive Development Zones, replacing subsection (5) of Section 1101(CD-630) as follows:

(5) Gross Floor Area

- (a) Gross Floor Area shall not exceed 0.75 times the Lot Area; and
- (b) for the purposes of the CD-630 Zone, Cellar areas shall be:
  - (i) excluded from Gross Floor Area calculation through attaining a minimum EnerGuide 80 energy standard in accordance with subsection 419(1); and
  - (ii) defined as floor area in which the lower floor is greater than 1 metre (3.3 feet) below Average Grade;

- BB. In Part 11: Comprehensive Development Zones, replacing “3. The above to be secured in accordance with section 611(1)(a)(ii)-(v)” in the “Additional (Bonus) Density” table of subsection (4) of Section 1101(CD-631) as follows:
3. The above to be secured in accordance with subsection 419(2)
- CC. In Part 11: Comprehensive Development Zones, replacing subsection (5) of Section 1101(CD-633) as follows:
- (5) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.50 times the Lot Area provided that Cellars may be excluded through attaining a minimum Energuide 82 energy standard in accordance with subsection 419(1);
- DD. In Part 11: Comprehensive Development Zones, replacing subsection (4) of Section 1101(CD-634) as follows:
- (4) Gross Floor Area
- (a) Principal Buildings shall not exceed a combined Gross Floor Area of 0.43 times the Lot Area provided that this amount may be increased through attaining a minimum Energuide 80 energy standard in accordance with subsection 419(1), to a maximum of 0.64 times the Lot Area; and
- (b) for the purposes of the CD-634 Zone, attached vehicle parking up to a maximum of 55.7 square metres (600 square feet) shall be excluded from Gross Floor Area calculation;
- EE. In Part 11: Comprehensive Development Zones, replacing subsection (5) of Section 1101(CD-635) as follows:
- (5) Gross Floor Area
- (a) Principal Buildings shall not exceed a combined Gross Floor Area of 0.5 times the Lot Area provided that this amount may be increased through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1), to a maximum of 1.0 times the Lot Area; and
- (b) for the purposes of the CD-634 Zone, Cellar areas shall be excluded from Gross Floor Area calculation;
- FF. In Part 11: Comprehensive Development Zones, replacing subsection (1) of Section 1101(CD-637) as follows:
- (1) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.35 times the Lot Area provided that Cellars may be excluded through attaining a minimum Energuide 82 energy standard in accordance with subsection 419(1);
- GG. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-638) as follows:
- (3) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 584.5 square metres (6,290 square feet) provided that Cellars may be excluded through attaining a minimum Energuide 81 energy standard in accordance with subsection 419(1);

- HH. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-639) as follows:
- (3) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.48 times the Lot Area provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);
- II. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-640) as follows:
- (3) Gross Floor Area
- (a) Principal Buildings shall not exceed a combined Gross Floor Area of 0.4 times the Lot Area provided that this amount may be increased through attaining a minimum Energuide 81 energy standard in accordance with subsection 419(1), to a maximum of 1.0 times the Lot Area; and
- (b) for the purposes of the CD-640 Zone, an accessory parking garage up to a maximum of 0.08 times the Lot Area attached to the northernmost Principal Building shall be excluded from Gross Floor Area calculation;
- JJ. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-641) as follows:
- (3) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 319.6 square metres (3,440 square feet) provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);
- KK. In Part 11: Comprehensive Development Zones, replacing subsection (3)(a) of Section 1101(CD-642) as follows:
- (a) Principal Buildings together with Structures shall not exceed 0.25 times the Lot Area, provided that this amount may be increased to a maximum of 2.6 times the Lot Area, through attaining a minimum:
- (i) ASHRAE 90.1-2010 energy standard in accordance with subsection 419(2); or
- (ii) NECB 2011 energy standard in accordance with subsection 419(3);
- LL. In Part 11: Comprehensive Development Zones, replacing subsection (3)(a) of Section 1101(CD-643) as follows:
- (a) Gross Floor Area shall not exceed 3.2 times the Lot Area, comprised as follows:



Category	Description	Gross Floor Area
<b>BASE DENSITY</b>		
Energy standard	Minimum ASHRAE 90.1-2007 energy standard in accordance with subsection 419(2)	2,051.3 m <sup>2</sup> (22,080 ft <sup>2</sup> ) or 2.3 FSR
<b>ADDITIONAL (BONUS) DENSITY</b>		
Employment Generating Office Use	Construction of up to 401.3 m <sup>2</sup> (4,320 ft <sup>2</sup> ) of Employment Generating Office Use in addition to required base density 1.0 FSR commercial floor area	401.3 m <sup>2</sup> (4,320 ft <sup>2</sup> ) or 0.45 FSR Employment Generating Office Use only
Civic Amenity Reserve Fund	\$172,800 contribution to the Civic Amenity Reserve Fund	401.3 m <sup>2</sup> (4,320 ft <sup>2</sup> ) or 0.45 FSR Employment Generating Office Use only
<b>TOTAL DENSITY</b>		
		2,854 m <sup>2</sup> (30,720 ft <sup>2</sup> ) or 3.2 FSR

MM. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-644) as follows:

- (3) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.5 times the Lot Area, provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);

NN. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-650) as follows:

- (2) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.67 times the Lot Area, provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);

OO. In Part 11: Comprehensive Development Zones, replacing subsection (1) of Section 1101(CD-652) as follows:

- (1) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.6 times the Lot Area, provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);

PP. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-653) as follows:

- (2) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.6 times the Lot Area, provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);

QQ. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-654) as follows:

- (2) Principal Buildings together with Structures shall not exceed 1,000 square metres (10,764 square feet), provided that this amount may be increased to a maximum of 0.65 times the Lot Area, through attaining a minimum:
  - (i) ASHRAE 90.1-2010 energy standard in accordance with subsection 419(2); or
  - (ii) NECB 2011 energy standard in accordance with subsection 419(3);

RR. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-655) as follows:

- (3) Gross Floor Area
  - (a) Principal Buildings together with Structures shall not exceed 1.0 times the Lot Area, provided that this amount may be increased to a maximum of 2.0 times the Lot Area, through attaining a minimum:
    - (i) ASHRAE 90.1-2010 energy standard in accordance with subsection 419(2); or
    - (ii) NECB 2011 energy standard in accordance with subsection 419(3);
  - (b) for the purposes of the CD-655 Zone, a rooftop stairwell access to a maximum of 140 square metres (1,507 square feet) shall be excluded from Gross Floor Area calculation;

SS. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-656) as follows:

- (3) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.49 times the Lot Area, provided that, through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1):
  - (a) Gross Floor Area (One-Unit and Two-Unit Residential) may be increased to a maximum of 0.75 times the Lot Area; and
  - (b) Cellars may be excluded;

TT. In Part 11: Comprehensive Development Zones, replacing subsection (1) of Section 1101(CD-657) as follows:

- (1) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 335.1 square metres (3,607 square feet), provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);

- UU. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-658) as follows:
- (2) Principal Building shall not exceed 1.0 times the Lot Area, provided that this amount may be increased to a maximum of 1.6 times the Lot Area, through attaining a minimum:
    - (i) ASHRAE 90.1-2010 energy standard in accordance with subsection 419(2); or
    - (ii) NECB 2011 energy standard in accordance with subsection 419(3);
- VV. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-659) as follows:
- (2) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.5 times the Lot Area, provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);
- WW. In Part 11: Comprehensive Development Zones, replacing subsection (2)(A) of Section 1101(CD-660) as follows:
- (A) Principal Building shall not exceed 1.0 times the Lot Area, provided that this amount may be increased to a maximum of 1.6 times the Lot Area, through attaining a minimum:
    - (i) ASHRAE 90.1-2010 energy standard in accordance with subsection 419(2); or
    - (ii) NECB 2011 energy standard in accordance with subsection 419(3);
- XX. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-662) as follows:
- (3) Gross Floor Area (One-Unit and Two-Unit Residential) combined and in total shall not exceed 0.42 times the Lot Area allocated as follows:
    - (i) no greater than 257 square metres (2,760 square feet) on the Eastern Lot, excluding any Basement in a Principal Building issued a Building Permit prior to 1930; and
    - (ii) no greater than 331 square metres (3,560 square feet) on the Western Lot, provided that, for the purposes of the CD-662 Zone, Cellar areas shall be:
      - a. excluded through attaining a minimum Energuide 82 energy standard in accordance with subsection 419(1); and
      - b. defined as floor area in which the lower floor is greater than 1.2 metres (4 feet) below Average Grade;

YY. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-663) as follows:

- (2) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.5 times the Lot Area, provided that:
  - (a) Cellars may be excluded through attaining a minimum Energuide 82 energy standard in accordance with subsection 419(1);
  - (b) Bay Windows may be excluded to a combined total of 12.4 square metres (133 square feet);

ZZ. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-664) as follows:

- (2) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.75 times the Lot Area, provided that:
  - (a) for the purposes of the CD-664 Zone, Cellar areas shall be:
    - (i) excluded through attaining a minimum Energuide 82 energy standard in accordance with subsection 419(1); and
    - (ii) defined to include floor area beneath Porches;
  - (b) Bay Windows may be excluded to a combined total of 12.4 square metres (133 square feet);

AAA. In Part 11: Comprehensive Development Zones, replacing subsection (2) of Section 1101(CD-665) as follows:

- (2) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.5 times the Lot Area, provided that Cellars may be excluded through attaining a minimum Energuide 84 energy standard in accordance with subsection 419(1);

BBB. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-667) as follows:

- (3) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.97 times the Lot Area, provided that Cellars may be excluded through attaining a minimum Energuide 83 energy standard in accordance with subsection 419(1);

CCC. In Part 11: Comprehensive Development Zones, replacing subsection (3) of Section 1101(CD-668) as follows:

- (3) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed 0.5 times the Lot Area, provided that Cellars may be excluded through attaining a minimum Energuide 83 energy standard in accordance with subsection 419(1);

READ a first time by the Council on the <> day of <>, 2016.

READ a second time by the Council on the <> day of <>, 2016.

READ a third time and passed by the Council on the <> day of <>, 2016.

ADOPTED by the Council, signed by the Mayor and City Clerk and affixed with the Corporate Seal on the <> day of <>, 2016.

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MAYOR

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CITY CLERK



# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8470

### **A Bylaw to amend “Zoning Bylaw, 1995, No. 6700” by establishing new residential zones and the Moodyville Development Permit Area Guidelines**

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, 2016, No. 8470” (New Residential Zones and Moodyville Development Permit Area Guidelines)**.
2. **Division I: Administration of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by revising the Short Form and Designation, in Part 3: Basic Provisions, subsection 302(4), as follows:**

- A. Adding the Short Form and Designation after “RS-3 One-Unit Residential 3”:

<u>SHORT FORM</u>	<u>DESIGNATION</u>
RS-4B	One-Unit Residential 4B

- B. Adding the Short Form and Designation after “RG-1 Ground-Oriented Residential 1”:

<u>SHORT FORM</u>	<u>DESIGNATION</u>
RG-2	Ground-Oriented Residential 2
RG-3	Ground-Oriented Residential 3
RG-4	Ground-Oriented Residential 4

- C. Adding the Short Form and Designation after “Medium Density Apartment Residential 1”:

<u>SHORT FORM</u>	<u>DESIGNATION</u>
RM-2	Medium Density Apartment Residential 2

3. **Division II: General Zoning Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by adding, in Part 4: General Regulations, subsection 410(2), as follows:**

#### (2) Siting Exceptions for Special Residential Zones

For developments in the RS-4B, RG-2, RG-3, RG-4 and RM-2 zones, the following siting exceptions shall apply:

- (a) where Exterior Wall thickness is in excess of 0.165 metres (6.5 inches) provided that the wall thickness is utilized for the provision of insulating materials and/or protection against wind, water and vapour, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by 0.25 metres (9.8 inches);

- (b) where eaves, cornices, leaders, gutters, canopies or Sunlight Control Projections project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by 0.92 metres (3 feet) from any Lot Line;
- (c) where Bay Windows project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced by 0.61 metres (2 feet) from any Lot Line;
- (d) where Unenclosed balconies project beyond the face of the Principal Building, the minimum distance to an abutting Lot Line as permitted elsewhere in the Bylaw may be reduced by 0.3 metres (1 foot) from any Lot Line;
- (e) where Unenclosed Porches or steps project beyond the face of the Principal 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 an abutting Interior Side Lot Line or Exterior Side Lot Line; and
  - (ii) 1.22 metres (4 feet) from an abutting Front Lot Line or Rear Lot Line;
- (f) where eaves project beyond the face of an Accessory 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 an abutting Interior Side Lot Line or Exterior Side Lot Line; and
  - (ii) 1.22 metres (4 feet) from an abutting Front Lot Line or Rear Lot Line;
- (g) an Underground Structure may be sited in any portion of a Lot with the exception of any portion of the Lot within a Special Setback scheduled in Section 411 of this Bylaw; and
- (h) where a Green Wall or a Solar Collector projects beyond the face of the Principal Building or Accessory Building, the minimum distance to an abutting Lot Line as permitted elsewhere in this Bylaw may be reduced to that required by the British Columbia Building Code, as amended from time to time, but may not project into any portion of the Lot within a Special Setback scheduled in Section 411 of this Bylaw.

**4. Division III: Zone Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:**

- A. In Purpose adding “Special Residential (Part 5A)” after “Residential (Part 5)”;
- B. Adding “Part 5A: Special Residential Zone Regulations” after “Part 5: Residential Zone Regulations” as follows:

**PART 5A: SPECIAL RESIDENTIAL ZONE REGULATIONS**

***551 Not Applied***

**552 RS-4B One Unit Residential Use 4B**

**(1) Purpose**

To permit Rowhouses in areas designated Residential Level 3 or higher in the Official Community Plan with densities up to 0.75 FSR and in conjunction with Development Permit Area Guidelines.

**(2) Principal and Accessory Uses**

Subject to the regulations contained in this Bylaw, the following Principal and Accessory Uses and no others shall be permitted in the RG-2 Ground-Oriented Residential 2, as indicated by the shaded area in Figure 552-1.

**(3) Principal Building**

The number of Principal Buildings shall be limited to one per Lot.

**Figure 552-1 Principal and Accessory Uses in RS-4B Zone**

		Accessory Use										
Principal Use		(a) Accessory Secondary Suite Use subject to subsection 507(10)	(b) Accessory Coach House Use subject to subsection 507(12)	(c) Accessory Bed and Breakfast Use subject to subsection 507(9)	(d) Accessory Hen Keeping subject to Sections 412 and 514	(e) Accessory Boarding Use subject to subsection 507(8)	(f) Accessory Dwelling Unit Use subject to subsection 507(13)	(g) Accessory Lock-Off Unit Use subject to subsection 507(14)	(h) Accessory Home Occupation Use subject to subsections 507(5), (6) and (7)	(i) Accessory Home Office Use	(j) Accessory Off-Street Parking Use	(k) Accessory Off-Street Loading Use
(1) One-Unit Residential Use												
(2) Rowhouse Residential Use												
(3) Child Care Use subject to subsection 507(4)												
(4) Residential Care Facility Use												

#### **(4) Density**

The sum of subsections 552(4)(a) and 552(4)(b), combined and in total, shall at no time exceed 0.75 times the Lot Area:

(a) Gross Floor Area (One-Unit and Two-Unit Residential)

(i) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed the lesser of:

- a. 0.50 times the Lot Area; or
- b. 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet);

(ii) notwithstanding subsection 552(4)(a)(i) above:

- a. Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1); and
- b. of the total allowed in subsection 552(4)(a)(i), the maximum Gross Floor Area for Accessory Coach House Use shall not exceed the lesser of:
  - i. 0.17 times the Lot Area; or
  - ii. 92.9 square metres (1,000 square feet);

(b) Gross Floor Area

(i) Gross Floor Area shall not exceed the greater of:

- a. 0.50 times the Lot Area; or
- b. Gross Floor Area permitted prior to the adoption of Amendment Bylaw, 2016, No. 8464;

(ii) notwithstanding subsection 552(4)(b)(i), Gross Floor Area may be increased to a maximum of 0.75 times the Lot Area through the provision of one of the enhanced energy standard options and all applicable density bonus provisions as indicated by the shaded area of the selected option in Figure 552-2.

#### **(5) Lot Coverage**

Principal Buildings together with Accessory Buildings shall not exceed a Lot Coverage of 50 percent.

#### **(6) Building Height**

A Principal Building shall not exceed a Building Envelope of 12 metres (39.4 feet) as measured from average Building Grades on the Street.



## **(7) Building Siting**

(a) a Principal Building shall not be sited less than:

- (i) 3 metres (9.8 feet) from a Front Lot Line;
- (ii) 1.6 metres (5.2 feet) from an Interior Side Lot Line shared by an adjacent Lot with a Lot Area greater than 334.4 square meters (3,600 square feet);
- (iii) 2.4 metres (7.9 feet) from an Exterior Side Lot Line; and
- (iv) 7.6 metres (24.9 feet) or 0.50 times the Lot depth, whichever is greater, from a Rear Lot Line;

(b) notwithstanding subsection 552(7)(a)(ii), no setback from an Interior Side Lot Line shared by an adjacent Lot with a Lot Area equal or less than 334.4 square metres (3,600 square feet) is required.

**Figure 552-2 Density bonus provisions for RS-4B Zone**

**Applicable density bonus provisions**

**Enhanced energy standard options**

- (1) Passive House  
subject to subsection 419(4)
- (2) EnerGuide 86  
subject to subsection 419(1)
- (3) Most stringent Provincial stretch building code  
for Part 9 buildings subject to 419(5)

	(a) Amenity Share subject to Section 418	(b) Dedication of all area within special setback subject to Section 411	(c) Adaptable design subject to Section 423	(c) Hydronic energy service for domestic hot water subject to Section 420	(d) Hydronic energy service for space heating subject to Section 420	(e) Noise mitigation subject to Section 421	(f) LEED® for Midrise Gold or New Construction Gold subject to subsection 422(1)	(g) LEED® for Homes Gold subject to subsection 422(1)
(1) Passive House subject to subsection 419(4)								
(2) EnerGuide 86 subject to subsection 419(1)								
(3) Most stringent Provincial stretch building code for Part 9 buildings subject to 419(5)								

**553-561 Not Applied**

**562 RG-2 Ground-Oriented Residential 2**

**(1) Purpose**

To permit a range of ground-oriented housing types including Townhouses in areas designated Residential Level 3 in the Official Community Plan with densities up to 0.75 FSR and in conjunction with Development Permit Area Guidelines.

**(2) Principal and Accessory Uses**

Subject to the regulations contained in this Bylaw, the following Principal and Accessory Uses and no others shall be permitted in the RG-2 Ground-Oriented Residential 2, as indicated by the shaded area in Figure 562-1.

**(3) Minimum Dwelling Unit size**

A Dwelling Unit shall have a minimum Gross Floor Area of 37.2 square metres (400 square feet).

**(4) Required Accessory Lock-Off Unit Use**

Any Townhouse Residential Use with ten or more Principal Dwelling Units shall provide Accessory Lock-Off Units as follows:

- (a) the minimum required provision is one Accessory Lock-Off Unit for every five Principal Dwelling Units that have a Gross Floor Area greater than 140 square metres (1,507 square feet);
- (b) no more than one Accessory Lock-Off Unit shall be accessory to any single Principal Dwelling Unit;
- (c) each Accessory Lock-Off Unit shall be:
  - (i) constructed in accordance with subsection 507(14) of this Bylaw; and
  - (ii) accessory to any Principal Dwelling Unit on the Lot.

**Figure 562-1 Principal and Accessory Uses in RG-2 Zone**

		Accessory Use										
Principal Use		(a) Accessory Secondary Suite Use subject to subsection 507(10)	(b) Accessory Coach House Use subject to subsection 507(12)	(c) Accessory Bed and Breakfast Use subject to subsection 507(9)	(d) Accessory Hen Keeping subject to Sections 412 and 514	(e) Accessory Boarding Use subject to subsection 507(8)	(f) Accessory Dwelling Unit Use subject to subsection 507(13)	(g) Accessory Lock-Off Unit Use subject to subsection 507(14)	(h) Accessory Home Occupation Use subject to subsections 507(5), (6) and (7)	(i) Accessory Home Office Use	(j) Accessory Off-Street Parking Use	(k) Accessory Off-Street Loading Use
(1) One-Unit Residential Use												
(2) Two-Unit Residential Use												
(3) Townhouse Residential Use												
(4) Rental Apartment Residential Use												
(5) Child Care Use subject to subsection 507(4)												
(6) Residential Care Facility Use												

## **(5) Density**

The sum of subsections 562(5)(a) and 562(5)(b), combined and in total, shall at no time exceed 0.75 times the Lot Area:

### **(a) Gross Floor Area (One-Unit and Two-Unit Residential)**

#### **(i) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed the lesser of:**

- a. 0.50 times the Lot Area; or
- b. 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet);

#### **(ii) Notwithstanding subsection 562(5)(a)(i) above:**

- a. Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1); and
- b. of the total allowed in subsection 562(5)(a)(i), the maximum Gross Floor Area for Accessory Coach House Use shall not exceed the lesser of:
  - i. 0.17 times the Lot Area; or
  - ii. 92.9 square metres (1,000 square feet);

### **(b) Gross Floor Area**

#### **(i) Gross Floor Area shall not exceed the greater of:**

- a. 0.50 times the Lot Area; or
- b. Gross Floor Area permitted prior to the adoption of Amendment Bylaw, 2016, No. 8464;

#### **(ii) notwithstanding subsection 562(5)(b)(i), Gross Floor Area may be increased to a maximum of 0.75 times the Lot Area through the provision of one of the enhanced energy standard options and all applicable density bonus provisions as indicated by the shaded area of the selected option in Figure 562-2.**

## **(6) Lot Coverage**

Principal Buildings together with Accessory Buildings shall not exceed a Lot Coverage of 50 percent.

## **(7) Building Height**

Principal Buildings shall not exceed a Building Envelope of 12 metres (39.4 feet) as measured from average Building Grades:

- (a) from the Street for the Lot Area between the Front Lot Line and the Mid Lot Line; and
- (b) from the Lane for the remainder of the Lot.



## **(8) Building Siting**

Principal Buildings shall not be sited less than:

- (a) 3 metres (9.8 feet) from a Front Lot Line or Exterior Side Lot Line;
- (b) 1.6 metres (5.2 feet) from an Interior Side Lot Line;
- (c) 2.4 metres (7.9 feet) from an Exterior Side Lot Line; and
- (d) 1.6 metres (5.2 feet) from a Rear Lot Line.

**Figure 562-2 Density bonus provisions for RG-2 Zone**

**Applicable density bonus provisions**

**Enhanced energy standard options**

- (1) Passive House  
subject to subsection 419(4)
- (2) EnerGuide 86  
subject to subsection 419(1)
- (3) Most stringent Provincial stretch building code  
for Part 9 buildings subject to 419(5)

	(a) Amenity Share subject to Section 418	(b) Dedication of all area within special setback subject to Section 411	(c) Adaptable design subject to Section 423	(c) Hydronic energy service for domestic hot water subject to Section 420	(d) Hydronic energy service for space heating subject to Section 420	(e) Noise mitigation subject to Section 421	(f) LEED® for Midrise Gold or New Construction Gold subject to subsection 422(1)	(g) LEED® for Homes Gold subject to subsection 422(1)
(1) Passive House subject to subsection 419(4)								
(2) EnerGuide 86 subject to subsection 419(1)								
(3) Most stringent Provincial stretch building code for Part 9 buildings subject to 419(5)								

## **563 RG-3 Ground-Oriented Residential 3**

### **(1) Purpose**

To permit a range of ground-oriented housing types including Townhouses in areas designated Residential Level 4A in the Official Community Plan with densities up to 1.0 FSR and in conjunction with Development Permit Area Guidelines.

### **(2) Principal and Accessory Uses**

Subject to the regulations contained in this Bylaw, the following Principal and Accessory Uses and no others shall be permitted in the RG-3 Ground-Oriented Residential 2, as indicated by the shaded area in Figure 563-1.

### **(3) Minimum Dwelling Unit size**

A Dwelling Unit shall have a minimum Gross Floor Area of 37.2 square metres (400 square feet).

### **(4) Required Accessory Lock-Off Unit Use**

Any Townhouse Residential Use with ten or more Principal Dwelling Units shall provide Accessory Lock-Off Units as follows:

- (a) the minimum required provision is one Accessory Lock-Off Unit for every five Principal Dwelling Units that have a Gross Floor Area greater than 140 square metres (1,507 square feet);
- (b) no more than one Accessory Lock-Off Unit shall be accessory to any single Principal Dwelling Unit;
- (c) each Accessory Lock-Off Unit shall be:
  - (i) constructed in accordance with subsection 507(14) of this Bylaw; and
  - (ii) accessory to any Principal Dwelling Unit on the Lot.

**Figure 563-1 Principal and Accessory Uses in RG-3 Zone**

		Accessory Use										
Principal Use		(a) Accessory Secondary Suite Use subject to subsection 507(10)	(b) Accessory Coach House Use subject to subsection 507(12)	(c) Accessory Bed and Breakfast Use subject to subsection 507(9)	(d) Accessory Hen Keeping subject to Sections 412 and 514	(e) Accessory Boarding Use subject to subsection 507(8)	(f) Accessory Dwelling Unit Use subject to subsection 507(13)	(g) Accessory Lock-Off Unit Use subject to subsection 507(14)	(h) Accessory Home Occupation Use subject to subsections 507(5), (6) and (7)	(i) Accessory Home Office Use	(j) Accessory Off-Street Parking Use	(k) Accessory Off-Street Loading Use
(1) One-Unit Residential Use												
(2) Two-Unit Residential Use												
(3) Townhouse Residential Use												
(4) Rental Apartment Residential Use												
(5) Child Care Use subject to subsection 507(4)												
(6) Residential Care Facility Use												

## **(5) Density**

The sum of subsections 563(5)(a) and 563(5)(b), combined and in total, shall at no time exceed 1.0 times the Lot Area:

### **(a) Gross Floor Area (One-Unit and Two-Unit Residential)**

#### **(i) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed the lesser of:**

- a. 0.50 times the Lot Area; or
- b. 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet);

#### **(ii) notwithstanding subsection 563(5)(a)(i) above:**

- a. Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1); and
- b. of the total allowed in subsection 563(5)(a)(i), the maximum Gross Floor Area for Accessory Coach House Use shall not exceed the lesser of:
  - i. 0.17 times the Lot Area; or
  - ii. 92.9 square metres (1,000 square feet);

### **(b) Gross Floor Area**

#### **(i) Gross Floor Area shall not exceed the greater of:**

- a. 0.50 times the Lot Area; or
- b. Gross Floor Area permitted prior to the adoption of Amendment Bylaw, 2016, No. 8464;

#### **(ii) notwithstanding subsection 563(5)(b)(i), Gross Floor Area may be increased to a maximum of 1.0 times the Lot Area through the provision of one of the enhanced energy standard options and all applicable density bonus provisions as indicated by the shaded area of the selected option in Figure 563-2.**

## **(6) Lot Coverage**

Principal Buildings together with Accessory Buildings shall not exceed a Lot Coverage of 60 percent.



## **(7) Building Height**

- (a) Principal Buildings shall not exceed a Building Envelope of 12 metres (39.4 feet) as measured from average Building Grades:
  - (i) from the Street for the Lot Area between the Front Lot Line and the Mid Lot Line; and
  - (ii) from the Lane for the remainder of the Lot;
- (b) notwithstanding subsection 563(7)(a), on Lots with a Front Lot Line common to East 3<sup>rd</sup> Street between Ridgeway Avenue and Queensbury Avenue, Principal Buildings shall not exceed a Building Envelope of:
  - (i) 12 metres (39.4 feet) as measured from average Building Grades from the Street for the Lot Area between the Front Lot Line and the Mid Lot Line; and
  - (ii) 8 metres (26.2 feet) as measured from average Building Grades from the Lane for the remainder of the Lot.

## **(8) Building Siting**

- (a) Principal Buildings shall not be sited less than:
  - (i) 3 metres (9.8 feet) from a Front Lot Line, subject to 563(7)(c);
  - (ii) 2.4 metres (7.9 feet) from an Interior Side Lot Line or Exterior Side Lot Line; and
  - (iii) 1.6 metres (5.2 feet) from a Rear Lot Line;
- (b) notwithstanding subsection 563(8)(a), on Lots with a Front Lot Line common to East 3<sup>rd</sup> Street between Ridgeway Avenue and Queensbury Avenue, Principal Buildings shall not be sited less than:
  - (i) 2.4 metres (7.9 feet) from a Front Lot Line;
  - (ii) 2.4 metres (7.9 feet) from an Interior Side Lot Line or Exterior Side Lot Line; and
  - (iii) 2.2 metres (7.2 feet) from a Rear Lot Line;
- (c) for the purposes of determining setbacks, the Front Lot Line of Lots fronting East 1<sup>st</sup> Street and East 2<sup>nd</sup> Street between St. Patrick's Avenue and St. David's Avenue shall be considered a line drawn 12.2 metres (40 feet) from the centre line of such road allowances, as existing prior to adoption of Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8434.

**Figure 563-2 Density bonus provisions for RG-3 Zone**

**Applicable density bonus provisions**

**Enhanced energy standard options**

- (1) Passive House  
subject to subsection 419(4)
- (2) EnerGuide 86  
subject to subsection 419(1)
- (3) Most stringent Provincial stretch building code  
for Part 9 buildings subject to 419(5)

	(a) Amenity Share subject to Section 418	(b) Dedication of all area within special setback subject to Section 411	(c) Adaptable design subject to Section 423	(c) Hydronic energy service for domestic hot water subject to Section 420	(d) Hydronic energy service for space heating subject to Section 420	(e) Noise mitigation subject to Section 421	(f) LEED® for Midrise Gold or New Construction Gold subject to subsection 422(1)	(g) LEED® for Homes Gold subject to subsection 422(1)
(1) Passive House subject to subsection 419(4)								
(2) EnerGuide 86 subject to subsection 419(1)								
(3) Most stringent Provincial stretch building code for Part 9 buildings subject to 419(5)								

## **564 RG-4 Ground-Oriented Residential 4**

### **(1) Purpose**

To permit a range of ground-oriented housing types including Townhouses in areas designated Residential Level 4B in the Official Community Plan with densities up to 1.25 FSR and in conjunction with Development Permit Area Guidelines.

### **(2) Principal and Accessory Uses**

Subject to the regulations contained in this Bylaw, the following Principal and Accessory Uses and no others shall be permitted in the RG-4 Ground-Oriented Residential 4, as indicated by the shaded area in Figure 564-1.

### **(3) Minimum Dwelling Unit size**

A Dwelling Unit shall have a minimum Gross Floor Area of 37.2 square metres (400 square feet).

### **(4) Required Accessory Lock-Off Unit Use**

Any Townhouse Residential Use with ten or more Principal Dwelling Units shall provide Accessory Lock-Off Units as follows:

- (a) the minimum required provision is one Accessory Lock-Off Unit for every five Principal Dwelling Units that have a Gross Floor Area greater than 140 square metres (1,507 square feet);
- (b) no more than one Accessory Lock-Off Unit shall be accessory to any single Principal Dwelling Unit;
- (c) each Accessory Lock-Off Unit shall be:
  - (i) constructed in accordance with subsection 507(14) of this Bylaw; and
  - (ii) accessory to any Principal Dwelling Unit on the Lot.

**Figure 564-1 Principal and Accessory Uses in RG-4 Zone**

		Accessory Use										
Principal Use		(a) Accessory Secondary Suite Use subject to subsection 507(10)	(b) Accessory Coach House Use subject to subsection 507(12)	(c) Accessory Bed and Breakfast Use subject to subsection 507(9)	(d) Accessory Hen Keeping subject to Sections 412 and 514	(e) Accessory Boarding Use subject to subsection 507(8)	(f) Accessory Dwelling Unit Use subject to subsection 507(13)	(g) Accessory Lock-Off Unit Use subject to subsection 507(14)	(h) Accessory Home Occupation Use subject to subsections 507(5), (6) and (7)	(i) Accessory Home Office Use	(j) Accessory Off-Street Parking Use	(k) Accessory Off-Street Loading Use
(1) One-Unit Residential Use												
(2) Two-Unit Residential Use												
(3) Townhouse Residential Use												
(4) Rental Apartment Residential Use												
(5) Child Care Use subject to subsection 507(4)												
(6) Residential Care Facility Use												

## **(5) Density**

The sum of subsections 564(5)(a) and 564(5)(b), combined and in total, shall at no time exceed 1.25 times the Lot Area:

### **(a) Gross Floor Area (One-Unit and Two-Unit Residential)**

#### **(i) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed the lesser of:**

- a. 0.50 times the Lot Area; or
- b. 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet);

#### **(ii) Notwithstanding subsection 564(5)(a)(i) above:**

- a. Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1); and
- b. of the total allowed in subsection 564(5)(a)(i), the maximum Gross Floor Area for Accessory Coach House Use shall not exceed the lesser of:
  - i. 0.17 times the Lot Area; or
  - ii. 92.9 square metres (1,000 square feet);

### **(b) Gross Floor Area**

#### **(i) Gross Floor Area shall not exceed the greater of:**

- a. 0.50 times the Lot Area; or
- b. Gross Floor Area permitted prior to the adoption of Amendment Bylaw, 2016, No. 8464;

#### **(ii) notwithstanding subsection 564(5)(b)(i), Gross Floor Area may be increased to a maximum of 1.25 times the Lot Area through the provision of one of the enhanced energy standard options and all applicable density bonus provisions as indicated by the shaded area of the selected option in Figure 564-2.**

## **(6) Lot Coverage**

Principal Buildings together with Accessory Buildings shall not exceed a Lot Coverage of 60 percent.

## **(7) Building Height**

Principal Buildings shall not exceed a Building Envelope of 15 metres (49.2 feet) as measured from average Building Grades:

- (a) from the Street for the Lot Area between the Front Lot Line and the Mid Lot Line; and
- (b) from the Lane for the remainder of the Lot.



## **(8) Building Siting**

Principal Buildings shall not be sited less than:

- (a) 3 metres (9.8 feet) from a Front Lot Line;
- (b) 2.4 metres (7.9 feet) from an Interior Side Lot Line or Exterior Side Lot Line; and
- (c) 1.6 metres (5.2 feet) from a Rear Lot Line.

**Figure 564-2 Density bonus provisions for RG-4 Zone**

**Applicable density bonus provisions**

**Enhanced energy standard options**

- (1) Passive House  
subject to subsection 419(4)
- (2) 10% better than NECB 2011  
subject to subsection 419(3)
- (3) 15% better than ASHRAE 90.1-2010  
subject to subsection 419(2)
- (4) EnerGuide 86  
subject to subsection 419(1)
- (5) Most stringent Provincial stretch building code  
for Part 9 buildings subject to 419(5)
- (6) Most stringent Provincial stretch building code  
for Part 3 buildings subject to 419(5)

	(a) Amenity Share subject to Section 418	(b) Dedication of all area within special setback subject to Section 411	(c) Adaptable design subject to Section 423	(c) Hydronic energy service for domestic hot water subject to Section 420	(d) Hydronic energy service for space heating subject to Section 420	(e) Noise mitigation subject to Section 421	(f) LEED® for Midrise Gold or New Construction Gold subject to subsection 422(1)	(g) LEED® for Homes Gold subject to subsection 422(1)
(1) Passive House subject to subsection 419(4)								
(2) 10% better than NECB 2011 subject to subsection 419(3)								
(3) 15% better than ASHRAE 90.1-2010 subject to subsection 419(2)								
(4) EnerGuide 86 subject to subsection 419(1)								
(5) Most stringent Provincial stretch building code for Part 9 buildings subject to 419(5)								
(6) Most stringent Provincial stretch building code for Part 3 buildings subject to 419(5)								

**565-571 Not Applied**

**572 RM-2 Medium Density Apartment Residential 2**

**(1) Purpose**

To permit a range of mid-density housing types including Townhouses and Apartments in areas designated Residential Level 5 in the Official Community Plan with densities up to 1.6 FSR and in conjunction with Development Permit Area Guidelines.

**(2) Principal and Accessory Use**

Subject to the regulations contained in this Bylaw, the following Principal and Accessory Uses and no others shall be permitted in the RM-2 Medium Density Apartment Residential 2, as indicated by the shaded area in Figure 572-1.

**(3) Minimum Dwelling Unit size**

A Dwelling Unit shall have a minimum Gross Floor Area of 37.2 square metres (400 square feet).

**(4) Required Accessory Lock-Off Unit Use**

Any Townhouse Residential Use with ten or more Principal Dwelling Units shall provide Accessory Lock-Off Units as follows:

- (a) the minimum required provision is one Accessory Lock-Off Unit for every five Principal Dwelling Units that have a Gross Floor Area greater than 140 square metres (1,507 square feet);
- (b) no more than one Accessory Lock-Off Unit shall be accessory to any single Principal Dwelling Unit;
- (c) each Accessory Lock-Off Unit shall be:
  - (i) constructed in accordance with subsection 507(14) of this Bylaw; and
  - (ii) accessory to any Principal Dwelling Unit on the Lot.

**Figure 572-1 Principal and Accessory Uses in RM-2 Zone**

Principal Use	Accessory Use										
	(a) Accessory Secondary Suite Use subject to subsection 507(10)	(b) Accessory Coach House Use subject to subsection 507(12)	(c) Accessory Bed and Breakfast Use subject to subsection 507(9)	(d) Accessory Hen Keeping subject to Sections 412 and 514	(e) Accessory Boarding Use subject to subsection 507(8)	(f) Accessory Dwelling Unit Use subject to subsection 507(13)	(g) Accessory Lock-Off Unit Use subject to subsection 507(14)	(h) Accessory Home Occupation Use subject to subsections 507(5), (6) and (7)	(i) Accessory Home Office Use	(j) Accessory Off-Street Parking Use	(k) Accessory Off-Street Loading Use
(1) One-Unit Residential Use											
(2) Two-Unit Residential Use											
(3) Townhouse Residential Use											
(4) Apartment Residential Use											
(5) Rental Apartment Residential Use											
(6) Child Care Use subject to subsection 507(4)											
(7) Residential Care Facility Use											

## **(5) Density**

The sum of subsections 572(5)(a) and 572(5)(b), combined and in total, shall at no time exceed 1.6 times the Lot Area:

### **(a) Gross Floor Area (One-Unit and Two-Unit Residential)**

#### **(i) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed the lesser of:**

- a. 0.50 times the Lot Area; or
- b. 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet);

#### **(ii) Notwithstanding subsection 572(5)(a)(i) above:**

- a. Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1); and
- b. of the total allowed in subsection 572(5)(a)(i), the maximum Gross Floor Area for Accessory Coach House Use shall not exceed the lesser of:
  - i. 0.17 times the Lot Area; or
  - ii. 92.9 square metres (1,000 square feet);

### **(b) Gross Floor Area**

#### **(i) Gross Floor Area shall not exceed the greater of:**

- a. 0.50 times the Lot Area; or
- b. Gross Floor Area permitted prior to the adoption of Amendment Bylaw, 2016, No. 8464;

#### **(ii) notwithstanding subsection 572(5)(b)(i), Gross Floor Area may be increased to a maximum of 1.6 times the Lot Area through the provision of one of the enhanced energy standard options and all applicable density bonus provisions as indicated by the shaded area of the selected option in Figure 572-2.**

## **(6) Lot Coverage**

Principal Buildings together with Accessory Buildings shall not exceed a Lot Coverage of 60 percent.



## **(7) Building Height**

- (a) Apartment Residential Use, Rental Apartment Residential Use and Residential Care Facility Use shall not exceed a Building Envelope of 15 metres (49.2 feet) as measured from average Building Grades:
  - (i) from the Street for the Lot Area between the Front Lot Line and a Line parallel to and offset 28 metres (91.9 feet) from the Front Lot Line; and
  - (ii) from the Lane for the remainder of the Lot;
- (b) all other permitted Uses shall not exceed a Building Envelope of 15 metres (49.2 feet) as measured from average Building Grades:
  - (i) from the Street for the Lot Area between the Front Lot Line and the Mid Lot Line; and
  - (ii) from the Lane for the remainder of the Lot.

## **(8) Building Siting**

- (a) Principal Buildings shall not be sited less than:
  - (i) 3 metres (9.8 feet) from a Front Lot Line;
  - (ii) 2.4 metres (7.9 feet) from an Interior Side Lot Line or Exterior Side Lot Line; and
  - (iii) 1.6 metres (5.2 feet) from a Rear Lot Line;
- (b) notwithstanding subsection 572(8)(a), Lots with a Front Lot Line common to East 3<sup>rd</sup> Street between St. David's Avenue and Ridgeway Avenue Principal Buildings shall not be sited less than:
  - (i) 1.9 metres (6.2 feet) from a Front Lot Line;
  - (ii) 2.4 metres (7.9 feet) from an Interior Side Lot Line or Exterior Side Lot Line; and
  - (iii) 1.6 metres (5.2 feet) from a Rear Lot Line.

**Figure 572-2 Density bonus provisions for RM-2 Zone**

**Applicable density bonus provisions**

**Enhanced energy standard options**

- (1) Passive House  
subject to subsection 419(4)
- (2) 10% better than NECB 2011  
subject to subsection 419(3)
- (3) 15% better than ASHRAE 90.1-2010  
subject to subsection 419(2)
- (4) EnerGuide 86  
subject to subsection 419(1)
- (5) Most stringent Provincial stretch building code  
for Part 9 buildings subject to 419(5)
- (6) Most stringent Provincial stretch building code  
for Part 3 buildings subject to 419(5)

	(a) Amenity Share subject to Section 418	(b) Dedication of all area within special setback subject to Section 411	(c) Adaptable design subject to Section 423	(c) Hydronic energy service for domestic hot water subject to Section 420	(d) Hydronic energy service for space heating subject to Section 420	(e) Noise mitigation subject to Section 421	(f) LEED® for Midrise Gold or New Construction Gold subject to subsection 422(1)	(g) LEED® for Homes Gold subject to subsection 422(1)
(1) Passive House subject to subsection 419(4)								
(2) 10% better than NECB 2011 subject to subsection 419(3)								
(3) 15% better than ASHRAE 90.1-2010 subject to subsection 419(2)								
(4) EnerGuide 86 subject to subsection 419(1)								
(5) Most stringent Provincial stretch building code for Part 9 buildings subject to 419(5)								
(6) Most stringent Provincial stretch building code for Part 3 buildings subject to 419(5)								

5. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the Lots as henceforth being transferred, added to and forming part of the annotated zones in accordance with Schedule 109.

Amending Bylaw No. 8470			Schedule 109 Moodyville Zoning Designation		Page 1 of 7	
Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
010-815-309	1	22	273	1063	From RS-1	To RT-1A
005-505-721	2	22	273	1063	RS-1	RT-1A
015-013-006	3	22	273	1063	RS-1	RT-1A
015-013-014	4	22	273	1063	RS-1	RT-1A
015-013-022	5	22	273	1063	RS-1	RT-1A
008-773-386	6	22	273	1063	RS-1	RT-1A
015-013-031	7	22	273	1063	RS-1	RT-1A
015-013-049	8	22	273	1063	RS-1	RT-1A
012-090-531	9	22	273	1063	RS-1	RT-1A
006-792-740	10	22	273	1063	RS-1	RT-1A
002-584-751	11	22	273	1063	RS-1	RT-1A
015-013-057	12	22	273	1063	RS-1	RT-1A
015-013-065	13	22	273	1063	RS-1	RT-1A
015-012-786	1	23	273	1063	RS-1	RT-1A
015-012-808	2	23	273	1063	RS-1	RT-1A
005-673-127	3	23	273	1063	RS-1	RT-1A
013-924-753	4	23	273	1063	RS-1	RT-1A
015-376-168	5	23	273	1063	RS-1	RT-1A
015-012-816	6	23	273	1063	RS-1	RT-1A
015-012-832	7	23	273	1063	RS-1	RT-1A
015-012-841	8	23	273	1063	RS-1	RT-1A
006-703-186	9	23	273	1063	RS-1	RT-1A
011-688-025	10	23	273	1063	RS-1	RT-1A
015-012-867	11	23	273	1063	RS-1	RT-1A
002-539-632	12	23	273	1063	RS-1	RT-1A
005-221-722	13	23	273	1063	RS-1	RT-1A

Amending Bylaw No. 8470			Schedule 109 Moodyville Zoning Designation		Page 2 of 7	
Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
015-012-701	23	24	273	1063	<b>From</b> RS-1	<b>To</b> RG-2
015-012-697	24	24	273	1063	RS-1	RG-2
009-199-055	14	22	273	1063	<b>From</b> RS-1	<b>To</b> RG-3
015-013-073	15	22	273	1063	RS-1	RG-3
015-013-103	16	22	273	1063	RS-1	RG-3
010-789-103	17	22	273	1063	RS-1	RG-3
015-013-120	18	22	273	1063	RS-1	RG-3
015-013-146	19	22	273	1063	RS-1	RG-3
015-013-154	20	22	273	1063	RS-1	RG-3
015-013-171	21	22	273	1063	RS-1	RG-3
015-013-197	22	22	273	1063	RS-1	RG-3
015-013-201	23	22	273	1063	RS-1	RG-3
010-071-415	24	22	273	1063	RS-1	RG-3
015-013-219	A	22	273	1063	RS-1	RG-3
015-013-235	A	22	273	1063	RS-1	RG-3
015-012-875	14	23	273	1063	RS-1	RG-3
015-012-891	15	23	273	1063	RS-1	RG-3
007-904-088	16	23	273	1063	RS-1	RG-3
003-621-171	17	23	273	1063	RS-1	RG-3
015-012-921	18	23	273	1063	RS-1	RG-3
015-012-905	18	23	273	1063	RS-1	RG-3
015-012-930	19	23	273	1063	RS-1	RG-3
005-044-561	20	23	273	1063	RS-1	RG-3
002-609-401	21	23	273	1063	RS-1	RG-3
015-012-956	22	23	273	1063	RS-1	RG-3
015-012-972	23	23	273	1063	RS-1	RG-3
015-012-981	24	23	273	1063	RS-1	RG-3
006-866-085	25	23	273	1063	RS-1	RG-3
015-012-999	26	23	273	1063	RS-1	RG-3

Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
005-513-499	14	144	274	878	<b>From</b> RT-1	<b>To</b> RG-3
007-007-736	16	144	274	878	RT-1	RG-3
007-007-698	16	144	274	878	RT-1	RG-3
007-007-621	19	144	274	878	RT-1	RG-3
003-113-809	21	144	274	878	RT-1	RG-3
015-080-307	24	144	274	878	RT-1	RG-3
015-080-498	1	152	274	878	RT-1	RG-3
014-464-802	2	152	274	878	RT-1	RG-3
015-080-501	3	152	274	878	RT-1	RG-3
015-080-528	4	152	274	878	RT-1	RG-3
015-080-536	5	152	274	878	RT-1	RG-3
015-080-552	6	152	274	878	RT-1	RG-3
010-204-237	7	152	274	878	RT-1	RG-3
015-080-561	7	152	274	878	RT-1	RG-3
010-204-261	8	152	274	878	RT-1	RG-3
008-967-067	8	152	274	878	RT-1	RG-3
011-444-568	11	152	274	878	RT-1	RG-3
015-080-595	12	152	274	878	RT-1	RG-3
003-071-235	13	152	274	878	RT-1	RG-3
003-161-129	14	152	274	878	RT-1	RG-3
015-080-609	18	152	274	878	RT-1	RG-3
015-080-617	19	152	274	878	RT-1	RG-3
003-090-990	20	152	274	878	RT-1	RG-3
012-531-618	21	152	274	878	RT-1	RG-3
004-789-938	22	152	274	878	RT-1	RG-3
015-080-641	24	152	274	878	RT-1	RG-3
014-114-739	27	152	274	878	RT-1	RG-3
003-143-546	28	152	274	878	RT-1	RG-3
015-080-706	30	152	274	878	RT-1	RG-3
015-080-731	31	152	274	878	RT-1	RG-3
015-080-757	32	152	274	878	RT-1	RG-3
015-080-765	33	152	274	878	RT-1	RG-3



Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
013-942-352	34	152	274	878	<b>From</b> RT-1	<b>To</b> RG-3
CNV-001-223	1-2	152	274	LMS4166	RT-1	RG-3
CNV-001-208	1-2	152	274	LMS4009	RT-1	RG-3
CNV-001-155	1-2	152	274	LMS2796	RT-1	RG-3
015-046-192	1	169	274	972	RT-1	RG-3
015-046-214	3	169	274	972	RT-1	RG-3
013-372-777	4	169	274	972	RT-1	RG-3
014-316-048	5	169	274	972	RT-1	RG-3
013-474-227	6	169	274	972	RT-1	RG-3
015-046-222	7	169	274	972	RT-1	RG-3
011-543-795	8	169	274	972	RT-1	RG-3
014-490-528	9	169	274	972	RT-1	RG-3
011-792-604	10	169	274	972	RT-1	RG-3
015-046-231	11	169	274	972	RT-1	RG-3
015-046-249	12	169	274	972	RT-1	RG-3
004-692-195	13	169	274	972	RT-1	RG-3
004-692-730	14	169	274	972	RT-1	RG-3
015-046-257	15	169	274	972	RT-1	RG-3
015-046-265	16	169	274	972	RT-1	RG-3
013-504-754	17	169	274	972	RT-1	RG-3
004-099-214	18	169	274	972	RT-1	RG-3
015-046-303	19	169	274	972	RT-1	RG-3
CNV-001-573	1-2		274	BCS4323	RT-1	RG-3
CNV-001-086	1-2		274	LMS2235	RT-1	RG-3
CNV-001-505	1-2		274	BCS3596	RT-1	RG-3
CNV-001-627	1-2		274	EPS2002	RT-1	RG-3
CNV-001-327	1-2		274	BCS1015	RT-1	RG-3
CNV-001-351	1-2		274	BCS1204	RT-1	RG-3
CNV-001-293	1-2		274	BCS178	RT-1	RG-3
CNV-001-323	1-2		274	BCS928	RT-1	RG-3
CNV-001-079	1-2		274	LMS2092	RT-1	RG-3

Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
015-008-207	14	29	273	1063	<b>From</b> RS-1	<b>To</b> RG-4
006-415-555	15	29	273	1063	RS-1	RG-4
015-008-223	16	29	273	1063	RS-1	RG-4
015-008-240	17	29	273	1063	RS-1	RG-4
015-008-274	18	29	273	1063	RS-1	RG-4
008-013-446	19	29	273	1063	RS-1	RG-4
015-008-291	20	29	273	1063	RS-1	RG-4
015-008-304	21	29	273	1063	RS-1	RG-4
004-576-063	22	29	273	1063	RS-1	RG-4
015-008-355	23	29	273	1063	RS-1	RG-4
015-008-347	24	29	273	1063	RS-1	RG-4
015-008-339	25	29	273	1063	RS-1	RG-4
012-634-352	26	29	273	1063	RS-1	RG-4
015-007-901	13	30	273	1063	RS-1	RG-4
011-761-831	14	30	273	1063	RS-1	RG-4
014-007-910	15	30	273	1063	RS-1	RG-4
015-007-928	16	30	273	1063	RS-1	RG-4
015-007-944	17	30	273	1063	RS-1	RG-4
015-007-952	18	30	273	1063	RS-1	RG-4
015-007-979	19	30	273	1063	RS-1	RG-4
015-007-987	20	30	273	1063	RS-1	RG-4
006-915-639	21	30	273	1063	RS-1	RG-4
010-465-855	22	30	273	1063	RS-1	RG-4
002-563-193	23	30	273	1063	RS-1	RG-4
004-242-050	24	30	273	1063	RS-1	RG-4

Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
015-008-070	1	29	273	1063	<b>From</b> RS-1	<b>To</b> RM-2
012-186-422	2	29	273	1063	RS-1	RM-2
015-008-088	3	29	273	1063	RS-1	RM-2
011-433-817	4	29	273	1063	RS-1	RM-2
008-842-167	5	29	273	1063	RS-1	RM-2
004-777-204	6	29	273	1063	RS-1	RM-2
002-805-855	7	29	273	1063	RS-1	RM-2
013-476-882	8	29	273	1063	RS-1	RM-2
015-008-100	9	29	273	1063	RS-1	RM-2
015-008-126	10	29	273	1063	RS-1	RM-2
007-056-591	11	29	273	1063	RS-1	RM-2
015-008-142	12	29	273	1063	RS-1	RM-2
012-614-866	12	29	273	1063	RS-1	RM-2
015-008-169	13	29	273	1063	RS-1	RM-2
015-007-855	4	30	273	1063	RS-1	RM-2
015-007-871	5	30	273	1063	RS-1	RM-2
011-696-061	6	30	273	1063	RS-1	RM-2
012-186-805	7	30	273	1063	RS-1	RM-2
014-936-607	8	30	273	1063	RS-1	RM-2
010-988-564	9	30	273	1063	RS-1	RM-2
010-128-247	10	30	273	1063	RS-1	RM-2
007-715-021	11	30	273	1063	RS-1	RM-2
015-007-880	12	30	273	1063	RS-1	RM-2
015-074-790	10	129	274	878	<b>From</b> RT-1	<b>To</b> RM-2
003-160-807	11	129	274	878	RT-1	RM-2
015-074-897	13	129	274	878	RT-1	RM-2
015-074-951	14	129	274	878	RT-1	RM-2
002-649-471	16	129	274	878	RT-1	RM-2
011-988-169	5	144	274	878	RT-1	RM-2
015-080-242	6	144	274	878	RT-1	RM-2
CNV-001-317	1-2		274	BCS836	RT-1	RM-2
CNV-001-361	1-2		274	BCS1361	RT-1	RM-2
CNV-001-529	1-2		274	BCS3650	RT-1	RM-2
CNV-001-031	1-2		274	LMS1664	RT-1	RM-2
CNV-001-248	1-2		274	LMS4511	RT-1	RM-2
CNV-001-074	1-2		274	LMS1767	RT-1	RM-2
CNV-000-702	1-15		274	VR182	<b>From</b> RM-1	<b>To</b> RM-2



6. Division VII: Development Permit Guidelines of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:

- A. Amending “D. Duplex Development Permit Guidelines” by replacing the map in subsection 2.1 as follows:



- B. Adding “F. Moodyville Development Permit Area Guidelines” after “E. Harbourside Development Permit Area Guidelines”.
- C. Adding “Moodyville Development Permit Area Guidelines” to form a part integral to the Zoning Bylaw, 1995, No.6700 as follows:





# Moodyville

East 3<sup>rd</sup> Street Area  
Development Permit Area Guidelines

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# Part I – General Regulations

## 1 Introduction

These guidelines apply to residential development applications in the Moodyville neighbourhood in the City of North Vancouver. The Official Community Plan 2014, No. 8400, (OCP) establishes the East 3<sup>rd</sup> Street Area Development Permit Area (DPA), known as Moodyville, to respond to sustainability concerns, design issues and local context. In conjunction with related amendments to the Zoning Bylaw 1995, No. 6700, the Moodyville guidelines provide opportunities for a range of ground-oriented multifamily housing types in proximity to employment, services and schools.

This area has long served as a focus on the North Shore. For centuries prior to the arrival of European explorers, First Nations permanent villages and seasonal encampments established historical and spiritual ties to these lands that continue today. The multicultural company town that would become known as Moodyville was founded in the mid-19<sup>th</sup> century, predating development along Lonsdale Avenue to the West.

The neighbourhood continues today to be characterized by its south-facing slope towards the shoreline, quiet streets and interrupted views of Burrard Inlet and the City of Vancouver skyline beyond. The multiuse Spirit Trail crosses Moodyville, connecting Lower Lonsdale, the Squamish Nation and other communities across the North Shore. The neighbourhood overlooks the Port Metro Vancouver industrial waterfront, a principal element of the City's and region's economic profiles, a leading employer, and a contributor to local infrastructure and services. Grain elevators and other port infrastructure are the dominant built elements.

It is this context that serves as the foundation for the next chapter in Moodyville's narrative. With the community's participation, these guidelines have been developed to advocate for a welcoming and attractive neighbourhood. They illustrate multifamily development that frames local, tree-lined streets. A range of building forms and housing types create a diverse streetscape, unified by the pedestrian-scale rhythm of front doors with paths to the sidewalk. Lanes and greenways further promote a living streets approach with fine-grained access through the neighbourhood. Buildings follow the natural slope, and considerations of view impacts and neighbourliness temper the apparent scale of development. Contemporary architectural forms support placemaking and comfort through well designed frontages and enhanced energy efficiency, noise reduction and adaptability.

The Moodyville guidelines will support efforts to increase family-friendly housing in the community through designated densities that allow for a diversity of ground-oriented townhouse and low-rise apartment housing forms. Buildings are commonly arranged around a courtyard, and, in almost all forms, each dwelling benefits from a front door opening onto the street, lane or mews. The topography contributes to the ability of stacked townhousing to maintain a ground orientation. In conjunction with the City's Active Design Guidelines, outdoor and common area design emphasize the social interaction and neighbourliness often associated with townhouse forms. Finally, housing diversity is supported through a mix of unit sizes and the introduction of rental lock-off units to enhance the ability of a dwelling to meet a family's needs as they change over time.

These guidelines reflect an opportunity to introduce new types of ground-oriented housing into the City and to create a model for transit-oriented and energy efficient development. They support a neighbourhood identity shaped by parks, greenways and paths, proximity to the Lonsdale Regional City Centre and the future rapid transit corridor.



## 1.1 INTENT AND USE OF THE GUIDELINES



Development Permit Area guidelines allow for more detailed consideration of development, and they provide additional certainty of the form and character of new buildings to the benefit of owners, neighbours and the broader community. A focus of the Moodyville guidelines is encouraging a pedestrian-friendly and transit-supportive environment. Moodyville is part of a Metro Vancouver identified Frequent Transit Development Area centred on a future rapid transit corridor. Development in Moodyville will contribute to transit investment by delivering a widened transit corridor, enhanced streetscape and greenway network. This public realm will help to define the neighbourhood and to encourage a range of active uses.

These guidelines also promote energy and water conservation as well as the reduction of greenhouse gases (GHG). In addition to encouraging a range of transportation options, Moodyville is expected to be a model of passive design with new buildings demonstrating energy savings and GHG reductions through enhanced envelope performance and decreased reliance on mechanical systems for building comfort. Landscaping guidelines seek to create attractive and productive gardens and boulevards and to implement progressive strategies to manage stormwater and to conserve water.

Development Permit (DP) applications are reviewed against these Guidelines by staff and the Advisory Design Panel. Most applications will require revisions prior to DP issuance. Applications that fail to comply with the guidelines will be required to apply for a Development Variance Permit or Rezoning. This process will require additional time to allow for a Public Meeting or Public Hearing to inform Council's decision.

The identity of Moodyville is enhanced through the collective influence of existing and future residents of this neighbourhood. Applicants and designers are asked to consider the appropriate size and massing and the potential impact on neighbours.

The Moodyville guidelines should be considered in conjunction with the Zoning Bylaw and other City regulations. Contact staff for consolidated materials created for the convenience of applicants.

## 1.2 GUIDING PRINCIPLES

The following principles, identified through community consultation, direct the Moodyville Guidelines. Each principle is followed by related strategies that address the challenges and opportunities for the Moodyville neighbourhood.

### **Contribute to Moodyville identity**

- Foster a distinct sense of place with contemporary forms and innovative design;
- Vary architectural expression across large assemblies to support the appearance of incremental development;
- Reflect the North Shore setting and preserve mature vegetation; and
- Incorporate durable and local building materials.

### **Create neighbourly streetscapes**

- Respond to shadowing and overlook impacts;
- Emphasize a rhythm of individual units with visible front doors and porches; and
- Encourage social interaction on safe and active streets and lanes.

### **Advance sustainability**

- Create a model energy efficient neighbourhood;
- Demonstrate innovative rainwater management;
- Support universal access and active design approaches;
- Create resilient infrastructure for both new and existing housing; and
- Use streets for landscaping and gardening.

### **Improve mobility**

- Support a strong East 3<sup>rd</sup> Street transportation corridor;
- Enhance the small scale residential pattern through pedestrian connections;
- Create welcoming and pedestrian-friendly lanes;
- Frame streets with buildings and design to encourage safe vehicle speeds; and
- Highlight greenways that offer convenient, safe and enjoyable access to parks and other services.

### **Promote housing diversity**

- Build a range of housing;
- Encourage flexibility to respond to families' changing needs;
- Provide amenities to support seniors, children and youth; and
- Encourage neighbourliness with semi-public and public spaces.



Figure 1. **East 3<sup>rd</sup> Street corridor**



Figure 2. **Neighbourhood centre**



Figure 3. **West of St. Patrick's Avenue**



Figure 4. **400-block transition**



## 1.3 NEIGHBOURHOOD SUBAREAS

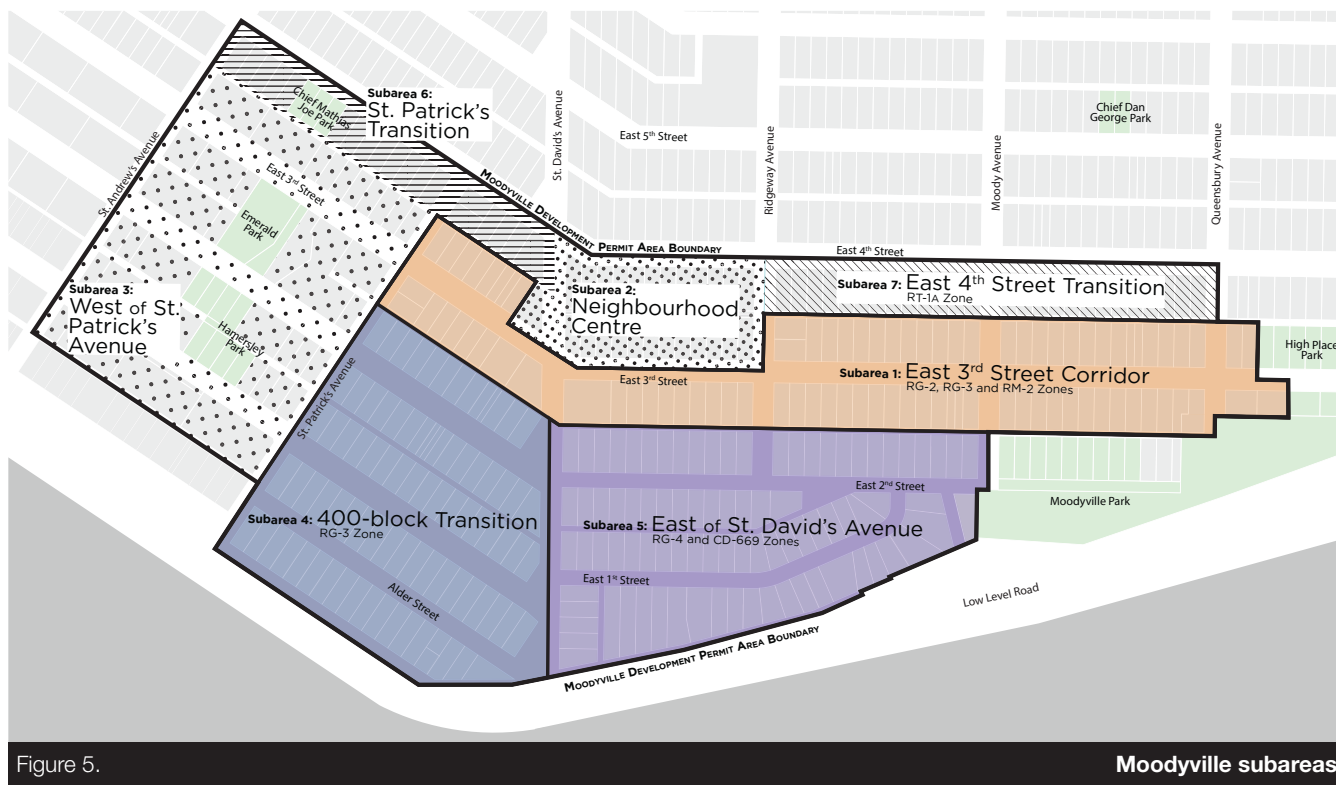


Figure 5.

Moodyville subareas

The Moodyville Development Permit Area is divided into a number of subareas (Figure 5). The land use designation, building forms and context suggests a unique response for each of these multi-block areas, and the Moodyville neighbourhood will be defined by the sum of these Development Permit Area identities. These guidelines apply as indicated above, meaning that they do not apply in Subarea 2 (Neighbourhood Centre), Subarea 3 (West of St. Patrick's Avenue), Subarea 6 (St. Patrick's Transition) and Subarea 7 (4<sup>th</sup> Street Transition). These subareas are subject to other Development Permit Area guidelines as described below.

### Subarea 1: East 3<sup>rd</sup> Street corridor (RG-2, RG-3 and RM-2 Zones)

Development along East 3<sup>rd</sup> Street will reflect its role as part of the future rapid transit corridor connecting Ambleside town centre in District of West Vancouver and Lynn Creek town centre in the District of North Vancouver (Figure 1). Lonsdale Avenue is the only other corridor identified to support rapid transit in the City. Dedication sufficient to create a 30.5-metre (100-foot) wide corridor is required in the Moodyville area to facilitate the creation of the rapid transit corridor. This width accommodates future vehicle loads and dedicated transit lanes as well as the generous sidewalks, boulevards and street trees expected in the public realm for an important corridor in the City.

The land use designations and building envelopes reflect the widened road with a 3:1 ratio of building separation across East 3<sup>rd</sup> Street to building height. The scale of development and landscaping expectations support a pedestrian scale that reinforce the increased activity resulting from ongoing transit investments. The Moodyville Guidelines encourage live-work use on nearby frontages. Major greenway crossings connecting the Spirit Trail and Green Necklace highlight two intersections: St. David's Avenue at the neighbourhood centre and Queensbury Avenue at the entrance to Moodyville Park.



Figure 6. **East of St. David's Avenue**



Figure 7. **St. Patrick's transition**



Figure 8. **East 4<sup>th</sup> Street transition**



## **Subarea 2: Neighbourhood centre**

A commercial or mixed-use centre of the neighbourhood is designated on the north side of East 3<sup>rd</sup> Street including frontages on either side of St. David's Avenue and between St. David's Avenue and Ridgeway Avenue (Figure 2). Since the guidelines are intended for residential use, they do not apply to this subarea.

Development in this subarea will create a neighbourhood centre by incorporating ground-level retail opportunities and the potential for office or other commercial uses above. The inclusion of commercial use, shift in the street grid and crossing of St. David's Avenue greenway elevates this intersection along the rapid transit corridor as a neighbourhood centre. Future development is also expected to respond to the continuing use of the BC Hydro substation on East 4<sup>th</sup> Street.

## **Subarea 3: West of St. Patrick's Avenue**

The 300-block between St. Andrew's Avenue and St. David's Avenue includes three-storey, multifamily rental apartments constructed in the 1970s as well as more recently constructed strata-titled properties (Figure 3). These guidelines do not apply to this subarea since it was largely constructed with multifamily uses prior to establishment of the Moodyville guidelines.

Applicants and owners should be aware of the City's Density Bonusing and Community Benefits Policy and its specific consideration of properties with existing rental apartment use. The Official Community Plan identifies a Residential Apartment Levels 5 & 6 Development Permit Area to guide the form and character of multifamily residential development citywide. Future applications for development in this subarea will be subject to these guidelines once adopted by Council.

## **Subarea 4: 400-block transition (RG-3 Zone)**

Moodyville between St. Patrick's Avenue and St. David's Avenue is defined by the reorientation in the street grid (Figure 4). This block has served for several decades as the transition from the higher density characterizing the blocks to either side of Lonsdale Avenue and the surrounding single family neighbourhoods. West of this block is a mix of industrial and commercial uses towards Esplanade with a range of multifamily housing upslope. Until the 1950s, a large estate with limited development was to the East.

The street is characterized by the wide dedication that is familiar to Lower Lonsdale, but with the large front yard setbacks and reduced building scale of the lower density neighbourhood. New development will introduce reduced building setbacks to define a boulevard edge and to contribute to the active use of the street. Narrowed vehicle travel lanes will support traffic calming. The St. David's Avenue greenway as well as increased permeability of the long blocks south of East 2<sup>nd</sup> Street will further encourage pedestrian and cycling use. Future street features could include chicanes and community gardens. Reduced road dedications may contribute to neighbourhood amenities and to continue the existing pattern of generous front yards in future multifamily development.

## **Subarea 5: East of St. David's Avenue (RG-4 and CD-669 Zones)**

Similar to its role in the single-family identity of Moodyville following its construction in the 1950s, this subarea is anticipated to have a significant role in the future identity of the neighbourhood south of the rapid transit corridor (Figure 6). It is defined by its narrow road widths. The introduction of townhouse building forms up to four storeys will contribute an urban character to the street, highlighted with sidewalks, boulevards and street trees.

A principal element in this subarea is the Spirit Trail. Although an interim path was completed concurrent with the reconstruction of the Low Level Road, a preferred path that meets the City's All Ages and Abilities standard, including limited grades and separation from vehicle travel, is sought in concert with new development. Extending Ridgeway Avenue and delivering other pedestrian and cycling connections will further enhance the connection of the Spirit Trail and Moodyville. These improvements elevate the foot of Moody Avenue as an important point in the neighbourhood. The reconstruction of Moodyville Park with the Spirit Trail and Queensbury Avenue greenway connections further highlight the eastern park interface of this subarea.

## **Subarea 6: St. Patrick's transition**

East 4<sup>th</sup> Street between St. David's Avenue and St. Andrew's Avenue has long been established as the southern limit of two-unit residential (duplex) zoning that extends as far north as East Keith Road (Figure 7). Similar to Subarea 3, no land use designation change occurred as a result of the 2014 OCP. As a result, no zoning change nor introduction of a Duplex Development Permit requirement will occur as part of the 2016 Zoning Bylaw amendment and introduction of the Moodyville guidelines.

## **Subarea 7: East 4<sup>th</sup> Street transition (RT-1A Zone)**

Established single-family neighbourhoods extend upslope of Moodyville east of St. David's Avenue (Figure 8). In support of a transition from low-density residential use to the medium-density residential use framing the East 3<sup>rd</sup> Street rapid transit corridor, the south side of East 4<sup>th</sup> Street is designated for duplex use. Developments in this subarea will require issuance of a Duplex Development Permit but will not be subject to these guidelines.

These guidelines present a modified envelope for multifamily use proximate to this area to facilitate a transition from the corridor to the single-family neighbourhood. Similar to other Moodyville subareas, a neighbourly and domestic lanescape is expected, but a reduced building envelope reflects the lower density of the East 4<sup>th</sup> Street Transition subarea.

## 2 Approval Process



### 2.1 APPLICATION

These guidelines apply to all intensive and multifamily residential development within the East 3<sup>rd</sup> Street Area Development Permit Area (DPA) described in the City of North Vancouver Official Community Plan Bylaw, 2014, No. 8400, Schedule D. This DPA establishes objectives:

- For the form and character of intensive residential or multifamily residential development;
- To promote energy and water conservation; and
- To promote the reduction of greenhouse gas emissions.

The geographic area regulated by these guidelines is Subarea 1,4 and 5, shown for convenience in Figure 5: Moodyville subareas.

### 2.2 EXEMPTION

Notwithstanding the designation of an area as a DPA, the Local Government Act provides that conditions may be specified under which a development permit is not required. In Moodyville, a development permit is not required in the case of:

- A subdivision which consists of a parcel line adjustment or consolidation where no additional lots are created;
- A subdivision for park purposes;
- An internal alteration (a change or extension in the interior of a building relating to any matter or thing regulated by the B.C. Building Code);
- Temporary buildings or structures that are erected either for offices for construction or marketing purposes for a period that is not expected to exceed the duration of such construction;
- Accessory buildings and structures which do not result in a change to the parking configuration;

- Minor external renovations to existing buildings which do not significantly alter the footprint or exterior character of the building;
- Road or utility works or landscaping within a dedicated road right of way or strata road; and/or
- Green space or trail improvements.

In addition, minor exterior renovations to an existing building 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 Community Development.

## 2.3 SUBMISSION REQUIREMENTS

Every application for a Development Permit must be accompanied by relevant development information in the form prescribed by the City. This information includes, but is not limited to:

- 1) Plans demonstrating the proposed:
  - location of all buildings and structures;
  - siting of parking areas;
  - landscaping and the extent and nature of existing landscaping, including details of trees to be maintained or proposed to be planted;
  - exterior finish, materials, and colour of buildings and roofs;
  - locations of all exterior lighting.
- 2) Detailed description of the compliance of the proposal with environmental guidelines;
- 3) A checklist indicating the compliance of the proposal with the Guidelines. Where some element of the design does not comply with a Guideline, a justification describing the divergence and the reason must be provided;
- 4) Supporting information demonstrating that neighbours within 40 metres (131.2 feet) have been notified.

## 2.4 AMENDMENT

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

# Part II – Conservation Guidelines

*Development proposals must support the City's commitment to promote energy and water conservation and to reduce greenhouse gas emissions. This requires designing to meet leading building energy efficiency and stormwater management standards and practices. These guidelines refine the City of North Vancouver Subdivision and Development Control Bylaw and Zoning Bylaw regulations.*

## 3 Energy Conservation

### 3.1 ENHANCED ENERGY STANDARD

Buildings are required to be certified at an advanced energy efficiency standard in accordance with Section 419 of the Zoning Bylaw, utilizing strategies such as those shown in Figure 9.

**Guideline 3.1.1** Building designs are encouraged to communicate leading energy conservation principles through a diverse range of architectural responses.

### 3.2 RENEWABLE ENERGY GENERATION

**Guideline 3.2.1** Consider integrating solar energy systems into the architectural design to provide opportunities for renewable generation upon building construction or in the future.

Figure 10

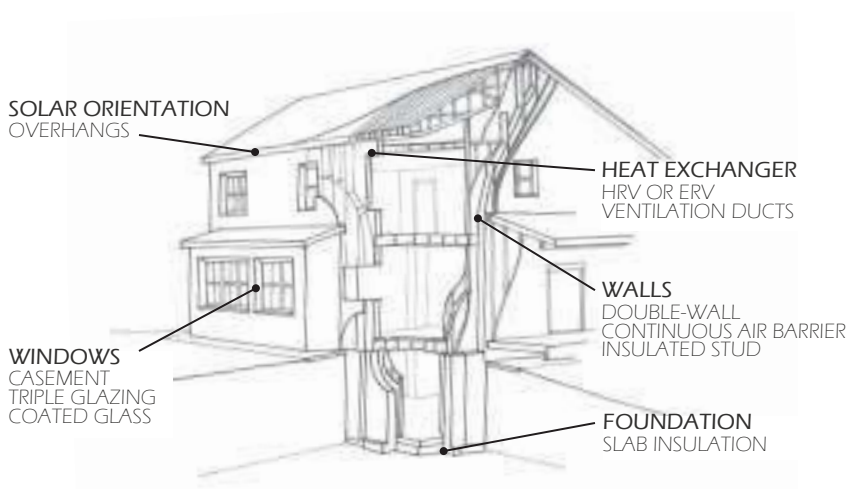


Figure 9.

Advanced energy standard strategies

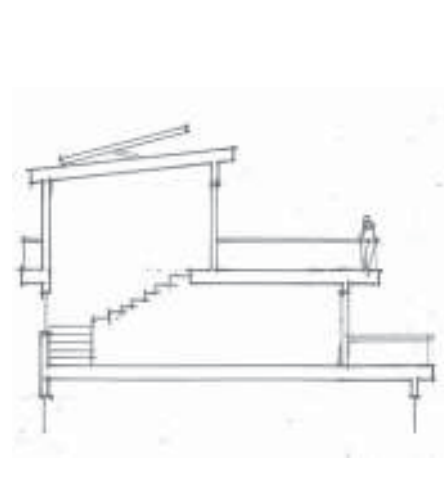


Figure 10.

Integrated renewables



## 4 Water Conservation



### 4.1 PERMEABILITY

**Developments are required to construct—and to report on—stormwater management works treating water from roads and laneways. This infrastructure must be designed to include allowances for climate change in accordance with the City's Subdivision and Development Control Bylaw.**

**Guideline 4.1.1** Minimize impervious surfaces through use of the following materials:

**Figure 11**

- (a) pavers, placed stone or river rock for tree surrounds and areas with infrequent pedestrian use;
- (b) extensive groundcover and planters over parkades; and
- (c) permeable paving for walkways, driveways, exterior courtyard driveways and surface parking, particularly where stormwater discharge into on-site infiltration facilities is not practical.

**Guideline 4.1.2** Incorporate on-site landscaping infiltration strategies including:

**Figure 12**

- (a) finish grading comprised of topsoil or composted waste;
- (b) engineered rock pits and soil cells; and
- (c) visible features such as rain gardens or linked bioswales.

**Guideline 4.1.3** Minimize hard surface pathways to only those providing access to dwelling units, common outdoor space and on-site service infrastructure.

**Guideline 4.1.4** Consider active and/or passive green roofs to reduce the impact of increased building lot coverage on stormwater runoff and urban heat island effect.

**See subsection 9.3 for additional Form and Character Guidelines on landscaping**

## 4.2 RAINWATER RETENTION

**Guideline 4.2.1** In order to reduce peak stormwater runoff and to conserve water required for landscaping, roof drainage should be designed to:

Figure 13

- (a) provide a minimum 500 liters (132.1 gallons) for every 350 square metres (3,767.4 square feet) roof area for rainwater storage in barrels or cisterns that allow water to be drawn for landscaping purposes; or
- (b) collect and detain rainwater in accordance with LEED® Gold stormwater design provisions.



Figure 11. **Increased permeability**



Figure 12. **On-site infiltration**



Figure 13. **Rainwater collection**

## 5 Reduction of Greenhouse Gas Emissions



### 5.1 VEHICLE CHARGING

**Guideline 5.1.1** Vehicle charging infrastructure should be provided as follows:

- (a) 20% of all parking spaces should include an electrical outlet, a receptacle or electric vehicle supply equipment where applicable, and should be supplied by a branch circuit rated not less than 40 A at the nominal voltage of 208 V or 240 V as applicable; and
- (b) adequate space in the electrical room or electrical vault to support future electric vehicle charging for the remaining parking spaces.

**See subsection 9.5 for additional Form and Character Guidelines on vehicle parking**

# Part III – Form and Character Guidelines

*Development proposals must contribute to the public realm and demonstrate compatibility with the Moodyville neighbourhood in accordance with these guidelines. The intention is to encourage durable and inviting buildings that respond to local topography, frame public greenways, streets and lanes, and promote landscaped, pedestrian-scale frontages. These guidelines refine the City of North Vancouver Subdivision and Development Control Bylaw and Zoning Bylaw regulations.*

## 6 Site Planning

### 6.1 BUILDING FORMS

These guidelines direct each project to contribute to the neighbourliness, liveability, sustainability and sense of community in Moodyville (Figure 14). To this end, site conditions and context should influence building form and inform the quantity, size and layout of dwelling units. Although a diversity of building forms is possible, many share a similar consideration of orientation—with special conditions applied to some frontages—building scale and grades.

**Guideline 6.1.1** Most building forms, notwithstanding Apartment Use buildings, should have a courtyard separating a building fronting the street and a building fronting the lane.  
**Figures 15+16**

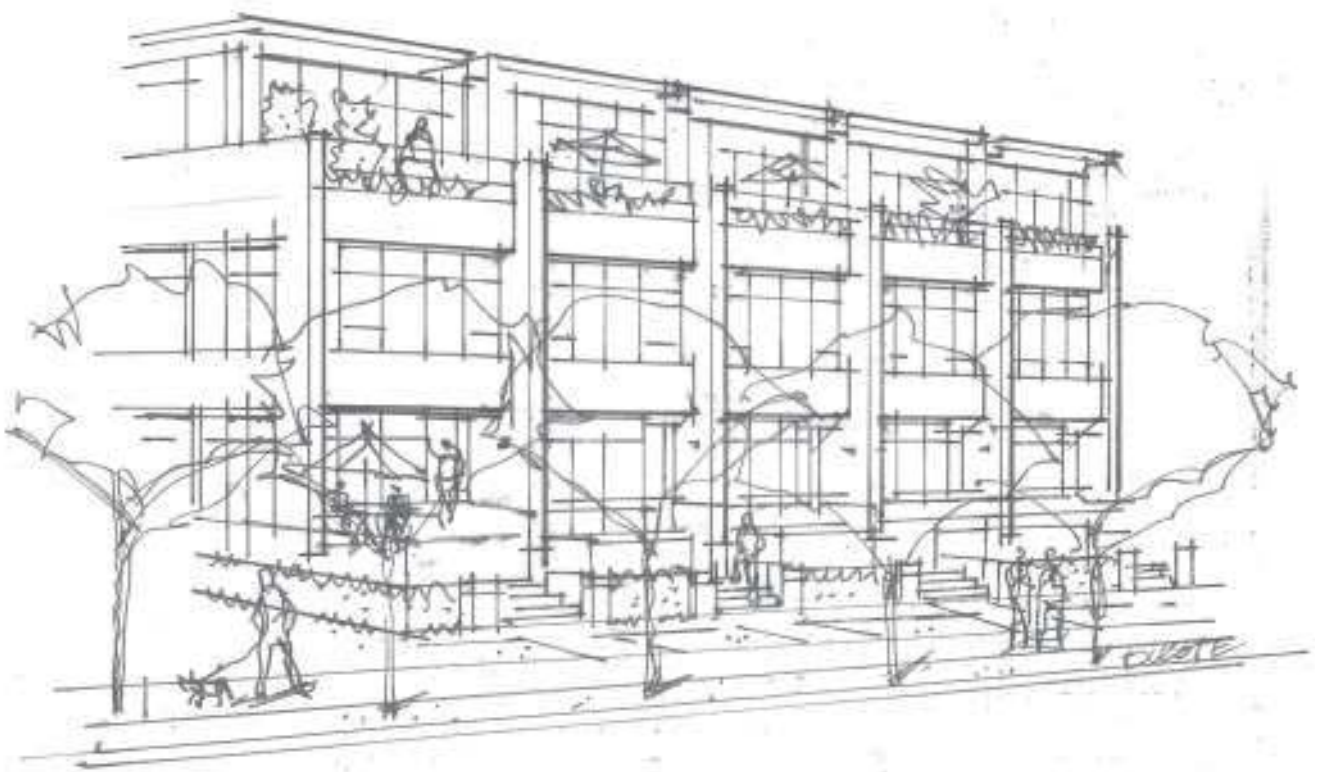


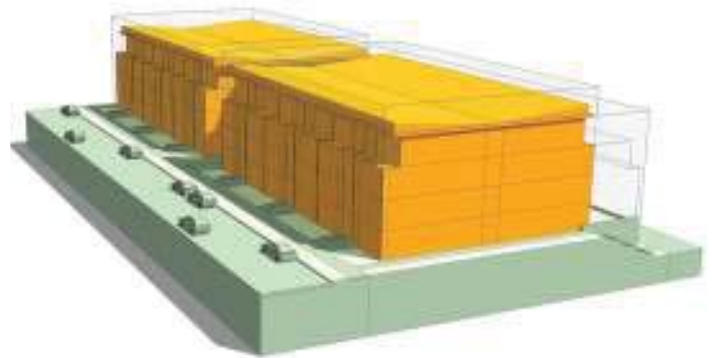
Figure 14.

Ground-oriented building





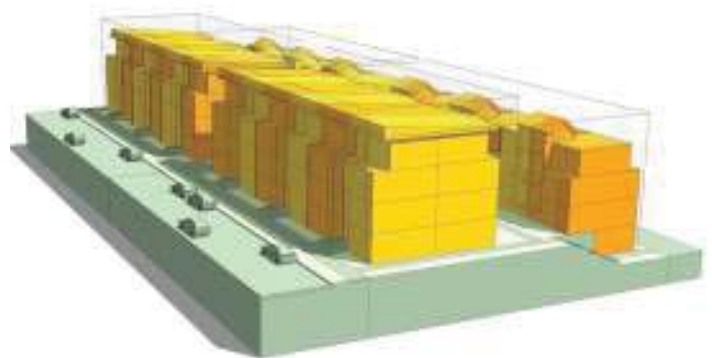
TOWNHOUSE (EAST 3<sup>RD</sup> STREET TRANSITION)—1.0 FSR



APARTMENT—1.6 FSR



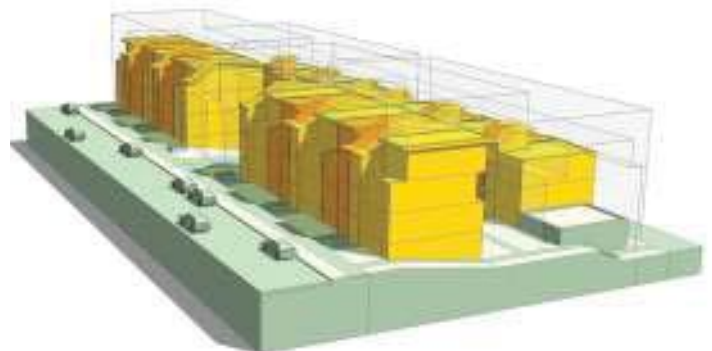
TOWNHOUSE (UPSLOPE)—1.0 FSR



LIVE-WORK STACKED TOWNHOUSE—1.6 FSR



TOWNHOUSE (DOWNSLOPE)—1.0 FSR



STACKED TOWNHOUSE—1.25 FSR

Figure 15.

Building forms



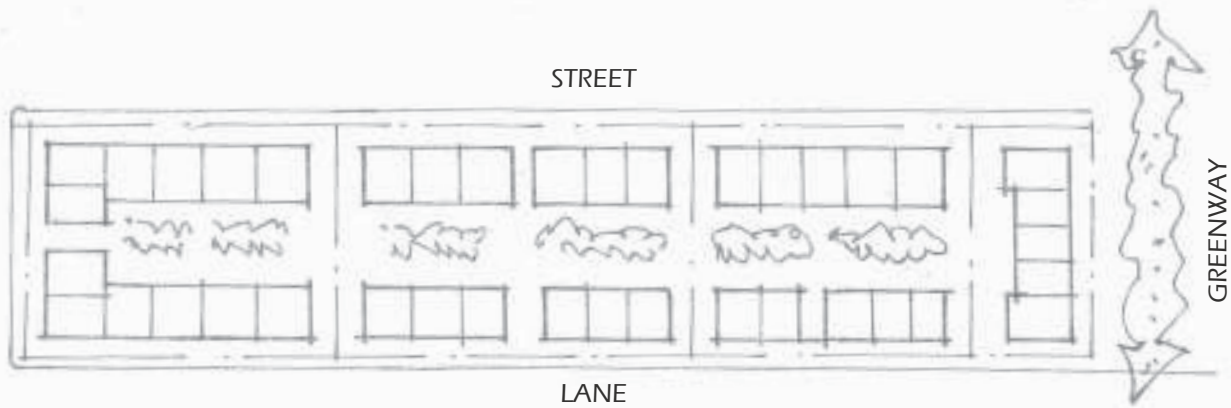


Figure 16.

Building orientation

## 6.2 ORIENTATION

**Guideline 6.2.1** Buildings should support a high-quality pedestrian realm along all frontages—including lanes—with individual unit entries and private and semi-private outdoor spaces.

**Guideline 6.2.2** Designs should prioritize frontages, from highest to lowest, in the following order:

Figure 17

- (a) public greenway (Spirit Trail, St. David's Avenue and Queensbury Avenue);
- (b) fronting street;
- (c) flanking street;
- (d) lane;

except that the entrance of a common lobby for an Apartment Use building should be clearly visible from the fronting street.

**Guideline 6.2.3** Corner lots should have strong massing at the corner with no blank end walls visible from the public realm. One or more dwelling unit front doors should face each adjoining public greenway or street, where possible.

Figure 18

**Guideline 6.2.4** Special attention is required for back-to-back Townhouse arrangements to ensure dwelling units that front solely into the courtyard have strong unit identity and clear access from the street.

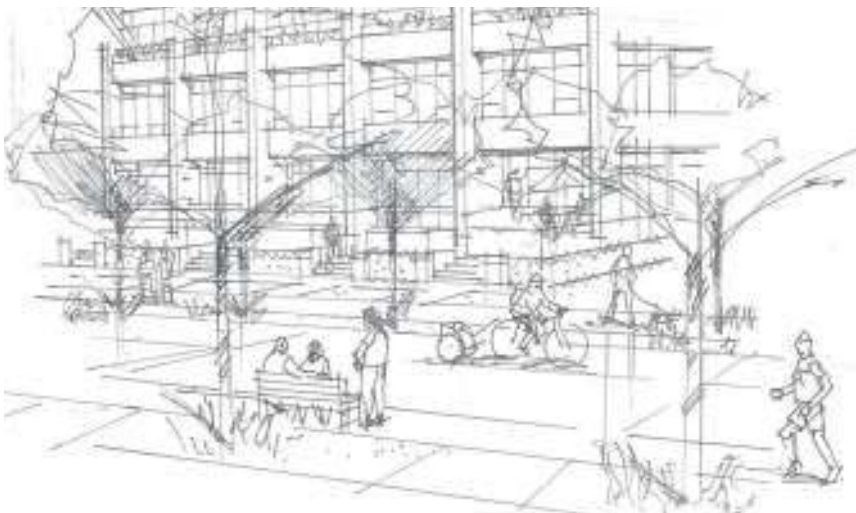


Figure 17. Public greenway frontage

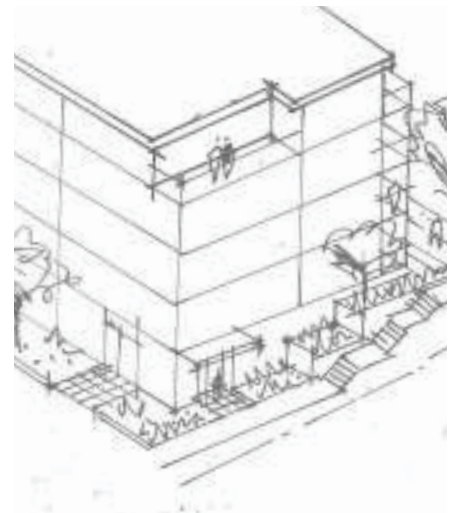


Figure 18. Corner lot frontage

## 6.3 SPECIAL CONDITIONS

Special Conditions apply to lands in accordance with Figure 19



**Guideline 6.3.1** Due to their proximity to Mixed Use designated lands, and in order to strengthen a transit corridor, the following frontages are identified for application of live-work provisions in accordance with these guidelines:

- (a) East 3<sup>rd</sup> Street: RM-2, Medium Density Apartment Residential 2 Zone, between St. Patrick's Avenue and Ridgeway Avenue.

**Guideline 6.3.2** Dwelling units should respond to existing and planned public greenways in the same manner as a fronting street, including:

- (a) emphasis on openness and sightlines;
- (b) minimization of blank end walls;
- (b) reduction in the height of accessory structures such as fences to 1.2 metres (3.9 feet); and
- (c) landscaping comprised of ground-oriented vegetation and high-branched trees;

with similar active frontages facing Moodyville Park.

**Guideline 6.3.3** Inclusion of on-site buildings scheduled on the City's Heritage Register and of other heritage character buildings is encouraged. If buildings are incompatible with development on site, the transfer of structures to other sites or commemoration—while not preferred—may be considered.

## 6.4 COURTYARD

**Guideline 6.4.1** The long side of the courtyard should be parallel to the Front Lot line, but may vary where:

**Figure 20**

- (a) the priority frontage is a flanking public greenway in accordance with Guideline 6.2.2;
- (b) the open end of the courtyard facing the fronting street is partially enclosed through reduced building separation, architectural massing and/or open space design;
- (c) a range of building orientations and/or building types are expressed on the site; or
- (d) the building orientation is a response to specific site conditions or context.

**Guideline 6.4.2** Minimum courtyard width should be in accordance with Guideline 7.5.2.

**Guideline 6.4.3** Buildings sited along the lane should:

**Figure 21**

- (a) be visible from the street in accordance with Guideline 7.5.1; and
- (b) have lane-facing front door entries for floors within 1.6 metres (5.2 feet) of finish grade, where possible.

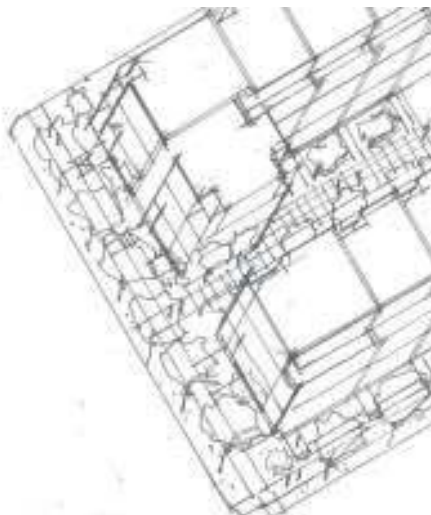


Figure 20. **Narrowed courtyard**



Figure 21. **Buildings visible from street**

## 6.5 BUILDING SCALE

### Guideline 6.5.1 Massing and materiality should:

Figure 22

- (a) reflect a pedestrian scale;
- (b) present buildings as assemblies of ground-oriented dwelling units;
- (c) express an incremental rhythm across the facade with entries spaced no more than 7 metres (23 feet) apart, where possible; and
- (d) communicate varied and incremental development for lots larger than 2,600 square metres (27,986 square feet).

### Guideline 6.5.2 Roofs, balconies and projections should:

Figure 23

- (a) be architecturally integrated;
- (b) respond to topography with the roof line stepping down with the slope of the street;
- (c) avoid substantially increasing the apparent scale of the building; and
- (d) avoid substantially increasing overshadowing of the sidewalk or public greenway.

## 6.6 GRADE

### Guideline 6.6.1 Buildings and structures should follow the existing grade in order to minimize retaining wall and exposed parkade faces over:

- (a) 1 metre (3.3 foot) height within 6 metres (19.7 feet) of any property line; and
- (b) 1.5 metre (4.9 foot) height elsewhere on the lot;

with stepped and landscaped structures used to minimize the visual impact when grades require higher structures.



Figure 22.

**Streetscape rhythm**



Figure 23.

**Roof stepping with slope**

**Guideline 6.6.2** Stairs within the minimum setback:

**Figure 24**

- (a) should be perpendicular from the Front Lot Line when the difference between the height of the stairs or landing and the finish grade at the Front Lot Line is less than 1.2 metres (3.9 feet);
- (b) should meet finish grade a minimum distance of 1.8 metres (6 feet) from the Front or Exterior Side Lot Line, and in no instance should the furthest edge of a landing be less than 0.6 metres (2 feet) from a public greenway, street or lane; and
- (c) may be parallel to the Exterior Side Lot Line to take advantage of the predominant slope and to minimize the number of required stairs.

**Guideline 6.6.3** Habitable basement or cellar rooms should:

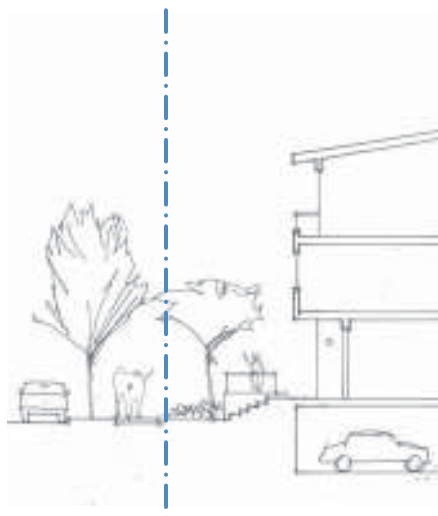
**Figure 25**

- (a) be not more than 1.8 metres (5.9 feet) beneath the adjacent finish grade; and
- (b) have a ceiling height greater than 2.4 metres (7.9 feet).

**Guideline 6.6.4** In support of a live-work character, the difference between the finish floor of the first storey along live-work frontages identified in Guideline 6.3.1 and the finish grade at the Front Lot Line should be not morze than 0.6 metres (2 feet).

**Guideline 6.6.5** One-storey Townhouse units accessible from finish grade are encouraged to meet Level 2 of the Adaptable Design Guidelines in accordance with Section 423 of the City's Zoning Bylaw.

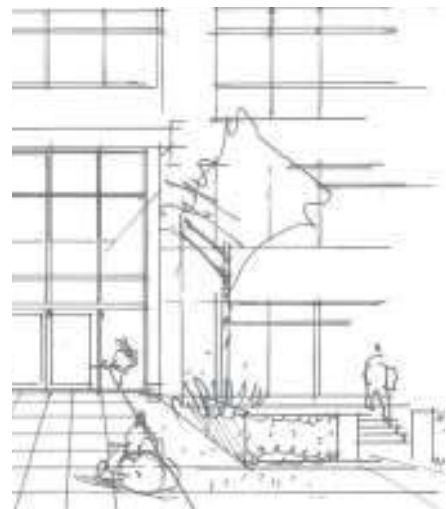
**Figure 26**



**Figure 24. Entry stairs in setback**



**Figure 25. Habitable basement or cellar**



**Figure 26. Universal accessibility**

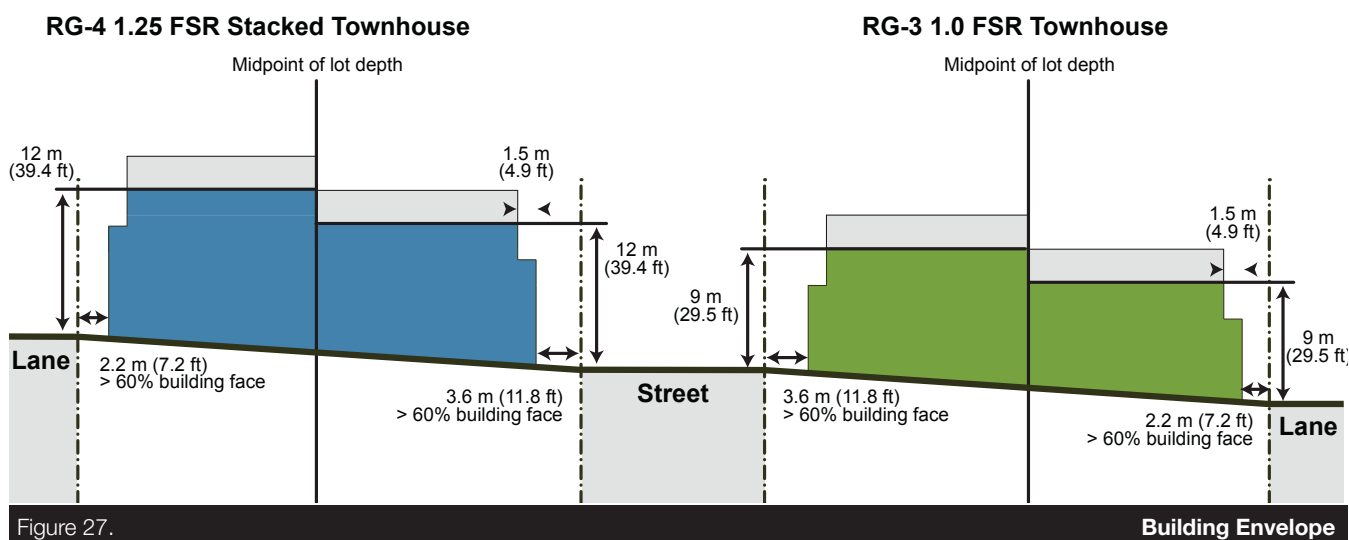


## 7 Building Envelope



Figure 27 is provided to support the building envelope guidelines in this section. Detailed drawings of different building types are included in Part IV of the Moodyville Guidelines.

For the purposes of these guidelines, a Building Face is defined as the sum of exterior walls, including apertures such as windows and doors, within 1.5 metres (4.9 feet) of the minimum setback that in total create a plane parallel to the lot line.



## 7.1 SETBACK

**Guideline 7.1.1** In order to increase articulation of the facade, a minimum of:

**Figure 28**

- (a) 30% of the area of the Building Face of live-work frontages identified in Guideline 6.3.1 along the Front Lot Line; and
- (b) 60% of the area of the Building Face along all other lot lines;

should be set back at least 0.6 metres (2 feet) further than the minimum setback from the lot line permitted by the Zoning Bylaw.

**Guideline 7.1.2** Notwithstanding Guideline 7.1.1, no additional setback than the minimum permitted by the Zoning Bylaw is expected for setbacks from the following lot lines:

- (a) Interior Side Lot Line; and
- (b) Rear Lot Line in the RG-3 Ground-Oriented Residential 3 Zone along East 3<sup>rd</sup> Street in response to the increased minimum setback in the Zoning Bylaw.

**Guideline 7.1.3** In order to reduce visual and overshadowing impacts of the building height on the street or lane, any upper storey should be set back from the Building Face a minimum of:

- (a) 2.2 metres (7.2 feet) for any upper storey fronting the lane and within 3.4 metres (11.2 feet) of the maximum allowed height in the RG-3 Ground-Oriented Residential 3 Zone north of East 3<sup>rd</sup> Street, in response to lower density residential use on the opposing side of the lane; and
- (b) 1.5 metres (4.9 feet) for any upper storey within 5.5 metres (18 feet) of the maximum allowed height in the zone for all other buildings.

**Guideline 7.1.4** Notwithstanding Guideline 7.1.3, one projection of no more than 3 metres (9.8 feet) width per dwelling unit is allowed for stairway access to the upper storey as required by grades.

**Figure 29**

**Guideline 7.1.5** Notwithstanding Guideline 7.1.3, no additional upper storey setback is expected for buildings fronting East 3<sup>rd</sup> Street in the RG-3 Ground-Oriented Residential 3 Zone in response to the streetwall height on the opposing side of the street.



Figure 28.

**Minimum building face and upper storey setbacks**

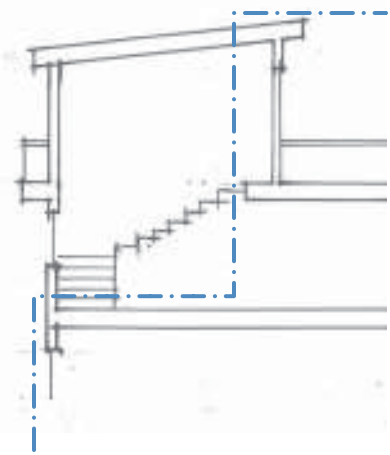


Figure 29.

**Upper storey access**

- Guideline 7.1.6** In order to present no more than four storeys height on a street frontage, a building should:
- Figure 30**
- (a) follow the grade along the flanking street, where possible;
  - (b) where a four-storey, Apartment Use building is over a basement, the upper storey facing the Exterior Side Lot Line should be set back a minimum of 1.5 metres (4.9 feet) from the building face below; and
  - (c) where a four-storey, Townhouse Use building is over a basement, the visual impact of the upper storey should be reduced through increased setback and/or materiality.

**Guideline 7.1.7** Notwithstanding Guideline 7.1.6, a building on a lot with a Front Lot Line common to the north side of East 3<sup>rd</sup> Street between St. Patrick's Avenue and St. David's Avenue may present as more than four storeys height on its downslope frontage as a transitional response to the Lonsdale Regional Town Centre.

- Guideline 7.1.8** In order to provide an appropriate transitional response to existing buildings, buildings should be set back an additional 1.2 metres (3.9 feet) from the shared Interior Lot Line for any portion of the building within 7.6 metres (24.9 feet) of the Front Lot Line as exists prior to the adoption of Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2016, No. 8464 when:
- Figure 31**
- (a) the front face of the building on the adjacent lot is greater than 5.5 metres (18.0 feet) and less than 9.5 metres (31.2 feet) from the Front Lot Line and less than 2.4 metres (7.9 feet) from the shared Interior Side Lot Line; or
  - (b) the building on the adjacent lot is scheduled on the City's 2013 Heritage Register;
- except when the lot has a frontage of less than 16 metres (52.5 feet) and/or a Front Lot Line common to East 3<sup>rd</sup> Street.

- Guideline 7.1.9** Windows of habitable rooms should be set back a minimum of 1.5 metres (4.9 feet) from a parking space parallel to the lane with special attention to the lane interface.
- Figure 32**

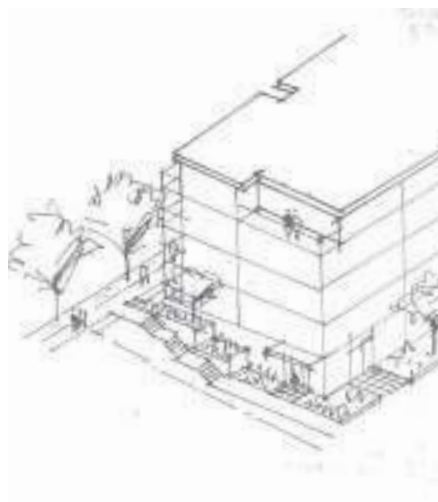


Figure 30. **Four-storey over basement**

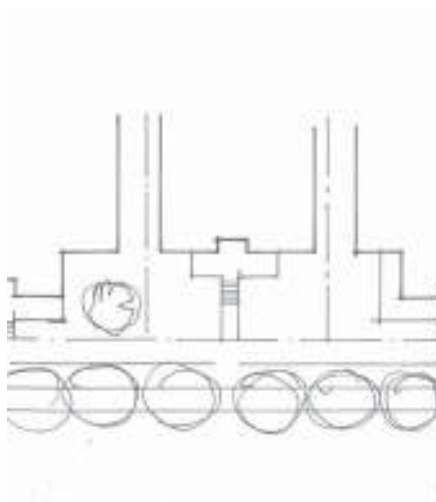


Figure 31. **Transitional setback**

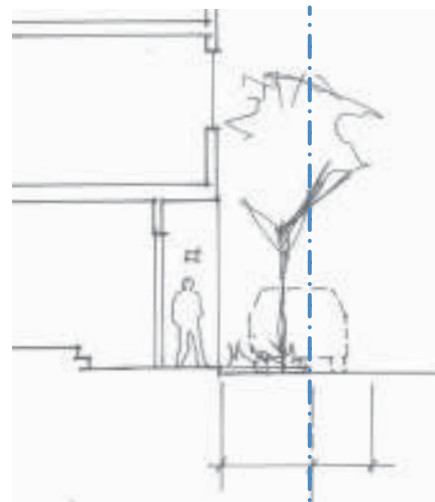


Figure 32. **Lane parking setback**

## 7.2 LENGTH

**Guideline 7.2.1** In order to achieve a desirable streetscape and to communicate a pedestrian scale, the maximum building length (i.e. distance parallel to the fronting street) should be:

- (a) 92 metres (301.8 feet) for Apartment Use;
- (b) 46 metres (150.9 feet) for Rowhouse Use considered the sum of the frontage of all buildings on adjoining lots without a building separation of at least 3 metres (9.8 feet); and
- (c) 46 metres (150.9 feet) for all other Uses including Townhouse Use.

**Guideline 7.2.2** Any increase in the building length specified in Guideline 7.2.1 should:

- (a) be in response to specific site conditions or context;
- (b) result in a proportional increase in building separation along the frontage and/or increase in building setback from a side lot line on either side of the building;
- (c) be visually mitigated with variation in the setback from the Front Lot Line, materiality and/or facade elements; and
- (d) be limited when the building length is along a public greenway.

**Guideline 7.2.3** Any building over 61 metres (200.1 feet) length should have a courtyard that meets the following minimum standards:

Figure 33

- (a) 7.3 metre (24.0 foot) length of the building frontage that includes the midpoint of the building frontage;
- (b) 3.7 metre (12.1 foot) depth from the Building Face;
- (c) building program variation to emphasize this separation through the location of lobby, common amenity areas and/or active design elements; and
- (d) design variation to emphasize this separation through changes in setback from the Front Lot Line, materiality and facade elements.

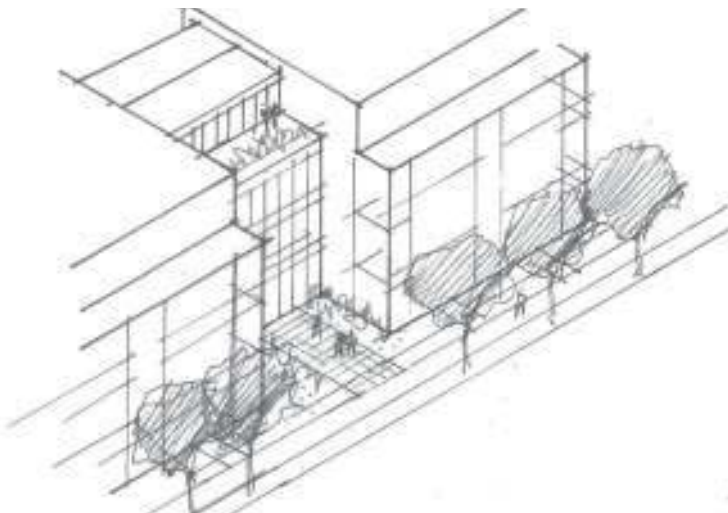


Figure 33.

**Mid-frontage courtyard**

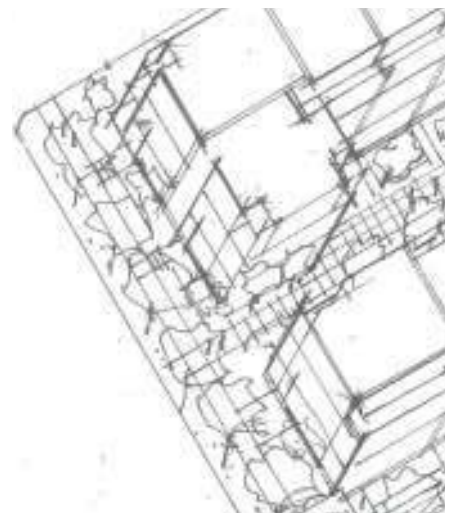


Figure 34.

**Maximum building depth**

**Guideline 7.2.4** Notwithstanding Guideline 7.2.3, any upper storey within 5.5 metres (18 feet) of the maximum allowed height in the zone and aligned with the midpoint courtyard frontage should be set back a minimum:

- (a) 1 metre (3.3 feet) from the Building Face along the midpoint courtyard; and
- (b) 1 metre (3.3 feet) from the rear Building Face.

## 7.3 DEPTH

**Guideline 7.3.1** In order to minimize overshadowing, limit view impacts and promote privacy between adjoining properties, the building depth (i.e. distance perpendicular to the fronting sheet) should be no greater than:

Figure 34

- (a) 25 metres (82 feet) for Apartment Use; and
- (b) 15 metres (49.2 feet) for all other Uses.

**Guideline 7.3.2** Any building depth greater than that specified in Guideline 7.3.1 should be a response to specific site conditions or context, and/or should result from a mix of residential use types, with the Building Face demonstrating:

- (a) varied materiality and/or facade elements;
- (b) front door entrances if along a public greenway or street; and
- (c) where the building depth is over 18 metres (59.1 feet), a change in setback from the Interior Side Lot Line.

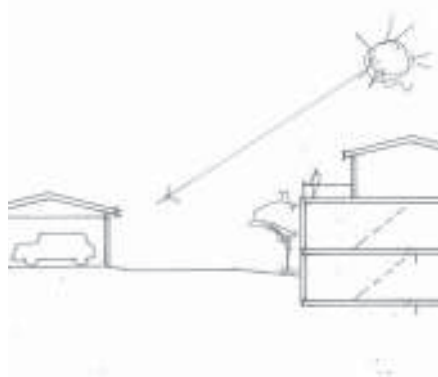


Figure 35. **Reduced building envelope**

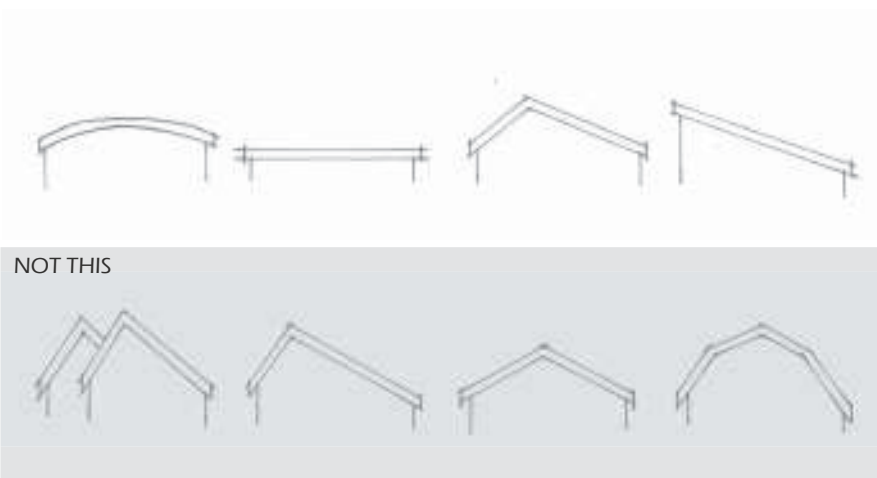


Figure 36.

**Roof forms**



## 7.4 HEIGHT

**Guideline 7.4.1** The top 3 metres (9.8 feet) of the building envelope is limited to roof structures and the following elements architecturally integrated into the building form:

- (a) height exceptions in accordance with the Zoning Bylaw;
- (b) rooftop hatches and rooftop terrace railings no higher than required by the British Columbia Building Code and set back a minimum 1 metre (3.3 feet) from the parapet in order to reduce overlook concerns; and
- (c) exterior stairs and landings providing access to the rooftop located in accordance with minimum required setbacks.

**Guideline 7.4.2** Due to the lowered permitted building envelope in the Zoning Bylaw for the RG-3 Ground-Oriented Residential 3 Zone north of East 3<sup>rd</sup> Street, for buildings between the Mid Lot Line and the lane:

Figure 35

- (a) Guideline 7.4.1 does not apply; and
- (b) rooftop hatches and terraces within 3.4 metres (11.2 feet) of the maximum allowed height are not permitted.

**Guideline 7.4.3** Overshadowing and view impacts should be minimized by roof designs that demonstrate:

Figure 36

- (a) that the maximum permitted height is limited to localized points if reached at all;
- (b) simple forms with no greater than 4:12 pitch;
- (c) overhangs limited to those required for solar and rain protection; and
- (d) a sensitive response to public greenways.

**Guideline 7.4.4** The maximum floor-to-floor height is 3.2 metres (10.5 feet). This height may be exceeded to the maximum permitted in the Zoning Bylaw for:

Figure 37

- (a) common lobby and amenity space for Apartment Use; and
- (b) no greater than 5% of Gross Floor Area for all residential uses.

**Guideline 7.4.5** Notwithstanding Guideline 7.4.4, the first floor of live-work frontages identified in Guideline 6.3.1 should have a minimum floor-to-floor height of 3.4 metres (11.2 feet) and a maximum floor-to-floor height of 4 metres (13.1 feet).

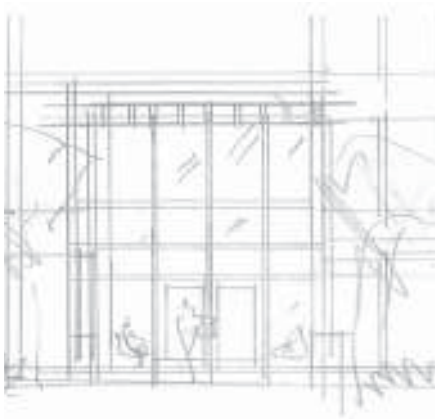


Figure 37. Increased lobby height

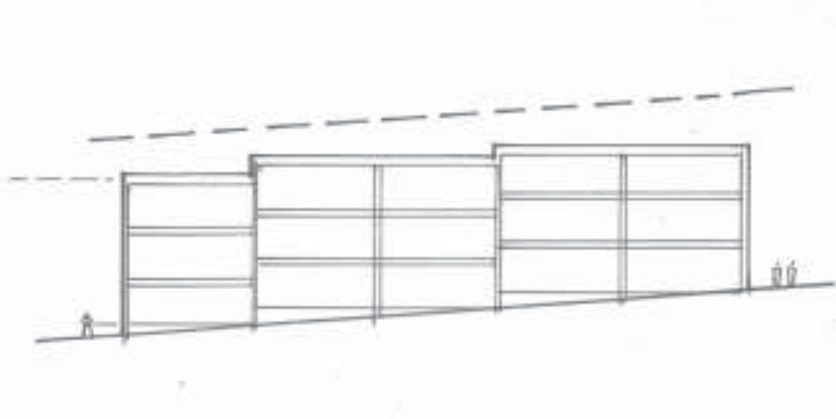


Figure 38.

Cross-slope adjustment

**Guideline 7.4.6** In order to allow buildings to respond to cross-slope grades, or those running parallel to the Front Lot Line, notwithstanding Guideline 7.4.1, the upper storey may project into the top 3 metres (9.8 feet) of the building envelope with:

**Figure 38**

- (a) the projection should be minimized; and
- (b) a similar proportion of the upper storey should be lower than the maximum unrestricted height as above the maximum unrestricted height;

**Guideline 7.4.7** In order to allow buildings to respond to steep slopes running perpendicular to the Front Lot Line, notwithstanding Guideline 7.4.1, the upper storey may project into the top 3 metres (9.8 feet) of the building envelope impacted by the slope where the average building grade along the Mid Lot Line is at least:

- (a) 5 metres (16.4 feet) higher than the Front Lot Line, the upper storey may project into the envelope closest to the Front Lot Line; and
- (b) 5 metres (16.4 feet) higher than the Rear Lot Line, the upper storey may project into the envelope closest to the Rear Lot Line.

**Guideline 7.4.8** In order to be minimize overshadowing, limit view impacts and promote privacy between adjoining properties, stair enclosures and/or elevators with rooftop landings should be architecturally integrated into the building form and should be:

**Figure 39**

- (a) limited to common access for Apartment Use when within the top 3 metres of the building envelope in accordance with Guideline 7.4.1 and set back a minimum of 3 metres (9.8 feet) from the parapet; and
- (b) considered a storey for all other Uses.

## 7.5 SEPARATION

**Guideline 7.5.1** The minimum building separation between building ends on a lot (i.e. distance separating buildings as viewed from the fronting street) should be not less than:

**Figure 40**

- (a) 6 metres (19.7 feet) where buildings are located between the Front Lot Line and the Mid Lot Line; and
- (b) 3 metres (9.8 feet) where buildings are located elsewhere on the lot.

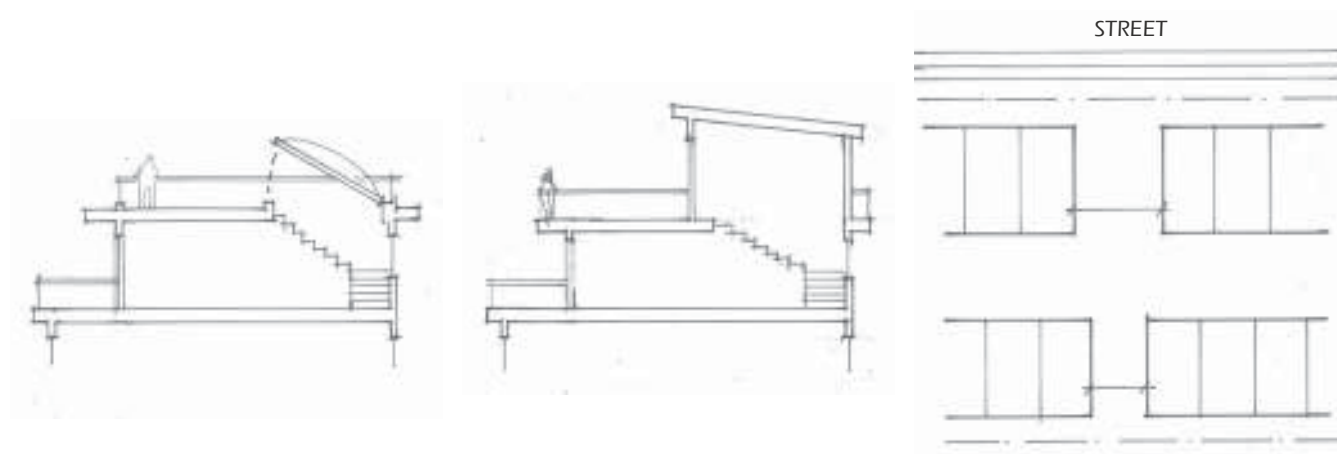


Figure 39.

**Rooftop access**

Figure 40. **Reduced separation at lane**

**Guideline 7.5.2** The minimum building separation between Building Faces on a lot (i.e. distance separating buildings across courtyards) should be not less than:

- (a) 9.8 metres (32.2 feet) above the 2<sup>nd</sup> storey; and
- (b) 7.4 metres (24.3 feet) for the 1<sup>st</sup> and 2<sup>nd</sup> storey where the reduced building separation is in the form of a projection of the southerly building in order to not reduce solar access within the courtyard;

with the base of the 1<sup>st</sup> storey considered the landscaped roof of an enclosed parkade or the surface of the exterior courtyard driveway.

**Guideline 7.5.3** Notwithstanding Guideline 7.5.2, one projection of no more than 3 metres (9.8 feet) width per dwelling unit is allowed for stairway access to the upper storey as required by grades.

**Guideline 7.5.4** The minimum building separation may be reduced:

**Figure 41**

- (a) to respond to specific site conditions or context with a proportional increase in building separation for the remainder of the impacted Building Faces;
- (b) between building ends by providing more frequent building separations and/or more generous setbacks from side lot lines, the sum of which meets or exceeds the sum of the minimum distances otherwise required; and
- (c) on corner lots to partially enclose the courtyard and to provide a more continuous building frontage along the flanking street;

with specific attention to minimize overshadowing, limit view impacts and promote privacy between adjoining properties, and at no time should the minimum building separation be less than 3 metres (9.8 feet).

**Guideline 7.5.5** Allowed projections, designed to minimize overshadowing and view impacts, may extend into minimum building separation no greater than:

**Figure 42**

- (a) 1 metre (3.3 feet) for eaves and other architectural features;
- (c) 1.2 metres (3.9 feet) for balconies on the northerly side of courtyards to partially cover an exterior courtyard driveway in order to not reduce solar access within the courtyard; and
- (b) 0.3 metres (1 foot) for all other balconies.

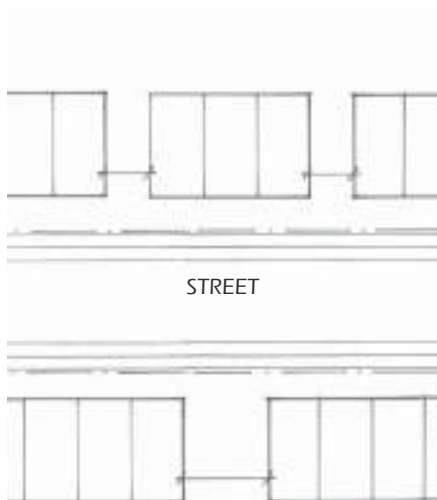


Figure 41. **Redistributed spacing**

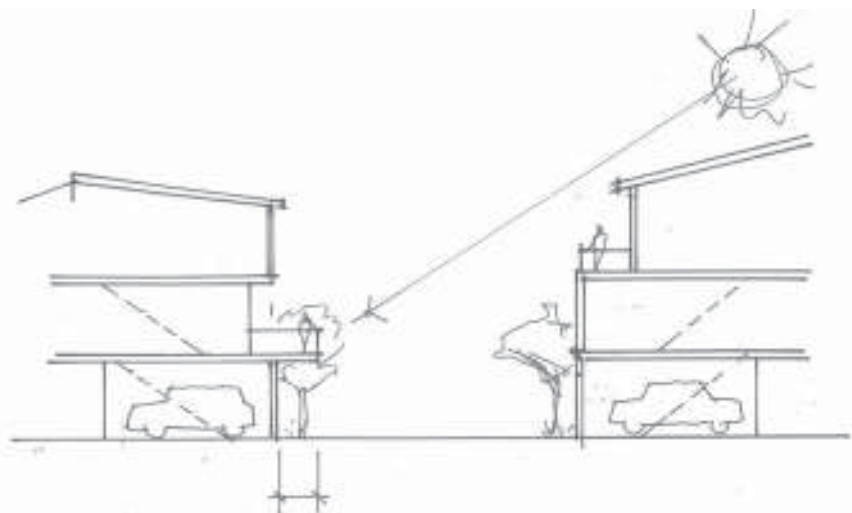


Figure 42.

**Courtyard solar access**

## 8 Building Design



### 8.1 DESIGN VARIATION

**Guideline 8.1.1** The architectural design of buildings should:

- (a) create visual interest through variations in height, depth and massing;
- (b) demonstrate individuality while contributing to a harmonious streetscape;
- (c) present contemporary facades that are free of visual clutter;
- (d) use material or colours to create purposeful accents; and
- (e) avoid ornate and traditional design elements such as trim associated with single-family housing.

**Guideline 8.1.2** Townhouse units should demonstrate subtle design variations to strengthen unit identity and support a pedestrian scale on the street.

**Guideline 8.1.3** In accordance with Guideline 5.2.3, development of properties listed on the Heritage Register should:

- (a) respect the architectural integrity of the registered building;
- (b) design new construction to be complementary, but distinct; and
- (c) be encouraged to legally protect the registered building, in concert with the development permit application and with the benefit of the Amenity Share exemption in Section 418 of the Zoning Bylaw.

## 8.2 MATERIALITY

**Guideline 8.2.1** In accordance with Guideline 6.2.1, facades fronting greenways or lanes should be of similarly high quality as those fronting streets.

**Guideline 8.2.2** Materials should:

Figure 43

- (a) be substantial and durable while expressing warmth and interest, including non-pressure treated wood, metal, rough stone, rock dash stucco and architectural concrete;
- (b) reinforce form by emphasizing entrances and be purposeful in the expression of the relative visual weight between lower and upper storeys;
- (c) create visual interest through a varied palette and purposeful application that communicates depth along the facade, emphasizes unit identity and/or articulates building separations;
- (d) avoid imitative or faux applications to represent building elements; and
- (e) anticipate and incorporate the impacts of weather, with exterior use of wood applied in weather protected areas such as soffits and entries.

**Guideline 8.2.3** In accordance with Guideline 6.6.1, exposed concrete and foundations should be minimized.

Figure 44

**Guideline 8.2.4** Material transitions should occur at an inside corner rather than on the same plane.

Figure 45

**Guideline 8.2.5** The first floor of live-work frontages identified in Guideline 6.3.1 should be distinguished by materials or finish, including a higher proportion of windows than the overall facade.

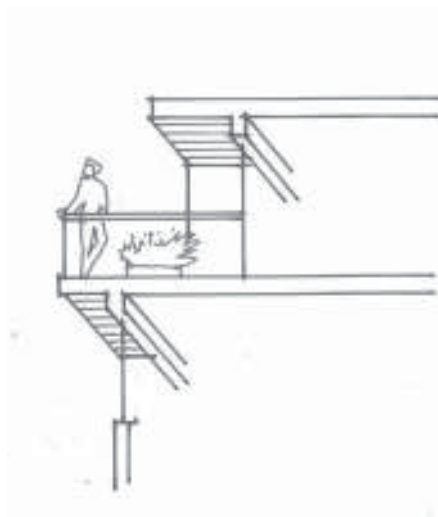


Figure 43. **Incorporate weathering**

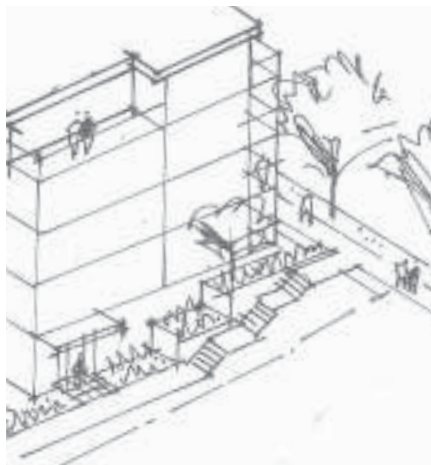


Figure 44. **Minimize exposed concrete**



Figure 45. **Material transition**



## 8.3 ENTRANCES

**Guideline 8.3.1** In accordance with Guideline 6.1.2, Townhouse dwelling units and ground floor Apartment Use dwelling units, where possible, should each have an individual exterior entrance that:

**Figure 46**

- (a) is visible from—and with a pedestrian path to—a public greenway, street or lane;
- (b) may be accessed directly from the courtyard for upper storey dwelling units;
- (c) may be defined through grade separation, but entrances more than 1 metre (3.3 feet) lower than the adjoining finished grade are discouraged; and
- (d) is universally accessible from the sidewalk, where possible.

**Guideline 8.3.2** The semi-public use of common building lobbies for Apartment Use should be highlighted by:

- (a) varied depth from the adjoining building facade facing the street;
- (b) signage, weather protection and lighting;
- (c) a minimum ceiling height of 3.3 metres (10.8 feet); and
- (d) convenient universal access from the sidewalk integrated into the landscape design.

**Guideline 8.3.3** Apartment Use buildings should, where possible, have:

**Figure 47**

- (a) natural light and ventilation in corridors;
- (b) corridor length limited by placement of vertical circulation; and
- (c) stairs and access designed in accordance to the City's Active Design Guidelines.

**Guideline 8.3.4** Lock-off units may have entrances on an elevation not oriented toward the street or lane if clear wayfinding is provided.

**Figure 48**

**Guideline 8.3.5** Ground-floor units that comprise live-work frontages identified in Guideline 6.3.1 should have:

- (a) direct access from the fronting street;
- (b) signage that is architecturally integrated, reflective of the residential character of the neighbourhood and in accordance with the City's Sign Bylaw.



Figure 46.

Individual unit entrances

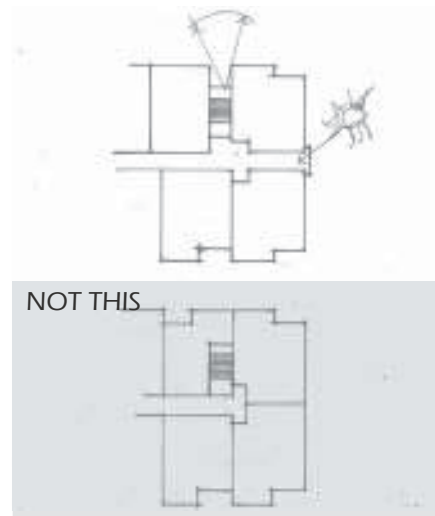


Figure 47.

Apartment active design

## 8.4 WINDOWS

**Guideline 8.4.1** Windows, skylights and overhangs should respond to solar orientation with the southern Building Face designed with high window-wall ratios and appropriate overhangs to control seasonal solar gain.  
**Figure 49**

**Guideline 8.4.2** In order to support access to light and ventilation, building layouts are encouraged to have:

- (a) where Apartment Use, more than four corner units per floor;
- (b) where Townhouse Use, dwelling units with windows on a minimum of two exterior walls with different exposures, or a maximum unit depth of 11 metres (36.1 feet);
- (d) vertical orientation of windows; and
- (e) openable windows designed to facilitate air flow to habitable rooms.

Guideline 8.4.2 may be waived if in conflict with design requirements to meet the Passive House standard.

**Guideline 8.4.3** In order to support privacy:

- (a) direct alignment of windows within 6 metres (19.7 feet) of different dwelling units should be avoided;
- (b) exterior stairs accessing upper level dwelling units should be located close to entry doors; and
- (c) private and semi-private outdoor spaces should be located outside of ground-level windows under the same tenure, where possible.

**Guideline 8.4.4** Common amenity areas should overlook an adjoining public greenway, street or lane.



Figure 48. **Lock-off unit entrance**



Figure 49. **Seasonal solar gain**

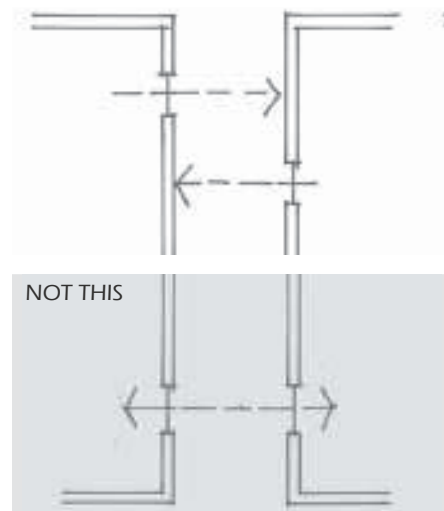


Figure 50. **Window alignment**

## 8.5 BALCONIES

**Guideline 8.5.1** Entry porches, balconies, patios and stairs and stair landings should be partially recessed into the building massing, where possible. Guideline 8.5.1 may be waived if in conflict with design requirements to meet the Passive House standard.

Figure 51

**Guideline 8.5.2** The minimum average outdoor space per dwelling unit, inclusive of roof terraces and patios, should be not less than:

Figure 52

- (a) 10 square metres (107.6 square feet) for Townhouse use; and
- (b) 5 square metres (53.8 square feet) for all other uses;

with one or more private outdoor spaces with a dimension of at least 1.8 metres (5.9 feet) accessible to each dwelling unit.

**Guideline 8.5.3** The total area of all balconies and porches, exclusive of rooftop terraces, should not exceed 10% of the gross floor area.

**Guideline 8.5.4** Guardrail materiality should maximize light for dwelling units with the exception of balconies:

Figure 53

- (a) less than 3 metres (9.8 feet) above finish grade; and
- (b) on live-work frontages identified in Guideline 6.3.1;

which should be designed to increase privacy.

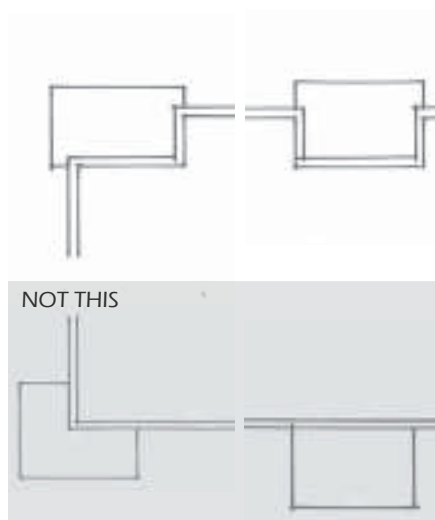


Figure 51.

**Recessed balcony**



Figure 52.

**Rooftop terrace**



Figure 53.

**Guardrail transparency**

## 9 Open Space and Access



### 9.1 INTERFACE

**Guideline 9.1.1** A 1.8 metre (5.9 foot) landscaped area should adjoin the street with limited hardscape, such as paths, stairways, retaining walls, decks and porches.  
**Figure 54**

**Guideline 9.1.2** Notwithstanding Guideline 9.1.1, live-work frontages identified in Guideline 6.3.1 should provide landscape and hardscape adjacent to the street that:

- (a) reflects the more commercial character of these blocks;
- (b) allows a clear path from ground floor entries to the sidewalk; and
- (c) incorporates purposeful planting areas.

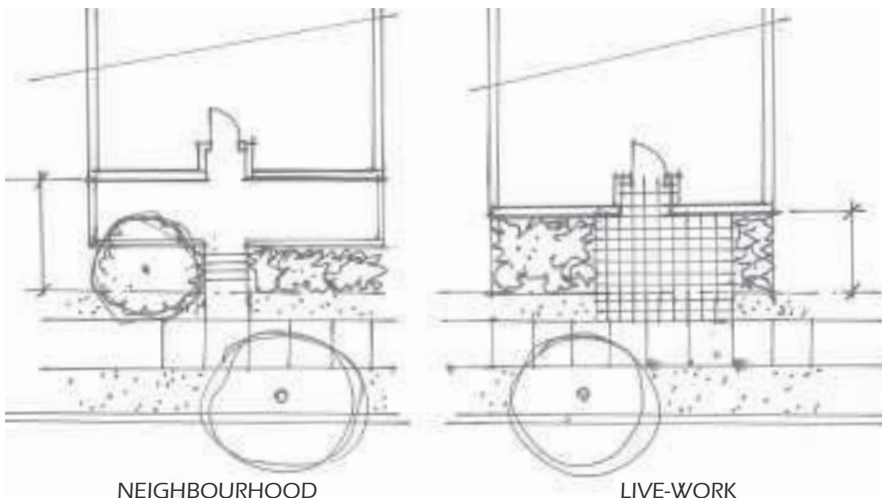


Figure 54.

**Neighbourhood and live-work landscaping**

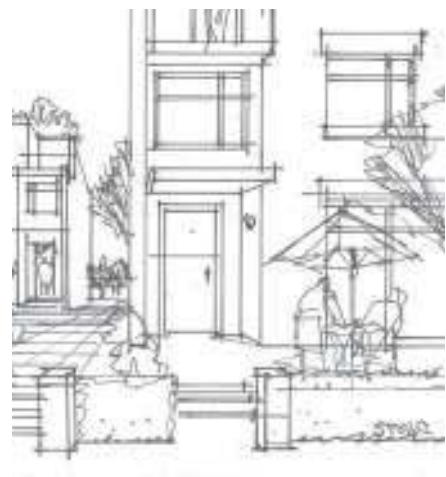


Figure 55.

**Street interface**

**Guideline 9.1.3** The remaining Front and Exterior Side Lot setback outside the landscaped area in Guideline 9.1.1 may include:  
**Figure 55**

- (a) ground-level decks and porches no greater than 1 metre (3.3 feet) above or beneath the public sidewalk, where possible; and
  - (b) stairways accessing dwelling entrances;
- with specific attention to limiting the length of the frontage interrupted by structures.

**Guideline 9.1.4** A 1.6 metre (5.2 foot) landscaped area should adjoin the lane with structures including decks, porches and retaining walls up to 1 metre (3.3 foot) height set back a minimum of 0.3 metres (1 foot) from the Rear Lot Line.  
**Figure 56**

**Guideline 9.1.5** Fences within required Front, Rear or Exterior Side Lot setback should be:  
**Figure 57**

- (a) visually open;
- (b) no greater than 1.2 metre (3.9 foot) height, where possible; and
- (c) when upslope from the street or lane defining the setback, the maximum fence height should be measured from the lowest finish grade within 0.5 metres (1.6 feet), where possible.

**Guideline 9.1.6** Notwithstanding Guideline 9.1.5, fences located elsewhere on the lot should be:

- (a) integrated with landscaping through use of trellises and planted screens, where possible;
- (b) designed to reduce the impact of surface parking, driveways and exterior courtyard driveways on neighbouring lots;
- (c) no greater than 1.8 metre (6 foot) height.



Figure 56.

Lane interface



Figure 57.

Fence height



## 9.2 OPEN SPACE

**Guideline 9.2.1** Apartment Use buildings on lots larger than 2,600 square metres (27,986 square feet) should include common outdoor space with:

- (a) active street and lane frontages;
- (b) shared children's play space; and
- (c) shared gardening areas with ancillary storage and utilities;

designed in accordance with the City's Active Design Guidelines.

**Guideline 9.2.2** Apartment Use buildings and other uses on lots larger than 2,600 square metres (27,986 square feet) should consider:

**Figure 58**

- (a) bench seating and visitor bicycle racks near the building or courtyard entrances that exceed Zoning Bylaw minimum requirements; and
- (b) opportunities for on-site public art.

**Guideline 9.2.3** Provision of public mid-block pedestrian connections is encouraged.

**Figure 59**

## 9.3 LANDSCAPING

**Guideline 9.3.1** Prominent existing trees and landscape features should be removed only due to the following conditions:

- (a) conflict with utilities and services;
- (b) inability to be reasonably accommodated within the building envelope; or
- (c) confirmation of disease provided by a certified arborist;

and, if trees must be removed, designs should include landscaping that will replace the urban forest over time.

**Guideline 9.3.2** All on-site trees and landscape features to be retained should be guarded with industry standard tree-protection fencing through land clearing, demolition and construction phases.



Figure 58. **Apartment Use entrance**



Figure 59. **Mid-block connection**

**Guideline 9.3.3** Planting for on-site landscaping should be selected for qualities beyond aesthetic, including:

- (a) low water demand and drought tolerance;
- (b) edible fruit and food producing;
- (c) low maintenance, perennial and durable groundcover and low shrubbery;
- (d) native and regionally adaptive;
- (e) a diversity of coniferous and deciduous trees and other plantings; and
- (f) distinct and placemaking characteristics.

**Guideline 9.3.4** With the exception of high-branched trees, plant material should reach a maximum height of:

- (a) 0.8 metres (2.6 feet) within a 1.5 metre (5 foot) setback; and
- (b) 1.2 metres (3.9 feet) within a 3.5 metre (11.5 foot); setback;

from a Front, Rear or Exterior Side Lot Line.

**Guideline 9.3.5** On-site trees planted 1 metre (3.3 feet) from the Front Lot Line are encouraged with the installation of a rigid root barrier:

**Figure 60**

- (a) 2 metres (6 feet) long and centred on the tree; and
- (b) 0.5 metres (1.6 feet) deep.

**Guideline 9.3.6** Landscaping should soften the appearance of retaining walls and exposed parkades, including:

**Figure 61**

- (a) planters integrated into guardrails or other structures on the top of walls allowing plants to overhang;
  - (b) active green walls; and
  - (c) stepped planters with shrubbery or climbing vines growing from the base;
- with installation of an appropriate irrigation system.

**See subsection 4.1 for additional Conservation Guidelines on permeability**

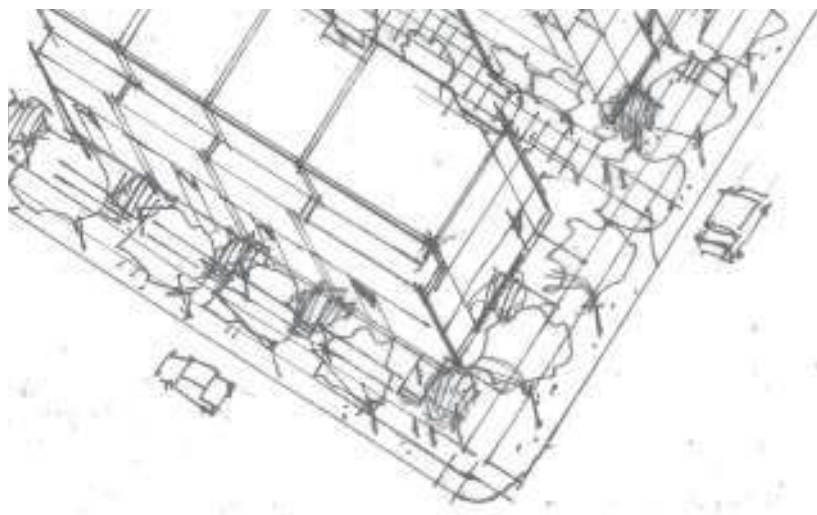


Figure 60. Encouraged tree plantings



Figure 61. Exposed parkade planting

## 9.4 SAFETY

**Guideline 9.4.1** Building and site design should enhance passive surveillance in accordance with Crime Prevention Through Environmental Design (CPTED) principles including:

- (a) Entrances, windows and landscaping designed to encourage visibility and overlook of sidewalks, greenways and other public spaces; and
- (b) Ground-oriented lighting for access pathways and building entrances.

**Guideline 9.4.2** In order to facilitate emergency response the following should be provided:

- (a) minimum building separation of 2.4 metres (8 feet) including any structures or projections;
- (b) a clear path of at least 2.0 metres (6.6 feet) width;
- (c) ground-oriented lighting; and
- (d) any additional requirements that may apply to lots without lane access.

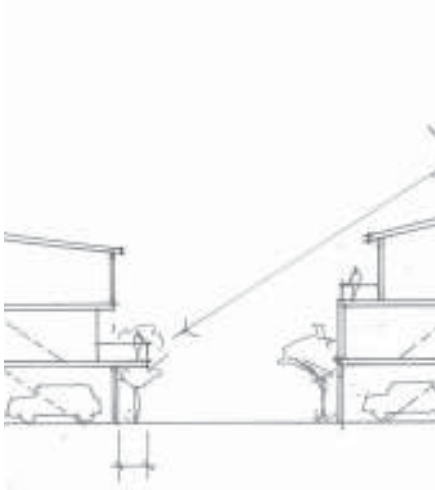


Figure 62. **Exterior courtyard driveway**



Figure 63. **Surface parking setback**

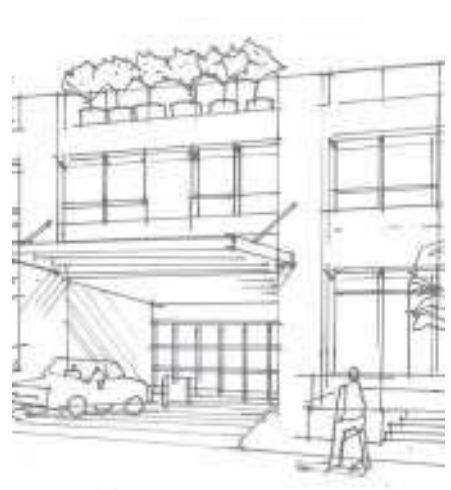


Figure 64. **Parkade entrances**

## 9.5 VEHICLE PARKING

In accordance with the City's Subdivision and Development Control Bylaw, vehicle access from a street will only be considered where the existing lane is intended for future greenway use or as determined by the City Engineer. With the exception of parking spaces parallel to the lane and car-share parking, the City's Zoning Bylaw only allows parking spaces accessed directly from the lane for developments less than 16 metres (52.5 feet) wide and with a density less than 1.0 FSR.

**Guideline 9.5.1** Vehicle parking should be provided in an enclosed parkade structure with landscaping above, except for developments with a density less than or equal to:

- (a) 0.75 FSR; or
- (b) 1.00 FSR and an average building grade along the Rear Lot Line of at least 1.8 metres (5.9 feet) higher than the average building grade along the Front Lot Line;

which may provide parking access by means of an exterior courtyard driveway.

**Guideline 9.5.2** Surface parking spaces and maneuvering aisle should be set back from an Exterior Side Lot Line a minimum of 1 metre (3.3 feet) with specific attention to the landscaped transition.

**Guideline 9.5.3** Street and lane frontages should be characterized by residential use with parking located behind in accordance with Guideline 6.1.1. Where possible, the maximum uninterrupted distance of a parkade with an exposed height greater than 1 metre (3.3 feet) above finished grade should be:

- (a) 9 metres (29.5 feet) along a lane; and
- (b) 7 metres (23 feet) along a flanking street.

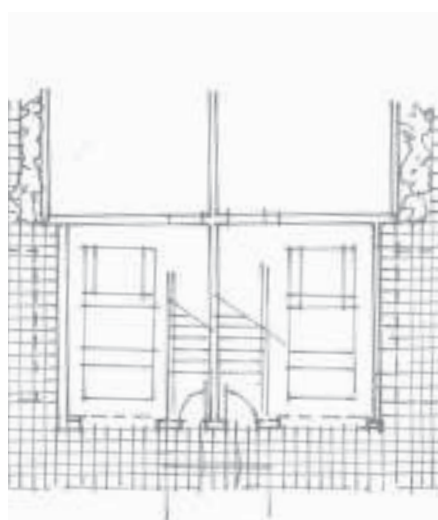


Figure 65. Individual garages on lane



Figure 66.

Screened structures

- Guideline 9.5.4** In order to minimize disruption to lane-oriented residential use, parking entrances should:
- Figure 64**
- (a) integrate vehicle access into the overall site and building design;
  - (b) narrow driveway to no greater than 7 metres (23 feet);
  - (c) orient access ramps to be perpendicular to the lane, where possible;
  - (d) maximize distance from street intersections and in no instance should this distance be less than 4.6 metres (15 feet); and
  - (e) locate ramps straddling the Interior Lot Line with registered easements to allow shared access, where possible.
- Guideline 9.5.5** Individual garages accessed from the lane should:
- Figure 65**
- (a) have a maximum width of 3.3 metres (10.8 feet);
  - (b) incorporate stair landings or other residential use into the Building Face, and minimize the garage door presence; and
  - (c) in total comprise no more than 70% of the Rear Lot Line.
- Guideline 9.5.6** A maximum provision of 1.5 parking spaces per dwelling unit, including visitor parking, is encouraged.
- Guideline 9.5.7** All parking spaces that utilize a public lane as a maneuvering aisle should have signage posted to indicate the use of the parking space.

**See subsection 5.1 for additional Conservation Guidelines on vehicle charging**

## 9.6 SERVICE INFRASTRUCTURE

**The location and sizing of mail receptacles, utility infrastructure—including electricity and telecommunications—and solid waste collection must be in accordance with City bylaws. Garbage and recycling collection should be through common facilities in multi-family developments or as determined by the City Engineer.**

- Guideline 9.6.1** Accessory structures should be screened and integrated with the building and landscape design, including:
- Figure 66**
- (a) mechanical, utility, mail and communications infrastructure;
  - (b) garbage, recycling and composting;
  - (c) bicycle parking; and
  - (d) rainwater retention, greenhouses and gardening sheds.
- Guideline 9.6.2** Access to garbage, recycling and other building services should be principally designed to facilitate pedestrian rather than vehicle-oriented use.

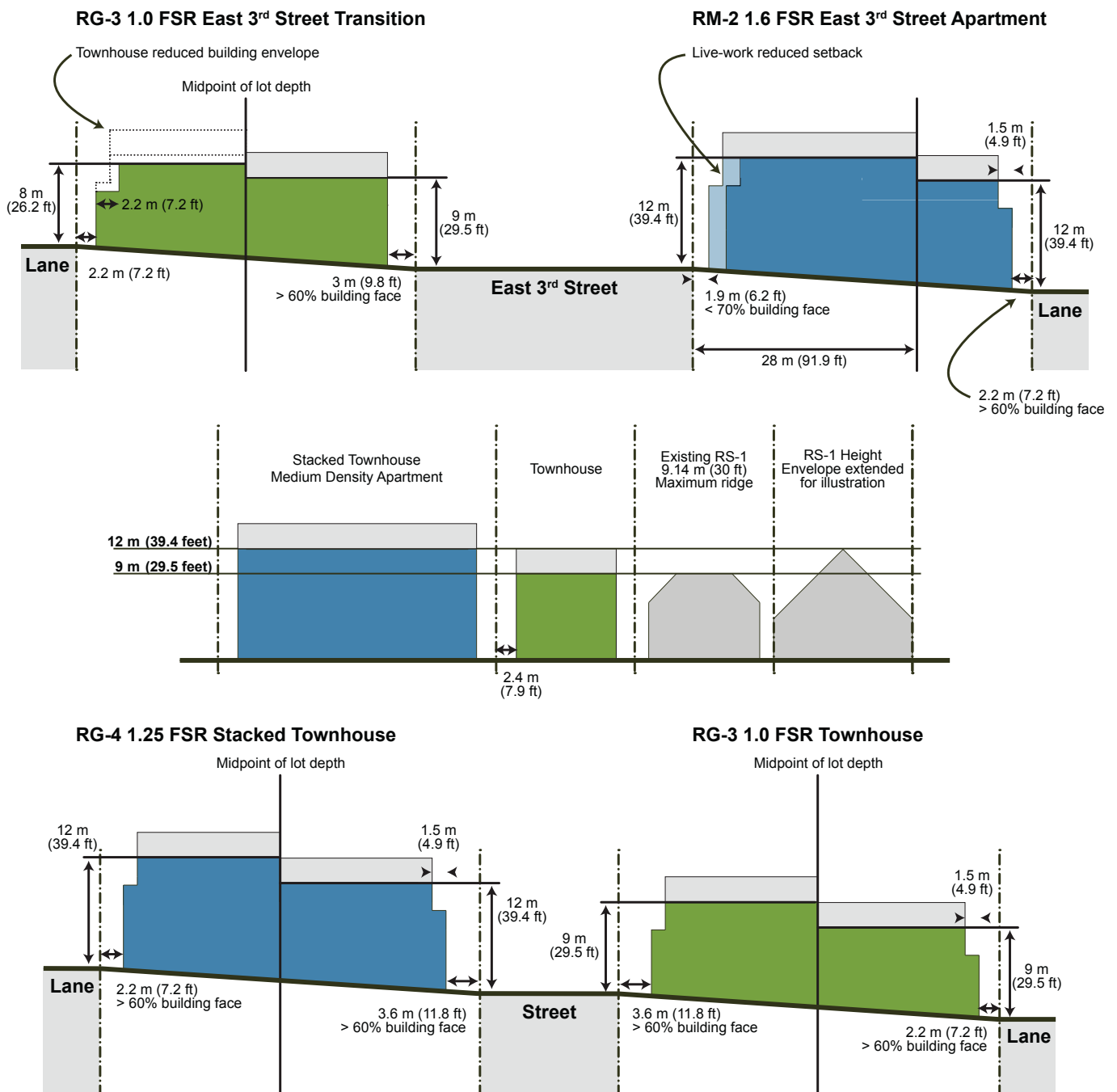


# Part IV - Appendix

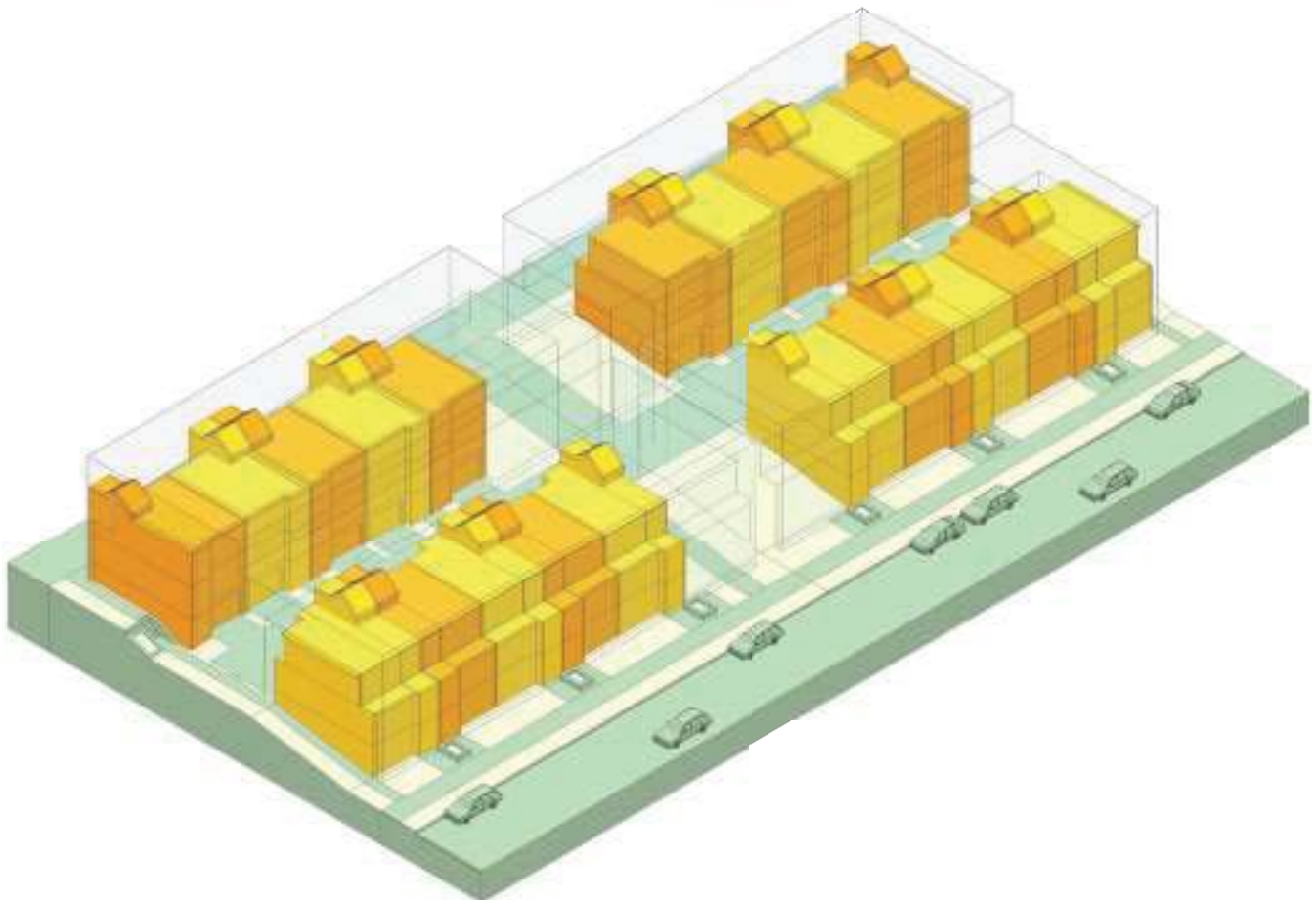
*The drawings in this appendix support the understanding of these guidelines. They are intended for illustrative purposes only. Part III takes precedent in the instance of any inconsistency or inaccuracy with the following materials.*

## 10 Drawings

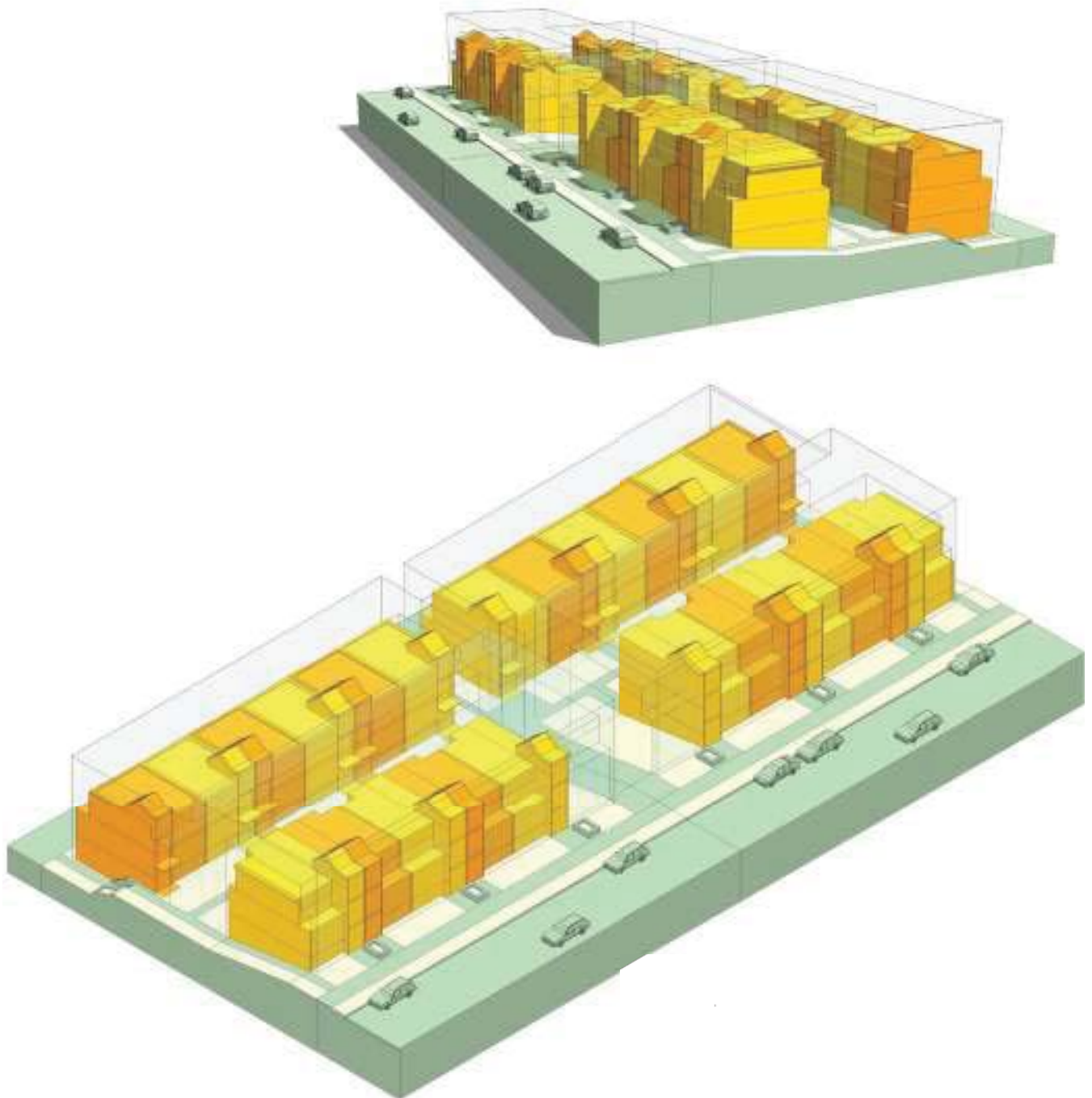
### 10.1 OVERVIEW



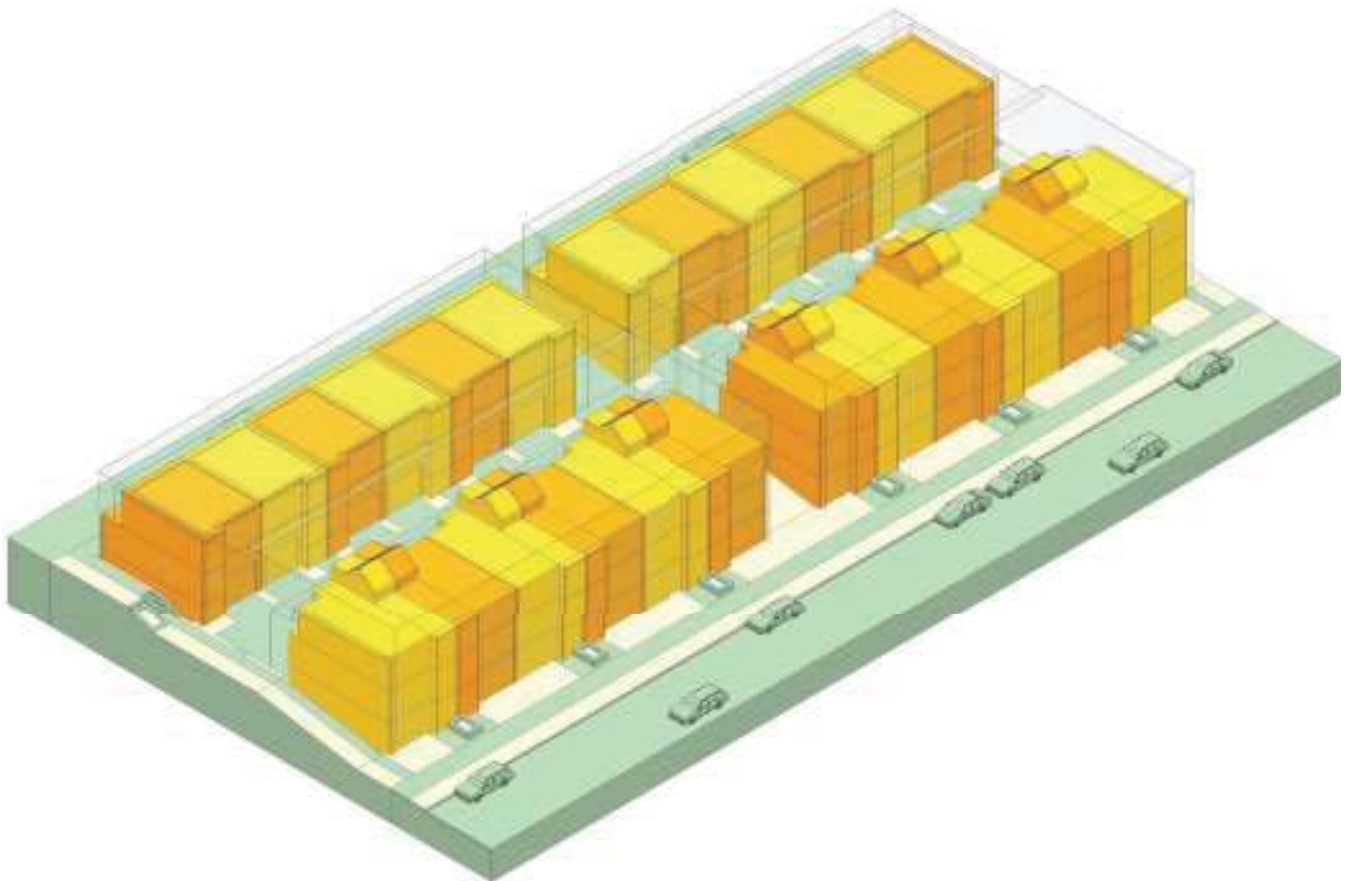
## 10.2 RG-3 1.0 FSR TOWNHOUSE UPSLOPE OF STREET



### 10.3 RG-3 1.0 FSR TOWNHOUSE DOWNSLOPE OF STREET

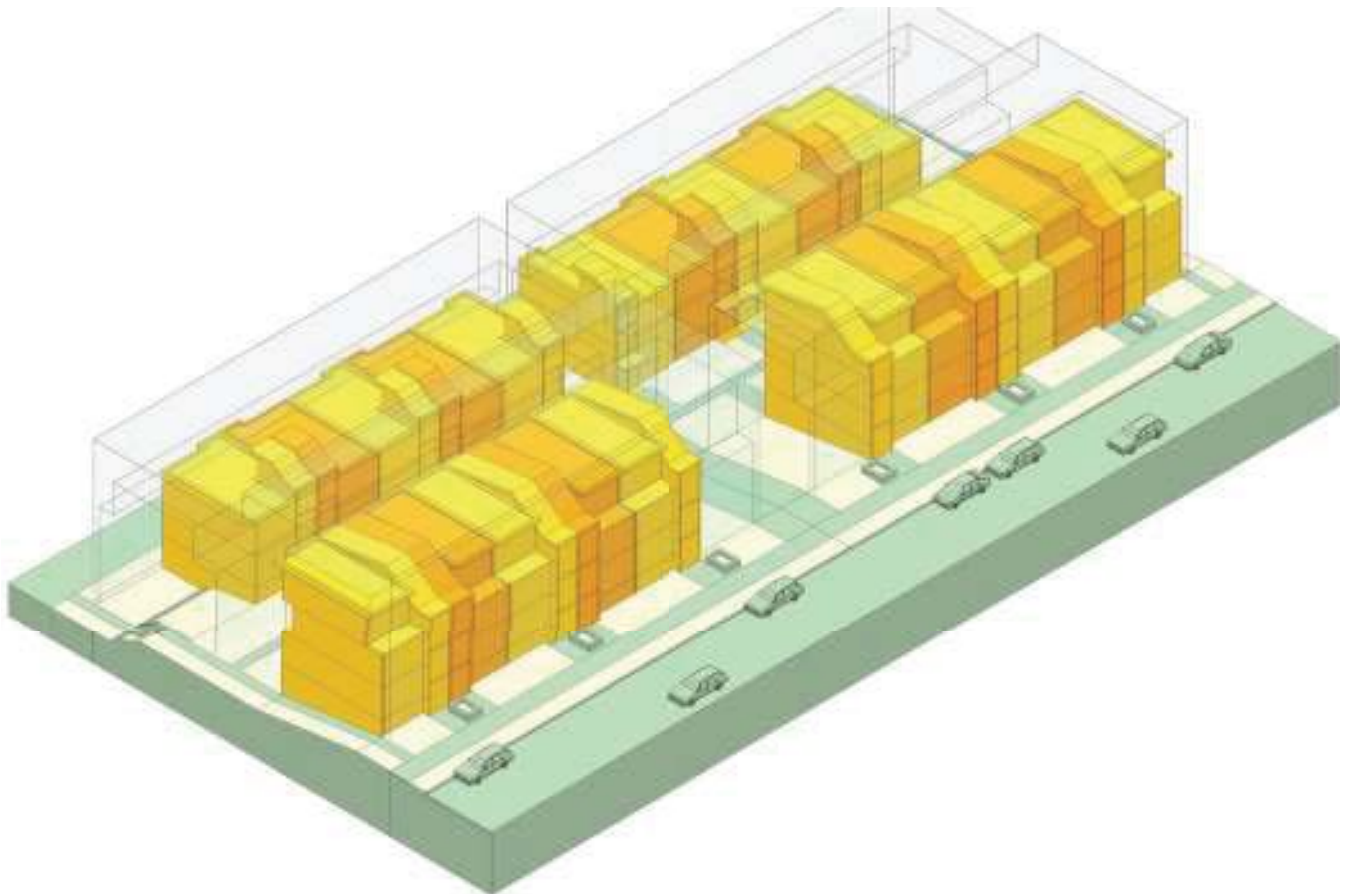
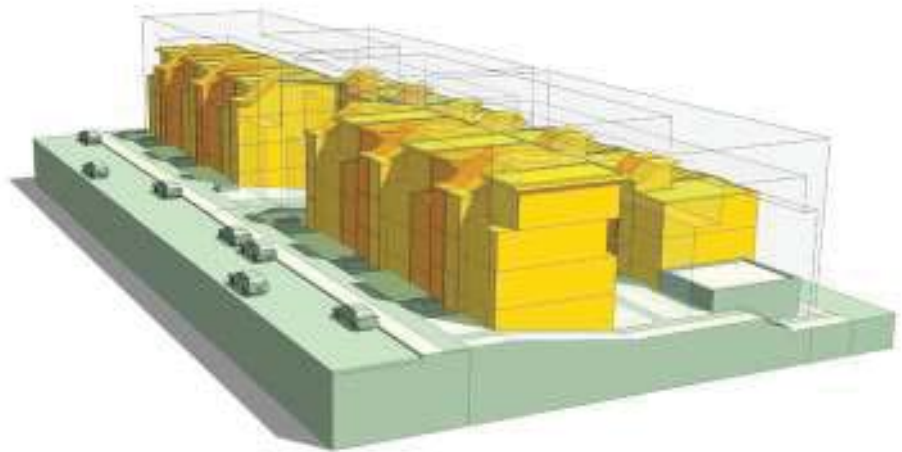


#### 10.4 RG-3 1.0 FSR TOWNHOUSE FRONTING EAST 3<sup>RD</sup> STREET BETWEEN RIDGEWAY AVENUE AND QUEENSBURY AVENUE



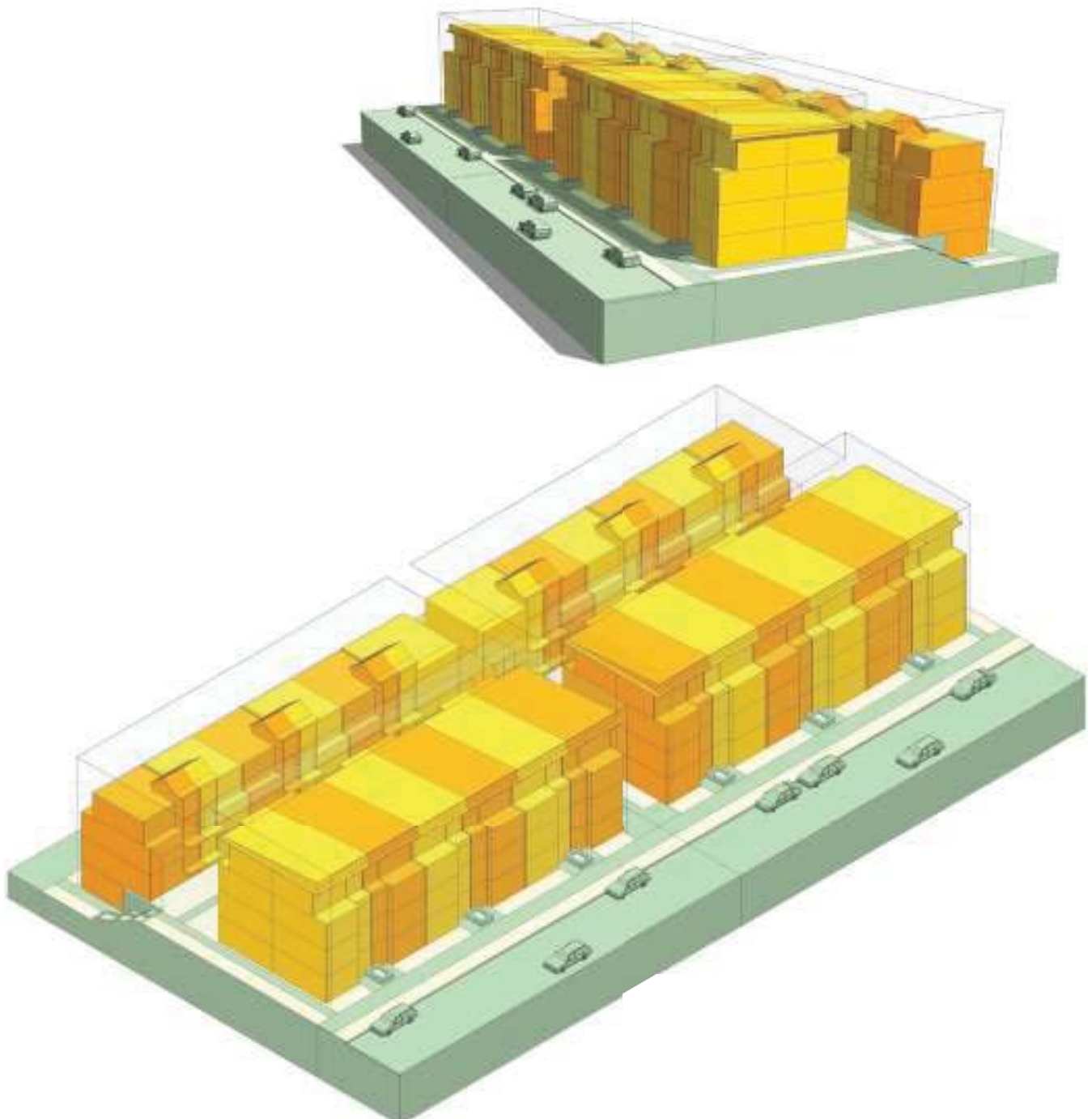


10.5 RG-4 1.25 FSR STACKED TOWNHOUSE

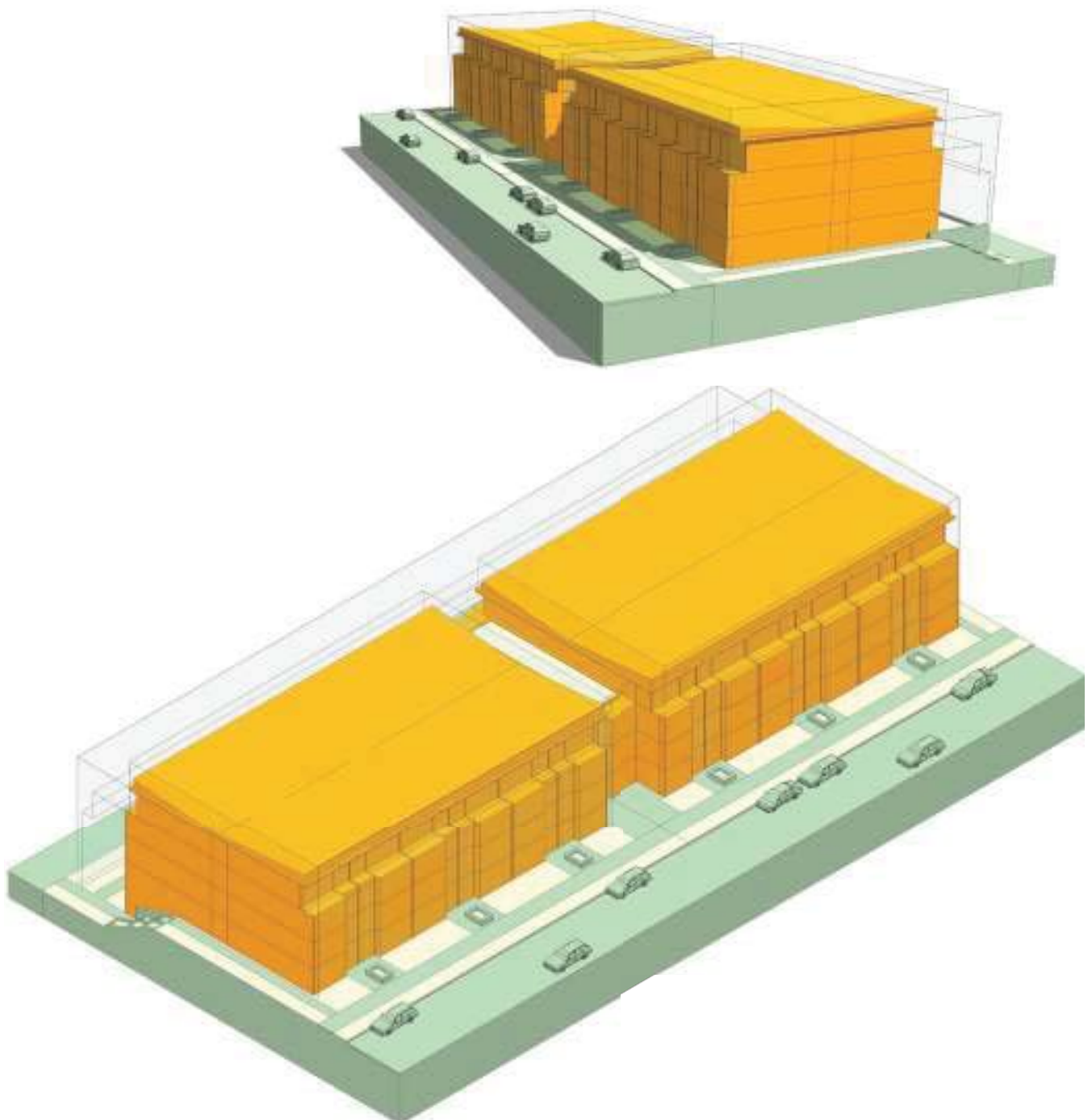




## 10.6 RM-2 1.6 FSR BACK-TO-BACK STACKED TOWNHOUSE WITH LIVE-WORK FRONTAGE



## 10.7 RM-2 1.60 FSR APARTMENT



READ a first time by the Council on the <> day of <>, 2016.

READ a second time by the Council on the <> day of <>, 2016.

READ a third time and passed by the Council on the <> day of <>, 2016.

ADOPTED by the Council, signed by the Mayor and City Clerk and affixed with the Corporate Seal on the <> day of <>, 2016.

---

MAYOR

---

CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

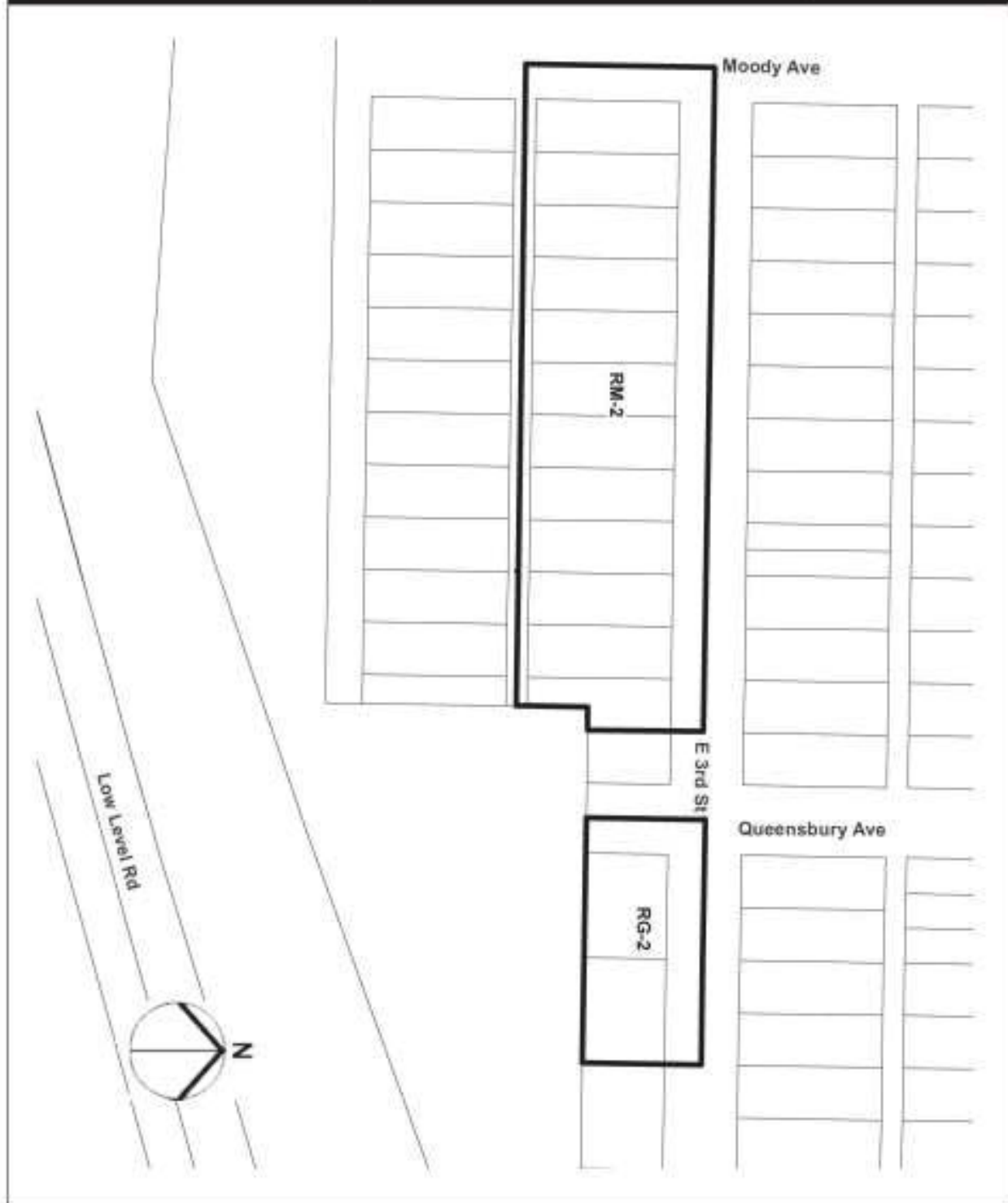
BYLAW NO. 8474

**A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”  
by transferring 703-819 East 3<sup>rd</sup> Street to new zones**

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, 2016, No. 8474” (703-819 East 3<sup>rd</sup> Street / Qualex-Landmark / GBL Architects / RG-2 and RM-2).**
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the Lots as henceforth being transferred, added to and forming part of the annotated zones in accordance with Schedule 120.

Amending Bylaw No. 8474			Schedule 120 703-819 East 3 <sup>rd</sup> Street Zoning Designation		Page 1 of 2	
Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
009-911-138	1	27	273	1063	From RS-3	To RG-2
004-576-136	2	27	273	1063	RS-3	RG-2
004-877-730	1	28	273	1063	From RS-1	To RM-2
005-411-190	2	28	273	1063	RS-1	RM-2
015-008-401	3	28	273	1063	RS-1	RM-2
007-193-220	4	28	273	1063	RS-1	RM-2
015-008-428	5	28	273	1063	RS-1	RM-2
015-008-436	6	28	273	1063	RS-1	RM-2
009-174-958	7	28	273	1063	RS-1	RM-2
011-287-616	8	28	273	1063	RS-1	RM-2
015-008-444	9	28	273	1063	RS-1	RM-2
015-008-452	10	28	273	1063	RS-1	RM-2
015-008-479	11	28	273	1063	RS-1	RM-2
015-008-509	12	28	273	1063	RS-1	RM-2





READ a first time by the Council on the <> day of <>, 2016.

READ a second time by the Council on the <> day of <>, 2016.

READ a third time and passed by the Council on the <> day of <>, 2016.

ADOPTED by the Council, signed by the Mayor and City Clerk and affixed with the Corporate Seal on the <> day of <>, 2016.

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MAYOR

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CITY CLERK

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8480

### A Bylaw to amend “Zoning Bylaw, 1995, No. 6700” by establishing the CD-669 Zone

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, 2016, No. 8480**” (Seacliff Properties / Dialog Design / CD-669).
2. **Division V: Comprehensive Development Zones of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:**
  - A. In Part 11: Comprehensive Development Zones, adding the following to Section 1100, thereof, after the designation “CD-668 Comprehensive Development 668 Zone”:  
  
“CD-669 Comprehensive Development 669 Zone”;
  - B. In Part 11: Comprehensive Development Zones, adding the following to Section 1101, thereof, after “CD-668 Comprehensive Development 668 Zone”:

### **“CD-669 Comprehensive Development 669 Zone**

In the CD-669 Zone, permitted Uses, regulations for permitted Uses and regulations for the size, shape and siting of Buildings and Structures shall be as indicated below.

#### **(1) Purpose**

To permit a range of housing types including Apartments, Townhouses and Rowhouses in areas designated Residential Level 4B in the Official Community Plan with an average density of 1.25 FSR and in conjunction with the East 3<sup>rd</sup> Street Area Development Permit Area Guidelines. Civic and Assembly Uses to support public amenities are also permitted.

#### **(2) Principal and Accessory Use**

Subject to the regulations contained in this Bylaw, the following Principal and Accessory Uses and no others shall be permitted in the CD-669 Comprehensive Development 669 Zone, as shown by the shaded area in Figure 1.

#### **(3) Minimum Dwelling Unit size**

A Dwelling Unit shall have a minimum Gross Floor Area of 37.2 square metres (400 square feet).

**Figure 1 – Principal and Accessory Uses in CD-669 Zone**

Principal Use	Accessory Use										
	(a) Accessory Secondary Suite Use subject to subsection 507(10)	(b) Accessory Coach House Use subject to subsection 507(12)	(c) Accessory Bed and Breakfast Use subject to subsection 507(9)	(d) Accessory Hen Keeping subject to Sections 412 and 514	(e) Accessory Boarding Use subject to subsection 507(8)	(f) Accessory Dwelling Unit Use subject to subsection 507(13)	(g) Accessory Lock-Off Unit Use subject to subsection 507(14)	(h) Accessory Home Occupation Use subject to subsections 507(5), (6) and (7)	(i) Accessory Home Office Use	(j) Accessory Off-Street Parking Use	(k) Accessory Off-Street Loading Use
(1) One-Unit Residential Use											
(2) Rowhouse Residential Use											
(3) Two-Unit Residential Use											
(4) Townhouse Residential Use											
(5) Apartment Residential Use											
(6) Rental Apartment Residential Use											
(7) Child Care Use subject to subsection 507(4)											
(8) Residential Care Facility Use											
(9) Civic Use											
(10) Assembly Use											

#### **(4) Required Accessory Lock-Off Unit Use**

Any Townhouse Residential Use with ten or more Principal Dwelling Units shall provide Accessory Lock-Off Units as follows:

- (a) the minimum required provision is one Accessory Lock-Off Unit for every five Principal Dwelling Units that have a Gross Floor Area greater than 140 square metres (1,507 square feet);
- (b) no more than one Accessory Lock-Off Unit shall be accessory to any single Principal Dwelling Unit;
- (c) each Accessory Lock-Off Unit shall be:
  - (i) constructed in accordance with subsection 507(14) of this Bylaw; and
  - (ii) accessory to any Principal Dwelling Unit on the Lot.

#### **(5) Density**

The sum of subsections (5)(a) and (5)(b), combined and in total, shall at no time exceed 1.25 times the Lot Area:

##### **(a) Gross Floor Area (One-Unit and Two-Unit Residential)**

- (i) Gross Floor Area (One-Unit and Two-Unit Residential) shall not exceed the lesser of:
  - a. 0.50 times the Lot Area; or
  - b. 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet);
- (ii) notwithstanding subsection (5)(a)(i) above:
  - a. Cellars may be excluded from Gross Floor Area (One-Unit and Two-Unit Residential) through provision of EnerGuide 80 energy standard subject to subsection 419(1); and
  - b. of the total allowed in subsection (5)(a)(i), the maximum Gross Floor Area for Accessory Coach House Use shall not exceed the lesser of:
    - i. 0.17 times the Lot Area; or
    - ii. 92.9 square metres (1,000 square feet);

##### **(b) Gross Floor Area**

- (i) Gross Floor Area shall not exceed the greater of:
  - a. 0.50 times the Lot Area; or
  - b. Gross Floor Area permitted prior to the adoption of Amendment Bylaw, 2016, No. 8464;
- (ii) notwithstanding subsection (5)(b)(i), Gross Floor Area may be increased to a maximum of 1.25 times the Lot Area through the provision of one of the enhanced energy standard options and all applicable density bonus provisions as indicated by the shaded area of the selected option in Figure 2;

- (iii) The total permitted density for the CD-669 Zone may be allocated between Lots in the CD-669 Zone per Schedule 121, subject to:
  - a. no Lot shall exceed a maximum density of 1.55 FSR;
  - b. at no time shall the total Gross Floor Area for the CD-669 Zone exceed the maximum area for the Zone in accordance with subsection (5)(b)(ii);
  - c. any allocation shall be registered on title pursuant to Section 215 of the Land Title Act for all involved Lots in a form acceptable to the City; and
  - d. approval of the Director of Community Development at the time of Development Permit issuance;
- (iv) Notwithstanding subsection (5)(b)(iii), the City need not approve an allocation of density if, in the opinion of the Director of Community Development, the allocation would be detrimental to the health, safety, convenience or welfare of the adjoining owners, occupants or the public generally.

## **(6) Lot Coverage**

Principal Buildings together with Accessory Buildings shall not exceed a Lot Coverage of 60 percent.

## **(7) Building Height**

- (a) Rowhouse Residential Use shall not exceed a Building Envelope of 12 metres (39.4 feet) as measured from average Building Grades on the Street;
- (b) Apartment Residential Use, Rental Apartment Residential Use, Residential Care Facility Use, Assembly Use and Civic Use shall not exceed a Building Envelope of 15 metres (49.2 feet) as measured from average Building Grades:
  - (i) from the Street for the Lot Area between the Front Lot Line and a Line parallel to and offset 28 metres (91.9 feet) from the Front Lot Line; and
  - (ii) from the Lane for the remainder of the Lot;
- (c) all other permitted Uses shall not exceed a Building Envelope of 15 metres (49.2 feet) as measured from average Building Grades:
  - (i) from the Street for the Lot Area between the Front Lot Line and the Mid Lot Line; and
  - (ii) from the Lane for the remainder of the Lot.



## **(8) Building Siting**

(a) Rowhouse Residential Use shall not be sited less than:

- (i) 1.6 metres (5.2 feet) from an Interior Side Lot Line shared by an adjacent Lot with a Lot Area greater than 334.4 square meters (3,600 square feet);
- (ii) 0 metres (0 feet) from an Interior Side Lot Line shared by an adjacent Lot with a Lot Area equal or less than 334.4 square meters (3,600 square feet); and
- (iii) 7.6 metres (24.9 feet) or 0.50 times the Lot depth, whichever is greater, from a Rear Lot Line;

(b) all other permitted Uses shall not be sited less than:

- (i) 3 metres (9.8 feet) from a Front Lot Line;
- (ii) 2.4 metres (7.9 feet) from an Interior Side Lot Line or Exterior Side Lot Line; and
- (iii) 1.6 metres (5.2 feet) from a Rear Lot Line.

**Figure 2 – Density bonus provisions for CD-669 Zone**

**Applicable density bonus provisions**

**Enhanced energy standard options**

- (1) Passive House  
subject to subsection 419(4)
- (2) 10% better than NECB 2011  
subject to subsection 419(3)
- (3) 15% better than ASHRAE 90.1-2010  
subject to subsection 419(2)
- (4) EnerGuide 86  
subject to subsection 419(1)
- (5) Most stringent Provincial opt-in regulation  
for Part 9 buildings subject to 419(5)
- (6) Most stringent Provincial opt-in regulation  
for Part 3 buildings subject to 419(5)

	(a) Amenity Share subject to Section 418	(b) Dedication of all area within special setback subject to Section 411	(c) Adaptable design subject to Section 423	(c) Hydronic energy service for domestic hot water subject to Section 420	(d) Hydronic energy service for space heating subject to Section 420	(e) Noise mitigation subject to Section 421	(f) LEED® for Midrise Gold or New Construction Gold subject to subsection 422(1)	(g) LEED® for Homes Gold subject to subsection 422(1)
(1) Passive House subject to subsection 419(4)								
(2) 10% better than NECB 2011 subject to subsection 419(3)								
(3) 15% better than ASHRAE 90.1-2010 subject to subsection 419(2)								
(4) EnerGuide 86 subject to subsection 419(1)								
(5) Most stringent Provincial opt-in regulation for Part 9 buildings subject to 419(5)								
(6) Most stringent Provincial opt-in regulation for Part 3 buildings subject to 419(5)								

3. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the Lots as henceforth being transferred, added to and forming part of the annotated zones in accordance with Schedule 121.

Amending Bylaw No. 8480			Schedule 121 CD-669 Zoning Designation		Page 1 of 3	
Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
005-087-783	1	2	272/273	9978	From RS-1	To CD-669
009-558-535	2	2	272/273	9978	RS-1	CD-669
009-558-543	3	2	272/273	9978	RS-1	CD-669
009-558-551	4	2	272/273	9978	RS-1	CD-669
009-558-560	5	2	272/273	9978	RS-1	CD-669
005-118-140	6	2	272/273	9978	RS-1	CD-669
009-558-578	7	2	272/273	9978	RS-1	CD-669
009-558-586	8	2	272/273	9978	RS-1	CD-669
009-558-594	9	2	272/273	9978	RS-1	CD-669
009-558-608	10	2	272/273	9978	RS-1	CD-669
009-558-616	11	2	272/273	9978	RS-1	CD-669
009-558-624	12	2	272/273	9978	RS-1	CD-669
008-937-761	13	2	272/273	9978	RS-1	CD-669
003-583-368	14	2	272/273	9978	RS-1	CD-669
009-558-632	15	2	272/273	9978	RS-1	CD-669
009-558-641	16	2	272/273	9978	RS-1	CD-669
004-482-565	17	2	272/273	9978	RS-1	CD-669
009-558-659	18	2	272/273	9978	RS-1	CD-669
007-366-221	19	2	272/273	9978	RS-1	CD-669
009-558-667	20	2	272/273	9978	RS-1	CD-669
009-569-146	21	2	272/273	9978	RS-1	CD-669
009-558-675	22	2	272/273	9978	RS-1	CD-669
009-558-683	23	2	272/273	9978	RS-1	CD-669
005-637-732	24	2	272/273	9978	RS-1	CD-669
009-558-691	25	2	272/273	9978	RS-1	CD-669
004-394-798	26	2	272/273	9978	RS-1	CD-669
008-961-719	27	2	272/273	9978	RS-1	CD-669
004-587-022	28	2	272/273	9978	RS-1	CD-669
009-558-705	29	2	272/273	9978	RS-1	CD-669
009-558-713	30	2	272/273	9978	RS-1	CD-669
009-558-926	31	2	272/273	9978	RS-1	CD-669
009-558-730	32	2	272/273	9978	RS-1	CD-669
009-558-748	33	2	272/273	9978	RS-1	CD-669
009-558-764	34	2	272/273	9978	RS-1	CD-669
009-558-772	35	2	272/273	9978	RS-1	CD-669

Amending Bylaw No. 8480			Schedule 121 CD-669 Zoning Designation		Page 2 of 3	
Parcel Identifier Number (P.I.D)	Lot	Block	D.L.	Plan		
009-582-177	1	3	272/273	9978	From RS-1	To CD-669
009-582-193	2	3	272/273	9978	RS-1	CD-669
009-582-207	3	3	272/273	9978	RS-1	CD-669
008-490-244	4	3	272/273	9978	RS-1	CD-669
009-582-223	5	3	272/273	9978	RS-1	CD-669
009-582-231	6	3	272/273	9978	RS-1	CD-669
009-582-240	7	3	272/273	9978	RS-1	CD-669
009-582-258	8	3	272/273	9978	RS-1	CD-669
009-582-339	9	3	272/273	9978	RS-1	CD-669
009-583-521	10	3	272/273	9978	RS-1	CD-669
009-582-371	11	3	272/273	9978	RS-1	CD-669
009-582-436	12	3	272/273	9978	RS-1	CD-669
009-582-461	13	3	272/273	9978	RS-1	CD-669
009-582-517	14	3	272/273	9978	RS-1	CD-669
009-582-541	15	3	272/273	9978	RS-1	CD-669
009-582-576	16	3	272/273	9978	RS-1	CD-669
009-582-592	17	3	272/273	9978	RS-1	CD-669
009-582-657	18	3	272/273	9978	RS-1	CD-669
009-582-738	21	3	272/273	9978	RS-1	CD-669
009-582-762	22	3	272/273	9978	RS-1	CD-669
002-409-305	23	3	272/273	9978	RS-1	CD-669
009-582-789	24	3	272/273	9978	RS-1	CD-669
009-583-556	25	3	272/273	9978	RS-1	CD-669
011-265-159	A	3	273	21751	RS-1	CD-669
016-377-231	E	3	272/273	22973	RS-1	CD-669
016-377-249	F	3	272/273	22973	RS-1	CD-669





READ a first time by the Council on the <> day of <>, 2016.

READ a second time by the Council on the <> day of <>, 2016.

READ a third time and passed by the Council on the <> day of <>, 2016.

ADOPTED by the Council, signed by the Mayor and City Clerk and affixed with the Corporate Seal on the <> day of <>, 2016.

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MAYOR

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CITY CLERK

March 29, 2016

Mayor and Council:

On behalf of Seacliff Properties Ltd. and our consulting team, I am writing to summarize our intentions for the lands in Moodyville East that we have been working very hard to assemble and creatively plan. Currently we own 49 single detached lots with a number of others under contract to purchase. While our intent is to assemble all lots in the immediate area, a few remain unavailable to purchase or the owners price expectation is too high.

We would like to start by thanking the many staff representatives that have been working closely with us through this exercise. They have shown flexibility and creativity in addressing issues and solving problems as they have arisen in a mutually agreeable manner.

We believe that once completed, this project will represent an unprecedented achievement in land assembly for urban transformation, both here in North Vancouver and across Canada. It is commonly believed that a land assembly of this size of single-detached lots is either prohibitively difficult, or impossible, and we look forward to our project helping to change the conversation on what is possible. This is not to say that this assembly hasn't been an incredible challenge, where so many things had to go exactly right (and STILL have to go exactly right) in order to succeed. Of course, all of this was initially made possible through Council's proactive and critically important decision to enable increased density for the area in the approval of North Vancouver's OCP.

Our continued aspirations for the Moodyville East lands include the following:

- A strong, coherent neighbourhood design that begins with the existing block and street pattern, but makes several important improvements including the extension of Ridgeway Avenue;
- The delivery of the very significant Spirit Trail connection through our lands, that includes the many challenging aspirations for the design of this important public amenity;
- Additional elements of strong public realm design within the neighborhood, including a strong new north-south axial green space connection taking advantage of the best public view to the water from 2nd Street; several privately owned parket/courtyard green spaces well framed by homes for amenity and community life; strengthening the existing Moodyville Park through enhanced entry features; new pedestrian linkages to "break up" the currently long blocks; and a continued intent to work with the City to achieve where appropriate Dutch style "woonerf" or "living lane" conditions in the publicly and privately-owned lanes;
- Architectural diversity to avoid monotony, and a variety of family-oriented housing options from stacked townhouses to rowhouses (potentially both strata and fee-simple) as well as potential apartment homes in the eastern portion of the neighborhood, with affordability supported through lock off suites acting as rental opportunities, mortgage helpers etc.
- Our continued intent to achieve an outstanding sustainable/green design outcome, as reflected in the green design options proposed by staff in the draft by-law resulting from our extensive conversations, as well as in our interests around facilitating walking, biking, transit and car-share.

In order to achieve the level of innovation and aspiration we all share for the Moodyville lands, it has been necessary to "think outside the box" with staff in many ways, including the use of CD zoning; the need to create a mechanism for density averaging across a large and challenging site and several creative approaches in the development guidelines. We appreciate staff's willingness to think creatively with us to solve many of these issues, and we respectfully request Council's support in approving staff's recommendations. Given the complexities involved, we would not be able to achieve the many aspirations reflected in the proposal, including the improved Spirit Trail, without such support.

The community will also receive the full benefit of the CAC's payable as the site is developed, as we are not seeking to offset the construction cost of any amenity on or off the site against the CAC's that are payable.

We look forward to presenting to Council on April 4<sup>th</sup> as you consider the proposed bylaws, and answering any questions you might have.

Thank you, and regards,

p.p. 

Ian Porter



- LEGEND:**
- STACKED TOWNHOUSES (4 STOREY)
  - TOWNHOUSES (3 STOREY)
  - TOWNHOUSES (2 1/2 STOREY)
  - APARTMENT (4 STOREY)
  - SPIRIT TRAIL
  - NEIGHBOURHOOD PARK
  - SRW
  - CITY OF NORTH VANCOUVER
  - UNACQUIRED LOTS

FOR INFORMATION ONLY



**Received March 1, 2016**  
**File: 01-0550-20-0203/1**

February 29, 2016

City of North Vancouver  
141 West 14th Street  
North Vancouver, BC  
V7M 1H9  
Att: Mayor and Council

**Re: Moodyville Draft Bylaw**

Anthem Properties Group has assembled twelve single family lots at **504-552 East 2nd and 205 Ridgeway Avenue** which are part of the Moodyville neighbourhood, and designated Residential Level 4B (1.25 FSR).

We would like to express our concern over the City of North Vancouver's Draft Bylaw for the Moodyville area, which seeks to significantly increase the design criteria requirements for developments. Anthem has been following the progress of the updated Official Community Plan and its approval, and we attended numerous open houses in 2015.

Our concern with the current draft bylaw relates to the inclusion of enhanced sustainability measures beyond the building code and requirement for lock-off suites (for units greater than 1507 sf). Our general concern is the lack of direct consultation with the development industry, prior to the recommendation of these measures. These requirements will add significantly costs to new homes in the Moodyville area, relative to other areas of the City which do not face similar requirements and negatively impact the City's goal of creating affordable market housing stock in this community.

The cost of the proposed enhanced energy requirements are quite onerous and unproven in the local market; Passive House and/or LEED and 22% above ASHRAE are both significantly above the current building code and require building measures and materials which are costly and would have significant impacts to the feasibility of the project. Based on information from sustainability consultants knowledgeable about Passive House construction, we anticipate the **additional costs** (10% on hard costs, plus 1% on soft costs) to be between **\$1.5M and 1.8M for Anthem's project, or upwards of \$30,000 per unit.**

With respect to the requirement for lock-off suites, we are concerned with their implementation within proposed developments such as ours, as they might constrain the supply of townhomes over 1507 sf, and therefore result in an end which is not desired. Developers could see the additional cost and requirements (fire code, access, etc.) as not worthwhile and therefore try to limit units to a maximum of less than 1507 SF. This still provides for three bedroom homes, albeit smaller ones which are not meeting the needs of young families looking for suitable alternatives to single family homes which are now priced out of their reach.



The lack of clarity over the implementation of the aforementioned design requirements (in particular Passive House/Enhanced Sustainability) has not been factored into the land costs when assembly of these lands took place, impacting the feasibility of these types of projects, and results in higher prices for purchasers of these homes. We would ask that Council be open to potential tradeoffs to maintain the feasibility of these projects in this interim period, where there has been a lack of clarity.

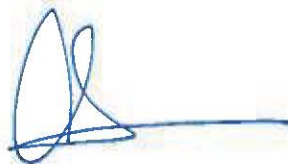
As a developer, we understand the need for enhanced, public benefits, as the result of the certainty provided by pre-zoning of a neighbourhood such as Moodyville. We applaud the City's efforts in this, and feel that it is of definite benefit to all stakeholders, and is the primary reason for Anthem's purchase of the subject property. We feel that the Community Amenity Charge (CAC), applied at a rate of \$20/SF **(over \$1.2M on the subject property)** to the additional density achieved on the site through the rezoning, is of significant benefit to the community. This type of density charge is typical in municipalities throughout the Metro Vancouver region. These monies directly contribute towards community amenities and affordable housing throughout the City.

To reiterate, Anthem is committed to development on the North Shore, and construction excellence. We look forward to the opportunity of increasingly sustainable housing, which assists the City of North Vancouver in reaching their emissions reduction targets and affordable housing goals. However, these initiatives must be developed through a process which includes engagement with the development industry.

Best regards,



Steve Forrest  
VP Development  
Anthem Properties

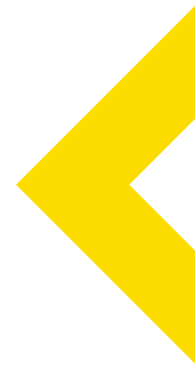


Rocky Sethi  
Director, Development  
Anthem Properties



Canadian Passive  
House Institute West

**Received March 6, 2016**  
**File: 01-0550-20-0203/1**



March 5, 2016

City of North Vancouver  
141 West 14th Street  
North Vancouver, BC V7M 1H9

Dear Mayor Darrell Mussatto and North Vancouver City Council members,

**Re: Moodyville Neighbourhood Zoning Bylaw**

The Canadian Passive House Institute West (CanPHI West) recognizes comfortable, high quality, affordable and energy efficient buildings are key to reducing energy use in the building sector, and thereby curbing greenhouse gas emissions. Leading jurisdictions around the world have identified a focus on building energy efficiency as a cornerstone of their drive to not only curb emissions, but to improve the quality and affordability of their buildings. We were both pleased and proud to learn of the draft Moodyville Neighbourhood Community Plan last fall contemplating Passive House energy efficiency. Leading jurisdictions recognize the role exemplary building policies play not only in improving their buildings, but also in developing their brand and supporting economic development.

The prospect of a local community joining the ranks of internationally recognized leading jurisdictions is exciting, and something we fully support. Such leadership will ensure the city's buildings retain their value as building standards improve, establish a progressive brand for the community, and assists developers in selling units through strong neighbourhood branding.

This submission provides information about the Passive House buildings and, based on experience in other jurisdictions, proposes steps to improve the draft policy.

**Passive House**

Passive House is a tool enabling the design and construction of low energy buildings. It is not a brand, its metrics are open source and adapted as knowledge and technology advances. The tools required to design a Passive House are widely available at a nominal cost. CanPHI West trains hundreds of construction and design professional each year, with local companies of all sizes representing all segments of the construction industry, having the capacity to deliver such projects. There are approximately 50,000 Passive House projects world-wide and this level of efficiency is rapidly becoming the standard for buildings as it is identified as the means to achieve GHG emissions targets. It is the most widely adopted high performance building standard in the world.



Although some Canadian cities have expressed a clear intention to move towards Passive House level of energy efficiency, as far as we know, this proposal is the first bylaw in Canada with the potential to create a Passive House neighbourhood.

### **Comfort and Energy Security**

The biggest selling point for consumers to purchase a Passive house is comfort. There are no drafts due to the air sealing requirements. Exterior surfaces, including windows, are not cold due to high thermal efficiency requirements as well as the requirement to eliminate cold bridges. This drastically improves the health of the building since there are no cold spots for the formation of condensation in walls or on cold surfaces, which can lead to mold. Fresh air in a Passive house is constantly supplied to each living area and exhausted from each bathroom and kitchen area using a high efficiency Heat Recovery Ventilator (HRV) which can be fitted with high efficiency air filters for people with allergies or other respiratory problems. The bonus to this technology is that heating energy consumption drops to about 10% of normal requirements, since the building envelope and fresh air systems are so efficient that internal heat gains from body heat, appliances, lighting etc. are sufficient to provide the majority necessary heat. The software used to analyse a Passive House also examines the potential for overheating to ensure comfort can be maintained in summer conditions.

### **Draft Bylaw Issues**

The new bylaw cites Passive House as an acceptable energy standard. It also allows the highest level of the stretch BC Building code, which CanPHI supports, since it will be a building envelope first solution similar to Passive House.

Our concerns are the citing of LEED with 22% better energy performance than ASHRAE energy modeling. While LEED has done a good job of bringing awareness to many environmental issues it has not been very successful in significantly reducing energy consumption through ASHRAE energy modeling standards. ASHRAE does not set an absolute energy target as is done with Passive House. It takes an electronic model of the project built to minimum code standards and models adjustments in its construction to be 22% better in the energy model. This is often accomplished with technical solutions to increase the efficiency of the mechanical systems rather than reduce the energy consumption at the source, the building envelope. Experience with ASHRAE Energy modeling is that there is a large performance gap between what is modeled and the actual performance of built projects.

If ASHRAE energy modeling remains in the bylaw the incentive to do Passive House will be significantly diminished and experience dictates few projects will be undertaken to this low energy consumption standard. The City of North Vancouver will also lose the opportunity to boast “North America’s first Passive House neighbourhood”.



## **Lonsdale Energy Corporation**

The City of North Vancouver took a leadership role in moving to District Energy as a way to improve the efficiency of the energy source for use in buildings.

Passive House takes a different approach. Rather than solely improving the source of energy it first focuses on the building envelope and the ventilation system to significantly reduce demand to about 10% of current code built outcomes. Once that is accomplished it focuses on the supply of that heating energy.

The Lonsdale Energy Corporation has indicated in our discussions that its energy is 82% efficient. Technology for use in Passive House projects such as the new to the market Sanden Heat Pump can deliver heating energy at energy factors exceeding 3. There are new highly energy efficient products entering the marketplace every year as technology advances and demand increases. By requiring Passive House projects to hook up to LEC it ties them to older technology at lower levels of efficiency. Lets allow them to evolve with the emerging marketplace.

By electing to do Passive House in Moodyville and eliminating the requirement to connect to LEC the municipality will reduce its capital expenditures to extend LEC and get better efficiencies in Moodyville by the efforts of the private sector to meet Passive House Standards.

## **Economics**

There is an additional capital cost involved in constructing a Passive House. This is difficult to get reliable estimates on as there are reports of 3-15% in additional construction costs. In the Lower Mainland this would translate to 1-5% on the ultimate purchase price as land, profits, marketing, financing and municipal charges are also significant. The advantages of a Passive House with its simpler mechanical systems and lower energy bills translate to savings in operating costs in excess of the additional interest on a mortgage at today's low interest rates, and these savings only increase with higher energy prices in the future. In Europe the technology is so widespread that architects now claim they can construct to Passive House levels less expensively than standard construction due to the simplification of mechanical systems and controls.

There are now discussions at the Provincial Government level to incentivize Passive House levels of energy efficiency to get the technology in the marketplace so it can be adopted as standard code in the near future. The Moodyville Neighbourhood would serve as a demonstration project for what is economically possible. The private sector will be challenged to come up with affordable way to achieve the high performance levels required.



## Capacity Building

CanPHI West, with the support of the Provincial Government, is actively engaged educating and training professionals in the principles and energy modeling software associated with Passive House. CanPHI West would be pleased to work with the municipality to provide local training for builders in the community starting immediately. We are engaging in these arrangements currently with the City of Vancouver, as well as many smaller interior communities.

## Incentives

To encourage developers to build to the Passive House standard the City of North Vancouver could consider these options:

1. Financially support local education opportunities. CanPHI West has worked with the City of Edmonton and other municipalities to bring knowledge to the municipality for both city staff and for builders.
2. Require energy labeling, air tightness testing, HRV commissioning, or other steps to develop capacity and provide information to the market, which impacts market value, indirectly incentivizing Passive House.
3. Invest in-staff training, making inspections and applications easier for builders/applicants.
4. Lead by example by adopting Passive House as the standard for municipal buildings.
5. Priority processing for Passive House project applications.
6. Explore with higher levels of government a package of incentives in exchange for research, which can help guide their considerations related to the Stretch codes, currently under consideration, for early projects in the neighbourhood. CanPHI West may be able to help facilitate this.

The draft bylaw already contains provisions to exempt the extra thickness of walls from floor area, which is good.

Architects and builders, having completed one Passive House project, will search for opportunities to do another. High performance buildings are not only good for the climate and occupants, they are more rewarding to design and build.

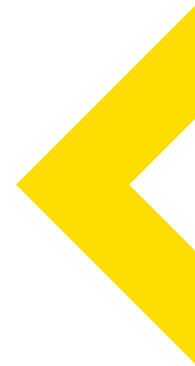
If you would like to discuss any of these ideas you can contact CanPHI staff through:

Rob Bernhardt





Canadian Passive  
House Institute West



### **Moodyville – a Passive House Neighbourhood**

If the municipality is successful in Branding Moodyville as a Passive House neighbourhood it will assist all developers in the area by a collective effort to educate consumers on the advantages of living in a building built to Passive House Standards. Branding is a very powerful tool in promoting products and real estate.

We urge the municipality to weigh the advantages of having a “Passive House Neighbourhood” add to the Brand of the City of North Vancouver in evaluating the Bylaws for the Moodyville District.

We would welcome the opportunity to meet with you to discuss how we would showcase the neighbourhood locally and internationally as a significant advancement in energy efficient building construction in North America. The International Passive House Conference is in Darmstadt in April 22 and 23<sup>rd</sup>. We are attending to discuss North American needs. We’d love to announce your plans to the world at the conference.

Sincerely

Canadian Passive House Institute West

Scott Kennedy  
Chair of the Board of Directors

**From:** Scott Kennedy  
**Sent:** Sunday, March 06, 2016 3:28 PM  
**To:** Karla Graham  
**Cc:** Rob Bernhardt  
**Subject:** Re: Letter to Council re Moodyville

On Mar 6, 2016, at 10:42 AM, Scott Kennedy wrote:

Attached is a letter from CanPHI West to council re the Moodyville Subdivision. Please distribute it as appropriate.<North Van. city submission March 6, 2016.pdf>

Could you please append this article to the letter CanPHI West sent to council. It shows the impact a decision by a municipality can have.

Thank you

# Irish passive house policy takes social media by storm

I never thought I'd be uttering the following words: Ireland is gaining a reputation as a world leader in terms of energy-efficient building. This is a result of Dun Laoghaire-Rathdown's passive house policy, which went viral online recently, highlighting an opportunity for the Irish building industry to export its wares.

A motion I worded and campaigned for, demanding that all new buildings in the region must be built to the passive-house standard or demonstrably equivalent performance levels, was passed in its county development plan. It was adopted on February 17.

I put a story on the policy on my magazine's website, tweeted it and all hell broke loose. Lloyd Alter, managing editor of *Treehugger.com* — one of the leading green websites worldwide — saw the tweet, and wrote about it.

The story went viral. Remarkably, a story about a policy by an Irish county council was the most popular one on this busy site for more than 48 hours. Alter gave me statistics on the article. They showed it had more than 35,000 page views, with an average read time of more than three minutes.

*Treehugger's* summary on Facebook was even more astonishing: 230,000 people had been reached, there were 11,000 post clicks and 3,700 reactions (including 2,800 likes and only one dislike). My own magazine's Facebook post reached a further 49,000

people, with 2,200 post clicks.

This isn't just about the numbers, but who the audience is. Unsurprisingly, it includes significant numbers of companies involved in procuring, designing and building green structures. Not only will these people be likely to spread this information among their peers, they are also potential customers.

Successive Irish governments have been highly supportive of efforts to develop global export markets for the food industry, with exports reaching many multiples of domestic supply. Yet the export opportunity in construction has been largely ignored.

In spite of this, a band of Irish companies in the passive-house sector are exporting to the UK, America and further afield, protecting thousands of jobs. Their ranks will swell further as a consequence of Dun Laoghaire-Rathdown's vision.

This opportunity isn't lost on the Building Materials



An opportunity has been created for Ireland to export its exper

Federation which is part of Ibec, the employers' lobby group — and this isn't a niche market.

The Intergovernmental Panel on Climate Change singled out passive house as one of the key climate-change mitigation options to reduce emissions from buildings. With EU member states bound by European law to make all new buildings meet "nearly zero

energy" levels by 2021, and rest of the world playing catch-up as a consequence the COP21 climate change agreement made in Paris in December, the council's policy is opportune.

A point here is too often lost: political agreements driven by the need to tackle climate change will provide business opportunities. It involves investing in climate-friendly infrastructure, so offers a policy option that should satisfy stimulus and austerity proponents equally.

Thanks to Dun Laoghaire-Rathdown's vision, that investment will pay a dividend for Ireland by stimulating promoting our construction sector's ability to innovate produce the solutions the world so badly needs.

Jeff Colley is the editor of *Passive House Plus*, [passivehouseplus.ie](http://passivehouseplus.ie)



JEFF COLLEY  
GREEN LIVING



March 15, 2015

Adrienne Nicholson & John Chow  
4541 Deer Lane,  
West Vancouver, BC V7W 1H2

CITY OF NORTH VANCOUVER MAYOR'S OFFICE
COPY:
MAR 22 2016

To the Mayor and Council of the City of North Vancouver,

We are property owners inside the draft Moodyville Community Plan area boundary. Our BC Assessment has increased 56% this year. We have challenged that finding with BC Assessment and presented the evidence to their panel in a hearing this past March 3, 2015. We were granted a 10% reduction but only based on our location that is so near to the bus depot in that area.

While we should be pleased with the reduction, we feel that the bigger issue was with how we are assessed when inside a 'designated' area of redensification. Our findings, which clearly show speculative buying (cash and bulk) inside those boundaries, was considered by BC Assessment as all part of the real estate market of today and the potential of that area, etc... While we agree, we had evidence to show that the City of North Vancouver has stated on numerous occasions that speculation of the Moodyville Community Plan being approved is risky and presuming Councils' decisions. These disclaimers have in no way protected the people that reside or own property in that plan boundary. Also at the hearing, the BC Assessment representative kept on stating that we were 'designated' and kind of indicated that we were now zoned differently than RS-1. Although the plan is likely to be completed at some point, it was far from it last July 2015 when the assessments are final. We felt that BC Assessment was speculating as of July 2015 and that cannot be correct. They were reluctant to make any sort of comment or change in that regard.

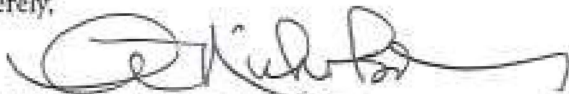
Please take the time to look at our presentation of materials we gave to the panel for BC Assessment (attached). Pages 10 and 11 show a drastic difference in taxes inside the boundary line of the 500 and 600 blks of East 4th Street, even when nothing has been rezoned yet.

The revision of an OCP and any indication of possible rezoning or densification of an area, in a real estate market such as today's, can just tear a community apart. People cannot afford to stay, they feel uncomfortable in their neighbourhood and sometimes are even bullied to leave (e.g. Evelyn Drive of West Vancouver). While the draft Moodyville Community Plan is a wonderful idea and will hopefully sculpt a well-designed and functioning community to live in in about 15 years time, it has triggered the death of an area and greatly affects many lives of the people that have lived there for so long and had created a good place.

We write to remind the planning department and Council, that as soon as there is any hint of changes like in Moodyville, it triggers speculation no matter what. You either need to keep things under wraps longer, which is not right, or pull the bandaid off faster. As we sit waiting, we are expected to now pay higher taxes on a property that we are not redeveloping. Ironically, we can't redevelop at this time even if we wanted as all permits are not being issued or are on hold. We have to assess whether we will be able to afford that mortgage any more or do we raise the rent on our tenants. The Moodyville Community Plan has already forced change even as it is carefully being planned and going through all its public process.

We are actually in favour of the Moodyville Community Plan. We see how it benefits the City, the Moodyville area and our family. With this letter, we just wish to highlight how the community is affected while an area is 'designated', studied and being planned.

Sincerely,



Adrienne Nicholson and John Chow

## **ASSESSMENT ROLL 722002.000**

509 4th Street East,  
Lot 2, Block 22, Plan VAP1063, District Lot 273, Group 1, New Westminster Land District  
North Vancouver, BC V7W 1H2

Property Owners: Adrienne Nicholson and John Chow

BC Assessment Hearing Date: March 3, 2016

Contact information:  
Adrienne Nicholson & John Chow

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BC Assessment has reminded us that “no two properties are the same and the similarities and differences between properties will be addressed at the hearing.” Our comparison properties have been considered to have the same similarities and differences.

Our finding is that all the properties with the older buildings (Residential Level 2) within the draft Moodyville Community Plan are considered ‘tear-downs’ as of this year and have ALL been assessed at a building value of \$10,000 and land value of \$1,145,000. BC Assessment has made them all the same within the boundary. Similar neighbouring homes outside of the Plan boundary have been assessed differently.

The Moodyville Community Plan has not yet been approved by Council (first reading will be March 14th, 2016 with public hearings to follow). Council had not approved the Moodyville Community Plan and its rezoning as of July 2015 and still has not done so. To base assessments on the area’s potential rezoning is pre-supposing Council’s future decisions, which they have advised against.



## COMPARISON SALES

509 E4th Street has been assessed based on comparison to properties 543 East 4th and 627 East 4th.

Comparison to 312 East 5th (provided by BC Assessment) is not applicable as it is an RT-1 (two family dwelling or duplex). 509 E4th Street is an RS-1 zone property (single family dwelling).

The primary difference between our property and 543 and 627 East 4th is its proximity to the bus depot at East 4th and Ridgeway. 509 E4th is only 40 paces from bus depot.

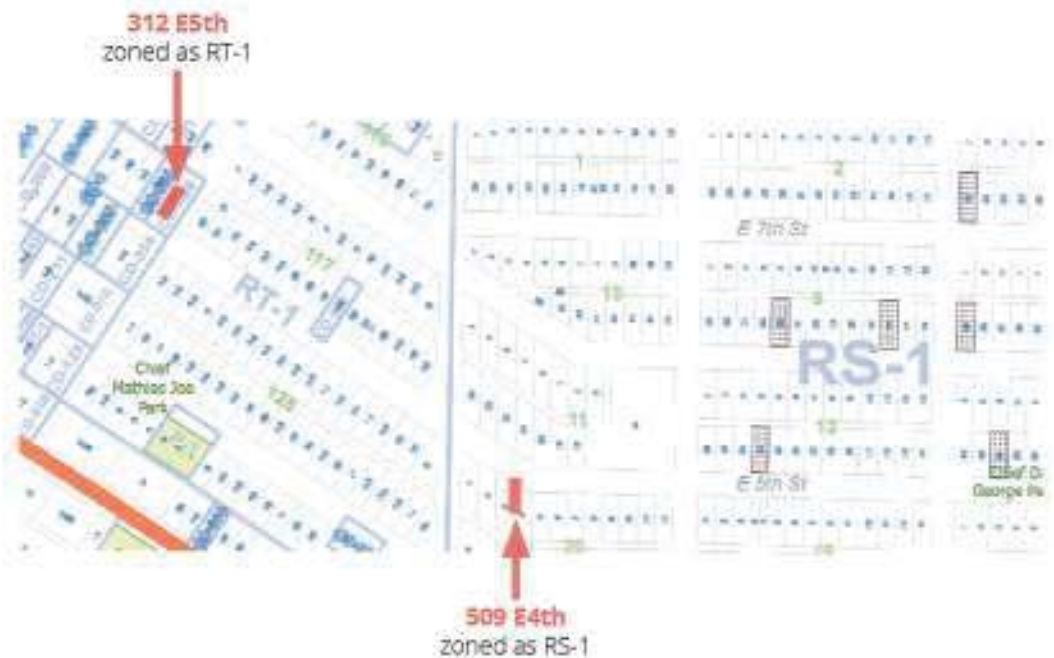
The bus depot is a busy noisy industrial property in the midst of a residential area. CNV has tried to find a new North Shore home for it for decades without success.

We are also located only a half block away from the BC Hydro power station which is within view from our lot.

### COMPARISON LOCATIONS



### AREA ZONING

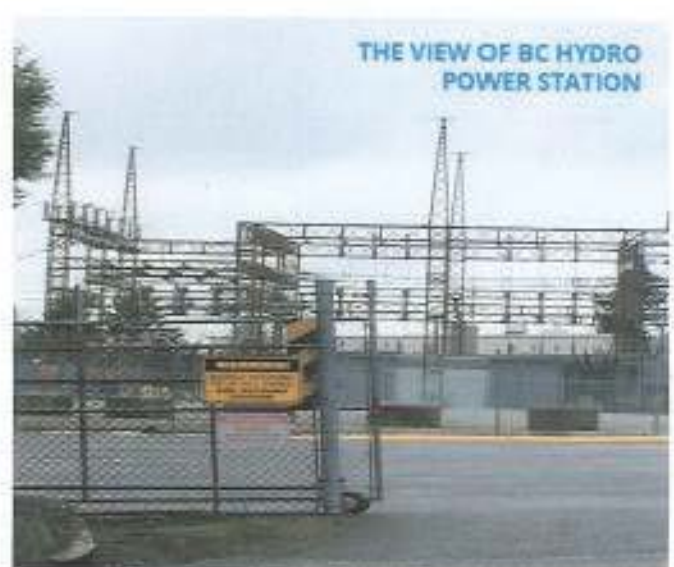
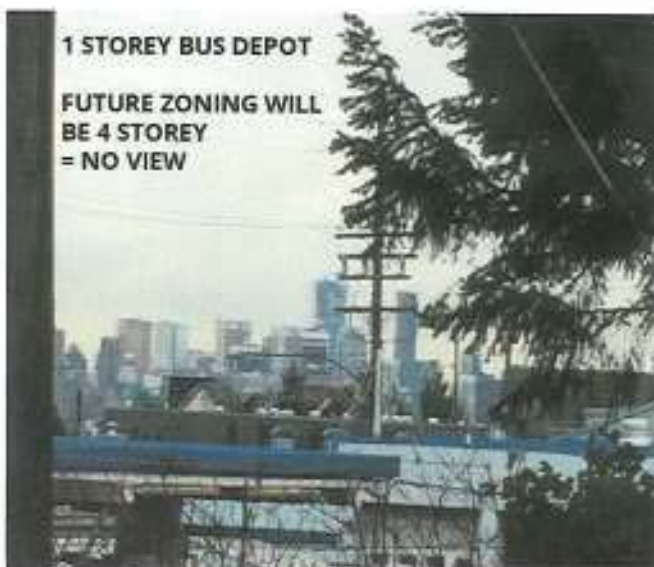
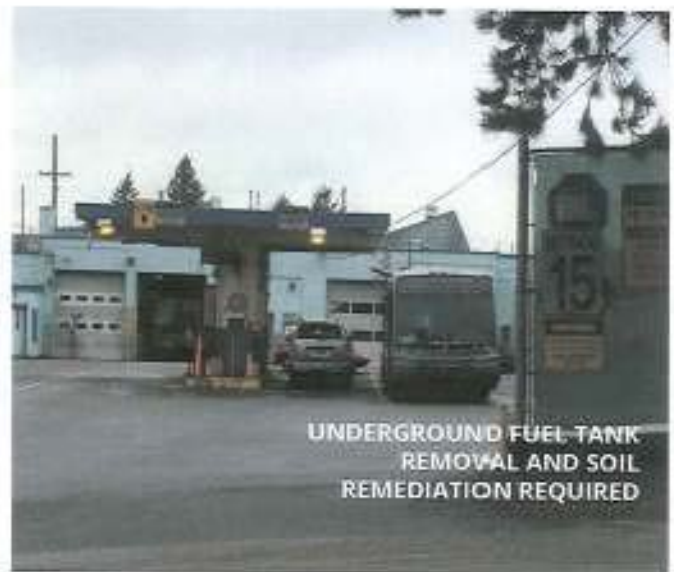


## PROXIMITY TO BUS DEPOT & BC HYDRO POWER STATION

- POLLUTION** - buses' brakes are tested on Ridgeway which is squeaky and irritating
- have to get up each morning in the summer to close our windows before they start the buses because of the fumes and noise
  - exterior of house and patio furniture is covered in brake dust particulates

- VIEW**
- we see the bus depot from home with a small view of the city beyond in the winter
  - if bus depot land is redeveloped, any view we had will be eclipsed by 4 storey structure
  - we also see the BC Hydro power station next door to the bus depot (it is unlikely to move)

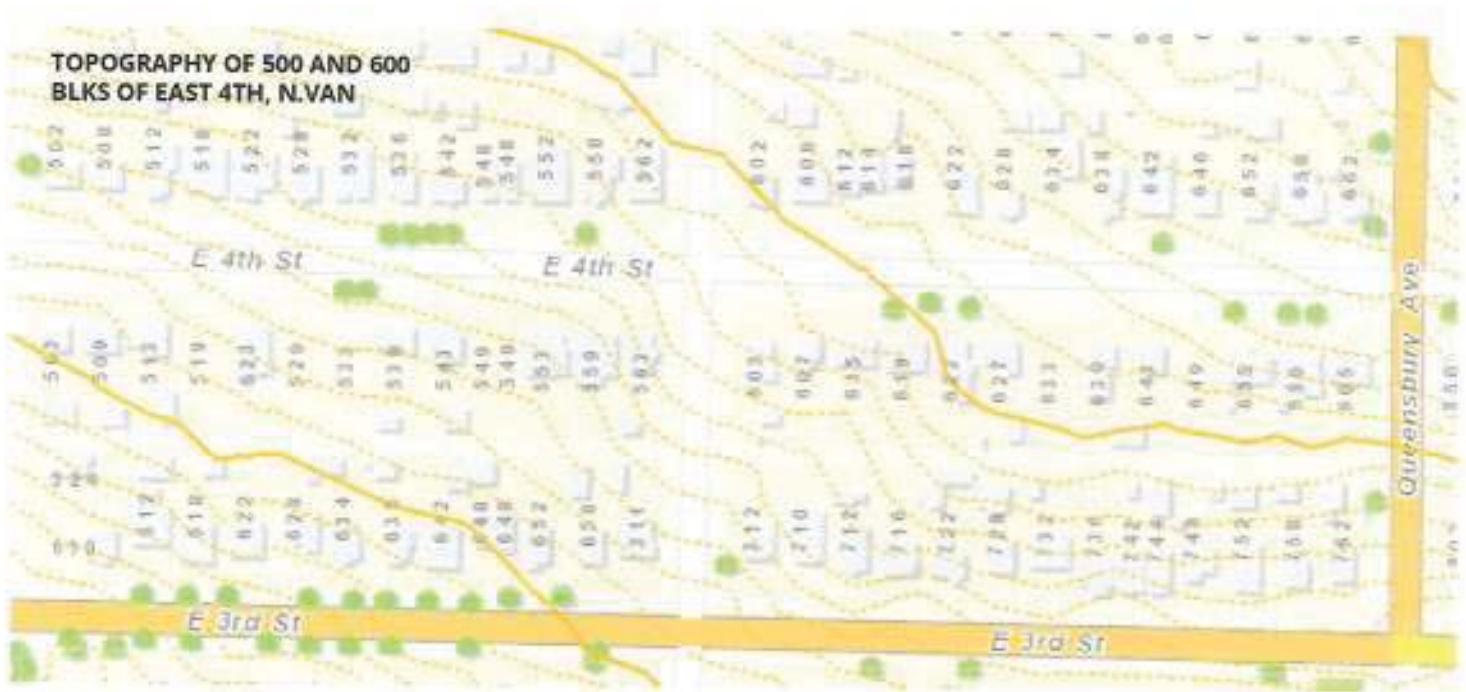
- FUTURE**
- bus depot land has underground fuel tanks that will need costly and slow remediation of the soil before redevelopment
  - redevelopment of bus depot will be costly, slow and disruptive for a few years to come
  - Ridgeway Street will become a main artery to this high density spot bringing with it, traffic and parking issues





## ELEVATION

509 E4th's elevation is 10 meters lower than 627 E4th, whose location is almost the crest of East 4th street. 627 E4th has a greater opportunity of southern view with future redevelopment. 543 East 4th Street is 4.5 meters higher than our lot.



## TRAFFIC & PARKING

509 E4th is 40 paces from bus depot and half block from BC Hydro station. Located second property in from intersection, which is noisy and has traffic and parking issues associated with that. 543 E4th is mid block. Removed from issues of bus depot and traffic at an intersection. 627 E4th is mid block and only one block from Moodyville Park (public green space).

## 500blk E4th WILL NOT FALL IN PROPOSED CNV DESIGN GUIDELINES

500 blk of East 4th (south side) has 7/13 properties redeveloped.  
600 blk of East 4th (south side) has 3/13 properties redeveloped.  
The aesthetic of the 600 blk's future will fall within the draft Moodyville Plan's design guidelines, whereas the 500 blk is well on its way to be a patchwork of design aesthetics and purpose.



ADDRESS	ZONE	SALE PRICE by July 2015	YEAR BUILT	BUILDING VALUE	2015 ASSESSED VALUE	ELEVATION & VIEW	TRAFFIC & PARKING	LOCATION	DRAFT Moodyville Plan boundary	NOTE
509 East 4th	RS-1	NFS	1942	10,000	1,155,000	view of bus depot. City view will be eclipsed by 4 storey redevelopment of depot.	near intersection and lack of parking due to bus depot employees.	40 paces from Translink bus depot	inside	
543 East 4th	RS-1	1,003,000	1942	10,000	1,155,000	45ft higher elevation than 509	mid block away from intersection	mid block away from intersection	inside	
627 East 4th	RS-1	1,250,000	1942	10,000	1,155,000	120ft higher elevation than 509 - almost the highest point of E4th Street	mid block away from intersection	mid block and one block away from Moody public Park	inside	
312 East 5th	RT-1	1,500,000	1918	10,000	1,400,000				outside	not applicable as it is zoned differently
508 East 4th	RS-1	NFS	1942	78,000	920,000	60ft higher than 509		high side of E4th street outside of draft Moodyville Plan	outside	assessed for \$235,000 less than 509, but directly across the street
488 East 4th	RS-1	NFS	1942	37,100	785,300	60ft higher than 509		high side of E4th street outside of draft Moodyville Plan	outside	assessed for \$369,900 less than 509, but just one property and kitty corner away



## draft MOODYVILLE COMMUNITY PLAN

This design plan was born out of the principals and ideals of the CNV revised OCP (2014). The draft Moodyville Community Plan encompasses the lower Ridgeway area (outlined in red), where increased density, design guidelines and rezoning hopes to be introduced.





## **draft MOODYVILLE COMMUNITY PLAN**

All re/development applications are on hold and no new ones are being reviewed while the draft Moodyville Community Plan is being worked on.

CNV issued a Disclaimer: Land Use Speculation notice (Jan 28, 2014) with regards to the draft Moodyville Community Plan stating that "...an OCP does not create development rights" and continues with "...the City of North Vancouver cautions against land speculation that attempts to pre-suppose Council's future decisions..."

First reading to Council happens March 14, 2015.

If adopted, it then has to undergo public process and hearings.

The proposed plan was not complete or approved as of July 2015.

### **ASSESSMENTS ARE SPECULATING BLANKET PREZONING**

BC Assessment's 2016 property assessments reduced the older buildings' values on south side of East 4th to \$10,000 (tear-downs), but older homes on North side of street all still vary in values.

BC Assessment is 'pre-supposing Council's future decisions'.

Average increase of 500 blk of East 4th street property values (pre-1975 or tear-down homes)

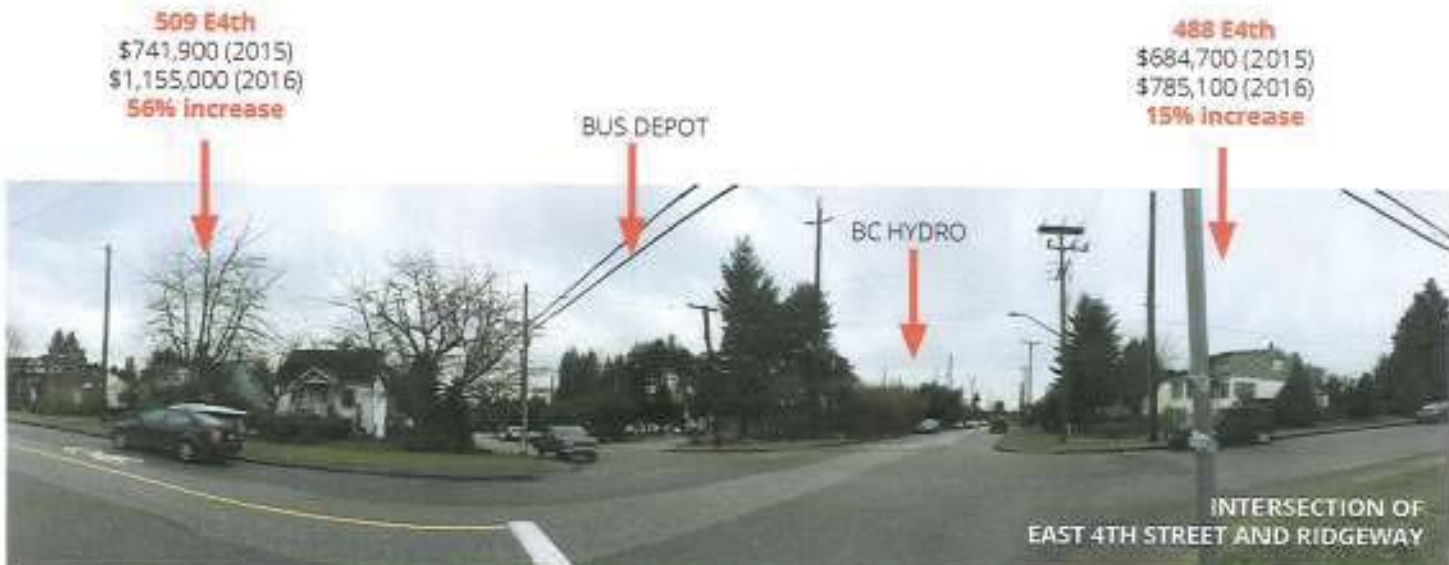
South side has increased 54% (within the draft Moodyville Community Plan boundary)

North side has increased 23% (outside of the boundary)

488 East 4th Street is the same lot size as 509 E4th, roughly the same size and vintage of building.

488 East 4th Street is outside of the draft Moodyville Community Plan boundary.

488 East 4th Street is assessed at \$369,900 less than 509 E4th.



The City of North Vancouver  
Community Development Department

Jan 28, 2014



### **Disclaimer: Land Use Speculation**

The preparation of a new Official Community Plan (OCP) includes the consideration of different land uses and densities. The City is currently in the midst of an OCP update process, called CityShaping.

Until a new OCP is actually adopted by Bylaw, following a Public Hearing, it has no effect. Even once adopted, an OCP (including the City's current OCP) does not create development rights. Rather, an OCP sets out a long range vision which Council uses as a guide for development. It is only through a subsequent rezoning that land use and density for a property are determined. A rezoning process requires a separate Public Hearing and Council is under no obligation to approve a rezoning, even if it is consistent with the OCP. It is also important to realize that the City may require street and utility works, a contribution towards a community amenity, heritage conservation, rental housing or other items in conjunction with the rezoning. Such contributions may affect the cost of development and therefore the underlying value of the land.

The City of North Vancouver wishes to advise any land owners considering selling property or any prospective purchasers of the following:

1. **There is no guarantee that land use changes proposed in the draft OCP documents or other materials will be approved.** The permitted density on any given property is currently as per the existing OCP Bylaw No. 7425, which was adopted in 2002. An updated OCP will only come into effect after a Public Hearing process and bylaw adoption.
2. **An OCP does not create development rights.** Development rights are as per the Zoning Bylaw. As a result, even if the OCP does change, a subsequent rezoning of the land will be required to achieve any higher density or different land use as envisioned in the OCP. Council is never under any obligation to approve a rezoning application.
3. **The City is considering a new Density Bonus & Amenity Policy (see link).** This policy could seek a financial contribution to the City in conjunction with a significant OCP change, rezoning or density bonus. The magnitude of such a contribution will depend on the potential increase in land value resulting from the land use change. This contribution could impact the cost of development and therefore should be considered in determining property values.

The City of North Vancouver cautions against land speculation that attempts to pre-suppose Council's future decisions. Those doing so should understand that their actions are entirely speculative and have no basis in existing City policy. Such purchases should take into consideration all possible development costs, including off-site works, possible amenity contributions, time and uncertainty related to a rezoning application. We encourage the public to participate in the OCP and Density Bonus / Amenity processes. For more information see the attached links or contact Suzanne Smith at [ssmith@cnv.org](mailto:ssmith@cnv.org) or 604.990.4240.

City Shaping: [http://www2.cnv.org/CityShaping/draft\\_ocr.html](http://www2.cnv.org/CityShaping/draft_ocr.html)

Density Bonus/Amenity Draft: <http://www.cnv.org/DensityBonusCommunityAmenityPolicyUpdate>



## NOTICE FROM CNV REGARDING ALL DEVELOPMENT APPLICATIONS ON HOLD



### COMMUNITY DEVELOPMENT DEPARTMENT

CITY OF NORTH VANCOUVER T 604 990 4220  
141 WEST 14TH STREET F 604 993 0576  
NORTH VANCOUVER DEVEL@CNV.ORG  
BC / CANADA / V7M 1H9 CNV.ORG

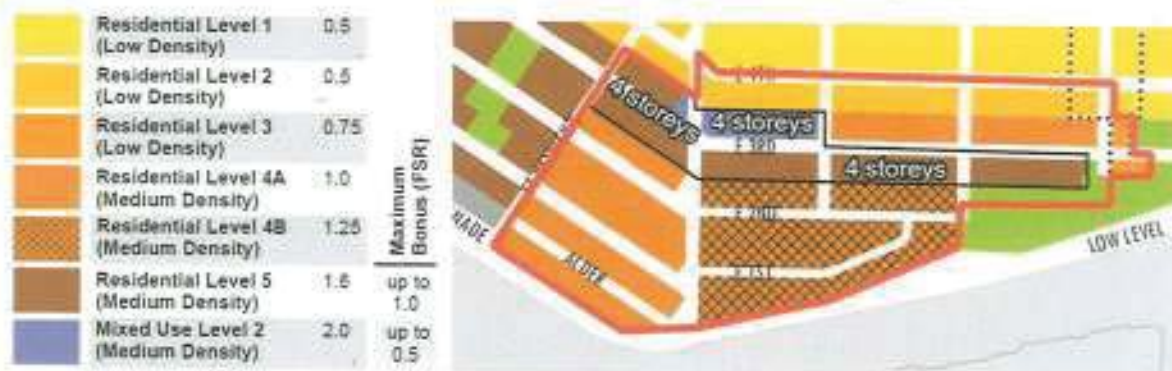
## Property Development in the East 3<sup>rd</sup> Street/Moodyville Area

City Council adopted a new Official Community Plan earlier this year. This included land use changes to the East 3<sup>rd</sup> Street / Moodyville area. As discussed during the OCP update process, it is the intention of City Council to have design controls put into place through Development Permits and to pre-zone the lands in this area. The process for that work is now commencing. To follow the East 3<sup>rd</sup> Street/Moodyville Community Design Process, details can be found on the webpage [www.cnv.org/E3rdStreet](http://www.cnv.org/E3rdStreet) with email updates via [E3rdGuidelines@cnv.org](mailto:E3rdGuidelines@cnv.org).

The City of North Vancouver wishes to advise land owners, prospective purchasers, realtors and developers of the following:

1. **An OCP does not create development rights.** The OCP does not establish development rights. Development rights and approval is obtained only through a rezoning process with a separate Public Hearing and there is no guarantee of Council approval. The City is anticipating the pre-zoning of the lands, however this remains subject to a Public Hearing process.
2. **Development Applications.** Development Guidelines and new Zones specific to the area will be used to regulate future development in this area. This process is expected to include the pre-zoning of these lands to the new densities in the OCP. During the time that these development controls are being prepared (through to early 2016) development applications for sites within the area outlined in red on the map below will not be processed.

Map: 2014 OCP Schedule A Land Use Map: East 3<sup>rd</sup> Street/Moodyville Area





## 2015 2016 COMPARISON INSIDE AND OUTSIDE MOODYVILLE COMMUNITY PLAN

500 BLK E4TH

address	2016 assess	2015 assess	% increase	lot value	building value	lot size	building size	sale \$	yr of sale	yr of build
SOUTH SIDE of EAST 4th										
503	\$ 1,098,000	\$ 703,300	56%	1088000	\$ 10,000	6850	1491			1942
509	\$ 1,155,000	\$ 741,900	56%	1145000	\$ 10,000	6850	1594			1942
513	\$ 1,155,000	\$ 718,900	60%	1145000	\$ 10,000	6850	2063			1942
519	\$ 1,695,000	\$ 1,551,000	9%	\$ 842,000	\$ 853,000	6850	4679			2011
523	\$ 1,429,000	\$ 1,169,000	22%	\$ 842,000	\$ 587,000	6850	2976			2000
529	\$ 1,430,000	\$ 690,000	107%	\$ 842,000	\$ 588,000	6850	4845	?	?	2015
533	\$ 1,690,000	\$ 1,559,000	8%	\$ 842,000	\$ 848,000	6850	4568	1505000	Oct-13	2012
539	\$ 1,155,000	\$ 870,000	33%	1145000	\$ 10,000	6850	2393			1942
543	\$ 1,155,000	\$ 727,600	59%	1145000	\$ 10,000	6850	1355	1003000	Mar-15	1942
549	\$ 1,599,000	\$ 1,456,000	10%	\$ 842,000	\$ 757,000	6850	3780			2011
553	\$ 1,700,000	\$ 1,462,000	16%	\$ 842,000	\$ 856,000	6850	4587			2005
559	\$ 1,664,000	\$ 1,446,000	15%	\$ 842,000	\$ 822,000	6850	4549			2006
563	\$ 1,155,000	\$ 725,300	59%	1145000	\$ 10,000	6850	1278			1942
NORTH SIDE of EAST 4th										
502	\$ 1,019,000	\$ 830,000	23%	\$ 813,000	\$ 206,000	6850	2643			1972
508	\$ 920,000	\$ 744,500	24%	\$ 842,000	\$ 78,000	6850	1752			1942
512	\$ 893,700	\$ 730,800	23%	\$ 842,000	\$ 51,700	6850	1742			1942
518	\$ 1,440,000	\$ 1,216,000	18%	\$ 842,000	\$ 598,000	6850	1983			2004
522	\$ 1,411,000	\$ 1,180,000	20%	\$ 842,000	\$ 569,000	6850	2896			2003
528	\$ 1,106,000	\$ 897,000	23%	\$ 842,000	\$ 264,000	6850	2769			1942
532	\$ 1,331,000	\$ 1,038,000	28%	\$ 842,000	\$ 489,000	6850	2935			1993
536	\$ 904,800	\$ 741,600	22%	\$ 842,000	\$ 62,800	6850	1684			1942
542	\$ 882,300	\$ 733,200	20%	\$ 842,000	\$ 40,300	6850	1776			1942
548	\$ 1,623,000	\$ 1,451,000	12%	\$ 842,000	\$ 781,000	6850	4327	1400000	Apr-13	2009
552	\$ 1,442,000	\$ 1,306,000	10%	\$ 842,000	\$ 600,000	6850	3050			2005
558	\$ 946,000	\$ 770,900	23%	\$ 842,000	\$ 104,000	6850	1502			1942
562	\$ 1,380,000	\$ 1,129,000	22%	\$ 842,000	\$ 538,000	6850	3086			2000

inside Moodyville Community Plan boundaries - not approved...hoping to be approved in 'early 2016'

SOUTH SIDE of EAST 4TH in 500BLK

building values for older homes dropped from varied values of previous assessment to all only valuing at \$10,000 as of July 2015 (teardowns)  
average assessments for these 'teardowns' increased 54%

outside Moodyville boundaries - not up for rezoning or pre-zoning

NORTH SIDE of EAST 4TH in 500BLK

building values varied  
average assessments of older homes (pre1972) increased 23%

address	2016 assess	2015 assess	% increase	lot value	building value	lot size	building size	sale \$	yr of sale	yr of build
SOUTH SIDE of EAST 4th										
603	\$ 1,270,000	\$ 1,112,000	14%	\$ 842,000	\$ 428,000	6850	3002			1942
607	\$ 1,155,000	\$ 708,400	63%	\$ 1,145,000	\$ 10,000	6850	1115			1942
615	\$ 1,155,000	\$ 729,000	58%	\$ 1,145,000	\$ 10,000	6850	1784			1952
619	\$ 1,155,000	\$ 765,800	51%	\$ 1,145,000	\$ 10,000	6850	2062			1972
623	\$ 1,155,000	\$ 801,000	44%	\$ 1,145,000	\$ 10,000	6850	2022			1942
627	\$ 1,155,000	\$ 719,300	61%	\$ 1,145,000	\$ 10,000	6850	1006	\$ 1,250,000	Apr-15	1942
633	\$ 1,486,000	\$ 1,343,000	11%	\$ 842,000	\$ 644,000	6850	3071	\$ 1,325,000	Apr-13	2013
639	\$ 1,155,000	\$ 724,800	59%	\$ 1,145,000	\$ 10,000	6850	2320			1942
643	\$ 1,155,000	\$ 699,700	65%	\$ 1,145,000	\$ 10,000	6850	740			1942
649	\$ 1,655,000	\$ 1,546,000	7%	\$ 842,000	\$ 813,000	6850	4707	\$ 1,502,500	Aug-13	2013
655	\$ 1,155,000	\$ 741,200	56%	\$ 1,145,000	\$ 10,000	6850	2088			1963
659	\$ 1,155,000	\$ 809,000	43%	\$ 1,145,000	\$ 10,000	6850	2854			1965
665	\$ 1,155,000	\$ 777,100	49%	\$ 1,145,000	\$ 10,000	6850	2208			1965

NORTH SIDE of EAST 4th										
602	\$ 890,500	\$ 749,500	19%	\$ 842,000	\$ 48,500	6850	1870			1942
608	\$ 929,700	\$ 760,200	22%	\$ 842,000	\$ 87,700	6850	1922			1962
612	\$ 836,000	\$ 687,000	22%	\$ 673,000	\$ 163,000	3425	2031			1910
614	\$ 732,200	\$ 600,600	22%	\$ 673,000	\$ 59,200	3425	1507			1910
618	\$ 871,100	\$ 721,200	21%	\$ 842,000	\$ 29,100	6850	1727			1910
622	\$ 1,456,000	\$ 1,197,000	22%	\$ 842,000	\$ 614,000	6850	3172			2001
628	\$ 960,000	\$ 768,000	25%	\$ 842,000	\$ 118,000	6850	1336			1942
634	\$ 889,800	\$ 736,700	21%	\$ 842,000	\$ 47,800	6850	1334			1915
638	\$ 1,016,000	\$ 845,000	20%	\$ 842,000	\$ 174,000	6850	2322	\$ 894,000	May-13	1942
642	\$ 1,454,000	\$ 1,228,000	18%	\$ 842,000	\$ 612,000	6850	2968			2004
646	\$ 925,800	\$ 762,000	22%	\$ 842,000	\$ 83,800	6850	1084			1942
652	\$ 870,800	\$ 720,400	21%	\$ 842,000	\$ 26,800	6850	1121			1942
658	\$ 1,487,000	\$ 1,312,000	13%	\$ 842,000	\$ 645,000	6850	2980			2003
662	\$ 953,000	\$ 780,200	22%	\$ 842,000	\$ 111,000	6850	1221			1942

290%

Inside Moodyville Community Plan boundaries - not approved....hoping to be approved in 'early 2016'

SOUTH SIDE of EAST 4TH in 600BLK

building values for older homes (pre1972) dropped from varied values of previous assessment to **all only valuing at \$10,000** as of July 2015 (teardowns)  
 average assessments for these 'teardowns' **increased 51%**

outside Moodyville boundaries - not up for rezoning or pre-zoning

NORTH SIDE of EAST 4TH in 600BLK

building values varied  
 average assessments for older homes (pre1962) increased 22%

56%

22%



address	2016 assess	2015 assess	% increase	lot value	building value	lot size	building size	sale \$	yr of sale	yr of build
NORTH SIDE of EAST 4th										
432	\$ 867,000	\$ 753,100	15%	\$ 794,000	\$ 73,000	8350	1680			1942
438	\$ 805,900	\$ 713,000	13%	\$ 789,000	\$ 16,900	8355	2000			2015
442	\$ 792,100	\$ 684,200	16%	\$ 757,000	\$ 35,100	7255	1638			1942
448	\$ 774,800	\$ 673,300	11%	\$ 748,000	\$ 26,800	6850	1856			1942
452	\$ 772,300	\$ 671,000	15%	\$ 748,000	\$ 24,300	6850	925			1918
456	\$ 821,200	\$ 711,800	15%	\$ 748,000	\$ 73,200	6850	1776			1910
462	\$ 1,159,000	\$ 1,009,000	15%	\$ 748,000	\$ 411,000	6850	3195			1966
468	\$ 755,300	\$ 652,900	16%	\$ 748,000	\$ 7,300	6850	816	\$ 708,000	Oct-14	1942
472	\$ 812,100	\$ 658,900	23%	\$ 748,000	\$ 64,100	6850	1318	\$ 917,000	Oct-15	1957
476	\$ 767,800	\$ 669,700	15%	\$ 748,000	\$ 19,800	6850	816			1942
482	\$ 765,900	\$ 667,000	15%	\$ 748,000	\$ 17,900	6850	576			1942
488	\$ 785,100	\$ 684,700	15%	\$ 748,000	\$ 37,100	6850	2049			1942

184%

outside Moodyville boundaries - not up for rezoning or pre-zoning

NORTH SIDE of EAST 4TH in 400BLK  
 building values all varied  
 average assessments increased 15%

## 2015-2016 ASSESSMENT COMPARISON INSIDE AND OUTSIDE MOODYVILLE COMMUNITY PLAN AREA

Jul14-Jul15 SALES

address	2016 assess	2015 assess	% increase	lot value	building value	lot size	building size	sale \$	yr of sale	yr of build	
472 E 4th	\$ 812,100	\$ 658,900	23%	\$ 748,000	\$ 64,100	6850	1318	\$ 917,000	Oct-15	1957	2016 average increase 28%
553 E 0th	\$ 998,000	\$ 816,600	22%	\$ 888,000	\$ 110,000	8850	2175	cash trans \$ 1,050,000	08-Jul-15	1942	2015 average sale \$: \$ 1,144,680
552 E 6th	\$ 1,442,000	\$ 1,054,800	37%	\$ 935,000	\$ 507,000	8850	2132	cash trans \$ 1,578,000	08-Jul-15	1981	
553 E 7th	\$ 1,003,500	\$ 805,000	25%	\$ 905,000	\$ 68,500	6850	1926	cash trans \$ 1,050,100	12-May-15	1951	2016 average increase 24%
606 E 7th	\$ 892,200	\$ 812,100	22%	\$ 938,000	\$ 54,200	7000	1501	cash trans \$ 1,127,900	29-Jun-15	1955	as of Jul 2015 avg sale \$ 1,088,700
543 E 4th	\$ 1,155,000	\$ 727,600	59%	\$ 1,140,000	\$ 10,000	6850	1355	cash trans \$ 1,003,000	11-Mar-15	1941	60%
827 E 4th	\$ 1,155,000	\$ 719,300	61%	\$ 1,145,000	\$ 10,000	6850	1000	\$ 1,250,000	Apr-15	1942	\$ 1,125,500
354 Ridgeway	\$ 891,400	\$ 681,800	25%	\$ 806,200	\$ 51,400	6850	1564	cash trans \$ 1,203,000	10-Apr-15	1946	20%
610 E 3rd	\$ 781,200	\$ 661,100	20%	\$ 757,000	\$ 24,200	6850	1626	cash trans \$ 1,000,000	10-Apr-15	1953	\$ 1,100,000

outside Moodyville boundaries - not up for rezoning or pre-zoning

inside Moodyville Community Plan boundaries - not approved...hoping to be approved in 'early 2016'

inside Moodyville Community Plan boundaries - higher density not yet approved...hoping to be approved in 'early 2016'

**Received March 30, 2016**  
**File: 01-0550-20-0203/1**

Ellison Massey  
542 East 1<sup>st</sup> Street  
North Vancouver, BC  
V7L 1B9



March 30, 2016

Suzanne Smith  
Community Development Department  
141 West 14<sup>th</sup> Street  
North Vancouver, BC  
V7M 1H9

Dear Suzanne Smith

Lot 27 – 542 East 1<sup>st</sup> Street

I present my input to The Draft Moodyville Development Controls  
coming before Council in April

Input No. 1

I request a 'staff recommendation' addition to the bylaw that creates the development zone 669 to say the developer and city must include input from the existing minority landowners such as myself.

The entire neighbourhood was caught up in a confidentiality agreement and all the planning for the area so far, until last month, has been done privately between the developer and the city.

The only participation I have been given is the option to sell my house to real state agents Savey Mattu and Allan de Genova of the Sutton Group.

Input No. 2

The public only **now** knows that the **ENTIRE** area has been consolidated by one developer.

Because of this unique opportunity the community and city should take the time to step back and further review the possibilities for the OCP. It is a large area, with even further planning possibility, now that it is owned by a competent developer with experience in large scale construction.

Input No. 2, cont'd.

- a. An actual third street realignment to accommodate future high priority public transportation. Since a few companies own the majority of the land this is possible now.
- b. There are no commercial opportunities in the OCP, not even a coffee shop before Lonsdale.
- c. The city may want to consider even higher density for parts of the area to open up other parts for public 'amenities'. Higher density might mean 'Stacked Townhouse in the Sky' - A 30 story condo tower with units that span two or three floors.
- d. They may want to reconsider options for young families and seniors and downsizers. There will be a lot of stairs in the proposed developments.

Yours truly

A handwritten signature in cursive script, reading "Ellison Massey".

Ellison Massey



A photograph showing a wooden boardwalk or staircase leading up a grassy hillside. In the background, a large industrial facility with several tall, grey concrete silos and a crane is visible. The scene is surrounded by lush green trees and foliage.

# Moodyville Rezoning and Development Controls

April 4, 2016









# Moodyville Process

2015	<b>June 29</b>	<b>Guiding Principles Open House</b>
	September 16	Open House summary
	October 16	Draft Development Controls
	<b>October 22</b>	<b>Development Controls Workshop</b>
	October 26-30	Information Display at City Hall
	November 20	Workshop summary
2016	January 18	Transportation Technical Study
	February 17	Draft Development Controls
	March 23	Updated Draft Development Controls



# Pre-Zoning

## Development Controls

## Zoning Bylaw Amendments

- Land use
- Density
- Number of buildings
- Lot coverage
- Height
- Siting (setbacks)
- Parking
- Density bonus provisions



## Development Permit Area Guidelines

- Building design and character
- Security, sustainability and liveability
- Landscaping, open space and amenity areas
- Street and laneway interface
- Relationships to neighbouring buildings
- View protection



Not to be  
rezoned



# Bylaws

## **Bylaw No.8464 – Townhouse Use and general maintenance**

Introduces Townhouse Use and updated definitions, standards and amenity requirements

## **Bylaw No.8470 – new zones, rezone and DPA Guidelines**

Introduces new zones, amends Moodyville zoning and adopts Moodyville guidelines

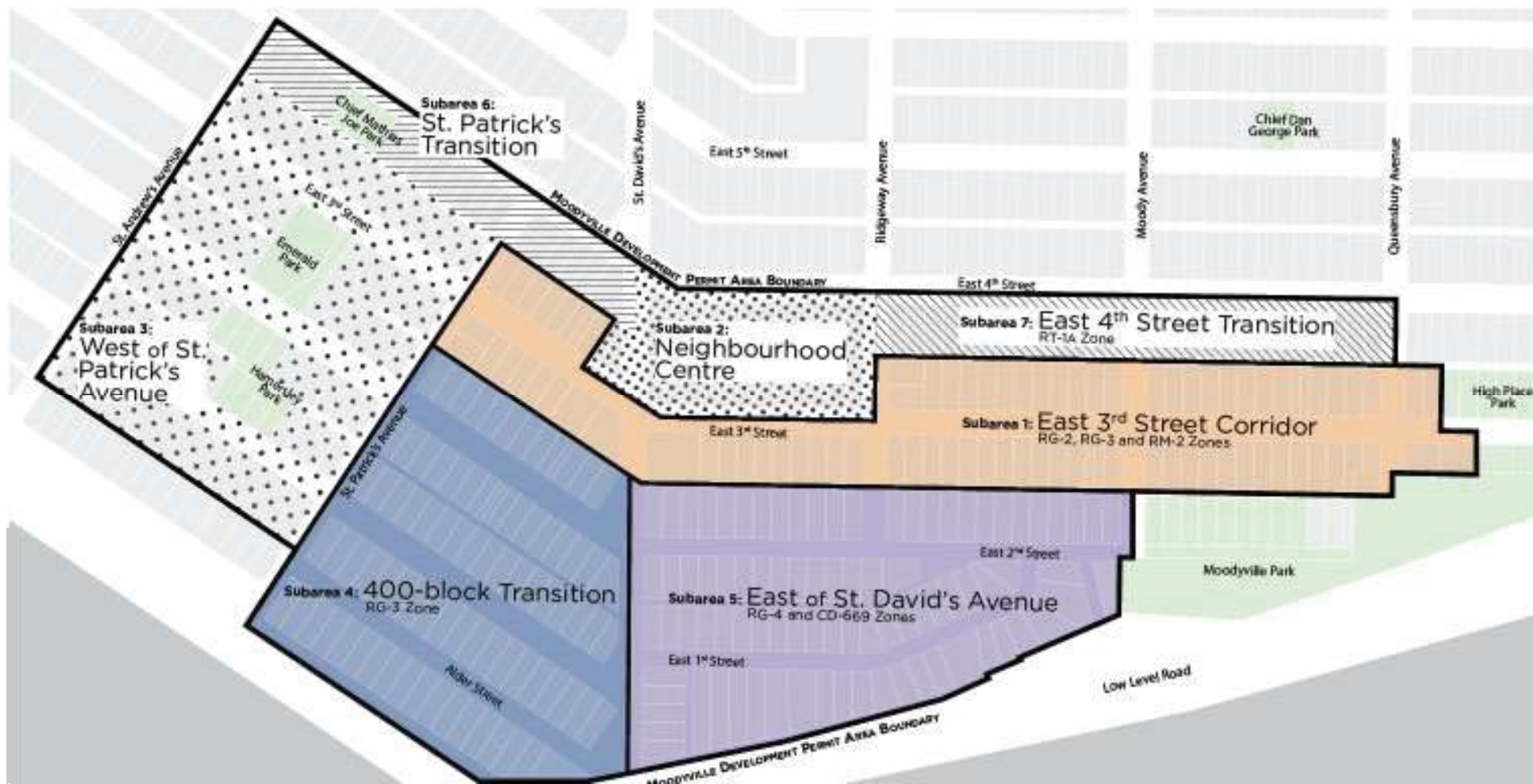
## **Bylaw No.8474 – rezone 703-819 East 3<sup>rd</sup> Street**

Amends zoning in line with overall zoning changes (RM-2 and RG-2) and secures covenant

## **Bylaw No.8480 – establish CD-669 Zone**

Defines conditions for density averaging in southeastern Moodyville and secures covenant



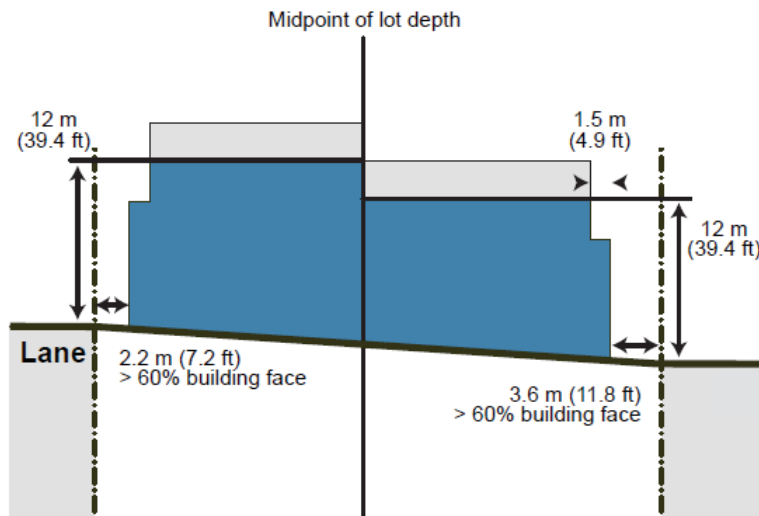


# Special Conditions

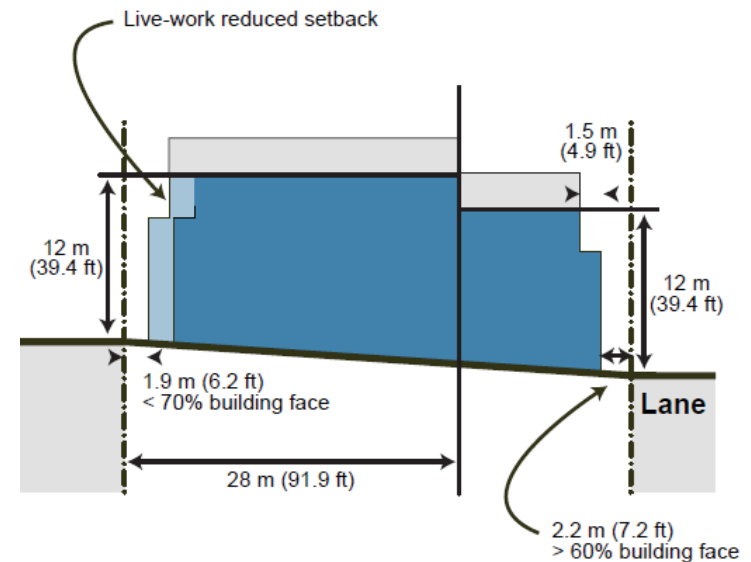


# Building Envelope

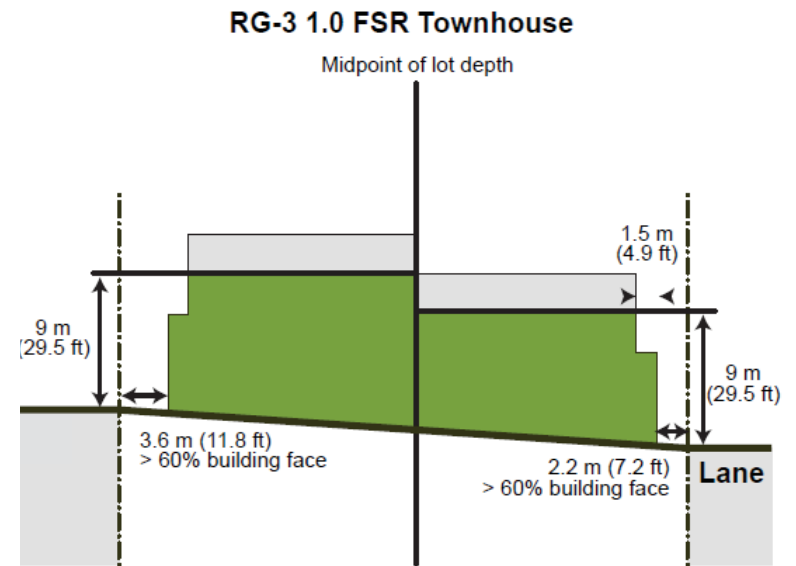
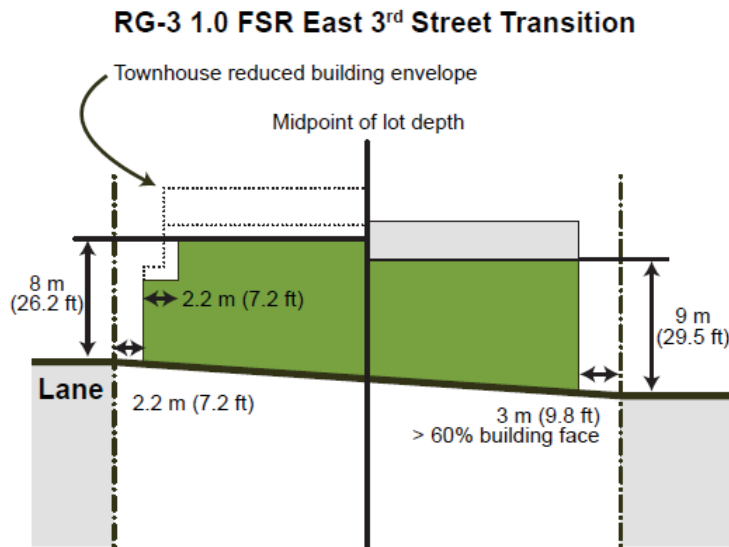
**RG-4 1.25 FSR Stacked Townhouse**



**RM-2 1.6 FSR East 3<sup>rd</sup> Street Apartment**



# Building Envelope





# Innovation

## **Density Bonus**

schedules amenity contribution of \$20 / ft<sup>2</sup> for net increase in floor area

## **Efficient and comfortable housing**

enhanced energy standards including Passive House and noise reduction standard

## **Parking**

1.2 space / unit for all multifamily with introduction of car share and laneway parking

## **Lock-off Units**

minimum required and floor area exclusion to encourage flexible housing with rental potential

## **Live-work**

modified design to facilitate live-work use on the 400- and 500-blocks of East 3<sup>rd</sup> Street





# Working group contributions

## **Moodyville Area Transportation Study**

corridor and local area impacts with identification of required improvements

## **East 3<sup>rd</sup> Street – Moodyville Infrastructure Needs**

planning for long-term water, sanitary and stormwater improvements

## **Parks and greenways improvements**

Spirit Trail, greenways and preliminary consideration of Moodyville Park

## **Further Study**

Moodyville Park Master Plan Process

Transit Service Study

Bicycle Master Plan revision

Corridor and Local Street design

Detailed Financial Plan alignment



# Financial impacts

## **Anticipated revenue from development**

Density bonus contributions	\$25.0 million
Development Cost Charges	\$5.8
Infrastructure required by Bylaw	\$11.6

## **Anticipated expenditures**

Utility upgrades	\$4.8 million
Neighbourhood amenities	\$5.0



## **Next Step**

**Council consideration of Bylaws and referral to Public Hearing**





The Corporation of **THE CITY OF NORTH VANCOUVER**  
**OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER**

**REPORT**

To: Mayor Linda Buchanan and Members of Council  
From: Dr. Leanne McCarthy, Chief Administrative Officer  
Subject: SPONSORSHIP POLICY

Date: March 5, 2024

File No: 01-0340-50-0001/1

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

**RECOMMENDATION**

PURSUANT to the report of the Chief Administrative Officer, dated March 5, 2024, entitled "Sponsorship Policy":

THAT the Sponsorship Policy be approved.

**ATTACHMENTS**

1. Sponsorship Policy Outline, dated November 8, 2021 (CityDocs [#1878165](#))
2. Proposed Sponsorship Policy (CityDocs [#2175623](#))

**BACKGROUND**

At the Regular meeting of November 15, 2021, Council endorsed a Sponsorship Policy outline (Attachment #1) and directed staff to report back with a proposed Sponsorship Policy based on the outline for consideration.

The Sponsorship Policy outline that Council endorsed on November 15, 2021, included considerations for:

- Sponsorship guiding principles;
- Sponsorship opportunities (what sponsorships could support);
- Internal staff process; and
- Approval authority based on sponsorship amounts.

The Sponsorship Policy will apply to all City departments and City buildings where there are Municipal Entities [City Library, North Vancouver Recreation and Culture Commission (NVRC) and North Vancouver Museum and Archives (MONOVA)]. The Policy would allow for sponsorship of City events, programs, services, equipment and furnishings, facilities within parks and public spaces and events at Municipal Entities,

programs, services, equipment and furnishings, rooms, and spaces. Excluded from sponsorship are: Core Civic buildings (City Hall, Gerry Brewer building and the Operations Centre) and rooms within Core Civic buildings, Municipal Entity buildings, parks, roads, and outdoor public spaces such as plazas.

The approved policy will be shared with non-profit organizations operating within City-owned facilities with a requirement to align with the City Sponsorship Policy for naming privileges of City assets and rooms within City-owned facilities.

## **DISCUSSION**

Attachment #2 provides a detailed and expanded version of the Sponsorship Policy outline that Council endorsed on November 15, 2021. It is based on research gathered from a number of existing municipal Sponsorship Policies including: Vancouver, West Vancouver, Winnipeg, Abbotsford, Kelowna and Toronto.

The proposed Policy includes:

- An acknowledgement that sponsorships are intended to augment the funding of municipal services and facilities and not to replace municipal funding;
- Policy definitions;
- Special considerations for Municipal Entities (City Library, NVRC and MONOVA), given their unique governance models;
- An articulation of sponsorship applicability, eligibility and restrictions;
- Sponsorship principles and criteria;
- Rules on procurement, solicitation and approving authority; and
- Guidelines on recognition, including potential naming privileges.

Staff are also working on a companion document that outlines procedures to assist staff in pursuing, processing and monitoring sponsorships to support operationalizing or implementing the Policy.

## **FINANCIAL IMPLICATIONS**

There are no costs associated with implementing the Policy. The Policy will provide a framework for generating sponsorship support (financial and/or in-kind) for City events; programs, services, equipment and furnishings, facilities within parks and public spaces and Municipal Entity's events, programs, services, equipment and furnishings, rooms and spaces.




## INTER-DEPARTMENTAL IMPLICATIONS

The draft Sponsorship Policy has received input from Finance, DCAO, Planning and Development, Engineering, Parks and Environment, City Library and the North Vancouver Recreation and Culture Commission. It has further been reviewed by the Projects and Policy Team and the Leadership Team, which have staff representatives from all City departments.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The City does not currently have a Sponsorship Policy. Staff foresee an increase in opportunities for sponsorships with The Shipyards now fully operational and its level of programming, and new facilities such as MONOVA or North Shore Neighbourhood House. The Sponsorship Policy will provide the framework for sponsorships to ensure the City's brand, values, image, policies, community commitments, assets and interests are safeguarded. The Policy will increase opportunities, guide the soliciting, evaluating, management and reporting of sponsorships offered to the City and its Municipal Entities.

RESPECTFULLY SUBMITTED:



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Dr. Leanne McCarthy  
Chief Administrative Officer

**City of North Vancouver**  
**Proposed Sponsorship Policy Outline**  
 (November 8, 2021)

The following is intended to guide staff in the preparation of Sponsorship Policy. The City also has a Civic Naming Policy which guides the naming of Civic assets for recognition and commemoration of noteworthy individuals.

**Sponsorship Guiding Principles:** In moving towards a policy on this matter, it is useful to first agree on certain guiding principles. Staff are seeking Council's endorsement of the following guiding principles (based upon the City of Vancouver policy) at this time. If endorsed, these principles would guide the consideration of all sponsorship proposals.

**Sponsorships:**

1. Must advance Council priorities and support City events, programs, services and assets;
2. Should reduce the impact to the taxpayer or enable activities not otherwise possible;
3. Must protect the reputation, integrity and aesthetic standards of the City and its assets;
4. Must align with the City brand, events, programs, services and assets;
5. Must be transparent and objective and not result in preferential treatment outside of the agreement;
6. Must not create a conflict of interest, nor ongoing obligations (financial or otherwise) beyond the terms of the agreement;
7. Rights and benefits granted to sponsors shall be proportionate to the size and scope of the sponsorship;
8. Shall not be entered into with organizations or individuals that could prove detrimental to the City's public image, must have a defined term and articulation of donor benefits; and
9. Must have a signed agreement between the sponsor and the City that specifies the terms of the sponsorship.

**Sponsorship Opportunities:** Staff are seeking clarity on the extent to which sponsorship naming privileges will be considered in conjunction with sponsorship. The following is proposed:

**Eligible for Sponsorship:**

- Events
- Programs
- Equipment
- Furnishings
- Facilities within parks
- Rooms and spaces within non-core civic-owned buildings, including:
  - City Library

- Museum
- NVRC facilities
- Women's Centre
- Childcare facilities
- Art galleries and facilities
- Other similar facilities/uses

**Prohibited from Sponsorship:**

- All civic-owned buildings and rooms within core civic-use buildings such as: City Hall, Operations Centre, Fire Hall, Gerry Brewer Building
- Parks
- Roads

**Sponsorship Approval Process:** Sponsorship opportunities would be processed through the Community and Partnership Engagement Department, under the leadership of the department Director.

Staff would be required to consult with the Finance Department regarding sponsorship values, procurement process, municipal accounting procedures, shared facility considerations and general financial implications. External agencies would be required to make their own policies consistent with the City's.

**Approval Authority:** Sponsorships would require the approval of either City Council, the CAO or Departmental Director as follows:

**Council Approval:**

- Sponsorships over \$100,000/year
- The pre-approval of a Sponsorship Package that identifies specific naming opportunities (prior to a sponsor being secured)

**CAO Approval Authority**

- Sponsorships that are consistent with the City's guiding principles and policy \$50,000 - \$100,000/year
- Implementation of a Council approved Sponsorship Package including subsequent naming privileges consistent with Council's policy.

**Departmental Director Approval Authority**

- Sponsorships that are consistent with the City's guiding principles and policies up to \$50,000 (Events, Programs, Equipment or Furnishings)

# COUNCIL POLICY




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Policy Name	<b>Sponsorship Policy</b>
Policy Number	## ###
Effective Date	
Approved By	Council

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## POLICY STATEMENT

The City of North Vancouver foremost acknowledges its public responsibility and commitment to deliver a base level of municipal services and facilities to its residents and businesses funded predominantly through the City tax base. The City of North Vancouver also recognizes Sponsorship as an alternative revenue generation strategy to enhance the provision of municipal services and facilities.

The City therefore welcomes and supports mutually beneficial Sponsorship (financial and in-kind) that enriches the lives of our community by enhancing City events, programs, services; equipment; furnishings; facilities within parks and public spaces; and rooms and spaces, events, programs, services; equipment; and furnishings within Municipal Entity buildings and facilitated by Municipal Entities and which may provide long-term strategic alliances and support for the City.

## REASON FOR POLICY

The purpose of this Policy is to provide a framework for Sponsorships that ensures the City's brand, values, image, policies, community commitments, City Assets and interests are safeguarded while increasing opportunities for corporate and community Sponsorship. This Policy will guide the soliciting, evaluating, managing and reporting of Sponsorships offered to the City and its Municipal Entities. Sponsorship related policies and procedures of Municipal Entities including the City Library; North Vancouver Recreation and Culture Commission (NVRC) and the North Vancouver Museum and Archives (MONOVA) are to be aligned with City Policy. Non profit organizations operating within Civic Owned facilities will be requested to align with City Policy, however naming privileges within City-owned facilities must be aligned with this policy for all agencies.

## DEFINITIONS

**Background Checks** are a general or detailed search of a potential Sponsor's operations, background and reputation that is performed to determine if the Sponsor meets the requirements set out in this Policy and may or may not include a company search, criminal record check, court registry search and search of the City bylaw enforcement files. The scope of Background Checks will be determined by the Policy Administrator and will vary by amount of Sponsorship. Background checks are required for Sponsorships of \$50,000 or greater.

**City** means the Corporation of the City of North Vancouver.

**City Assets** are City events, programs, services, equipment, and furnishings; facilities within parks and public spaces; and Municipal Entities' events, programs, services, equipment, furnishings and rooms and spaces within Municipal Entities' Buildings or other wholly-owned and operated City activity or asset which City Council approve as appropriate to receive Sponsorships by way of this Policy. For the purposes of this Policy, City Assets do not include City-owned real property, which are covered by the City's Civic Naming Policy.

**Competitively Procured Sponsorship** is a Sponsorship resulting from an open, transparent, and competitively procured call by the City for proposals or bids to an open field of potential candidates for Sponsorship conducted by the Purchasing Manager in accordance with the City's Procurement Policy. This category of sponsorship would typically be used for sponsorships \$100,000 or greater.

**Core Civic Buildings** include buildings owned by the City such as City Hall, Operations Centre, Fire Hall and Gerry Brewer Building from which core City services are delivered.

**Direct Solicited Sponsorship** are the result of ongoing discussions between a City representative and a potential Sponsor where the sponsorship opportunity has a significant potential in terms of sponsorship value achievable through the nurturing of the relationship, and where the potential sponsor is closely aligned with the City's corporate and policy goals. Sponsorship amounts in this category can vary from small to large.

**Municipal Entities** means the following agencies of the City of North Vancouver that deliver municipal services in City-owned buildings: North Vancouver Museum and Archives, City Library, North Shore Emergency Management, Lonsdale Energy Corporation and North Vancouver Recreation and Culture Commission.

**Naming Privileges** means the ability to have a Sponsorship in excess of \$100,000 for a City Asset recognised by applying the name of the Sponsor to the City Asset.

**Non-Competitive Sponsorship Arrangements** involve either Un-Solicited Sponsorship Proposals or Direct Solicited Sponsorship Proposals. Sponsorship amounts in this category can vary from small to large.

**Permitted Sponsorship Sole Source** means a Non-Competitive Sponsorship Arrangement completed in accordance with this Policy.

**Sponsor** means the other party to a contract with the City for a Sponsorship which can include private businesses and corporations; organizations; not-for-profit societies; associations; and individuals.

**Sponsorship** is the relationship between the City and the Sponsor whereby the Sponsor provides cash and/or in-kind services/benefits to the City in return for permitted use of association with a City Asset(s). These permitted uses may take the form of publicity, promotional activities, naming privileges, merchandising opportunities, etc. Forms of Sponsorship include:



- Financial: A Sponsorship received in the form of money only.
- In-kind: Goods and services of value to the City are received other than cash, provided that the provision of such goods and services is specifically related to the Sponsorship and therefore does not contravene the intent and effect of the Procurement Policy.
- A combination of the above.

**Sponsorship Agreement** is the contract between the City and Sponsor setting out their respective rights and obligations in relation to Sponsorships of \$10,000 or greater.

**Sponsorship Policy Administrator** is the Chief Financial Officer or his/her delegate.

**Total Value** is the total amount of cash and the total fair market value of in-kind benefits to be received by the City as a result of a proposed Sponsorship.

**Un-Solicited Sponsorship** means an un-solicited Sponsorship proposal received by the City independently of a public call for Sponsors. Un-Solicited Sponsorship Proposals are typically submitted by third parties wishing to obtain marketing rights related to City Assets. Sponsorship amounts in this category can vary from small to large.

## **MUNICIPAL ENTITIES**

Municipal Entities are required to align their sponsorship policy and procedures with this Policy. It is understood and agreed that Municipal Entity sponsorship policy and procedures may have more stringent requirements for the use of Naming Privileges for City Assets than allowed by this Policy. This Policy further recognizes and considers the unique circumstances of Municipal Entities that provide municipal services in City-owned buildings and which have their own boards of directors and may be accountable to two or more municipalities.

## **ADMINISTRATION OF THIS POLICY**

The Chief Financial Officer or his/her designate is the Sponsorship Policy Administrator.

## **SPONSORSHIP APPLICABILITY, ELIGIBILITY, AND RESTRICTIONS**

This Policy applies to all Sponsorships where the Sponsor (such as businesses, not-for-profit organizations, associations and individuals) agrees to contribute, either financially and/or in-kind to City Sponsorship opportunities in return for formal recognition (including potential naming privileges), public acknowledgement, activations, or other promotional considerations specific to the sponsored City Asset.

This Policy applies to Sponsorships for City Assets as defined above.

Sponsorships are not permitted for:

- Core Civic Buildings and rooms within Core Civic Buildings;
- Municipal Entity buildings;
- Parks;
- Roads; and

- Outdoor public spaces such as plazas (furnishings and equipment within plazas can receive Sponsorship).

This Policy does not apply to:

- Philanthropic contributions, gifts or donations which are voluntarily transferred by a third party to the City. In these cases tax receipts may be issued and the appropriate level of recognition will be determined by the Director responsible for the subject City Asset. In most cases philanthropic contributions, gifts or donations are made without expectation of promotional or marketing benefits. Some gifts may have minimal acknowledgement;
- Grants obtained from other levels of government, foundations, trusts etc.; and
- Sponsorship arrangements that pre-date this policy.

The following parties may not be eligible to provide Sponsorships:

- a. parties that are disqualified from doing business with the City due to ongoing litigation or prior litigation,
- b. parties (or any of their known affiliates) known to have previously violated any:
  - i. bylaw or policy of the City in any way;
  - ii. any criminal law;
  - iii. the BC Human Rights Code;
  - iv. any other laws of British Columbia or Canada unless such violation is considered to be of a minor nature and not prejudicial to the City's and the public interest (for example a minor parking violation of the City's Street and Traffic By-law); or
- c. parties that are registered as local elector organizations, political parties, religious organizations, or public advocacy groups.

The City reserves the right to cancel any Sponsorship that violates federal, provincial or municipal laws or human rights legislation.

Sponsorships used by third party events and programming on City property such as at The Shipyards and in City Parks will be regulated by current event rental requirements, policies and procedures; and must be in compliance with the Sponsorship Principles and Criteria set out in this policy.

## **SPONSORSHIP PRINCIPLES**

All Sponsorships are guided by the following Principles:

1. Must align with the City's vision, mission and values;
2. Must result in a net benefit to the City and community;
3. Must support City Assets as defined in this Policy;
4. Should be of benefit to the taxpayer or enable activities not otherwise possible;
5. Must not unduly detract from the character, integrity, aesthetic quality or safety of the City Asset or unreasonably interfere with its enjoyment or use;
6. Must protect the reputation, integrity and aesthetic standards of the City and its assets;

7. Will not be entered into with organizations or individuals that could prove detrimental to the City's public image;
8. Must not fetter or be reasonably perceived to fetter the City's discretion as a statutory or regulatory decision-maker.

## **SPONSORSHIP CRITERIA**

The City will consider all Sponsorship proposals but has no obligation to accept any of them. The City reserves the right to refuse any proposal, including, but not limited to, those submitted by third parties whose activities are perceived to be incompatible with the City's goals and values.

All Sponsorships must meet the following criteria:

- not confer a personal benefit, directly or indirectly, to any City employee or official;
- conform to all applicable federal and provincial statutes, and to all applicable City bylaws, policies and practices;
- not interfere with existing contractual obligations;
- not result in, or be perceived to result in any competitive advantage, grant, benefit, advantage or other form of assistance or preferential treatment for the sponsor outside of the Sponsorship Agreement;
- be transparent and objective;
- not create a conflict of interest, nor create any ongoing obligations (financial or otherwise) beyond the terms of the agreement;
- rights and benefits granted to sponsors shall be proportionate to the size and scope of the sponsorship;
- proceeds received by the City for a Sponsorship are to be used for capital construction costs, capital maintenance costs, and the delivery of events, programs and services;
- have a signed Sponsorship Agreement between the Sponsor and the City that specifies the terms of the sponsorship for all Sponsorships of \$10,000 or greater; and
- for Sponsorships involving Naming Privilege, all costs associated with the implementation of the Naming Privilege arrangement shall be covered from the Sponsorship funding received.

## RULES ON PROCUREMENT, SOLICITATION OF SPONSORSHIPS AND APPROVING AUTHORITY

Sponsorships of \$10,000 or greater are to be reviewed and approved by the Sponsorship Policy Administrator. Sponsorships of \$10,000 or greater require a Sponsorship Agreement. All sponsorships (including those below Council's threshold for approval) received will be reported on to Council annually via an information report.

### Approvals Check List

	Department Director	Policy Administrator	CAO	Council
<b>Competitively Procured (greater than \$100,000)</b>	✓	✓	✓	✓
<b>Direct Solicited</b>				
Less than \$10,000	✓			
\$10,000-\$50,000	✓	✓		
\$50,000-\$100,000	✓	✓	✓	
<b>Unsolicited</b>				
Less than \$10,000	✓			
\$10,000-\$50,000	✓	✓		
\$50,000-\$100,000	✓	✓	✓	
Greater than \$100,000	✓	✓	✓	✓
<b>Naming Privilege</b>	✓	✓	✓	✓

Un-Solicited Sponsorships may be considered as a Permitted Sponsorship Sole Source, if the Sponsorship Policy Administrator determines they meet the requirements of this Policy.

## RECOGNITION

The City deems it appropriate to acknowledge Sponsorship support in an appropriate manner consistent with the level of commitment to a City Asset which specifics are to be included in the Sponsorship Agreement.

Recognition opportunities exist in marketing, site signage, print materials, website and social media or other forms of public communication as deemed appropriate by the City including potential Naming Privileges, depending on the Sponsorship.

The appropriate level of recognition for Sponsorships will adhere to the following guidelines and shall be determined by the Sponsorship Policy Administrator. **All potential Naming Privileges must be approved by Council.**

#### Time-specific events/programming

- On-site event signage
- Website and social media acknowledgement

#### On-going Programming

- On-site event signage
- Website and social media acknowledgement

Equipment; furnishings; facilities within parks and public spaces; and rooms and spaces within Municipal Entity buildings (greater than \$100,000)

- Time limited signage at site location
- Website and social media acknowledgement
- All recognition and use of City logo shall adhere to City brand standards and with prior approval from City Communications. The City logo cannot continue to be used once the term of sponsorship has ended.
- Potential Naming Privileges

### **Naming Privileges**

The following criteria applies where Naming Privileges are being considered as part of the recognition for a Sponsorship.

- Naming privileges will only be possible for Sponsorships greater than \$100,000;
- Council must provide final approve all Naming Privileges including for Municipal Entity Sponsorships and other organizations leasing within City owned assets.;
- The Sponsorship Policy Administrator shall complete a Background Check to ensure appropriateness of the proposed Naming Privilege arrangement. Refer to Sponsorship Procedures for details of what is to be included in the Background Check;
- Naming Privileges may be the name of an individual, corporation, non-profit society or association/organization; and
- Naming Privilege considerations involving Municipal Entity Sponsorships must also comply with the respective Municipal Entities' sponsorship policy and procedures

### **PROCEDURES**

The procedures for soliciting, reviewing and accepting Sponsorships are addressed in a separate document entitled "Sponsorship Policy Procedures".



**DOCUMENT HISTORY**

Previously filed as, later numbered

Date	Action	By
	Approved	Council



## ## ### APPROVED

- 01 Corporate Administration
- 02 Business and Community Partnerships
- 03 Communications
- 04 Engineering and Operations
- 05 Facilities and Real Estate
- 06 Finance
- 07 Human Resources
- 08 Information Systems and Technology
- 09 Parks and Environment
- 10 Planning and Development
- 11 Protective Services
- 12 Transportation
- 13 Recreation and Culture

**FOR CLERKS USE ONLY**

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 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**OFFICE OF THE DEPUTY CHIEF ADMINISTRATIVE OFFICER**  
**LEGISLATIVE & LEGAL SERVICES DIVISION**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Amelia Cifarelli, Corporate Officer

Subject: ALTERNATIVE APPROVAL PROCESS INITIATION FOR THE NORTH SHORE NEIGHBOURHOOD HOUSE AND CITY PARKS LOAN AUTHORIZATION BYLAW

Date: February 28, 2024 File No: 09-4250-20-0008/1

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

**RECOMMENDATION**

PURSUANT to the report of the Corporate Officer, dated February 28, 2024 entitled "Alternative Approval Process Initiation for the North Shore Neighbourhood House and City Parks Loan Authorization Bylaw":

THAT an Alternative Approval Process be initiated for the "North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006";

THAT a fair determination of the total number of eligible electors of the City of North Vancouver to which the Alternative Approval Process applies is 42,325 (City-wide) and that the 10% threshold be set at 4,233;

THAT a report be made available to the public respecting the basis on which a fair determination of the total number of electors of the area to which the approval process applies was derived in accordance with Section 86 of the *Community Charter*;

THAT the Alternative Approval Process Response Forms for Resident Electors (Attachment #2) and Non-Resident Electors (Attachment #3) be approved;

THAT Notice of the Alternative Approval Process be published, such that the second publication is at least 30 days before the deadline for receiving elector responses, in accordance with Section 86 of the *Community Charter*;

THAT the deadline for receiving elector responses shall be 5:00 pm on April 22, 2024;

AND THAT the Acting Corporate Officer and Deputy Corporate Officer be authorized to receive, determine and certify electoral response forms on behalf of the Corporate Officer.

## ATTACHMENTS

1. Bylaw Approval from the Inspector of Municipalities (CityDocs [2477747](#))
2. Alternative Approval Process Response Form – Resident Electors (CityDocs [2461181](#))
3. Alternative Approval Process Response Form – Non-Resident Electors (CityDocs [2461679](#))
4. Alternative Approval Process – Frequently Asked Questions (CityDocs [2462349](#))

## SUMMARY

At Council's Regular meeting of February 12, 2024, the "North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006" ("the Bylaw") received third reading. This Bylaw is to authorize the borrowing of \$55,700,000 for the purpose of the design and construction of a new North Shore Neighbourhood House and City-owned Parks, specifically Kings Mill Walk Park and 1600 Eastern Park. Additionally, the Corporate Officer was directed to submit the Bylaw to the Inspector of Municipalities for review and approval.

The Bylaw has now received approval from the Inspector of Municipalities (Attachment #1). In order to proceed with the long-term borrowing, the eligible electors of the City of North Vancouver must be provided an opportunity for an Alternative Approval Process or, alternatively, Assent Voting.

In accordance with Section 86(3) of the *Community Charter*, Council must establish the deadline for receiving elector responses, establish the elector response form and determine the total number of electors in the Alternative Approval Process area.

## BACKGROUND

In order to undertake long-term borrowing over a minimum threshold, a municipality must engage with its residents about the Bylaw, either through Assent Voting or an Alternative Approval Process. Assent Voting, also known as a referendum, allows eligible electors to vote on whether or not a proposal should move forward. Assent of the electors is obtained if the majority of votes counted are in favour of the Bylaw. Assent Voting is very similar to a municipal election process, as there is a general voting day and the financial implications are in line with conducting an election. The process in its entirety usually requires a minimum of 80 days.



An Alternative Approval Process is administered as a petition-like process, allowing resident electors and non-resident property owner electors to express their opposition to the matter, in this case, the Bylaw. Eligible electors can express their opposition by completing the Elector Response Form (Attachment #2 or #3). The process typically takes approximately 32 days. If 10% or more of eligible electors submit valid elector response forms, the Bylaw may not proceed and the City would need to decide whether to proceed to Assent Voting or put the matter on hold. If less than 10% of eligible electors submit valid elector response forms, the Bylaw may proceed.

Therefore, staff recommend initiating the Alternative Approval Process to the resident electors and non-resident property owner electors in the City.

## DISCUSSION

Notice of the Alternative Approval Process, if endorsed, will be posted on the public notice board at City Hall, on the City's website, and advertised in the *North Shore News* on March 13, 2024 and March 20, 2024, in accordance with the *Community Charter*, Sections 86 and 94. In addition, an Alternative Approval Process website ([cnv.org/aap](http://cnv.org/aap)) has been created to provide more information about the process as well as to provide downloadable copies of the Elector Response Forms. "An Alternative Approval Process – Frequently Asked Questions" (Attachment #4) document is one example of the resources that are available on the website.

The Alternative Approval Process will begin on March 13, 2024, the date the first public notice is published as well as the date in which Elector Response Forms are available to residents, and conclude at 5:00 pm on April 22, 2024. This meets the legislative requirements of establishing the deadline at least 30 days after the second publication of notice. Completed Alternative Approval Process Response Forms will be accepted by the City Clerk's Office until the deadline. The forms will be retained as required under the *Freedom of Information and Protection of Privacy Act*.

Below is the tentative timeline for the Loan Authorization Bylaw process:

Item	Date/Timeline
Loan Authorization Bylaw received third reading	February 12
Bylaw sent to Inspector of Municipalities	February 13
Approval received from the Inspector of Municipalities	February 27
AAP Initiation Report presented to Council	March 11
AAP Begins – First Notification Published and Elector Response Forms available online and in-person at City Hall	March 13
Second Notification Published	March 20
AAP Concludes	April 22 @ 5:00 pm
Loan Authorization Bylaw presented to Council for adoption	May 6
One Month Quashing Period	May 7 – June 7
Bylaw sent to Inspector of Municipalities for a Certificate of Approval	June 10



A fair determination of the total number of electors for the City of North Vancouver to which this Alternative Approval Process opportunity applies is 42,325, which is based on the number of eligible electors contained in the City of North Vancouver's 2022 BC electoral register, including 1,000 new electors who registered during the 2022 General Local Election. Therefore, staff are recommending proceeding with the total number of eligible electors as 42,325 people and that the 10% threshold be set at 4,233 people. If less than 10% of the eligible electors, or less than 4,233 people, petition against "North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006", the Bylaw will be presented to Council for final adoption. If 10% or more of the eligible electors petition against the Bylaw, Council may choose to proceed to Assent Voting or place the matter on hold.

## **FINANCIAL IMPLICATIONS**

The financial implications of conducting an Alternative Approval Process are minimal, and include the cost of two legal notices in the newspaper, as well as staff time to verify the Alternative Approval Process Elector Response Forms as they are submitted. These costs will be covered under the City Clerk's Office 2024 Operating Budget. These costs compare favourably to the cost of a referendum, which is estimated to be over \$100,000.

## **INTER-DEPARTMENTAL IMPLICATIONS**

The Alternative Approval Process is one portion of the Loan Authorization Bylaw process. The City Clerk's Office, in collaboration with Communications and Engagement, will advertise and initiate the Alternative Approval Process opportunity for the City.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The Alternative Approval Process is one component of the Loan Authorization Bylaw process. These processes support Council's 2022-2026 Strategic Plan, specifically "A City for People" and "A Vibrant City".

These processes support the following "A City for People" initiatives: "advance to explore innovative housing policy that includes protection and expansion of rental-housing stock" and "continue to build partnerships with other levels of government and housing providers to deliver more housing diversity and affordability".

The North Shore Neighbourhood House and City Parks Loan Authorization supports "A Vibrant City" initiatives, specifically "activate public spaces – parks, streets, plazas, outdoor areas" and "implement the Kings Mill Walk Park Master Plan".

RESPECTFULLY SUBMITTED:



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Amelia Cifarelli  
Corporate Officer



## ***Statutory Approval***

***Under the provisions of section*** 179

***of the*** Community Charter

***I hereby approve Bylaw No.*** 9006

***of the*** City of North Vancouver,

***a copy of which is attached hereto.***

***Dated this*** 21<sup>st</sup> ***day***  
***Of***  
***February*** , 2024

**Deputy Inspector of Municipalities**

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 9006**

**A Bylaw to authorize the borrowing of \$55,700,000 for the purpose of the design and construction of a new North Shore Neighbourhood House and City Parks**

WHEREAS it is deemed desirable to design and construct a new North Shore Neighbourhood House community facility, Kings Mill Walk Park and 1600 Eastern Park;

AND WHEREAS the estimated cost of designing and constructing the new North Shore Neighbourhood House community facility, and the two City-owned Parks: Kings Mill Walk Park and 1600 Eastern Park, including expenses incidental thereto, is the sum of \$66,475,000, of which the sum of \$55,700,000 is the amount of debt intended to be borrowed from the Municipal Financing Authority for these capital projects as authorized by this Bylaw;

NOW THEREFORE 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 **“North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006”**.
2. The Council is hereby empowered and authorized to undertake and carry out, or cause to be carried out, the design and construction of a new North Shore Neighbourhood House community facility, and two City-owned Parks: Kings Mill Walk Park and 1600 Eastern Park, generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
  - A. To borrow on the credit of the City a total amount not exceeding \$55,700,000, with up to \$49,500,000 being allocated to the North Shore Neighbourhood House, up to \$4,300,000 being allocated to Kings Mill Walk Park and up to \$1,900,000 being allocated to 1600 Eastern Park;
  - B. To acquire all such real property, easements, rights-of-way, licences, rights or authorities as may be requisite or desirable for or in connection with the construction of the North Shore Neighbourhood House, Kings Mill Walk Park and 1600 Eastern Park.

3. The maximum term for which debentures may be issued to secure the debt created by this Bylaw is 30 years.

READ a first time on the 22<sup>nd</sup> day of January, 2024.

READ a second time on the 22<sup>nd</sup> day of January, 2024.

READ a third time on the 22<sup>nd</sup> day of January, 2024.

RESCINDED third reading on the 12<sup>th</sup> day of February, 2024.

READ a third time, as amended, on the 12<sup>th</sup> day of February, 2024.

APPROVED by the Inspector of Municipalities on the 21<sup>st</sup> day of February, 2024.

ADOPTED on the <> day of <>, 2024.

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MAYOR

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CORPORATE OFFICER





# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## ALTERNATIVE APPROVAL PROCESS RESPONSE FORM

### RESIDENT ELECTOR

**(Currently living in the City of North Vancouver)**

I am **OPPOSED** to the City of North Vancouver proceeding with the adoption of:

**“North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006”.**

The “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006” proposes to authorize low cost debt financing in the amount of \$55.7 million from the Municipal Finance Authority to fund the new North Shore Neighbourhood House, Kings Mill Walk Park and 1600 Eastern Park projects. The North Shore Neighbourhood House (NSNH), currently situated at 225 East 2nd Street, offers a wide range of essential community services including childcare, youth and seniors’ programs, recreational and wellness programs, and food security programs. Their current building was constructed in 1967 and is nearing end of life. The new NSNH is part of a joint use facility as part of an overall site redevelopment. This proposal would fund the construction of the NSNH, while providing 180 units of non-profit rental housing, which would be funded by a non-profit housing developer.

In addition, the low cost debt financing would allow for the delivery of the Kings Mill Walk Park, a destination waterfront park for City residents, as well as the delivery of a park in Central Lonsdale, an area that has been identified as a priority in the Parks Master Plan.

I, the undersigned, hereby certify that:

- I am 18 years of age or older; and
- I am a Canadian citizen; and
- I have resided in British Columbia for at least 6 months; and
- I currently reside in the City of North Vancouver; and
- I am not disqualified by the *Local Government Act*, or any other enactment, or otherwise disqualified by law from voting in local government elections; and
- I am entitled to sign this Alternative Approval Process Response Form and have not previously signed an Alternative Approval Process Response Form for the proposed Bylaw No. 9006.

All Alternative Approval Process Elector Response Forms must be received by the Corporate Officer at City Hall, 141 West 14<sup>th</sup> Street, North Vancouver, BC, V7M 1H9, on or before **April 22, 2024 at 5:00 pm**.

Submissions may be submitted in-person at City Hall or by mail. Submissions will not be accepted via email.

<b>Elector’s Full Name</b> (print in full)	<b>Residential Address</b>	<b>Signature of Elector</b>

A person must not sign any Alternative Approval Process Elector Response Form more than once and may not withdraw his or her name from the Alternative Approval Process Elector Response Form after the deadline for submission of the petitions has passed. You must meet the requirements above in order to sign this form.

The number of electors of the City of North Vancouver is estimated to be 42,325. If 10% (4,233) or more of the estimated number of electors of the City of North Vancouver sign an Alternative Approval Process Elector Response Form opposing the proposed Bylaw, City Council will not be able to proceed without then receiving the Assent of the Electors by vote.

Accurate copies of this Alternative Approval Process Elector Response Form may be made and used for signing.

Postmarked submissions received after the deadline WILL NOT be accepted.

The personal information collected as part of the Alternative Approval Process is retained in accordance Section 26(a) of the *Freedom of Information and Protection of Privacy Act*. If you have any questions about the collection of your personal information, please contact the City Clerk’s Office at 604-982-3953.





# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## ALTERNATIVE APPROVAL PROCESS RESPONSE FORM NON-RESIDENT PROPERTY ELECTOR (Currently owns property in the City of North Vancouver, but does not reside in the City)

I am **OPPOSED** to the City of North Vancouver proceeding with the adoption of:

**“North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006”.**

The “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006” proposes to authorize low cost debt financing in the amount of \$55.7 million from the Municipal Finance Authority to fund the new North Shore Neighbourhood House, Kings Mill Walk Park and 1600 Eastern Park projects. The North Shore Neighbourhood House (NSNH), currently situated at 225 East 2nd Street, offers a wide range of essential community services including childcare, youth and seniors’ programs, recreational and wellness programs, and food security programs. Their current building was constructed in 1967 and is nearing end of life. The new NSNH is part of a joint use facility as part of an overall site redevelopment. This proposal would fund the construction of the NSNH, while providing 180 units of non-profit rental housing, which would be funded by a non-profit housing developer.

In addition, the low cost debt financing would allow for the delivery of the Kings Mill Walk Park, a destination waterfront park for City residents, as well as the delivery of a park in Central Lonsdale, an area that has been identified as a priority in the Parks Master Plan.

I, the undersigned, hereby certify that:

- I am 18 years of age or older; and
- I am a Canadian citizen; and
- I have resided in British Columbia for at least 6 months; and
- I am a non-resident property elector who lives in another community and have been the registered owner of real property in the City of North Vancouver for at least 30 days; and
- I am the sole registered owner of the real property or I hold it with joint tenants or tenants in common, all of whom are individuals who do not hold the property in trust for a corporation or another trust; and
- I am the only individual claiming non-resident elector status in respect to the real property; and
- If I am the registered owner of the real property with other individuals, I have the written consent of the majority of the other property owners on title to oppose this Bylaw; and
- I am not disqualified by the *Local Government Act*, or any other enactment, or otherwise disqualified by law from voting in local government elections; and
- I am entitled to sign this Alternative Approval Process Response Form and have not previously signed an Alternative Approval Process Response Form for the proposed Bylaw No. 9006.

<b>Elector's Full Name</b>	
<b>Address of Property Owned in the City of North Vancouver</b>	
<b>Residential Address</b>	
<b>Signature of Elector</b>	

*Continued...*

I, the undersigned, hereby certify that I am the other property owner(s) at the Address of Property Owned in the City of North Vancouver (stated above) and I consent to the owner (signed above) opposing the adoption of "North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006".

<b>Full Name of Other Property Owner</b>	
<b>Signature of Other Owner</b>	

<b>Full Name of Other Property Owner</b>	
<b>Signature of Other Owner</b>	

<b>Full Name of Other Property Owner</b>	
<b>Signature of Other Owner</b>	

<b>Full Name of Other Property Owner</b>	
<b>Signature of Other Owner</b>	

All Alternative Approval Process Elector Response Forms must be received by the Corporate Officer at City Hall, 141 West 14<sup>th</sup> Street, North Vancouver, BC, V7M 1H9, on or before **April 22, 2024 at 5:00 pm**. Submissions may be submitted in-person at City Hall or by mail.

Postmarked submissions received after the deadline WILL NOT be accepted.

A person must not sign any Alternative Approval Process Elector Response Form more than once and may not withdraw his or her name from the Alternative Approval Process Elector Response Form after the deadline for submission of the petitions has passed. You must meet the requirements above in order to sign this form.

The number of electors of the City of North Vancouver is estimated to be 42,325. If 10% (4,233) or more of the estimated number of electors of the City of North Vancouver sign an Alternative Approval Process Elector Response Form opposing the noted transaction, City Council will not be able to proceed without then receiving the Assent of the Electors by vote.

Accurate copies of this Alternative Approval Process Elector Response Form may be made and used for signing.

The personal information collected as part of the Alternative Approval Process is retained in accordance with Section 26(a) of the *Freedom of Information and Protection of Privacy Act*. If you have any questions about the collection of your personal information, please contact the City Clerk's Office at 604-982-3953.

**CITY CLERK'S DEPARTMENT**

CITY OF NORTH VANCOUVER  
 141 WEST 14TH STREET  
 NORTH VANCOUVER  
 BC / CANADA / V7M 1H9

T 604 985 7761  
 F 604 990 4202  
 INFO@CNV.ORG  
 CNV.ORG

## **Alternative Approval Process – Frequently Asked Questions**

### **1. What is an Alternative Approval Process?**

In order to secure long-term borrowing from the Municipal Financial Authority, the bylaw associated with the matter requires elector approval. Elector Approval can be obtained through either an Alternative Approval Process (AAP) or through Assent Voting. In accordance with Section 86 of the *Community Charter*, eligible electors are given the opportunity to voice their opposition to the bylaw. If less than 10% of eligible electors oppose the bylaw, then the bylaw can proceed. If 10% or more of eligible electors oppose the bylaw, the bylaw would either need to proceed to Assent Voting or be put on hold.

### **2. Who is eligible to participate in the Alternative Approval Process?**

Individuals who currently reside in the City of North Vancouver (Resident Electors) and meet the criteria below as well as individuals who currently own property in the City of North Vancouver and have owned the property for at least 30 days (Non-Resident Electors) and meet the criteria below. Non-Resident Electors will need to obtain written consent for the majority of property owners on title, if there is more than one owner. A property owned partially or solely owned by a corporation is not entitled to participate.

Resident Electors must:

- Be 18 years of age or older; and
- Be a Canadian citizen; and
- Have been residing in British Columbia for the last 6 months; and
- Currently reside in the City of North Vancouver;
- Not be disqualified by the *Local Government Act*, or any other enactment, or otherwise disqualified by law from voting in local government elections; and
- Not have previously signed an Alternative Approval Process Response Form for this Bylaw.

Non-Resident Electors must:

- I am 18 years of age or older; and
- I am a Canadian citizen; and
- I have resided in British Columbia for at least 6 months; and
- I am a non-resident property elector who lives in another community and have been the registered owner of real property in the City of North Vancouver for at least 30 days; and
- I am the sole registered owner of the real property or I hold it with joint tenants or tenants in common, all of whom are individuals who do not hold the property in trust for a corporation or another trust; and
- I am the only individual claiming non-resident elector status in respect to the real property; and
- If I am the registered owner of the real property with other individuals, I have the written consent of the majority of the other property owners on title to oppose this Bylaw; and

- I am not disqualified by the Local Government Act, or any other enactment, or otherwise disqualified by law from voting in local government elections; and
- I am entitled to sign this Alternative Approval Process Response Form and have not previously signed an Alternative Approval Process Response Form for the proposed Bylaw No. 9006.

### **3. Where can I obtain a copy of the Alternative Approval Process Form?**

Copies of the Alternative Approval Process Form for Resident Electors and Non-Resident Electors are available at the reception counter at City Hall (141 West 14<sup>th</sup> Street, North Vancouver, BC, V7M 1H9) or on the City's AAP website at [cnv.org/aap](http://cnv.org/aap).

Forms will be available from March 13, 2024 at 8:30 am to April 22, 2024, except statutory holidays, at 5:00 pm.

### **4. How do I show my support for the Bylaw?**

If you are in favour of adoption of the bylaw, no action is required.

### **5. How do I show my opposition to this Bylaw?**

If you are an eligible elector, you will need to complete the Alternative Approval Process Form for either Resident Electors or Non-Resident Electors and submit the completed form to the attention of the City Clerk's Office by the deadline.

### **6. How do I submit my Alternative Approval Process Response Form?**

Completed Alternative Approval Response Forms can be submitted in the following ways:

- In-Person to the City Hall Reception Desk, located at 141 West 14<sup>th</sup> Street, North Vancouver, BC, V7M 1H9
- By Mail to the attention of the Corporate Officer, City Clerk's Office, located at 141 West 14<sup>th</sup> Street, North Vancouver, BC, V7M 1H9

### **7. When is the deadline for Alternative Approval Process Response Forms?**

Alternative Approval Process Response Forms must be received by the City Clerk's Office by 5:00 pm on April 22, 2024. Postmarked submissions received after the deadline will not be accepted.

### **8. If I change my mind, can I withdraw my Alternative Approval Process Response Form after it has been submitted?**

As long as the deadline has not passed, Alternative Approval Process Response Forms can be withdrawn by contacting the Corporate Officer in the City Clerk's Office. Once the deadline has passed, Alternative Approval Process Response Forms cannot be withdrawn.