



AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, JULY 14, 2025 AT 6:00 PM

Watch Livestream at cnv.org/LiveStreaming
View complete Agenda Package at 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 sə́lilwətaʔ (Tsleil-Waututh) Nations.

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, July 14, 2025

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, July 7, 2025

PUBLIC INPUT PERIOD

BYLAWS – ADOPTION

3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8939” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758)
4. “Housing Agreement Bylaw, 2022, No. 8940” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758, Rental Housing Commitments)
5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9066” (Inspired Architecture Inc., 648 West 14th Street, CD-767)
6. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes)

DELEGATION

David Brun, Treasurer, Board of Directors, Cypress Gardens – Cypress Gardens Redevelopment Vision

CORRESPONDENCE

7. David Brun, Treasurer, Board of Directors, Cypress Gardens – Cypress Gardens Redevelopment Vision

PRESENTATION

Stella Jo Dean Plaza and East 14th Streetscape Refresh – Deputy Director,
Parks and Public Spaces

*Information Report, June 25, 2025 – “Stella Jo Dean Plaza and East 14th
Streetscape Refresh”*

PRESENTATION

Mobility Update – Director, Engineering, Parks and Environment

Information Report, June 18, 2025 – “Mobility Update”

REPORT

8. Eastside Connector

PRESENTATION

Development Cost Charges Update – Chief Financial Officer

REPORT

9. 2025 Development Cost Charges Review and Update

BYLAW – FIRST, SECOND AND THIRD READINGS

10. “Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025,
No. 9126”

REPORT

11. Inclusionary Housing Framework

BYLAW – FIRST READING

12. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9127”
(Inclusionary Zoning Requirements for Residential Development)

REPORTS

13. Housing Target Order Year One Progress Report
14. Jack Lonsdale’s Public House – Application for Outdoor Dining Liquor Service
Area

INFORMATION ITEM

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES

COUNCIL 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, July 14, 2025

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, July 7, 2025

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 5:50 pm on the day of the Council meeting.
- 2) ELECTRONICALLY VIA WEBEX: Speakers who choose to participate electronically must pre-register by 12:00 pm on the day of the Council meeting by completing the online form at cnv.org/PublicInputPeriod, or by phoning 604-990-4234. 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 no later than 12:00 pm 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), including Zoning Bylaws for which a Public Hearing will not be held or is prohibited under section 464 of the *Local Government Act*.

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”.

BYLAWS – ADOPTION

3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8939” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8939” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

4. “Housing Agreement Bylaw, 2022, No. 8940” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758, Rental Housing Commitments)

RECOMMENDATION:

THAT “Housing Agreement Bylaw, 2022, No. 8940” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758, Rental Housing Commitments) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9066” (Inspired Architecture Inc., 648 West 14th Street, CD-767)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9066” (Inspired Architecture Inc., 648 West 14th Street, CD-767) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

6. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes)

RECOMMENDATION:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

DELEGATION

David Brun, Treasurer, Board of Directors, Cypress Gardens

Re: Cypress Gardens Redevelopment Vision

Item 7 refers.

CORRESPONDENCE

7. David Brun, Treasurer, Board of Directors, Cypress Gardens, May 22, 2025
– File: 01-0230-01-0001/2025

Re: Cypress Gardens Redevelopment Vision

RECOMMENDATION:

THAT the correspondence from David Brun, Treasurer, Board of Directors, Cypress Gardens, dated May 22, 2025, regarding the “Cypress Gardens Redevelopment Vision”, be received for information with thanks.

PRESENTATION

Stella Jo Dean Plaza and East 14th Streetscape Refresh – Deputy Director, Parks and Public Spaces

Information Report, June 25, 2025 – “Stella Jo Dean Plaza and East 14th Streetscape Refresh”

PRESENTATION

Mobility Update – Director, Engineering, Parks and Environment

Information Report, June 18, 2025 – “Mobility Update”

Item 8 refers.

REPORT

8. Eastside Connector – File: 11-5330-20-0074/1

Report: Manager, Public Realm Infrastructure, June 25, 2025

RECOMMENDATION:

PURSUANT to the report of the Manager, Public Realm Infrastructure, dated June 25, 2025, entitled “Eastside Connector”:

THAT staff be directed to close West Grand Boulevard between East 13th and 15th Streets to vehicle access to improve the linkage between Ray Perrault and Grand Boulevard Parks.

PRESENTATION

Development Cost Charges Update – Chief Financial Officer

Item 9 refers.

REPORT

9. 2025 Development Cost Charges Review and Update – File: 09-3900-30-0010/1

Report: Chief Financial Officer, June 25, 2025

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated June 25, 2025, entitled “2025 Development Cost Charges Review and Update”:

THAT “Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No. 9126” be considered;

AND THAT “Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No. 9126” and the Development Cost Charges (DCC) Background Study be sent to the Inspector of Municipalities for approval.

Item 10 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

10. “Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No. 9126”

RECOMMENDATION:

THAT “Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No. 9126” be given first, second and third readings.

REPORT

11. Inclusionary Housing Framework – File: 10-5040-20-0017/1

Report: Manager, Planning (Urban Regeneration and Analytics), July 14, 2025

RECOMMENDATION:

PURSUANT to the report of the Manager, Planning (Urban Regeneration and Analytics), dated July 14, 2025, entitled “Inclusionary Housing Framework”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9127” (Inclusionary Zoning Requirements for Residential Development) be considered for readings with no Public Hearing held, in accordance with Provincial guidance;

Continued...

REPORT – Continued

11. Inclusionary Housing Framework – File: 10-5040-20-0017/1 – Continued

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

THAT the Inclusionary Housing Policy (2025) and Affordable and Special Needs Housing Funding Allocation – Terms of Reference be endorsed;

AND THAT staff be directed to review the City's Affordable Housing Reserve Fund and prepare any changes necessary to ensure alignment with new Provincial legislation.

Item 12 refers.

BYLAW – FIRST READING

12. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9127”
(Inclusionary Zoning Requirements for Residential Development)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9127”
(Inclusionary Zoning Requirements for Residential Development) be given first reading.

REPORTS

13. Housing Target Order Year One Progress Report – File: 10-4720-20-0001/1

Report: Planner 1, June 25, 2025

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated June 25, 2025, entitled
“Housing Target Order Year One Progress Report”:

THAT the City of North Vancouver's Housing Target Progress Report: July 1, 2024 – June 30, 2025 be received, in accordance with the *Housing Supply Act* and *Housing Supply Regulation*;

AND THAT the City of North Vancouver's Housing Target Progress Report: July 1, 2024 – June 30, 2025 be submitted to the Minister of Housing and published to the City of North Vancouver website, in accordance with the *Housing Supply Act* and *Housing Supply Regulation*.

REPORTS – Continued

14. Jack Lonsdale's Public House – Application for Outdoor Dining Liquor Service Area – File: 09-4320-50-0002/2025

Report: Manager, Business Services, June 25, 2025

RECOMMENDATION:

PURSUANT to the report of the Manager, Business Services, dated June 25, 2025, entitled "Jack Lonsdale's Public House – Application for Outdoor Dining Liquor Service Area":

THAT the application from Jack Lonsdale's Public House, located at Unit 127-1433 Lonsdale Avenue, to add a curbside patio to its licensed liquor service area through a licence amendment be supported on the basis that:

- the proposed licensed patio will not result in the service area being operated in a manner that is contrary to the primary purpose of the business;
- the impact of noise on the community in the immediate vicinity of the establishment, in general, is expected to be minimal; and
- the proposed licensed patio is consistent with the vision for the Central Lonsdale neighbourhood;

AND THAT the City of North Vancouver opts out of the public consultation process to allow the Liquor and Cannabis Regulation Branch to conduct public consultation with respect to this application.

INFORMATION ITEM

Board in Brief – Metro Vancouver Regional District, June 27, 2025

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

COUNCIL 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)(d) [security of City property] and 90(1)(e) [land matter].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, JULY 7, 2025**

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back
(joined at 7:07 pm)
Councillor D. Bell
Councillor A. Girard
Councillor S. Shahriari*
Councillor T. Valente

**participated electronically*

ABSENT

Councillor J. McIlroy

STAFF MEMBERS

L. McCarthy, CAO
B. Pearce, Deputy CAO
A. Cifarelli, 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
S. Galloway, Director, Planning and Development
T. Ryce, Chief Building Official
M. Friesen, Manager, Planning (Urban Regeneration and Analytics)
J. Greig, Manager, Planning (Development Planning)
H. Evans, Community Planner
C. Mara, Development Planner
S. Rasooli, Development Planner
M. Chan, Director, Real Estate, Facilities and Economic Development
A. Marginson, Manager, Business Services
G. Schalk, Public Safety Director and Fire Chief
E. Doran, Director, People, Culture and Transformation
M. Trespalacios, Diversity, Equity and Inclusion Leader
A. Gibbs, Senior Manager, Communications and Engagement
N. Alapour, Communications and Engagement Specialist
N. Markwick, Manager, Civic Engagement
S. Peters, Manager, Projects and Initiatives
P. DeJong, Senior Advisor, Legislative Services
T. Huckell, Legislative Services Advisor
A. Ponomarov, Manager, IT Security

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

Mayor Buchanan recognized Fire Chief Schalk's 25 years of service with the City.

APPROVAL OF AGENDA

Moved by Councillor Girard, seconded by Councillor Bell

1. Regular Council Meeting Agenda, July 7, 2025

CARRIED UNANIMOUSLY

R2025-07-07/1

ADOPTION OF MINUTES

Moved by Councillor Valente, seconded by Councillor Shahriari

2. Regular Council Meeting Minutes, June 16, 2025

CARRIED UNANIMOUSLY

R2025-07-07/2

Moved by Councillor Valente, seconded by Councillor Shahriari

3. Regular Council Workshop Minutes, June 23, 2025

CARRIED UNANIMOUSLY

R2025-07-07/3

PUBLIC INPUT PERIOD

- Michael Barnard, North Vancouver, spoke with concern for resident exempt parking permits.

CONSENT AGENDA

Moved by Councillor Bell, seconded by Councillor Girard

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

4. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9100" (Anthem LMV East 2nd Developments Limited Partnership, 146-160 East 2nd Street, CD-007 Text Amendment)

Moved by Councillor Bell, seconded by Councillor Girard

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9100" (Anthem LMV East 2nd Developments Limited Partnership, 146-160 East 2nd Street, CD-007 Text Amendment) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2025-07-07/4

5. "Housing Agreement Bylaw, 2025, No. 9101" (Anthem LMV East 2nd Developments Limited Partnership, 146-160 East 2nd Street, CD-007 Text Amendment, Rental Housing Commitments)

Moved by Councillor Bell, seconded by Councillor Girard

THAT "Housing Agreement Bylaw, 2025, No. 9101" (Anthem LMV East 2nd Developments Limited Partnership, 146-160 East 2nd Street, CD-007 Text Amendment, Rental Housing Commitments) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2025-07-07/5

CONSENT AGENDA – Continued

BYLAWS – ADOPTION – Continued

6. “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2025, No. 9118” (Amendments to Support Faster Housing Delivery)

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2025, No. 9118” (Amendments to Support Faster Housing Delivery) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2025-07-07/6

END OF CONSENT AGENDA

PRESENTATION

City of North Vancouver Accessibility Plan – Diversity, Equity and Inclusion Leader

People, Culture and Transformation staff provided a PowerPoint presentation regarding the “City of North Vancouver Accessibility Plan” and responded to questions from Council.

REPORT

7. City of North Vancouver Accessibility Plan – File: 07-2830-05-0004/1

Report: Diversity, Equity and Inclusion Leader, June 25, 2025

Moved by Councillor Shahriari, seconded by Councillor Bell

PURSUANT to the report of the Diversity, Equity and Inclusion Leader, dated June 25, 2025, entitled “City of North Vancouver Accessibility Plan”:

THAT the City of North Vancouver Accessibility Plan be endorsed.

CARRIED UNANIMOUSLY

R2025-07-07/7

PRESENTATION

Provincial Legislation Alignment: Development Permit System – Manager, Planning (City Design and Planning)

Planning and Development staff provided a PowerPoint presentation regarding the “Provincial Legislation Alignment: Development Permit System” and responded to questions from Council.

Councillor Back joined the meeting at 7:07 pm.

PRESENTATION

Community Engagement Framework – Senior Manager, Communications and Engagement

Mayor Buchanan declared a recess at 7:23 pm due to technical difficulties and reconvened the meeting at 7:35 pm with the same Council members present.

Communications and Engagement staff provided a PowerPoint presentation regarding the “Community Engagement Framework” and responded to questions from Council.

Mayor Buchanan declared a recess at 7:53 pm due to technical difficulties and reconvened the meeting at 8:03 pm with the same Council members present.

REPORTS

8. Community Engagement Framework – File: 04-1465-01-0001/2025

Report: Senior Manager, Communications and Engagement, June 18, 2025

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Senior Manager, Communications and Engagement, dated June 18, 2025, entitled “Community Engagement Framework”:

THAT the City of North Vancouver Community Engagement Framework Principles be approved;

THAT the City of North Vancouver Community Engagement Framework, included as Attachment #1 to the report, dated June 18, 2025, entitled “Community Engagement Framework”, be endorsed;

AND THAT staff be directed to implement the phased Community Engagement Action Plan.

CARRIED UNANIMOUSLY

R2025-07-07/8

9. Rezoning Application: 618 East 4th Street (Vernacular Studio Inc.)
– File: 08-3400-20-0126/1

Report: Planner 1, July 7, 2025

Moved by Councillor Valente, seconded by Councillor Girard

PURSUANT to the report of the Planner 1, dated July 7, 2025, entitled “Rezoning Application: 618 East 4th Street (Vernacular Studio Inc.)”:

THAT the application submitted by Vernacular Studio Inc., to rezone the property located at 618 East 4th Street from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone, be considered;

Continued...

REPORTS – Continued

9. Rezoning Application: 618 East 4th Street (Vernacular Studio Inc.)
– File: 08-3400-20-0126/1 – Continued

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9115” (Vernacular Studio Inc., 618 East 4th Street, RS-2) be considered for readings with no Public Hearing held, in accordance with the *Local Government Act*, Section 464(3) [public hearing prohibited];

THAT Development Variance Permit No. PLN2023-00018 (Vernacular Studio Inc., 618 East 4th Street) be considered for issuance in accordance with Section 498 of the *Local Government Act* with no Public Meeting held;

AND THAT notification be published in accordance with the *Local Government Act*.

CARRIED UNANIMOUSLY

R2025-07-07/9

BYLAW – FIRST, SECOND AND THIRD READINGS

10. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9115” (Vernacular Studio Inc., 618 East 4th Street, RS-2)

Moved by Councillor Valente, seconded by Councillor Girard

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9115” (Vernacular Studio Inc., 618 East 4th Street, RS-2) be given first, second and third readings.

CARRIED UNANIMOUSLY

R2025-07-07/10

REPORT

11. General Local Elections – Election Sign Bylaw Amendments and Civic Awareness, Education and Engagement Initiatives – File: 01-0550-30-0001/2025

Report: Senior Advisor, Legislative Services, June 18, 2025

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Senior Advisor, Legislative Services, dated June 18, 2025, entitled “General Local Elections – Election Sign Bylaw Amendments and Civic Awareness, Education and Engagement Initiatives”:

THAT “Election Sign Bylaw, 2018, No. 8643, Amendment Bylaw, 2025, No. 9117” be considered for readings;

THAT staff create an All Candidates Meeting Toolkit to help support non-partisan, not-for-profit resident associations and community groups organize such events;

THAT Council grants for All Candidates Meetings be discontinued;

Continued...

REPORT – Continued

11. General Local Elections – Election Sign Bylaw Amendments and Civic Awareness, Education and Engagement Initiatives – File: 01-0550-30-0001/2025 – Continued

THAT staff create a strategic communications and engagement plan for general local elections to help guide development and implementation of potential new civic awareness, education and engagement opportunities;

AND THAT staff report back to Council in the fourth quarter of 2025 with anticipated initiatives, communication strategies and costs for the 2026 General Local Election.

Moved by Mayor Buchanan, seconded by Councillor Girard

THAT the following clause be added to the resolution before the final active clause:

“THAT staff be directed to explore what elements of election regulations can be delegated to the Chief Election Officer / Corporate Officer versus what should be included in a bylaw and report back to Council;”

Amendment motion, **CARRIED UNANIMOUSLY**

Moved by Councillor Valente, seconded by Councillor Girard

THAT the following clause be substituted in the resolution for the first active clause regarding Bylaw No. 9117:

“THAT “Election Sign Bylaw, 2018, No. 8643, Amendment Bylaw, 2025, No. 9117” be referred back to staff to incorporate requested changes and report back to Council;”

Amendment motion, **CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor Valente

THAT the following clause be substituted in the resolution for the third active clause regarding All Candidates Meetings:

“THAT Council grants for All Candidates Meetings be continued;”

Discussion ensued and the following referral was introduced to substitute the second and third active clauses:

“THAT the component regarding All Candidates Meetings be referred back to staff for further research and report back to Council;”

Referral motion, **CARRIED UNANIMOUSLY**

Continued...

REPORT – Continued

11. General Local Elections – Election Sign Bylaw Amendments and Civic Awareness, Education and Engagement Initiatives – File: 01-0550-30-0001/2025 – Continued

PURSUANT to the report of the Senior Advisor, Legislative Services, dated June 18, 2025, entitled “General Local Elections – Election Sign Bylaw Amendments and Civic Awareness, Education and Engagement Initiatives”:

THAT “Election Sign Bylaw, 2018, No. 8643, Amendment Bylaw, 2025, No. 9117” be referred back to staff to incorporate requested changes and report back to Council;

THAT the component regarding All Candidates Meetings be referred back to staff for further research and report back to Council;

THAT staff create a strategic communications and engagement plan for general local elections to help guide development and implementation of potential new civic awareness, education and engagement opportunities;

THAT staff be directed to explore what elements of election regulations can be delegated to the Chief Election Officer / Corporate Officer versus what should be included in a bylaw and report back to Council;

AND THAT staff report back to Council in the fourth quarter of 2025 with anticipated initiatives, communication strategies and costs for the 2026 General Local Election.

Main motion, as amended, **CARRIED UNANIMOUSLY**

R2025-07-07/11

BYLAW – FIRST, SECOND AND THIRD READINGS

12. “Election Sign Bylaw, 2018, No. 8643, Amendment Bylaw, 2025, No. 9117”

Item 12 was removed from the agenda.

R2025-07-07/12

REPORTS

13. King Taps Lonsdale Ltd. – Application for Change to Liquor Service Hours
– File: 09-4320-50-0002/2025

Report: Manager, Business Services, June 18, 2025

Moved by Councillor Valente, seconded by Councillor Bell

PURSUANT to the report of the Manager, Business Services, dated June 18, 2025, entitled “King Taps Lonsdale Ltd. – Application for Change to Liquor Service Hours”:

Continued...

REPORTS – Continued

13. King Taps Lonsdale Ltd. – Application for Change to Liquor Service Hours
– File: 09-4320-50-0002/2025 – Continued

THAT the application for an extension to liquor service hours from the current 12:00 a.m. to the proposed 1:00 a.m. on Fridays and Saturdays for King Taps Lonsdale Ltd. located at Unit 141-123 Carrie Cates Court be supported on the basis that:

- the proposed change to liquor service hours will not result in the service area being operated in a manner that is contrary to the primary purpose of the business;
- the impact of noise on the community in the immediate vicinity of the establishment, in general, is expected to be minimal; and
- the proposed change to liquor service hours is consistent with the vision for the Lower Lonsdale neighbourhood;

AND THAT the City of North Vancouver opts out of the public consultation process to allow the Liquor and Cannabis Regulation Branch to conduct public consultation with respect to this application.

CARRIED UNANIMOUSLY

R2025-07-07/13

14. 2025 Round One Community Grant Recommendations – File: 05-1850-20-0005/2025

Report: Community Planner, July 7, 2025

Moved by Councillor Valente, seconded by Councillor Girard

PURSUANT to the report of the Community Planner, dated July 7, 2025, entitled “2025 Round One Community Grant Recommendations”:

THAT the 2025 Round One Community Grants be allocated to the following organizations, in the total amount of \$181,150, from the 2025 Community Grants budget:

| | |
|--|---------|
| A Loving Spoonful Meals Society - Operating | \$1,000 |
| Athletics for Kids Financial Assistance (B.C.) Society - Program - Sport4Life Grants | \$3,000 |
| Backpack Buddies (Community First Foundation Operating as Backpack Buddies) - Operating | \$1,000 |
| Backpack Buddies (Community First Foundation Operating as Backpack Buddies) - Program - Backpack Buddies | \$4,500 |
| BC Pets & Friends - Operating | \$3,000 |
| Better Environmentally Sound Transportation - Program- Eco-Voyage | \$1,000 |
| Big Sisters of BC Lower Mainland - Operating | \$1,500 |
| Big Sisters of BC Lower Mainland - Program - Big Sisters Mentoring | \$1,500 |

Continued...

REPORTS – Continued

14. 2025 Round One Community Grant Recommendations – File: 05-1850-20-0005/2025 – Continued

| | |
|---|----------|
| Big Sisters of BC Lower Mainland - Program - Study Buddy Mentoring | \$1,500 |
| Canadian Mental Health Assn. - North and West Vancouver Branch - Program - Counselling Services | \$9,000 |
| Carson Graham Secondary School - Program - Community Dinners and Conversation Classes | \$4,000 |
| Crisis Intervention & Suicide Prevention Centre of BC - Operating | \$5,000 |
| Family Services of the North Shore - Program - Baby Basics and Breastfeeding | \$10,000 |
| FENS2LIFE Association - Operating | \$1,000 |
| Food Link Society (formerly Immigrant Link Centre Society)- Operating | \$9,000 |
| Foundations for Social Change – Program – The New Leaf Expansion Project | \$8,500 |
| Greater Vancouver Youth Unlimited North Shore - Program - Mobile Youth Drop-In | \$8,000 |
| Greater Vancouver Law Students' Legal Advice Society – Program – Law Students' Legal Advice Program | \$2,000 |
| Highlands United Church - Program - Saturday Lunch Program | \$4,500 |
| Hollyburn Community Services Society - Operating | \$1,000 |
| Hollyburn Community Services Society - Program - Feeding Vulnerable Seniors | \$2,000 |
| Hollyburn Community Services Society - Program - Supporting Seniors to Remain Housed Program | \$2,500 |
| Hollyburn Community Services Society - Program - Victims Services Justice Dog Program | \$2,000 |
| Intellectual Disabilities Society North & West Vancouver (formerly North Shore ConneXions Society) - Operating | \$3,000 |
| Iranian Music Society of BC (IMSBC) - Program - Performing Music in North Vancouver Public Library | \$1,000 |
| KidSport North Shore - Program - KidSport North Shore Grants | \$5,000 |
| Lionsview Seniors' Planning Society - Operating | \$2,500 |
| Lionsview Seniors' Planning Society - Program - Services to Seniors Coalition | \$425 |
| Lionsview Seniors' Planning Society - Program - City of North Vancouver Seniors Action Table | \$625 |
| Liver Canada, BC Region (formerly Canadian Liver Foundation, BC/Yukon Region) - Program - 2025 LIVERight Forum | \$500 |
| Living Systems: Family Systems Counselling, Education, Training & Research Society - Program - Parenting & Marriage Counselling | \$3,000 |
| Lookout Housing and Health Society - Operating | \$5,000 |

Continued...

REPORTS – Continued

14. 2025 Round One Community Grant Recommendations – File: 05-1850-20-0005/2025 – Continued

| | |
|---|---------|
| Lumara Grief & Bereavement Care Society (formerly Camp Kerry Society) - Program - Family Grief and Bereavement Care | \$2,500 |
| NS Fruit Tree Project Society - Operating | \$500 |
| North Shore Disability Resource Centre (NSDRC) - Program - Information & Advocacy | \$3,500 |
| North Shore Keep Well Society - Operating | \$2,000 |
| North Shore Multicultural Society (dba Impact North Shore) - Operating | \$3,000 |
| North Shore Multicultural Society (dba Impact North Shore) - Program - Anti-Racism Programming | \$1,000 |
| North Shore Multicultural Society (dba Impact North Shore) - Program - Community Bridging | \$4,000 |
| North Shore Polish Association Belweder - Operating | \$1,500 |
| North Shore Safety Council - Operating | \$3,000 |
| North Shore Stroke Recovery Centre - Operating | \$5,000 |
| North Shore Table Tennis Society - Program - Youth Table Tennis | \$1,500 |
| North Shore Table Tennis Society - Program - Table Tennis for Brain Health | \$1,500 |
| North Shore Table Tennis Society - Program - Happy Hands Adopted Table Tennis | \$1,500 |
| North Shore Women's Centre Society - Program - 'Flip The Script with Enhanced Assess, Acknowledge, Act (EAAA)' - Sexual Violence Prevention in High Schools | \$2,500 |
| North Shore Women's Centre Society - Program - NS Violence Against Women in Relationships (VAWIR) Coordinating Committee | \$4,000 |
| North Shore Women's Centre Society - Program - Separation Support Group Program | \$3,000 |
| North Vancouver Community Arts Council -Program - Equity, Inclusion and Access Project | \$1,000 |
| Orchid Club for Taiwanese Woman in the North Shore - Program - Sing-Along Where We Belong | \$600 |
| Parkgate Community Services Society - Program- "Good Grief" Youth Bereavement Peer Support | \$2,000 |
| Quest Outreach Society - Operating | \$2,500 |
| Quest Outreach Society - Program - Food Recovery & Redistribution | \$5,000 |
| Special Olympics British Columbia Society - North Shore - Operating | \$2,500 |
| Special Olympics British Columbia Society- North Shore - Program - SOBC North Shore Sports | \$2,500 |
| Spinal Cord Injury BC - Program - Peer Support | \$2,500 |

Continued...

REPORTS – Continued

14. 2025 Round One Community Grant Recommendations – File: 05-1850-20-0005/2025
– Continued

| | |
|---|------------------|
| St. Andrew's United Church - Program - St. Andrew's Community Lunch | \$5,500 |
| United Girls of the World - Program - Empowerment Camp | \$2,000 |
| Vancouver Adaptive Snow Sports (VASS) - Operating | \$3,000 |
| Vancouver Adaptive Snow Sports (VASS) - Program - Adaptive Learn to Ski | \$1,500 |
| Variety - The Children's Charity of BC - Program - Private Assessments for Low-Income North Vancouver | \$3,000 |
| Total | \$181,150 |

AND THAT the following organizations be notified that their application for a 2025 Community Grant will not be funded:

| |
|---|
| BC International Seniors' Society - Operating |
| BC International Seniors' Society - Program - Senior Peer Support Program |
| Iranian Laughter Club - Operating |
| Iranian Laughter Club - Program - Train The Trainer |
| Iranian Laughter Club - Program - Laughter for Kids |
| Iranian Laughter Club - Program - Laughter for Seniors |
| Iranian Laughter Club - Program - Laughter Awareness Support Group |
| North Shore Polish Association Belweder - Program - Canadian Polish Active Club - Seniors Club for People 55+ |
| Iranian Music Society of BC (IMSBC) - Operating |
| Orchid Club for Taiwanese Woman in the North Shore - Program - Azalea Viewing Tour Mother's Gathering |
| Orchid Club for Taiwanese Woman in the North Shore - Program - Mid-Autumn Festival Workshop and Tea Party |

CARRIED UNANIMOUSLY

R2025-07-07/14

15. 2025 Appropriation #2 – File: 05-1705-30-0019/2025

Report: Chief Financial Officer, June 18, 2025

Moved by Councillor Valente, seconded by Councillor Back

PURSUANT to the report of the Chief Financial Officer, dated June 18, 2025, entitled “2025 Appropriation #2”:

THAT (Funding Appropriation #2516) an amount of \$200,000 be appropriated from the General Capital Reserve for the purpose of funding the 2025-2029 Capital Plan;

AND THAT should any of the amount remain unexpended as at December 31, 2028, the unexpended balance shall be returned to the credit of the respective reserve.

CARRIED UNANIMOUSLY

R2025-07-07/15

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor Back, seconded by Councillor Valente

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(e) [land matter], 90(1)(j) [information privacy], 90(1)(l) [annual report] and 90(2)(b) [intergovernmental relations].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed Session, at 9:32 pm and reconvened at 9:43 pm with the same Council members present.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

Moved by Councillor Back, seconded by Councillor Valente

THAT the actions directed regarding the following items from the Committee of the Whole (Closed Session) of July 7, 2025, be ratified:

16. North Shore Disaster and Climate Risk and Resilience Assessment and North Shore Disaster Risk Profile (Storymap) – File: 14-7010-01-0001/2025

Report: Director, North Shore Emergency Management, June 18, 2025

PURSUANT to the report of the Director, North Shore Emergency Management, dated June 18, 2025, entitled “North Shore Disaster and Climate Risk and Resilience Assessment and North Shore Disaster Risk Profile (Storymap)”:

THAT the North Shore Disaster and Climate Risk and Resilience Assessment and North Shore Disaster Risk Profile (Storymap) be received for information;

AND THAT the resolution, the North Shore Disaster and Climate Risk and Resilience Assessment, and the North Shore Disaster Risk Profile (Storymap), be released on July 9, 2025 and the report of the Director, North Shore Emergency Management, dated June 18, 2025, entitled “North Shore Disaster and Climate Risk and Resilience Assessment and North Shore Disaster Risk Profile (Storymap)”, remain in the Closed session.

R2025-07-07/16

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

17. Information Privacy / Intergovernmental Relations – File: 11-5280-10-0001/2025

Report: Environmental Coordinator, June 18, 2025

PURSUANT to the report of the Environmental Coordinator, dated June 18, 2025, regarding information privacy and intergovernmental relations:

THAT the wording of the resolution and the report of the Environmental Coordinator, dated June 18, 2025, remain in the Closed session.

R2025-07-07/17

18. Land Matter – File: 16-8330-10-0003/1

Report: Deputy Director, Transportation, June 18, 2025

PURSUANT to the report of the Deputy Director, Transportation, dated June 18, 2025, regarding a land matter:

THAT the wording of the resolution and the report of the Deputy Director, Transportation, dated June 18, 2025, remain in the Closed session.

R2025-07-07/18

19. Land Matter – File: 02-0890-20-0014/1

Report: Director, Real Estate, Facilities and Economic Development, June 18, 2025

PURSUANT to the report of the Director, Real Estate, Facilities and Economic Development, dated June 18, 2025, regarding a land matter:

THAT the wording of the resolution and the report of the Director, Real Estate, Facilities and Economic Development, dated June 18, 2025, remain in the Closed session.

R2025-07-07/19

20. Funding Agreement for Cloverley Childcare – File: 10-4750-01-0001/2025

Report: Manager, Real Estate, and Director, Real Estate, Facilities and Economic Development, May 29, 2025

PURSUANT to the report of the Manager, Real Estate, and the Director, Real Estate, Facilities and Economic Development, dated May 29, 2025, entitled “Funding Agreement for Cloverley Childcare”:

THAT, further to the 2021 Memorandum of Understanding entered into between the City of North Vancouver and the Board of Education, North Vancouver School District No. 44 (NVSD) and Council’s prior approval of the \$3.5 million appropriation for the City’s capital contribution towards the provision of a new childcare facility at the Cloverley School site, Council authorize the City of North Vancouver to enter into a formal funding agreement with NVSD, for the provision of the \$3.5 million contribution towards the new childcare facility at the Cloverley School site;

Continued...

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

20. Funding Agreement for Cloverley Childcare – File: 10-4750-01-0001/2025
– Continued

THAT the prior execution of the funding agreement by the Mayor and Corporate Officer be authorized and ratified to give effect to this motion and that notice of Council's approval be provided to the NVSD;

AND THAT the resolution be released and the report of the Manager, Real Estate, and the Director, Real Estate, Facilities and Economic Development, dated May 29, 2025, entitled "Funding Agreement for Cloverley Childcare", remain in the Closed session.

R2025-07-07/20

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Bell, seconded by Councillor Back

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 9:44 pm.

"Certified Correct by the Corporate Officer"

CORPORATE OFFICER

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8939

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. 8939**” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758).
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-758 (Comprehensive Development 758 Zone):

| Lots | Block | D.L. | Plan | |
|-------------|--------------|-------------|-------------|-----------|
| A of 10 | 206 | 545 | 17051 | from RM-1 |

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-757 Comprehensive Development 757 Zone”:

“CD-758 Comprehensive Development 758 Zone”

- B. Adding the following to Section 1101, thereof, after the “CD-757 Comprehensive Development 757 Zone”:

“CD-758 Comprehensive Development 758 Zone”

In the CD-758 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 RM-1 Zone, except that:

- (1) One Principal Buildings shall be permitted on one Lot;

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

- (a) Rental Apartment Residential Use:

- i. Accessory Home Occupation Use, subject to Sections 507(6), (7) and (8) of this Bylaw;
- ii. Accessory Off-Street Parking Use;
- iii. Accessory Home Office Use;

- (3) Gross Floor Area:

- (a) Combined and in total, shall not exceed 1.6 times the Lot Area;

- (b) Maximum Gross Floor Area may be further increased to a maximum of 2.6 times the Lot Area, upon entering into a Housing Agreement with the City:

| BASE DENSITY | | | |
|-----------------------------|--|----------------------------|------------------|
| OCP Schedule 'A' | | 1.6 FSR | |
| ADDITIONAL (BONUS) DENSITY | | | |
| ADDITIONAL DENSITY CATEGORY | DESCRIPTION | ADDITIONAL (BONUS) DENSITY | POLICY REFERENCE |
| Secured Rental Housing | 100% rental housing; 10% mid-market rental units | 0.7 FSR | OCP section 2.2 |
| TOTAL DENSITY | | 2.3 FSR | |

- (4) Lot Coverage of Principal Building shall not exceed a maximum of 94 percent;
- (5) Height of Principal Building shall not exceed five storeys and 16 metres (52.5 feet) as measured from average Building Grade of north Lot Line;
- (6) Siting:
- (a) Principal Building shall be sited a minimum:
- 6.32 metres (20.7 feet) from Front and Rear Lot Line;
 - 4.58 metres (15.0 feet) from east Side Lot Line;
 - 4.00 metres (13.1 feet) from west Side Lot Line;
- (b) Section 410(3) "Siting Exceptions" is varied to permit:
- Canopies to project up to 1.14 metres (3.8 feet) from Front (south) Lot Line;
 - Unenclosed balconies to project up to 4.42 metres (14.5 feet) from Front and Rear Lot Lines;
 - Stairwell to project up to 2.50 metres (8.2 feet) from west Side Lot Line;
 - Portions of Cellar that are above grade, including outdoor structures directly above the Cellar, to be setback 0 metres from a Lot Line;
- (7) Section 510(2) "Unit Separation" be waived;

(8) Section 510(3) "Building Width and Length" be waived.

READ a first time on the 20th day of June, 2022.

READ a second time on the 20th day of June, 2022.

READ a third time on the 21st day of November, 2022.

APPROVED pursuant to section 52(3)(a) of the *Transportation Act* on the 22nd day of November, 2022.

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

MAYOR

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8940

A Bylaw to enter into a Housing Agreement (144 West 21st 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, 2022, No. 8940**” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758, Rental Housing Commitments).
2. The Council hereby authorizes the agreement substantially in the form attached to this bylaw between The Corporation of the City of North Vancouver and Confide Enterprises Inc. with respect to the lands referenced as 144 West 21st Street, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8939” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758).
3. The Mayor and Corporate Officer are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time on the 20th day of June, 2022.

READ a second time on the 20th day of June, 2022.

READ a third time on the 21st day of November, 2022.

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

MAYOR

CORPORATE OFFICER

PART 2 – TERMS OF INSTRUMENT

RENTAL HOUSING AGREEMENT AND SECTION 219 COVENANT

THIS AGREEMENT dated for reference the _____ day of _____, 20____.

BETWEEN:

CONFIDE ENTERPRISES LTD.,
517 - 1177 Hastings Street West,
Vancouver, British Columbia,
V6E 2K3

(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 14th 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 *Community Charter*, SBC 2003, c. 26.
- C. Section 219 of the *Land Title Act*, RSBC 1996, c. 250 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 enacted 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) **“Affordable Rent”** means with respect to each Mid-Market Rental Unit a rent payment amount equal to 10% below the “Private Apartment Average Rents” for the corresponding bedroom type in the City of North Vancouver as established by CMHC’s Housing Market Information Portal for the year the tenancy is entered into;
- (c) **“Agreement”** means this agreement as amended from time to time;
- (d) **“Commencement Date”** has the meaning set out in section 2.1 herein;
- (e) **“Council”** means the municipal council for the City of North Vancouver;
- (f) **“CMHC”** means Canada Mortgage and Housing Corporation;
- (g) **“Director of Planning”** means the chief administrator of the Department of Planning of the City and his or her successors in function and their respective nominees;
- (h) **“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;
- (i) **“Lands”** means those lands and premises legally described as:

Parcel Identifier: 004-343-638
Lot A-10
Block 206
District Lot 545
Plan 17051;
- (j) **“Mid-Market Rental Units”** means the 7 Dwelling Units in the Residential Building to be constructed on the Lands that are rented to tenants for Affordable Rent;
- (k) **“Market Rental Units”** means all Dwelling Units in the Residential Building other than the Mid-Market Rental Units;
- (l) **“Maximum Household Income”** means an annual gross household income determined by multiplying Affordable Rent by 12 to yield the households’ annual housing costs, and divided by 30% (0.30) to meet the standard definition of affordability.
- (m) **“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 the tenant;
- (n) **“Rental Units”** means the Market Rental Units and the Mid-Market Rental Units;

- (o) **“Residential Building”** means the five-storey building to be constructed on the Lands to be used for Rental Purposes with 73 Dwelling Units;
- (p) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78;
- (q) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8939”;
- (r) **“Section 219 Covenant”** means a covenant pursuant to Section 219 of the *Land Title Act*;
- (s) **“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 Unit; and
- (t) **“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, 2022, No. 8940” (Confide Enterprises Inc. / Ankenman Marchand Architects, 144 West 21st Street, CD-758, 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 Residential Building provided the Residential Building 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*, RSBC 1996, c. 250 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 shall be used and built on only in strict compliance with the terms and conditions of this Agreement and that:
 - (a) the Lands shall not be subdivided or stratified;
 - (b) the Rental Units in the Residential Building shall be used for Rental Purposes only; and
 - (c) no Rental Unit in the Residential Building shall 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 Residential Building shall be developed, built, and maintained in accordance with all City bylaws, regulations and guidelines as amended from time to time.

- 3.3 Pursuant to section 219(6) of the *Land Title Act*, RSBC 1996, c. 250 except for the negligence 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, negligent or otherwise, 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.

4. TENANCY RESTRICTIONS

- 4.1 The unit mix for Rental Units in the Residential Building shall be no fewer than 8 units of three or more bedrooms, 11 two-bedroom units and 54 one-bedroom units, or as otherwise approved in writing by the Director of Planning in his or her discretion.
- 4.2 The 7 Mid-Market Rental Units shall be provided in the following unit mix: 5 one-bedroom units, 1 two-bedroom unit, and 1 three-bedroom unit. The Owner may only change this mix with the approval in writing by the Director of Planning with such approval to be granted in his or her discretion. The Owner shall be entitled to determine the locations of the 7 Mid-Market Rental Units within the Residential Building.
- 4.3 The Owner shall enter into a minimum 1 year Tenancy Agreement for each of the Mid-Market Rental Units which will convert to a month to month tenancy at the end of the 1 year term. If such a tenancy is ended prior to the end of the Term, the Owner must rent the Mid-Market Rental Unit at Affordable Rent. For greater certainty, at the end of each tenancy, the Mid-Market Rental Unit will continue to be rented as a Mid-Market Rental Unit at Affordable Rent, which obligation will be ongoing at all times during the 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 Units, including the Mid-Market Rental Units, will be borne by the Owner or its designated rental agent, unless otherwise approved by the City in writing;
 - (b) Advertisement: when the Mid-Market Rental Units first become available, the Owner will advertise such units for a minimum of one month on at least two common rental property search platforms that allow potential tenants to view available properties for rent in North Vancouver without payment of a fee or requirement for registration, and the Owner will feature the tenure restrictions set out in this Agreement prominently in all advertising of Mid-Market Rental Units;

- (c) Tenant Selection: the Owner will make the Mid-Market Rental Units available in the following order of priority:
- (i) Tenants from the existing rental building on the Lands will be provided first right of refusal in the Mid-Market Rental Units, regardless of income, and have first priority, provided that if there are multiple applicants in this category for one unit, then applicant families with one or more dependents will have priority for units with two or more bedrooms and if applicants are equal in this regard, then applications will be considered on a first come-first-served basis;
 - (ii) The Owner will then make any remaining Mid-Market Rental Units not rented by tenants from the existing building on the Lands available to tenants with an annual household income at or below that the Maximum Household Income who are either current residents of the City of North Vancouver or who work in the City of North Vancouver and have done so for at least six months, provided that if there are multiple applicants in this category for one unit, then applicant families with one or more dependents will have priority for units with two or more bedrooms and if applicants are equal in this regard, then applications will be considered on a first come-first-served basis;
 - (iii) If there are any remaining Mid-Market Rental Units not rented by tenants who meet the criteria in Sections 5.1(d)(i) or (ii) after the expiry of the one-month advertising period, then the Owner will make such units available to tenants who meet the Maximum Household Income requirement; and
 - (iv) In determining whether a tenant meets the Maximum Household Income requirements, the Owner or its rental agent, so long as it acts honestly and in good faith, is entitled to rely on all information provided by the prospective tenant and the Owner will have no liability if the prospective tenant intentionally or unintentionally provides any incorrect information. The Owner is under no obligation to monitor or update the financial circumstances of the tenant once the lease is signed.
- (d) Rent Amount and Permitted Increases: Affordable Rent for Mid-Market Rental Units is to be determined at the time of tenancy. Rent amounts may be subsequently increased by the permitted annual rent increase then set under the RT Act.
- (e) Compliance with applicable laws: without restricting the foregoing, the Owner will 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;
- (f) Performance: the Owner will perform its obligations under this Agreement diligently and in good faith; and
- (g) Evidence of compliance: provided that the same can be done without breaching the *Personal Information Protection Act* (as amended from time to time) the Owner will, at Business License renewal on an annual basis, 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. The Notice must specify the nature of the default. The Owner must act with diligence to correct the default within the time specified.
- 6.2 If the default is not corrected within the time specified, the Owner will pay to the City on demand by the City 200 percent of the difference between current market rent, as determined by a third-party appraiser, and Affordable Rent for each Mid-Market Rental Unit in default for the default year to the end of the Term of the Agreement. The monies collected from default will be deposited to the City's Affordable Housing Reserve Fund.
- 6.3 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.
- 6.4 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.
- 6.5 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.
- 6.6 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.
- 6.7 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 Except for the negligence 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; and
 - (b) 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. 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 Units and the Limited Common Property; 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 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.
- 8.6 The Owner will, at its expense, do or cause to be done all acts reasonably necessary to ensure 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.
- 8.7 The City and the Owner each intend by execution and delivery of this Agreement to create both a contract and a deed under seal.
- 8.8 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.
- 8.9 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.
- 8.10 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.
- 8.11 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 14th Street
North Vancouver, British Columbia
V7M 1H9
Attention: Director, Planning
Facsimile: 604.985.0576

The Owner: Confide Enterprises Ltd.,
517 - 1177 Hastings Street West,
Vancouver, British Columbia,
V6E 2K3

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 first business day after 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.

- 8.12 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.
- 8.13 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" 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, 2022, No. 8940".
- 9.7 This Agreement is to be governed by and construed and enforced in accordance with the laws of British Columbia.
- 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" or "Form D – Executions Continued" attached hereto.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9066

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, 2024, No. 9066” (Inspired Architecture Inc., 648 West 14th Street, CD-767).**
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lands currently having a civic address of 648 West 14th Street and legally described below as henceforth being transferred, added to and forming part of CD-767 (Comprehensive Development 767 Zone):

| | |
|------------------|--|
| PID: 008-768-129 | LOT E BLOCK 44 DISTRICT LOT 271 PLAN 12953 |
|------------------|--|

from zone RS-1.

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 Comprehensive Development Zone to Part 11 in numerical order:

“CD-767 Comprehensive Development 767 Zone” (648 West 14th Street)

In the CD-767 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 RT-1 Zone, except that:

- (1) The permitted Uses on the Lot shall include:
 - One Principal Building containing a maximum of three Principal Dwelling Units and,
 - Three Accessory Dwelling Units subject to Section 507(14);
- (2) The combined Lot Coverage for Principal Building and Accessory Building together shall not exceed 45% of the lot area;
- (3) The maximum Gross Floor Area be limited to 0.5 Floor Space Ratio;

- (4) The total floor area for all Accessory Buildings on the Lot shall not exceed 83.6 square meters (900 square feet).

READ a first time on the 7th day of October, 2024.

READ a second time on the 7th day of October, 2024.

READ a third time on the 7th day of October, 2024.

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

MAYOR

ACTING CORPORATE OFFICER

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9088

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

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

1. This Bylaw shall be known and cited for all purposes as “**Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088**” (Curb Access and Parking Plan Policy Changes).
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:
 - A. In Part 3 – Definitions, section 302:
 - (1) By deleting the definition of “Resident Exempt Zone” and replacing it with the following definition, in alphabetical order:

“Resident Exempt Parking Permit Area” means an area on a Roadway in which Resident Exempt Parking Permit Spaces are designated in accordance with the Resident and Visitor Parking Policy.
 - (2) By replacing “Resident Exempt Zone” with “Resident Exempt Parking Permit Area” wherever it appears in the Bylaw.
 - (3) By adding the following definitions in alphabetical order:

“Metered Space” means any lawful Parking Space on a Street where Parking Meters regulate the use of such space.

“Pay Parking Zone” means an area of Street in which Metered Spaces are established by Parking Meters, including time-limited pay parking and pay parking except with permit.

“Peak Daytime Curbside Occupancy Rate” is the ratio of the number of occupied Metered Spaces in a Pay Parking Zone during the hours of 9:00 am to 6:00 pm to the total number of Metered Spaces in a Pay Parking Zone, expressed as a percentage that is calculated based on all data collected by the City within a 30 day period.

“Peak Evening Curbside Occupancy Rate” is the ratio of the number of occupied Metered Spaces in a Pay Parking Zone during the hours of 6:00 pm to 9:00 pm to the total number of Metered Spaces in a Pay Parking Zone, expressed as a percentage that is calculated based on data collected by the City within a 30-day period.

“Resident Exempt Parking Permit Space” means a section of the Roadway indicated by Traffic Control Devices that exempts resident parking permit holders from time limits for up to 72 hours.

B. In Part 5 – Parking and Stopping Vehicles:

- (1) In section 506, by deleting “4,500 kg” and replacing it with “5,500 kg”;
- (2) By deleting section 510.2 in its entirety and replacing it with the following:

“The City Engineer is hereby authorized to grant an exemption from the parking time restrictions in a Resident Exempt Parking Permit Area for up to 72 hours to:

- (a) a person who holds a valid permit issued in accordance with the Resident and Visitor Parking Policy and pays a permit fee as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”, and
 - (b) a Shared Vehicle Organization which applies for such an exemption and pays an annual application fee as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000” per shared vehicle in the Shared Vehicle Organizations’ fleet of Shared Vehicles.”
- (3) By deleting section 520.2 in its entirety and replacing it with the following:

“Except for Accessible Passenger Directed Vehicles, a Transportation Network Services provider must not cause, allow, or permit any Passenger Directed Vehicles being operated under the licence issued to them under the *Passenger Transportation Act* to stop to pick up or drop off any passengers on any Highway within the City of North Vancouver between the hours of 7:00 a.m. and 9:00 p.m. unless they hold a valid Congestion and Curbside Management Permit, in which case the Passenger Directed Vehicles may stop at any place where stopping is permitted at such times for the purposes of picking up or dropping off passengers.”

C. In Part 13 – Parking Meters:

- (1) By deleting section 1301 in its entirety and replacing it with the following:

“1301 Authorization

It shall be lawful for the Council by Resolution from time to time to designate Streets or portions thereof where Metered Spaces may be installed, and to install such Parking Meters.”

- (2) By deleting section 1304.4 in its entirety and replacing it with the following:

“No vehicle shall be parked in a Metered Space on which Parking Meters are installed except in compliance with the provisions of this Bylaw.”

- (3) After section 1307, by adding new sections 1308, 1309 and 1310 as follows:

“1308 Meter Rates

- .1 The initial metered rates for all parking spaces in an existing Pay Parking Zone shall, prior to adjustment in accordance with this section 1308, be the

rate shown for that Pay Parking Zone as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”.

- .2 Every new Parking Meter installed in a Pay Parking Zone shall be subject to same rate at the time of installment as the present rate imposed set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000” for the closest Parking Meter already operating when installment began.
- .3 If the Peak Daytime Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone exceeds 85% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be increased as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”.
- .4 If Peak Daytime Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone is less than 60% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be decreased as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”.
- .5 If the Peak Evening Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone exceeds 85% in a calendar year, then the fee between 6 PM and 9 PM for the subsequent calendar year shall be increased as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”.
- .6 If the Peak Evening Curbside Occupancy Rate for Metered Spaces in a Pay Parking Zone is less than 60% in a calendar year, then the fee between 6 PM and 9 PM for the subsequent calendar year shall be decreased as set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000”.

1309 Exemptions

- .1 The following vehicles are exempt from the provisions of Section 1308 of this Bylaw:
 - (a) Shared vehicles belonging to a Shared Vehicle Organization that are parked in a Pay Parking Zone by a member at the end of their rental period, provided that the Shared Vehicle Organization has an agreement with the City Engineer to pay:
 - i. for Zero-emission Vehicles, 5% of the Parking Meter fees for parking time that is less than the parking time limit,
 - ii. for vehicles that are not Zero-emission Vehicles, 65% of the Parking Meter fees for parking time that is less than the parking time limit, and,
 - iii. 100% of the Parking Meter fees for parking time that exceeds the parking time limit.

The Shared Vehicle may remain parked in the Metered Space, without time limit, as long as it is not in contravention of any other stopping or parking regulations.

1310 Lost Revenue

Where a Special Parking Permit Zone, Temporary Street Occupancy Zone, or Film Zone occupy Metered Spaces, the permit holder must pay for all lost Metered Space revenue, at the rates set out in Schedule “H” of the “Fees and Charges Bylaw, 2024, No. 9000.”

READ a first time on the 14th day of April, 2025.

READ a second time on the 14th day of April, 2025.

READ a third time on the 14th day of April, 2025.

RESCINDED third reading on the 9th day of June, 2025.

READ a third time, as amended, on the 9th day of June, 2025.

ADOPTED on the <> day of <>, 2025.

MAYOR

CORPORATE OFFICER

Cypress Gardens

Cypress Gardens Redevelopment Vision Proposal to Council Delegation of the City of North Vancouver

**Presented by: Cypress Gardens Owner/Resident Committee
July 14, 2025**

Cypress Gardens Redevelopment Vision

AGENDA

1. Introduction & Purpose
2. Property & Community Context
3. Unique Ownership & Housing Challenges
4. Our Request to Council

Cypress Gardens Redevelopment Vision

Introduction & Purpose

Who we are:

- We are Cypress Gardens Owner/Resident Committee representing the ownership group of the property.

What we are doing:

- We are requesting that Council direct Planning staff to work with the Committee to explore zoning and bylaw amendments to support the redevelopment of Cypress Gardens

What are our Goals:

- Our goal is to Increase land value for over 100 individual owners, ensure meaningful tenant protections for the 75 residents who rent , and enable sustainable, inclusive redevelopment that makes use of existing infrastructure

Cypress Gardens Redevelopment Vision

Property & Community Context

- Cypress Gardens: 9.5 acres, 177 units (113 townhomes, 64 apartments), common-law strata with undivided ownership (single PID)
- Adjacent to Westview Shopping Centre (~5 acres) *15 acres total between the sites
- Transit access:
 - Highlands/Delbrook route – connects to Downtown Vancouver via Lions Gate Bridge and to the Lonsdale/SeaBus transit hub
 - Queens route – connects to Central Lonsdale, Edgemont Village, Grouse Mountain, Moodyville, and Phibbs Exchange
- Nearby community amenities include:
 - Westview Shopping Centre, schools (Larson Elementary, Carson Graham Secondary)
 - Mahon Park, Mosquito Creek Park, Confederation Park, North Shore Spirit Trail
 - Delbrook Rec Centre, Harry Jerome Rec Centre (under redevelopment)
 - Public libraries, health services, and Highway 1 access
- Cypress Gardens has been the focus of three redevelopment attempts in the last 15 years. In each case, ownership did not sufficiently support the developers' vision of increased density—often negotiated with the City's Planning Department. It may now be time for the owners and tenants, who will ultimately be most impacted, to share their lived experience and vision of what makes a successful, family-oriented community.

Cypress Gardens Redevelopment Vision

Ownership & Housing Challenges

- Cypress Gardens was formed in 1995 under a legal workaround that avoided full strata requirements
- Shared, undivided ownership with one PID prevents access to key supports:
 - i. No individual PIDs, disqualifying residents from First-Time Buyer and homeowner grants, senior tax deferments
 - ii. No BC Financial Services Authority protections
 - iii. Traditional lenders require high down payments (often 35%) for purchases due to atypical structure
 - iv. Older infrastructure combined with owners who cannot access long-term financing for essential repairs (e.g. \$5–10 million needed for roofing and dry rot remediation)
 - v. Difficult for developers & owners to give clear commitments due to unknown purchase process results
- Despite these limitations, the site has served as a natural haven of affordability for families on the North Shore

Cypress Gardens Redevelopment Vision

Our Request to Council

- That Council direct City Planning staff to:
 - Collaborate with the Cypress Gardens Owner/Resident Committee on zoning bylaw amendments to increase allowable FSR (Floor Space Ratio)
 - Develop tenant protection measures enabled through Bill 16
 - Recognize Cypress Gardens and Westview Shopping Centre as a phased, mixed-use redevelopment opportunity
- Support a community-driven planning process that delivers:
 - Viable redevelopment for owners
 - Secure, long-term affordable housing and protections for tenants
 - Family-oriented housing, integrated greenways, and enhanced access to transit and amenities

Cypress Gardens Redevelopment Vision

Thank you for taking the time to listen to our presentation.

We are happy to answer any questions you may have.

Sincerely,

Cypress Gardens Resident Committee

May 22, 2025

Corporate Officer
Legislative Services Division
City of North Vancouver
141 West 14th Street
North Vancouver, BC V7M 1H9

Reviewed by CAO LM

Dear Ms. Cifarelli:

As Corporate Officer for the City of North Vancouver, it is my understanding that you are the appropriate contact for coordinating and scheduling delegations wishing to present to CNV Council.

The Cypress Gardens Board of Directors is supporting owners and residents in the formation of a Cypress Gardens OCP Owner/Resident Engagement Committee.

We would like to request an opportunity to appear as a delegation before the Council to present on behalf of our community. We understand that there may be a waitlist for delegation slots, and we are reaching out early to better understand the process, available timelines, and any necessary steps to ensure we can participate in a timely and meaningful way.

About Cypress Gardens:

Cypress Gardens is a long-established residential community located adjacent to Westview Shopping Centre. The complex is bordered by Westview Drive to the east, Thain Creek to the west and north, and the shopping plaza to the south. The property spans 9.5 acres and includes 114 townhomes and 63 apartment units. Originally built in the early 1960s as rental housing, the site was converted in the 1990s into what is known as a common-law strata arrangement.

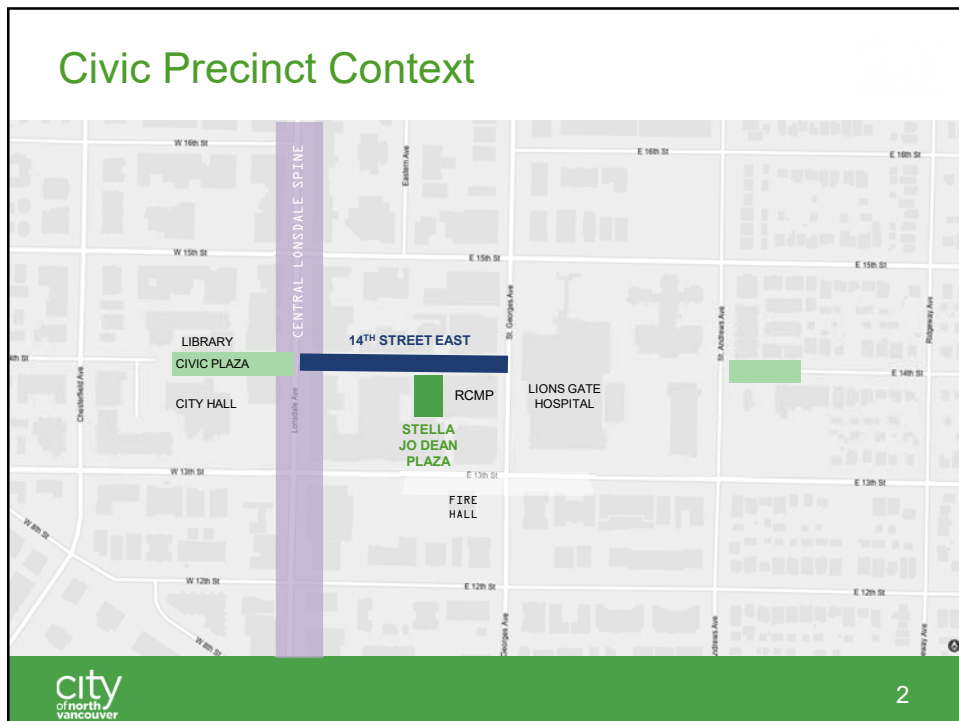
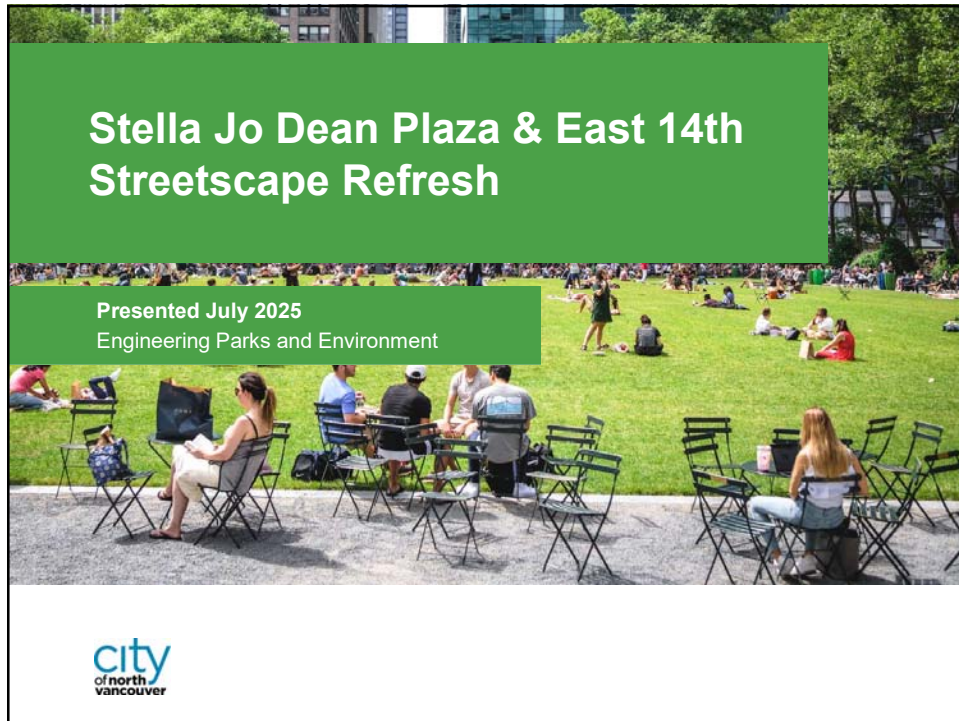
We would greatly value the opportunity to share our unique perspective—particularly as it relates to housing density, typology, infrastructure renewal, and tenant protections.

We appreciate any guidance or documentation you can provide regarding the delegation process and scheduling requirements.

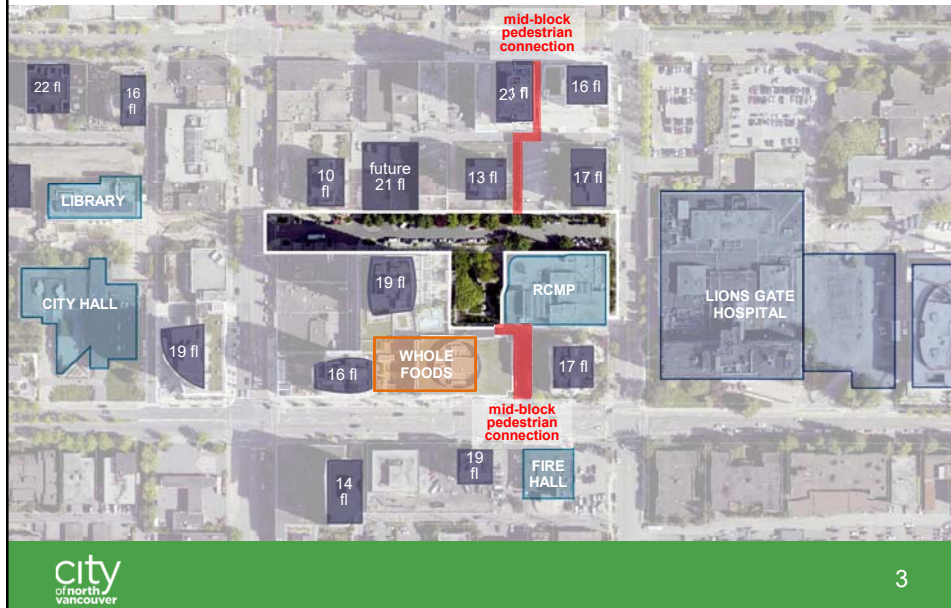
Kind regards,

David Brun
Treasurer, Board of Directors, Cypress Gardens (CGT)
Co-Chair, Cypress Gardens OCP Engagement Committee

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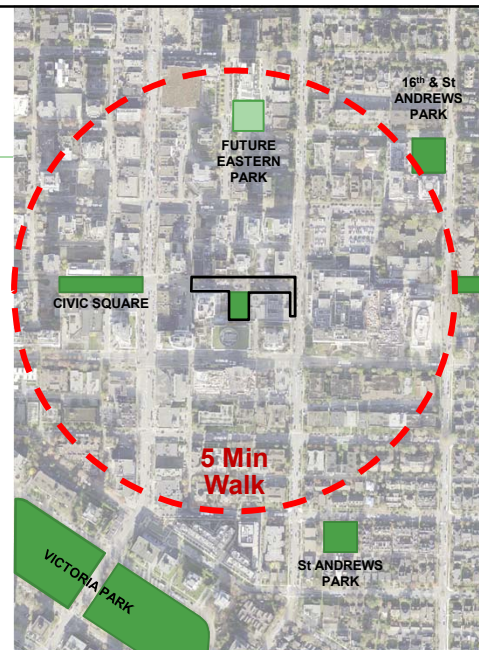
Immediate Neighbourhood has seen Significant Development & Population Growth



3


Central Lonsdale Population Growth Park & Public Space Access

- **Population growth in last 30 years** within 5 min walk: **approx. 5000 additional residents**
- **Closest Park or Public Open Space:**
 - Civic Plaza: 1.5 min walk/roll
 - 16th and St. Andrews Park: 5 min walk/roll
 - Future Eastern Ave Park: 5 min walk/roll
 - St. Andrews Park: 6 min walk/roll
 - Victoria Park: 7 min walk/roll




4

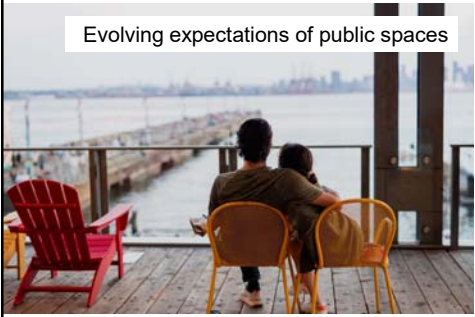
Why:



Changing context and park needs




Aesthetics need enhancement



Evolving expectations of public spaces

How:

- **Moveable seating**
- **Enhanced planting**
- **Pet relief areas**


5

Evolving expectations how public spaces work for people

People like to adjust their space:

- sit alone
- sit in groups
- sit in the sun/shade
- dining/working on devices





6

Dog-Friendly Interventions + Planting Enhancements



Next steps

Q3-Q4 2025




- Replace fixed benches with movable tables and chairs
- Irrigation repair
- Soil and planting replacement
- Installation of pet relief areas





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

The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING PARKS & ENVIRONMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Jasmeen Bains, Park Planner

Subject: STELLA JO DEAN PLAZA AND EAST 14th STREETScape REFRESH

Date: June 25, 2025 File No: 12-6120-0-0001/2025

SUMMARY

This report provides Council an overview of the upcoming improvements to Stella Jo Dean Plaza and the adjacent 100 Block of 14th Street East (between Lonsdale and St. Georges Avenues).

BACKGROUND

Stella Jo Dean Plaza and the adjacent block of East 14th Street are part of the Civic Precinct that includes the Gerry Brewer Building, City Hall, Civic Square and Library. Much has changed since the plaza and adjacent 100 block East 14th Street streetscape was opened in 1997, including increased population and use of the plaza, shading from tree growth and adjacent tower developments with N-S pedestrian linkages and increased use of the plaza and streetscape by pets and their owners.

Given changing public expectations of public space, the age of the infrastructure and impacts to plantings there is an opportunity to improve the aesthetics and function of the plaza and streetscape.

DISCUSSION

Over the past two decades expectations for how public space serves people's needs has evolved. As demonstrated by Civic Plaza and The Shipyards, public spaces now play a vital role as "third spaces"— environments where people can shape their own experiences and engage in a variety of activities, with movable furniture, access to shade or sun, and passive activations like toy boxes.

Currently Stella Jo Dean Plaza offers a static experience, with fixed benches and little opportunity for social engagement. To address this issue staff are proposing to remove

the fixed benches and replace them with moveable chairs and tables. This will allow plaza users to arrange seating that suits their needs e.g. sit in groups, sit in the shade, sit alone or sit in the sun, and use tables for food and beverages, working on electronic devices, etc.

Additionally plantings in the streetscape and plaza have not thrived, due to a lack of adequate space for dog relief in the neighbourhood and competition from significant tree growth. As such, staff are proposing to trial designated dog relief areas away from plantings. Soil will be added and plantings will be refreshed with the inclusion of more shade-tolerant species.

Below is a brief overview of the scope of the refresh of the plaza and adjacent streetscape:

- Replacement of benches with movable tables and chairs in plaza
- Installation of metal curbs in select existing planting areas to provide increased soil depth and reduce trampling
- Planting irrigation repair
- Installation of resilient planting
- Installation of granular and mulch pet relief areas in select existing planting areas of the streetscape.

Staff anticipate this work to begin in Q3 2025 and be complete by the end of 2025.

The refresh of Stella Jo Dean Plaza and 14th Street East streetscape will help create a cohesive, attractive and functional civic precinct, while also supporting the goals of the Lonsdale Great Street Project as well as recommendations from the Dog Friendly City Plan.

FINANCIAL IMPLICATIONS

The refresh of Stella Jo Dean Plaza and the 14th Street East streetscape is being undertaken with existing capital funding of approximately \$160,000 from the following projects: Public Realm Improvements (\$72,000), Streetscape Renovations (\$45,000) and Park Furnishings and Signage (\$36,000).

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Stella Jo Plaza and East 14th St streetscape refresh supports Council's Strategic Plan priorities to be "A City for People" that is welcoming, inclusive, safe, and accessible and supports the Health and well-being of all, and a "Vibrant City" that has dynamic spaces and places that provide for connection.

RESPECTFULLY SUBMITTED:



Jasmeen Bains
Park Planner



Current Work

- Curb Access & Parking Plan
- Safe Routes to School – Cloverley
 - ❑ Casano Loutet Overpass
 - ❑ Midtown Phase 1 = Eastside Connector
 - ❑ Upper Levels Greenway Phase I
- Bike/Mobility device parking
- Metrotown to North Shore Bus Rapid Transit
- Transportation data and analytics strategy
 - ❑ Multimodal Network Plan
- E-Bike Share



Casano-Loutet Overpass



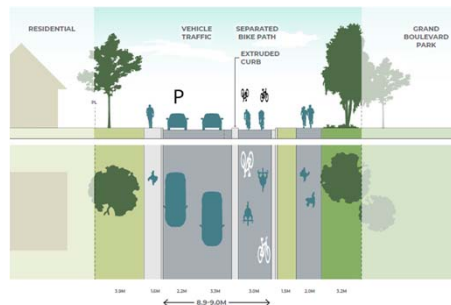


Midtown Phase 1 – The Eastside Connector

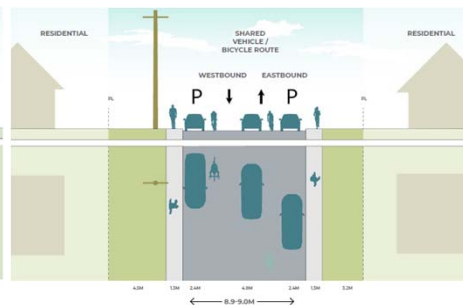
- Design underway
- Community engagement planned for fall 2025
- Opportunity to increase stitch together Ray Perrault and Grand Boulevard Parks through a roadway closure

Concept Design – West Grand Blvd & 17th Street

West Grand Boulevard



East 17th Street



Using existing street width, no curb relocations or narrowing

Concept Design – Overpass Connection

Separated path,
Pedestrian scale lighting,
Park uses retained



Concept Design – Corridor Lighting



Potential Road Closure

- W Grand Blvd between E 13th and E 15th
- ~1,000m² available to add to the Park
- Opportunities for passive and active recreation, rain water infiltration, kids play, sports viewing
- Community can influence design
- Recommendation for Council



Positive Usership Trends

- *Cycling mode share is up*
- *Adoption of e-assisted devices is up*
- *Esplanade ridership has increased over 250% post construction*
- *Connecting the network multiplies benefits*



Multi-Modal Network Plan

- Take a holistic approach of the road network to confirm modal priorities for each corridor
- Recognizing the priority placement of transit, goods movement and emergency response
- Explore questions around mobility routes and facility type, including the role of local streets
- Identify near-term next steps for Chesterfield and Midtown Phase II



Step 1 - Multi-modal Network Plan

Objectives:

- Update existing modal network plans using Mobility Strategy
- Prioritize transit and truck routes due to their complexity and connection to Rapid Transit and Lonsdale Great Street
- Clarify the roles of local streets for vehicle to and/or through, mobility networks and the opportunity to green

Deliverables:

- Draft OCP Schedule B to include all travel modes
- Update 2012 Bicycle Master Plan



Step 2 – Street Design Guidelines

Objectives:

- Ensure all required travel modes fit on the street
 - Identify where additional road dedication is required
 - Adjust draft multi-modal network where all proposed modes cannot fit
- Visualize street character and user experience
- Address the public/private interface in coordination with Development Permit Guidelines
- Provide developers predictability



Deliverable:

- Typical street cross-sections
- Design specs for predictable outcomes

Step 3 – Implementation Plan

Objectives:

- Determine where, how, and when to prioritize improvements
- Reaffirm established priorities like the Priority Mobility Network
- Explore delivery strategies
- Leverage Bill 16 for road dedication supporting transit, active transportation, and trees

Deliverables:

- Implementation plan with priorities and timing
- Approve Schedule B for addition to OCP
- Road dedication recommendations aligned with Bill 16




Engagement

- Public engagement will be a key part of this approach
- Frequent Council touch points to guide key principles and milestone stages



Thank you.



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

The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Brandon Green, Transportation Engineer

Subject: MOBILITY UPDATE

Date: June 18, 2025

File No: 16-8330-01-0001/2025

ATTACHMENT

1. Official Community Plan – Schedule B Transportation Network Road Classification
(CityDocs [2678829](#))

SUMMARY

In response to Council direction and broader planning efforts, staff are proposing an integrated, systems-based approach to transportation planning that ensures all modes remain relevant and coordinated. The work includes updating regulatory tools to secure road space and implementation authority, and has been developed in alignment with ongoing mobility initiatives, which will continue in parallel. Advancing this work now will support more strategic integration with existing projects, using current staff resources.

BACKGROUND

In November 2024, staff presented a report and presentation to Council titled *Mobility Network: Next Steps*. Council directed staff to proceed with the design and community engagement for the first phase of the Midtown Connector—now referred to as the Eastside Connector project—and to provide a further update on Phase 2 of the Midtown Connector and on Chesterfield Avenue south of 13th Street. Staff noted that Phase 2 is linked to broader planning initiatives such as transit planning and Lonsdale Great Street. Council expressed interest in understanding the rationale behind proposed alignment of Midtown Phase 2, and sought clarification on how mobility lanes would be implemented on Chesterfield.

In addition, updates to the Official Community Plan (OCP), Subdivision and Development Control Bylaw, Zoning Bylaw, and recent provincial legislation changes (Bill 16) present an opportune time to revise OCP Schedule B Transportation Network

Road Classification map (Attachment 1) to incorporate the mobility network, and other Council desired changes to the network to support the goals of the Mobility Strategy, all with the intention to provide greater clarity and certainty for the community.

DISCUSSION

While the 2012 Bicycle Master Plan established important principles for access and user comfort, significant changes over the past decade—such as evolving concepts of comfort, new facility types, and the rise of e-powered and micromobility devices—necessitate a comprehensive update.

Interdependencies between different transportation modes remain a significant challenge, particularly on corridors proposed to serve multiple, often competing, uses. This can lead to difficult trade-offs in prioritizing certain modes over others. Building from the Mobility Strategy the recommended approach is to adopt a holistic, systems-based view of all transportation modes, ensuring that individual modal plans remain relevant amidst ongoing planning initiatives such as Bus Rapid Transit (BRT), other transit initiatives and the Lonsdale Great Streets project. Additionally, there is a need to update regulatory tools to achieve sufficient road space and the necessary authority to effectively implement these plans.

Approach

1. Multi-modal Network Plan

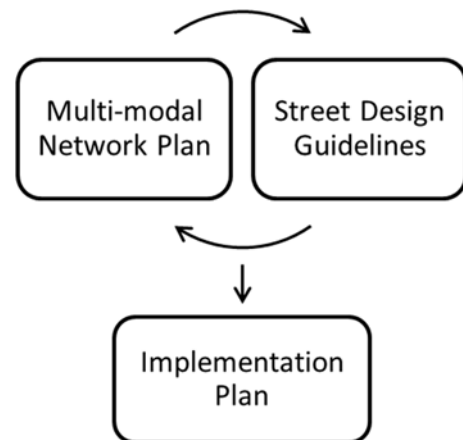
Update Schedule B to include all travel modes. Each existing modal network plan will be reviewed and updated holistically, applying the goals and strategies of the Mobility Strategy. Review priority will be given to transit and truck routes due to their complexity and connection to Rapid Transit and Lonsdale Great Street. Subsequently, the 2012 Bicycle Master Plan network will be updated in combination with clarifying the roles and opportunities of local streets and the design treatments that can best service the variety or combination of priorities for vehicle access, vehicle throughput, neighborhood bikeways or more green less grey streets. These updated plans will be integrated into a multi-modal network which will inform the upcoming Street Design Guidelines.

2. Street Design Guidelines

The draft multi-modal network will provide a starting point for the development of street design guidelines which will use urban design and space allocation to influence modal priorities. The guidelines will define street character, address public/private interfaces, and align with Development Permit Guidelines. Deliverables include typical cross-sections for each street type, which will inform updates to the Subdivision and Development Control Bylaw and feed into capital planning for street improvements. This process will formalize road dedication requirements and provide greater clarity and certainty for the community.

3. Implementation Plan

The Implementation Plan will be guided by the inputs of the updated Multi-modal Network Plan and the Street Design Guidelines. It will address key questions around where improvements should occur, how they will be delivered, and which should be prioritized. The plan will include maps indicating where specific street cross-sections apply, reaffirm existing priorities such as the Priority Mobility Network, and explore delivery strategies, including integration with development timelines. Additionally, it will leverage new opportunities under Bill 16 to secure road dedications for transit infrastructure, active transportation modes, and urban tree planting.



Following any changes resulting from the Street Design Guidelines, the multi-modal network plan would replace Schedule B in the OCP.

Public engagement will be a key part of this approach, with opportunities for input at multiple stages in advance of the OCP update

This approach has been carefully developed with consideration for other ongoing mobility initiatives, including the Curb Access & Parking Plan, Safe Routes to School – Cloverley, Casano Loutet Overpass, Eastside Connector, Upper Levels Greenway Phase I, the E-scooter share policy, Bike/Mobility device parking, Metrotown to North Shore Bus Rapid Transit, as well as the launch of a modernized transportation data and analytics strategy. These major initiatives will continue to be advanced while this new work is undertaken. Advancing this approach prior to Midtown Phase 2 and Chesterfield will allow for a more strategic and practical integration with available resources and ongoing work.

Existing staff resources will be allocated to support this initiative.

RESPECTFULLY SUBMITTED:

Brandon Green
Transportation Engineer

Legend

City Boundary

Road Designation

Major Arterial Road

Minor Arterial Road

Collector Road

Major Road Network

Transit Route

Provincial Highway

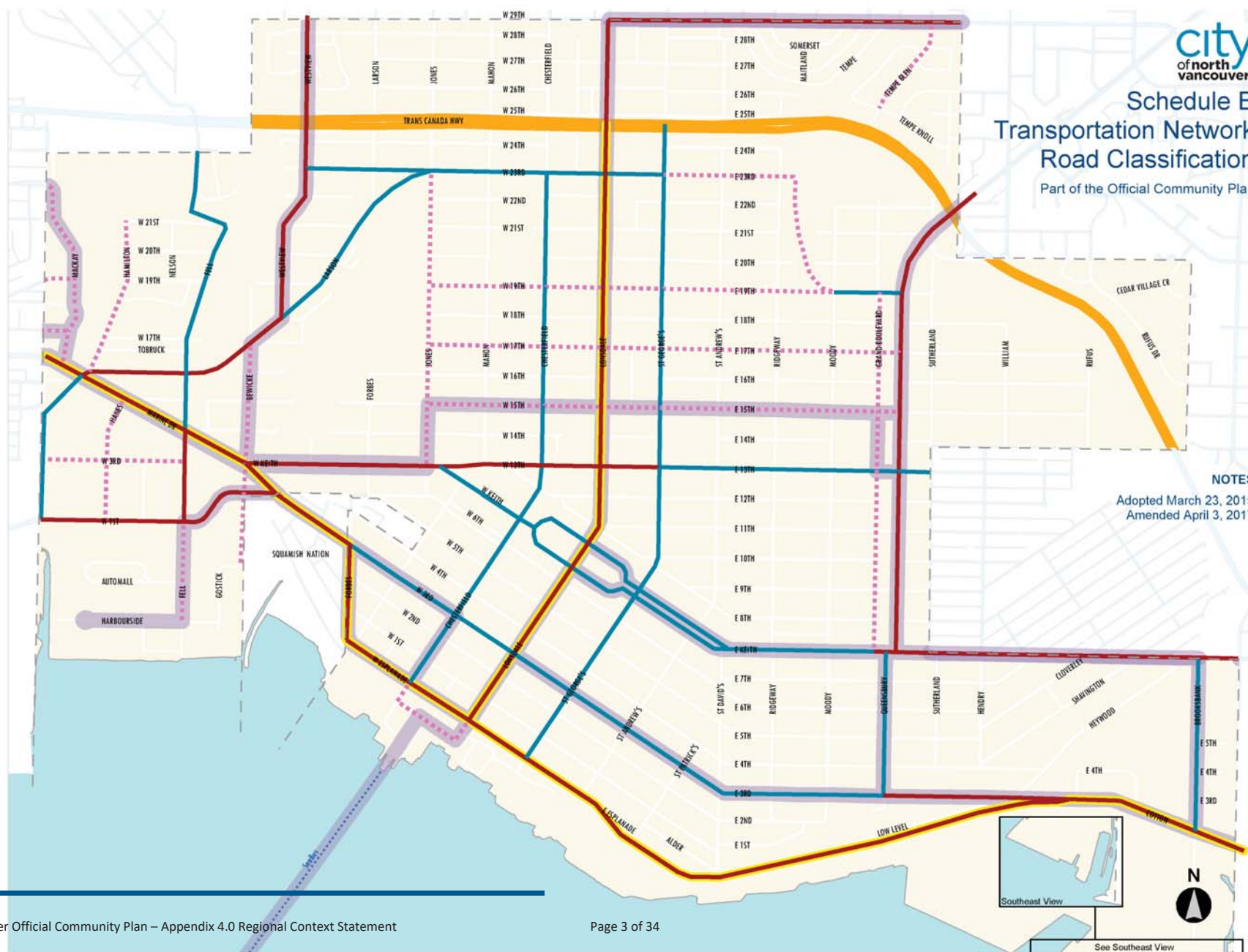
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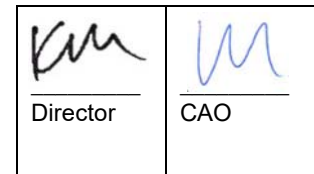
Schedule B Transportation Network Road Classification

Part of the Official Community Plan

NOTES

Adopted March 23, 2015
Amended April 3, 2017





The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Justin Hall, Manager, Public Realm Infrastructure

Subject: EASTSIDE CONNECTOR

Date: June 25, 2025

File No: 11-5330-20-0074/1

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

RECOMMENDATION

PURSUANT to the report of the Manager, Public Realm Infrastructure, dated June 25, 2025, entitled "Eastside Connector":

THAT staff be directed to close West Grand Boulevard between East 13th and 15th Streets to vehicle access to improve the linkage between Ray Perrault and Grand Boulevard Parks.

SUMMARY

The project team has advanced the first phase of the Midtown Connector, now referred to as the Eastside Connector project, through the concept design phase. The connector will deliver a safe and comfortable connection between West Grand Boulevard and the Casano-Loutet Overpass – amplifying the value of the City's investment in the Overpass by improving connection for pedestrians, cyclists and other mobility device users. With the objective of designing new mobility infrastructure to be *comfortable for most* the project will:

- Formalize the existing configuration of West Grand Boulevard with cyclists using the previous northbound travel lane as a bi-directional mobility lane leaving the pathways in Grand Boulevard Park for pedestrians;
- Introduce a multi-use path connection between the Casano-Loutet Overpass through Loutet park to the intersection of East 17th Street and Rufus Avenue to provide a consistent All Ages and Abilities connection;
- Make improvements to key intersections along the corridor to ensure pedestrians and cyclists can cross safely.

- Add street lighting to ensure the corridor is safe and comfortable at all times throughout the year; and,
- Improve wayfinding to help direct users to key destinations and clarify the use of the Grand Boulevard pathways to minimize conflicts between user types.

Through the concept design process, the project team identified an opportunity to close West Grand Boulevard between East 13th and 15th Streets to stitch Ray Perrault and Grand Boulevard Parks together and reduce 1,000m² of hardscape, provide opportunities for rain water infiltration and expand the use of this space for people.

The greening of this street segment presents many opportunities for new passive and active uses. The project team recommends a closure of the roadway using concrete barriers during the implementation of the Eastside Connector project with temporary activation of the space while further design and community engagement is performed.

The project team is currently scoping engagement and communications processes with the relevant City divisions, aiming to implement activities in the fall with an emphasis on awareness building. Existing project funding is sufficient to advance through design and construction. The project team has already had success securing external funding from TransLink to support project delivery.

BACKGROUND

In November 2024, staff presented a report and presentation to Council titled *Mobility Network: Next Steps*. The report discussed the design and implementation considerations for the next two priority projects, the Midtown Connector (MTC) and Chesterfield Avenue, concluding with the recommendation to proceed with the MTC in a phased approach beginning with the eastern portion. Council directed staff to proceed with the design and community engagement for the first phase of the Midtown Connector—now referred to as the Eastside Connector project.

The Eastside Connector will deliver a safe and comfortable connection between West Grand Boulevard and the Casano-Loutet Overpass – amplifying the value of the City’s investment in the Overpass to generate active transportations that contribute to achieving the City’s sustainable more share targets. The remainder of the MTC is subject to important planning initiatives that will take time to address. In the interim users can select the east-west corridor to/from West Grand Boulevard that suits their needs and desired destinations.



DISCUSSION

Corridor Design

The Eastside Connector is made up of two corridors:

- West Grand Boulevard from East Keith Road to East 19th Street; and,
- East 17th Street from Grand Boulevard to the Casano-Loutet Overpass at the north end of Loutet Park.

The project team has developed a concept design for the project with treatment tailored to meet the needs of users of all ages and abilities in each corridor.

The West Grand Boulevard corridor formalizes the existing street configuration with the previous northbound travel lane functioning as a bi-directional mobility lane. Delineators will be replaced with a concrete curb to add greater physical separation and prevent drivers from turning into the bike lane to travel north.

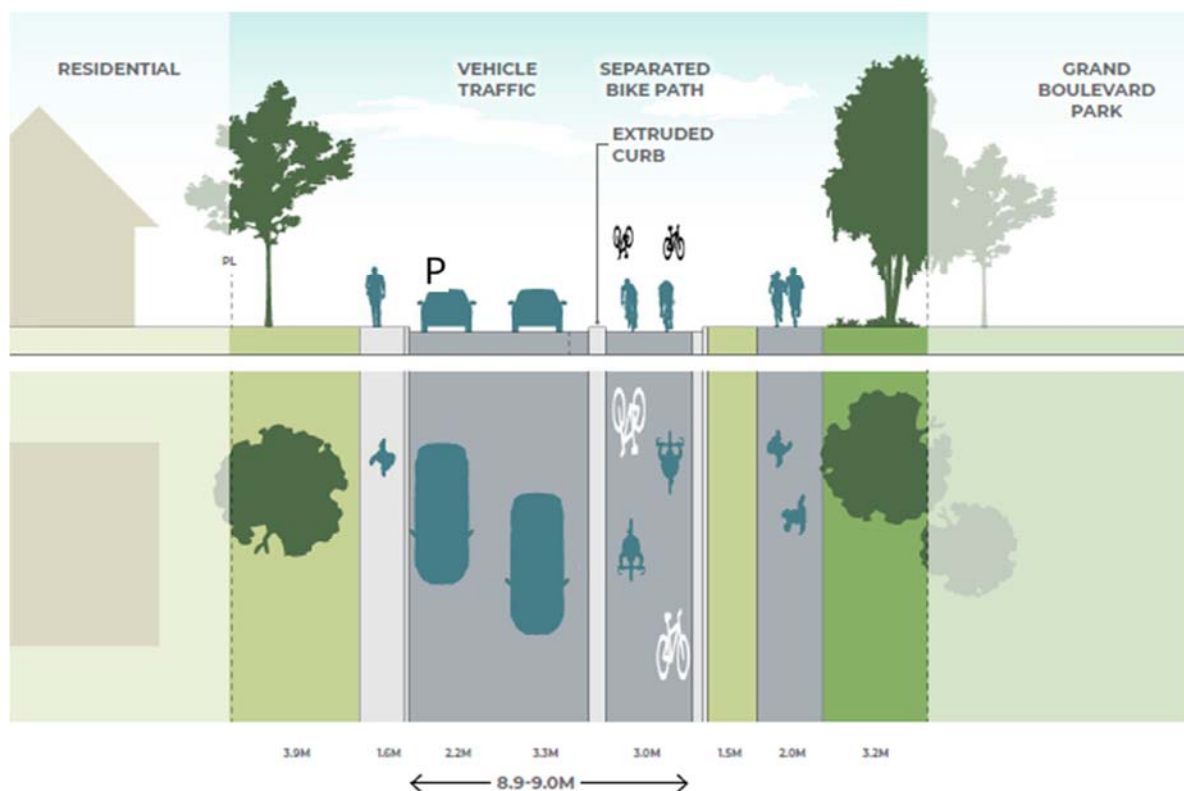


Figure 1: Typical West Grand Boulevard plan and section view with a bi-directional mobility lane separated from southbound vehicle traffic by a concrete curb.

The intersections of 13th, 15th, 17th, 19th and Keith will be improved through physical adjustments and crossing beacons where needed to improve safety and legibility. More minor intersection adjustment measures are planned for 9th and 11th streets where vehicle volumes are low. The project will also coordinate the delivery of new warranted traffic signals on East Grand Boulevard at 13th and 15th Streets.

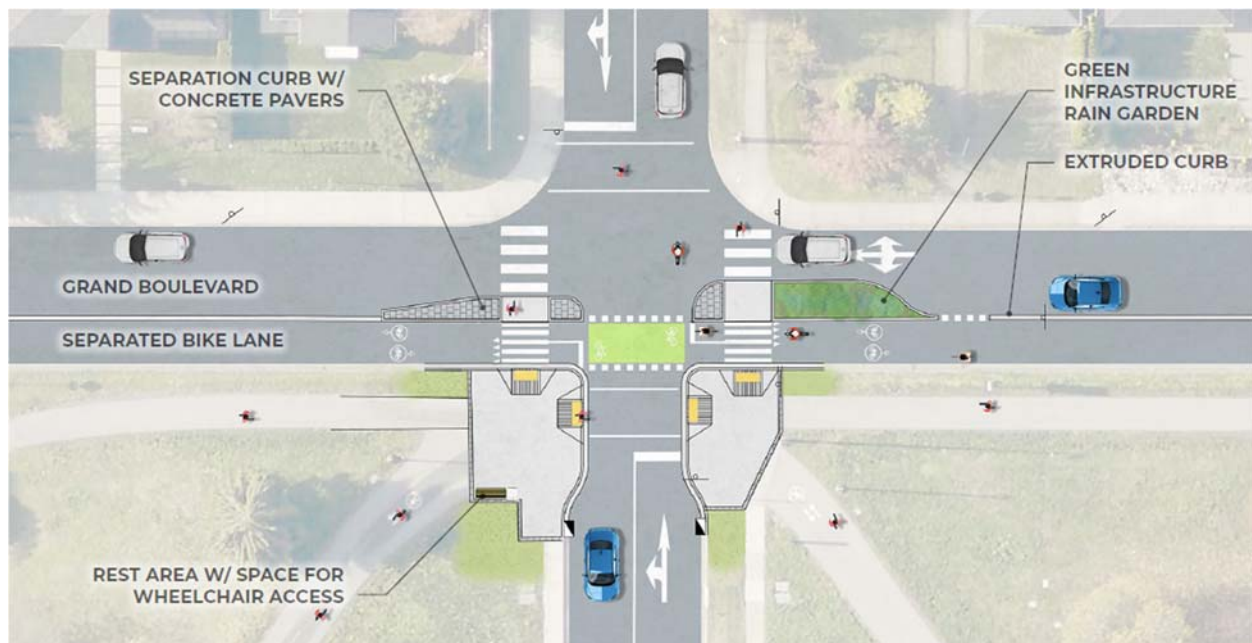


Figure 2: Intersection treatment at West Grand Boulevard and 17th Street. Separation, bumpouts and tighter vehicle turning radii are the fundamental components of typical intersection improvements on West Grand Boulevard. The intersections of 13th and 15th Street will see further improvement with beacons to help pedestrians and cyclists cross the street.

East 17th Street requires fewer changes. Traffic volume and grade are within acceptable levels for a neighbourhood style bike route so a shared street condition is planned. Intersection improvements at 17th Street and East Grand Boulevard will help pedestrians and mobility device users alike cross the street safely.

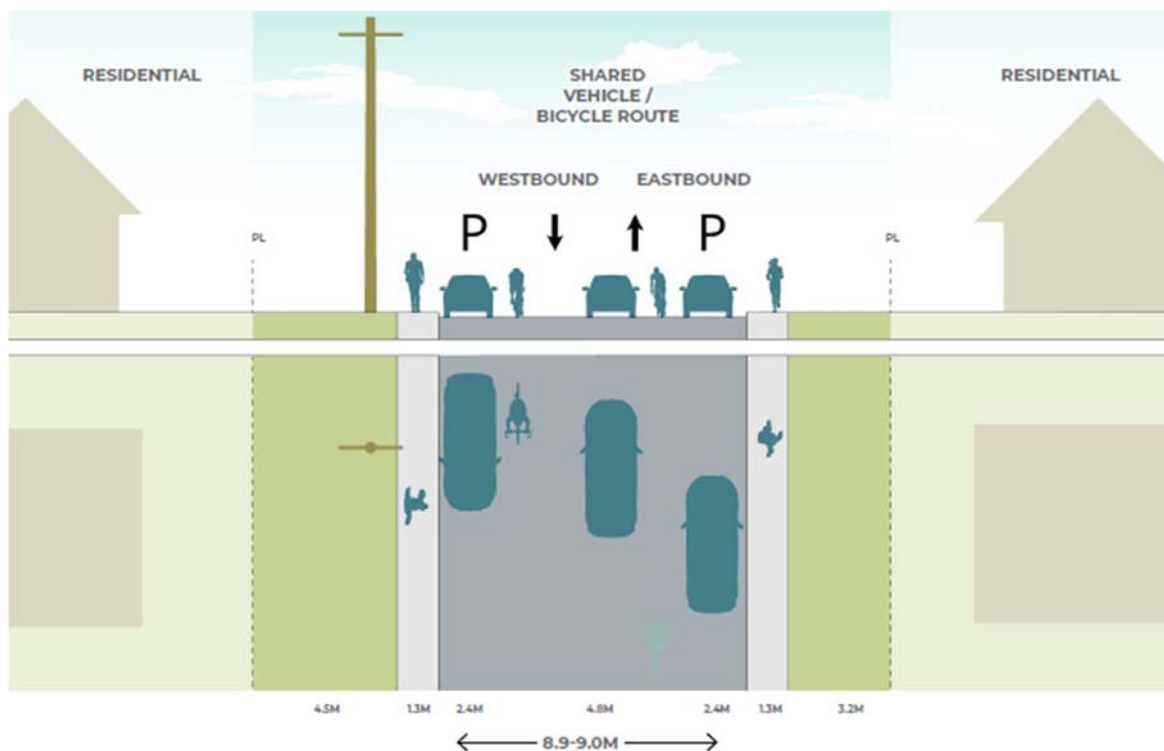


Figure 3: Typical section for East 17th Street between West Grand Boulevard to Rufus Avenue. Due to low vehicle volumes and speeds, a shared street condition is appropriate with sharrows added to denote where cyclists and other mobility device users should position themselves within the travel lane for the greatest visibility and comfort.

Intersection improvements where 17th Street meets Rufus and the multi-use pathway connecting to the Casano-Loutet Overpass begins will help clarify the operations of the intersection. Some existing parking next to the ball diamonds will be removed to accommodate a separated pathway. The north end of Loutet Park will be the subject of a future park planning process to consider the future community amenity needs and trail alignment through the forested area west of the Overpass.



Figure 4: Intersection and pathway improvements to connect the mobility and sidewalk network to the new Casano-Loutet Overpass. The pathway will include the installation of new pedestrian scale lights to improve comfort and safety after dark.

Overall improvements to lighting and wayfinding will also be implemented as part of this project. Both corridors are very dark at night and street lighting will be added to meet the *comfortable for most* standard. The safety and comfort of pedestrians, cyclists and drivers will all benefit from adding new street lighting. When adding lighting to the central path of Grand Boulevard, female users in particular were strong supporters of the project with many expressing their desire to use the pathway for recreation in the evening, but not feeling comfortable doing so without lighting. This sentiment could be observed in the data collected prior to construction, showing a drop in pedestrian activity tied to sunset, rather than time of day. To ensure all people can feel comfortable traveling the Eastside Connector route over the Overpass, street lighting is a high priority. The project team is continuing to explore how to appropriately light the corridor.

Staff are aware of the general sensitivity the community has when making changes to street light levels. To mitigate the change in street illumination, positioning of the poles will be considered and shielding will be added to the fixtures to prevent light from being cast onto private properties.



Figure 5: Concept sketch of how street lighting on West Grand Boulevard could look like. Detailed design will finalize the positioning and frequency of the poles to appropriately illuminate the corridor and minimize the impact to the adjacent properties.

Wayfinding will be added throughout the corridor with particular emphasis at major decision points including Keith, 17th and 19th. Wayfinding measures will clarify what pathways are for what type of users to help reduce conflicts.

Road Closure Opportunity

Through the concept design process, the project team identified an opportunity to close the segment of West Grand Boulevard between East 13th and 15th Streets. Approximately 1000m² of hardscape could be redesigned to stitch Ray Perrault and Grand Boulevard Parks together (excluding the space needed for the mobility route). This segment of West Grand Boulevard offers limited value to the roadway network and the removal of all vehicle traffic from the segment would simplify intersection operations at 13th and 15th Streets, making them safer for everyone.

The possible new park area presents many opportunities including social seating space to complement the view on the north-east corner of Ray Perrault Park, adding trees and rain water infiltration and habitat features, and more active recreation features like a youth oriented bike skills area that takes advantage of the linear orientation and gentle slope of the site. To facilitate the road closure, the existing electric vehicle charging

station would need to be relocated and the bike route designed to accommodate infrequent maintenance vehicle access required to service the field house.

The project team recommends a closure of the roadway using concrete barriers during the implementation of the Eastside Connector project with temporary activation of the space while further design and community engagement is performed.



Figure 6: Recommended street closure between East 13th and 15th Streets to stitch Ray Perrault and Grand Boulevard Parks together. Passive and active uses can be considered through a future design process to respond to the unique contextual opportunities provided by the street closure.

Next Steps

The project team is currently scoping engagement and communications processes with the relevant City divisions, aiming to implement activities in the fall with an emphasis on awareness building. The scope of the project is predominantly focused on safety improvements that have technical considerations that dictate design. As a minimum, a communications campaign will seek to raise awareness of the project, communicate the changes anticipated, receive and respond to questions from the community, and address interface conditions with adjacent residents where changes are occurring.

Following engagement, staff will report back to Council to summarize what we heard and seek direction to proceed with construction. Construction is anticipated to take 4-5 months beginning in Q1 2026. The delivery is anticipated to align with the completion and opening of the Casano-Loutet overpass.

FINANCIAL IMPLICATIONS

At this time the project team has adequate funds for engage, design, and construction subject to finalizing the design, scope of the park delivery component, and external funding contributions.

In the 2025 TransLink funding application round the project team has secured \$800,000 to support construction. This project is likely to continue to rank well when pursuing competitive external funding opportunities (TransLink, Provincial, Federal, and ICBC) to help reduce the City's capital costs. Historically the City's major projects have been successful in securing up to 50% external project funding.

INTER-DEPARTMENTAL IMPLICATIONS

The project will be lead by the Public Realm Infrastructure team with support from other Engineering groups, Planning, Public Works, Fire Prevention and Public Safety, Communications and Engagement, and Finance as required.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project supports a "Connected City" providing active and sustainable ways for people to move to, from and within the City safely and efficiently by increasing the number of kilometres of protected bike lanes. In addition, the Mobility Network Implementation project aligns with and advances key principles of the Safe Mobility Strategy, the Climate and Environment Strategy, the Community Wellbeing Strategy, and established City goals and objectives. Specific OCP objectives include:

2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choice for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use;

2.1.2 Invest in pedestrian and cycling facilities on the routes to and around schools, and work with the North Vancouver School District to promote active transportation, healthy lifestyles, and sustainable travel behaviour among children and youth.

RESPECTFULLY SUBMITTED:



Justin Hall
Manager, Public Realm Infrastructure

Development Cost Charges Update



Presented July 14, 2025



Purpose of the DCC Update

- CNV continues to support growth in a planned, purposeful, and intentional way
 - Ongoing investment in infrastructure and amenities is required
- CNV's Development Cost Charge Bylaw has not been updated since 2016, and is due for a refresh
- There are new and revised tools available to fund growth components of investment needs
- This Development Cost Charge Update starts a path forward to fund required infrastructure in alignment with new legislation

Agenda

- Introduction
- Developing DCCs
- Rates and Comparisons
- Recommendations and Next Steps



Introduction

Provincial Legislation has Changed



Bill 16 – Inclusionary Zoning



Bill 44 - Small-Scale Multi-Unit Housing



Bill 46 - Development financing



Bill 47 - Transit-Oriented Areas

The focus of this presentation

Funding Growth-Related Infrastructure

Development Cost Charges

- Section 559 of the Local Government Act (LGA)
- Used to fund initial round of growth-related capital infrastructure

Inclusionary Zoning

- Section 482.7 of the LGA
- Local governments can require affordable housing within zoned density, as units or cash-in-lieu

Amenity Cost Charges

- New Division 19.1 of the LGA
- New development finance tool used to collect funds for amenities arising from increased demand for services
- Prescribed list of eligible project types (libraries, recreation, park features, daycares, etc.)

Density Benefit Zoning

- Section 482 of the LGA
- Local governments can establish density rules for a zone
- Cannot collect for an amenity for which an ACC is being collected

Community Amenity Contributions

- In-kind or cash contributions negotiated in exchange for additional height/ density

Subdivision Development Control Bylaw

- Section 506 of the LGA
- Allows government to regulate and require, by bylaw, works and services from developments
- City's SDCB outlines developer works required to support the function of the development in the context of the City

The focus of this presentation

DCC Eligible Projects

NEW

DCC Eligible

Growth-related infrastructure related to:

- Water
- Sewer
- Drainage
- Transportation
- Parks Acquisition & Improvements
- Protection (Fire & Police)
- Solid Waste & Recycling

Background

CNV DCCs

- Charges established for water, sanitary sewer, drainage, transportation, and parks
- Charged on a city-wide basis for both residential and non-residential land uses
- Requires DCC Bylaw approved by the Inspector of Municipalities (last update was 2016)

CNV's DCCs, having not been updated for some time, are due for a refresh

Other DCCs

- Applied by the District of North Vancouver and District of West Vancouver
- Also at the regional level at Metro Vancouver (GVS&DD) and TransLink

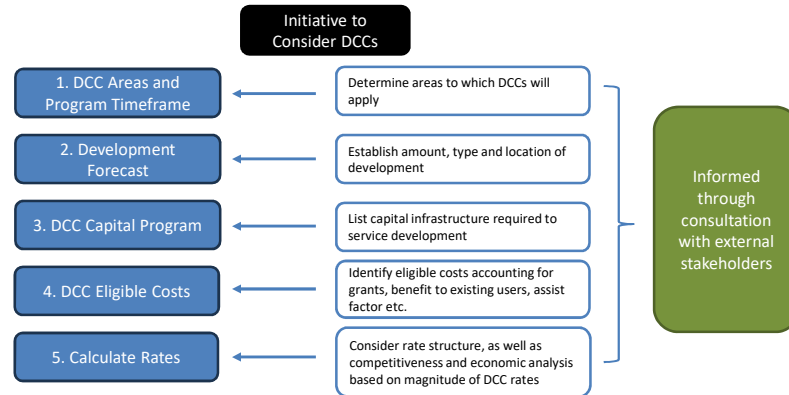
DCCs are commonly applied by municipalities and regional governments across the lower mainland



CNV's Guiding Principles

- Do the right thing for the City overall, **balancing community needs** with the **economics of housing construction**
- Consider the economic consequences of any recommended program by:
 - Clarifying CNV service level standards
 - Fairly apportioning growth costs to development
 - Comparing any CNV development financing charges to others
 - Analyzing the economics of any recommended program on industry
 - Engaging with industry and the public

Methodology



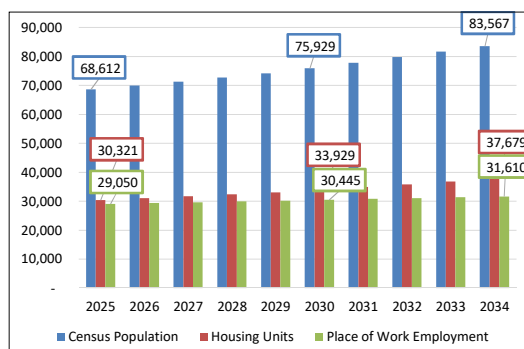
- After the third reading, the DCC by-law and supporting documents are considered by the Inspector of Municipalities
 - If no revisions are required, the by-law can be adopted and take effect

DCC Areas and Program Timeframe

- DCCs are proposed to be calculated on a **city-wide basis**
 - CNV currently uses a city-wide approach vs a neighborhood by neighborhood approach
 - The city is characterized by a compact geographic area similar in size to some neighborhoods in larger municipalities
 - A city-wide approach aligns with how CNV plans for and delivers infrastructure
- **10-year timeframe** proposed
 - CNV's current DCC Bylaw incorporates a 10-year horizon
 - Aligns with the Province of BC's Guide



Development Forecast



➤ CNV delivered ~800 housing units p.a. over the past 3 years

➤ DCC Forecast informed by:

- Housing Target Order
- Housing Supply Target to 2029 (664 units p.a.)
- Housing Needs Report to 2041 (1065 units p.a.)

➤ DCC development forecast **818** units p.a.

DCC Capital Program & Eligible Costs

Summary \$M's

| Service | Total Net Cost | Benefit to Development | Municipal Cost | DCC Recoverable Costs | Less: DCC Reserves | Less: Beyond 10-Years | 10-year DCC Eligible Cost |
|--------------------------------------|----------------|------------------------|----------------|-----------------------|--------------------|-----------------------|---------------------------|
| Water | \$30.8 | \$15.5 | \$15.5 | \$15.3 | \$1.6 | \$8.0 | \$5.7 |
| Sewer | \$31.0 | \$16.9 | \$14.2 | \$16.7 | \$1.5 | \$8.5 | \$6.7 |
| Drainage | \$39.8 | \$14.9 | \$25.1 | \$14.8 | \$1.4 | \$5.9 | \$7.5 |
| Transportation | \$138.2 | \$58.0 | \$91.9 | \$46.4 | \$3.1 | \$0.0 | \$43.3 |
| Parks | \$115.5 | \$106.8 | \$9.7 | \$105.8 | \$21.5 | \$46.4 | \$38.0 |
| Protection Services ¹ | \$34.1 | \$6.8 | \$27.4 | \$6.7 | \$0.0 | \$0.0 | \$6.7 |
| Solid Waste & Recycling ¹ | \$5.3 | \$2.8 | \$2.5 | \$2.7 | \$0.0 | \$1.2 | \$1.5 |
| TOTAL | \$394.8 | \$221.6 | \$186.5 | \$208.3 | \$29.1 | \$70.0 | \$109.3 |

(1) New DCC service not currently levied by CNV

- Net of anticipated grants
- Benefit to development carefully allocated
- Includes Municipal Assist Factor of 20% (transportation) and 1% (other services)
 - Stays true to the "growth pays for growth" principle
- Existing reserves accounted for

Projects needed to service growth have been refreshed from 2016

Rate Structure

Current rate structure

- \$/Single-Family Unit
- \$/GFA of Townhouse or Apartment
- \$/GFA of Commercial
- \$/GFA of Industrial



Proposed rate structure

- \$/Single-Family Unit
- \$/Townhouse or Apartment Unit
- \$/GFA of Commercial
- \$/GFA of Industrial

- Removes ambiguity with GFA calculations, thereby creating *administrative efficiencies* for developers and CNV reviewers, and *increasing transparency*
- Aligns to the per unit approach used by regional agencies and other North Shore municipalities, leaving developers with *less administration*
- Aligns to Statistics Canada census data on building types and occupancy patterns, *improving program credibility*
- Creates stronger linkages between fees and demand for services, *improving fairness*

Proposed rate structure supported during engagement



Rates and Comparisons

Existing and Proposed DCC Rates

- The following table compares CNV's existing DCC and proposed new local DCC rates.

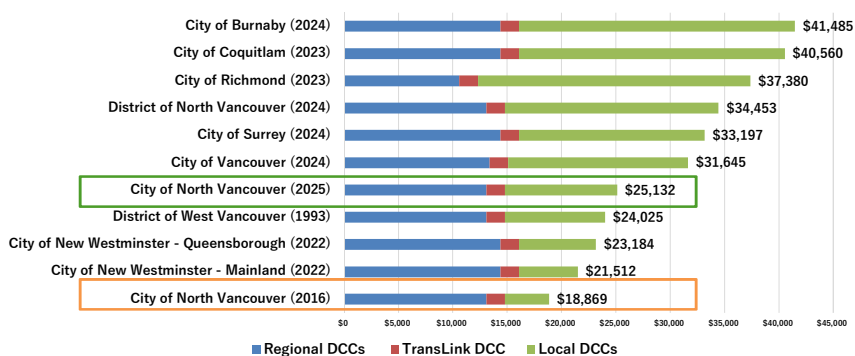
| Land Use | Unit | Existing DCC Rates (2016) | Proposed DCC Rates |
|-----------------------|----------|---------------------------|--------------------|
| Single Family | Per unit | \$14,749 | \$17,747 |
| Multiple-unit* | Per unit | \$8,642 | \$14,844 |
| Apartment 5+ Storeys* | Per unit | \$4,041 | \$10,304 |
| Other Apartment* | Per unit | \$4,041 | \$12,593 |
| Commercial | Per m2 | \$58.03 | \$148.26 |
| Industrial | Per m2 | \$38.70 | \$110.37 |

* Based on average townhouse of 139m² and apartment of 65m².

- The proposed rates are now towards the lower end of comparable municipalities in the region and balance community needs with the economics of housing construction.

Rate Comparison

Apartment (5+ Storey) (\$ per Unit)



Comparisons for all unit types available in Hemson Consulting's Development Cost Charges Background Study.



Recommendation & Next Steps

city
of north
vancouver

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Recommendation

PURSUANT to the report of the Chief Financial Officer, dated June 25, 2025, entitled “2025 Development Cost Charges Review and Update”:

- THAT the Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No 9126; be considered;
- THAT the Development Cost Charges bylaw and background study be sent to the Inspector of Municipalities for approval;
- AND THAT staff report back to Council.

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of north
vancouver

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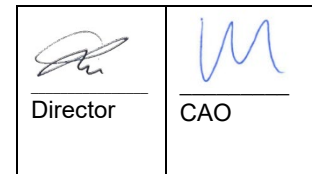
Next Steps

| Key Task | Proposed Date |
|--|---------------|
| Consultation with UDI | June 12 |
| End of formal engagement period | June 20 |
| Council Workshop | June 23 |
| Council Consideration of DCC Bylaw | July 14 |
| Inspector of Municipalities review | July – Sept |
| Final Council consideration of DCC Bylaw | Sept |



Thank you

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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: 2025 DEVELOPMENT COST CHARGES REVIEW AND UPDATE

Date: June 25, 2025 File No: 09-3900-30-0010/1

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 June 25, 2025, entitled “2025 Development Cost Charges Review and Update”:

THAT “Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No. 9126” be considered;

AND THAT “Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No. 9126” and the Development Cost Charges (DCC) Background Study be sent to the Inspector of Municipalities for approval.

ATTACHMENTS

1. City of North Vancouver Development-Related Capital Program (CityDocs [2679895](#))
2. Hemson Consulting – Development Cost Charges (DCC) Background Study (CityDocs [2676866](#))
3. Bylaw No. 8471 – Tracked Changes (CityDocs [2683903](#))
4. “Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No. 9126” (CityDocs [2687400](#))

PURPOSE

CNV’s Development Cost Charges were last updated in 2016 and rates have been unchanged since that time. Furthermore, the Province of B.C. implemented new development financing legislation in 2023.

This Report provides an update on work staff have undertaken to update CNV's Development Cost Charges and recommends that the Development Cost Charges bylaw and background study be sent to the Inspector of Municipalities for consideration.

BACKGROUND

CNV currently collects three types of Development Cost Charges ("DCCs"): CNV DCCs, Metro Vancouver DCCs, and Translink DCCs. The former are set by CNV, while the latter two are set by those other respective organizations. DCCs are collected to provide for infrastructure system upgrades required to support new populations/intensity of use. DCCs are one of several Development Financing Tools used in the city.

The Province of B.C. (the "Province") recently amended the LGA to facilitate increased housing supply as supported by *Bill 44 – 2023 Housing Statutes (Residential Development) Amendment Act*, *Bill 46 – 2023 Housing Statutes (Development Financing) Amendment Act*, *Bill 47 – 2023 Housing Statutes (Transit Orientated Areas) Amendment Act*, and *Bill 16 – 2024 Housing Statutes Amendment Act*. These legislative changes, aimed at curtailing municipal ability to rely on discretionary approval processes, grant new financial and policy tools to fund the infrastructure and amenities needed to support growth. They include expanding the types of capital projects that are eligible for DCC funding and introducing Amenity Cost Charges ("ACCs") as a new development finance tool to further enable local governments to collect funds needed to fund community amenity needs. Amendments from Bill 46 came into effect on November 30, 2023. In April 2025, the Province released updated DCC and ACC guides.

Development Cost Charges

DCCs are a financing tool a municipality can impose on developments to fund infrastructure projects arising from new development. Legislation originally permitted DCC collection to fund capital projects in the water, sewage, drainage, highway facilities, and parkland acquisition categories. Following the passage of Bill 46, local governments can now also collect DCCs for fire, police, and solid waste/recycling facilities. Further information can be found in the publication released by the Province of BC called "Development Cost Charges – Guide for Elected Officials".

https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/finance/development_cost_charge_-_guide_for_elected_officials.pdf

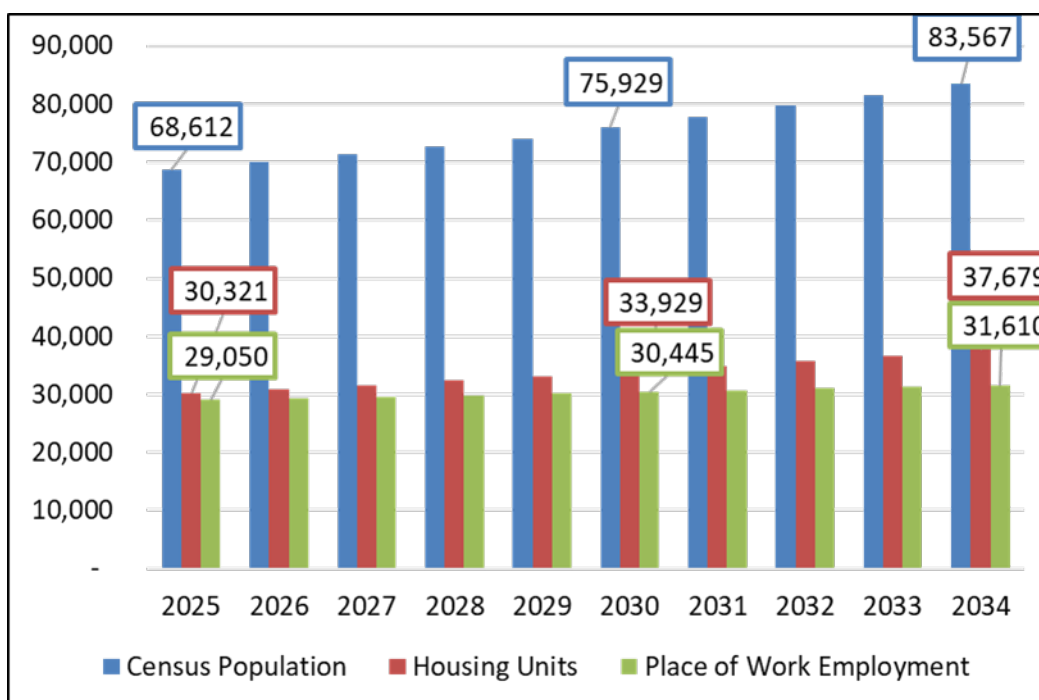
CNV's DCC program was last updated in 2016 and is due for a refresh. The Financing Strategy for the Harry Jerome Community Recreation Centre ("HJCRC") endorsed by Council in January 2022 includes DCC funding for qualifying HJCRC park improvements. Completion of a DCC review would also complete a Housing Accelerator Fund project milestone. An update to CNV's DCC program is therefore being brought forward at this time.

DCC REVIEW

Staff have now developed a recommended updated DCC program (**Attachment #1**) that incorporates CNV's growth projections and CNV's capital expenditure forecasts covering the cost of upgrading traditionally DCC funded projects and the new fire, police, and solid waste facility categories as enabled by the Province's new legislation. Both forecasts extend over the next 10 years, which is the forecast period recommended in the Province of BC's DCC Guide.

Development Forecast and Capital Projects

The city growth forecast is an important input into the DCC rate calculation and drives the amount and type of new development projected throughout the city. The forecast used for the purposes of updated DCC rate calculations is informed by a number of sources, including historical development trends, the 2024 Interim Housing Needs Report, the city's housing targets, and discussions with staff.



The City of North Vancouver has seen an increase of approximately 800 housing units over the past three years and this trend is expected to continue over the 10 year DCC time horizon. The development forecast used for this study assumes an increase of an average of 818 housing units per annum from 2025 to 2024.

A refreshed development-related capital program that sets out the projects required to service anticipated development from 2025 to 2034 has also been developed (**Attachment #1**). The Capital project listing used was informed by CNV's 2016 DCC Study, CNV's current financial plan, discussions with staff, and other analysis provided by external consultants. The details of these projects are best estimates available at the time of the study, and may change through future budgeting and DCC updating cycles.

Table 1 Summary DCC Capital Project Information

| Service (\$000's) | 2025-2034 | |
|---|---------------------|--------------------|
| | Gross Project Costs | DCC Eligible Costs |
| 1.0 Protective Services | 34,119 | 6,706 |
| 2.0 Sanitary | 31,013 | 6,725 |
| 3.0 Water | 30,828 | 5,682 |
| 4.0 Storm Drainage | 39,844 | 7,458 |
| 5.0 Parkland & Park Improvement | 115,487 | 37,941 |
| 6.0 Solid Waste | 5,250 | 1,490 |
| 7.0 Transportation | 138,249 | 43,302 |
| Total – 10 year for all Services | 394,790 | 109,305 |

Calculated DCC Rates

Proposed local DCC's by service type are as follows:

Table 2

| Service | Single Family | Multiple ¹ | Other Apartment ² | Apartment 5+ Storeys | Commercial (m ²) | Industrial (m ²) |
|-----------------------------|-----------------|-----------------------|------------------------------|----------------------|------------------------------|------------------------------|
| Protective Services | \$1,098 | \$921 | \$779 | \$637 | \$8.56 | \$8.56 |
| Sanitary | 1,101 | 923 | 781 | 639 | 8.58 | 8.58 |
| Water | 930 | 780 | 660 | 540 | 7.25 | 7.25 |
| Storm Drainage | 1,221 | 1,024 | 866 | 709 | 9.52 | 9.52 |
| Parkland & Park Improvement | 7,227 | 6,061 | 5,128 | 4,196 | 18.59 | 18.59 |
| Solid Waste | 244 | 205 | 173 | 142 | 1.90 | 1.90 |
| Transportation | 6,251 | 5,242 | 4,436 | 3,629 | 94.69 | 56.80 |
| Total Charge | \$17,747 | \$14,884 | \$12,593 | \$10,304 | \$148.26 | \$110.37 |

¹ - Multiple-units include townhouses, rows, and single-family units with a basement suite

² - Other Apartments include small-scale, multiple-unit housing ("SSMUH"), lock-off units, suites, and apartment buildings that have less than 5 storeys

The following table compares CNV's existing DCC and proposed new local DCC rates.

| Land Use | Unit | Existing DCC Rates (2016) | Proposed DCC Rates |
|-----------------------|--------------------|---------------------------|--------------------|
| Single Family | Per unit | \$14,749 | \$17,747 |
| Multiple-unit* | Per unit | \$8,642 | \$14,844 |
| Apartment 5+ Storeys* | Per unit | \$4,041 | \$10,304 |
| Other Apartment* | Per unit | \$4,041 | \$12,593 |
| Commercial | Per m ² | \$58.03 | \$148.26 |
| Industrial | Per m ² | \$38.70 | \$110.37 |

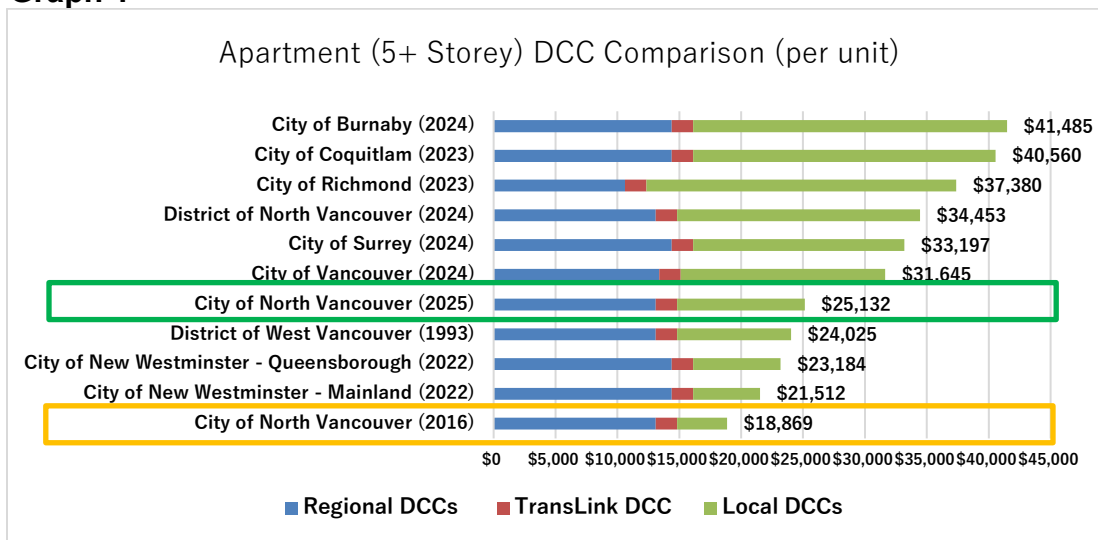
* Based on average townhouse of 139m² and apartment of 65m².

CNV's existing rates have not been updated since 2016. The newly calculated rates reflect increases in construction costs (non-residential construction CPI increased in Vancouver by 57% from 2016-25), and the inclusion of additional DCC-eligible services

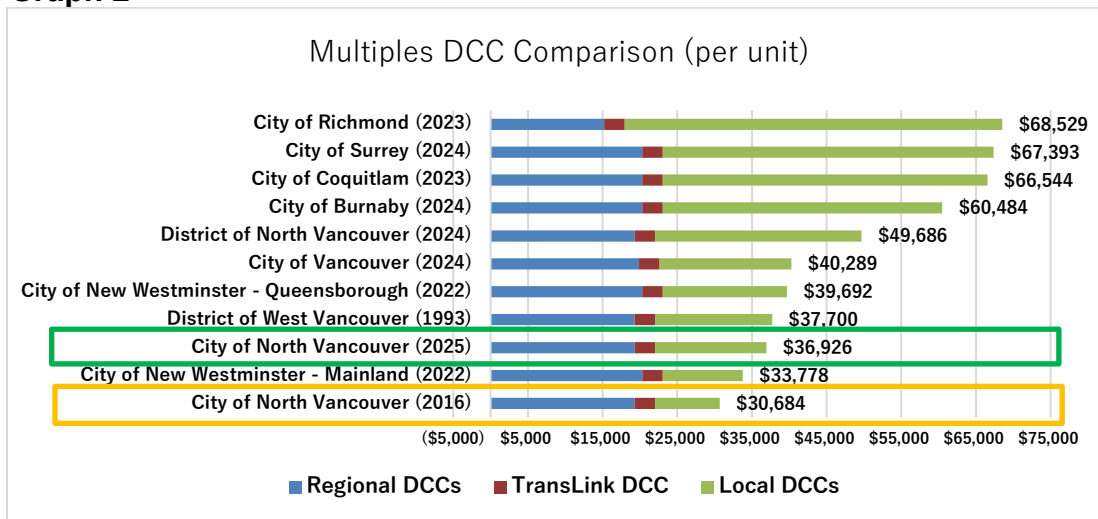
not previously allowed. Strong growth is also projected in the city (24% population growth forecasted over the 10 year planning horizon), which necessitates further investment in infrastructure to support the development of a complete and livable community.

For the three areas where CNV sees the majority of the city's development applications, the proposed rates compare favourable across the region, as is shown in graphs 1-3 below:

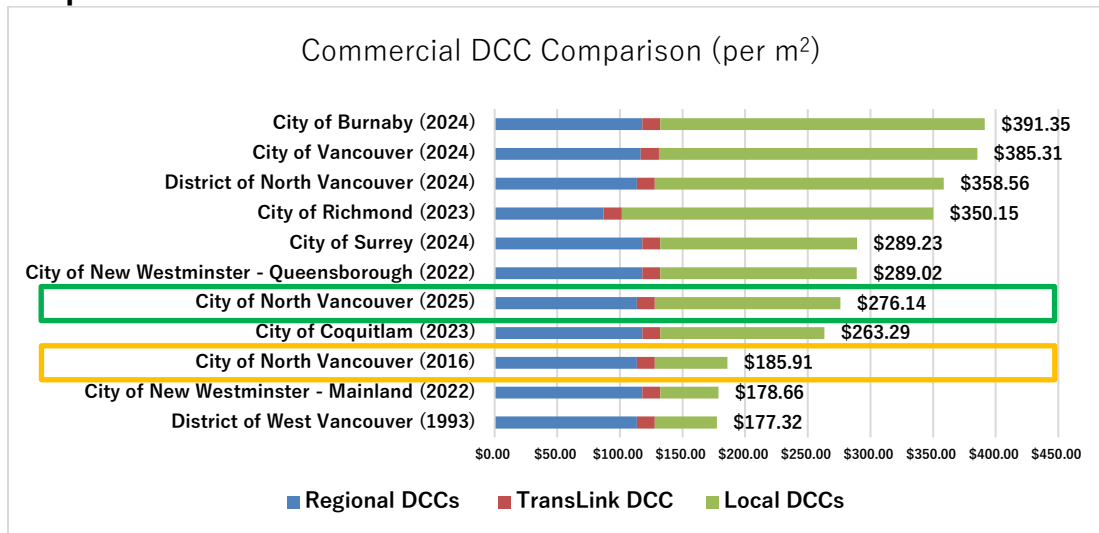
Graph 1



Graph 2



Graph 3



Attachment #2 details the calculation of the DCC rates and a comparison of DCC rates across the region for other sectors.

Financial Feasibility

CNV has engaged advisors to determine if proposed charges would deter development, who analyzed hypothetical development scenarios on various sites in the city. In all scenarios, the conclusion of the analysis was that proposed rates do not deter development.

DCC Rate Structure

DCC rates can be calculated using a “per unit approach” or a “gross floor area (“GFA”) approach”. The current and proposed rate structure for CNV’s DCC’s is as follows:

| Land Use | Current | Proposed |
|---------------------|---------|----------|
| Single Family | \$/Unit | \$/Unit |
| Townhouse/Row | \$/GFA | \$/Unit |
| Apartment 5 Storeys | \$/GFA | \$/Unit |
| Other Apartment | \$/GFA | \$/Unit |
| Commercial | \$/GFA | \$/GFA |
| Industrial | \$/GFA | \$/GFA |

The benefits of using the per unit approach include:

- Removal of ambiguity with GFA calculations, thereby creating administrative efficiencies for developers and CNV reviewers, and increasing transparency
- Alignment to the per unit approach used by regional agencies and other North Shore municipalities, leaving developers with less administration,
- Alignment to the available Statistics Canada census data on building types (e.g. single, row, apartment) and occupancy patterns increasing credibility, and
- Stronger linkages between fee application and demand for services

The drawbacks of using the per unit approach could include:

- Smaller (i.e. entry level) apartment units paying a higher DCC as a percentage of total development cost than they would under a \$/GFA approach.

CNV’s advisors have concluded that a change to a “per unit approach” would not discourage development of small units. Further, there are many examples of local municipalities charging \$/Unit DCCs and that structure has not been observed to discourage small unit construction. Staff presented the proposed DCC rates and rate structure to the development industry at an engagement session on June 12, 2025, and actively looked for feedback on this change throughout the engagement period. The proposed rate structure was generally supported during the engagement.

Discretionary Exemptions

The LGA requires that local governments exempt certain uses from the payment of DCCs. These uses include places of worship, developments that have already paid DCCs, developments that do not impose any new capital cost burdens, buildings containing less than four dwelling units, self-contained dwelling units less than 29 square metres, and buildings with a construction value of less than \$50,000. Revenue implications are an important consideration when implementing exemptions, as municipalities must fund the foregone DCCs revenues through other sources such as property taxes.

| Exemptions | LGA Prescribed | CNV Existing |
|---|------------------------------|------------------|
| Places of Worship (Permissive exemptions) | Y | Y |
| Value of work | Less than \$50K ^a | Less than \$100K |
| Small residential (<29m ²) | Y ^b | Y |
| DCC previously applied | Y | Y |
| Less than 4 units | Y ^c | Y |
| Development creates no new capital cost burden | Y | Y |
| NFP Rental Housing ^d | N | Y |
| For profit affordable rental housing ^d | N | N |
| Small lot subdivision designed for low GHG ^d | N | N |

a) \$50K limit can be increased b) 29m² can be increased c) 4 unit limit can be reduced d) fully discretionary

The exemptions noted in the table above as “fully discretionary” can be added by Council through separate bylaw at any time and do not require Inspector of Municipality approval. Staff are not recommending any changes to CNV’s discretionary exemptions at this time.

In-Stream Protection

The Local Government Act includes provisions to protect development applications that are already in progress. Developments with a complete application that have been accepted for processing by CNV and for which the application fee has been paid are protected from any DCC rate increases introduced under the new bylaw for a period of one year.

NEXT STEPS

| Key task | Date |
|--|----------------------|
| Engagement session with Industry (Urban Development Institute) | June 12, 2025 |
| End of formal engagement period | June 20, 2025 |
| Council Workshop | June 23, 2025 |
| Council Consideration of DCC Bylaw | July 14, 2025 |
| Inspector of Municipalities review | July-August 2025 |
| Final Council consideration of DCC Bylaw | Q3 2025 |

FINANCIAL IMPLICATIONS

Financial implications are discussed throughout the report.

INTER-DEPARTMENTAL IMPLICATIONS

This review is a result of a coordinated effort between CNV Staff from Finance, Planning & Development, and Engineering, Parks & Environment. The DCC Review was also presented to Council on June 23, 2025.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The proposed DCC Bylaw revisions (**Attachment #3** and **Attachment #4**) would support a broad number of goals in the CNV's Strategic Plan.

RESPECTFULLY SUBMITTED:



Larry Sawrenko
Chief Financial Officer

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

| Service | Timing | Gross | Grants/ | Net | Benefit Allocation | | Municipal Assist Factor | | Total | Total | DCC Eligible Costs | | | Project Description | |
|-------------|-----------------------------------|------------------------|--------------------------------|-------------------|--------------------|-----|-------------------------|----|--------------------|-----------------------|------------------------------|-----------|-----------------------------|--|--------------|
| | | Project Cost \$2025 | Subsidies/ Other Recoveries | Municipal Cost | % | \$ | % | \$ | Municipal Costs | DCC Eligible Costs | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits | | |
| WATER | | | | | | | | | | | | | | To increase function, capacity, and resiliency of the water system. Develop a comprehensive long-term plan outlining how the water utility will be maintained and upgraded to meet the City's current and future needs. | |
| | Watermain Replacement & Upgrades | 2025 - 2045 | \$ 30,728,100 | \$ - | \$ 30,728,100 | 50% | \$ 15,364,050 | 1% | \$ 153,641 | \$ 15,517,691 | \$ 15,210,410 | \$ - | \$ 7,193,493 | | \$ 8,016,916 |
| | Utilities Master Plan (33%) | 2025 - 2034 | \$ 100,000 | \$ - | \$ 100,000 | 90% | \$ 90,000 | 1% | \$ 900 | \$ 10,900 | \$ 89,100 | \$ - | \$ 89,100 | | \$ - |
| | Subtotal | | \$ 30,828,100 | \$ - | \$ 30,828,100 | | \$ 15,454,050 | | \$ 154,541 | \$ 15,528,591 | \$ 15,299,510 | \$ - | \$ 7,282,593 | | \$ 8,016,916 |
| | Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 1,600,662 | | |
| TOTAL WATER | | | \$ 30,828,100 | \$ - | \$ 30,828,100 | | \$ 15,454,050 | | \$ 154,541 | \$ 15,528,591 | \$ 15,299,510 | \$ - | \$ 5,681,931 | \$ 8,016,916 | |

| Prevailing Service Level Standard Analysis | | |
|--|--|-----|
| Prevailing Service Level | | N/A |
| Service Level Exceeded? | | No |

| Available DCC Reserves | | |
|------------------------|----|-----------|
| Committed | \$ | - |
| Uncommitted | \$ | 1,600,662 |
| Total | \$ | 1,600,662 |

| CITY OF NORTH VANCOUVER DEVELOPMENT-RELATED CAPITAL PROGRAM | | | | | | | | | | | | | | | |
|--|---|--------------------------|---|--------------------------|--------------------|-----|-------------------------|----|-----------------------------|--------------------------------|------------------------------|-----------|-----------------------------|---------------------|--|
| Service | Timing | Gross Project Cost | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | | Project Description | |
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits | | |
| SEWER | | | | | | | | | | | | | | | To increase function, capacity, and resiliency of the sanitary sewer system. Major upgrades required to facilitate a resilient sanitary sewer network. Pump stations are required to enable wastewater to flow to sewer treatment facilities. Supports installation of new flow monitoring stations throughout the City which help monitor sanitary flows and verify modelling with the goal of reducing inflow and infiltration entering the City's sanitary system. Develop a comprehensive long-term plan outlining how the sewer utility will be maintained and upgraded to meet the City's current and future needs. |
| | Sewer Utility Main Replacement and Upgrades | 2025 - 2045 | \$ 29,412,759 | \$ - | \$ 29,412,759 | 56% | \$ 16,558,398 | 1% | \$ 165,584 | \$ 13,019,945 | \$ 16,392,814 | \$ - | \$ 7,931,393 | \$ 8,461,420 | |
| | Sewer Utility Pump Station Major Upgrades | 2025 - 2034 | \$ 900,000 | \$ - | \$ 900,000 | 17% | \$ 149,175 | 1% | \$ 1,492 | \$ 752,317 | \$ 147,683 | \$ - | \$ 147,683 | \$ - | |
| | Flow Monitoring Station Install | 2025 - 2034 | \$ 600,000 | \$ - | \$ 600,000 | 17% | \$ 99,450 | 1% | \$ 994 | \$ 501,545 | \$ 98,455 | \$ - | \$ 98,455 | \$ - | |
| | Utilities Master Plan (33%) | 2025 - 2034 | \$ 100,000 | \$ - | \$ 100,000 | 90% | \$ 90,000 | 1% | \$ 900 | \$ 10,900 | \$ 89,100 | \$ - | \$ 89,100 | \$ - | |
| | Subtotal | | \$ 31,012,759 | \$ - | \$ 31,012,759 | | \$ 16,897,022 | | \$ 168,970 | \$ 14,284,707 | \$ 16,728,052 | \$ - | \$ 8,266,632 | \$ 8,461,420 | |
| | Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 1,541,197 | | |
| TOTAL SEWER | | | \$ 31,012,759 | \$ - | \$ 31,012,759 | | \$ 16,897,022 | | \$ 168,970 | \$ 14,284,707 | \$ 16,728,052 | \$ - | \$ 6,725,434 | \$ 8,461,420 | |

| Prevailing Service Level Standard Analysis | | |
|--|--|-----|
| Prevailing Service Level | | N/A |
| Service Level Exceeded? | | No |

| Available DCC Reserves | | |
|------------------------|----|-----------|
| Committed | \$ | - |
| Uncommitted | \$ | 1,541,197 |
| Total | \$ | 1,541,197 |

| CITY OF NORTH VANCOUVER DEVELOPMENT-RELATED CAPITAL PROGRAM | | | | | | | | | | | | | | | |
|--|---|---------------------------------|---|--------------------------|--------------------|---------------|-------------------------|------------|-----------------------------|--------------------------------|------------------------------|--------------|-----------------------------|---------------------|--|
| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | | Project Description | |
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits | | |
| DRAINAGE | | | | | | | | | | | | | | | The project will deliver approximately 740 meters of storm main, replacing existing aging and undersized pipes. Construction of new storm sewers in areas that are not currently serviced. These areas may have historically relied on open ditches, or shallow perforated pipe/ drain tile which does not meet current servicing needs. Typical projects are prioritized to coordinate with private property development on lots that are not serviced by the storm sewer system. Acquire land to support storm water conveyance and increase system resilience to meet intensifying land-use in a changing climate including more extreme weather events. Thain Creek, a tributary of Mosquito Creek, experienced severe bank erosion near Cypress Gardens residential complex due to high flows. The proposed project will stabilize the creek banks to protect properties, prevent further erosion and improve stream hydraulics. Regrading and reconfiguring creek channel immediately upstream of Marine Drive Bridge to improve fish passage and aquatic habitat, reduce nuisance flooding of adjacent pathway, manage gravel accumulation and frequency of future dredging. Supports installation of new flow monitoring stations throughout the City which help monitor drainage flows and track efforts of the City's ISMP to reduce runoff entering the City's drainage system. The drainage utility is the primary source of funds for dealing with the City's natural creeks and associated steep slopes along the ravines. On-going monitoring, intermittent technical assessments, and physical works are required to manage the hazards such as slope stability, erosion, and localized creek related flooding. Typical tasks include geotechnical and hydrotechnical assessments as well as slope stabilization and erosion protection works. Regular annual funding is required for on-going monitoring and to address localized issues as they arise. Develop a comprehensive long-term plan outlining how the drainage utility will be developed, maintained, and expanded to meet the City's current and future needs. |
| | Storm Utility Main Replacement & Upgrades | 2025 - 2045 | \$ 18,001,402 | \$ - | \$ 18,001,402 | 50% | \$ 9,000,701 | 1% | \$ 90,007 | \$ 9,090,708 | \$ 8,910,694 | \$ - | \$ 2,994,854 | \$ 5,915,840 | |
| | Storm Infill | 2025 - 2034 | \$ 11,812,500 | \$ - | \$ 11,812,500 | 0% | \$ - | 1% | \$ - | \$ 11,812,500 | \$ - | \$ - | \$ - | \$ - | |
| | Future Land Acquisition | 2025 - 2034 | \$ 5,000,000 | \$ - | \$ 5,000,000 | 100% | \$ 5,000,000 | 1% | \$ 50,000 | \$ 50,000 | \$ 4,950,000 | \$ - | \$ 4,950,000 | \$ - | |
| | Thain Creek Slope Stabilization | 2025 - 2025 | \$ 2,900,000 | \$ - | \$ 2,900,000 | 17% | \$ 480,674 | 1% | \$ 4,807 | \$ 2,424,133 | \$ 475,867 | \$ - | \$ 475,867 | \$ - | |
| | Mosquito Creek at Marine Drive Bridge In-Stream Works | 2025 - 2025 | \$ 900,000 | \$ - | \$ 900,000 | 17% | \$ 149,175 | 1% | \$ 1,492 | \$ 752,317 | \$ 147,683 | \$ - | \$ 147,683 | \$ - | |
| | Flow Monitoring Station Install | 2025 - 2034 | \$ 630,000 | \$ - | \$ 630,000 | 17% | \$ 104,422 | 1% | \$ 1,044 | \$ 526,622 | \$ 103,378 | \$ - | \$ 103,378 | \$ - | |
| | Creek Hazard Management | 2025 - 2034 | \$ 500,000 | \$ - | \$ 500,000 | 17% | \$ 82,875 | 1% | \$ 829 | \$ 417,954 | \$ 82,046 | \$ - | \$ 82,046 | \$ - | |
| | Utilities Master Plan (33%) | 2025 - 2034 | \$ 100,000 | \$ - | \$ 100,000 | 90% | \$ 90,000 | 1% | \$ 900 | \$ 10,900 | \$ 89,100 | \$ - | \$ 89,100 | \$ - | |
| | Subtotal | | \$ 39,843,902 | \$ - | \$ 39,843,902 | | \$ 14,907,847 | | \$ 149,078 | \$ 25,085,133 | \$ 14,758,769 | \$ - | \$ 8,842,929 | \$ 5,915,840 | |
| Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 1,385,041 | | | |
| TOTAL DRAINAGE | | \$ 39,843,902 | \$ - | \$ 39,843,902 | | \$ 14,907,847 | | \$ 149,078 | \$ 25,085,133 | \$ 14,758,769 | \$ - | \$ 7,457,888 | \$ 5,915,840 | | |

| Prevailing Service Level Standard Analysis | |
|--|-----|
| Prevailing Service Level | N/A |
| Service Level Exceeded? | No |

| Available DCC Reserves | |
|------------------------|--------------|
| Committed | \$ - |
| Uncommitted | \$ 1,385,041 |
| Total | \$ 1,385,041 |

| CITY OF NORTH VANCOUVER DEVELOPMENT-RELATED CAPITAL PROGRAM | | | | | | | | | | | | | | |
|--|--|---------------------------------|---|--------------------------|--------------------|---------------|-------------------------|---------------|-----------------------------|--------------------------------|------------------------------|---------------|-----------------------------|--|
| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | | Project Description |
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits | |
| TRANSPORTATION | | | | | | | | | | | | | | |
| | Major Roads and Related Projects | \$ 67,300,000 | \$ - | \$ 67,300,000 | | \$ 7,149,500 | 20% | \$ 1,429,900 | \$ 61,580,400 | \$ 5,719,600 | \$ - | \$ 5,719,600 | \$ - | Rapid Transit Implementation - East/West and North/South, Marine Dr Bridge Replacement over MacKay Creek, and Lynn Creek Bridge at Cotton Rd Widening and Replacement |
| | | | | | | | | | | | | | | |
| | Mobility Network Implementation | 2025 - 2034 \$ 42,402,591 | \$ - | \$ 42,402,591 | 75% | \$ 31,801,943 | 20% | \$ 6,360,389 | \$ 16,961,036 | \$ 25,441,555 | \$ - | \$ 25,441,555 | \$ - | 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 next 4 years of the plan will be on the Upper Levels Greenway, the Mid-town Corridor, and the Chesterfield Corridor. |
| | Pedestrian Capacity Improvements - Sidewalks | 2025 - 2034 \$ 19,466,254 | \$ - | \$ 19,466,254 | | \$ 14,599,691 | | \$ 2,919,938 | \$ 7,786,502 | \$ 11,679,752 | \$ - | \$ 11,679,752 | \$ - | New Pedestrian crossing facilities, parks & public spaces, sidewalk delivery programs |
| | | | | | | | | | | | | | | |
| | City Lighting Program | 2025 - 2034 \$ 4,050,000 | \$ - | \$ 4,050,000 | 17% | \$ 671,286 | 20% | \$ 134,257 | \$ 3,512,971 | \$ 537,029 | \$ - | \$ 537,029 | \$ - | Design and construction of new roadway and pedestrian level lighting throughout the City as per the street lighting implementation program |
| | Traffic Signals, Streetscapes & Public Realm | 2025 - 2034 \$ 3,680,000 | \$ - | \$ 3,680,000 | 77% | \$ 2,832,930 | 20% | \$ 566,586 | \$ 1,413,656 | \$ 2,266,344 | \$ - | \$ 2,266,344 | \$ - | New traffic signals, public realm improvements, Curb Access & Parking plan |
| | | | | | | | | | | | | | | |
| | Transportation Master Planning Work | 2030 - 2034 \$ 1,350,000 | \$ - | \$ 1,350,000 | 66% | \$ 895,650 | 20% | \$ 179,130 | \$ 633,480 | \$ 716,520 | \$ - | \$ 716,520 | \$ - | Transportation Master Planning work, including Mobility Strategy update, transit study (East/West and North/South) and Safety Study |
| | Subtotal | \$ 138,248,845 | \$ - | \$ 138,248,845 | | \$ 57,951,000 | | \$ 11,590,200 | \$ 91,888,045 | \$ 46,360,800 | \$ - | \$ 46,360,800 | \$ - | |
| | Less: Available DCC Reserve Funds | | | | | | | | | | | \$ 3,058,589 | | |
| TOTAL TRANSPORTATION | | \$ 138,248,845 | \$ - | \$ 138,248,845 | | \$ 57,951,000 | | \$ 11,590,200 | \$ 91,888,045 | \$ 46,360,800 | \$ - | \$ 43,302,211 | \$ - | |

| Prevailing Service Level Standard Analysis | | |
|--|--|-----|
| Prevailing Service Level | | N/A |
| Service Level Exceeded? | | No |

| Available DCC Reserves | | |
|------------------------|----|-----------|
| Committed | \$ | - |
| Uncommitted | \$ | 3,058,589 |
| Total | \$ | 3,058,589 |

| CITY OF NORTH VANCOUVER DEVELOPMENT-RELATED CAPITAL PROGRAM | | | | | | | | | | | | | | | |
|--|---|---------------------------------|---|--------------------------|--------------------|----------------|-------------------------|--------------|-----------------------------|--------------------------------|------------------------------|---------------|-----------------------------|--|---|
| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | | Project Description | |
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits | | |
| PARKS | | | | | | | | | | | | | | | 0 |
| | Park Acquisition | | | | | | | | | | | | | | |
| | Future Parkland Acquisition | | \$ 50,000,000 | \$ - | \$ 50,000,000 | 100% | \$ 50,000,000 | 1% | \$ 500,000 | \$ 500,000 | \$ 49,500,000 | \$ - | \$ 5,000,000 | \$ 44,500,000 | Land aquisition to increase avialable park space in a currently underserved area |
| | | | | | | | | | | | | | | | |
| | Future New Parks/Plazas | 2025 - 2034 | \$ 26,347,423 | \$ - | \$ 26,347,423 | 96% | \$ 25,375,423 | 1% | \$ 253,754 | \$ 1,225,754 | \$ 25,121,668 | \$ - | \$ 25,121,668 | \$ - | Focus on the deficient Central/Lower Lonsdale areas |
| | | | | | | | | | | | | | | | |
| | Future Park Development Enhancements | 2025 - 2034 | \$ 17,415,617 | \$ - | \$ 17,415,617 | 99% | \$ 17,245,775 | 1% | \$ 172,458 | \$ 342,300 | \$ 17,073,317 | \$ - | \$ 15,226,196 | \$ 1,847,121 | Focus on Waterfront, 1600 Eastern Ave, 19th & St. Andrews, Jack Loukes, and St Andrews Parks |
| | | | | | | | | | | | | | | | |
| | Harry Jerome Community Recreation Centre (HJCRC) - Park Development | 2025 - 2026 | \$ 6,843,350 | \$ - | \$ 6,843,350 | 50% | \$ 3,421,675 | 1% | \$ 34,217 | \$ 3,455,892 | \$ 3,387,458 | \$ 1,234,272 | \$ 2,153,186 | \$ - | Part of the HJCRC Financial Strategy |
| | | | | | | | | | | | | | | | |
| | Sports Field Conversions | 2025 - 2034 | \$ 4,552,693 | \$ - | \$ 4,552,693 | 80% | \$ 3,642,155 | 1% | \$ 36,422 | \$ 946,960 | \$ 3,605,733 | \$ - | \$ 3,605,733 | \$ - | Conversion of Sunrise gravel field grass or sunthetic sports fields |
| | | | | | | | | | | | | | | | |
| | City-wide Playground Expansions | 2025 - 2034 | \$ 3,600,000 | \$ - | \$ 3,600,000 | 75% | \$ 2,700,000 | 1% | \$ 27,000 | \$ 927,000 | \$ 2,673,000 | \$ - | \$ 2,673,000 | \$ - | Enhancement and expansion of playgrounds across the City, priority based on equity gap analysis, condition assessments and concentration of density |
| | | | | | | | | | | | | | | | |
| | Park Development - Greenways Program | 2025 - 2034 | \$ 3,500,000 | \$ - | \$ 3,500,000 | 75% | \$ 2,800,000 | 1% | \$ 28,000 | \$ 728,000 | \$ 2,772,000 | \$ - | \$ 2,772,000 | \$ - | Focus on the Green Necklace, from Lonsdale Ave to Grand Boulevard at East 19th Street and greenway connections between Upper Lonsdale and Westview Drive. |
| | | | | | | | | | | | | | | | |
| Playground and Park Features | 2030 - 2034 | \$ 1,976,840 | \$ - | \$ 1,976,840 | 19% | \$ 384,619 | 1% | \$ 3,846 | \$ 1,596,067 | \$ 380,773 | \$ - | \$ 380,773 | \$ - | Enhancement of features system-wide to respond to growing amenity needs | |
| | | | | | | | | | | | | | | | |
| Road Reallocation to Park - Location TBD | 2025 - 2034 | \$ 1,250,969 | \$ - | \$ 1,250,969 | 100% | \$ 1,250,969 | 1% | \$ 12,510 | \$ 12,510 | \$ 1,238,459 | \$ - | \$ 1,238,459 | \$ - | Funding to convert existing road right of way to public plaza to address public space gaps in the system | |
| | | | | | | | | | | | | | | | |
| Subtotal | | \$ 115,486,893 | \$ - | \$ 115,486,893 | | \$ 106,820,615 | | \$ 1,068,206 | \$ 9,734,484 | \$ 105,752,409 | \$ 1,234,272 | \$ 58,171,016 | \$ 46,347,121 | | |
| Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 20,229,865 | | | |
| TOTAL PARKS | | \$ 115,486,893 | \$ - | \$ 115,486,893 | | \$ 106,820,615 | | \$ 1,068,206 | \$ 9,734,484 | \$ 105,752,409 | \$ 1,234,272 | \$ 37,941,151 | \$ 46,347,121 | | |

| Prevailing Service Level Standard Analysis | | |
|--|----|-------------|
| Prevailing Service Level | \$ | 204,482,392 |
| Service Level Exceeded? | | No |

| Available DCC Reserves | | |
|------------------------|----|-------------|
| Committed | \$ | 1,234,272.0 |
| Uncommitted | \$ | 20,229,865 |
| Total | \$ | 21,464,137 |

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

| Service | Timing | Gross Project Cost | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | | Project Description |
|--|--------|--------------------|-------------------------------------|--------------------|--------------------|--------------|-------------------------|-----------|-----------------------|--------------------------|---------------------------|--------------|--------------------------|--|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits | |
| PROTECTION SERVICES | | | | | | | | | | | | | | <p>The existing fire hall on E 13th street was built in 1970. The existing hall needs to be redeveloped to account for the growing population. The future fire hall (estimated 27K sqft) is anticipated to cost \$1,250/sqft to develop.</p> |
| Redevelopment of Existing Fire Hall and Land Acquisition | | \$ 34,119,000 | \$ - | \$ 34,119,000 | 20% | \$ 6,773,954 | 1% | \$ 67,740 | \$ 27,412,786 | \$ 6,706,214 | \$ - | \$ 6,706,214 | \$ - | |
| Less: Available Uncommitted DCC Reserve Funds ¹ | | | | | | | | | | | | \$ - | | |
| Total | | \$ 34,119,000 | \$ - | \$ 34,119,000 | | \$ 6,773,954 | | \$ 67,740 | \$ 27,412,786 | \$ 6,706,214 | \$ - | \$ 6,706,214 | \$ - | |

(1) Protection Services (Fire & Police) is a new DCC service, therefore no reserve funds are available

| Prevailing Service Level Standard Analysis | |
|--|---------------|
| Prevailing Service Level | \$ 22,649,654 |
| Service Level Exceeded? | No |

| | | |
|--------------------------------|-----------|----------|
| Available DCC Reserves* | | |
| Committed | \$ | - |
| Uncommitted | \$ | - |
| Total | \$ | - |

*Protection Services is a new DCC service. Therefore,

| CITY OF NORTH VANCOUVER DEVELOPMENT-RELATED CAPITAL PROGRAM | | | | | | | | | | | | | | |
|--|-------------|---------------------------------|---|--------------------------|--------------------|--------------|-------------------------|-----------|-----------------------------|--------------------------------|------------------------------|--------------|-----------------------------|---|
| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | | Project Description |
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits | |
| SOLID WASTE & RECYCLING | | | | | | | | | | | | | | |
| Spoil Site/Transfer Station Expansion (2 ha) | 2025 - 2034 | \$ 5,000,000 | \$ - | \$ 5,000,000 | 50% | \$ 2,500,000 | 1% | \$ 25,000 | \$ 2,525,000 | \$ 2,475,000 | \$ - | \$ 1,242,608 | \$ 1,232,392 | A new site would improve operational efficiency, reduce hauling distances, and support long term infrastructure growth. It enables the reuse of construction materials, lowers environmental impact, and reduces reliance on third-party facilities. |
| Solid Waste Master Plan | 2025 - 2034 | \$ 250,000 | \$ - | \$ 250,000 | 100% | \$ 250,000 | 1% | \$ 2,500 | \$ 2,500 | \$ 247,500 | \$ - | \$ 247,500 | \$ - | The Solid Waste Master Plan outlines how we will manage garbage, recycling, and organics collection as our community grows. It identifies the infrastructure and service upgrades needed over time, such as expanded collection routes, new facilities, or updated equipment—to maintain effective, environmentally responsible waste services. |
| SUBTOTAL SOLID WASTE & RECYCLING | | \$ 5,250,000 | \$ - | \$ 5,250,000 | | \$ 2,750,000 | | \$ 27,500 | \$ 2,527,500 | \$ 2,722,500 | \$ - | \$ 1,490,108 | \$ 1,232,392 | |
| Less: Available DCC Reserve Funds ¹ | | | | | | | | | | | | \$ - | | |
| TOTAL SOLID WASTE & RECYCLING | | \$ 5,250,000 | \$ - | \$ 5,250,000 | | \$ 2,750,000 | | \$ 27,500 | \$ 2,527,500 | \$ 2,722,500 | \$ - | \$ 1,490,108 | \$ 1,232,392 | |

(1) Solid Waste and Recycling is a new DCC service, therefore no reserve funds are available

| Prevailing Service Level Standard Analysis | | |
|--|----|-----------|
| Prevailing Service Level | \$ | 1,490,108 |
| Service Level Exceeded? | | No |

| Available DCC Reserves | | |
|------------------------|----|---|
| Committed | \$ | - |
| Uncommitted | \$ | - |
| Total | \$ | - |

REPORT FOR PUBLIC REVIEW

PREPARED BY HEMSON CONSULTING FOR THE CITY OF NORTH VANCOUVER

DEVELOPMENT COST CHARGES (DCC) BACKGROUND STUDY

May 29, 2025



1000 - 30 St. Patrick Street, Toronto ON M5T 3A3
416 593 5090 | hemson@hemson.com | www.hemson.com

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ACRONYMS

| | |
|-------|--------------------------------|
| ACC | Amenity Cost Charges |
| BC | British Columbia |
| CNV | City of North Vancouver |
| DCC | Development Cost Charges |
| GFA | Gross Floor Area |
| IZ | Inclusionary Zoning |
| LGA | Local Government Act |
| OCP | Official Community Plan |
| PPU | Persons Per Unit |
| SSMUH | Small-Scale Multi-Unit Housing |
| TOA | Transit-Orientated Areas |

EXECUTIVE SUMMARY

Hemson Consulting Ltd. was retained by the City of North Vancouver (CNV) to update its existing Development Cost Charges (DCC) Bylaw (Bylaw 8471) to reflect the servicing needs of new development across the City. This report presents the findings of the DCC Bylaw update.

A. LEGISLATIVE CONTEXT

The City's 2025 DCC Study and Bylaw Review (herein referred to as the "DCC Study") is presented as part of the process to lead to the approval of a new DC bylaw in compliance with the Local Government Act (LGA). The study is prepared in accordance with the LGA and the Ministry of Housing and Municipal Affairs DCC Best Practices Guide dated March 2025.

B. ALL SERVICES WITH DEVELOPMENT-RELATED COSTS INCLUDED IN THE ANALYSIS

The following City services have been included in the DCC analysis. Protection Services and Solid Waste and Recycling are new DCC services which are not currently included in the City's existing DCC Bylaw 8471.

- Water;
- Sewer;
- Drainage;
- Transportation (Highway Facilities);
- Park Acquisition and Improvements;
- Protection Services (Police & Fire); and
- Solid Waste & Recycling.

C. APPROACH USED TO CALCULATE DCCS

In accordance with the LGA, several key steps are required to calculate DCCs. These steps include:

- Establishing DCC Areas and Program Timeframe
- Creating a Development Forecast
- Developing a DCC Capital Program for Eligible Services
- Identifying the DCC Eligible Costs
- Calculating the DCC Rates

D. DEVELOPMENT FORECAST

A forecast of residential and non-residential development anticipated in the City has been included in this report for the purposes of the DCC rate calculations. The City's development forecast for the 10-year planning horizon from 2025 -2034, estimates that CNV will add approximately 8,000 new occupied dwelling units which will be accommodated by 16,100 people.

The employment forecast for the City is forecast to add approximately 2,800 new employees in the 10-year planning horizon. This results in the addition of 75,400 square metres of new non-residential building space from 2025 – 2034.

E. DEVELOPMENT-RELATED CAPITAL PROGRAM

The development-related capital program for all services is based on a 10-year period from 2025 – 2034. The gross cost of the program amount to \$394.8 million of which, \$109.3 million is anticipated to be funded from DCCs. Details regarding the capital programs for each service is provided in Appendix B of this report.

F. CALCULATED DCCS

DCCs have been established under the parameters and limitations of the LGA. A municipal-wide uniform cost recovery approach is used to calculate DCCs for all services.

The table below provides the City-wide charges for residential and non-residential development based on residential unit types and commercial and industrial space per square metre.

| Service | Residential Charge By Unit Type (1) | | | | Commercial | Industrial |
|-------------------------------------|-------------------------------------|-----------------|------------------|---------------------------|---|---|
| | Single Family | Multiple | Other Apartments | Apartment with 5+ Storeys | Charge per Square Metre of Gross Floor Area | Charge per Square Metre of Gross Floor Area |
| Protection Services (Fire & Police) | \$1,098 | \$921 | \$779 | \$637 | \$8.56 | \$8.56 |
| Sanitary | \$1,101 | \$923 | \$781 | \$639 | \$8.58 | \$8.58 |
| Water | \$930 | \$780 | \$660 | \$540 | \$7.25 | \$7.25 |
| Storm Drainage | \$1,221 | \$1,024 | \$866 | \$709 | \$9.52 | \$9.52 |
| Parkland & Park Improvement | \$6,902 | \$5,789 | \$4,898 | \$4,008 | \$17.76 | \$17.76 |
| Solid Waste & Recycling | \$244 | \$205 | \$173 | \$142 | \$1.90 | \$1.90 |
| Transportation (Highways) | \$6,251 | \$5,242 | \$4,436 | \$3,629 | \$94.69 | \$56.80 |
| Total Charge per Unit | \$17,747 | \$14,884 | \$12,593 | \$10,304 | \$148.26 | \$110.37 |

The 2025 DCC Study has been prepared based on the best available information at the time of preparing this report and is subject to change based on future capital plans presented to Council as part of the annual budgeting process.

1. INTRODUCTION & BACKGROUND

Hemson Consulting was retained by the City to update its existing DCC Bylaw (Bylaw 8471) and to prepare a new Amenity Cost Charges (ACC) Bylaw. This report provides the basis and background for updating the City's DCC rate calculations in order to help fund development-related infrastructure. A separate report will be prepared relating to ACCs.

A. LEGISLATIVE BACKGROUND & GUIDANCE

i. Recent Legislative Changes

Division 19 of British Columbia's LGA provides the primary legal framework for the recovery of development-related costs. In particular, section 559 of the LGA provides the legislative authority to implement a DCC bylaw, which imposes charges on new development to help pay for the capital costs of off-site infrastructure required to accommodate growth.

The province recently passed legislation to amend the LGA to facilitate increased housing supply as part of the Province's *Homes for People Action Plan*. Such legislative changes include:

- *Bill 44 – 2023 Housing Statutes (Residential Development) Amendment Act*
- *Bill 46 – 2023 Housing Statutes (Development Financing) Amendment Act (Bill 46)*
- *Bill 47 – 2023 Housing Statutes (Transit-Oriented Areas) Amendment Act (Bill 47)*
- *Bill 16 – 2024 Housing Statutes Amendment Act (Bill 16)*

These changes generally require local governments to increase permitted residential densities and provide new financial and policy tools to fund infrastructure and amenities that support growth. For example, local governments are now also required to:

- Plan for 20 years of housing needs;
- Permit small-scale multi-unit housing (SSMUH); and
- Allow as-of-right densities in Transit-Oriented Areas (TOAs).

ii. DCC Best Practices Guide

The Ministry of Housing and Municipal Affairs released the DCC Best Practices Guide in March 2025 which outlines key objectives for DCCs which include:

- Encouraging local governments to adopt a standard practice for creating and administering DCC bylaws while allowing flexibility depending on local circumstances; and,
- Provide industry best practices and guidance on how DCCs should be calculated and administered throughout the Province.

This study process, DCC calculations and report align with the DCC Best Practices Guide as well as the legislative requirements outlined in the LGA.

B. WHAT ARE DCCS AND WHAT CAN THEY FUND?

DCCs are used to fund capital cost required to service the needs of new developments. Legislation originally limited DCC collection to the following categories: sewage, water, drainage, transportation (highway facilities), and the acquisition and improvement of parkland. Following the passage of Bill 46, local governments are now able to collect DCCs for fire protection, police as well as solid waste and recycling facilities.

Table 1 provides a summary of eligible DCC services and the costs that can be included in the rate calculations.

Table 1: Summary of DCC Eligible Costs

| DCC Service | Eligible Costs |
|-------------------------------------|---|
| Water | Water distribution, water rights-of-way and easement acquisition, trick/grid watermain, facility oversizing, booster pump stations, etc. |
| Sewer | Master sewerage planning, sanitary rights-of-way and easement acquisition, trunk sanitary sewer, relief sewers, facility oversizing, sewage lift stations, and sewage treatment facilities. |
| Drainage | Master stormwater management plans, drainage rights-of-way and easement acquisition, large diameter storm sewer, major culvert crossings, pumping stations, etc. |
| Transportation (Highway Facilities) | Master transportation planning work, roads, sidewalks and pedestrian facilities, traffic signals and controls, curb and gutter, land acquisition related to eligible facilities, design, etc. |
| Park Acquisition and Improvements | Fencing, landscaping, drainage, irrigation, trails, restrooms, changing rooms, as well as playground and playfield equipment. |

| DCC Service | Eligible Costs |
|--|---|
| Protection Services (Police & Fire) | Facilities Master Plans, detachment buildings, firehalls, training facilities, municipal jails, cells, and holding facilities, staff quarters, apparatus bays, dispatches, etc. |
| Solid Waste & Recycling | Solid waste master planning, landfills, transfer stations, recycling depots and processing facilities, compost facilities, and land acquisition related to eligible facilities. |

All capital projects under DCC categories must directly or indirectly service new development and the charges are only eligible for capital assets owned or controlled by a local government. Capital costs included in a new or amended DCC bylaw should be based on the local government's Official Community Plan (OCP), financial plan, service plans and long-term capital plans.

C. THE DCC STUDY FORMS PART OF THE CITY'S DEVELOPMENT FINANCE UPDATE

This report presents the results of the updated DCC calculations, which form part of a broader initiative to update the City's development finance tools. In addition to DCCs, the City is also in the process of preparing an ACC Bylaw and an Inclusionary Zoning (IZ) Bylaw.

The last comprehensive update of the City's DCCs was completed in 2016. At that time, DCCs were calculated for services related to Transportation, Park Acquisition and Development, Water, Sanitary Sewer, and Drainage. The 2025 DCC update continues to include these services and introduces new eligible DCC services of Protective Services (Police and Fire) as well as Solid Waste and Recycling.

D. CONSULTATION AND APPROVAL PROCESS

While not a statutory requirement of the LGA, consultation with the development industry and the public is strongly encouraged in the DCC Best Practices Guide. As part of the CNV's DCC update, a consultation framework was developed to support this principle. The framework is intended to provide opportunities for Council, the development industry, and the general public to review and provide input on the proposed DCC rates and associated policies outlined in the draft DCC Bylaw.

Table 2 provides a summary of the consultation and approval process undertaken as part of the DCC Bylaw approval process. Following the release of the DCC Study, consultation will continue with stakeholders prior to the first, second and third reading of the DCC Bylaw before it is submitted to the Inspector of Municipalities for approval.

Table 2: Timeline of Consultation and Approval Process

| Description | Targeted Date |
|--|----------------------|
| Information Session with the Development Industry #1 | November 18, 2024 |
| Notice of Public Meeting | May 2025 |
| Public Release of DCC Study & Draft Bylaw | June 9, 2025 |
| Public Engagement | Week of June 9, 2025 |
| Council Information Session | June 23, 2025 |
| Information Session with the Development Industry #2 | June 12, 2025 |
| First, Second and Third Reading of DCC Bylaw | July 14, 2025 |
| DCC Bylaw Submitted to Inspector of Municipalities | July 15, 2025 |
| DCC Bylaw Final Approval by Council | Summer 2025 |

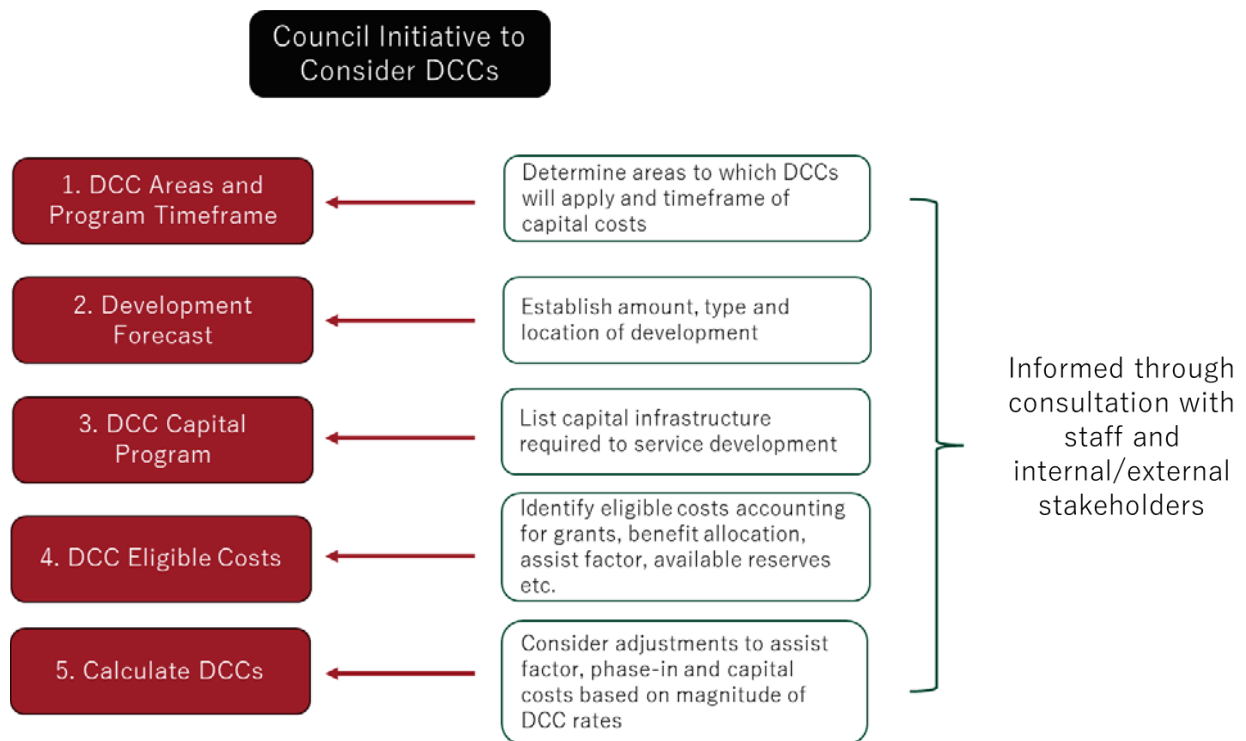
2. DCC CALCULATION METHODOLOGY

This chapter describes the methodology used to calculate the DCC rates including the program timeframes, development forecast, eligible capital costs and allocation between residential and non-residential land uses.

A. KEY STEPS IN DETERMINING DCCS FOR DEVELOPMENT-RELATED INFRASTRUCTURE

Several key steps are required in calculating development charges for future development-related projects. These steps are shown in Figure 1 and are described in the following sections.

Figure 1: Key Steps in Determining DCCs



B. DCC AREAS AND PROGRAM TIMEFRAME

i. Municipal-Wide versus Area-Specific Charges

DCCs can be charged on a municipal-wide basis (meaning that the same DCC rate is applied across a municipality regardless of location) or based on geographic areas or zones within a municipality as defined in the municipality's OCP or Zoning Bylaw. In determining whether or not DCC rates should be calculated on a municipal-wide or area-specific basis, the following should be considered:

- The relationship between those who will pay DCCs and who will benefit from the infrastructure;
- Whether the areas benefitting from the projects can be clearly defined;
- Equitable and fair distribution of costs; and
- Administration of charges and cash flow considerations.

ii. Determining the Appropriate Program Timeframe

When developing a DCC capital program, municipalities must choose an appropriate timeframe. Typically, either a short to medium term (5 – 10 years) or a build out planning horizon, which aligns with infrastructure master plans or the OCP are used. When determining the appropriate timeframe, municipalities must ensure that only the projects required to service development expected within the timeframe should be included.

C. DEVELOPMENT FORECAST

In order to calculate DCCs, a development forecast must be undertaken to forecast the amount, type, and location of development that would be subject to DCC charges. Residential forecasts typically involve forecasting population, employees, households, and housing by unit types. Whereas non-residential forecasts are based on the forecasts of employment and new non-residential land and building space anticipated over the planning horizon.

Development forecasts are based on background documents such as OCPs, zoning bylaws, housing needs reports, housing targets, BC Stats, BC Assessment, Statistic Canada Census data, etc. Additional details on the development forecast for CNVs 2025 DCC Study can be found in Appendix A.

D. CAPITAL PROGRAM AND DCC ELIGIBLE COSTS

i. Developing a DCC Capital Program

The 10-year DCC capital program should be based on the City's financial plan, OCP and capital plan. Capital cost estimates for eligible projects must be identified and be as accurate as possible, noting that DCC calculations are a point-in-time analysis based on the best available information at the time the study is completed.

Development and redevelopment of land drives the need for increased infrastructure and municipal servicing. The type of capital investment required is influenced by many factors, including the amount, type and location of development. In addition, when identifying capital infrastructure needs, local governments must consider how they plan for growth and the provision of services which includes standards and levels of service; regulatory requirements; topography; timing of development; available capacity already in place to service new development or redevelopment and demographic and socio-economic change.

Once the capital projects and gross costs have been identified, the following steps must be undertaken:

ii. Deduction of Approved Grants, Subsidies and Other Recoveries

Approved grant funding is deducted from the total capital costs of a project before any adjustments for the benefit allocation and municipal assist factor can be made. Shares of projects expected to be funded from developers should not be included in the DCC capital program.

iii. Allocation of Benefit

The benefit allocation determines how much a project will service growth with the remaining share considered ineligible for DCC funding. The benefit allocation is determined on a project-by-project basis and considers the scope of work and anticipated benefit to future development and the existing community. For example, a net new road segment would be fully attributed to future growth whereas a road widening, which includes the replacement of existing lanes, would reflect that a share of the project will benefit the existing community.

iv. Municipal Assist Factor

DCCs are intended to “assist” local governments with funding infrastructure for certain eligible services, meaning that not all of the development-related costs can be charged to new development.

As per the DCC Best Practices Guide, local government have discretion to set the municipal assist factor, however it must be equal to or greater than 1%. The assist factor can vary between categories of DCC eligible services, but it must be consistent for all capital projects within a given DCC service category.

Additionally, local governments may use the assist factor to reduce or phase-in the calculated DCC rates if the rates are deemed to deter development.

v. Available DCC Reserves Are Deducted from Eligible Costs

Available DCC reserve balances (if in a surplus position) are reduced from the DCC eligible costs. For new eligible services, such as Protection Services and Solid Waste & Recycling, no reserve fund balances exists because DCCs have not yet been collected for these services.

Importantly, local governments may utilize “inter-fund borrowing” which allows DCC reserve funds to be borrowed when there are insufficient monies available to fund a capital project in one DCC reserve (e.g. Sanitary) and there are funds in another DCC reserve (e.g. Stormwater Drainage). However, if a local government uses inter-fund borrowing, then the monies must be paid back to the original reserve fund account with interest before the money is required to fund projects in the original reserve fund.

vi. Post-Time Frame Benefits Deducted from Eligible Costs

Any capital costs that are deemed to benefit growth beyond the planning horizon of the DCC analysis will be allocated as a “post-time frame benefit”. These shares of projects will be considered for recovery in the DCC rate calculations in subsequent updates to the DCC rate calculation when the planning horizon is extended.

vii. Establishing DCC Eligible Costs

The DCC eligible costs are then reduced by any committed/uncommitted reserve balances. If the development-related costs exceed the DCC revenue to maintain the prevailing service standard, the costs may potentially be excessive. However, the DCCs may be justified if the service standard was approved by Council (e.g. higher design or construction standard for

new buildings), or the service standard is a recognized municipal benchmark. This is done to ensure that DCCs fund infrastructure costs that are reasonably consistent with existing service standards for residents and employees. As noted above, in the event that the DCC service standard is found excessive, mitigating measures such as reducing the list of projects or increasing the assist factor may be used.

E. CALCULATING THE DCC RATES

Once the development forecast has been estimated and the DCC capital program has been completed, the DCC rates can be calculated.

i. Allocate Costs to Residential and Non-Residential Land Uses

In allocating costs between land uses, local governments should consider the “demand for services” within each category. For example, how much demand will a single-family home place on municipal services compared to an apartment unit or even a commercial building. The simplest way to assess this demand is to allocate costs based on anticipated shares of population and employment growth. This allows the demand for services to be expressed as an amount per capita and per employee which can be factored into the DCC rate calculation.

Equivalency factors, trip generation rates and run-off coefficients are other methods used to allocate costs for certain DCC services and reflect the demand on infrastructure from each of the land use.

ii. DCC Rate Structure Options

Typically, residential DCC rates are calculated based on a “per lot/per unit approach” or a “square footage approach”. A benefit of using the per unit approach is it can be easily informed by available Statistics Canada Census data on building types (e.g. single, rows, apartments) and occupancy patterns. This information can be used to allocate costs between unit types recognizing that a single-family home typically has a larger occupancy than an apartment unit.

Non-residential DCC rates can be broken down by category such as commercial, industrial and institutional to account for differences in servicing demand. DCC rates are typically calculated based on gross floor area, expressed as a rate per square foot or square metre of building space, or based on land area.

iii. **Calculate DCC Rates**

Once costs are allocated between the residential and non-residential land uses, the DCC rates are then calculated either on a per unit, per area (square foot or square metre) or land area basis.

3. DEVELOPMENT FORECAST

This section summarizes the development forecast used to calculate the DCC charges for CNV. Appendix A contains additional material related to the growth forecast and the City's demographics.

The development forecast is an important input to the DCC rate calculation and establishes the amount, type and location of development throughout the City. The forecast used for the purposes of the DCC rate calculations have been informed by historical development trends, the 2024 Interim Housing Needs Report, HAF's Housing Supply Growth Target and discussions with staff.

For the purposes of the DCC rate calculations, a 10-year planning horizon of 2025 – 2034 has been used. As such, a development forecast has been prepared for the same period.

A. ANTICIPATED 10-YEAR GROWTH IN CITY OF NORTH VANCOUVER

i. Residential Forecast

The 2025 DCC Study is proposing to charge DCCs based on unit type. Therefore, for the residential forecast, a projection of both the population growth as well as the population in new units is required.

- The population growth determines the need for additional facilities and provides the foundation for the development-related capital program.
- When calculating DCCs, however the development-related net capital costs are spread over the total additional population that occupy new housing units. This population in new units represents the population from which DCCs will be collected.

Table 3 provides a summary of the residential forecast for the 10-year planning horizon from 2025 – 2034. Over the planning horizon, the total number of new residential units will increase by approximately 8,000, which translates into a population in these new units of approximately 16,100. The population in new units was derived using data from Statistics Canada analyzing household sizes in recently constructed units.

A summary of the residential growth forecast can be found in Table 3.

ii. **Non-Residential Forecast**

DCCs are levied on non-residential development as a charge per square metre of GFA. As with the residential forecast, the non-residential forecast requires both a projection of employment as well as a projection of the employment growth associated with new floorspace in CNV. The non-residential forecast projects an increase of approximately 2,800 employees to 2034, which will be accommodated in 75,400 square metres of new non-residential building space.

A summary of the non-residential growth forecast can be found in Table 3.

TABLE 3

CITY OF NORTH VANCOUVER
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT FORECAST

| Development Forecast | 2024 Estimate | 2025 - 2034 | |
|--|------------------|-------------|------------------|
| | | Growth | Total at 2034 |
| Residential | | | |
| Total Occupied Dwellings | 29,679 | 8,000 | 37,679 |
| Population | | | |
| Population in New Dwellings | | 16,106 | |
| Non-Residential | | | |
| Employment | 28,778 | 2,832 | 31,610 |
| Non-Residential Building Space (sq.m.) | | 75,421 | |

4. SUMMARY OF THE DCC CAPITAL PROGRAM

Based on the development forecasts summarized in Section 3 and detailed in Appendix A, City staff, in collaboration with the consultants, created a development-related capital program which identifies projects required to service anticipated development over the 10-year period from 2025 – 2034.

The DCC capital projects outlined in this report are based on the cost estimates, scope, and timing available at the time of the study. It is expected that future capital budgets and forecasts will continue to include the development-related projects identified here, in alignment with ongoing development in the CNV. However, it is understood that the details of these capital projects may change as part of the City's regular capital budgeting process.

A. SUMMARY OF GROSS DCC CAPITAL PROGRAM COSTS

The capital program incorporates projects identified as being related to development anticipated over the next 10 years and is summarized in Table 4. Further details on the capital programs for each DCC service category are available in Appendix B.

The development-related capital program for all DCC eligible services amounts to a total gross cost of \$394.8 million. No grants have been identified; therefore, the net municipal capital costs amount to \$394.8 million.

B. CAPITAL PROGRAM DEDUCTIONS REQUIRED AS PER THE LOCAL GOVERNMENT ACT

It is not implied that all costs are to be recovered from new development by way of DCCs. Portions of the capital program which benefit the existing community or are related to the municipal assist factor are removed from the DCC eligible costs. In total, \$186.5 million is deemed to be City's costs and will need to be funded from non-DCC revenues.

Available DCC reserve balances are also reduced from the total eligible costs and amount to \$29.0 million. A further \$70.0 million is identified as benefitting development occurring beyond the 10-year planning horizon and is removed from the DCC eligible shares included in the rate calculations.

C. 10-YEAR DCC ELIGIBLE COSTS

In total, \$109.3 million is identified as DCC eligible capital costs over the 10-year planning horizon from 2025 – 2034. In this respect:

- Of the \$109.3 million in 10-year DCC eligible capital costs, \$43.3 million (40%) is related to the providing of **Transportation (Highways)** including the mobility program, city lighting program, master transportation planning work, etc.
- Approximately 35% or \$37.9 million of the DCC eligible capital costs relate to the provision of **Parkland & Park Improvement** including future parkland acquisition, the greenways program, future new parks/plazas, sports field conversions, etc.
- The **Storm Drainage** capital program focuses on storm utility main replacement and upgrades, storm infill, future land acquisition, etc. The 10-year DCC eligible costs for this program amount to \$7.5 million.
- **Protection Services (Fire and Police)** plans to redevelop the existing fire hall and acquire land for the redevelopment. The program includes \$6.7 million in 10-year DCC eligible costs.
- Both **Sanitary** and **Water** combined contribute 10% – \$6.7 million and \$5.7 million, respectively – to the 10-year DCC eligible costs. The **Sanitary** capital program includes works related to sewer utility main replacement and upgrades, a Utilities Master Plan, pump station upgrades, and flow monitoring station install. The **Water** capital program includes the watermain replacement and upgrades as well as a Utilities Master Plan.
- The portion of CNV's capital program which relates to the provision of **Solid Waste & Recycling** represents 1% of the total 10-year DCC eligible costs and amounts to \$1.5 million. This service includes a Solid Waste Master Plan and spoil site/transfer station expansion.

TABLE 4

CITY OF NORTH VANCOUVER
SUMMARY OF GROWTH-RELATED CAPITAL PROGRAM
FOR ALL SERVICES (2025 - 2034)

| Service | A Gross Cost (\$000) | B Grants/ Subsidies (\$000) | C = A - B Net Municipal Cost (\$000) | D Benefit Allocaiton (\$000) | E Assist Factor (\$000) | F Total Municipal Costs (\$000) | G = D - E Total DCC Eligible Costs (\$000) | H Available DCC Reserves (\$000) | I = G - H - J 2025 - 2034 DCC Eligible Costs (\$000) | J Post-Time Frame Benefits (\$000) |
|---|-------------------------------|--------------------------------------|---|---------------------------------------|----------------------------------|--|---|---|---|---|
| 1.0 Protection Services (Fire & Police) | \$34,119.0 | \$0.0 | \$34,119.0 | \$6,774.0 | \$67.7 | \$27,412.8 | \$6,706.2 | \$0.0 | \$6,706.2 | \$0.0 |
| 2.0 Sanitary | \$31,012.8 | \$0.0 | \$31,012.8 | \$16,897.0 | \$169.0 | \$14,284.7 | \$16,728.1 | \$1,541.2 | \$6,725.4 | \$8,461.4 |
| 3.0 Water | \$30,828.1 | \$0.0 | \$30,828.1 | \$15,454.1 | \$154.5 | \$15,528.6 | \$15,299.5 | \$1,600.7 | \$5,681.9 | \$8,016.9 |
| 4.0 Storm Drainage | \$39,843.9 | \$0.0 | \$39,843.9 | \$14,907.8 | \$149.1 | \$25,085.1 | \$14,758.8 | \$1,385.0 | \$7,457.9 | \$5,915.8 |
| 5.0 Parkland & Park Improvement | \$115,486.9 | \$0.0 | \$115,486.9 | \$106,820.6 | \$1,068.2 | \$9,734.5 | \$105,752.4 | \$21,464.1 | \$37,941.2 | \$46,347.1 |
| 6.0 Solid Waste & Recycling | \$5,250.0 | \$0.0 | \$5,250.0 | \$2,750.0 | \$27.5 | \$2,527.5 | \$2,722.5 | \$0.0 | \$1,490.1 | \$1,232.4 |
| 7.0 Transportation (Highways) | \$138,248.8 | \$0.0 | \$138,248.8 | \$57,951.0 | \$11,590.2 | \$91,888.0 | \$46,360.8 | \$3,058.6 | \$43,302.2 | \$0.0 |
| TOTAL - 10 YEAR FOR ALL SERVICES | \$394,789.5 | \$0.0 | \$394,789.5 | \$221,554.5 | \$13,226.2 | \$186,461.2 | \$208,328.3 | \$29,049.6 | \$109,304.9 | \$69,973.7 |

There are no available DCC reserve balances for Protection Services and Solid Waste & Recycling as these are new DCC services

5. CALCULATED DCC RATES

This section summarizes the calculation of the DCC rates, details on the financial feasibility assessment, and DCC rate implementation recommendations.

A. CITY-WIDE DCC RATES ARE PROPOSED

For all DCC-eligible services provided by CNV, the full range of capital facilities and land is accessible to residents and employees across the entire city. As a result, it is standard practice to distribute the capital costs of these services across all new development expected within the municipal boundary. Thus, it is recommended that city-wide DCC rates be applied to all eligible services.

B. ALLOCATION OF COSTS BETWEEN RESIDENTIAL AND NON-RESIDENTIAL LAND USES

Capital costs have been allocated between residential and non-residential land uses based on the anticipated demand for services. Table 5 provides a summary of the approach used to allocate costs for each DCC service. Additional details are provided in Appendix B.

Table 5: Cost Allocation Methodology by DCC Eligible Service

| DCC Eligible Service | Cost Allocation Methodology |
|--|---|
| Protection Services (Fire & Police) | ▪ Shares of population and employment growth over the 10-year planning horizon |
| Sanitary | ▪ Shares of population and employment growth over the 10-year planning horizon |
| Water | ▪ Shares of population and employment growth over the 10-year planning horizon |
| Storm Drainage | ▪ Shares of population and employment growth over the 10-year planning horizon |
| Parkland & Park Improvement | ▪ Shares of population and employment growth over the 10-year planning horizon ▪ One employee is equivalent to 1/3 of a resident (see Appendix B for additional details) |
| Solid Waste & Recycling | ▪ Shares of population and employment growth over the 10-year planning horizon |
| Transportation (Highways) | ▪ Trip generation rates by land use type |

C. CALCULATION OF DCC RATES

The DCC rates for residential unit types are calculated using a per unit approach to provide administrative ease and transparency. Unit types are defined in the draft 2025 DCC Bylaw and further details on the calculation of the DCC rates can be found in Appendix B. The following residential unit types are used:

- single-family units,
- multiple units including townhouses, rows, and single-family units with a basement suite,
- other apartments including small-scale, multiple-unit housing (SSMUH), lock-off units, suites, and apartment buildings that have less than 5 storeys; and
- apartments with 5 or more storeys.

Non-residential rates are calculated per square metre of GFA for commercial and industrial land uses. The draft 2025 DCC Bylaw defines industrial land uses as having the same meaning as the City's OCP. All other non-residential land uses fall under the definition of "commercial". For all services with the exception of Transportation (Highway), a uniform non-residential rate has been calculated. For the purposes of Transportation (Highway), separate commercial and industrial DCC rates are calculated, consistent with the approach used in CNVs current 2016 DCC rates.

Table 6 summarizes the results for the residential DCC rates. Residential City-wide DCC charges are proposed to vary by dwelling unit type to reflect their different occupancy factors and resulting demand for services. The calculated residential rates range from \$17,747 for single-family dwellings, to \$10,304 for apartment units with 5 or more storeys. The calculated charge for multiple dwellings is \$14,884 and \$12,593 for other apartments.

The calculated non-residential DCC rates are presented in Table 7. The calculated rate for commercial land uses is \$148.26 per square metre, whereas industrial DCCs are \$110.37 per square metre.

TABLE 6

CITY OF NORTH VANCOUVER
CITY-WIDE DEVELOPMENT COST CHARGES
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE

| Service | Residential Charge By Unit Type (1) | | | | % of Charge |
|-------------------------------------|-------------------------------------|-----------------|------------------|---------------------------|-------------|
| | Single Family | Multiple | Other Apartments | Apartment with 5+ Storeys | |
| Protection Services (Fire & Police) | \$1,098 | \$921 | \$779 | \$637 | 6% |
| Sanitary | \$1,101 | \$923 | \$781 | \$639 | 6% |
| Water | \$930 | \$780 | \$660 | \$540 | 5% |
| Storm Drainage | \$1,221 | \$1,024 | \$866 | \$709 | 7% |
| Parkland & Park Improvement | \$6,902 | \$5,789 | \$4,898 | \$4,008 | 39% |
| Solid Waste & Recycling | \$244 | \$205 | \$173 | \$142 | 1% |
| Transportation (Highways) | \$6,251 | \$5,242 | \$4,436 | \$3,629 | 35% |
| Total Charge per Unit | \$17,747 | \$14,884 | \$12,593 | \$10,304 | 100% |

(1) Based on Persons Per Unit Of:

3.1

2.6

2.2

1.8

TABLE 7

CITY OF NORTH VANCOUVER
CITY-WIDE DEVELOPMENT COST CHARGES
NON-RESIDENTIAL DEVELOPMENT CHARGES BY TYPE

| Service | Commercial | | Industrial | |
|--------------------------------------|---|-------------|---|-------------|
| | Charge per Square Metre of Gross Floor Area | % of Charge | Charge per Square Metre of Gross Floor Area | % of Charge |
| Protection Services (Fire & Police) | \$8.56 | 6% | \$8.56 | 8% |
| Sanitary | \$8.58 | 6% | \$8.58 | 8% |
| Water | \$7.25 | 5% | \$7.25 | 7% |
| Storm Drainage | \$9.52 | 6% | \$9.52 | 9% |
| Parkland & Park Improvement | \$17.76 | 12% | \$17.76 | 16% |
| Solid Waste & Recycling | \$1.90 | 1% | \$1.90 | 2% |
| Transportation (Highways) | \$94.69 | 64% | \$56.80 | 51% |
| Total Charge per Square Metre | \$148.26 | 100% | \$110.37 | 100% |

D. COMPARISON OF CURRENT AND CALCULATED DCC RATES

i. Proposed Changes to the Current DCC Rate Structure

For residential developments, CNV currently collects DCCs on a per lot basis for single-family dwellings and on a square metre basis for townhouses (multiples) and apartment units. For non-residential developments, a square metre DCC rate is applied to commercial and industrial land uses.

As part of the 2025 DCC rate calculations, changes are proposed to the residential rate structure. Table 8 summarizes the changes which includes moving to a per unit approach for all residential unit types and differentiating apartments between “other apartments” and “apartments with 5 or more storeys”. This change aligns with the rate structures imposed by other municipalities, including:

- District of West Vancouver,
- City of Pitt Meadows,
- District of North Vancouver,
- City of Burnaby, and
- City of Coquitlam.

No changes are proposed to the City’s current non-residential rate structure.

Table 8: Current versus Proposed DCC Rate Structure

| Current Rate Structure | Proposed Rate Structure |
|---|--|
| Residential <ul style="list-style-type: none">▪ Single-Family Dwellings – per lot▪ Townhouse – per square metre▪ Apartment – per square metre Non-Residential <ul style="list-style-type: none">▪ Commercial – per square metre▪ Industrial – per square metre | Residential <ul style="list-style-type: none">▪ Single-Family Dwellings – per unit▪ Townhouse/Row – per unit▪ Apartment 5+ Storeys – per unit▪ Other Apartment – per unit Non-Residential <ul style="list-style-type: none">▪ Commercial – per square metre▪ Industrial – per square metre |

ii. The Calculated DCCs Represent an Increase Over the Current Rates

Table 9 and 10 present a comparison of the newly calculated residential and non-residential DCCs with the current imposed rates.

Table 9 shows that the calculated residential DCC charge for a single-family unit increases by \$2,998 over the current charge of \$14,749 a unit. Townhouses/rows are increasing by \$6,242 and apartments over 5 storeys DCC rates are increasing by \$6,263 per unit. As CNV currently levies DCCs on a per square metre basis for townhouses and apartments, the rate increases shown in Table 9 below are estimates based on an average townhouse size of 139 square metres (1,500 square feet) and 65 square metres for apartments (700 square feet).

The comparison of calculated non-residential DCC rates with current rates are shown in Table 10. Commercial DCC rates are proposed at \$148.26 per square metre which is a \$90.23 increase per square metre from the current DCC rates. Industrial DCC rates are anticipated to increase by \$71.67 per square metre to \$110.37.

Table 9: Residential DCC Rates: Current vs. Calculated

| Residential Unit Type | Current Charge Per Unit | Calculated Charge Per Unit | Difference (\$) |
|-----------------------------|-------------------------|----------------------------|-----------------|
| Single Family | \$14,749 | \$17,747 | \$2,998 |
| Townhouse / Row* (Multiple) | \$8,642 | \$14,884 | \$6,242 |
| Other Apartment* | \$4,041 | \$12,593 | \$8,552 |
| Apartment 5+ Storeys* | \$4,041 | \$10,304 | \$6,263 |

*Based on average townhouse of 139 m² and apartment of 65 m².

Table 10: Non-Residential DCC Rates: Current vs. Calculated

| Non-Residential Type | Current Charge \$/m ² | Calculated Charge \$/m ² | Difference (\$) |
|----------------------|----------------------------------|-------------------------------------|-----------------|
| Commercial | \$58.03 | \$148.26 | \$90.23 |
| Industrial | \$38.70 | \$110.37 | \$71.67 |

iii. Reasons for DCC Rate Increases

It is important to note that the CNV has not undertaken a comprehensive update of its DCC rates since 2016. As a result, the newly calculated rates are higher, reflecting significant increases in construction costs, the introduction of new development standards, and the inclusion of additional DCC-eligible services that are not covered under the current DCC Bylaw. CNV is also experiencing strong growth, which necessitates further investment in infrastructure to support the development of a complete and livable community.

6. POLICY CONSIDERATIONS & DECISIONS

This section provides a summary of policy items considered when developing the DCC Bylaw and accompanying rates with supporting rationale. The findings of the financial feasibility analysis are also discussed. Further details on the proposed policies are provided in the draft DCC Bylaw.

Legislated exemptions or other exemptions or reductions which Council may choose to provide, will result in a loss of DCC revenue for the affected types of development. Any such revenue loss may not be made up by offsetting increases in other portions of the calculated charge.

A. STATUTORY EXEMPTIONS ARE PROVIDED IN ACCORDANCE WITH THE LGA

The LGA requires that local governments exempt certain uses from the payment of DCCs. These uses include places of worship, developments which have already paid DCCs, developments that do not impose any new capital cost burdens, buildings containing less than four dwelling units, self-contained dwelling units less than 29 square metres, and buildings with a construction value of less than \$50,000.

Local governments have some discretion when imposing these exemptions. For example, a municipality may choose to impose DCCs on buildings containing less than four dwellings, can increase the size threshold of self-contained dwelling units or increase the construction value of buildings which qualify for the exemption.

Based on discussions with staff, the following exemptions are recommended for CNV and are included in the draft DCC Bylaw:

- Places of worship
- Buildings with a construction value of less than \$100,000
- A development which has previously paid DCCs
- Self-contained dwelling units which are 29 square metres or less
- The construction or alteration of a building with less than 4 self-contained dwelling units

B. DISCRETIONARY EXEMPTIONS

Local governments have the option to impose additional exemptions for not-for-profit rental housing, for profit affordable rental housing and a subdivision of small lots designed to result in low greenhouse gas emissions.

Consideration should be given as to whether or not a DCC exemption would make an application viable or if it would help fulfil local government objectives. Revenue implications are also an important consideration, recognizing that municipalities must fund the foregone DCCs revenues through other sources such as property taxes.

At this time, no discretionary exemptions are recommended for CNV. However, should the City wish to provide an exemption for one or more of the aforementioned uses, enabling policy could be established in a separate bylaw. This bylaw could be implemented by Council and does not require approval from the Inspector of Municipalities.

C. OTHER REQUIREMENTS OF THE LEGISLATION AND DCC GUIDE

The LGA and DCC Best Practices Guide provides additional direction and guidance on the implementation of the DCC rates. The following describes key policy areas and administrative requirements to be considered by CNV once the new DCC Bylaw is approved and implemented.

i. Payments and Installments

Developers are permitted to pay DCCs in installments if certain requirements are met. This only applies to developments where charges exceed \$50,000 (unless otherwise identified by Council in a separate bylaw). The total charge must be paid within two years of subdivision approval or building permit and no interest is charged so long as the payments are made on time. To ensure payment, the developer must provide a form of security at the time of the first installment.

It is recommended that CNV provide payments and installments to qualifying developments measures in accordance with section 3.2 of the DCC Best Practices Guide.

ii. In-Stream Protection

In accordance with the requirements of the LGA, developments with a complete application accepted for processing by the City and for which the application fee has been paid are

protected from any DCC rate increases introduced under the new bylaw for a period of one year.

If the application is denied or the conditional approval has lapsed during the one-year in-stream protection period, the new DCC rates would apply.

In-stream protection measures are automatically applied to all developments in CNV. It is recommended that CNV provide in-stream protection measures in accordance with section 3.5 of the DCC Best Practices Guide.

iii. Administrative Requirements

The LGA requires that municipalities create separate reserve accounts for each DCC eligible service. Local governments are required to publicly report on the amount of DCCs received, any expenditures from the DCC reserve funds, the opening and closing reserve balances and any waivers/reductions from DCCs before June 30th of each calendar year.

DCC reserve funds are intended to be used to pay for capital infrastructure related to each eligible service. However, municipalities can borrow between DCC reserve funds (on a temporary basis) if there are insufficient monies in a given reserve.

It is recommended that CNV follow the administrative guidance for reporting on DCC reserves and intra-reserve fund borrowing in accordance with sections 3.3 and 3.4 of the DCC Best Practices Guide.

iv. DCC Credits

DCC credits can be provided to developers who “front end” infrastructure on behalf of the municipality. Credits can also be provided for the redevelopment and expansion of existing land uses.

It is recommended that CNV allow credits for “front ended” infrastructure in accordance with section 3.6.1 of the DCC Best Practices Guide. With respect to credits for redevelopment, the proposed draft DCC Bylaw provides specific rules relating to how credits will be calculated for the redevelopment of existing buildings.

v. Indexing DCC Rates

Under BC Regulation 130/2010 — *Development Cost Charge Amendment Bylaw Approval Exemption Regulation* — municipalities are permitted to index DCC rates annually to account for inflation without the need for a formal bylaw amendment, for a period of up to

four years. The annual rate of indexation must not exceed the Consumer Price Index (CPI) for the previous 12-month period. This does not require approval from the Inspector of Municipalities.

It is recommended that CNV index the DCC rates on an annual basis in accordance with the latest 12-month CPI data over a four-year period.

vi. Regular Review and Update of the DCC Bylaw

It is recommended that CNV complete a comprehensive review and update of its DCC Bylaw every 5-years. However, the City may require a minor DCC Bylaw amendment for one or more DCC eligible services within 5-years should there be a need to reflect significant changes in anticipated construction costs or confirmation of government grants.

D. FINANCIAL FEASIBILITY ASSESSMENT

As per the LGA, local governments must consider whether the DCC charges will deter development or discourage the construction of reasonably priced housing or serviced land. According to the DCC Best Practices Guide, factors that impact the financial feasibility assessment include:

- if DCCs are being introduced for the first time,
- the magnitude of proposed rate changes, and
- local housing market and land supply conditions.

Engaging with developers and having a thorough consultation process ensures that the DCC rates are fair and transparent. If the DCC rates are not financially feasible, then a local government may consider adjusting the assist factor, remove or cancel projects in the capital program, and phase-in the fully calculated DCC rates by reducing the assist factor over a predetermined period.

Recognizing that the City's DCC rates have not been updated since 2016 and that the proposed rate increases were anticipated to be significant, staff and Hemson Consulting met several times over the course of the project to review and make changes to the draft calculated DCC rates. To ensure development would not be deterred or result in the construction of reasonably priced housing being discouraged, over \$60 million in DCC eligible 10-year eligible infrastructure costs were removed from the DCC rate calculations. The rates contained in this report and proposed in the draft DCC Bylaw reflect these

changes and will allow CNV to remain competitive with DCCs imposed by neighbouring municipalities.

In addition to this work, the City is also undertaking a formal financial feasibility analysis to better understand the combined impacts of the newly calculated DCCs, ACCs and IZ requirements. This analysis will be discussed further in the ACC and IZ reports and mitigating measures will be introduced, where warranted.

E. DCC RATE COMPARISON

The figures below provide a comparison of DCC rates in other municipalities and CNV’s calculated rates. It is important to note that rate comparisons are a point in time analysis and the comparisons presented below represent the best information available at the time of completing this analysis. It is also very challenging to compare municipalities as each jurisdiction has unique servicing needs, rates of growth and geographies which impact how the rates are calculated.

Figure 2 - Single Family Unit DCC Rate Comparison

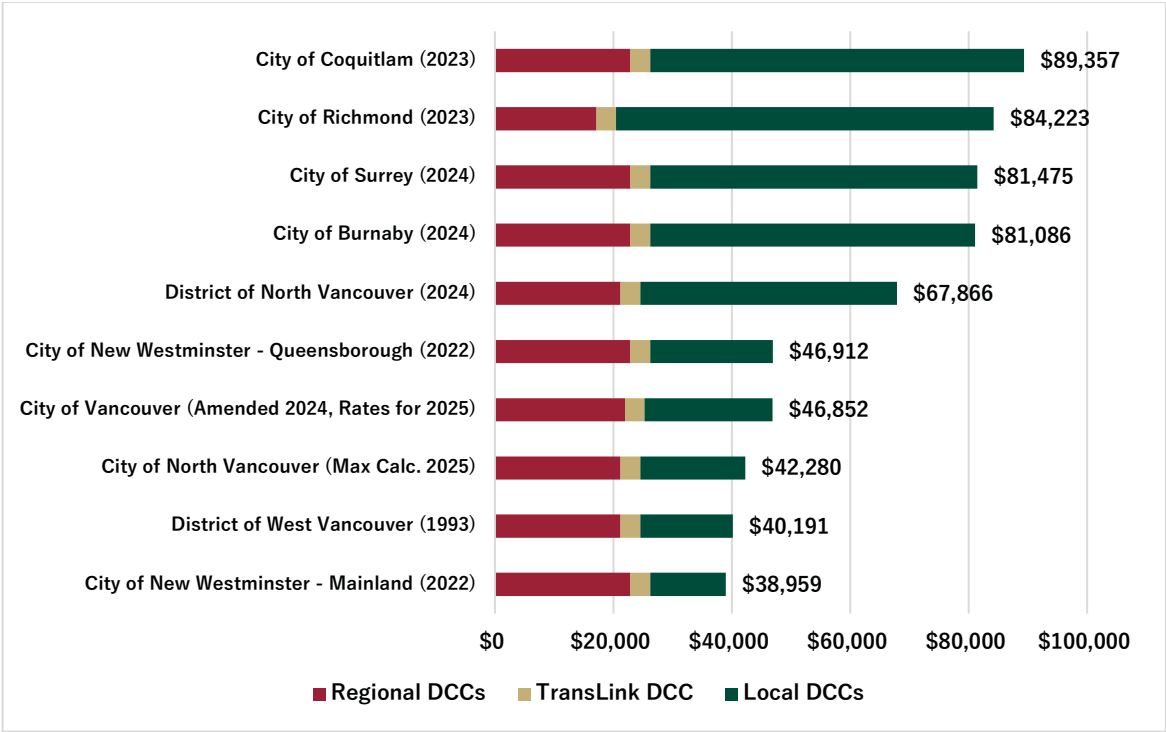


Figure 3 - Multiples DCC Rate Comparison

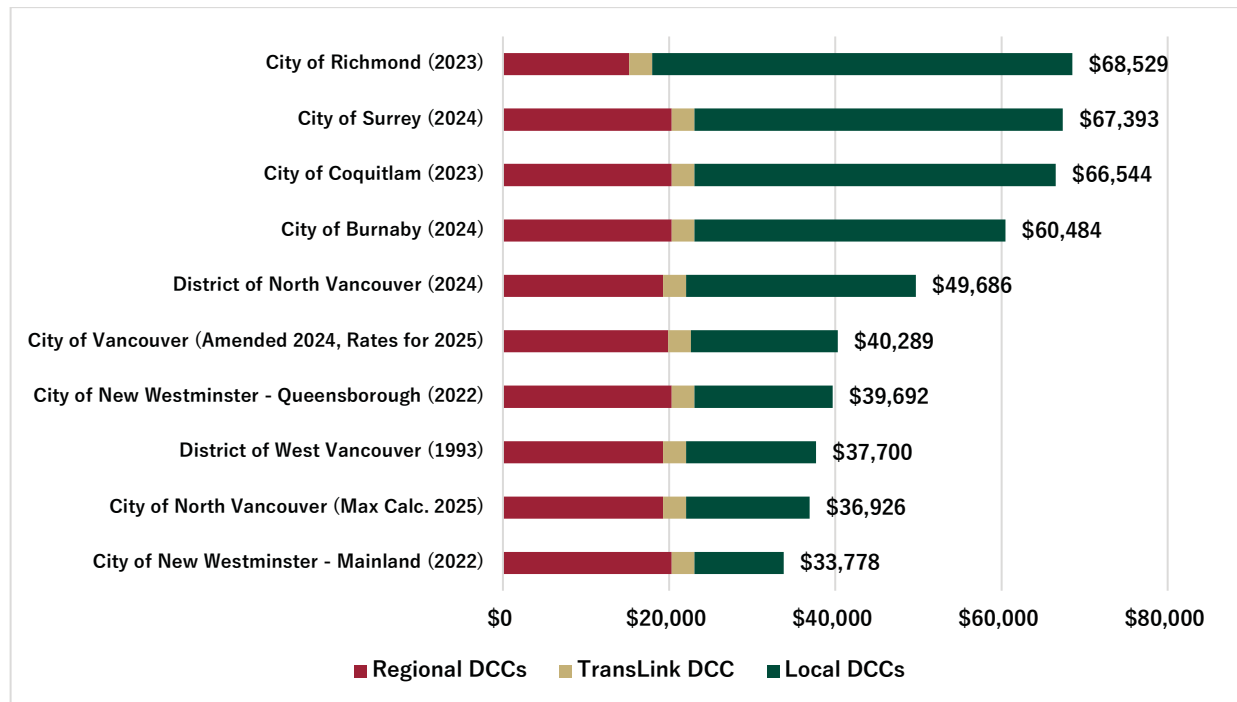
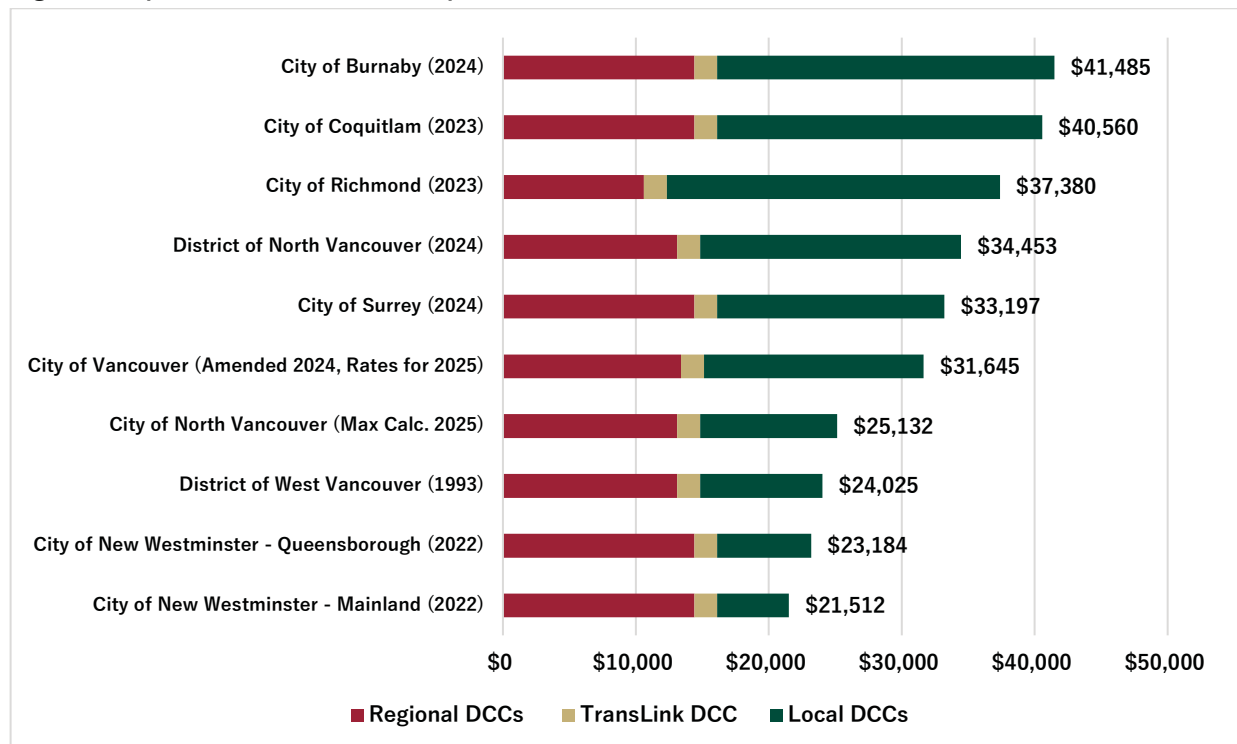


Figure 4 - Apartments DCC Rate Comparison*



*CNV 2025 rate is based on the "Apartments 5+ Storeys"

Figure 5 - Commercial DCC Rate Comparison

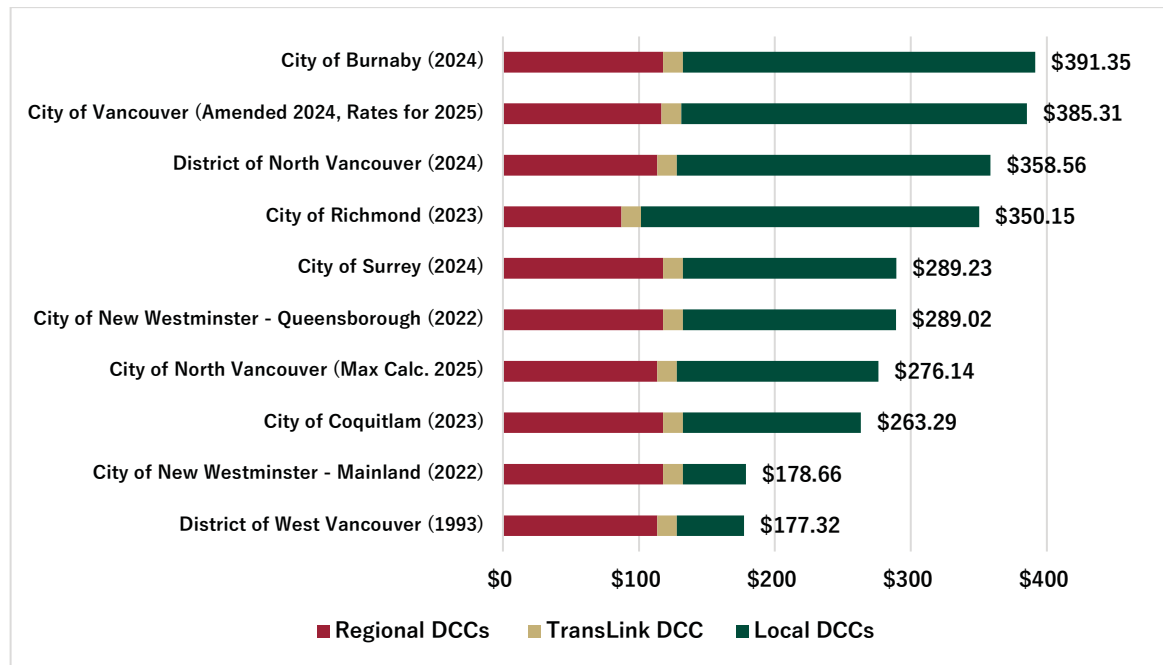
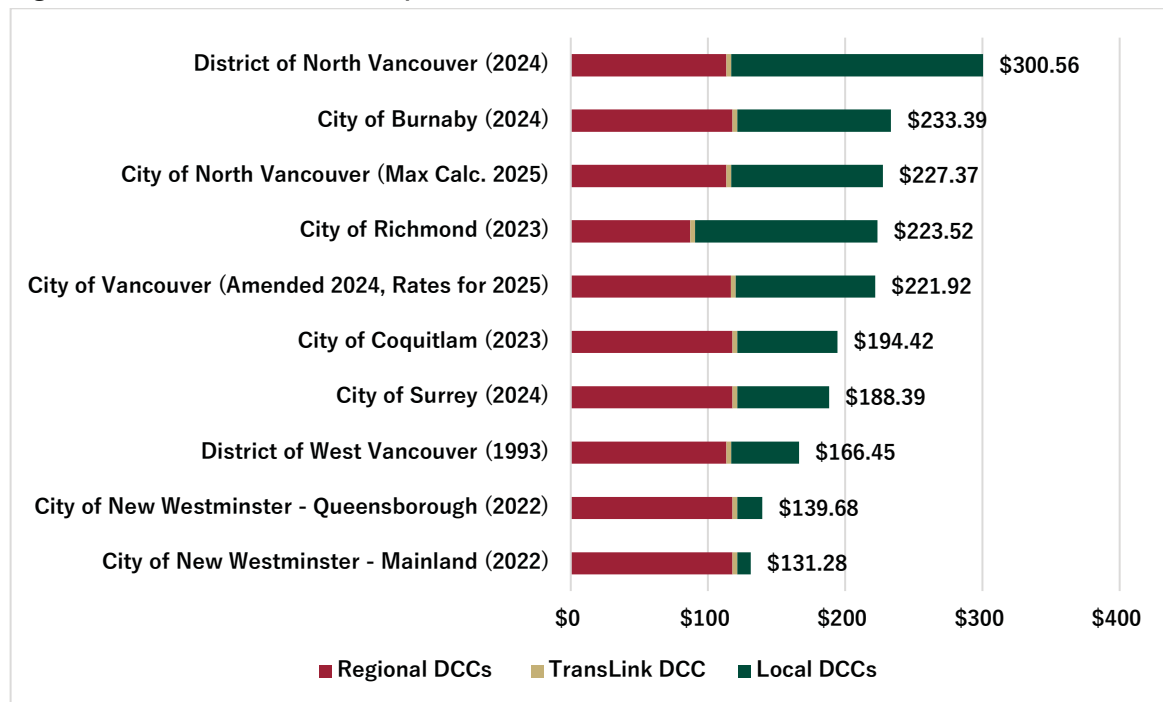


Figure 6 - Industrial DC Rate Comparison



APPENDIX A

DEVELOPMENT FORECAST

APPENDIX A – CITY-WIDE DEVELOPMENT FORECAST

This appendix provides the details of the development forecast that informs CNVs 2025 DCC rate calculations. The methodology used to establish the development forecast aligns with the DCC Best Practices Guide.

Forecasting the amount and type of development is the first step when calculating DCCs. The forecast includes projecting residential development including population, employment, households, residential unit types, and non-residential development. The development forecast is based on data sources and council approved documents including but not limited to the historical development information from Statistics Canada, the 2024 Interim Housing Needs Report, the Provincial Housing Order, HAF’s Housing Supply Growth Target and discussions with staff.

The forecast method and key assumptions are discussed, and the results of the forecasts are presented in the following tables.

Historical Development

| | |
|---------|--|
| Table 1 | Historical Population, Occupied Dwellings & Employment |
| Table 2 | Residential Housing Units Historical Occupancy Data |

Forecast Development

| | |
|---------|--|
| Table 3 | Growth in Housing by Unit Types |
| Table 4 | Population in New Units |
| Table 5 | Gross Floor Area (GFA) Forecast of Employment Type |

A. FORECAST APPROACH, KEY ASSUMPTIONS AND DEFINITIONS

The anticipated residential and non-residential development in CNV between 2025 to 2034 will increase demand on all municipal services. CNV utilizes DCCs as key tool in funding growth-related infrastructure that is necessary to allow development to proceed, in a fiscally responsible manner.

DCC calculations are rooted in a number of assumptions about the way in which a municipality is anticipated to grow. The first step in calculating a charge is to forecast the type and location of anticipated development against which the charges will apply.

CNVs development forecast uses Statistics Canada data, Canada Mortgage and Housing Corporation (CMHC) housing completions, the 2024 Interim Housing Needs Report, HAF's Housing Supply Growth Target and municipal data on recent and anticipated development approvals. The DCC Best Practices Guide recommends that local governments source data to ensure consistency with provincial and federal DCC methodologies. For the purposes of the DCC update, this growth forecast uses a 10-year planning horizon of 2025 – 2034.

A 10-year development forecast, from 2025 to 2034, has been used for all services. For the residential forecast, a projection of both the population growth as well as the population in new housing units is required.

- The population growth¹ determines the need for additional facilities and provides the foundation for the development-related capital program.
- When calculating DCCs, the development-related net capital costs are spread over the total additional population that occupy new housing units. This population in new units represents the population from which DCCs will be collected.

DCCs are levied on non-residential development as a charge per square metre of GFA. As with the residential forecast, the non-residential forecast requires both a projection of employment growth as well as a projection of the employment growth associated with new floorspace in CNV.

B. HISTORICAL RESIDENTIAL DEVELOPMENT TRENDS IN CNV

Historical population and employment set out in this appendix are used to determine the prevailing service standards attained in CNV. Population figures are equivalent to the population recorded in the Census ("Census population"). This definition does not include the Census net under-coverage which represents those who were missed or double-counted by the Census.

Historical data indicates the population of CNV increased from 48,200 in 2011 to approximately 58,100 in 2021 – an increase of approximately 9,900 people. Total households increased by about 2,600 over the same period.

Census population estimates for 2022, 2023 and 2024 are based on Annual Demographic Estimates (ADE) prepared by Statistics Canada. The occupied housing units for the same

¹ Commonly referred to as "net population growth" in the context of DCCs.

years (2022, 2023 and 2024) have been informed by CMHC Housing Completions data for the 2021-2024 period.

Table 2 provides details on historical occupancy patterns, known as persons per unit (PPU), sourced from Statistics Canada Special Run Data for housing in CNV. The overall average occupancy level in CNV is 2.08 PPU. Noting that the unit types are based on Census unit definitions and the PPUs align with the DCC residential unit types for CNV, for the purposes of the DCC rate calculation, the following unit types and PPUs have been identified:

- single-family units (3.1 PPU),
- multiple units include townhouses, rows, and single-family units with a basement suite (2.6 PPU),
- other apartments include small-scale, multiple-unit housing (SSMUH), lock-off units, suites, and apartment buildings that have less than 5 storeys (2.2 PPU), and
- apartments with 5 or more storeys (1.8 PPU).

C. RESIDENTIAL DEVELOPMENT FORECAST

The population forecast is based on the number of new housing units to be added annually and the Census population that would reside in those units. In this respect:

- The short-term forecast to 2029 has been informed by the Provincial Housing Order which requires the City to have 3,320 net new housing units completed between July 1, 2024 and June 30, 2029. The City will also achieve the three year HAF's Housing Supply Growth targets for building permit issuance from January 19, 2024 to January 18, 2027.
- The [Interim Housing Needs Report](#) dated December 2024, identified the need to construct an additional 21,300 housing units by 2041, bringing the total number of units in the City to approximately 48,600 by the end of that year. However, since the planning horizon used in the DCC rate calculations is based on a 10-year period, the full 21,300 units are not accounted for within this timeframe. It is anticipated that the City will continue progressing toward the 2041 target, with updates made as required by the province.

As shown in Table 3, households are forecast to increase by 8,000 over the same 10-year period or an average of 800 units constructed annually. The mix of housing growth over the 10-year planning horizon is anticipated to be 1% single family units, 15% rows/townhomes, 17% other apartments and 67% apartments with 5 or more storeys. Table 4 summarizes the

forecast growth in population in new housing units over the 2025 to 2034 period is 16,100 and is based on the PPU assumptions identified in Table 2.

D. NON-RESIDENTIAL DEVELOPMENT FORECAST

Employment in CNV is forecast to increase steadily between 2025 and 2034. Similar to the residential forecast, the non-residential forecast includes a projection of new non-residential floor space that will be built in CNV by commercial and industrial employment types.

Table 6 outlines the anticipated employment and associated GFA forecast by employment type to 2034. The forecast multiplies the floorspace per worker by the employment growth expected over the 10-year period. CNV is expected to require an additional 2,754 employees in 110,149 sq.m. (1.2 million sq.ft.) of commercial space and 78 employees in 7,005 sq.m. (75,400 sq.ft.) of industrial space.

Table 1: Historic Census Population and Dwellings

| Year | Census Population | Occupied Dwellings |
|------|-------------------|--------------------|
| 2011 | 48,196 | 22,789 |
| 2016 | 52,898 | 24,645 |
| 2021 | 58,120 | 27,293 |
| 2022 | 62,867 | 28,068 |
| 2023 | 64,739 | 28,862 |
| 2024 | 67,308 | 29,679 |

Source: Statistics Canada, CMHC Housing Completions

Table 2: Residential Housing Units Historical Occupancy Data

| | Pre 1945 | 1946-1960 | 1961-1970 | 1971-1980 | 1981-1990 | 1991-1995 | 1996-2000 | 2001-2005 | 2006-2010 | 2011-2016 | 2016-2021 | Pre 2011 | 2011-2021 | Total |
|-------------------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|-----------|--------|
| Single Family Units | | | | | | | | | | | | | | |
| Household Population | 1,510 | 1,975 | 1,135 | 685 | 1,140 | 220 | 305 | 240 | 345 | 530 | 450 | 7,555 | 980 | 8,535 |
| Households | 515 | 720 | 405 | 210 | 360 | 95 | 100 | 80 | 105 | 150 | 170 | 2,590 | 320 | 2,910 |
| Household Size | 2.93 | 2.74 | 2.80 | 3.26 | 3.17 | 2.32 | 3.05 | 3.00 | 3.29 | 3.53 | 2.65 | 2.92 | 3.06 | 2.93 |
| Rows/Townhouses | | | | | | | | | | | | | | |
| Household Population | 1,360 | 1,675 | 1,485 | 2,365 | 2,985 | 1,225 | 1,095 | 660 | 1,015 | 960 | 1,450 | 13,865 | 2,410 | 16,275 |
| Households | 540 | 655 | 555 | 845 | 1,125 | 455 | 435 | 240 | 375 | 340 | 595 | 5,225 | 935 | 6,160 |
| Household Size | 2.52 | 2.56 | 2.68 | 2.80 | 2.65 | 2.69 | 2.52 | 2.75 | 2.71 | 2.82 | 2.44 | 2.65 | 2.58 | 2.64 |
| Apartments (No Duplex) | | | | | | | | | | | | | | |
| Household Population | 730 | 1,700 | 4,125 | 6,460 | 3,315 | 1,505 | 2,345 | 1,510 | 2,660 | 3,065 | 5,200 | 24,350 | 8,265 | 32,615 |
| Households | 410 | 925 | 2,380 | 3,850 | 1,845 | 830 | 1,340 | 865 | 1,395 | 1,750 | 2,610 | 13,840 | 4,360 | 18,200 |
| Household Size | 1.78 | 1.84 | 1.73 | 1.68 | 1.80 | 1.81 | 1.75 | 1.75 | 1.91 | 1.75 | 1.99 | 1.76 | 1.90 | 1.79 |
| All Units | | | | | | | | | | | | | | |
| Household Population | 3,600 | 5,350 | 6,745 | 9,510 | 7,440 | 2,950 | 3,745 | 2,410 | 4,020 | 4,555 | 7,100 | 45,770 | 11,655 | 57,425 |
| Households | 1,465 | 2,300 | 3,340 | 4,905 | 3,330 | 1,380 | 1,875 | 1,185 | 1,875 | 2,240 | 3,375 | 21,655 | 5,615 | 27,270 |
| Household Size | 2.46 | 2.33 | 2.02 | 1.94 | 2.23 | 2.14 | 2.00 | 2.03 | 2.14 | 2.03 | 2.10 | 2.11 | 2.08 | 2.11 |

Source: Statistics Canada Special Run Census Data

Table 3: Growth in Housing by Unit Types

| Year | Single Family Units | Growth | Rows/ Townhouses | Growth | Other Apartments | Growth | Apartments 5+ Storeys | Growth | Total | Growth |
|-------------------------|------------------------|-----------|---------------------|--------------|---------------------|--------------|--------------------------|--------------|--------|--------------|
| 2021 | 2,935 | | 3,080 | | 13,495 | | 7,785 | | 27,295 | |
| 2022 | 2,964 | 29 | 3,128 | 48 | 13,602 | 107 | 8,374 | 589 | 28,068 | 773 |
| 2023 | 3,003 | 39 | 3,152 | 24 | 13,855 | 253 | 8,852 | 478 | 28,862 | 794 |
| 2024 | 3,044 | 41 | 3,212 | 60 | 14,284 | 429 | 9,139 | 287 | 29,679 | 817 |
| 2025 | 3,052 | 8 | 3,316 | 104 | 14,417 | 133 | 9,536 | 397 | 30,321 | 642 |
| 2026 | 3,060 | 8 | 3,423 | 107 | 14,551 | 134 | 9,943 | 407 | 30,977 | 656 |
| 2027 | 3,068 | 8 | 3,533 | 110 | 14,686 | 135 | 10,360 | 417 | 31,647 | 670 |
| 2028 | 3,076 | 8 | 3,647 | 114 | 14,823 | 137 | 10,785 | 425 | 32,331 | 684 |
| 2029 | 3,084 | 8 | 3,765 | 118 | 14,961 | 138 | 11,219 | 434 | 33,029 | 698 |
| 2030 | 3,092 | 8 | 3,886 | 121 | 15,100 | 139 | 11,851 | 632 | 33,929 | 900 |
| 2031 | 3,100 | 8 | 4,011 | 125 | 15,240 | 140 | 12,478 | 627 | 34,829 | 900 |
| 2032 | 3,108 | 8 | 4,140 | 129 | 15,382 | 142 | 13,149 | 671 | 35,779 | 950 |
| 2033 | 3,116 | 8 | 4,274 | 134 | 15,525 | 143 | 13,814 | 665 | 36,729 | 950 |
| 2034 | 3,124 | 8 | 4,412 | 138 | 15,670 | 145 | 14,473 | 659 | 37,679 | 950 |
| Growth 2025-2034 | | 80 | | 1,200 | | 1,386 | | 5,334 | | 8,000 |

Source: Hemson Consulting

Table 4: Population in New Units

| | Single Family Units | Multiples | Other Apartments | Apartments 5+ Storeys | Total |
|--------------------------------|------------------------|--------------|---------------------|--------------------------|---------------|
| Unit Growth 2025-2034 | 80 | 1,200 | 1,386 | 5,334 | 8,000 |
| Person Per Unit | 3.06 | 2.58 | 2.22 | 1.82 | |
| Population in New Units | 245 | 3,093 | 3,081 | 9,687 | 16,106 |

Source: Hemson Consulting and Statistics Canada Special Run Census Data

Table 5: Gross Floor Area (GFA) Forecast by Employment Type

| | Commercial | Industrial | Total |
|---|-------------------|-------------------|------------------|
| Floor Space Per Worker (square feet) | 431 | 969 | |
| 10-Year Employment Growth | 2,754 | 78 | 2,832 |
| Total Square Feet | 1,186,855 | 75,421 | 1,262,276 |
| Floor Space Per Worker (square metres) | 40 | 90 | |
| 10-Year Employment Growth | 2,754 | 78 | 2,832 |

APPENDIX B

DCC SERVICES TECHNICAL CALCULATIONS

APPENDIX B – DCC SERVICES TECHNICAL CALCULATIONS

This appendix provides the detailed analysis undertaken to establish the DCC rates for each of the eligible services provided by CNV. DCCs for seven services have been calculated as part of this Study. The details of these calculations are provided in the following appendices.

- Appendix B.1 Protection Services (Fire & Police)
- Appendix B.2 Sanitary
- Appendix B.3 Water
- Appendix B.4 Storm Drainage
- Appendix B.5 Parkland & Park Improvement
- Appendix B.6 Solid Waste & Recycling
- Appendix B.7 Transportation (Highways)

Every sub-section contains a set of three tables. The tables provide the background data and analysis undertaken to arrive at the calculated DCC rates for that particular service. An overview of the content and purpose of each of the tables is provided below.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARDS

Table 1 presents the data used to determine the prevailing service standards as required by section 564 of the LGA. The prevailing service standard is as a base condition to calculate development-related infrastructure based on forecast population and employment growth, expressed as either a \$/capita or \$/capital and employee, over the planning period of the DCC calculations. This represents the DCC revenue required to “maintain” the prevailing service standards for each eligible service. To determine if development-related capital costs are excessive of the prevailing service standards, DCC revenues required to maintain this standard are compared to the development-related capital costs included in the DCC calculation. If the DCC service standard is considered excessive, mitigating measures such

as reducing the list of projects or increasing the assist factor may be used. However, an increase in service standards may be justified if:

- a higher standard has been previously approved by Council,
- there is a regulatory requirement to respond to the impacts of climate change, or
- there is a recognized service standard as part of a council approved plan.

The approach used to calculate service standards and whether development-related costs are excessive of the prevailing service standard has been determined in accordance with the steps outlined in the DCC Best Practices Guide. The specific steps to calculate prevailing service standards for CNV include the following:

- Hemson worked with staff to compile an inventory of capital assets for Protection Services, Parkland & Park Improvement, Solid Waste & Recycling. An inventory of capital assets was not prepared for Transportation (Highways) or utility services such as Sanitary, Water and Storm Drainage recognizing that these services are required to meet engineering and construction standards.
- A replacement cost expressed in \$2025 dollars was applied to the inventory of capital assets based on conversations with CNV staff and the 2025 Altus Construction Guide to determine the total value of assets.
- A prevailing service standard was then calculated by dividing the total value of assets by CNVs population or population and employees as of 2024.

**TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM
AND DETERMINATION IF DCCS ARE EXCESSIVE OF
PREVAILING SERVICE STANDARDS**

i. Gross Project Costs

Hemson Consulting in collaboration with City staff have developed a development-related capital program which sets out the projects required to service anticipated growth over the 10-year period from 2025 to 2034. The projects in the capital program have been identified based on conversations with City staff, City’s 10-year Capital Plan as well as capital cost analysis completed by external consultants.

ii. Grants, Subsidies and Other Recoveries

Grant funding is deducted from the total capital costs of a project. In accordance with the DCC Best Practices Guide, grants that have been approved are shown in the DCC capital program and are deducted from the total project before any adjustments.

Shares of projects expected to be funded from developers should not be included in the DCC capital program. At this time, no funding is anticipated from developers thus no adjustments have been made.

iii. Net Municipal Costs

To determine the share of the program that may be eligible for recovery through DCCs, the gross project costs are reduced by any grants, subsidies or other recoveries to determine the net municipal costs.

iv. Benefit Allocation

New infrastructure or extensions are needed to meet the needs arising from new development, whereas upgrades to existing assets may service existing development and residents. The benefit allocation determines how much a project will service growth, with the remaining share considered ineligible for DCC funding.

v. Municipal Assist Factor

The LGA allows DCCs to “assist” local governments in paying for infrastructure – the legislation does not allow 100% of the development-related costs to be included in the DCC rate calculation. As per the DCC Best Practices Guide, local government have discretion to set the municipal assist factor, however it must be equal to or higher than 1%. The assist factor can vary between categories of DCC eligible services, but it must be consistent for all capital projects within a given DCC service category. For the purposes of the CNVs DCC calculation, an assist factor of 1% has been applied to all services except for Transportation (Highways) which has an assist factor of 20%.

vi. Total Municipal Costs

The total municipal costs are to be funded by the municipality through non-DCC sources (e.g. ineligible shares and the municipal assist factor). The capital costs related to the ineligible DCC shares and the assist factor are funded from sources such as property taxes, utility or user fees.

vii. Total DCC Eligible Costs

The total DCC eligible costs are calculated by subtracting the municipal assist factor from the benefit allocation. These costs are eligible to be recovered through the DCCs.

viii. Reserve Balances

If applicable, committed reserve balances are identified for individual projects. In addition to the committed reserves, uncommitted reserve fund balances have been identified and have been deducted from the total DCC eligible costs within the 2025 – 2034 period.

For new eligible services, such as Protection Services and Solid Waste & Recycling, no reserve fund balances exists because DCCs have not yet been collected for these services.

ix. 2025 – 2034 DCC Eligible Costs

The 10-year DCC eligible costs include the DCC eligible costs less any committed/uncommitted reserve balance and post-time frame benefits. These costs are included in the DCC rate calculation.

x. Post-Time Frame Benefits

Any capital costs that are deemed to benefit growth beyond the 2034 planning period will be allocated as a “post-time frame benefit”. These shares of projects will be considered for recovery in the DCC rate calculations in subsequent Study updates when the planning period is extended.

xi. Determination if DCC Eligible Capital Costs Exceeds Prevailing Standards of Service

The LGA requires local governments to determine if DCC eligible capital costs exceed the prevailing service standard. This is done to ensure that DCCs fund infrastructure costs that are reasonably consistent with existing service standards for residents and employees. As noted above, in the event that the DCC service standard is found excessive, mitigating measures such as reducing the list of projects or increase the assist factor may be used.

TABLE 3 CALCULATION OF THE DCC RATES

i. Allocation of Costs Between Land Uses

Table 3 displays the calculation of the DCC rates for each corresponding service. The first step in determining the rate is to allocate the 2025 – 2034 DCC eligible capital costs between the residential and non-residential sectors. For all services with the exception of Parkland & Park Improvement and Transportation (Highways), the development-related costs have been apportioned 85% residential and 15% non-residential. This apportionment is based on the anticipated shares of population growth in new units and employment growth in new space over the 10-year forecast period.

For Parkland & Park Improvement, it is recognized that the service is designed to provide infrastructure primarily to residential development and that employees within the city also enjoy the use of parks. Since non-residential land uses place demand on parks infrastructure, albeit to a lesser extent than residential development, for the purposes of the DCC calculation, it is assumed that one employee places an equivalent demand of 1/3 of a resident in CNV. Attributing capital costs to non-residential land uses for Parkland & Park Improvement is consistent with the approach used in the City's 2016 DCC calculation. This results in an allocation of 94.5% to the residential sector and 5.5% to the non-residential sector.

For Transportation (Highways), trip generation rates have been used to quantify the allocation of capital costs between residential and non-residential land uses. For non-residential land uses, distinct trip generation rates have been applied to commercial and industrial uses. The trip rates for each land use are consistent with each land use in the 2016 DCC Study. This results in an allocation of 75.0% to the residential sector, 0.9% to the industrial sector and 24.1% to the commercial sector.

ii. Residential DCC Calculation

The residential share of the 2025 – 2034 DCC eligible costs is then divided by the forecasted population growth in new dwelling units to arrive at an amount per capita. The DCC residential amount per capita is multiplied by the occupancy factor (person per unit) for the following unit types:

- single-family units,
- multiple units include townhouses, rows, and single-family units with a basement suite,

- other apartments include small-scale, multiple-unit housing (SSMUH), lock-off units, suites, and apartment buildings that have less than 5 storeys; and
- apartments with 5 or more storeys.

Occupancy data is sourced from 2021 Statistics Canada Historical Occupancy Data by Unit Type.

iii. Non-Residential DCC Calculation

The non-residential development-related net capital costs are divided by the forecasted increase in non-residential gross floor area (GFA). This yields a charge per square metre of new non-residential development. All services with the exception of Transportation (Highways) have a uniform non-residential DCC charge which is applied to both commercial and industrial development. Non-residential DCC rates for Transportation (Highways) is broken down into two employment types: commercial and industrial.

APPENDIX B.1

PROTECTION SERVICES (FIRE & POLICE)

APPENDIX B.1 PROTECTION SERVICES (FIRE & POLICE)

Local governments are able to collect DCCs for Protection Services which include fire and police facilities but excludes costs related to vehicles and equipment. Police services are delivered jointly to both the City of North Vancouver (CNV) and the District of North Vancouver (DNV) through North Vancouver Community Policing Services. Fire services, on the other hand, are independently operated by the North Vancouver City Fire Department (NVCFD).

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Table 1 displays Protection Services prevailing service standard for buildings. Protection Services has two buildings located throughout CNV amounting to 162,131 square feet. The replacement costs for the two buildings totals \$114.0 million or \$703 per square foot.

As of 2024, CNV had a population of 67,300 and an employment base of 28,780. This translates into 1.7 square feet of building space per person and employee (630,000 square feet divided by 96,100 people and employees).

The City is forecast to grow by approximately 19,100 persons and employees by 2034. In order to maintain the prevailing service standard by 2034, the city would need to add 32,200 square feet of Protection Services space (19,100 population and employment growth multiplied by 1.7 square feet per person and employee). A current replacement cost is \$703 per square foot, this would require a capital investment of \$22.6 million over the 10-year planning period.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Protection Services.

- **Gross Project Costs** – The Protection Services capital program includes the redevelopment of the existing fire hall and future land acquisition with a total gross cost of \$34.1 million.

- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Cost** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total \$34.1 million.
- **Benefit Allocation** – Both the redevelopment of the existing fire hall and land acquisition have a 20% benefit allocation calculated based on the current size of the existing fire hall (21,395 square feet) and the estimated size of the future fire hall (26,695 square feet). The total benefit allocation associated with growth for Protection Services totals \$6.8 million.
- **Municipal Assist Factor** – A 1% deduction of \$67,700 has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs associated with Protection Services totals \$27.4 million and will need to be funded from non-DCC revenue sources.
- **Total DCC Eligible Costs** – The total DCC eligible costs is \$6.7 million which is the benefit allocation of \$6.8 million less the municipal assist factor of \$67,700.
- **Committed Reserve Balance** – Since Protection Services is a new DCC eligible service, no committed or uncommitted reserve fund balances have been identified.
- **2025 – 2034 DCC Eligible Costs** – The DCC eligible costs of \$6.7 million is expected to benefit growth within the planning period from 2025 to 2034.
- **Post-Time Frame Benefits** – The proposed infrastructure is required to service growth occurring over the 10-year planning period; therefore, no post-time frame benefits have been identified.

Once the 2025 – 2034 DCC eligible costs are determined, an analysis is done to determine if the DCCs are excessive of prevailing service standards. The 2025 – 2034 DCC eligible costs of \$6.7 million and does not exceed the prevailing service standard for new infrastructure.

TABLE 3 CALCULATION OF THE DCC RATE

The 2025 – 2034 DCC costs eligible for recovery amount to \$6.7 million and is allocated 85% or \$5.7 million to the residential sector and 15% or \$1.0 million to the non-residential sector. Residential rates are calculated on a per unit basis whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

| Rate Structure | Measure | DCC Rate |
|----------------------|-----------|----------|
| Single Family Unit | per unit | \$1,085 |
| Rows/Townhouses | per unit | \$913 |
| Other Apartments | per unit | \$787 |
| Apartment 5+ Storeys | per unit | \$643 |
| Non-residential | per sq.m. | \$8.56 |

TABLE 1
CITY OF NORTH VANCOUVER
INVENTORY OF CAPITAL ASSETS
PROTECTION SERVICES (FIRE & POLICE)

| Building Name | 2024 Inventory | | | |
|---------------------------------------|------------------|----------------|----------------------------|-------------------------------|
| | Year Constructed | Total Sq.ft. | Replacement Cost \$/sq.ft. | Replacement Cost Per Facility |
| 165 E 13th Street | 1970 | 21,395 | \$1,250 | \$26,743,750 |
| Gerry Brewer Bldg - 147 E 14th Street | 1997 | 140,736 | \$620 | \$87,256,320 |
| Total | | 162,131 | | \$114,000,070 |
| <i>Average Cost \$/sq.ft.</i> | | | | \$703 |

| DEVELOPMENT COST CHARGES - PROTECTION SERVICES (FIRE & POLICE) | |
|--|---------------------|
| 2024 Prevailing Service Standard Calculation | |
| Total Gross Floor Area (GFA) | 162,131 |
| 2024 Population & Employment | 96,086 |
| Sq.Ft./Population & Employment | 1.69 |
| Potential Collections Based on Forecasted Growth | |
| 2025 - 2034 Population & Employment Growth | 19,091 |
| Increased Need (sq.ft. of GFA) | 32,212 |
| Cost per sq.ft. of GFA | \$703 |
| Growth-Related Recoverable Costs* | \$22,649,654 |

*Based on prevailing service standard

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

| Service | Timing | Gross Project Cost | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | |
|---|-------------|----------------------|-------------------------------------|----------------------|--------------------|---------------------|-------------------------|------------------|-----------------------|--------------------------|---------------------------|---------------------|--------------------------|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits |
| 1.0 PROTECTION SERVICES (FIRE & POLICE) | | | | | | | | | | | | | |
| 1.1 Redevelopment of Existing Fire Hall and Land Acquisition | 2025 - 2034 | \$ 34,119,000 | \$ - | \$ 34,119,000 | 20% | \$ 6,773,954 | 1% | \$ 67,740 | \$ 27,412,786 | \$ 6,706,214 | \$ - | \$ 6,706,214 | \$ - |
| Subtotal | | \$ 34,119,000 | \$ - | \$ 34,119,000 | | \$ 6,773,954 | | \$ 67,740 | \$ 27,412,786 | \$ 6,706,214 | \$ - | \$ 6,706,214 | \$ - |
| Less: Available Uncommitted DCC Reserve Funds ¹ | | | | | | | | | | | \$ - | \$ - | \$ - |
| Total | | \$ 34,119,000 | \$ - | \$ 34,119,000 | | \$ 6,773,954 | | \$ 67,740 | \$ 27,412,786 | \$ 6,706,214 | \$ - | \$ 6,706,214 | \$ - |

(1) Protection Services (Fire & Police) is a new DCC service, therefore no reserve funds are available

| Prevailing Service Level Standard Analysis | | |
|--|----|------------|
| Prevailing Service Level | \$ | 22,649,654 |
| Service Level Exceeded? | | No |

| Available DCC Reserves* | | |
|-------------------------|-----------|----------|
| Committed | \$ | - |
| Uncommitted | \$ | - |
| Total | \$ | - |

*Protection Services is a new DCC service.
Therefore, no DCC reserve funds are available.

TABLE 3
CALCULATION OF DCCS
PROTECTION SERVICES (FIRE & POLICE)

| DCC Rates by Residential Unit Type and Square Metre of Employment GFA | | | | |
|--|------------------|-------------------|---------------------------|-----------------------|
| Measure | 2025-2034 | Percentage | DCC Eligible Costs | \$/Pop or Empl |
| 10-year Population Growth | 16,106 | 85.0% | \$5,703,489 | \$354 |
| 10-year Employee Growth | 2,832 | 15.0% | \$1,002,726 | \$354 |
| Total | 18,937 | 100.0% | \$6,706,214 | \$354 |

| Residential Rates by Unit Type | Person Per Unit (A) | Rate per Pop (B) | \$/Unit (C) = (A) * (B) |
|---------------------------------------|----------------------------|-------------------------|--------------------------------|
| \$/Single Family Unit | 3.06 | \$354 | \$1,085 |
| \$/Rows/Townhouses | 2.58 | \$354 | \$913 |
| \$/Other Apartments | 2.22 | \$354 | \$787 |
| \$/Apartments 5+ Storeys | 1.82 | \$354 | \$643 |

| Non-Residential Rates by Employee Type | Total GFA (A) | Empl Costs (B) | \$/Square Metre (C) = (A) * (B) |
|---|----------------------|-----------------------|--|
| \$/Square Metre of Commercial or Industrial Development | 117,154 | \$1,002,726 | \$8.56 |

APPENDIX B.2

SANITARY

APPENDIX B.2 SANITARY

The sanitary sewer system in CNV is an infrastructure system designed to collect and transport wastewater from homes and businesses within the City. Any wastewater collected is transported to facilities operated by Metro Vancouver.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Sanitary services infrastructure is designed in accordance with approved engineering service standards; therefore, an inventory of assets is not provided. If the established DCC rates are found to deter development or discourage the construction of reasonably priced housing or serviced land, mitigation measures—such as reducing the list of infrastructure costs funded through DCCs or increasing the assist factor—will be considered.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Sanitary Services.

- **Gross Project Costs** – The Sanitary capital program includes four projects with a total gross cost of \$31.0 million. The capital program includes sewer utility main replacements, utilities master plan, pump station upgrades, and flow monitoring station install.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Costs** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total \$31.0 million.
- **Benefit Allocation** – The total benefit allocation associated with growth for Sanitary totals \$16.9 million which includes a 56% benefit allocation for sewer utility main projects as the works relate to the replacement and upgrades of existing infrastructure. A 90% benefit allocation has been applied to the Utilities Master Plan which is split 33% between sanitary, water and storm drainage services. A 17% benefit allocation has been applied to the major upgrades relating to the Sewer Utility Pump Station and the Flow Monitoring Station installation. The 17% benefit allocation for these two projects is

calculated based on the share of population and employment growth in CNV over the 10-year period from 2025 to 2034.

- **Municipal Assist Factor** – A 1% deduction of \$169,000 has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs for Sanitary is \$14.3 million, which includes the non-DCC eligible costs (\$14.1 million) and the municipal assist factor costs (\$169,000).
- **Total DCC Eligible Costs** – The total DCC eligible costs is \$16.7 million which is the benefit allocation of \$16.9 million less the municipal assist factor of \$169,000.
- **Committed Reserve Balance** – An uncommitted reserve balance of \$1.5 million has been deducted from the 2025 to 2034 DCC eligible costs. No committed reserve balances have been identified for specific projects.
- **2025 – 2034 DCC Eligible Costs** – \$6.7 million of the DCC eligible costs is expected to benefit growth within the planning period from 2025 to 2034.
- **Post-Time Frame Benefits** – Approximately \$8.5 million for the sewer utility main replacement is anticipated to benefit growth beyond the 2034. Therefore, \$8.5 million has not been included in the 2025 – 2034 DCC eligible costs.

TABLE 3 CALCULATION OF THE DCC RATE

The 2025 – 2034 DCC costs eligible for recovery amount to \$6.7 million and is allocated 85% or \$5.7 million to the residential sector and 15% or \$1.0 million to the non-residential sector.

Residential rates are calculated on a per unit bases whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

| Rate Structure | Measure | DCC Rate |
|----------------------|-----------|----------|
| Single Family Unit | per unit | \$1,088 |
| Rows/Townhouses | per unit | \$915 |
| Other Apartments | per unit | \$790 |
| Apartment 5+ Storeys | per unit | \$645 |
| Non-residential | per sq.m. | \$8.58 |

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

| Service | Timing | Gross Project Cost | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | |
|---|-------------|----------------------|-------------------------------------|----------------------|--------------------|----------------------|-------------------------|-------------------|-----------------------|--------------------------|---------------------------|---------------------|--------------------------|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits |
| 2.0 SANITARY | | | | | | | | | | | | | |
| 2.1 Sewer Utility Main Replacement and Upgrades | 2025 - 2045 | \$ 29,412,759 | \$ - | \$ 29,412,759 | 56% | \$ 16,558,398 | 1% | \$ 165,584 | \$ 13,019,945 | \$ 16,392,814 | \$ - | \$ 7,931,393 | \$ 8,461,420 |
| 2.2 Utilities Master Plan (33%) | 2025 - 2034 | \$ 100,000 | \$ - | \$ 100,000 | 90% | \$ 90,000 | 1% | \$ 900 | \$ 10,900 | \$ 89,100 | \$ - | \$ 89,100 | \$ - |
| 2.3 Sewer Utility Pump Station Major Upgrades | 2025 - 2034 | \$ 900,000 | \$ - | \$ 900,000 | 17% | \$ 149,175 | 1% | \$ 1,492 | \$ 752,317 | \$ 147,683 | \$ - | \$ 147,683 | \$ - |
| 2.4 Flow Monitoring Station Install | 2025 - 2034 | \$ 600,000 | \$ - | \$ 600,000 | 17% | \$ 99,450 | 1% | \$ 994 | \$ 501,545 | \$ 98,455 | \$ - | \$ 98,455 | \$ - |
| Subtotal | | \$ 31,012,759 | \$ - | \$ 31,012,759 | | \$ 16,897,022 | | \$ 168,970 | \$ 14,284,707 | \$ 16,728,052 | \$ - | \$ 8,266,632 | \$ 8,461,420 |
| Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 1,541,197 | |
| TOTAL SANITARY | | \$ 31,012,759 | \$ - | \$ 31,012,759 | | \$ 16,897,022 | | \$ 168,970 | \$ 14,284,707 | \$ 16,728,052 | \$ - | \$ 6,725,434 | \$ 8,461,420 |

Prevailing Service Level Standard Analysis

| | |
|--------------------------|-----|
| Prevailing Service Level | N/A |
| Service Level Exceeded? | No |

Available DCC Reserves

| | |
|--------------|---------------------|
| Committed | \$ - |
| Uncommitted | \$ 1,541,197 |
| Total | \$ 1,541,197 |

TABLE 3
CALCULATION OF DCCS
SANITARY

| DCC Rates by Residential Unit Type and Square Metre of Employment GFA | | | | |
|--|------------------|-------------------|---------------------------|-----------------------|
| Measure | 2025-2034 | Percentage | DCC Eligible Costs | \$/Pop or Empl |
| 10-year Population Growth | 16,106 | 85% | \$5,719,835 | \$355 |
| 10-year Employee Growth | 2,832 | 15% | \$1,005,599 | \$355 |
| Total | 18,937 | 100% | \$6,725,434 | \$355 |

| Residential Rates by Unit Type | Person Per Unit (A) | Rate per Pop (B) | \$/Unit (C) = (A) * (B) |
|---------------------------------------|----------------------------|-------------------------|--------------------------------|
| \$/Single Family Unit | 3.06 | \$355 | \$1,088 |
| \$/Rows/Townhouses | 2.58 | \$355 | \$915 |
| \$/Other Apartments | 2.22 | \$355 | \$790 |
| \$/Apartments 5+ Storeys | 1.82 | \$355 | \$645 |

| Non-Residential Rates by Employee Type | Total GFA (A) | Empl Costs (B) | \$/Square Metre (C) = (A) * (B) |
|---|----------------------|-----------------------|--|
| \$/Square Metre of Commercial or Industrial Development | 117,154 | \$1,005,599 | \$8.58 |

APPENDIX B.3

WATER

APPENDIX B.3 WATER

CNVs Water is purchased from Metro Vancouver and is distributed to the residents and businesses residing in the City of North Vancouver.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Water services infrastructure is designed in accordance with approved engineering service standards; therefore, an inventory of assets is not provided. If the established DCC rates are found to deter development or discourage the construction of reasonably priced housing or serviced land, mitigation measures—such as reducing the list of infrastructure costs funded through DCCs or increasing the assist factor—will be considered.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Water.

- **Gross Project Costs** – The Water capital program includes six projects with a total gross cost of \$30.8 million. The capital program watermain replacement, utilities master plan, and other related works.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Costs** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total \$30.8 million.
- **Benefit Allocation** – The total benefit allocation associated with growth for Water totals \$15.5 million which includes a 50% benefit allocation for Watermain Replacement and Upgrades and 90% benefit allocation for a Utilities Master Plan.
- **Municipal Assist Factor** – A 1% deduction of \$154,500 has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs for Water is approximately \$15.5 million, which includes the non-DCC eligible costs (\$15.4 million) and the municipal assist factor costs (\$154,500).

- **Total DCC Eligible Costs** – The total DCC eligible costs is \$15.3 million which is the benefit allocation of \$15.5 million less the municipal assist factor of \$154,500.
- **Committed Reserve Balance** – An uncommitted reserve balance of \$1.6 million has been deducted from the 2025 – 2034 DCC eligible costs.
- **2025 – 2034 DCC Eligible Costs** – \$5.7 million DCC eligible costs is expected to benefit growth within the planning period from 2025 – 2034.
- **Post-Time Frame Benefits** – Approximately \$8.0 million for the watermain replacement is anticipated to benefit growth beyond the 2034. Therefore, \$8.0 million is not included in the 2025 – 2034 DCC eligible costs.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amount to \$5.7 million and is allocated 85% or \$4.8 million to the residential sector and 15% or \$849,600 to the non-residential sector.

Residential rates are calculated on a per unit bases whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

| Rate Structure | Measure | DCC Rate |
|----------------------|-----------|----------|
| Single Family Unit | per unit | \$919 |
| Rows/Townhouses | per unit | \$773 |
| Other Apartments | per unit | \$667 |
| Apartment 5+ Storeys | per unit | \$545 |
| Non-residential | per sq.m. | \$7.25 |

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | |
|--|-------------|---------------------------------|---|--------------------------|--------------------|----------------------|-------------------------|-------------------|-----------------------------|--------------------------------|------------------------------|---------------------|-----------------------------|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits |
| 3.0 WATER | | | | | | | | | | | | | |
| 3.1 Watermain Replacement & Upgrades | 2025 - 2045 | \$ 30,728,100 | \$ - | \$ 30,728,100 | 50% | \$ 15,364,050 | 1% | \$ 153,641 | \$ 15,517,691 | \$ 15,210,410 | \$ - | \$ 7,193,493 | \$ 8,016,916 |
| 3.2 Utilities Master Plan (33%) | 2025 - 2034 | \$ 100,000 | \$ - | \$ 100,000 | 90% | \$ 90,000 | 1% | \$ 900 | \$ 10,900 | \$ 89,100 | \$ - | \$ 89,100 | \$ - |
| Subtotal | | \$ 30,828,100 | \$ - | \$ 30,828,100 | | \$ 15,454,050 | | \$ 154,541 | \$ 15,528,591 | \$ 15,299,510 | \$ - | \$ 7,282,593 | \$ 8,016,916 |
| Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 1,600,662 | |
| TOTAL WATER | | \$ 30,828,100 | \$ - | \$ 30,828,100 | | \$ 15,454,050 | | \$ 154,541 | \$ 15,528,591 | \$ 15,299,510 | \$ - | \$ 5,681,931 | \$ 8,016,916 |

Prevailing Service Level Standard Analysis

| | |
|--------------------------|-----|
| Prevailing Service Level | N/A |
| Service Level Exceeded? | No |

Available DCC Reserves

| | |
|--------------|---------------------|
| Committed | \$ - |
| Uncommitted | \$ 1,600,662 |
| Total | \$ 1,600,662 |

TABLE 3
CALCULATION OF DCCS
WATER

| DCC Rates by Residential Unit Type and Square Metre of Employment GFA | | | | |
|--|------------------|-------------------|---------------------------|-----------------------|
| Measure | 2025-2034 | Percentage | DCC Eligible Costs | \$/Pop or Empl |
| 10-year Population Growth | 16,106 | 85% | \$4,832,358 | \$300 |
| 10-year Employee Growth | 2,832 | 15% | \$849,573 | \$300 |
| Total | 18,937 | 100% | \$5,681,931 | \$300 |

| Residential Rates by Unit Type | Person Per Unit (A) | Rate per Pop (B) | \$/Unit (C) = (A) * (B) |
|---------------------------------------|----------------------------|-------------------------|--------------------------------|
| \$/Single Family Unit | 3.06 | \$300 | \$919 |
| \$/Rows/Townhouses | 2.58 | \$300 | \$773 |
| \$/Other Apartments | 2.22 | \$300 | \$667 |
| \$/Apartments 5+ Storeys | 1.82 | \$300 | \$545 |

| Non-Residential Rates by Employee Type | Total GFA (A) | Empl Costs (B) | \$/Square Metre (C) = (A) * (B) |
|---|----------------------|-----------------------|--|
| \$/Square Metre of Commercial or Industrial Development | 117,154 | \$849,573 | \$7.25 |

APPENDIX B.4

STORM DRAINAGE

APPENDIX B.4 STORM DRAINAGE

The City has more than 150 kilometres of storm drainage infrastructure. Metro Vancouver has a Liquid Waste Management Plan that requires CNV to have a holistic and integrated storm drainage system and plan.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Storm Drainage services infrastructure is designed in accordance with approved engineering service standards; therefore, an inventory of assets is not provided. If the established DCC rates are found to deter development or discourage the construction of reasonably priced housing or serviced land, mitigation measures—such as reducing the list of infrastructure costs funded through DCCs or increasing the assist factor—will be considered.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Storm Drainage.

- **Gross Project Costs** – The Storm Drainage capital program includes twelve projects with a total gross cost of \$39.8 million. The capital program creek hazard management, flow monitoring station install, master servicing plan, future land acquisition, etc.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Costs** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total \$39.8 million.
- **Benefit Allocation** – In total, approximately \$14.9 million is anticipated to benefit growth. The benefit allocation for the Storm Drainage capital program is as follows:

| Project Category | Benefit Allocation |
|---|---|
| Storm Utility Main Replacement & Upgrades | <ul style="list-style-type: none"> 50% benefit allocation has been applied recognizing projects will replace and upgrade existing infrastructure. |
| Storm Infill | <ul style="list-style-type: none"> 0% benefit allocation as the storm infill works is entirely related to servicing the existing community. |
| Mosquito Creek at Marine Drive Bridge In-Stream Works, Thain Creek Slope Stabilization, Creek Hazard Management & Flow Monitoring Station Install | <ul style="list-style-type: none"> 17% benefit allocation has been applied based on the shares of population and employment growth expected over the 2025 – 2034 period. |
| Utilities Master Plan | <ul style="list-style-type: none"> 90% benefit allocation recognizing that there will be some benefit to the existing community. |
| Future Land Acquisition | <ul style="list-style-type: none"> 100% benefit allocation has been applied to future land acquisition as the works is entirely related to growth. |

- **Municipal Assist Factor** – A 1% deduction of \$149,100 has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs for Storm Drainage is \$25.1 million, which includes the non-DCC eligible costs and the municipal assist factor costs of \$149,100.
- **Total DCC Eligible Costs** – The total DCC eligible costs is \$14.8 million which is the benefit allocation of \$14.9 million less the municipal assist factor of \$149,100.
- **Committed Reserve Balance** – An uncommitted reserve balance of \$1.4 million has been deducted from the 2025 – 2034 DCC eligible costs. No committed reserve balances have been identified.
- **2025 – 2034 DCC Eligible Costs** – The remaining \$7.5 million DCC eligible costs is expected to benefit growth within the planning period from 2025 – 2034.
- **Post-Time Frame Benefits** – A share of \$5.9 million for the storm utility main replacement and upgrades is anticipated to benefit growth beyond the 2034. Therefore, \$5.9 million is not included in the 2025 – 2034 DCC eligible costs.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amount to \$7.5 million and is allocated 85% or \$6.3 million to the residential sector and 15% or \$1.1 million to the non-residential sector.

Residential rates are calculated on a per unit basis whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

| Rate Structure | Measure | DCC Rate |
|----------------------|-----------|----------|
| Single Family Unit | per unit | \$1,206 |
| Rows/Townhouses | per unit | \$1,015 |
| Other Apartments | per unit | \$876 |
| Apartment 5+ Storeys | per unit | \$715 |
| Non-residential | per sq.m. | \$9.52 |

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM (\$2025)

| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | |
|---|-------------|---------------------------------|---|--------------------------|--------------------|----------------------|-------------------------|-------------------|-----------------------------|--------------------------------|------------------------------|---------------------|-----------------------------|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits |
| 4.0 STORM DRAINAGE | | | | | | | | | | | | | |
| 4.1 Storm Utility Main Replacement & Upgrades | 2025 - 2045 | \$ 18,001,402 | \$ - | \$ 18,001,402 | 50% | \$ 9,000,701 | | \$ 90,007 | \$ 9,090,708 | \$ 8,910,694 | \$ - | \$ 2,994,854 | \$ 5,915,840 |
| 4.2 Storm Infill | 2025 - 2034 | \$ 11,812,500 | \$ - | \$ 11,812,500 | 0% | \$ - | 1% | \$ - | \$ 11,812,500 | \$ - | \$ - | \$ - | \$ - |
| 4.3 Mosquito Creek at Marine Drive Bridge In-Stream Works | 2025 - 2025 | \$ 900,000 | \$ - | \$ 900,000 | 17% | \$ 149,175 | 1% | \$ 1,492 | \$ 752,317 | \$ 147,683 | \$ - | \$ 147,683 | \$ - |
| 4.4 Thain Creek Slope Stabilization | 2025 - 2025 | \$ 2,900,000 | \$ - | \$ 2,900,000 | 17% | \$ 480,674 | 1% | \$ 4,807 | \$ 2,424,133 | \$ 475,867 | \$ - | \$ 475,867 | \$ - |
| 4.5 Creek Hazard Management | 2025 - 2034 | \$ 500,000 | \$ - | \$ 500,000 | 17% | \$ 82,875 | 1% | \$ 829 | \$ 417,954 | \$ 82,046 | \$ - | \$ 82,046 | \$ - |
| 4.6 Flow Monitoring Station Install | 2025 - 2034 | \$ 630,000 | \$ - | \$ 630,000 | 17% | \$ 104,422 | 1% | \$ 1,044 | \$ 526,622 | \$ 103,378 | \$ - | \$ 103,378 | \$ - |
| 4.7 Utilities Master Plan (33%) | 2025 - 2034 | \$ 100,000 | \$ - | \$ 100,000 | 90% | \$ 90,000 | 1% | \$ 900 | \$ 10,900 | \$ 89,100 | \$ - | \$ 89,100 | \$ - |
| 4.8 Future Land Acquisition | 2025 - 2034 | \$ 5,000,000 | \$ - | \$ 5,000,000 | 100% | \$ 5,000,000 | 1% | \$ 50,000 | \$ 50,000 | \$ 4,950,000 | \$ - | \$ 4,950,000 | \$ - |
| Subtotal | | \$ 39,843,902 | \$ - | \$ 39,843,902 | | \$ 14,907,847 | | \$ 149,078 | \$ 25,085,133 | \$ 14,758,769 | \$ - | \$ 8,842,929 | \$ 5,915,840 |
| Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 1,385,041 | |
| TOTAL STORM DRAINAGE | | \$ 39,843,902 | \$ - | \$ 39,843,902 | | \$ 14,907,847 | | \$ 149,078 | \$ 25,085,133 | \$ 14,758,769 | \$ - | \$ 7,457,888 | \$ 5,915,840 |

Prevailing Service Level Standard Analysis

| | |
|--------------------------|-----|
| Prevailing Service Level | N/A |
| Service Level Exceeded? | No |

Available DCC Reserves

| | |
|--------------|---------------------|
| Committed | \$ - |
| Uncommitted | \$ 1,385,041 |
| Total | \$ 1,385,041 |

TABLE 3
CALCULATION OF DCCS
STORM DRAINAGE

| DCC Rates by Residential Unit Type and Square Metre of Employment GFA | | | | |
|--|------------------|-------------------|---------------------------|-----------------------|
| Measure | 2025-2034 | Percentage | DCC Eligible Costs | \$/Pop or Empl |
| 10-year Population Growth | 16,106 | 85% | \$6,342,770 | \$394 |
| 10-year Employee Growth | 2,832 | 15% | \$1,115,117 | \$394 |
| Total | 18,937 | 100% | \$7,457,888 | \$394 |

| Residential Rates by Unit Type | Person Per Unit (A) | Rate per Pop (B) | \$/Unit (C) = (A) * (B) |
|---------------------------------------|----------------------------|-------------------------|--------------------------------|
| \$/Single Family Unit | 3.06 | \$394 | \$1,206 |
| \$/Rows/Townhouses | 2.58 | \$394 | \$1,015 |
| \$/Other Apartments | 2.22 | \$394 | \$876 |
| \$/Apartments 5+ Storeys | 1.82 | \$394 | \$715 |

| Non-Residential Rates by Employee Type | Total GFA (A) | Empl Costs (B) | \$/Square Metre (C) = (A) * (B) |
|---|----------------------|-----------------------|--|
| \$/Square Metre of Commercial or Industrial Development | 117,154 | \$1,115,117 | \$9.52 |

APPENDIX B.5

PARKLAND & PARK IMPROVEMENT

APPENDIX B.5 PARKLAND & PARK IMPROVEMENT

CNV has an extensive parkland and park system with a number of facilities located throughout the City. Parks are integral to a community and can help improve quality of life for those who live and work in CNV.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Table 1 displays Parkland & Park Improvement prevailing service standard for DCC eligible park amenities and park land. There are 14 park washrooms located throughout CNV which have a total square footage of 26,500 square feet. The total replacement costs for all park washrooms amounts to \$13.2 million with an average replacement cost of \$500 per square foot. For park land, CNV has 51 parks which total 167 hectares. The total replacement costs for park land amounts to \$833.3 million with an average replacement cost of \$5.0 million per hectare. Therefore, the replacement costs for park land and park washrooms totals \$846.5 million.

As of 2024, CNV had a population of 67,300. This translates into approximately \$12,600 of Park Improvements & Parkland per person (\$846.5 million divided by 67,300 people). The City is forecast to grow by approximately 16,300 persons by 2034. In order to maintain the prevailing service standard by 2034, the City would need to fund \$204.5 million over the 10-year planning period.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Parkland and Park Improvement.

- **Gross Project Costs** – The Parkland and Park Improvement capital program includes park development greenways program, future park development enhancements, future new parks/plazas, sports fields conversions, playground expansions, playground and park features, park development related to the proposed Harry Jerome Community Recreation Centre (HJCRC), future parkland acquisition and road reallocation to parks. In total, gross project costs for the Parkland and Park Improvement capital program amount to \$115.5 million.

- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Costs** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total \$115.5 million.
- **Benefit Allocation** – the benefit allocation ranges on a project-by-project basis and range from 19% – 100% (see details in the table below). In total \$106.8 million has been identified as the benefit allocation.

| Project Category | Benefit Allocation |
|---|--|
| Park Development – Greenways Program | <ul style="list-style-type: none"> ▪ 75% benefit allocation is used recognizing that some existing infrastructure will be replaced as part of this work. |
| Future Park Development Enhancements | <ul style="list-style-type: none"> ▪ 99% benefit allocation recognizing that some parks enhancements will replace existing infrastructure and others will form net new infrastructure and will be fully related to future development. |
| Future New Parks/Plazas | <ul style="list-style-type: none"> ▪ 96% benefit allocation recognizing that some new parks/plazas will replace existing infrastructure and others will form net new infrastructure and will be fully related to future development. |
| Sports Field Conversions | <ul style="list-style-type: none"> ▪ 80% benefit allocation recognizing that the conversion of existing sports fields will create new capacity to service growth and programming. |
| City-wide Playground Expansions | <ul style="list-style-type: none"> ▪ 75% benefit allocation recognizing that some playground expansions will replace existing infrastructure and others will form net new infrastructure and will be fully related to future development. |
| Playground and Park Features | <ul style="list-style-type: none"> ▪ 19% benefit allocation based on shares of population growth over 10-years. Existing infrastructure will be replaced and create some additional capacity to service growth. |
| Harry Jerome Community Recreation Centre (HJCRC) - Park Development | <ul style="list-style-type: none"> ▪ 50% benefit allocation consistent with the allocation applied to the ACC eligible costs of the project (see ACC Study for details). |
| Road Reallocation to Park - Location TBD | <ul style="list-style-type: none"> ▪ 100% benefit allocation as the reallocation will create a net new park. |

| Project Category | Benefit Allocation |
|-----------------------------|---|
| Future Parkland Acquisition | <ul style="list-style-type: none"> 100% benefit allocation as this relates to the acquisition of net new parkland. |

- **Municipal Assist Factor** – A 1% deduction of \$1.1 million has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs for Parkland & Park Improvement is \$9.7 million, which includes the non-DCC eligible costs (\$8.6 million) and the municipal assist factor costs (\$1.1 million).
- **Total DCC Eligible Costs** – The total DCC eligible costs is \$105.8 million which is the benefit allocation of \$106.8 million less the municipal assist factor of \$1.1 million.
- **Committed Reserve Balance** – A committed reserve balance of \$1.2 million has been removed from HJCRC park development project and an uncommitted reserve balance of \$20.2 million has been deducted from the 2025 – 2034 DCC eligible costs.
- **2025–2034 DCC Eligible Costs** – \$37.9 million DCC eligible costs is expected to benefit growth within the planning period from 2025 – 2034.
- **Post-Time Frame Benefits** – A share of \$1.8 million for the future park development enhancements and \$44.5 million for the future parkland acquisition is anticipated to benefit growth beyond the 2034. Therefore, \$46.3 million is not included in the 2025 – 2034 DCC eligible costs.

Once the 2025 – 2034 DCC eligible costs are determined, an analysis is done to determine if the DCCs are excessive of prevailing service standards. The 2025 – 2034 DCC eligible costs is \$37.9 million and does not exceed the prevailing service standard.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amount to \$37.9 million and is allocated 94.5% or \$35.9 million to the residential sector and 5.5% or \$2.1 million to the non-residential sector. The allocation is based on anticipated population and employment growth over the 10-year planning horizon, assuming that one employee is equivalent to one-third of a resident. The rationale for the equivalent employment factor is that parkland and park improvements are primarily driven by population increase but recognizes that future employees within CNV may also use parks but not to the same extent as residents.

Residential rates are calculated on a per unit basis whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

| Rate Structure | Measure | DCC Rate |
|----------------------|-----------|----------|
| Single Family Unit | per unit | \$6,819 |
| Rows/Townhouses | per unit | \$5,739 |
| Other Apartments | per unit | \$4,950 |
| Apartment 5+ Storeys | per unit | \$4,043 |
| Non-residential | per sq.m. | \$17.76 |

TABLE 1

**CITY OF NORTH VANCOUVER
INVENTORY OF CAPITAL ASSETS
PARKLAND & PARK IMPROVEMENT**

| Building Name | 2024 Inventory | | | |
|---|------------------|---------------|-------------------------------|-------------------------------|
| | Year Constructed | Total Sq.ft. | Replacement Cost \$/sq.ft. | Replacement Cost Per Facility |
| Park Washrooms | | | | |
| Mahon Park Grandstand - W 16th Street & Jones Avenue | 2017 | 2,993 | \$500 | \$1,496,500 |
| Kinsmen Park - W 19th Street & Jones Avenue | 2017 | 1,782 | \$500 | \$891,000 |
| Ray Perrault Park Change Room - 1405 Grand Boulevard | 1950 | 1,254 | \$500 | \$627,000 |
| Ray Perrault Park Washroom - 1405 Grand Boulevard | 2015 | 720 | \$500 | \$360,000 |
| Heywood Park Field House - 1645 Hamilton Avenue | 1980 | 1,843 | \$500 | \$921,500 |
| Heywood Park Restroom - 1645 Hamilton Avenue | 1980 | 540 | \$500 | \$270,000 |
| Loutet Park Fieldhouse - 1440 Rufus Avenue | 1980 | 1,843 | \$500 | \$921,500 |
| Loutet Park Restroom - 1440 Rufus Avenue | 2012 | 542 | \$500 | \$271,000 |
| Waterfront Park Restroom - 245 W Esplanade | 1985 | 864 | \$500 | \$432,000 |
| Kinsmen Washroom Bldg - W 19th Street & Jones Avenue | 2001 | 676 | \$500 | \$338,000 |
| Mahon Park Washroom Bldg - W 16th Street & Jones Avenue | 2018 | 4,590 | \$500 | \$2,295,000 |
| 249 E 24th St - Lawn Bowling Club | 2023 | 7,449 | \$500 | \$3,724,315 |
| Moodyville Park Washroom Bldg - 759 E 3rd Street | 2020 | 122 | \$500 | \$61,000 |
| Ray Perrault Park Fieldhouse - 1405 Grand Boulevard | 2013 | 1,254 | \$500 | \$627,000 |
| | | | | |
| Total | | 26,472 | | \$13,235,815 |
| | | | Average Cost \$/sq.ft. | \$500 |

TABLE 1

**CITY OF NORTH VANCOUVER
INVENTORY OF CAPITAL ASSETS
PARKLAND & PARK IMPROVEMENT**

| Building Name | 2024 Inventory | | | |
|-----------------------------|------------------|-----------------------|---------------------------|---------------------------|
| | Year Constructed | Total Area (Hectares) | Replacement Cost \$/ha | Replacement Cost Per Park |
| Park Land | | | | |
| 14th St Civic Plaza | N/A | 0.28 | \$5,000,000 | \$1,422,448 |
| Bewicke Park | N/A | 0.07 | \$5,000,000 | \$358,229 |
| Chief August Jack Park | N/A | 0.09 | \$5,000,000 | \$448,705 |
| Chief Dan George Park | N/A | 0.13 | \$5,000,000 | \$635,385 |
| Chief Mathias Joe Park | N/A | 0.18 | \$5,000,000 | \$896,529 |
| Chris Zuehlke Park | N/A | 0.46 | \$5,000,000 | \$2,307,537 |
| Crickmay Park | N/A | 1.00 | \$5,000,000 | \$4,999,329 |
| Derek Inman Park | N/A | 0.37 | \$5,000,000 | \$1,848,735 |
| Eastview Park | N/A | 2.78 | \$5,000,000 | \$13,882,804 |
| Emerald Park | N/A | 0.42 | \$5,000,000 | \$2,103,302 |
| Grand Boulevard | N/A | 8.25 | \$5,000,000 | \$41,244,339 |
| Greenwood Park | N/A | 12.36 | \$5,000,000 | \$61,811,910 |
| Hamersley Park | N/A | 0.48 | \$5,000,000 | \$2,414,272 |
| Heywood Park | N/A | 13.46 | \$5,000,000 | \$67,293,805 |
| High Place Park | N/A | 2.18 | \$5,000,000 | \$10,888,380 |
| Hyak Park | N/A | 0.51 | \$5,000,000 | \$2,545,550 |
| Jack Loucks Court | N/A | 0.11 | \$5,000,000 | \$545,590 |
| Kealy Woods Park | N/A | 0.73 | \$5,000,000 | \$3,641,000 |
| Kings Mill Walk Park | N/A | 2.95 | \$5,000,000 | \$14,764,145 |
| Larson Park | N/A | 1.09 | \$5,000,000 | \$5,436,531 |
| Lot 33, BLA, DL616 | N/A | 1.37 | \$5,000,000 | \$6,859,059 |
| Lots 1-18, BL7, DL552 | N/A | 1.49 | \$5,000,000 | \$7,441,325 |
| Lots 13/13, BL230A, DL546 | N/A | 0.08 | \$5,000,000 | \$412,270 |
| Lots 21/22, BL237, DL546 | N/A | 0.07 | \$5,000,000 | \$373,200 |
| Lots 24/W, BL9, DL272 | N/A | 0.15 | \$5,000,000 | \$769,577 |
| Lots 8/9, BL21, DL547/548 | N/A | 0.14 | \$5,000,000 | \$704,984 |
| Loutet Park | N/A | 12.16 | \$5,000,000 | \$60,777,310 |
| Lynnmouth Park | N/A | 3.64 | \$5,000,000 | \$18,182,167 |
| MacLeod Park | N/A | 0.40 | \$5,000,000 | \$2,021,411 |
| Mahon Park | N/A | 25.57 | \$5,000,000 | \$127,865,865 |
| McDougall Park | N/A | 1.05 | \$5,000,000 | \$5,225,787 |
| McEvoy Park | N/A | 0.11 | \$5,000,000 | \$554,917 |
| Moodyville Park | N/A | 5.70 | \$5,000,000 | \$28,498,603 |
| Mosquito Creek Park | N/A | 16.43 | \$5,000,000 | \$82,147,289 |
| North Vancouver Cemetery | N/A | 24.76 | \$5,000,000 | \$123,800,084 |
| Ottawa Gardens | N/A | 0.52 | \$5,000,000 | \$2,606,174 |
| Ray Perrault Park | N/A | 3.35 | \$5,000,000 | \$16,725,706 |
| Rey Sargent Park | N/A | 0.17 | \$5,000,000 | \$844,358 |
| Sam Walker Park | N/A | 0.11 | \$5,000,000 | \$562,772 |
| Semisch Park | N/A | 0.32 | \$5,000,000 | \$1,588,622 |
| St Andrews Park | N/A | 0.32 | \$5,000,000 | \$1,596,267 |
| St. Andrews Ave / E 28th St | N/A | 0.12 | \$5,000,000 | \$618,970 |
| Stella Jo Dean Plaza | N/A | 0.13 | \$5,000,000 | \$649,627 |
| Sunrise Park | N/A | 6.10 | \$5,000,000 | \$30,514,938 |
| Sutherland Ave / E 19th St | N/A | 0.45 | \$5,000,000 | \$2,270,433 |
| Tempe Heights Park | N/A | 4.22 | \$5,000,000 | \$21,105,489 |
| Victoria Park | N/A | 2.76 | \$5,000,000 | \$13,789,322 |
| W 19th St / Mahon Ave | N/A | 0.26 | \$5,000,000 | \$1,323,694 |
| Wagg Creek Park | N/A | 3.13 | \$5,000,000 | \$15,639,612 |
| Waterfront Park | N/A | 2.78 | \$5,000,000 | \$13,886,016 |
| Westview Park | N/A | 0.88 | \$5,000,000 | \$4,423,344 |
| Total | | 167 | | \$833,267,710 |
| | | | Average Cost \$/ha | \$5,000,000 |

| DEVELOPMENT COST CHARGES - PARKLAND & PARK IMPROVEMENT | |
|---|----------------------|
| 2024 Prevailing Service Standard Calculation | |
| Total Value of Parkland & Park Improvements | \$846,503,525 |
| 2024 Population | 67,308 |
| \$/ Park & Park Improvements per person | \$12,577 |
| Potential Collections Based on Forecasted Growth | |
| 2025 - 2034 Population Growth | 16,259 |
| \$/ Park & Park Improvements per person | \$12,577 |
| Growth-Related Recoverable Costs* | \$204,482,392 |

*Based on prevailing service standard

TABLE 2
CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | |
|---|-------------|---------------------------------|---|--------------------------|--------------------|-----------------------|-------------------------|---------------------|-----------------------------|--------------------------------|------------------------------|----------------------|-----------------------------|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits |
| 5.0 PARKLAND & PARK IMPROVEMENT | | | | | | | | | | | | | |
| 5.1 Park Development - Greenways Program | 2025 - 2034 | \$ 3,500,000 | \$ - | \$ 3,500,000 | 75% | \$ 2,800,000 | 1% | \$ 28,000 | \$ 728,000 | \$ 2,772,000 | \$ - | \$ 2,772,000 | \$ - |
| 5.2 Future Park Development Enhancements | 2025 - 2034 | \$ 17,415,617 | \$ - | \$ 17,415,617 | 99% | \$ 17,245,775 | 1% | \$ 172,458 | \$ 342,300 | \$ 17,073,317 | \$ - | \$ 15,226,196 | \$ 1,847,121 |
| 5.3 Future New Parks/Plazas | 2025 - 2034 | \$ 26,347,423 | \$ - | \$ 26,347,423 | 96% | \$ 25,375,423 | 1% | \$ 253,754 | \$ 1,225,754 | \$ 25,121,668 | \$ - | \$ 25,121,668 | \$ - |
| 5.4 Sports Field Conversions | 2025 - 2034 | \$ 4,552,693 | \$ - | \$ 4,552,693 | 80% | \$ 3,642,155 | 1% | \$ 36,422 | \$ 946,960 | \$ 3,605,733 | \$ - | \$ 3,605,733 | \$ - |
| 5.5 City-wide Playground Expansions | 2025 - 2034 | \$ 3,600,000 | \$ - | \$ 3,600,000 | 75% | \$ 2,700,000 | 1% | \$ 27,000 | \$ 927,000 | \$ 2,673,000 | \$ - | \$ 2,673,000 | \$ - |
| 5.6 Playground and Park Features | 2030 - 2034 | \$ 1,976,840 | \$ - | \$ 1,976,840 | 19% | \$ 384,619 | 1% | \$ 3,846 | \$ 1,596,067 | \$ 380,773 | \$ - | \$ 380,773 | \$ - |
| 5.7 Harry Jerome Community Recreation Centre (HJCRC) - Park Development | 2025 - 2026 | \$ 6,843,350 | \$ - | \$ 6,843,350 | 50% | \$ 3,421,675 | 1% | \$ 34,217 | \$ 3,455,892 | \$ 3,387,458 | \$ 1,234,272 | \$ 2,153,186 | \$ - |
| 5.8 Road Reallocation to Park - Location TBD | 2025 - 2034 | \$ 1,250,969 | \$ - | \$ 1,250,969 | 100% | \$ 1,250,969 | 1% | \$ 12,510 | \$ 12,510 | \$ 1,238,459 | \$ - | \$ 1,238,459 | \$ - |
| 5.9 Future Parkland Acquisition | | \$ 50,000,000 | \$ - | \$ 50,000,000 | 100% | \$ 50,000,000 | | \$ 500,000 | \$ 500,000 | \$ 49,500,000 | \$ - | \$ 5,000,000 | \$ 44,500,000 |
| Subtotal | | \$ 115,486,893 | \$ - | \$ 115,486,893 | | \$ 106,820,615 | | \$ 1,068,206 | \$ 9,734,484 | \$ 105,752,409 | \$ 1,234,272 | \$ 58,171,016 | \$ 46,347,121 |
| Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 20,229,865 | |
| TOTAL PARKLAND & PARK IMPROVEMENT | | \$ 115,486,893 | \$ - | \$ 115,486,893 | | \$ 106,820,615 | | \$ 1,068,206 | \$ 9,734,484 | \$ 105,752,409 | \$ 1,234,272 | \$ 37,941,151 | \$ 46,347,121 |

| | | |
|---|----|-------------|
| Prevailing Service Level Standard Analysis | | |
| Prevailing Service Level | \$ | 204,482,392 |
| Service Level Exceeded? | | No |

| | | |
|-------------------------------|-----------|-------------------|
| Available DCC Reserves | | |
| Committed | \$ | 1,234,272.0 |
| Uncommitted | \$ | 20,229,865 |
| Total | \$ | 21,464,137 |

TABLE 3
CALCULATION OF DCCS
PARKLAND & PARK IMPROVEMENT

| DCC Rates by Residential Unit Type and Square Metre of Employment GFA | | | | |
|--|------------------|-------------------|---------------------------|-----------------------|
| Measure | 2025-2034 | Percentage | DCC Eligible Costs | \$/Pop or Empl |
| 10-year Population Growth | 16,106 | 94.5% | \$35,860,624 | \$2,227 |
| 10-year Employee Growth | 2,832 | 5.5% | \$2,080,526 | \$735 |
| Total | 18,937 | 100.0% | \$37,941,151 | \$2,004 |

| Residential Rates by Unit Type | Person Per Unit (A) | Rate per Pop (B) | \$/Unit (C) = (A) * (B) |
|---------------------------------------|----------------------------|-------------------------|--------------------------------|
| \$/Single Family Unit | 3.06 | \$2,227 | \$6,819 |
| \$/Rows/Townhouses | 2.58 | \$2,227 | \$5,739 |
| \$/Other Apartments | 2.22 | \$2,227 | \$4,950 |
| \$/Apartments 5+ Storeys | 1.82 | \$2,227 | \$4,043 |

| Non-Residential Rates by Employee Type | Total GFA (A) | Empl Costs (B) | \$/Square Metre (C) = (A) * (B) |
|---|----------------------|-----------------------|--|
| \$/Square Metre of Commercial or Industrial Development | 117,154 | \$2,080,526 | \$17.76 |

APPENDIX B.6

SOLID WASTE & RECYCLING

APPENDIX B.6 SOLID WASTE & RECYCLING

As part of the 2023 amendments to the Local Government Act (LGA), local governments are now able to collect DCCs for Solid Waste & Recycling. The City provides curbside collection for garbage, green cans and recycling to residents.

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Table 1 displays Solid Waste & Recycling prevailing service standards for buildings. Solid Waste & Recycling for CNV operates out of one facility – North Shore Recycling & Waste Centre and has a value of \$7.5 million.

As of 2024, CNV had a population of 67,300 and an employee base of 28,780. This translates into \$78 of Solid Waste & Recycling infrastructure per person and employee (\$7.5 million divided by 96,100 people and employees).

The City is forecast to grow by approximately 19,100 persons and employees by 2034. In order to maintain the prevailing service standard by 2034. A current replacement cost of \$78 per person and employee would require a capital investment of \$1.5 million over the 10-year planning period (19,100 persons and employees multiplied by \$78).

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Solid Waste & Recycling.

- **Gross Project Cost** – The Solid Waste & Recycling capital program includes two projects with a total gross cost of \$5.3 million. The capital program includes a Solid Waste Master Plan and a 2-hectare spoil site/transfer station expansion which have a gross cost of \$250,000 and \$5.0 million, respectively.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Cost** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs total \$5.3 million.

- **Benefit Allocation** – The Solid Waste Master Plan is expected has a benefit allocation of 100%. However, the spoil site/transfer station expansion has a 50% benefit allocation recognizing that part of the existing facility would be replaced as part of the expansion. The total benefit allocation associated with growth for Solid Waste & Recycling totals approximately \$2.8 million.
- **Municipal Assist Factor** – A 1% deduction of \$27,500 has been removed from the DCC eligible costs.
- **Total Municipal Costs** – The total municipal costs associated with Solid Waste & Recycling totals \$2.5 million and will need to be funded from non-DCC revenue sources.
- **Total DCC Eligible Costs** – The total DCC eligible costs is \$2.7. Million which is the benefit allocation of \$2.8 million less the municipal assist factor of \$27,500.
- **Committed Reserve Balance** – Since Solid Waste & Recycling is a new DCC eligible service, no committed or uncommitted reserve fund balances have been identified.
- **2025 – 2034 DCC Eligible Costs** – The remaining \$1.5 million DCC eligible costs is expected to benefit growth within the planning period from 2025 to 2034.
- **Post-Time Frame Benefits** – A post-time frame share of \$1.2 million has been identified to benefit growth beyond 2034 for the spoil site/transfer station expansion.

Once the 2025 – 2034 DCC eligible costs are determined, an analysis is done to determine if the DCCs are excessive of prevailing service standards. The 2025 – 2034 DCC eligible costs is \$1.5 million and does not exceed the prevailing service standard.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amounts to \$1.5 million and is allocated 85% or \$1.3 million to the residential sector and 15% or \$223,100 to the non-residential sector.

Residential rates are calculated on a per unit basis whereas non-residential rates are calculated on a square metre basis as shown in the summary table below.

| Rate Structure | Measure | DCC Rate |
|----------------------|-----------|----------|
| Single Family Unit | per unit | \$241 |
| Rows/Townhouses | per unit | \$203 |
| Other Apartments | per unit | \$175 |
| Apartment 5+ Storeys | per unit | \$143 |
| Non-residential | per sq.m. | \$1.90 |

TABLE 1

**CITY OF NORTH VANCOUVER
INVENTORY OF CAPITAL ASSETS
SOLID WASTE & RECYCLING**

| Asset Type | 2024 Inventory | |
|---|------------------|---------------------|
| | Year Constructed | 2024 Indexed Values |
| North Shore Recycling & Waste Centre (2.5 hectares) | N/A | \$ 7,500,000 |
| Total | | 7,500,000 |

DEVELOPMENT COST CHARGES - SOLID WASTE & RECYCLING

2024 Prevailing Service Standard Calculation

| | |
|------------------------------|-------------|
| Total Value of Assets | \$7,500,000 |
| 2024 Population & Employment | 96,086 |
| \$/Population & Employment | \$78.05 |

Potential Collections Based on Forecasted Growth

| | |
|--|--------|
| 2025 - 2034 Population & Employment Growth | 19,091 |
|--|--------|

| | |
|--|--------------------|
| Growth-Related Recoverable Costs* | \$1,490,108 |
|--|--------------------|

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | |
|--|-------------|---------------------------------|---|--------------------------|--------------------|---------------------|-------------------------|------------------|-----------------------------|--------------------------------|------------------------------|---------------------|-----------------------------|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits |
| 6.0 SOLID WASTE & RECYCLING | | | | | | | | | | | | | |
| 6.1 Solid Waste Master Plan | 2025 - 2034 | \$ 250,000 | \$ - | \$ 250,000 | 100% | \$ 250,000 | 1% | \$ 2,500 | \$ 2,500 | \$ 247,500 | \$ - | \$ 247,500 | \$ - |
| 6.2 Spoil Site/Transfer Station Expansion (2 ha) | 2025 - 2034 | \$ 5,000,000 | \$ - | \$ 5,000,000 | 50% | \$ 2,500,000 | 1% | \$ 25,000 | \$ 2,525,000 | \$ 2,475,000 | \$ - | \$ 1,242,608 | \$ 1,232,392 |
| SUBTOTAL SOLID WASTE & RECYCLING | | \$ 5,250,000 | \$ - | \$ 5,250,000 | | \$ 2,750,000 | | \$ 27,500 | \$ 2,527,500 | \$ 2,722,500 | \$ - | \$ 1,490,108 | \$ 1,232,392 |
| Less: Available DCC Reserve Funds ¹ | | | | | | | | | | | | \$ - | |
| TOTAL SOLID WASTE & RECYCLING | | \$ 5,250,000 | \$ - | \$ 5,250,000 | | \$ 2,750,000 | | \$ 27,500 | \$ 2,527,500 | \$ 2,722,500 | \$ - | \$ 1,490,108 | \$ 1,232,392 |

(1) Solid Waste and Recycling is a new DCC service, therefore no reserve funds are available

| | | |
|---|----|-----------|
| Prevailing Service Level Standard Analysis | | |
| Prevailing Service Level | \$ | 1,490,108 |
| Service Level Exceeded? | | No |

| | | |
|-------------------------------|-----------|----------|
| Available DCC Reserves | | |
| Committed | \$ | - |
| Uncommitted | \$ | - |
| Total | \$ | - |

TABLE 3
CALCULATION OF DCCS
SOLID WASTE & RECYCLING

| DCC Rates by Residential Unit Type and Square Metre of Employment GFA | | | | |
|--|------------------|-------------------|---------------------------|-----------------------|
| Measure | 2025-2034 | Percentage | DCC Eligible Costs | \$/Pop or Empl |
| 10-year Population Growth | 16,106 | 85% | \$1,267,304 | \$79 |
| 10-year Employee Growth | 2,832 | 15% | \$222,804 | \$79 |
| Total | 18,937 | 100% | \$1,490,108 | \$79 |

| Residential Rates by Unit Type | Person Per Unit (A) | Rate per Pop (B) | \$/Unit (C) = (A) * (B) |
|---------------------------------------|----------------------------|-------------------------|--------------------------------|
| \$/Single Family Unit | 3.06 | \$79 | \$241 |
| \$/Rows/Townhouses | 2.58 | \$79 | \$203 |
| \$/Other Apartments | 2.22 | \$79 | \$175 |
| \$/Apartments 5+ Storeys | 1.82 | \$79 | \$143 |

| Non-Residential Rates by Employee Type | Total GFA (A) | Empl Costs (B) | \$/Square Metre (C) = (A) * (B) |
|---|----------------------|-----------------------|--|
| \$/Square Metre of Commercial or Industrial Development | 117,154 | \$222,804 | \$1.90 |

APPENDIX B.7

TRANSPORTATION (HIGHWAYS)

APPENDIX B.7 TRANSPORTATION (HIGHWAYS)

DCCs can be applied for a wide range of highway infrastructure and eligible for recovery under Transportation (Highway)¹ services. Noting that off-street parking facilities are ineligible for DCC collections,

TABLE 1 ASSESSMENT OF PREVAILING SERVICE STANDARD

Transportation (Highway) services infrastructure is designed in accordance with approved engineering service standards; therefore, an inventory of assets is not provided. If the established DCC rates are found to deter development or discourage the construction of reasonably priced housing or serviced land, mitigation measures—such as reducing the list of infrastructure costs funded through DCCs or increasing the assist factor—will be considered.

TABLE 2 2025 – 2034 DEVELOPMENT-RELATED CAPITAL PROGRAM AND DETERMINATION IF DCCS ARE EXCESSIVE

The following describes the development-related DCC program for Transportation (Highways).

- **Gross Project Cost** – The Transportation (Highways) capital program includes a mobility programs, city lighting programs, transportation master planning work, major roads and related projects, pedestrian capacity improvements for sidewalks and traffic signals, streetscapes and public realm works. The gross project costs for Transportation (Highways) total \$138.2 million.
- **Grants, Subsidies and Other Recoveries** – No grants, subsidies or other recoveries have been identified.
- **Net Municipal Cost** – Since no grants, subsidies or other recoveries have been identified, the net municipal costs for Transportation (Highways) totals \$138.2 million.

¹ The City's Street and Traffic Bylaw defines "Highway" and the definition includes

- a. "highways as defined in the *Motor Vehicles Act*;
- b. highways defined in the *Community Charter*; and
- c. every Street, Roadway, Boulevard, Lane, Alley, Sidewalk, walkway, pathway, bridge, viaduct, tunnel, bicycle path, or any other way used by or intended for use by the public."

- **Benefit Allocation** – In total, approximately \$58.0 million is anticipated to benefit growth. The benefit allocation for Transportation (Highways) is as follows:

| Project Category | Benefit Allocation |
|--|---|
| Mobility Program | <ul style="list-style-type: none"> ▪ 75% benefit allocation recognizes that future growth will have a higher propensity to use mode shares other than vehicles (e.g. walking, cycling, transit) and that these projects are required to service future growth. |
| City Lighting Program | <ul style="list-style-type: none"> ▪ 17% benefit allocation has been identified based on shares of population and employment growth over the 10-year forecasted period recognizing that the program will replace and upgrade existing infrastructure. |
| Transportation Master Planning Work | <ul style="list-style-type: none"> ▪ 75% benefit allocation has been applied to the mobility strategy update and the transit studies (east/west and north/south). The benefit allocation is calculated on the basis that transit is located in high growth areas and significant development is proposed along main corridors in CNV. The allocation is consistent with the Mobility Program. ▪ 17% benefit allocation is applied to the two safety studies based on shares of population and employment growth over the 10-year forecasted period. |
| Major Roads and Related Projects | <ul style="list-style-type: none"> ▪ 25% benefit allocation is applied to the Rapid Transit Implementation - East/West and Rapid Transit Implementation - North/South recognizing that future growth will have a higher propensity to use mode shares other than vehicles (e.g. walking, cycling, transit) and that these projects are required to service future growth. ▪ 7% benefit allocation has been applied to Marine Drive Bridge Replacement over Mackay Creek and Lynn Creek Bridge at Cotton Road - Widening and Replacement, recognizing that these projects are largely related to the replacement of existing assets but will provide some benefit to growth. |
| Pedestrian Capacity Improvements – Sidewalks | <ul style="list-style-type: none"> ▪ 75% benefit allocation as these are net new sidewalk improvements. |

| Project Category | Benefit Allocation |
|--|--|
| Traffic Signals, Streetscapes & Public Realm | <ul style="list-style-type: none"> 100% benefit allocation for net new traffic signals. 17% benefit allocation has been applied to the public realm improvements based on shares of population and employment growth over the 10-year forecasted period as there will be some benefit to future growth. 20% benefit allocation has been applied to the curbside parking and access plan as this work will create capacity to service future growth in the City. |

- **Municipal Assist Factor** – A 20% deduction of \$11.6 has been removed from the DCC eligible costs. The allocation of 20% represents anticipated grants that have not yet been received for projects.
- **Total Municipal Costs** – The total municipal costs associated with Transportation (Highways) totals \$91.9 million and will need to be funded from non-DCC revenue sources.
- **Total DCC Eligible Costs** – The total DCC eligible costs is \$46.4 million which is the benefit allocation of \$58.0 million less the municipal assist factor of \$11.6 million.
- **Committed Reserve Balance** – Approximately \$3.1 million of uncommitted reserve fund balances have been identified.
- **2025 – 2034 DCC Eligible Costs** – \$43.3 million DCC eligible costs is expected to benefit growth within the planning period from 2025 – 2034.
- **Post-Time Frame Benefits** – The infrastructure is required to service growth occurring over the 10-year planning period; therefore, no post-time frame benefits have been identified.

TABLE 3 CALCULATION OF THE DCC RATES

The 2025 – 2034 DCC costs eligible for recovery amounts to \$43.3 million and is allocated 75% (\$32.5 million) to the residential sector, 0.9% (\$397,900) to the industrial sector and 24.1% (\$10.4 million) to the commercial sector based on trip rates.

The calculated DCC rates are summarized in the table below.

| Rate Structure | Measure | DCC Rate |
|----------------------|-----------|----------|
| Single Family Unit | per unit | \$6,175 |
| Rows/Townhouses | per unit | \$5,197 |
| Other Apartments | per unit | \$4,483 |
| Apartment 5+ Storeys | per unit | \$3,662 |
| Commercial | per sq.m. | \$94.69 |
| Industrial | per sq.m. | \$56.80 |

TABLE 2

**CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM**

| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | |
|---|-------------|---------------------------------|---|--------------------------|--------------------|---------------|-------------------------|--------------|-----------------------------|--------------------------------|------------------------------|---------------|-----------------------------|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits |
| 7.0 TRANSPORTATION (HIGHWAYS) | | | | | | | | | | | | | |
| 7.1 Mobility Program | | | | | | | | | | | | | |
| 7.1.1 Mobility Network Implementation | 2025 - 2034 | \$ 42,402,591 | \$ - | \$ 42,402,591 | 75% | \$ 31,801,943 | 20% | \$ 6,360,389 | \$ 16,961,036 | \$ 25,441,555 | \$ - | \$ 25,441,555 | \$ - |
| | | \$ 42,402,591 | \$ - | \$ 42,402,591 | | \$ 31,801,943 | | \$ 6,360,389 | \$ 16,961,036 | \$ 25,441,555 | \$ - | \$ 25,441,555 | \$ - |
| 7.2 City Lighting Program | | | | | | | | | | | | | |
| 7.2.1 Pedestrian and Roadway Lighting Implementation | 2025 - 2034 | \$ 4,050,000 | \$ - | \$ 4,050,000 | 17% | \$ 671,286 | 20% | \$ 134,257 | \$ 3,512,971 | \$ 537,029 | \$ - | \$ 537,029 | \$ - |
| | | \$ 4,050,000 | \$ - | \$ 4,050,000 | | \$ 671,286 | | \$ 134,257 | \$ 3,512,971 | \$ 537,029 | \$ - | \$ 537,029 | \$ - |
| 7.3 Transportation Master Planning Work | | | | | | | | | | | | | |
| 7.3.1 Mobility Strategy Update | 2026 - 2029 | \$ 650,000 | \$ - | \$ 650,000 | 75% | \$ 487,500 | 20% | \$ 97,500 | \$ 260,000 | \$ 390,000 | \$ - | \$ 390,000 | \$ - |
| 7.3.2 Transit Study - East/West | 2026 - 2028 | \$ 250,000 | \$ - | \$ 250,000 | 75% | \$ 187,500 | 20% | \$ 37,500 | \$ 100,000 | \$ 150,000 | \$ - | \$ 150,000 | \$ - |
| 7.3.3 Transit Study - North/South | 2029 - 2034 | \$ 250,000 | \$ - | \$ 250,000 | 75% | \$ 187,500 | 20% | \$ 37,500 | \$ 100,000 | \$ 150,000 | \$ - | \$ 150,000 | \$ - |
| 7.3.4 Safety Study | 2026 - 2029 | \$ 100,000 | \$ - | \$ 100,000 | 17% | \$ 16,575 | 20% | \$ 3,315 | \$ 86,740 | \$ 13,260 | \$ - | \$ 13,260 | \$ - |
| 7.3.5 Safety Study | 2030 - 2034 | \$ 100,000 | \$ - | \$ 100,000 | 17% | \$ 16,575 | 20% | \$ 3,315 | \$ 86,740 | \$ 13,260 | \$ - | \$ 13,260 | \$ - |
| | | \$ 1,350,000 | \$ - | \$ 1,350,000 | | \$ 895,650 | | \$ 179,130 | \$ 633,480 | \$ 716,520 | \$ - | \$ 716,520 | \$ - |
| 7.4 Major Roads and Related Projects | | | | | | | | | | | | | |
| 7.4.1 Rapid Transit Implementation - East/West | 2028 - 2030 | \$ 5,000,000 | \$ - | \$ 5,000,000 | 25% | \$ 1,250,000 | 20% | \$ 250,000 | \$ 4,000,000 | \$ 1,000,000 | \$ - | \$ 1,000,000 | \$ - |
| 7.4.2 Rapid Transit Implementation - North/South | 2030 - 2034 | \$ 10,000,000 | \$ - | \$ 10,000,000 | 25% | \$ 2,500,000 | 20% | \$ 500,000 | \$ 8,000,000 | \$ 2,000,000 | \$ - | \$ 2,000,000 | \$ - |
| 7.4.3 Marine Drive Bridge Replacement over Mackay Creek | 2029 - 2034 | \$ 16,000,000 | \$ - | \$ 16,000,000 | 7% | \$ 1,040,000 | 20% | \$ 208,000 | \$ 15,168,000 | \$ 832,000 | \$ - | \$ 832,000 | \$ - |
| 7.4.4 Lynn Creek Bridge at Cotton Road - Widening and Replacement | 2029 - 2034 | \$ 36,300,000 | \$ - | \$ 36,300,000 | 7% | \$ 2,359,500 | 20% | \$ 471,900 | \$ 34,412,400 | \$ 1,887,600 | \$ - | \$ 1,887,600 | \$ - |
| | | \$ 67,300,000 | \$ - | \$ 67,300,000 | | \$ 7,149,500 | | \$ 1,429,900 | \$ 61,580,400 | \$ 5,719,600 | \$ - | \$ 5,719,600 | \$ - |

TABLE 2

CITY OF NORTH VANCOUVER
DEVELOPMENT-RELATED CAPITAL PROGRAM

| Service | Timing | Gross Project Cost \$2025 | Grants/ Subsidies/ Other Recoveries | Net Municipal Cost | Benefit Allocation | | Municipal Assist Factor | | Total Municipal Costs | Total DCC Eligible Costs | DCC Eligible Costs | | |
|---|-------------|---------------------------------|---|--------------------------|--------------------|----------------------|-------------------------|----------------------|-----------------------------|--------------------------------|------------------------------|----------------------|-----------------------------|
| | | | | | % | \$ | % | \$ | | | Committed Reserve Balance | 2025-2034 | Post Time Frame Benefits |
| 7.5 Pedestrian Capacity Improvements - Sidewalks | | | | | | | | | | | | | |
| 7.5.1 Engineering: Parks & Public Spaces | 2025 - 2029 | \$ 5,000,000 | \$ - | \$ 5,000,000 | 75% | \$ 3,750,000 | 20% | \$ 750,000 | \$ 2,000,000 | \$ 3,000,000 | \$ - | \$ 3,000,000 | \$ - |
| 7.5.2 New Pedestrian Crossing Facilities | 2025 - 2034 | \$ 3,500,000 | \$ - | \$ 3,500,000 | 75% | \$ 2,625,000 | 20% | \$ 525,000 | \$ 1,400,000 | \$ 2,100,000 | \$ - | \$ 2,100,000 | \$ - |
| 7.5.3 Sidewalk Delivery Program | 2025 - 2029 | \$ 6,536,284 | \$ - | \$ 6,536,284 | 75% | \$ 4,902,213 | 20% | \$ 980,443 | \$ 2,614,514 | \$ 3,921,770 | \$ - | \$ 3,921,770 | \$ - |
| 7.5.4 Sidewalk Delivery Program | 2030 - 2034 | \$ 4,429,970 | \$ - | \$ 4,429,970 | 75% | \$ 3,322,478 | 20% | \$ 664,496 | \$ 1,771,988 | \$ 2,657,982 | \$ - | \$ 2,657,982 | \$ - |
| | | \$ 19,466,254 | \$ - | \$ 19,466,254 | | \$ 14,599,691 | | \$ 2,919,938 | \$ 7,786,502 | \$ 11,679,752 | \$ - | \$ 11,679,752 | \$ - |
| 7.6 Traffic Signals, Streetscapes & Public Realm | | | | | | | | | | | | | |
| 7.6.1 New Traffic Signals | 2025 - 2034 | \$ 2,640,000 | \$ - | \$ 2,640,000 | 100% | \$ 2,640,000 | 20% | \$ 528,000 | \$ 528,000 | \$ 2,112,000 | \$ - | \$ 2,112,000 | \$ - |
| 7.6.2 Public Realm Improvements | 2025 - 2034 | \$ 440,000 | \$ - | \$ 440,000 | 17% | \$ 72,930 | 20% | \$ 14,586 | \$ 381,656 | \$ 58,344 | \$ - | \$ 58,344 | \$ - |
| 7.6.3 Curb Access and Parking Plan (CAP) | 2025 - 2034 | \$ 600,000 | \$ - | \$ 600,000 | 20% | \$ 120,000 | 20% | \$ 24,000 | \$ 504,000 | \$ 96,000 | \$ - | \$ 96,000 | \$ - |
| | | \$ 3,680,000 | \$ - | \$ 3,680,000 | | \$ 2,832,930 | | \$ 566,586 | \$ 1,413,656 | \$ 2,266,344 | \$ - | \$ 2,266,344 | \$ - |
| Subtotal | | \$ 138,248,845 | \$ - | \$ 138,248,845 | | \$ 57,951,000 | | \$ 11,590,200 | \$ 91,888,045 | \$ 46,360,800 | \$ - | \$ 46,360,800 | \$ - |
| Less: Available DCC Reserve Funds | | | | | | | | | | | | \$ 3,058,589 | |
| TOTAL TRANSPORTATION (HIGHWAYS) | | \$ 138,248,845 | \$ - | \$ 138,248,845 | | \$ 57,951,000 | | \$ 11,590,200 | \$ 91,888,045 | \$ 46,360,800 | \$ - | \$ 43,302,211 | \$ - |

| Prevailing Service Level Standard Analysis | |
|--|-----|
| Prevailing Service Level | N/A |
| Service Level Exceeded? | No |

| Available DCC Reserves | |
|------------------------|---------------------|
| Committed | \$ - |
| Uncommitted | \$ 3,058,589 |
| Total | \$ 3,058,589 |

TABLE 3
CALCULATION OF DCCS
TRANSPORTATION (HIGHWAYS)

| Trip Ends DCC Calculation | | | | |
|--|-----------|---------|---------------|---------------------|
| | A | B | C | C = A * B |
| Land Use | Trip Rate | Growth | Measure | Pop/Empl |
| Residential | | | | |
| Single Family Unit | 1.10 | 80 | Unit | 88 |
| Rows/Townhouses | 0.65 | 1,200 | Unit | 780 |
| Other Apartments | 0.50 | 1,386 | Unit | 693 |
| Apartments 5+ Storeys | 0.35 | 5,334 | Unit | 1,867 |
| Subtotal Residential Population | | | | 3,428 |
| Non-Residential | | | | |
| Commercial | 0.010 | 110,149 | square metres | 1,101 |
| Industrial | 0.006 | 7,005 | square metres | 42 |
| Subtotal Non-Residential Employment | | | | 1,143 |
| Total Trip Ends | | | | 4,571 |
| Total DCC Eligible Costs | | | | \$43,302,211 |
| Total DCC Eligible Costs \$/trip | | | | \$9,473 |

| DCC Rates by Residential Unit Type and Square Metre of Employment GFA | | | | |
|---|--------------|---------------|---------------------|-----------|
| Measure | 2025-2034 | Percentage | DCC Eligible Costs | \$/Person |
| 10-year Residential Trips | 3,428 | 75.0% | \$32,474,290 | \$2,016 |
| 10-year Industrial Trips | 42 | 0.9% | \$397,876 | |
| 10-year Commercial Trips | 1,101 | 24.1% | \$10,430,045 | |
| Total | 4,571 | 100.0% | \$43,302,211 | |

| Residential Rates by Unit Type | Person Per Unit (A) | Rate per Pop (B) | \$/Unit (C) = (A) * (B) |
|--------------------------------|---------------------|------------------|-------------------------|
| \$/Single Family Unit | 3.06 | \$2,016 | \$6,175 |
| \$/Rows/Townhouses | 2.58 | \$2,016 | \$5,197 |
| \$/Other Apartments | 2.22 | \$2,016 | \$4,483 |
| \$/Apartments 5+ Storeys | 1.82 | \$2,016 | \$3,662 |

| Non-Residential Rates by Employee Type | Total GFA (A) | Empl Costs (B) | \$/Square Metre (C) = (A) * (B) |
|---|---------------|----------------|---------------------------------|
| \$/Square Metre of Commercial Development | 110,149 | \$10,430,045 | \$94.69 |
| \$/Square Metre of Industrial Development | 7,005 | \$397,876 | \$56.80 |

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8471

A Bylaw to Impose Development Cost Charges for the City of North Vancouver

WHEREAS pursuant to the *Local Government Act*, Council of The Corporation of The City of North Vancouver may, by bylaw, impose development cost charges for the purpose of providing funds to assist the municipality to pay the capital cost of providing, constructing, altering, or expanding fire protection, police, solid waste, recycling, sewage, water, drainage, and highway facilities or of providing and improving park land, in order to serve, directly or indirectly, the development in respect of which the charges are imposed;

WHEREAS in fixing development cost charges imposed by this bylaw, Council has taken into consideration future land use patterns and development, the phasing of works and services, the provision of park land described in an official community plan, how development designed to result in a low environmental impact may affect the capital costs of infrastructure and whether the charges:

- are excessive in relation to the capital cost of prevailing standards of service in the municipality;
- will deter development in the municipality; and,
- will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the municipality; or
- will discourage development designed to result in a low environmental impact;

AND WHEREAS in the opinion of Council the charges imposed by this bylaw are related to capital costs attributable to projects included in the capital expenditure program of the municipality;

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

- This bylaw shall be known and cited for all purposes as “**Development Cost Charges Bylaw, 2016, No. 8471**”.

DEFINITIONS

- In this bylaw:

“Apartment with 5 or more Storeys” means a building that is five or more storeys and containing more than one dwelling unit and that is not a multiple unit.

“Building permit” means a City building permit that authorizes the construction, alteration or extension of a building or structure.

“City” means The Corporation of the City of North Vancouver.

“Commercial” means a building intended to be used for a use that is not an industrial use or residential use, including, institutional uses, retail, professional services and office uses.

“Gross Floor Area” means Gross Floor Area, as defined in the Zoning Bylaw.

Commented [LS1]: Additional service categories enabled by new provincial legislation added

Deleted: acquiring

Deleted: of providing specified improvements on park land or any of them

Commented [LS2]: This is a requirement of section 564(4)(d) of the LGA Division 19.

Commented [LS3]: Requirement of section 564(4)(d) of the LGA

Deleted: involved

Commented [LS4]: Changes in this section are to (1) better define the uses set out in Schedule A, (2) reduce the number of definitions to just those identified as needed, and (3) generally improve legal language, based on advice from external legal counsel.

Deleted: any

Deleted: required by the City

Deleted: any

Deleted: commercial

Deleted: as permitted under the authority of the City's zoning Bylaw

Deleted: “Council” means the Council of the City of North Vancouver.¶

Deleted: “Dwelling Unit” means a Dwelling Unit as defined in the City's Zoning Bylaw.¶

Deleted: of a building or structure

Deleted: City's

“Industrial” means a building intended to be used for an industrial use under the Zoning Bylaw.

Deleted: any

Deleted: as permitted

Deleted: Authority of the City's

“Multiple Unit” means a building that contains 2 or more dwelling units with each dwelling unit (other than lock-off suites) having a separate direct access to the outdoors.

“Other Apartment” means a building that is less than five storeys and containing more than one dwelling unit and that is not a multiple unit.

“Dwelling Unit” means “Dwelling Unit” as defined in the Zoning Bylaw.

“Secondary Suite” means “Accessory Secondary Suite” as defined in the Zoning Bylaw.

“Single Family” means a building that contains only one dwelling unit (and, for clarity, the building containing the dwelling unit does not also include a secondary suite).

“Subdivision” means a subdivision of land into two or more parcels, whether by plan, apt descriptive words or otherwise, under the *Land Title Act* or the *Strata Property Act*.

“Zoning Bylaw” means the City of North Vancouver “Zoning Bylaw, 1995, No. 6700”, as amended.

TIMING AND COLLECTION OF DEVELOPMENT COST CHARGES

Deleted: &

3. Every person who obtains:

- A. approval of a subdivision; or
- B. a building permit authorizing the construction, alteration or extension of a building or structure;

shall pay to the City, prior to the approval of the subdivision or the issuance of the building permit, as the case may be, the applicable development cost charges as set out in **Schedule A** hereto attached.

4. For a building intended to be used for more than one use type among residential, commercial and industrial uses, the development cost charges payable shall be calculated separately for each portion of the building containing a different use type.

Commented [LS5]: To clarify the application of the DCC Bylaw in cases where a building has multiple uses.

EXEMPTIONS FROM DEVELOPMENT COST CHARGES

5. no development cost charges are payable in any of the following circumstances:

Deleted: At Building Permit, n

Deleted: where

A. The building permit authorizes the construction, alteration or extension of a building or part of a building that is, or will be, after the construction, alteration or extension, exempt from taxation under either of the following provisions of the *Community Charter*:

- i. Section 220 (1) (h) [statutory exemption for places of public worship];
- ii. Section 224 (2) (f) [permissive exemptions in relation to places of public worship]; or

- B. The building permit authorizes the construction, alteration or extension of a building if the value of the work authorized by permit does not exceed \$100,000; or
- C. In relation to the construction, alteration or extension of self-contained dwelling units in a building authorized under a building permit if the size of each dwelling unit is 29 square metres or less and each dwelling unit is to be put to no other use other than the residential use in those dwelling units; or
- D. A development cost charge has previously been paid for the same development unless, as a result of further development, new capital cost burdens will be imposed on the City; or
- E. The building permit authorizes the construction, alteration or extension of a building that will, after the construction, alteration or extension, contain fewer than four self-contained dwelling units and be put to no other use than the residential use in those dwelling units; or

Deleted: results in three or less

- F. The development does not impose any new capital cost burdens on the municipality

Commented [LS6]: A legislated requirement, added for clarity.

6. This bylaw shall come into full force and effect on and from the date of final adoption of this bylaw.

Deleted: and be binding

Deleted: persons as

READ a first time by the Council on the 7th day of March, 2016.

READ a second time, as amended, by the Council on the 30th day of May, 2016.

READ a third time and passed by the Council on the 30th day of May, 2016.

RECEIVED APPROVAL FROM THE INSPECTOR OF MUNICIPALITIES ON THE 15th DAY OF JULY, 2016.

ADOPTED by the Council, signed by the Mayor and City Clerk and affixed with the Corporate Seal on the 25th day of July, 2016.

"Darrell R. Mussatto"

MAYOR

"Karla D. Graham"

CITY CLERK

“Development Cost Charges Bylaw, 2016, No. 8471

Schedule “A”

Commented [LS7]: Previous Rate table deleted and new Rate Table added

| Service | Residential Charge per Dwelling Unit based on Building Type | | | | Commercial | Industrial |
|-------------------------------------|---|-----------------|------------------|---------------------------|---|---|
| | Single Family | Multiple | Other Apartments | Apartment with 5+ Storeys | Charge per Square Metre of Gross Floor Area | Charge per Square Metre of Gross Floor Area |
| Protection Services (Fire & Police) | \$1,098 | \$921 | \$779 | \$637 | \$8.56 | \$8.56 |
| Sanitary | \$1,101 | \$923 | \$781 | \$639 | \$8.58 | \$8.58 |
| Water | \$930 | \$780 | \$660 | \$540 | \$7.25 | \$7.25 |
| Storm Drainage | \$1,221 | \$1,024 | \$866 | \$709 | \$9.52 | \$9.52 |
| Parkland & Park Improvement | \$6,902 | \$5,789 | \$4,898 | \$4,008 | \$17.76 | \$17.76 |
| Solid Waste & Recycling | \$244 | \$205 | \$173 | \$142 | \$1.90 | \$1.90 |
| Transportation (Highways) | \$6,251 | \$5,242 | \$4,436 | \$3,629 | \$94.69 | \$56.80 |
| Total Charge per Unit | \$17,747 | \$14,884 | \$12,593 | \$10,304 | \$148.26 | \$110.37 |

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9126

A Bylaw to amend “Development Cost Charges Bylaw, 2016, No. 8471”

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 “**Development Cost Charges Bylaw, 2016, No. 8471, Amendment Bylaw, 2025, No. 9126**”.

2. “Development Cost Charges Bylaw, 2015, No. 8471” is amended as follows:

A. By deleting the enacting clause in its entirety and replacing it with the following:

“WHEREAS pursuant to the *Local Government Act*, Council of the Corporation of The City of North Vancouver may, by bylaw, impose development cost charges for the purpose of providing funds to assist the municipality to pay the capital cost of providing, constructing, altering, or expanding fire protection, police, solid waste, recycling, sewage, water drainage, and highway facilities or of providing and improving park land, in order to serve, directly or indirectly, the development in respect of which the charges are imposed;

WHEREAS in fixing development cost charges imposed by this bylaw, Council has taken into consideration future land use patterns and development, the phasing or works and services, the provision of park land described in an official community plan, how development designed to result in a low environmental impact may affect the capital costs of infrastructure and whether the charges:

- a. are excessive in relation to the capital cost of prevailing standards of service in the municipality;
- b. will deter development in the municipality;
- c. will discourage the construction of reasonably priced housing or the provision of reasonably priced serviced land in the municipality; or
- d. will discourage development designed to result in a low environmental impact;

AND WHEREAS, in the opinion of Council, the charges imposed by this bylaw are related to capital costs attributable to projects included in the capital expenditure program of the municipality;

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

B. Immediately before Section 2, by adding the title “DEFINITIONS”.

C. In Section 2, by adding the following definitions:

“Apartment with 5 or more Storeys” means a building that is five or more storeys and containing more than one dwelling unit and that is not a multiple unit.

“Dwelling Unit” means Dwelling Unit as defined in the Zoning Bylaw.

- “Multiple Unit” means a building that contains 2 or more dwelling units with each dwelling unit (other than lock-off suites) having a separate direct access to the outdoors.
- “Other Apartment” means a building that is less than five storeys and containing more than one dwelling unit and that is not a multiple unit.
- “Secondary Suite” means “Accessory Secondary Suite” as defined in the Zoning Bylaw.
- “Single Family” means a building that contains only one dwelling unit (and, for clarity, the building containing the dwelling unit does not also include a secondary suite).
- D. In Section 2, by deleting the definition for “Building permit” in its entirety and replacing it with the following:
- “Building permit” means a City building permit that authorizes the construction, alteration or extension of a building or structure.
- E. In Section 2, by deleting the definition for “Commercial” and replacing it with the following:
- “Commercial” means a building intended to be used for a use that is not an industrial use or residential use, including institutional uses, retail, professional services and office uses.
- F. In Section 2, by deleting the definition for “Industrial” and replacing it with the following:
- “Industrial” means a building intended to be used for an industrial use under the Zoning Bylaw.
- G. Immediately before Section 3, by adding the title “TIMING AND COLLECTION OF DEVELOPMENT COST CHARGES”.
- H. After Section 3, by adding a new section as follows and renumbering subsequent section numbers:
- “4. For a building intended to be used for more than one use type among residential, commercial and industrial uses, the development cost charges payable shall be calculated separately for each portion of the building containing a different use type.”
- I. Immediately before Section 5, by adding the title “EXEMPTIONS FROM DEVELOPMENT COST CHARGES”.
- J. In Section 5, by deleting the sentence in its entirety and replacing it with the following:
- “No development cost charges are payable in any of the following circumstances:”

- K. In Section 5C, by deleting the paragraph in its entirety and replacing it with the following:
- “In relation to the construction, alteration or extension of self-contained dwelling units in a building authorized under a building permit if the size of each dwelling unit is 29 square metres or less and each dwelling unit is to be put to no other use other than the residential use in those dwelling units; or”
- L. In Section 5E, by deleting the paragraph in its entirety and replacing it with the following:
- “The building permit authorizes the construction, alternation or extension of a building that will, after the construction, alteration or extension, contain fewer than four self-contained dwelling units and be put to no other use than the residential use in those dwelling units; or”
- M. In Section 5, by adding subsection F as follows:
- F. “The development does not impose any new capital cost burdens on the municipality.”
- N. By deleting Schedule “A” in its entirety and replacing it with the new Schedule “A” attached to this bylaw.

READ a first time on the <> day of <>, 2025.

READ a second time on the <> day of <>, 2025.

READ a third time on the <> day of <>, 2025.

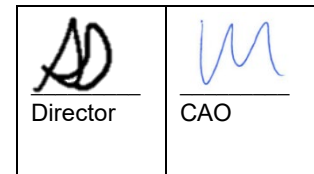
ADOPTED on the <> day of <>, 2025.

MAYOR

CORPORATE OFFICER

Schedule “A”

| Service | Residential Charge per Dwelling Unit based on Building Type | | | | Commercial | Industrial |
|-------------------------------------|---|-----------------|------------------|---------------------------|---|---|
| | Single Family | Multiple | Other Apartments | Apartment with 5+ Storeys | Charge per Square Metre of Gross Floor Area | Charge per Square Metre of Gross Floor Area |
| Protection Services (Fire & Police) | \$1,098 | \$921 | \$779 | \$637 | \$8.56 | \$8.56 |
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| Water | \$930 | \$780 | \$660 | \$540 | \$7.25 | \$7.25 |
| Storm Drainage | \$1,221 | \$1,024 | \$866 | \$709 | \$9.52 | \$9.52 |
| Parkland & Park Improvement | \$6,902 | \$5,789 | \$4,898 | \$4,008 | \$17.76 | \$17.76 |
| Solid Waste & Recycling | \$244 | \$205 | \$173 | \$142 | \$1.90 | \$1.90 |
| Transportation (Highways) | \$6,251 | \$5,242 | \$4,436 | \$3,629 | \$94.69 | \$56.80 |
| Total Charge Per Unit | \$17,747 | \$14,884 | \$12,593 | \$10,304 | \$148.26 | \$110.37 |



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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Mike Friesen, Manager, Planning (Urban Regeneration and Analytics)

Subject: INCLUSIONARY HOUSING FRAMEWORK

Date: July 14, 2025 File No: 10-5040-20-0017/1

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

RECOMMENDATION

PURSUANT to the report of the Manager, Planning (Urban Regeneration and Analytics), dated July 14, 2025, entitled “Inclusionary Housing Framework”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9127” (Inclusionary Zoning Requirements for Residential Development) be considered for readings with no Public Hearing held, in accordance with Provincial guidance;

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

THAT the Inclusionary Housing Policy (2025) and Affordable and Special Needs Housing Funding Allocation – Terms of Reference be endorsed;

AND THAT staff be directed to review the City’s Affordable Housing Reserve Fund and prepare any changes necessary to ensure alignment with new Provincial legislation.

ATTACHMENTS

1. Inclusionary Housing Policy (CityDocs [2687811](#))
2. Affordable and Special Needs Housing Funding Allocation – Terms of Reference (CityDocs [2678828](#))
3. Executive Summary – Mulholland Parker Land Economics Draft Economic Analysis (CityDocs [2693264](#))
4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9127” (Inclusionary Zoning Requirements for Residential Development) (CityDocs [2685918](#))

SUMMARY

To provide, for Council consideration, an inclusionary housing framework that ensures that the City's housing policy can continue to be realized in light of recent legislative changes enacted by the Province.

BACKGROUND

Starting in 2023, in a stated effort to accelerate the delivery of housing, the Provincial government has introduced multiple pieces of legislation aimed at curtailing municipalities' ability to rely on discretionary approvals processes (i.e. the rezoning process). This purpose of this is to secure public benefits such as utility infrastructure, contributions towards civic projects, and affordable housing. These acts include *Bill 44 – 2023 Housing Statutes (Residential Development) Amendment Act*, *Bill 46 – 2023 Housing Statutes (Development Financing) Amendment Act*, *Bill 47 – 2023 Housing Statutes (Transit Orientated Areas) Amendment Act*, and *Bill 16 – 2024 Housing Statutes Amendment Act*. In general, these legislative changes require local governments to increase permitted densities for residential units through pre-zoning, whilst also granting new financial and policy tools to fund the infrastructure and amenities needed to support enabled growth.

Considering the complicated infill nature of development in the City of North Vancouver (CNV), the rezoning process has been the most appropriate tool to secure key elements (utility upgrades, provision of public space, social infrastructure such as childcare facilities, affordable housing, and monetary community benefit contributions). In order to safeguard the public interest, staff have been working to update development financing regulations and policy to ensure private development continues to support positive outcomes. The City's Development financing model includes development cost charges, and the potential for amenity contributions and inclusionary housing (i.e. community benefit contributions and density bonusing). This report addresses inclusionary housing; other development financing tools will be addressed separately.

CNV has long worked to support the delivery of affordable housing. In response to Provincial measures, staff have prepared new regulations and policy to ensure the continued inclusion of affordable housing in areas that are pre-zoned to accommodate the City's housing need, or in Transit Oriented Areas where the City's ability to secure benefits is severely curtailed. Staff's approach to preparing the new inclusionary zoning framework is to ensure regulations adhere closely to existing CNV policy while accommodating the restrictions of legislation and to support minor improved outcomes.

DISCUSSION

To adapt to the new legislative framework for the delivery of affordable housing, staff are recommending an Inclusionary Zoning tool, supported by refinements to existing Mid-Market Rental (MMR) policy and a terms of reference and potential amendments to the City's Affordable Housing Reserve Fund.

Inclusionary Zoning

Inclusionary Zoning is a new development financing tool – permitted by Bill 16, 2024, Housing Statutes Amendment Act – that allows local governments to require a portion of a residential development be provided as affordable housing.

Staff are proposing to adapt the City’s Density Bonus and Community Benefit Contribution policy into the City’s Zoning Bylaw as per provincial legislation. These regulations, created with provincial guidance as well as consultation with the development industry, will ensure that CNV is able to secure a level of affordability in projects that do not require a rezoning process or in which conditional density may not be applied (i.e. projects that occur within the City’s designated transit oriented area). The regulations are proposed to affect only apartment forms of development, meaning townhouse and other small-scale housing typologies (i.e. 4-6 unit homes, row house, townhouse, etc.) would be exempt.

The proposed Inclusionary Zoning regulations (Attachment 1 – Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9127” [Inclusionary Zoning]) closely resemble CNV’s existing policy framework, which secures affordable units – or cash contribution in lieu of affordable units – in exchange for conditional density. This course of action has been proposed for the following reasons:

1. It is consistent with CNV’s existing housing policy; and
2. It responds to constraints placed on CNV by the Provincial timeframe for adoption.

The proposed regulations are integrated with CNV’s Zoning Bylaw, and will not affect projects that have previously achieved a rezoning. Instream applications are also exempted from the new regulations and the City may continue to use its existing Density Bonus and Community Benefit Contribution policy in transit oriented areas until June 30, 2026. Additionally, as the regulations are integrated into the Zoning Bylaw, they can be applied or altered at Council’s discretion if a project seeks to amend its development potential through a traditional rezoning process.

The following sections will present the proposed regulations compared to existing policy.

Rental Inclusionary Zoning

The following table shows the consistency between CNV’s existing MMR policy and the proposed regulations for a rental project.

| Inclusionary Zoning - Rental | | |
|------------------------------|---|---|
| Bylaw Component | Existing Policy | Proposed Regulations |
| Affected Area | City-Wide | City-Wide |
| Typology | Apartment | Apartment |
| Amount of Affordable Housing | 10% of Units | 10% of Units |
| Tenure | Rental | Rental |
| Duration | Perpetuity | Perpetuity |
| Ownership of Units | Retained by Building Owner | Retained by Building Owner |
| Bedroom Mix | Consistent with Building Mix, Minimum 10% 3-Bedroom | Consistent with Building Mix, Minimum 10% 3-Bedroom |
| Affordability | 10% Below CMHC Average Rents | 10% Below CMHC Average Rents, 30% Below for 3-Bedroom Units |
| Alternative Compliance | None Available | Cash-in-Lieu Option for Projects Delivering 4 or Fewer MMR Units, direct to the City's AHRF |

The proposed change of affordability for 3-bedroom units is to address the rental costs of those MMR units that are unattainable for families earning close to the median household income for the City. For the purposes of reducing administrative burden, a rental project that is delivering four or fewer MMR units would be able to achieve compliance through alternative means (cash-in-lieu); this option is not available for standard projects that deliver five or more MMR units. The alternative compliance option (cash-in-lieu) would amount to \$26,000 per unit developed. For example, a project of 40 units – requiring the provision of 4 MMR units – a contribution of \$1,040,000 to CNV's AHRF would be required to meet the alternative compliance option.

Strata Inclusionary Zoning

Due to the nature of CNV's Density Bonus and Community Benefit Contribution Policy, the consistency between the existing policy and the proposed regulations differs to a greater degree for strata development. The table below illustrates a strata development.

| Inclusionary Zoning - Strata | | |
|------------------------------|--|--|
| Bylaw Component | Existing Policy | Proposed Regulations |
| Affected Area | City-Wide | City-Wide |
| Typology | Apartment and Townhouse | Apartment |
| Amount of Affordable Housing | 30% of Category B Bonus Density Floor Area | 2% of Units |
| Tenure | Rental | Rental |
| Duration | Perpetuity | Perpetuity |
| Ownership of Units | Owned/Operated by NFP or Government Agency | Owned/Operated by NFP or Government Agency |
| Bedroom Mix | Undefined | Consistent with Building Mix, Minimum 15% 3-Bedroom |
| Affordability | Deeper discount than MMR | Deeper discount than MMR |
| Alternative Compliance | 20% of Community Benefit Cash Contribution directed to City's AHRF | Cash-in-Lieu option for all projects direct to the City's AHRF |

Due to the lack of precise alignment between the Province's new inclusionary zoning tool and CNV's existing policy, staff and the consulting team analyzed recent development in the City in order to understand the outcomes associated with the proposed regulations compared to outcomes associated with our existing policy. The vast majority of strata projects deliver their affordable housing contribution via 20% of their Community Benefit Cash Contribution being directed to CNV's existing AHRF; review of City records has not identified any projects that have provided a contribution of 30% of their bonus floor area for affordable housing.

Provincial guidance concerning alternative compliance dictates that a cash-in-lieu option must be tied directly to the cost of a project to deliver the inclusionary units. Financial analysis determined an average cost to deliver inclusionary units for both rental and strata developments. On average, an inclusionary rental (MMR) unit costs \$260,000 to deliver while an inclusionary strata unit costs on average \$645,000 to deliver. The difference between these two costs is because of the ownership: a rental unit is retained by the property owner and continues to generate income that can pay down debt or generate a profit; whereas a strata unit must be transferred to a not-for-profit or government agency for management at a nominal rate and does not generate income.

The table below presents several generalized development scenarios – one for a six-storey apartment building and one for a tower – that illustrate the affordable housing funding outcomes associated with CNV's existing policy and proposed regulations. The City's existing policy applies only to bonus floor area; in the Lonsdale City Centre, bonus floor area has an associated contribution rate of \$190/square foot. To determine the contribution to the City, one multiplies the bonus floor area (17,500 ft² for an example six-storey apartment and 43,500 ft² for an example tower) by the contribution rate. 20% of the contribution is directed to the AHRF. Inclusionary zoning is applied to the whole development, not only any potential bonus density. To determine the cash-in-lieu contribution rate for inclusionary units, one multiplies the total number of units by the per unit cost of \$12,900; in the first example in the table below this means 60 units multiplied by \$12,900 is equal to \$774,000.

| Affordable Housing Funding Outcomes | | | | | |
|-------------------------------------|-----------------|-------------------------------------|-------|--|----------------------|
| Project Details | | | | Existing Policy | Proposed Regulations |
| Typology | OCP Designation | Bonus Floor Area (ft ²) | Units | 20% of 190/ft ² of Bonus Floor Area | \$12,900/Unit |
| 6 Storey Apartment | R5 | 17,500 | 60 | \$ 665,000 | \$ 774,000 |
| Tower (18 Storeys) | MU4B | 43,500 | 150 | \$ 1,653,000 | \$ 1,935,000 |

*\$12,900/unit is derived from the cost to produce required turn-key units, which each cost \$645,000, shared equally over the units of the building.

In both of the above cases, the proposed regulations are within 20% of the original policy outcome. It should be noted again that, as the regulations are integrated into the Zoning Bylaw, they can be applied or altered at Council's discretion if a project seeks to amend its development potential through a traditional rezoning process.

Mid-Market Rental Policy Update

Should Council proceed with adoption of a new inclusionary zoning tool, staff are proposing updates to the City's MMR policy (Attachment 2 – Inclusionary Housing Policy) to ensure regulatory alignment. Staff recommend to rename the policy to "Inclusionary Housing Policy" to reflect the inclusion of both rental (MMR) and stratified units. In addition to the new name and the proposed regulatory updates, staff are proposing three minor amendments to the policy to improve outcomes. The proposed amendments are:

- To require 3rd party tenanting and annual review of MMR units
 - This update will support oversight of the MMR program and ensure proposed tenants meet eligibility criteria.
- To adjust tenant eligibility to permit slightly greater flexibility in accessing units
 - This update recognizes the increasing rent costs in the City and will work to ensure that low-to-moderate income households continue to remain eligible for MMR units in the City.
- To set minimum unit size requirements for MMR units
 - This update will clearly articulate expectations for projects undergoing development and ensure that the MMR units achieve a minimum standard of livability.

Affordable and Special Needs Housing Reserve Fund

Legal review indicates that, in order to remain consistent with new Provincial legislation, the City needs to place funds that it receives as "cash-in-lieu" of inclusionary units in an affordable and special needs housing reserve fund and clearly track those funds to ensure that the funds are used for the purposes permitted by legislation. The City already has an established Affordable Housing Reserve Fund and should Council move forward with consideration of the new inclusionary housing framework, staff will ensure the City's reserve funds are consistent with Provincial requirements prior to adoption of the zoning bylaw amendment in September.

In addition to ensuring the City's reserve funds are consistent with Provincial inclusionary housing framework requirements, staff have prepared a terms of reference (Attachment 3 – Affordable and Special Needs Housing Funding Allocation – Terms of Reference) to support and provide guidance concerning the management and allocation of any funds generated through inclusionary policy and regulations. The terms of reference will support staff in managing the cash-in-lieu funds, provide clarity concerning the intent of the program, and communicate to external partners how funds may be used.

Financial Feasibility

As per the *Local Government Act*, local governments must consider whether proposed development financing charges will deter development or discourage the delivery of reasonably priced housing or serviced land. CNV has engaged a land economist (Mulholland Parker Land Economists) to analyze if the impacts of the newly calculated inclusionary zoning requirements will deter development. Financial analysis took a

conservative approach while modelling impacts; testing included charges and requirements – for DCCs, inclusionary zoning, and ACCs – beyond what is proposed in order to provide greater certainty concerning the viability of the recommended rates.

Financial analysis was performed by Mulholland Parker on 196 hypothetical development scenarios on 14 sites throughout CNV, identified through discussion with CNV staff. In all scenarios related to residential development, analysis indicated that proposed changes to CNV's development financing charges do not deter development (Attachment 4 – Draft Executive Summary – Mulholland Parker Land Economics Draft Economic Analysis).

Industry Engagement

On June 12, 2025 staff presented the proposed amendments – as well as proposed updates to the City's development cost charges – to the City's Development Industry Liaison Committee in conjunction with the City's proposed DCC update. The following represents key themes that emerged through industry comments:

- The development industry is facing significant challenges regarding the viability of projects in the current market;
- There is some criticism of the methodology of the Provincially mandated deterrence test and the conclusions that are derived from it;
- The City should consider supporting the development industry in its advocacy efforts to allow for delayed collection of fees or contributions;
- The City should explore additional opportunities to reduce permit processing times.

FINANCIAL CONSIDERATIONS


Completion of the affordable housing components – inclusionary zoning regulations, as well as MMR and AHRF policy updates – will also achieve key milestones for three Housing Accelerator Fund projects, namely: 4 – Affordable Housing Reserve Fund Terms of Reference; 5 – Update the Mid-Market Rental Policy; and 8 – Inclusionary Housing Policy.

NEXT STEPS

Should Council proceed with consideration of the bylaws, additional readings may occur in September and final adoption in October; as per Provincial guidance, no public hearing is required for the adoption of inclusionary regulations. If required, staff will prepare a reserve fund bylaw – ensuring alignment of the City's housing reserve with Provincial legislation – to coincide with establishment of the new inclusionary housing regulations.

The proposed framework has been prepared in response to changing provincial legislation in order to ensure affordability can be integrated into development projects regardless of requirements for pre-zoning, transit oriented areas, or ministerial orders.

RESPECTFULLY SUBMITTED:



Mike Friesen
Manager, Planning (Urban Regeneration
and Analytics)

COUNCIL POLICY

Planning and Development



| | |
|-----------------------|-----------------------------|
| Policy Name | Inclusionary Housing Policy |
| Policy Number | M7 |
| Effective Date | Month DD, YYYY |
| Approved By | Council |

PURPOSE

The purpose of this policy is to set out an approach for the administration and allocation of Inclusionary Housing (IH) units throughout the City of North Vancouver.

The City's Zoning Bylaw (Bylaw No. 6700) requires IH contributions from new developments that contain residential dwelling units. This Policy contributes to meeting the objective of the 2014 Official Community Plan to provide affordable and appropriate housing that matches the diverse needs of local residents.

POLICY

To facilitate affordability for low to moderate income renters, the following contributions to the City's stock of affordable housing are required:

- a) For new secured market rental developments, 10% of units should be rented at least 10% below average rents in the City, as calculated by Canada Mortgage and Housing Corporation (CMHC) in perpetuity, or the equivalent cash-in-lieu;
- b) For new stratified developments, 2% of units should be rented at deep discounts or supportive housing levels, or the equivalent cash-in-lieu.

Definition of IH Units

Inclusionary Housing (IH) Units are dwelling units:

- that are occupied by households that are low and moderate income renters;
- that are rented at least 10% below Canada Mortgage and Housing Corporation (CMHC) *average market rents*¹ for the City, based on unit type, and secured in perpetuity; and,
- where the registered owner or ground lessee of the freehold or leasehold title to the land on which the housing is situated has entered into a housing agreement for the housing commitments required by the City, registered against the freehold or leasehold title, with such priority of registration as the City may require.

Securing IH Units and Unit Management

¹ *Average market rents* are defined in CMHC's Rental Market Survey and updated annually for the calendar year.

IH units are secured by Housing Agreement. IH units within secured market rental developments may be managed and administered by the rental building owner or a management agent appointed on their behalf. Management agents may be for-profit or non-profit organizations

IH units secured within a strata development must be sold to the City or a qualified housing provider, which include non-profit housing providers, government agencies, not-for-profit housing cooperatives, societies or registered charities for the purpose of providing affordable housing.

All IH units in a development must be managed and operated by one agent. All obligations on the owner under the Housing Agreement are subject to compliance with the Residential Tenancy Act.

Rent Setting, Tenancy Terms and Rent Increase

For IH within market rental developments, rent levels are set at least 10% below average market rents in the City for studio, 1 bedroom and 2 bedroom units, and at least 30% below average market rents for units with 3 or more bedrooms. Average market rents are defined by CMHC's annual Rental Market Survey. The starting rents for IH units will be updated annually based on the CMHC data for the calendar year and posted on the City's website. The rental rate for IH units will be set at the time of occupancy of the building and secured in perpetuity.

Income limits for households (i.e. Household Income Limits) to qualify are determined by multiplying the IH Rent Level by 12 to yield the households' annual housing costs, and dividing by 28% to meet the standard level of affordability of 30%. A 2% income buffer is provided to better support affordability for low to moderate income households and allow greater flexibility to qualify. Household Income Limits are used as part of the eligibility criteria for an MMR unit. There is no requirement to monitor household income after a tenancy agreement has been signed.

Table 1 provides an example of the IH rent levels calculation and household income limits for units occupied in 2025. (As noted above, this table will be updated annually based on the CMHC data for the calendar year and posted on the City's website – Table 1 is an example only.)

Table 1: Example - 2025 IH Unit Rent Levels and Household Income Limits

| Unit Size | 2024 CMHC Average Market Rent for CNV | 2025 Mid-Market Rent Level | Household Income Limit |
|------------------|--|-----------------------------------|-------------------------------|
| Studio | \$1,608 | \$1,448 | \$62,057 |
| 1 bedroom | \$1,802 | \$1,622 | \$69,514 |
| 2 bedroom | \$2,309 | \$2,078 | \$89,057 |
| 3+ bedroom | \$3,888 | \$2,722 | \$116,657 |

IH units are subject to the requirements of the Residential Tenancy Act, which sets out allowable increases during a tenancy. Upon re-let, IH units are subject to the baseline criteria, prioritization approach, and advertising requirements set out below. Rents and household income limits for IH units at re-let would be at the levels published by the City for the calendar year in which the re-let takes place.

For IH units within strata development, rent levels may vary depending on the housing provider who is selected. However, the intent of these units are to provide discounts significantly lower than market and should be geared to households that are low-income or in need of supportive units.

Typical Unit Size

IH units must be generally comparable to market units in terms of size, layout, and location within a building and floorplate. Minimum IH unit sizes are as follows:

- Studio: 400 square feet (37.16 m²)
- One bedroom: 525 sf (48.8 m²)
- Two bedroom: 725 sf (67.4m²)
- Three bedroom: 925 sf (86m²)

For secured market rental developments, a minimum of 10% of units must be family-friendly units with 3 or more bedrooms; within strata developments 15% of units must be family-friendly.

Tenant Eligibility Criteria

The following eligibility criteria provides a balanced, fair, and transparent process to tenant selection for IH units along with certainty and clarity for rental building owners regarding the advertisement and prioritization process for renting IH units.

To be eligible for an IH unit, a tenant must meet the following criteria:

- Have a gross annual income below the Household Income Limit for the corresponding unit size for the year of occupancy;
- Have no ownership or interest in a property where the household could otherwise occupy; and,
- Either be:
 - A City of North Vancouver resident; and/or,
 - A person who has worked in the City of North Vancouver for the last six months or more.

For IH units within strata development the previously listed eligibility criteria present a reasonable basis for decision making, but may be altered to address the priorities of the chosen housing provider.

Priority Matrix for IH Unit Tenant Selection

IH units must be let to tenants selected in accordance with the Priority Matrix set out in Table 2. The Priority Matrix applies at first let, and at any subsequent re-let. This approach prioritizes City residents over non-City residents in recognition of the City's objective to see the social mix of the City maintained, and non-City residents who have worked in the City of North Vancouver for the last six months over those who haven't, in recognition of the contribution of workers from outside the city.

Where the IH units are part of a new development that resulted in the displacement of rental tenants from an existing building on that site, displaced tenants whose household income is below the household income limit have first priority for an IH unit of an appropriate size. Tenants

who have been displaced by redevelopment elsewhere in the City and whose household income is below the household income limit will have second priority for an IH unit of an appropriate size.

For the purposes of tenant selection for units with 2 or more bedrooms, a family is defined as a household with a minimum of two people, one of whom is a dependent.

Where the housing provider has complied with the advertisement requirements set out in this policy and there are no applicants who are displaced tenants or who live and work in the City, the housing provider may select a tenant who does not live or work in the City provided the household income limits and decision making process regarding 2 bedroom and larger units are followed.

Table 2: Priority Matrix for MMR Tenant Selection

| Priority | Status | Decision Making | | |
|---------------|---|-------------------------------|--|--|
| First | Tenants displaced from former building due to redevelopment | Household income limits apply | If two or more applicants, families have priority for 2 bedroom and larger units | If still the same, first to apply will have priority |
| Second | Tenants displaced from other buildings in the City due to redevelopment | Household income limits apply | If two or more applicants, families have priority for 2 bedroom and larger units | If still the same, first to apply will have priority |
| Third | City residents or non-City residents who have worked in the City for the preceding six months | Household income limits apply | If two or more applicants, families have priority for 2 bedroom and larger units | If still the same, first to apply will have priority |

For IH units within strata development the previously listed tenant selection prioritization matrix present a reasonable basis for decision making, but may be altered to address the priorities of the chosen housing provider.

Advertisement

Prior to undertaking tenant selection for the first let of an IH unit, the IH unit must be advertised for a minimum of one month on at least two common rental property search platforms. The platforms selected must allow tenants to view available properties for rent in North Vancouver without payment of a fee or requirement for registration. The advertisement must include full details of the available IH units, including the tenure restrictions set out in this policy and the closing date for applications after which tenant selection will take place. When an IH unit becomes available for re-let, the required advertisement period is one week.

The City will establish an online ‘register of interest’ for IH units that enables individuals to register their interest in receiving notifications about the availability of IH units. Housing providers will be required to provide relevant information to the ‘register’ about when IH units will be coming available for rent. Individuals would not need to be on the ‘register of interest’ to apply for an IH unit and individuals would apply directly to the housing provider for available units. The ‘register of interest’ is a notification system for those who would like to know when units become available.

Annual Submission of Compliance Information

The owner of the building (or the appointed management agent) is required to submit annual information to the City that demonstrates compliance with the provision of this policy. The annual submission is to be via standardized form and coordinated with Business License Renewal.

Third Party Support

The City may require managers of IH units to engage with an agent acting on the City’s behalf to provide support services for review of tenant eligibility and tenant selection, as well as review of annual compliances information.

AUTHORITY

Local Government Act, RSBC, 2015

DOCUMENT HISTORY

| Date | Action | By |
|---------------|-------------------------------------|-----------|
| July 25, 2022 | Approved (Mid-Market Rental Policy) | Council |

Affordable and Special Needs Housing Funding Allocation Terms of Reference

| | |
|---|---|
| Purpose and Background | <p>The purpose of this document is to act as a reference and provide guidance to support the management and allocation of the City's affordable housing reserve fund.</p> <p>The City has long supported the delivery of affordable housing through a variety of mechanisms such as partnerships, land leases, waiving of various fees and charges, and the provision of bonus density. Reserve funds have played a role since 1989 when the City's first Social Housing Reserve Fund was established. The City's recent allocation of reserve funds was crucial to supporting the redevelopment of the North Shore Neighbourhood House and delivery of hundreds of below market units and much needed community amenities.</p> <p>These terms of reference were created based on a review of Provincial legislation and guidance, as well as best practices in the region.</p> |
| Affordable Housing Reserve Fund Contributions | <p>The City collects affordable and special needs housing reserve funds primarily through:</p> <ul style="list-style-type: none"> a. Density benefits, which allocates 20% of contributions collected through the <u>Density Bonus and Community Benefits Policy</u> to affordable housing reserve funds; and b. Inclusionary zoning bylaw cash-in-lieu contributions. |
| Governance | <p>The <u>Province's Guidance</u> on the <i>Local Government Act</i> legislation requires that affordable housing reserve funds received through an inclusionary zoning bylaw be only used:</p> <ul style="list-style-type: none"> a. to pay the capital costs for providing, constructing, altering, or expanding affordable housing (e.g. land or buildings, construction, planning, engineering, legal, and interest costs); b. to pay the principal and interest in a debt incurred by a local government as a result of an expenditure for the capital costs of providing, constructing, altering, or expanding affordable housing; and, |

| | |
|----------------------------|--|
| | <p>c. to pay certain prescribed entities (including non-profit housing providers and housing cooperatives) to provide, construct, alter, or expand affordable and special needs housing.</p> |
| Legislation References | <p><i>Community Charter</i>, Part 6, Division 4 [Reserve Funds]</p> <p><i>Local Government Act</i>, Part 14, Division 5 [Zoning Bylaws]</p> |
| Alignment with City Policy | <p>Funding should be allocated in a manner consistent with City policies and needs, including but not limited to:</p> <ul style="list-style-type: none"> a. The City's 2014 Official Community Plan. The plan's guiding principles and goals speak to providing diverse and affordable housing, in a compassionate manner, to households and families at a variety of life stages and circumstances; and b. The City's Community Wellbeing Strategy calls for a need to provide housing for the City's diverse community. The allocation of affordable housing reserve funds should aim to support equity-seeking groups and individuals facing barriers to finding affordable and special needs housing based on factors such as socio-economic situation, age, race or ethnicity, health, ability, or gender identity. |
| Best Practice Guidance | <p>When considering the allocation of funds to non-profit housing providers or housing cooperatives, the following best practices may warrant Council consideration:</p> <ul style="list-style-type: none"> a. Reimbursing the City for waived City fees and charges, such as application fees, permit fees, and development cost charges; b. Supporting affordable housing projects at the earliest stages of development, such as through seed funding and feasibility funding; c. Allocating funding in proportion to the number of affordable units delivered and target income levels of the affordable units; d. Bolstering financial assistance being provided by other levels of government by requiring that non-profits or cooperative housing projects only be eligible to receive City funds, if the project is also eligible to receive funding from senior levels of government. |

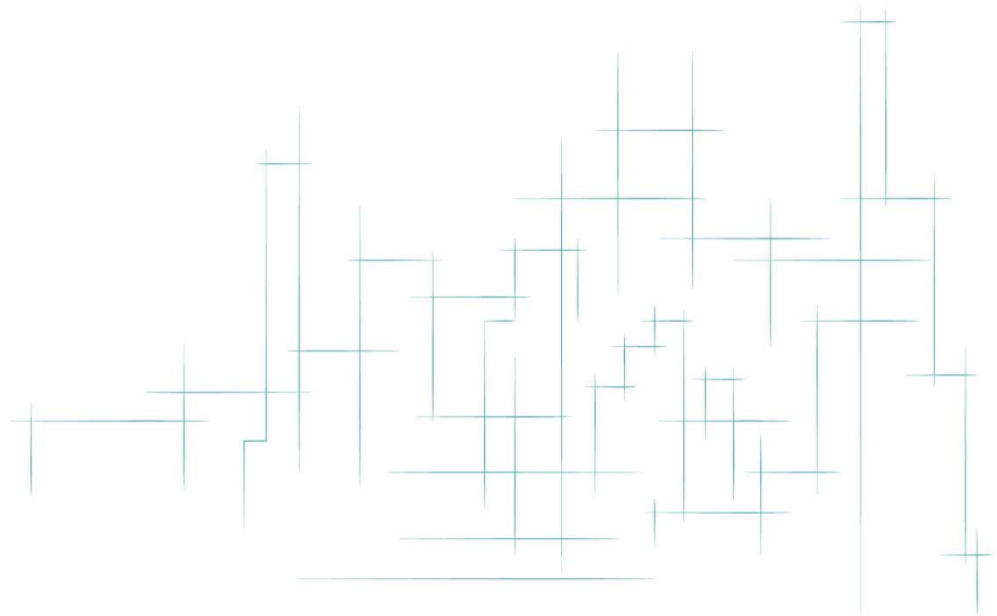
| | |
|-----------|--|
| Reporting | <p>Per the <i>Local Government Act</i>, the City is required to provide annual reporting, on or before June 30 of each year. This report is intended to identify activity in the affordable housing reserve fund and must include:</p> <ul style="list-style-type: none"> • affordable housing received for which a building permit has been issued during the previous year; • cash payments received; • expenditures from each reserve fund; and • fund balances at the start and end of the reporting year. <p>The report must be presented to Council and made publically available.</p> |
|-----------|--|

Adopted on Month DD, YYYY

Draft Financial Analysis for Amenity Cost Charge and Inclusionary Zoning Bylaws – Executive Summary

For: City of North Vancouver

June 2025



Executive Summary

PURPOSE OF ANALYSIS

To adopt an inclusionary zoning (IZ) bylaw or an Amenity Cost Charge (ACC) bylaw, the Local Government Act requires that municipalities undertake financial feasibility analysis that “considers whether the bylaw would deter development” (Sections 482.9 (1) and 570.7 (5) (d), respectively). British Columbia’s ACC Best Practices Guide imagines ACC and IZ bylaws as components of larger policy frameworks such as official community plan (OCP) and zoning bylaw updates. In that context, it defines the deterring of development as follows:

An ACC bylaw or an inclusionary zoning bylaw deters development if it causes the residual land value¹ of developments that are typical with respect to built form and density in the community to fall below the residual land value supported by:

- **In the case of sites expecting rezoning: existing zoning prior to the OCP and/or zoning bylaw update**
- **In the case of sites not expecting rezoning: actual use prior to the OCP and/or zoning bylaw update.**

To perform the analysis required by provincial statute and best practice, MPLE has developed a financial model analyzing the development economics of several potential and historical development sites in the CNV under several scenarios of land use, tenure, density, and contribution method. By identifying the land value supported by development under different policy conditions, we have addressed several policy questions as described below.

CONCLUSION #1 – IDENTICAL RATES AT ALL DENSITIES

Note that cash or affordable housing contributions acquired from as-of-right density (density up to and including the zoned amount) are ACCs and IZ, respectively, whereas contributions of the same kind acquired from additional density (beyond as-of-right) would instead comprise density bonusing according to the Provincial Government’s current terminology. However, this Consultant Team believes that the fairest, simplest, and most effective approach to density bonusing is to apply the same ACC and IZ rates to all parts of project whether above or below the as-of-right density.

In other words, we suggest that the City seek CACs equal to its ACC rates even above as-of-right density and seek affordable housing contributions equivalent to its IZ policy (5% turnkey units from strata development and 10% MMR units from rental development) even above as-of-right density. Applying the same rates to all portions of a project’s density reduces complexity and confusion and will make City development policies faster and easier to implement for all concerned.

¹ Residual land value is the highest land value that would allow a developer to profitably undertake a development.

CONCLUSION #2 – TESTED ACC RATES AND IZ RATES DO NOT DETER DEVELOPMENT

MPLE applied the provincially-mandated development deterrence test described above to the following scenarios:

- Single detached homes
- Duplex
- Small-scale multi-unit housing (SSMUH) 4-plex
- SSMUH 6-plex
- Strata and rental townhomes at two sites
- Strata and rental apartments at two sites and three densities ranging from 2.6 FSR to 7.0 FSR
- Strata and rental mixed-use development at four sites
- Industrial development at two sites.

In all scenarios, we found that the proposed use *with* ACC and IZ contributions supports greater land value than the current zoning or actual use *without* ACC and IZ contributions, except for industrial sites where proposed uses and current zoning are identical. In those cases, the observed reduction in land value of less than 2% is deemed successful.

In other words, the proposed ACC rates and the proposed IZ rates in combination or separately do not appear to deter development.

CONCLUSION #3 – CASH EQUIVALENTS FOR PROPOSED IZ POLICY

We calculated the cash contribution that would be equivalent to in-kind affordable housing provision from the developer's perspective. That is, we identified the economically supported cash-in-lieu rate, which varies by affordable housing type:

- For turnkey² mid-market rental (MMR) units: **\$645,000 per unit or \$645 per ft²**
- For MMR units at 10% below CMHC average rental rates: **\$240,000 per unit or \$240 per ft²**
- For MMR units at 10% below CMHC rates for 0 – 2 bedroom units, and 30% below CMHC rates for 3+ bedroom units: **\$260,000 per unit or \$260 per ft²**

Setting cash-in-lieu rates above these amounts will incentivize in-kind contributions, while setting them below these amounts will incentivize cash-in-lieu contributions.

CONCLUSION #4 – DENSITY BONUS POTENTIAL

Although we are not recommending its use, a density bonus amount equal to \$25 per ft² or \$25,000 per unit above OCP Schedule A density would be economically supportable. This would be over and above contributions equal to ACC and IZ contributions from all units (see Conclusion #1 above).

² The developer sells a "turnkey" product to the City or a non-profit housing provider at a nominal price.

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9127

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, 2025, No. 9127” (Inclusionary Zoning Requirements for Residential Development)**.
2. This “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2025, No. 9127” is hereby established under the provisions of section 482.7 of the *Local Government Act*.
3. This Bylaw sets out rates and contributions for affordable housing in the City of North Vancouver and should be read in conjunction with the City’s Inclusionary Housing Policy.
4. “Zoning Bylaw, 1995, No. 6700” is amended as follows:

- A. By adding, in alphabetical order, the following to Division I – Administration, Part 2: Interpretation:

“Apartment Residential Use” means a building divided into seven or more dwelling units with common or shared above grade entrances or interior passageways, which provide access to the outside.

“Inclusionary Housing” means dwelling units that are subject to a Housing Agreement under section 483 of the *Local Government Act* and covenant under Section 219 of the *Land Title Act*, the terms of which require the units, in perpetuity:

- (1) to be used only as rental housing;
- (2) to be occupied only by households that are low to moderate income renters, as described by the City’s Inclusionary Housing Policy;
- (3) to be for an amount that is rented at least 10% below Canada Mortgage and Housing Corporation (CMHC) average market rents for the City, based on unit type.
- (4) administered and managed, including in respect of tenant selection and reporting, in a manner consistent with the City’s Inclusionary Housing Policy.

- B. By adding a new Division V – Inclusionary Zoning Requirements for Residential Development and Part 11: Inclusionary Zoning Requirements for Residential Development as follows, immediately after Division IV – Parking and Loading Standards, and renumbering subsequent Divisions and Parts.

Part 11: Inclusionary Zoning Requirements for Residential Development

- (1101) This Division applies to all Accessory Apartment Residential, Apartment Residential, Ground-Oriented Residential, and Rental Apartment Residential uses that permit residential and mixed-use residential apartment buildings, except for any such developments authorized by zoning bylaw amendment adopted prior to July 14, 2025.
- (1102) In any development that includes any of the uses listed in Part 1101, the minimum number of Inclusionary Housing units is:
- (1) in the case of a multi-unit residential building that is held under a single legal title, 10% of the units;
 - (2) in the case of a multi-unit residential building that is subdivided by way of a strata plan into individual strata lots, 2% of the units in the building, all of which must be transferred in fee simple, at a nominal cost, to a non-profit housing provider, a government agency, a not-for-profit housing cooperative, or a society or registered charity, for the purpose of providing affordable or special needs housing.
- (1103) Where the required number of Inclusionary Housing units calculated in accordance with the percentages set out in Part 1102 results in a fraction of unit, the result shall be rounded up to the next whole number.
- (1104) In the case of a multi-unit residential building that is subdivided by way of a strata plan into individual strata lots, or a multi-unit residential building that is held under a single legal title and that contains fewer than 41 dwelling units, a developer may, instead of providing the required number of Inclusionary Housing units, pay the following amount, as a condition of the issuance of a building permit, to the City's Affordable Housing Reserve Fund:
- (1) \$26,000 for every Dwelling Unit within a multi-unit residential building that is held under a single legal title; and
 - (2) \$12,900 for every Dwelling Unit within a multi-unit residential building that is subdivided by way of a strata plan into individual strata lots.
- (1105) Inclusionary Housing units must:
- (1) be comparable to market dwelling units in size, layout, bedrooms and location within a building and floorplate, and meet a minimum requirement of 15% of units with 3 or more bedrooms in strata residential buildings and 10% of units with 3 or more bedrooms in rental tenure buildings, and the occupants of Inclusionary Housing units in a development that includes any other units must have the same building an amenity access as occupants of those other units; and

- (2) Notwithstanding Part 1105 (1), Inclusionary Housing Units must meet minimum unit sizes as stipulated in the City's Inclusionary Housing Policy.

READ a first time on the <> day of <>, 2025.

READ a second time on the <> day of <>, 2025.

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MAYOR

CORPORATE OFFICER

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|  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: Heather Sherlock, Planner 1

Subject: HOUSING TARGET ORDER YEAR ONE PROGRESS REPORT

Date: June 25, 2025 File No: 10-4720-20-0001/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated June 25, 2025, entitled
“Housing Target Order Year One Progress Report”:

THAT the City of North Vancouver’s Housing Target Progress Report: July 1,
2024 – June 30, 2025 be received, in accordance with the *Housing Supply Act*
and *Housing Supply Regulation*;

AND THAT the City of North Vancouver’s Housing Target Progress Report: July
1, 2024 – June 30, 2025 be submitted to the Minister of Housing and published
to the City of North Vancouver website, in accordance with the *Housing Supply*
Act and *Housing Supply Regulation*.

ATTACHMENTS

1. Housing Target Order Progress Report: July 1, 2024 – June 30, 2025 (CityDocs [2686312](#))
2. Province of British Columbia Ministerial Order No. M207 (CityDocs [2620338](#))
3. City of North Vancouver Housing Target Order: List of Completions and Demolitions
(July 1, 2024 – June 30, 2025) (CityDocs [2668297](#))
4. City of North Vancouver Housing Target Order 6-Month Interim Progress Report:
July 1, 2024 – December 31, 2024 (CityDocs [2635585](#))
5. Housing Target Order Letter of Acknowledgement from Minister Ravi Kahlon
(CityDocs [2653337](#))

SUMMARY

In June 2024, the Province issued a Housing Target Order (HTO) to the City of North Vancouver, mandating the completion of 3,320 net new housing units commencing July 1, 2024 and ending June 30, 2029. The City of North Vancouver is required to provide regular progress reports on the housing targets, beginning six months after the order and continuing annually. In Year 1 of the Housing Target Order, the City of North Vancouver has reported 547 net new units completed, compared to its Year 1 target of 581. This 94% completion rate places the City among the top-performing municipalities for which HTO reporting has been completed.

BACKGROUND

In May 2023, the BC Government introduced a new provincial authority to set housing targets in municipalities with the greatest perceived need, a power granted by the new Housing Supply Act and Housing Supply Regulation. In June 2024, the government issued a Housing Target Order (HTO) for the City of North Vancouver, mandating that it must facilitate the development of at least 3,320 homes by June 30, 2029; this represents 75% of the housing need for the area as identified by the Province at that time. Table 1 summarizes annual housing targets for the City of North Vancouver.

Table 1. City of North Vancouver Housing Target Order by Reporting Year

| Reporting Period | Cumulative Target | Units per year |
|--------------------------------------|-------------------|----------------|
| Year 1. July 1, 2024 – June 30, 2025 | 581 | 581 |
| Year 2. July 1, 2025 – June 30, 2026 | 1,190 | 609 |
| Year 3. July 1, 2026 – June 30, 2027 | 1,840 | 650 |
| Year 4. July 1, 2027 – June 30, 2028 | 2,545 | 705 |
| Year 5. July 1, 2028 – June 30, 2029 | 3,320 | 775 |

Relation to other housing legislation

In November 2023, the Province introduced new requirements for local governments to complete an Interim Housing Needs Report (HNR) by January 1, 2025 using a prescribed HNR method for identifying future housing needs. The new legislation also requires local governments to update their Official Community Plan (OCP) and Zoning Bylaw by December 31, 2025 to accommodate the identified 20-year housing need.

While both the HTO and the HNR are required by the Provincial Government, they differ in several key ways:

- Purpose: The HTO is a mandated target for unit completions, whereas the HNR defines what capacity the City’s OCP and Zoning Bylaw must accommodate according to projected housing need.
- Methodology: The HTO reflects 75% of the Province’s identified need and excludes the demand buffer, a measure used in the prescribed HNR method to account for healthy market demand.
- Timeframe: The HTO was issued from 2024 to 2029, whereas the HNR is calculated for both a 5 and 20 year timeframe, from 2021 to 2026 and 2041, respectively.

Progress Reports

The City is required to provide regular progress reports on the housing targets, beginning six months after the order and continuing annually until 2029. The City’s Interim 6-month progress report (Attachment 4) was received by Council in February 2025 and the City’s progress was acknowledged by the Minister of Housing and Municipal Affairs in a letter to Mayor Buchanan in April 2025 (Attachment 5). The Year 1 report is due to the Province on or before August 14, 2025, 45 days after the end of the reporting period.

The Province will measure the City’s progress toward achieving the housing target order using two performance indicators:

- 1. Annual cumulative housing target; and,
- 2. Actions taken by the municipality toward meeting the annual cumulative housing target.

Municipalities that do not make satisfactory progress toward meeting their targets may face additional actions from the Province, including the appointment of an advisor to review the municipality’s progress or the issuance of a directive to require the municipality to enact a bylaw or accept a permit to help meet the target.

Measuring Housing Units

The HTO tracks new housing based on completed units, defined as units that achieve occupancy. Following a review of Provincial reporting requirements, staff have updated the manner in which completions are counted for this first complete progress report to better align with the Provincial definition. Whereas the 6-month interim report counted units upon issuance of a final Certificate of Occupancy (COO), this report counts units when the first COO is issued, which may be interim. This change better reflects when residents can move in to a new housing unit, aligning more closely with the Provincial reporting definition of achieving occupancy. Table 2 highlights that this update accounts for an increase of 10 net new units for the interim 6-month reporting period.

Table 2. Impact of update to completions metric for interim 6-month reporting period (July 1 – December 31, 2024)

| Unit Change | Original Reporting Approach | Updated Reporting Approach | Difference |
|------------------|-----------------------------|----------------------------|------------|
| Units Created | 393 | 403 | 10 |
| Units Demolished | 42 | 42 | 0 |
| Net New Units | 351 | 361 | 10 |

Housing Completions in the City of North Vancouver

Housing in the City of North Vancouver continues to be completed in line with historical averages. Since 2016, the City has recorded over 5,000 net new units completed.

Housing completions data in the City of North Vancouver is characterized by significant year-over-year variability, or ‘lumpiness’. This pattern is largely driven by the outsized influence of multi-unit residential building developments, which can heavily skew annual

figures in a municipality of this size. As a result, housing delivery does not follow a steady pace within defined reporting periods. This variability is demonstrated in the City’s historical housing delivery: since 2016, annual housing completions have ranged from approximately 70 to 770 net new units.

It should also be noted that the City does not directly deliver housing. Instead, the City is reliant on the development industry to deliver housing projects, meaning the pace of construction, and ultimately the timing of housing completions, are outside the City’s control.

DISCUSSION

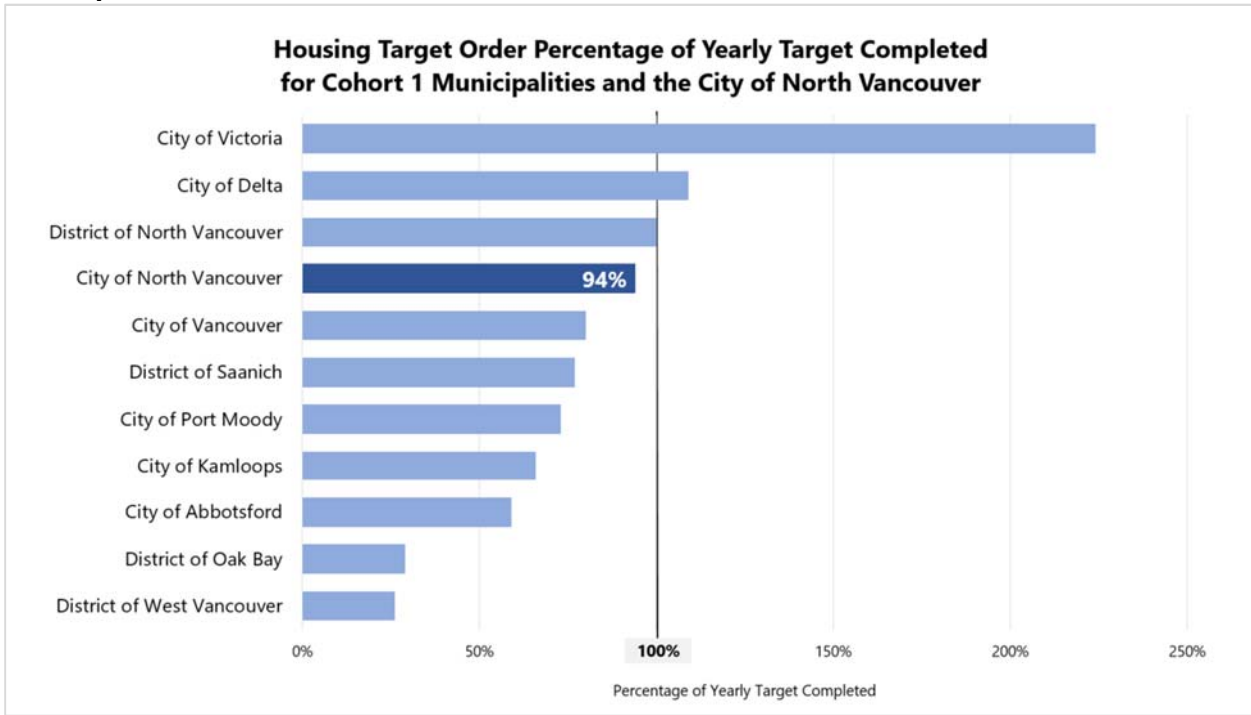
Year 1 Progress towards Provincial Target

The City’s Year 1 HTO reporting period is from July 1, 2024 to June 30, 2025. In this time, the City recorded 547 net new units completed against the Year 1 target of 581 units. This 94% completion rate places the City among the top-performing municipalities for which HTO reporting has been completed. For a list of occupied and demolished units, please refer to Appendix 3.

Table 3. Net New Units Completed in Year 1

| Unit Completed | Units Demolished | Net New Units | Year 1 Target |
|----------------|------------------|---------------|---------------|
| 599 | 52 | 547 | 581 |

Figure 1. City of North Vancouver HTO Year 1 Progress Compared to Cohort 1 Municipalities



In addition to the 547 net new units completed during this reporting period, the following complex projects are in the final stages of achieving occupancy, with nearly 400 new units expected to be completed in the coming months:

- 422 East 3rd Street (170 units)
- 333 St. Davids Avenue (15 units)
- 18 Fell Avenue (167 units)
- 151 East Keith Road (40 units)

Actions taken by the municipality

The City is undertaking a number of housing initiatives to expand the supply and improve the quality, diversity and affordability of housing in the City. In the last 12 months, the City has progressed the following actions to increase housing supply and achieve housing targets:

- Progress toward BC Provincial housing legislation
- Progress toward the City's Housing Accelerator Fund (HAF) initiatives
- Housing Needs Report 2024
- Improvements to Housing Data Management

NEXT STEPS

In order to satisfy the HTO Year 1 reporting requirement, the Housing Target Order Progress Report: July 1, 2024 – June 30, 2025 must be received in a meeting that is open to the public and by Council resolution no more than 45 days after the end of the reporting period, in this case August 14, 2025, and must be submitted to the Minister of Housing and published to the City of North Vancouver website as soon as practicable after Council resolution.

Staff will continue to track the City's progress against the HTO, with the next reporting period concluding June 30, 2026.

RESPECTFULLY SUBMITTED:



Heather Sherlock,
Planner 1, Urban Regeneration & Analytics

**HOUSING TARGET PROGRESS REPORT FORM**

Housing Targets Branch
BC Ministry of Housing and Municipal Affairs

PURPOSE

Municipalities will use this form to complete the requirements for progress reporting under the [Housing Supply Act](#) (Act). The information provided will be evaluated to determine whether targets have been met or satisfactory progress has been made toward meeting targets.

REPORT REQUIREMENTS

The report must contain information about progress and actions taken by a municipality to meet housing targets as identified in the Housing Target Order (HTO).

The progress report must be received in a meeting that is open to the public and by Council resolution within 45 days after the end of the reporting period.

Municipalities must submit this report to the minister and post it to their municipal website as soon as practicable after it is approved by Council resolution.

ASSESSMENT

The Housing Targets Branch evaluates information provided in the progress report based on Schedule B - Performance Indicators in the HTO. If targets have not been met and satisfactory progress has not been made, the Minister may initiate compliance action as set out in the Act.

REPORT SUBMISSION

Please complete the attached housing target progress report form and submit to the Minister of Housing at Housing.Targets@gov.bc.ca as soon as practicable after Council resolution.

Do not submit the form directly to the Minister's Office.

HOUSING TARGET PROGRESS REPORT FORM

Housing Targets Branch
BC Ministry of Housing and Municipal Affairs

| Section 1: MUNICIPAL INFORMATION | |
|--|---|
| Municipality | City of North Vancouver |
| Housing Target Order Date | June 25, 2024 |
| Reporting Period | July 1, 2024 – June 30, 2025 |
| Date Received by Council Resolution | July 14, 2025 |
| Date Submitted to Ministry | |
| Municipal Website of Published Report | http://www.cnv.org/ |
| Report Prepared By | <input checked="" type="checkbox"/> Municipal Staff <input type="checkbox"/> Contractor/External |
| Municipal Contact Info | Mike Friesen, Manager Planning, Urban Regeneration and Analytics, mfriesen@cnv.org 604-990-4206 |
| Contractor Contact Info | <input type="checkbox"/> N/A (name, position/title, email, phone) |

| Section 2: NUMBER OF NET NEW UNITS | | | | |
|---|--|--|--|--|
| Record the number of net new housing units delivered during the reporting period, and cumulatively since the effective date of the HTO. Net new units are calculated as completions (occupancy permits issued) minus demolitions. <u>Legalizing existing unpermitted secondary suites or other housing types does not count toward completions.</u> | | | | |
| Section 8 must be completed if a housing target has not been met for the reporting period. | | | | |
| | Completions (Reporting Period) | Demolitions (Reporting Period) | Net New Units (Reporting Period) | Net New Units (Since HTO Effective Date) |
| Total | 599 | 52 | 547 | 547 |

| Section 3: NUMBER OF HOUSING UNITS BY CATEGORY AND TYPE (Unit Breakdown Guidelines) | | | | |
|---|--|--|--|--|
| Record the number of housing units in each category below for the reporting period and cumulatively since the effective date of the HTO. Definitions are provided in the endnote. | | | | |
| | Completions (Reporting Period) | Demolitions (Reporting Period) | Net New Units (Reporting Period) | Net New Units (Since Effective HTO Date) |
| Units by Size* | | | | |
| Studio | 38 | 2 | 36 | 36 |
| One Bedroom | 244 | 10 | 234 | 234 |
| Two Bedroom | 129 | 23 | 106 | 106 |
| Three Bedroom | 168 | 9 | 159 | 159 |
| Four or More Bedroom ¹ | 20 | 2 | 18 | 18 |

| Units by Tenure | | | | |
|---|-----|----|-----|-----|
| Rental Units ² – Total | 356 | 25 | 331 | 331 |
| Rental – Purpose Built | 302 | 23 | 279 | 279 |
| Rental – Secondary Suite | 51 | 2 | 49 | 49 |
| Rental – Accessory Dwelling | 3 | 0 | 3 | 3 |
| Rental – Co-op | 0 | 0 | 0 | 0 |
| Owned Units | 243 | 27 | 216 | 216 |
| Units by Rental Affordability** | | | | |
| Market | 325 | 25 | 300 | 300 |
| Below Market ³ - Total | 0 | 0 | 0 | 0 |
| Below Market - Rental Units with On-Site Supports ⁴ | 0 | 0 | 0 | 0 |
| <p>*Units by Size: Bedroom Mix is unknown for 6 demolitions; Net New Unit totals for Units by Size therefore do not add to total reported.</p> <p>**Units by Rental Affordability: 31 Mid-Market Rental Units were completed in Year 1; These units are excluded from the Units by Rental Affordability table as they do not meet the definitions for Market or Below Market units.</p> | | | | |

Section 4: MUNICIPAL ACTIONS AND PARTNERSHIPS TO ENABLE MORE HOUSING SUPPLY

A) Describe applicable actions taken in the last 12 months to achieve housing targets, in line with the Performance Indicators in the HTO. Each entry should include a description of how the action aligns with achieving the housing target, the date of completion, and links to any publicly available information. For example:

- Streamlined development approvals policies, processes or systems.
- Updated land use planning documents (e.g., Official Community Plan, zoning bylaws).
- Updated Housing Needs Report.
- Innovative approaches and/or pilot projects.
- Partnerships (e.g., BC Housing, CMHC, or non-profit housing organizations except First Nations – see Section 4 B).
- Other housing supply related actions.

Progress toward Housing Accelerator Fund Initiatives – 2024 to 2027

The City was awarded a federal grant to help expand the supply and improve the quality, diversity, and affordability of housing in the City. The nine HAF-funded initiatives are outlined below:

1. Zoning Bylaw Update: Accelerating the creation of a new zoning bylaw that incorporates a form-based code approach to enable new forms of residential development that provide more diverse housing choices.
2. Multiplex Housing: Consolidating current lower-density land use designations into a new multiplex land use designation that permits greater density.
3. Prezoning R5: Increasing the speed of development by allowing permitted density as-of-right in the R5 zone, where most of the City's existing rental apartments are located.
4. Parking Review: Reducing development costs and improving affordability by decreasing parking minimums and exploring the introduction of parking maximums.
5. Development Approvals Process Review: Improving timeliness and certainty of the development approvals process to encourage more development, particularly for multi-family and missing-middle housing.
6. Alternative Housing Construction: Supporting and enabling alternative housing construction by removing regulatory barriers for prefabricated housing.
7. Inclusionary Zoning Policy: Updating and consolidating inclusionary housing policies to increase the types of non-market housing in the City.
8. Mid Market Rental Policy Update: Increasing affordable housing supply and meeting the needs of low and moderate-income renters by updating the policy that sets out the City's approach for the administration and allocation of mid-market rental housing.
9. Affordable Housing Reserve Fund Review: Increasing affordable housing supply by enabling more project types to access the Affordable Housing Reserve Fund and updating practices for creating housing on municipally-owned lands.

Interim Housing Needs Report 2024 – December 2024

In December 2024, Council received the City's 2024 Interim Housing Needs Report which provides an overview of current and anticipated housing needs in the City of North Vancouver. The interim report was completed in accordance with the new Provincial legislation and methodology for estimating the City's housing needs over the next 20 years.

Improvements to Housing Data Management – December 2024

The City undertook a piece of work to update and centralize the systems and processes used for housing data collection and analysis. This project has added consistency and rigour to the City's building and planning data and will enable the City to better track requirements for HTO reporting as well as other metrics to inform and support future housing initiatives.

OCP and Zoning Bylaw Capacity Study – March 2025

In response to the new proactive planning legislation, the City retained a consultant to understand how much residential development could theoretically be accommodated under the current land use bylaws and whether there is sufficient capacity to address 20-year housing needs. The analysis, presented to Council on March 31, 2025, concluded that there is sufficient capacity in the City's current OCP to address the 20-year housing need and that the Zoning Bylaw is short by 6,556 housing units. This analysis will be used to inform work underway to update the City's Official Community Plan and Zoning Bylaw in line with Provincial legislation in order to accommodate the identified 20-year housing need.

B) Please provide any information about First Nation partnerships and/or agreements including planning, servicing and infrastructure that support delivery of housing on First Nation land including delivered and/or projected housing units.

Section 5: APPROVED HOUSING DEVELOPMENT APPLICATIONS

Report the number of approved applications issued by type since the effective date of the HTO. Each project should only be recorded once for the **most current** application type. Provide the estimated number of net new housing units to be delivered for each application category.

NOTE: units issued occupancy permits should be recorded in Section 2.

| | Rezoning | Development Permit | Building Permit | Total |
|--|----------|--------------------|-----------------|-------|
| Applications | 22 | 3 | 31 | 56 |
| New Units | 320 | 10 | 508 | 838 |
| Unit Breakdown | | | | |
| Units by Size | | | | |
| Studio | 34 | 0 | 79 | 113 |
| One Bedroom | 155 | 6 | 211 | 372 |
| Two Bedroom | 67 | 0 | 126 | 193 |
| Three Bedroom | 60 | 4 | 82 | 146 |
| Four or More Bedroom ¹ | 4 | 0 | 10 | 14 |
| Units by Tenure | | | | |
| Rental Units ² – Total ² | 262 | 6 | 492 | 760 |
| Rental – Purpose Built | 226 | 0 | 468 | 694 |
| Rental – Secondary Suite | 36 | 4 | 23 | 63 |
| Rental – Accessory Dwelling | 0 | 2 | 1 | 3 |
| Rental – Co-op | 0 | 0 | 0 | 0 |
| Owned Units | 58 | 4 | 16 | 78 |
| Units by Rental Affordability* | | | | |
| Market | 245 | 6 | 421 | 672 |

| | | | | |
|--|---|---|----|----|
| Below Market ³ - Total | 0 | 0 | 54 | 54 |
| Below Market - Rental Units with On-Site Supports ⁴ | 0 | 0 | 0 | 0 |
| *Units by Rental Affordability: 17 Mid-Market Rental Units received Planning Approval in Year 1 and 17 Mid-Market Rental Units had a Building Permit issued in Year 1. These units are excluded from the Units by Rental Affordability table as they do not meet the definitions for Market or Below Market units. | | | | |

Section 6: WITHDRAWN OR NOT APPROVED HOUSING DEVELOPMENT APPLICATIONS

A) Indicate the number of applications and the estimated number of proposed units withdrawn by applicants, and /or not approved by staff or Council during this reporting period. Please include rezoning applications, development permits, and building permits.

| | Applications Withdrawn | Applications Not Approved |
|-----------------------|-------------------------------|----------------------------------|
| Applications | 21 | 0 |
| Proposed Units | 46 | 0 |

B) Provide a description of each application (e.g., rezoning, development permit, building permit) and brief summary of why each project was withdrawn or not approved.

PLN2022-00025: Rezoning from RS-1 to RT-1 to permit duplex; Application withdrawn at request of applicant (Applicant decided to sell their property and withdraw their application).

PLN2024-00026: RS-1 to RS-2 rezoning for future subdivision; Application withdrawn at request of applicant (Applicant decided to go forward with a Coach House instead).

PLN2022-00012: Rezoning for 5-plex with suites; Application cancelled by applicant, scope of application changed.

PLN2023-00013: RS-1 to RS-2 Rezoning; Application withdrawn at request of applicant (No reason provided).

DPA2023-00001: New Coach House; Reason unknown.

DPA2023-00010: Two-level wood framed Coach House; Application withdrawn at request of applicant (No reason provided).

DPA2018-00028: Coach house; Closed due to inactivity.

DPA2022-00008: Coach house (addition to garage); Closed due to inactivity.

DPA2023-00014: Coach House; Application withdrawn at request of applicant (No reason provided).

DPA2024-00013: A Coach house is proposed to be located at the rear of the site with adjacent surface stall parking; Application withdrawn at request of applicant (No reason provided).

DPA2021-00026: Coach house; Application withdrawn at request of applicant; Homeowner unable to obtain funding for project.

BLD2023-00017: New Triplex residential building and a detached garage; Application withdrawn at request of applicant (Applicant decided to wait to see if upcoming amendments to the zoning bylaw would offer more density).

BLD2024-00170: Renovate existing space to meet requirements for a secondary suite; Application withdrawn at request of applicant (Applicant changed their mind from secondary suite to accessory bed and breakfast).

BLD2024-00018: New Duplex with secondary suites; Application withdrawn at request of applicant (Applicant cancelled new construction permit and applied for a renovation permit instead).

BLD2024-00185: New Coach House; Reason unknown.

BLD2022-00291: New Single Family with secondary suite; Closed due to inactivity.

BLD2024-00245: New SFD w/ secondary suite and Garage; Application withdrawn at request of applicant (No reason provided).

BLD2022-00136: New Coach House attached to garage; Closed due to inactivity.

BLD2023-00114: Secondary Suite; Application withdrawn at request of applicant (No reason provided).

BLD2024-00220: Interior Renovation and Secondary Suite Creation; Closed due to inactivity.

BLD2022-00369: Creation of Secondary Suite; Application withdrawn at request of applicant (No reason provided).

Section 7: OTHER INFORMATION

Provide any other information not presented above that may be relevant to the municipality's effort and progress toward achieving the housing target.

Quantity of Units Nearing Completion

The City of North Vancouver continues to support the delivery of new homes. In addition to the 547 net new units completed during the reporting period, the following complex projects are in the final stages of achieving occupancy, with nearly 400 new units expected to be completed in the coming months:

- 422 E 3rd Street (170 units)

- 333 St. Davids Avenue (15 units)
- 18 Fell Avenue (167 units)
- 151 E Keith Road (40 units).

At the time of writing there are over 1,600 units under construction in the City of North Vancouver.

Mid-Market Rental Units (MMRs)

To facilitate affordability in new market rental developments, the City's Housing Action Plan requires the provision of Mid-Market Rental units in all new market rental developments seeking a density bonus. Mid-Market Rental units are geared towards low and moderate income earners and secured through the City's Density Bonus and Community Benefits policy. The City's Mid-Market Rental (MMR) Policy requires that 10% of units in new market rental projects are rented at 10% of units in new market rental projects are rented at 10% below average rents in the City, as calculated by Canada Mortgage and Housing Corporation (CMHC).

There were 31 Mid-Market Rental (MMR) Units completed in the Year 1 reporting period. A further 34 MMR units were approved in this time.

Streamlined Secondary Suite Legalization Program

In the Year 1 reporting period, the City finalized building permits for 16 units through the legalization of existing unpermitted secondary suites. 15 of these units were legalized through the City's Streamlined Secondary Suite Legalization Program. These units have not been counted toward completions.

Section 8: SUMMARY OF PLANNED ACTIONS TO MEET TARGETS

If the housing target has not been met for the reporting period, please provide a summary of planned and future actions in line with the Performance Indicators that the municipality intends to take to meet housing targets during the two-year period following this report. For each action, provide:

- a description of how the action aligns with achieving the housing target;
- dates of completion or other major project milestones;
- links to any publicly available information; and
- the number of units anticipated by completing the action.

NOTE: THIS SECTION IS NOT APPLICABLE FOR INITIAL SIX-MONTH REPORTING.

Name of Action: Compliance with Provincial Legislation to increase housing

Description of Action: The City is currently undertaking work to update its Official Community Plan and Zoning Bylaw in line with Provincial legislation in order to accommodate the identified 20-year housing need of 21,301 units in addition to the existing 29,021 units in the City, as identified in its Interim Housing Needs Report in December 2024.

- On [March 31, 2025](#), Council directed staff to prepare options for areas that could be rezoned to satisfy the zoning capacity requirements in line with Provincial legislation.

| | |
|---|--|
| <ul style="list-style-type: none"> On June 16, 2025, Council directed staff to initiate an amendment to the Official Community Plan to enable changes to the Zoning Bylaw that would allow for the 20-year housing need identified in the City's Housing Needs Report. | |
| Completion/Milestone Date: December 2025 | |
| Link: The most recent Council Report on this project is available at City of North Vancouver Council Agendas, Minutes and Videos | Number of Units: Market Dependent |
| Name of Action: Affordable Housing Reserve Fund Terms of Reference (HAF Initiative) | |
| Description of Action: This HAF initiative is aimed at increasing affordable housing supply by enabling more project types to access the Affordable Housing Reserve Fund and updating practices for creating housing on municipally-owned lands. This includes: <ul style="list-style-type: none"> Developing broader and clearer guidelines and criteria for project eligibility, evaluation criteria, grant funding assistance levels, and application requirements. The City is also updating its Land Acquisition and Disposition Practices enabling the creation of more affordable housing on municipally-owned lands. | |
| Completion/Milestone Date: September 30, 2026 | |
| Link: City of North Vancouver Housing Accelerator Fund | Number of Units: 35 |
| Name of Action: Rezoning Residential Level 5 (R5) (HAF Initiative) | |
| Description of Action: This HAF initiative is aimed at increasing the speed of development by allowing permitted density as-of-right in the R5 zone, where most of the City's existing rental apartments are located: <ul style="list-style-type: none"> Amending the zoning bylaw to allow 6-storey apartment buildings with a built-in requirement for inclusionary zoning. The City is also preparing new and simplified Development Permit Guidelines for the R5 lands to support an expedited an expedited development process. | |
| Completion/Milestone Date: September 30, 2026 | |
| Link: City of North Vancouver Housing Accelerator Fund | Number of Units: 140 |
| Name of Action: Alternative Housing Construction (HAF Initiative) | |
| Description of Action: This HAF Initiative is aimed at supporting and enabling alternative housing construction by removing regulatory barriers for prefabricated housing, including: <ul style="list-style-type: none"> Updating bylaws, policies and development permit guidelines to ensure compatibility with prefabricated construction methods, which will expedite the design, construction and municipal review process. Amending the Zoning Bylaw and other building-related bylaws while also promoting prefabricated construction to encourage the use of these methods. On June 16, 2025, Council gave first, second, and third readings to "Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2025, No. 9118" (Amendments to Support Faster Housing Delivery). | |

| | |
|---|----------------------------|
| Completion/Milestone Date: September 30, 2026 | |
| Link: City of North Vancouver Housing Accelerator Fund | Number of Units: 25 |

| | |
|--|----------------------------|
| Name of Action: Zoning Bylaw Update (HAF Initiative) | |
| Description of Action: This HAF initiative aims to accelerate the creation of a new zoning bylaw that incorporates a form-based code approach, to enable new forms of residential development that provide more diverse housing choices, including: <ul style="list-style-type: none"> • Completing the draft of the new zoning bylaw and undertaking public engagement activities, which will include a review of city-wide parking standards. • Seeking Council approval of the zoning bylaw, followed by implementation. | |
| Completion/Milestone Date: September 30, 2026 | |
| Link: City of North Vancouver Housing Accelerator Fund | Number of Units: 35 |

| | |
|--|----------------------------|
| Name of Action: Development Approvals Process Review (HAF Initiative) | |
| Description of Action: This HAF initiative aims to improve timeliness and certainty of the development approvals process to encourage more development, particularly for multi-family and missing-middle housing, including: <ul style="list-style-type: none"> • Implementing new technological tools, such as e-permitting, to accelerate permit processing. • Reviewing Development Cost Charges, including waivers for affordable housing. • Prioritizing affordable and rental housing projects through the development approvals process review. | |
| Completion/Milestone Date: September 30, 2026 | |
| Link: City of North Vancouver Housing Accelerator Fund | Number of Units: 65 |

| | |
|---|-----------------------------|
| Name of Action: Multiplex (HAF Initiative) | |
| Description of Action: This HAF Initiative is aimed at consolidating current lower-density land use designations into a new multiplex land use designation that permits greater density, including: <ul style="list-style-type: none"> • The OCP will be amended to include the land use designation. • The City is creating new development permit guidelines for the area, and promoting the new zone to the public to facilitate development. | |
| Completion/Milestone Date: September 30, 2026 | |
| Link: City of North Vancouver Housing Accelerator Fund | Number of Units: 135 |

¹ If needed due to data gaps, it is acceptable to report "Three Bedroom" and "Four or More Bedroom" as one figure in the "Three Bedroom" row.

² **Rental Units** include purpose built rental, certain secondary rentals (secondary suites, accessory dwellings) and co-op. □

³ **Below Market Units** are units rented at or below 30% of the local Housing Income Limits (HIL) per unit size.

⁴ **Below Market Rental Units with On-Site Supports** are units rented at the Income Assistance Shelter rate providing permanent housing and on-site supports for people to transition out of homelessness.

PROVINCE OF BRITISH COLUMBIA

ORDER OF THE MINISTER OF HOUSING

Housing Supply Act

Ministerial Order No. M207

WHEREAS

- A. The minister has, prior to making this Housing Target Order, considered the information set out in section 3 (1) *Housing Supply Act*, SBC 2022, c.38, in relation to the City of North Vancouver.
- B. In accordance with section 3(2) and (3) *Housing Supply Act*, SBC 2022, c. 38, the minister has consulted with the City of North Vancouver regarding this housing target order.
- C. The minister has:
 - i. provided a description of the proposed Housing Target Order to the City of North Vancouver.
 - ii. in accordance with section 4(1), Housing Supply Regulation, B.C. Reg. 133/2023, provided the City of North Vancouver an opportunity to provide written comments to the minister.
- D. An extension to the consultation period, if any, granted by the minister to City of North Vancouver, pursuant to section 4(2), Housing Supply Regulation, Reg. 133/2023, has elapsed.

NOW THEREFORE Pursuant to section 2, *Housing Supply Act*, SBC 2022, c. 38, the Minister of Housing orders as follows:

- 1. A housing target order is made for the City of North Vancouver, effective July 1, 2024 (the “**Effective Date**”).
- 2. The housing targets for the City of North Vancouver under this housing target order are set out in the attached **Schedule A** (*Housing Targets*).
- 3. The performance indicators by which progress by the City of North Vancouver toward meeting each housing target is to be assessed are described in the attached **Schedule B** (*Performance Indicators*).
- 4. This Housing Target Order begins on the Effective Date and ends on June 30, 2029 (the “**End Date**”).

June 25, 2024

Date


Minister of Housing

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section: Housing Supply Act, S.B.C. 2022, c. 38, s 2

Other: Housing Supply Regulation, B.C. Reg. 133/2023

5. The City of North Vancouver must prepare and submit a housing target progress report at the intervals set out in the attached **Schedule C** (*Housing Targets Progress Reporting*).

SCHEDULE A

Housing Targets

1. The five-year housing target for City of North Vancouver is **3,320**, which is the total minimum number of net new completed housing units required to comply with this Provincial Housing Target Order.
2. The above housing targets reflect 75% of the total Provincial Housing Needs Estimate for the City of North Vancouver.
3. For each Progress Reporting Period as set out in Schedule C, the annual cumulative number of net new housing units will be measured as follows:
 - a. Year 1: 581
 - b. Year 2: 1,190
 - c. Year 3: 1,840
 - d. Year 4: 2,545
 - e. Year 5: 3,320

SCHEDULE B
Performance Indicators

1. The performance indicators to measure annual progress toward achieving the housing target are set out in Table 1 and are based on:
 - a. Progress toward achieving the annual cumulative housing target; and
 - b. Actions taken by the municipality toward meeting the annual housing target.

Table 1 - Performance Indicators

| Category | Performance Indicator | Data to Measure |
|--|--|--|
| Annual cumulative housing target | Satisfactory progress to meet annual cumulative housing target, measured by completed net new housing units. | Total number of net new housing units (completions minus demolitions) during the reporting period. |
| Actions taken by the municipality toward meeting the annual cumulative housing target | <p>Satisfactory progress demonstrated by:</p> <ol style="list-style-type: none"> 1. Update of land use planning documents to align with housing targets; 2. Adoption of policies and initiatives to meet housing targets; and 3. Residential approvals complete and/or in progress that met or will meet housing targets. | <ol style="list-style-type: none"> 1. Relevant information about updates to land use planning documents such as the Official Community Plan, Zoning Bylaw, Housing Needs Report, Housing Action Plan/Strategy (other documents, e.g., Strategic Plan) including date of last update, and related policies that align with achieving annual housing targets. 2. Description of new/amended bylaws and policies, innovative approaches, and pilot projects undertaken to achieve housing targets. 3. The number of applications received and permits issued in relation to residential development such as development, building and rezonings. |

SCHEDULE C
Housing Targets Progress Reporting

The City of North Vancouver must receive the progress report by resolution within 45 days of the end of the reporting period:

Reporting Period 1.1: July 1, 2024 – December 31, 2024

Reporting Period 1.2: July 1, 2024 – June 30, 2025

Reporting Period 2: July 1, 2025 – June 30, 2026

Reporting Period 3: July 1, 2026 – June 30, 2027

Reporting Period 4: July 1, 2027 - June 30, 2028

Reporting Period 5: July 1, 2028 – June 30, 2029

Progress Report Forms must be posted to the municipal website and submitted to the Minister as soon as practicable after being received.

City of North Vancouver Housing Target Order Year 1 Progress Report: List of Completions and Demolitions (July 1, 2024 – June 30, 2025)

Table 1. Completions

List of addresses where at least one housing unit achieved occupancy in the City of North Vancouver from July 1, 2024 to June 30, 2025

| Address | Type | Units |
|---|------------|-------|
| 228 E 20TH ST NORTH VANCOUVER BC | Completion | 2 |
| 632 E 3RD ST NORTH VANCOUVER BC | Completion | 31 |
| 1126 HEYWOOD ST NORTH VANCOUVER BC | Completion | 2 |
| 1132 HEYWOOD ST NORTH VANCOUVER BC | Completion | 2 |
| 416 E 16TH ST NORTH VANCOUVER BC | Completion | 2 |
| 418 E 16TH ST NORTH VANCOUVER BC | Completion | 2 |
| 250 E 15TH ST NORTH VANCOUVER BC | Completion | 279 |
| 812 E 7TH ST NORTH VANCOUVER BC | Completion | 2 |
| 748 W 20TH ST NORTH VANCOUVER BC | Completion | 2 |
| 620 JONES AVE NORTH VANCOUVER BC | Completion | 2 |
| 3-2009 BOULEVARD CRES NORTH VANCOUVER BC | Completion | 1 |
| 255 W 28TH ST NORTH VANCOUVER BC | Completion | 2 |
| 627 E 16TH ST NORTH VANCOUVER BC | Completion | 2 |
| 625 E 16TH ST NORTH VANCOUVER BC | Completion | 2 |
| 1104 GRAND BLVD NORTH VANCOUVER BC | Completion | 2 |
| 336 to 338 E 17TH ST NORTH VANCOUVER BC | Completion | 2 |
| 340 to 342 E 17TH ST NORTH VANCOUVER BC | Completion | 2 |
| 366 to 368 E KEITH RD NORTH VANCOUVER BC | Completion | 4 |
| 312 E KEITH RD NORTH VANCOUVER BC | Completion | 4 |
| 432 to 434 E 1ST ST NORTH VANCOUVER BC | Completion | 8 |
| 614 E 9TH ST NORTH VANCOUVER BC | Completion | 2 |
| 608 E 9TH ST NORTH VANCOUVER BC | Completion | 1 |
| 3-730 E 17TH ST NORTH VANCOUVER BC | Completion | 1 |
| 352 to 354 E 6TH ST NORTH VANCOUVER BC | Completion | 4 |
| 133 E 4TH ST NORTH VANCOUVER BC | Completion | 23 |
| 543 E 7TH ST NORTH VANCOUVER BC | Completion | 2 |
| 502 W 24TH ST NORTH VANCOUVER BC | Completion | 2 |
| 463 W 14TH ST NORTH VANCOUVER BC | Completion | 2 |
| 619 E 22ND ST NORTH VANCOUVER BC | Completion | 2 |
| 314 W 20TH ST NORTH VANCOUVER BC | Completion | 2 |
| 2A-1450 CHESTERFIELD AVE NORTH VANCOUVER BC | Completion | 1 |
| 819 W 20TH ST NORTH VANCOUVER BC | Completion | 1 |
| 1970 CASANO DR NORTH VANCOUVER BC | Completion | 1 |
| 740 E 14TH ST NORTH VANCOUVER BC | Completion | 1 |

| | | |
|---|------------|------------|
| 1521 RIDGEWAY AVE NORTH VANCOUVER BC | Completion | 1 |
| 553 E 7TH ST NORTH VANCOUVER BC | Completion | 1 |
| 639 E 4TH ST NORTH VANCOUVER BC | Completion | 1 |
| 344 to 346 E 17TH ST NORTH VANCOUVER BC | Completion | 2 |
| 257 to 261 E 23RD ST NORTH VANCOUVER BC | Completion | 3 |
| 338 W 24TH ST NORTH VANCOUVER BC | Completion | 2 |
| 3-518 E 8TH ST NORTH VANCOUVER BC | Completion | 1 |
| 119 to 149 E 13TH ST NORTH VANCOUVER BC | Completion | 162 |
| 322 to 324 E 18TH ST NORTH VANCOUVER BC | Completion | 4 |
| 808 W 19TH ST NORTH VANCOUVER BC | Completion | 1 |
| 324 RIDGEWAY AVE NORTH VANCOUVER BC | Completion | 16 |
| 337 E 23RD ST NORTH VANCOUVER BC | Completion | 1 |
| 352 to 354 E 11TH ST NORTH VANCOUVER BC | Completion | 4 |
| Total | | 599 |

Source: City of North Vancouver IPS Data July 1, 2024 – June 30, 2025, accessed July 2, 2025.

Table 2. Demolitions

List of addresses where at least one housing unit was demolished in the City of North Vancouver from July 1, 2024 to June 30, 2025

| Address | Type | Units |
|---|------------|-------|
| 1220 ST. GEORGES AVE NORTH VANCOUVER BC | Demolition | -18 |
| 602 E 2ND ST NORTH VANCOUVER BC | Demolition | -1 |
| 608 E 2ND ST NORTH VANCOUVER BC | Demolition | -1 |
| 612 E 2ND ST NORTH VANCOUVER BC | Demolition | -1 |
| 2612 LONSDALE AVE NORTH VANCOUVER BC | Demolition | -5 |
| 758 E 3RD ST NORTH VANCOUVER BC | Demolition | -1 |
| 762 E 3RD ST NORTH VANCOUVER BC | Demolition | -1 |
| 870 E 15TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 618 E 2ND ST NORTH VANCOUVER BC | Demolition | -1 |
| 338 W 24TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 412 E 11TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 2024 MACKAY AVE NORTH VANCOUVER BC | Demolition | -1 |
| 361 E 22ND ST NORTH VANCOUVER BC | Demolition | -1 |
| 754 E 17TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 462 E 11TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 378 E 5TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 325 E 21ST ST NORTH VANCOUVER BC | Demolition | -1 |
| 202 E 20TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 743 E 7TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 204 E 1ST ST NORTH VANCOUVER BC | Demolition | -1 |
| 508 E 16TH ST NORTH VANCOUVER BC | Demolition | -1 |

| | | |
|-----------------------------------|------------|------------|
| 512 E 16TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 410 W 15TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 844 E 6TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 355 E 23RD ST NORTH VANCOUVER BC | Demolition | -1 |
| 351 E 16TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 864 E 14TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 258 E 21ST ST NORTH VANCOUVER BC | Demolition | -2 |
| 652 E 4TH ST NORTH VANCOUVER BC | Demolition | -1 |
| 536 TEMPE CRES NORTH VANCOUVER BC | Demolition | -1 |
| Total | | -52 |

Source: City of North Vancouver IPS Data July 1, 2024 – June 30, 2025, accessed July 2, 2025.

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN CONFERENCE ROOM A/B, THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, FEBRUARY 3, 2025

REPORT

14. Housing Target Order 6-Month Progress Report – File: 10-4720-20-0003/1

Report: Planner 1, January 15, 2025

Moved by Councillor Valente, seconded by Councillor Shahriari

PURSUANT to the report of the Planner 1, dated January 15, 2025, entitled “Housing Target Order 6-Month Progress Report”:




THAT the City of North Vancouver’s Housing Target Interim Progress Report: July 1, 2024 – December 31, 2024 be received, in accordance with the *Housing Supply Act* and *Housing Supply Regulation*;

AND THAT the Housing Target Interim Progress Report: July 1, 2024 – December 31, 2024 be submitted to the Minister of Housing, in accordance with the *Housing Supply Act* and *Housing Supply Regulation*.

CARRIED UNANIMOUSLY

R2025-02-03/14



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

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Heather Sherlock, Planner 1

Subject: HOUSING TARGET ORDER 6-MONTH PROGRESS REPORT

Date: January 15, 2025 File No: 10-4720-20-0003/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated January 15, 2025, entitled
“Housing Target Order 6-Month Progress Report”:

THAT the City of North Vancouver’s Housing Target Interim Progress Report:
July 1, 2024 – December 31, 2024 be received, in accordance with the *Housing
Supply Act* and *Housing Supply Regulation*;

AND THAT the Housing Target Interim Progress Report: July 1, 2024 –
December 31, 2024 be submitted to the Minister of Housing, in accordance with
the *Housing Supply Act* and *Housing Supply Regulation*.

ATTACHMENTS

1. Housing Target Order Interim Progress Report: July 1, 2024 – December 31, 2024
(CityDocs [2620637](#))
2. Province of British Columbia Ministerial Order No. M207 (CityDocs [2620338](#))
3. City of North Vancouver Housing Target Order: List of Completions and Demolitions
(July 1, 2024 – December 31, 2024) (CityDocs [2627785](#))

SUMMARY

In June 2024, the Province issued a Housing Target Order (HTO) to the City of North Vancouver, mandating the completion of 3,320 net new housing units commencing July 1, 2024 and ending June 30, 2029. The City of North Vancouver is required to provide regular progress reports on the housing targets, beginning six months after the order and continuing annually. As of December 31, 2024, the City of North Vancouver has reported

351 net new units, putting the City on track to meet the Year 1 target of 581 net new units by June 30, 2025.

BACKGROUND

In May 2023, the BC Government introduced a new provincial authority to set housing targets in municipalities with the greatest perceived need, a power granted by the new Housing Supply Act and Housing Supply Regulation. In June 2024, the government issued a Housing Target Order (HTO) for the City of North Vancouver, mandating that it must facilitate the development of at least 3,320 homes by June 30, 2029; this represents 75% of the housing need for the area as identified by the Province at that time. Table 1 summarizes annual housing targets for the City of North Vancouver.

Table 1. City of North Vancouver Housing Target Order by Reporting Year

| Reporting Period | Cumulative Target | Units per year |
|--------------------------------------|-------------------|----------------|
| Year 1. July 1, 2024 – June 30, 2025 | 581 | 581 |
| Year 2. July 1, 2025 – June 30, 2026 | 1,190 | 609 |
| Year 3. July 1, 2026 – June 30, 2027 | 1,840 | 650 |
| Year 4. July 1, 2027 – June 30, 2028 | 2,545 | 705 |
| Year 5. July 1, 2028 – June 30, 2029 | 3,320 | 775 |

Progress Reports

The City is required to provide regular progress reports on the housing targets, beginning six months after the order and continuing annually. This interim progress report is required to demonstrate satisfactory progress toward the Year 1 target. It is due to the Province on or before February 14, 2025, 45 days after the end of the reporting period.

The Province will measure the City’s progress toward achieving the housing target order using two performance indicators:

- 1. Annual cumulative housing target; and,
- 2. Actions taken by the municipality toward meeting the annual cumulative housing target.

Municipalities that do not make satisfactory progress toward meeting their targets may face additional actions from the Province, including the appointment of an advisor to review the municipality’s progress or the issuance of a directive to require the municipality to enact a bylaw or accept a permit to help meet the target.

Measuring Housing Units

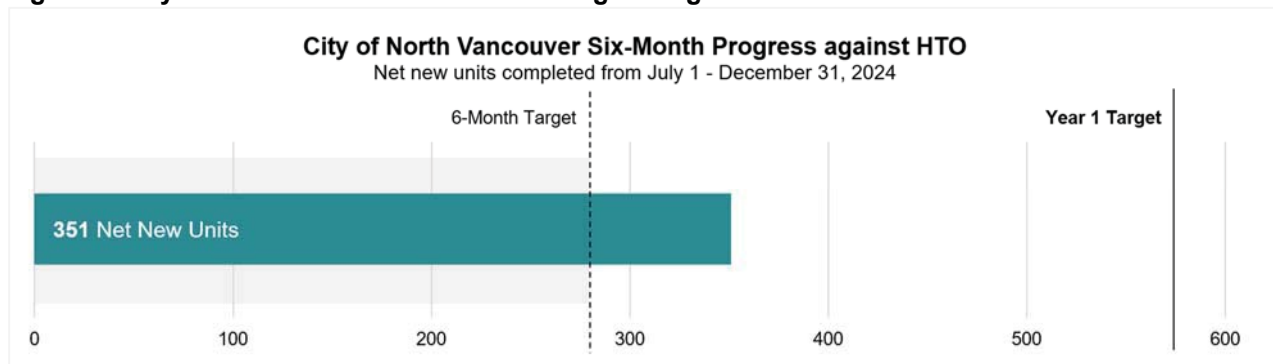
The HTO tracks housing creation through completed dwelling units, defined as those achieving occupancy. It is important to note that the units completed during this reporting period began construction before the HTO was issued, with the majority approved by Council in 2021. As such, these units were approved under City policies that existed prior to the issuance of the HTO and do not reflect any actions taken by the City to achieve the targets. Future reporting periods will likely follow this trend as housing projects approved under existing City policies progress to completion.

DISCUSSION

Progress towards Provincial Target

Since July 1, 2024, there have been 351 net new units completed in the City of North Vancouver. The City is therefore on track to meet its Year 1 target of 581 units, having completed 60% of the target in the first six months. For a list of occupied and demolished units, please refer to Attachment 3.

Figure 1. City of North Vancouver 6-Month Progress against HTO



Planning and Development Staff are projecting that in addition to these completed units, an estimated ~550 units will achieve occupancy by June 30, 2025.

Actions taken by the municipality

In addition to overall unit numbers, the City is required to report on actions taken in the last 12 months to achieve housing targets. These actions include:

- Progress toward BC Provincial housing legislation and Housing Accelerator Fund (HAF) initiatives
- New Short Term Rentals (STR) Requirements
- Community Wellbeing Strategy
- Improvements to Housing Data Management
- Housing Needs Report 2024

Relation to other housing targets

In March 2024, the City was selected as a successful applicant and was awarded a grant from the Federal Housing Accelerator Fund (HAF) Initiative. In addition to delivering nine initiatives to expand the supply and improve the quality, diversity, and affordability of housing in the City, the City agreed to a Housing Supply Growth Target of 1,895 net new units permitted over a three-year period. The City must report annually on new housing units created across a variety of metrics determined by the HAF. Table 2 summarizes the HAF Housing Supply Growth Target.

Table 2. HAF Housing Supply Growth Target by Reporting Period

| Reporting Period | Cumulative Target | Progress |
|-------------------------------------|-------------------|-----------|
| Year 1. January 2024 – January 2025 | 448 units | 545 units |
| Year 2. January 2025 – January 2026 | 1,083 units | - |
| Year 3. January 2026 – January 2027 | 1,895 units | - |

There are several differences between the HAF's Housing Supply Growth Target and the Province's HTO. Whereas the HTO requires the City to report on housing units that achieve occupancy, the HAF target tracks permitted units, measured as units associated with Building Permits issued. In addition, while the HTO is in effect for a five-year period from July 1, 2024 to June 30, 2029, the HAF agreement lasts three years, from January 19, 2024 to January 18, 2027.

The City is currently on track to meet its HAF Housing Supply Growth Target for Year 1, with 545 net new units permitted from January 19, 2024 to January 18, 2025, 20% over the Year 1 target of 448 net new units permitted. Units permitted through the HAF initiatives will likely contribute to housing completions in Years 4 and 5 of the HTO.

Data collection and analysis

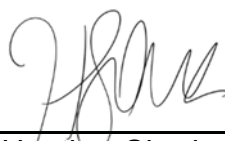
In response to these reporting requirements, the City has undertaken a project to update and centralize the systems and processes used for housing data collection and analysis. From June to December this year, staff designed, tested, and implemented updates to IPS, the City's internal building and development permitting software, and rolled out corresponding process improvements to data collection, management, and analysis. This project has added greater consistency and rigour to the City's building and planning data and will enable the City to better track and communicate both requirements outlined by the HTO and the HAF as well as other metrics to support future planning initiatives.

NEXT STEPS

In order to satisfy the first HTO reporting requirement, the Housing Target Order Interim Progress Report: July 1, 2024 – December 31, 2024 must be received in a meeting that is open to the public and by Council resolution 45 days after the end of the reporting period, in this case February 14, 2025, and be submitted to the Minister of Housing as soon as practicable after Council resolution.

Staff will publish this progress report to the City of North Vancouver website and disseminate its findings to the public. Progress against the HTO will continue to be tracked, with the next reporting period concluding on June 30, 2025.

RESPECTFULLY SUBMITTED:



Heather Sherlock,
Planner 1, Urban Regeneration & Analytics



April 2, 2025

Reference: 185344

Her Worship Linda Buchanan
Mayor of the City of North Vancouver
141 W 14th Street
North Vancouver BC V7M 1H9
Email: lbuchanan@cnv.org

Dear Mayor Buchanan:

Thank you for the submission of the City of North Vancouver's six-month housing targets progress report. I am pleased to acknowledge receipt of the report.

I appreciate the progress the City of North Vancouver is making toward achieving its annual housing targets. Delivering 351 net-new units, or 60 per cent of its first annual target, at the six-month point, is a good indication that the City is on track to meet its year-one target.

I appreciate the policy actions the City has implemented to date, including complying with provincial requirements related to interim Housing Needs Reports and zoning for Transit Oriented Areas. I understand that the City of North Vancouver was granted a community-wide extension for passing Small-Scale Multi-Unit Housing zoning bylaw amendments until June 1, 2025. Thank you for detailing the City's Housing Accelerator Fund initiatives to expand the supply and affordability of housing.

Thank you for providing unit breakdown information in the report. I appreciate the improvements to housing data management the City has undertaken to better track and report its housing targets progress.

I encourage the City of North Vancouver to continue to implement a full suite of actions and initiatives to increase diverse housing supply. I look forward to receiving the City's first annual progress report in mid-August 2025.

Thank you again for writing.




Sincerely,

A handwritten signature in black ink, appearing to be 'Ravi Kahlon', written over a light blue horizontal line.

Ravi Kahlon
Minister of Housing and Municipal Affairs

CC: Leanne McCarthy, Chief Administrative Officer
 Mike Friesen, Manager of Development Planning
 Sean Galloway, Director of Planning and Development
 Heather Sherlock, Planner
 Housing Targets Branch, Ministry of Housing and Municipal Affairs



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

The Corporation of **THE CITY OF NORTH VANCOUVER**
REAL ESTATE, FACILITIES AND ECONOMIC DEVELOPMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Alex Marginson, Manager, Business Services

Subject: JACK LONSDALE'S PUBLIC HOUSE – APPLICATION FOR OUTDOOR
DINING LIQUOR SERVICE AREA

Date: June 25, 2025 File No: 09-4320-50-0002/2025

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

RECOMMENDATION

PURSUANT to the report of the Manager, Business Services, dated June 25, 2025, entitled "Jack Lonsdale's Public House – Application for Outdoor Dining Liquor Service Area":

THAT the application from Jack Lonsdale's Public House located at Unit 127-1433 Lonsdale Avenue to add a curbside patio to its licensed liquor service area through a licence amendment be supported on the basis that:

- the proposed licensed patio will not result in the service area being operated in a manner that is contrary to the primary purpose of the business;
- the impact of noise on the community in the immediate vicinity of the establishment, in general, is expected to be minimal; and
- the proposed licensed patio is consistent with the vision for the Central Lonsdale neighbourhood;

AND THAT the City of North Vancouver opts out of the public consultation process to allow the Liquor and Cannabis Regulation Branch to conduct public consultation with respect to this application.

ATTACHMENTS

1. Current licensed manufacturers, liquor primaries and clubs in the City (CityDocs [2684076](#))
2. Maps of local area with zoning indicated (CityDocs [2680395](#))

SUMMARY

Michael's Enterprises Ltd (doing business as "Jack Lonsdale's"), has submitted an application to the Liquor and Cannabis Regulation Branch (LCRB) to add an Outdoor Dining curbside patio to the establishment's liquor service area. In accordance with the LCRB's standing regulations, applications to permanently add Outdoor Dining patios to a liquor service area must receive a response from the respective local government. For the reasons set out in this report, staff recommend that the City opt out of conducting the public consultation process, which will allow the LCRB to complete the public consultation process with respect to this application.

BACKGROUND

Jack Lonsdale's, a neighbourhood pub located on the west side of the 1400 block of Lonsdale Avenue, is one of seven Liquor Primary establishments in the City and has been serving the Central Lonsdale community since 1988.

Jack Lonsdale's Public House has been operating two Outdoor Dining patios adjacent to its frontage on Lonsdale Avenue: a sidewalk patio located within the public sidewalk right-of-way since 1997, and a curbside patio located within the road right-of-way on Lonsdale Avenue since 2020. The curbside patio was previously approved by the City of North Vancouver under the City's Outdoor Dining Program (ODD), as well as by the LCRB, through its Temporary Expanded Service Area (TESA) program. Jack Lonsdale's received authorization from the LCRB on June 18, 2020, and the curbside patio operated under this temporary authorization until the conclusion of the TESA program, with all associated authorizations expiring on December 31, 2024. As a result, Jack Lonsdale's is now seeking permanent approval to include the curbside patio as part of the establishment's licensed service area. The proposed addition to their licence is intended to offer patrons a flexible and desirable dining experience and will include two accessible seating options.

In June 2025, Jack Lonsdale's was issued a new Licence to Use Agreement by the City for the continued operation of its curbside patio. As part of this process, the City's Engineering Department requested that the length of the patio be reduced from 20.7 metres to 10.7 metres to improve traffic flow along Lonsdale Avenue. The patio has since been modified to reflect this change, and the updated patio layout is now consistent with the approved site plan.

CONSIDERATION

The LCRB provides guidance to local governments on the factors to consider when reviewing applications for an addition of an Outdoor Dining patio to a liquor service area. The LCRB Liquor Policy requires that this process include a review of any potential impact on the community, and the potential impact of noise on nearby residents. To engage nearby residents, a public consultation is conducted typically by posting site signage to inform the public regarding an application. The current LCRB Liquor Policy requires local governments to conduct public consultation and provide a formal recommendation to the LCRB as part of the decision-making process.

As an alternative, the standing LCRB Liquor Policy also provides that local governments may instead choose to “opt out” of conducting this process. If Council chooses to opt out (as recommended by staff), this report and the meeting minutes would be provided to the LCRB to inform the decision-making process. The LCRB would complete the public consultation process, and review the community feedback and potential impacts to render a decision. In consideration of the foregoing, Economic Development staff have reviewed this application and provide the following comments.

1. Location of the Premises

Jack Lonsdale's is located in the 1400 block of Lonsdale Avenue and is zoned as a Comprehensive Development 124 Zone (CD-124). Jack Lonsdale's has a total interior floor area of 372.8 square metres (4,012 square feet). The CD-124 zone includes all of the units located at 1433 Lonsdale Avenue, and is bordered by other Comprehensive Development Zones within the Mixed Use Level 4B (MU4B) area of Central Lonsdale. Maps showing the location and zoning are provided in Attachment 1.

Jack Lonsdale's fronts onto a single mixed-use building, the associated addresses of the building range from 108 East 14th Street to 116 East 14th Street and from 1400 Lonsdale Avenue to 1433 Lonsdale Avenue. The building comprises of commercial units at grade with a residential tower component beginning on the third storey. The commercial units in this development are located approximately 22.6 metres from the subject patio at Jack Lonsdale's. The nearest residential units in the building, which are set back from the building face, are situated just beyond the 40-metre radius (i.e., the threshold used by the Planning Department to determine the notification area for public consultation), located approximately 40.5 metres from the subject patio.

The immediate area within the 40-metre radius is mixed-use and populated by a variety of commercial businesses. These businesses include a cafe, real estate consulting services, a law firm, health and wellness centres, a florist, tutoring services, financial services, restaurants, a clothing store, a music store, as well as the Civic Plaza.

Central Lonsdale is a vibrant and integral area located midway along Lonsdale Avenue, often referred to as the City's urban core. It contains the highest concentration of businesses along Lonsdale Avenue and serves as a hub for community activity. The area offers a range of accessible, vibrant, and flexible businesses and services.

2. Hours of Liquor Service and Occupant Load

In December 2013, Council approved an extension to the liquor service hours for Jack Lonsdale's, which provided for the current approved hours. The liquor service closing hours for Jack Lonsdale's are 12:00 a.m. Monday to Wednesday, 2:00 a.m. Thursday to Saturday, and 1:00 am on Sunday. The City's Outdoor Dining Agreement and Licence to Use Agreement with Jack Lonsdale's establish patio closing hours, requiring that music and all service of food and beverages on the patio cease by 10:00 p.m., with full patio closure by 11:00 p.m. daily. These conditions apply to both the sidewalk and curbside patio and are reflected in the respective Outdoor Dining agreements.

Jack Lonsdale's, including its interior space and both outdoor patios, currently has an approved total occupant load capacity of 171 persons, inclusive of staff. The total comprises of 129 persons for the interior space, 20 for the sidewalk patio, and 22 for the curbside patio, which includes two wheelchair-accessible seating spaces.

The City currently has seven Liquor Primary licensed establishments (see attachment #1 for a list of current licensed manufacturers, liquor primaries and clubs in the City). Jack Lonsdale's is one of two licensed establishments in the Central Lonsdale area, the other being the event-driven Liquor Primary licensed Centennial Theatre Centre, located in the 2000-block of Lonsdale Avenue. The Centennial Theatre Centre is owned by the City of North Vancouver.

Other establishments in the City with LCRB-approved Outdoor Dining patio liquor service areas include a range of businesses operating under different types of liquor licences, including Manufacturer licences (i.e., breweries, cideries, distilleries) and Food Primary licences (i.e., restaurants and cafés). While these are not Liquor Primary establishments their patios can have similar operational characteristics and impacts. Examples include:

- Streetcar Brewing (brewery/ with a sidewalk patio): 123 E 1st Street, Unit A
- North Point Brewing (brewery/ with a sidewalk patio): 266 E 1st Street
- La Cerveceria Astilleros (brewery/ with a curbside patio): 226 E Esplanade
- Windfall Cider (cidery with a curbside patio): 250 E Esplanade, Unit 101
- Copperpenny Distilling (distillery/ with a sidewalk patio): 288 E Esplanade, Unit 101 and 103
- Shaketown Brewing (brewery/ with a sidewalk patio): 288 E Esplanade, Unit 105
- Beere Brewing Company (brewery/ with a sidewalk patio): 312 E Esplanade
- House of Funk Brewing Company (brewery/ with a sidewalk patio): 350 E Esplanade, Unit 101
- Braggot Brewing (brewery/ with a sidewalk patio): 370 E Esplanade, Unit 102
- Eco Cafe (food primary/ with a sidewalk patio): 116 E 14TH ST
- Eighties Restaurant (food primary/ with a patio): 110 W 14TH ST.

3. Impact of Noise and Related Issues

While Jack Lonsdale's curbside patio was operating under temporary authorization between 2020 and 2024, five complaints were received by the City's Bylaw Services Department. These complaints were related to general property maintenance and sidewalk cleanliness. The City did not receive any complaints related to noise, or any disturbances with the operation of the patio itself.

With respect to noise impacts, the subject patio is located on Lonsdale Avenue, a busy arterial road with four lanes of through traffic and two curbside parking lanes, generating a significant level of ambient noise by regular vehicle traffic. This existing background noise, combined with the general ambient sounds of an urban environment, reduce the direct impact of sound associated with the patio use. During the four years the patio operated under temporary authorization, no noise-related complaints were received by the City.

To further reduce the potential for disturbances, Jack Lonsdale's has informed it intends to implement the following operational practices:

- Maintaining an uncluttered and tidy patio space.
- Extending the scope of staff cleaners to include daily cleaning of the patio area.
- Assuring staff regularly monitor the patio to ensure respectful behaviour and appropriate noise levels.
- Providing staff training to assure quick response to noise concerns or disturbances.
- Operating in a manner that supports both a vibrant public realm and the livability of the Central Lonsdale neighbourhood.

In consideration of the aforementioned, the level of existing ambient noise in the area, the absence of prior noise-related complaints, the operational measures in place, and the urban character of the surrounding area, potential noise or related impacts are anticipated to be minimal.

DISCUSSION

Liquor Primary establishments are recognized as contributing to local economic development. In addition to creating job opportunities, the success of these establishments has attracted positive publicity and reinforced the City's identity as a vibrant, urban centre on the North Shore. Economic Development staff consider that the proposed addition of the Outdoor Dining curbside patio to the liquor service area of Jack Lonsdale's is reasonable, and consistent with the vision for the Central Lonsdale neighbourhood as an engaging community destination for visitors and local residents. The City's Outdoor Dining agreement with Jack Lonsdale's requires that music and all service of food and beverages cease on the patio by 10:00 p.m., with full patio closure by 11:00 p.m. daily. It should also be noted that staff have authority under the *Business Licence Bylaw, 2018, No. 8640* to introduce additional conditions on the Business Licence should issues arise at a later date. The LCRB also monitors complaints about business operations for businesses that hold Provincial Liquor Licences and can take action if warranted.

The following options are provided for Council's consideration regarding Jack Lonsdale's application to add an Outdoor Dining curbside patio to its liquor service area:

Option 1 – Recommended: The City opts out of the public consultation process with respect to this application to allow the LCRB to complete the public consultation process. It is recommended that the City opt out for the following reasons:

- the proposed licensed patio will not result in the service area being operated in a manner that is contrary to the primary purpose of the business;
- the impact of noise on the community in the immediate vicinity of the establishment, in general, is expected to be minimal; and
- the proposed licensed patio is consistent with the vision for the Central Lonsdale neighbourhood;

Should Council choose Option 1, this will still provide for a public consultation to occur which will be conducted by the LCRB. The LCRB would then provide the result of the application to the City.

Option 2 – Not Recommended: Staff undertake a public consultation process that involves soliciting written feedback from business operators, residents, and property owners (residential and commercial properties) in the immediate vicinity of the business premises. Staff would then return and present the feedback to Council, and seek further direction from Mayor and Council for this application in September or October 2025.

FINANCIAL IMPLICATIONS

If Council approves Option 2, the City will incur additional costs to implement a public notification process. The cost of signage to solicit public feedback will be borne by the applicant.

INTER-DEPARTMENTAL IMPLICATIONS

The Bylaw Services Department and the Planning Department have been consulted on this application.

RESPECTFULLY SUBMITTED:



Alex Marginson
Manager, Business Services

Attachment 1 - Current Licenced Manufacturers, Liquor Primaries and Clubs in the City

| Business Name | LCRB Licence Type | Address |
|--|-------------------------------|---------------------------------|
| 1 Streetcar Brewing | Manufacturer - Brewery | 123 1st Street E, Unit A |
| 2 North Point Brewing | Manufacturer - Brewery | 266 1st Street E |
| 3 La Cerveceria Astilleros | Manufacturer - Brewery | 226 Esplanade E |
| 4 Windfall Cider | Manufacturer - Cidery | 250 Esplanade E, No. 101 |
| 5 Garden of Granite | Manufacturer - Winery | 228 Esplanade E |
| 6 Copperpenny Distilling | Manufacturer - Distillery | 288 Esplanade E, No. 101 & 103 |
| 7 Shaketown Brewing | Manufacturer - Brewery | 288 Esplanade E, No. 105 |
| 8 Beere Brewing Company | Manufacturer - Brewery | 312 Esplanade E |
| 9 House of Funk Brewing Company | Manufacturer - Brewery | 350 Esplanade E, No. 101 |
| 10 Braggot Brewing (API Crafts Inc) | Manufacturer - Brewery | 370 Esplanade East, No. 102 |
| 11 Black Kettle Brewing Company | Manufacturer - Brewery | 720 Copping Street, No. 105-106 |
| 12 Strathcona Beer Company - Shipyards | Manufacturer - Brewery | 123 Carrie Cates Cr., No. 108 |
| 1 Sailor Hagar's Brew Pub | Liquor Primary | 86 Semisch Avenue |
| 2 The (Rusty) Gull Bar & Kitchen | Liquor Primary | 175 East First Street |
| 3 The Polygon Gallery | Liquor Primary (Event Driven) | 101 Carrie Cates Court |
| 4 Lonsdale Quay Hotel | Liquor Primary | 123 Carrie Cates Court |
| 5 Jack Lonsdale's Pub | Liquor Primary | 1433 LONSDALE AVE, No. 127 |
| 6 Presentation House | Liquor Primary (Event Driven) | 333 CHESTERFIELD AVE |
| 7 Centennial Theatre Centre | Liquor Primary (Event Driven) | 2300 LONSDALE AVE |
| 1 Army, Navy & Air Force Veterans in Canada No. 45 | Liquor Primary Club | 119 E 3rd ST |
| 2 Fraternal Order of Eagles No. 2638 | Liquor Primary Club | 170 W 3rd St |
| 3 Royal Canadian Legion, Branch No. 118 | Liquor Primary Club | 123 W 15th ST |
| 4 Burrard Yacht Club | Liquor Primary Club | 10 GOSTICK PLACE |

Attachment 2: Map of Local Area
Aerial View with Zoning Indicated

Applicant: Jack Lonsdale's Public House
Location: Unit 127-1433 Lonsdale Ave



Applicant's Site: CD-124 Zone (Comprehensive Development 124 Zone)
OCP Designation: MU4B (Mixed Use Level 4B)

OCP Designation: MU4B (Mixed Use Level 4B)



LEGEND

C-1A Central Lonsdale Mixed Use A

C-1B Central Lonsdale Mixed Use A

CD-# Comprehensive Development Zone

RM-1 Medium Density Apartment Residential 1

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For Metro Vancouver meetings on Friday, June 27, 2025

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@metrovancover.org.

Metro Vancouver Regional District

E1.1 Scope of Work – Infrastructure Demand to Support Growth in the Metro Vancouver Region

ENDORSED

At its April 3, 2025 meeting, the Regional Planning Committee expressed interest in better understanding the corresponding investments in infrastructure that would be needed as the region grows, particularly as member jurisdictions across Metro Vancouver work to respond to the significant need for new housing supply.

This report proposes a Scope of Work to estimate, at an order of magnitude level, the level of investment in growth-related infrastructure required to support the growth anticipated in the region to the year 2050. To provide a more comprehensive assessment, the project will also include an evaluation of the existing infrastructure gap, aiming to identify unmet infrastructure needs across the region. By examining both future infrastructure demands and current deficiencies, the findings will offer a clearer picture of the region's long-term needs. The results are intended for information purposes for the MVRD Board and member jurisdictions, and to support advocacy to provincial and federal governments who have a strong interest in housing enabling infrastructure. By identifying key infrastructure needs, this analysis will provide a foundational resource to support policy development and advocacy.

The Board endorsed the scope of work for the Infrastructure Demand to Support Growth in the Metro Vancouver Region study.

E1.2 Industrial Lands Bring-to-Market Initiative – Maple Ridge/Kwantlen First Nation RECEIVED
Study Results

Industrial land is essential to the region's economy and employment base, yet the availability of developable sites is severely limited. Many remaining industrial lands face significant challenges, including infrastructure servicing constraints, transportation access issues, and environmental considerations. As part of the ongoing implementation of the Regional Industrial Lands Strategy, Metro Vancouver launched the "Bring to Market" initiative to identify barriers preventing underutilized or vacant industrial lands from being developed. This initiative seeks to address these challenges and propose actionable strategies to facilitate industrial development. Following a call for proposals and evaluation in Spring 2024, a submission by the City of Maple Ridge, in collaboration with Kwantlen First Nation, was approved by the Board to move forward. Some of the key findings and recommendations from the report include:

- Sites face geographical, transportation, and infrastructure challenges;
- Limited transportation access and zoning misalignment affects industrial land utilization;
- Viable uses include: aggregate processing, outdoor storage, and small bay spaces;
- Updates to regional land use designations should be explored;
- Kwantlen First Nation could explore changes to their land use plan with members; and
- Explore cost-sharing mechanisms for infrastructure expansion.

If desired, Metro Vancouver could issue future calls for additional partnership studies with interested member jurisdictions, building on the learnings from this study to assist other underdeveloped industrial lands across the region.

The Board received this report for information, and staff will forward a copy to member jurisdictions with an offer to present to Council.

E1.3 2025 Agriculture Awareness Grant Recommendations

APPROVED

This report outlines recommendations to the MVRD Board to award a total of \$55,000 in Agricultural Awareness Grants to 19 non-profit organizations in 2025. Metro Vancouver has awarded annual grants for agriculture awareness since 2008, which supports its objective to strengthen agricultural viability in the region. Applications are reviewed and recommended by staff and the Metro Vancouver Agricultural Advisory Committee. Programs and outreach that support local sustainable food production make important contributions to support public outreach and education to increase awareness across the region.

The funding provided through the Agriculture Awareness Grants is particularly valuable for community organizations to demonstrate the value of producing or buying food close to home and to share knowledge and support hands-on learning about local agriculture and food systems. At its February 21, 2025 meeting, the MVRD Board re-affirmed support for the Agricultural Awareness Grant program.

The Board approved the agricultural awareness grants to 18 organizations.

E1.4 2025 Update on Regional District Sustainability Innovation Fund Projects – Regional Planning

RECEIVED

This report provides an update on the two Regional Planning projects that were approved for funding between 2019 and 2024 under the Regional District Sustainability Innovation Fund. The projects outlined in this report and summarized below advance regional sustainability objectives through innovations in community and urban data analysis.

- **Social and Community Data Model:** Developed a behavioral model to analyze housing and neighborhood choices in Metro Vancouver. Key findings include relocation patterns, dwelling preferences, and demographic influences on housing decisions, with results applicable at regional and jurisdictional levels (Completed in 2024).
- **Extended Reality Modeling Platform:** Designed to monitor urban growth and land intensification, using detailed 3D GIS datasets. A second component of this project includes a virtual reality initiative that leverages immersive technology for public engagement. (Expected completion in 2025).

Together, these projects support regional sustainability, protect the environment, advance resilience, and continuously improve service delivery by allowing Metro Vancouver to explore and implement innovative approaches and respond to emerging issues and evolving best practices.

The Board received this report for information.

E2.1 2024 Statement of Financial Information

APPROVED

The Statement of Financial Information Report (SOFI) is produced annually under the *Financial Information Act*. The 2024 consolidated financial statements received a clean audit opinion from KPMG and was approved by the Board on April 25, 2025. SOFI Schedules 1 to 7 report on the remuneration and expenses for staff and elected officials; and information on payments to suppliers for goods and services.

Total 2024 employee remuneration was \$241.1 million, up \$9.4 million from 2023, largely from a 4% Board approved general wage increase. Metro Vancouver Board Compensation was \$1.61 million in 2024, slightly lower than \$1.62 million in 2023, largely due to fewer board meetings being held in 2024. Total payments to suppliers were \$1.87 billion, up 20% from 2023 largely driven by a planned increase in capital expenditures.

The Board approved the Statement of Financial Information.

E2.2 Metro Vancouver's 2025 Financial Performance Report No. 1

RECEIVED

The 2025 Financial Performance Report indicates a forecasted year-end net operating surplus to budget of \$17.6 million (1.2% of the total \$1.5 billion operating budget). Surpluses are forecasted in Water Services (\$1.1 million), Liquid Waste (\$11.5 million), Housing (\$1.6 million), and Regional District (\$3.4 million), primarily a result of forecasted lower than budgeted operational expenditures, largely in the liquid waste utility, and organization-wide staff vacancies.

Year-end capital expenditures are forecasted at approximately 80% of the annual cash flow target of \$1.8B. Work has continued to progress and ramp up on several multi-year projects such as Coquitlam Water Main, Annacis Water Supply Tunnel, and NSWWTP. Borrowing of MFA debt up to \$600M is aligned to the approved budget. Investment returns are currently averaging 3.89% and are expected to remain favorable for the remainder of the year. Year-to-date procurement activity includes three awards approved by the Board representing 98% of the total value of awarded contracts. Across the organization, there are over 130 continuous improvement initiatives underway.

The Board received this report for information.

E2.3 TransLink’s 2025 Metro Vancouver Regional Fund Application

APPROVED

TransLink is seeking MVRD Board approval of Metro Vancouver Regional Fund (MVRF) funding for five new projects and three amendments to previously approved projects. The funding request totals \$479 million and, if approved, would leave \$30.8 million in available MVRF funds for future use.

The requested funding for eight projects is exclusively for electric infrastructure (depots and bus fleet). In addition to physical infrastructure to support electrification, the projects include replacing standard-sized 40- and 60-foot (i.e. “conventional”) buses with conventional battery-electric buses. The most significant projects are battery-electric buses (102 at \$193.2 million) and an additional \$195.2 million for the Marpole Transit Centre project originally approved in 2021.

TransLink’s application is the first under the updated MVRF program that was formerly known as the Greater Vancouver Regional Fund (GVRF). Staff have evaluated this application using the new MVRF Policy and MVRF Application Guide, both of which were approved by the MVRD Board in 2024. The evaluation finds that the projects meet program criteria, are consistent with TransLink’s 2025 Investment Plan, and support Metro Vancouver’s growth management, transportation and climate change objectives.

The Board approved the funding requested by Translink.

E2.4 2025 Regional Cultural Project Grants

RECEIVED

Metro Vancouver’s annual regional cultural grants, funded by the Grants Reserve Fund, support arts and culture project delivery throughout the region and are within the approved 2025 Budget. The funds are provided through interest earned on the Grants Reserve Fund, and do not draw from annual tax revenues. This report provides an overview of the grant program, including award criteria and process for adjudication.

The 2025 call for proposals closed April 28th. Staff have screened submissions for eligibility and are reviewing applications against set criteria. This review also includes assessing the regional impact of each project and reviewing the budget and project plan. In addition, staff consider the success of any previous projects and a demonstration of resilience.

In July 2025, the Finance Committee will review a staff recommendation for grant awards (to a cap of \$10,000 per project and a total distribution of \$300,000) and be asked to make a recommendation to the Board. If approved by the MVRD Board on July 25, 2025, grants will be distributed in August to fund programming, some of which begins in September 2025. MVRD Board authorization is required to distribute funds from the Grants Reserve Fund as external contributions.

The Board received this report for information.

E2.5 Best Practice Review & Proposed Updates for Development Cost Charge

RECEIVED

Categories

Metro Vancouver is undertaking a review of its development cost charge (DCC) program through a series of coordinated projects. One of the first projects involves a policy best practice review and analysis of DCC categories and definitions. The intent of this project is to respond to provincial housing legislation and industry feedback, better reflect evolving development trends, and more equitably match the regional infrastructure impact associated with different land uses. This report summarizes preliminary recommendations for Committee and Board review, including:

- Adjusting residential categories and definitions to better accommodate new forms of small-scale multi-unit housing and reflect average household size;
- Introducing sub-categories for non-residential uses (e.g., industrial, commercial, institutional, agricultural development) to ensure rates more accurately reflect the infrastructure demand associated with different forms of development; and
- Not proceeding with a separate category for rental residential or area-specific rates related to regional growth areas (e.g., close proximity to transit) given the lack of a strong connection to regional infrastructure demand.

The next step will involve targeted engagement with industry stakeholders, with final recommendations brought for Committee and Board approval in Fall of 2025. Pending approval, revised DCC categories will be incorporated into the broader 2027 DCC Program Update, along with the latest population projections and capital program updates, to inform new rate structures that will take effect from 2028 onward.

The Board received this report for information.

E3.1 Governance Committee Update

RECEIVED

This report provides the four Boards of Metro Vancouver with the Governance Committee's Terms of Reference, the skills matrix utilized to evaluate submissions for Committee membership, and the Committee members selected.

The Board received this report for information.

G1.1 Metro Vancouver Regional District DCC Reserve Fund Bylaw No. 1419, 2025

APPROVED

Section 566(1) of the *Local Government Act* requires that development cost charges (DCC) paid to a local government be held in a separate special DCC reserve fund established for that purpose, and that DCC monies be used only for the purpose for which they were charged. Accordingly, staff recommend adoption of the proposed *Metro Vancouver Regional District Development Cost Charge Reserve Fund Bylaw No. 1419, 2025*, which would create the required statutory DCC reserve fund for park land acquisition DCC monies received.

The Board gave three readings to and adopted *Metro Vancouver Regional District DCC Reserve Fund Bylaw No. 1419, 2025*.

G2.1 MVRD Remuneration Bylaw No. 1425, 2025

APPROVED

The MVRD Board received recommendations from the Independent Board Governance Review led by Deloitte Canada at its meeting held on May 23, 2025. In response to Deloitte Canada's recommendations, the Board directed staff to draft revisions to the Remuneration Bylaw to eliminate double meeting fees for meetings that last longer than four hours, and to eliminate remuneration for travelling on Metro Vancouver business. As the current Remuneration Bylaw was adopted in 2007 and includes outdated references, a new Remuneration Bylaw for implementing the requested revisions is now presented for consideration. *Metro Vancouver Regional District Remuneration Bylaw No. 1425, 2025* is proposed to repeal and replace *Greater Vancouver Regional District Regional Board and Committee Remuneration Bylaw Number 1057, 2007*. The new bylaw includes the requested revisions, as well as updated legislative references and changes that improve interpretation and application.

The Board gave three readings to and adopted *MVRD Remuneration Bylaw No. 1425, 2025*.

G2.2 MVRD Regional Growth Strategy Amendment Bylaw No. 1406, 2025 – City of Delta (4800 and 5133 Springs Boulevard) APPROVED

On February 28, 2025, the MVRD Board initiated a Type 2 amendment to *Metro 2050*, and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1406, 2025* (“MVRD Bylaw No. 1406, 2025”). The amending bylaw would redesignate portions of 4800 and 5133 Springs Boulevard from Agricultural to General Urban to accommodate 60 townhouses.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments, local First Nations, and regional agencies of the proposed amendment to provide an opportunity for comment. Three responses were received, and a summary of the responses is provided. *MVRD Bylaw No. 1406, 2025* is now before the Board for consideration of adoption.

The Board adopted the *MVRD Regional Growth Strategy Amendment Bylaw No. 1406, 2025 – City of Delta (4800 and 5133 Springs Boulevard)* and accepted the City of Delta’s amended and corresponding Regional Context Statement.

I 1 Committee Information Items and Delegation Summaries

The Board received no delegation summaries from standing committees.

The Board received information items from one standing committee.

Regional Planning Committee – June 5, 2025

Information Items:

E5 Regional Planning Modelling Framework Report

Regional data is essential for designing and planning sustainable communities. Sharing urban and regional data generated through modelling, analysis, and analytics across member jurisdictions, utilities, and external stakeholders supports informed decision-making and strengthens collaboration between regional and municipal planning efforts. Regional Planning has developed several modelling tools and datasets over the past two years. This report outlines how individual models interconnect within the broader modelling framework.

Each model is supported by a detailed technical report outlining its design, assumptions, key outcomes, and relevance to regional policymaking. These reports will be published on the Metro Vancouver website in the coming months, alongside a centralized Regional Planning data repository for broader access and transparency. The technical reports will serve as a valuable resource for specialized technical staff at member jurisdictions, supporting data-driven analysis. Member jurisdictions and external stakeholders rely on these reports to guide policy and planning development.

Metro Vancouver Housing Corporation

E1.1 Metro Vancouver Housing 10-Year Plan Update – Preliminary Strategic Directions RECEIVED

With many actions and targets in the *Metro Vancouver Housing 10-Year Plan* accomplished or well underway, Metro Vancouver Housing is undertaking an update to the plan. The update will result in refreshed targets, key performance indicators, and actions under each of the four goal areas to reflect changing contexts and progress made since 2019. To begin engagement with the Housing Committee on the update, initial input was gathered through an online survey that identified areas for further discussion. This report outlines areas of focus to support the Committee’s discussion of preliminary strategic directions for the update to the *Metro Vancouver Housing 10-Year Plan* including:

- approaches to the pace and focus of MVH development activities;
- types of development partnerships being pursued;
- approach to unit mix and affordability targets;
- regional distribution of housing, and
- types of tenant programs and services.

At its June 4, 2025 meeting, the Housing Committee considered the attached report titled “Metro Vancouver Housing 10-Year Plan Update – Preliminary Directions” dated May 14, 2025. The Committee subsequently discussed the attached report and provided feedback through live polling. This cover report provides a summary of the discussion. Feedback received will be used to inform a robust analysis of options that will be presented to the Housing Committee and Board in September in advance to preparing the updated *Metro Vancouver Housing 10-Year Plan*. This analysis will consider implementation options, cost considerations, and trade-offs to support decision-making.

The Board received this report for information.

E2.1 Governance Committee Update RECEIVED

This report provides the four Boards of Metro Vancouver with the Governance Committee’s Terms of Reference, the skills matrix utilized to evaluate submissions for Committee membership, and the Committee members selected.

The Board received this report for information.

Greater Vancouver Water District

E1.1 2025 Update on Water Sustainability Innovation Fund Projects

RECEIVED

Last year Metro Vancouver celebrated the 100th anniversary of the Greater Vancouver Water District. It took incredible innovation, collaboration, and foresight to achieve the safe, reliable, world-class system that we enjoy today. Ongoing innovation supports the reliable supply of high-quality drinking water to the growing region. This report provides an update on 19 projects that were approved for funding between 2018 and 2024 under the Water Sustainability Innovation Fund.

Projects funded by the Sustainability Innovation Fund support regional sustainability, protect the environment, advance resilience, and continuously improve service delivery by allowing Metro Vancouver to explore and implement innovative approaches, and respond to emerging issues and evolving best practices. The projects outlined in this report advance these objectives through assessing contaminants of emerging concern including microplastics, water supply monitoring and information management, greywater reuse, earthquake early warning systems, digitizing and updating existing hydrological and hydraulic analytical processes, and water quality management.

The last update was presented in July 2023. Since then, of the 19 projects in this report, two have been completed, one is on hold, and 16 are in various stages of progress.

The Board received this report for information.

E2.1 Governance Committee Update

RECEIVED

This report provides the four Boards of Metro Vancouver with the Governance Committee's Terms of Reference, the skills matrix utilized to evaluate submissions for Committee membership, and the Committee members selected.

The Board received this report for information.

G1.1 Greater Vancouver Water District DCC Reserve Fund Bylaw No. 265, 2025

APPROVED

Section 566(1) of the *Local Government Act* requires that development cost charges (DCC) paid to a local government be held in a separate special DCC reserve fund established for that purpose, and that DCC monies be used only for the purpose for which they were charged. Accordingly, staff recommend adoption of the proposed *Greater Vancouver Water District Development Cost Charge Reserve Fund Bylaw No. 265, 2025*, which would create the required statutory DCC reserve fund for water DCC monies received.

The Board gave three readings to and adopted *Greater Vancouver Water District DCC Reserve Fund Bylaw No. 265, 2025*.

I 1 Committee Information Items and Delegation Summaries

The Board received no delegation summaries from standing committees.

The Board received two information items from one standing committee.

Water Committee – June 11, 2025

Information Items:

E1 Drinking Water Management Plan Update – Proposed Strategies and Actions

Metro Vancouver has drafted strategies and actions for the *Drinking Water Management Plan* to address challenges and advance work in priority areas, including conservation, water quality, infrastructure resilience, and operational workforce development. Staff have developed these strategies and actions in collaboration with member jurisdictions, local First Nations, and interest holders, and will be seeking the public's feedback this summer. The Water Committee will also have an opportunity for meaningful dialogue and to share their feedback on the draft plan at a dedicated workshop this fall.

The goal of the plan is to establish a clear, actionable framework and support informed decision making, long-term planning, and project development. The plan update has been underway since late 2020 and is currently in phase two of a three-phased process. The plan is scheduled for completion and will be presented to the Water Committee and the Board for endorsement in early 2026.

E2 2024 GVWD Dam Safety Program Annual Update

The GVWD owns and operates seven dams that are regulated by the Ministry of Water, Land and Resource Stewardship – Dam Safety Section, five of which are regional drinking water supply dams and two of which store water for ecological and recreational purposes. The GVWD Dam Safety Program is compliant with the requirements outlined in the provincial Dam Safety Regulation (BC Regulation 40/2016; amended by Regulation 32/2023) for the water supply dams. There were no unsafe or unacceptable conditions identified from the check and review activities carried out in 2024, including comprehensive third-party Dam Safety Reviews, routine surveillance, monitoring, or formal dam inspections. In 2024, progress continued with the newly established Water Services Dam Safety division in providing centralized dam safety support for all Metro Vancouver dam owner departments. Regulatory compliance and engagement with internal and external partners remained a key focus, with efforts to identify, prioritize and initiate activities and projects associated with the corporate dam portfolio.

Greater Vancouver Sewerage and Drainage District

E1.1 Solid Waste Management Plan Progress Update

RECEIVED

Metro Vancouver is a North American leader in waste reduction and recycling, having achieved a 65% recycling rate – roughly twice the Canadian average – and 11% reduction in waste generation since 2011. Metro Vancouver is updating its solid waste management plan, building on the strengths of the current plan and identifying opportunities to further advance waste reduction and recycling, reduce greenhouse gas emissions, and promote a circular economy. The plan update is supported by robust engagement and technical studies.

Metro Vancouver recently concluded the idea generation phase, where research and engagement contributed to the development of potential strategies and actions for an updated plan. Draft goals and a draft waste hierarchy were also developed and will be provided to the GVS&DD Board for consideration at an upcoming meeting. The draft solid waste management plan is anticipated to be provided to the GVS&DD Board in 2026 for consideration, prior to submission to the Minister of Environment and Parks.

The Board received this report for information.

E2.1 Liquid Waste Management Plan Update – First Nations Input

RECEIVED

ᑭᓄᓐᓄᓐ (Kwantlen First Nation), ᓄᓐᓄᓐᓄᓐ (Kwikwetlem First Nation), Semiahmoo First Nation, ᓄᓐᓄᓐᓄᓐ ᓄᓐᓄᓐᓄᓐ (Tsawwassen First Nation), and ᓄᓐᓄᓐᓄᓐ (Tsleil-Waututh Nation) have provided significant input during engagement on the regional *Liquid Waste Management Plan* (LWMP) update, including at a workshop in April 2025. ᓄᓐᓄᓐᓄᓐ (Matsqui First Nation) and ᓄᓐᓄᓐᓄᓐ ᓄᓐᓄᓐᓄᓐ (Squamish Nation) have also provided input on the plan. Key themes heard from these First Nations include a desire for: an equal, decision-making seat at the Metro Vancouver Board; equal involvement in co-developing and co-managing the LWMP alongside Metro Vancouver and its members, with co-oversight of outcomes; and measurable water quality improvements resulting in a return to shellfish harvesting. The updated plan includes First Nations involvement in forums for watershed management and progress monitoring as well as the development and implementation of the LWMP.

The Board received this report for information.

E2.2 Integrated Liquid Waste and Resource Management Plan 2025 Biennial Report APPROVED

While work to update the *Liquid Waste Management Plan* is ongoing, Metro Vancouver and member jurisdictions remain under the regulatory obligations of the 2011 *Integrated Liquid Waste and Resource Management Plan* (ILWRMP) which requires submission of a biennial report to the Ministry of Environment and Parks (ENV) by July 1, 2025. Unlike previous reports that exceeded 500 pages, Metro Vancouver has collaborated on a substantial streamlining of the 2025 Biennial Report that provides a few pages of colour-coded tables to indicate the status of actions in the 2011 ILWRMP.

The Board approved submitting the *Integrated Liquid Waste and Resource Management Plan 2025 Biennial Report* to the Province and arranging to receive public comments on the Biennial Report.

E3.1 Governance Committee Update RECEIVED

This report provides the four Boards of Metro Vancouver with the Governance Committee's Terms of Reference, the skills matrix utilized to evaluate submissions for Committee membership, and the Committee members selected.

The Board received this report for information.

G1.1 North Shore Wastewater Treatment Plant Monthly Update RECEIVED

This verbal update provided the Board with an overview of the North Shore Wastewater Treatment Plant Project web site and the resources available to the public.

The Board received this report for information.

I 1 Committee Information Items and Delegation Summaries

The Board received no delegation summaries from standing committees.

The Board received one information item from one standing committee.

Zero Waste Committee – June 5, 2025

Information Items:

E1 2025 Food Scraps Recycling Campaign “Food Scraps Aren’t Garbage” Results

The 2025 “Food Scraps Aren’t Garbage” campaign ran from January 13 to March 9, 2025. The campaign’s objective is to increase the diversion of organic waste into the green bin.

The target audience is people living in apartments and condos (adults ages 35+), who tend to use their green bins less than people living in houses. Knowing that people tend to conform to the perceived norm in their community, the strategy was to communicate that using the green bin is now the common and accepted behaviour in the region. The campaign performed strongly, with 45.1 million impressions, 2.1 million reach, nearly 5,000 social media engagements, and 12,700 visits to the website. The campaign will run again in early 2026.