

# AGENDA

## *COUNCIL WORKSHOP*

**Tuesday, January 23, 2018**

**5:00 p.m.**

**Council Chamber, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



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## **COUNCIL WORKSHOP**

**5:00 p.m.**  
**Tuesday, January 23, 2018**  
**Committee Room, Municipal Hall,**  
**355 West Queens Road, North Vancouver**

### **AGENDA**

#### **1. ADOPTION OF THE AGENDA**

##### **1.1. January 23, 2018 Council Workshop Agenda**

*Recommendation:*

THAT the agenda for the January 23, 2018 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

#### **2. ADOPTION OF MINUTES**

##### **2.1. November 6, 2017 Council Workshop Minutes p. 7-9**

*Recommendation:*

THAT the minutes of the November 6, 2017 Council Workshop meeting are adopted.

##### **2.2. November 14, 2017 Council Workshop Minutes p. 11-16**

*Recommendation:*

THAT the minutes of the November 14, 2017 Council Workshop meeting are adopted.

##### **2.3. November 28, 2017 Council Workshop Minutes p. 17-21**

*Recommendation:*

THAT the minutes of the November 28, 2017 Council Workshop meeting are adopted.

##### **2.4. December 5, 2017 Council Workshop Minutes p. 23-26**

*Recommendation:*

THAT the minutes of the December 5, 2017 Council Workshop meeting are adopted.

##### **2.5. December 11, 2017 Council Workshop Minutes p. 27-29**

*Recommendation:*

THAT the minutes of the December 11, 2017 Council Workshop meeting are adopted.

**3. REPORTS FROM COUNCIL OR STAFF**

- 3.1. District of North Vancouver Housing Continuum January 2018** **p. 33-57**  
File No. 13.6480.30/003.002.000

*Recommendation:*

THAT the January 12, 2018 report from the Senior Community Planner and the Manager of Community Planning, entitled District of North Vancouver Housing Continuum January 2018, be received for information.

**4. PUBLIC INPUT**

(maximum of ten minutes total)

**5. ADJOURNMENT**

*Recommendation:*

THAT the January 22, 2018 Council Workshop is adjourned.



## MINUTES

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## **DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:00 p.m. on Monday, November 6, 2017 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor M. Bond  
Councillor J. Hanson  
Councillor R. Hicks  
Councillor D. MacKay-Dunn  
Councillor L. Muri

**Absent:** Councillor R. Bassam

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Ms. C. Grant, General Manager – Corporate Services  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. D. Milburn, General Manager – Planning, Properties & Permits  
Mr. A. Wardell, Acting General Manager – Finance & Technology  
Mr. R. Danyluk, Manager – Financial Planning  
Mr. J. Gordon, Manager – Administrative Services  
Mr. S. Ono, Manager – Engineering Services  
Mr. S. Carney, Section Manager - Transportation  
Ms. S. Dale, Confidential Council Clerk  
Mr. N. Rahman, Transportation Planning Technologist  
Ms. I. Weisenbach, Transportation Planner

### **1. ADOPTION OF THE AGENDA**

#### **1.1. November 6, 2017 Council Workshop Agenda**

**MOVED by Councillor MURI**

**SECONDED by Councillor BOND**

THAT the agenda for the November 6, 2017 Council Workshop is adopted as circulated.

**CARRIED**

### **2. ADOPTION OF MINUTES**

#### **2.1. October 17, 2017 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BOND**

THAT the minutes of the October 17, 2017 Council Workshop are adopted.

**CARRIED**

## **2.2. October 23, 2017 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BOND**

THAT the minutes of the October 23, 2017 Council Workshop are adopted.

**CARRIED**

## **3. REPORTS FROM COUNCIL OR STAFF**

### **3.1. Annual Transportation Update**

File No. 16.8620.01/000.000

Mr. Steve Carney, Section Manager – Transportation, provided an update regarding the District's 2017 transportation projects, which include the following:

- Phibbs Exchange;
- Lower Lynn Interchanges;
- Transportation System Optimization;
- LED Street Lighting Program;
- Sustainment Program; and,
- North Shore Subarea Transportation Model.

Mr. Carney noted that dealing with traffic management and congestion continues to be a high priority for the District and highlighted 2018 priorities as follows:

- Marine – Main Corridor B-Line Preparation;
- Transportation System Optimization; and,
- North Shore Municipal Transportation Committee.

Mr. Carney reviewed the sources of funding for on-going transportation projects in the District.

Council discussion ensued and the following comments and concerns were noted:

- Suggested lobbying different levels of government for assistance;
- Expressed support for funding transportation projects outside of town centres;
- Questioned when the Long-term Financial Plan will be discussed;
- Spoke to the opportunities for the proposed park-and-ride lot at Phibbs Exchange;
- Expressed concern regarding the Lynn Valley bike lane noting that it is not a continuous path;
- Suggested linking bicycle routes to facilitate cycling between Town Centres;
- Questioned if the Montroyal Bridge will be built to improve earthquake resiliency;
- Questioned when the construction of Phibbs Transit Exchange is expected to start;
- Expressed concern regarding slope stability at Lower Lynn;
- Stated that East-west traffic on Highway 1 is reaching crisis levels and addressing the situation should be a high priority;
- Expressed concern regarding traffic congestion on the Ironworkers Memorial Bridge;

- Spoke regarding the traffic congestion on the North Shore and the negative impacts it has on the community;
- Commented that a long-term transportation vision is needed;
- Suggested implementing an incentives-based program to change driving habits;
- Discussed tactics to encourage people to use other modes of transportation;
- Spoke to the importance of investing in Town Centres to be complete, walkable communities;
- Expressed concern about the future tax burden on District residents;
- Commented that transportation issues are a regional issue;
- Spoke to the need for well-paying jobs in the District;
- Noted that small incremental changes overtime can be beneficial;
- Opined that walkable communities with better connections are important;
- Suggested reducing parking requirements in Town Centres;
- Commented on the importance of educating residents on other modes of transportation;
- Requested painted bicycle lines on Highland Boulevard noting that separated bicycle lanes are critical for safety and help avoid confrontation between cyclists, drivers and pedestrians; and,
- Spoke to the opportunities to utilize the waterway as an alternative mode of transportation and the feasibility of a passenger ferry service to relieve pressure on the Lions Gate and Second Narrows bridge crossings.

Council commented that implementation of school safety improvements need to be made a priority. Staff advised that the District continues to implement school safety recommendations from the prioritized list of actions and projects include: sidewalks; curb extensions; signage; crossing upgrades; traffic calming; and, parking layout. Council suggested that improvements to the south side of Ross Road are needed including improved lighting.

Discussion ensued regarding the safety of the Delbrook Recreation Centre intersection and Council requested that staff complete a traffic signal warrant study at this intersection. It was also noted that parking continues to be an issue at the Delbrook Recreation Centre and questioned possible solutions.

#### 4. **ADJOURNMENT**

**MOVED by Councillor HANSON**

**SECONDED by Councillor MACKAY-DUNN**

THAT the November 6, 2017 Council Workshop is adjourned.

**CARRIED**  
(6:48 pm)

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Mayor

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Municipal Clerk

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## **DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:01 p.m. on Tuesday, November 14, 2017 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor M. Bond  
Councillor J. Hanson  
Councillor R. Hicks  
Councillor D. MacKay-Dunn

**Absent:** Councillor R. Bassam  
Councillor L. Muri

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Ms. C. Grant, General Manager – Corporate Services  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. R. Danyluk, Manager – Financial Planning  
Ms. S. Rogers, Manager – Parks  
Ms. L. Brick, Deputy Municipal Clerk  
Ms. C. Archer, Confidential Council Clerk  
Ms. C. Girard, Parks Planner  
Ms. I. Weisenbach, Transportation Planner

Also in

**Attendance:** Ms. Sophia Cote, Consultant – Mobility Pricing Independent Commission  
Mr. Daniel Firth, Executive Director – Mobility Pricing Independent Commission  
Mr. Vincent Gonzalves, Engagement and Communications – Mobility Pricing Independent Commission

### **1. ADOPTION OF THE AGENDA**

#### **1.1. November 14, 2017 Council Workshop Agenda**

**MOVED by Councillor MACKAY-DUNN**

**SECONDED by Councillor HICKS**

THAT the agenda for the November 14, 2017 Council Workshop is adopted as circulated.

**CARRIED**

### **2. ADOPTION OF MINUTES**

Nil

### **3. REPORTS FROM COUNCIL OR STAFF**

### **3.1. Sportsfield Program – Inter River Park, Argyle School & Kirkstone Park**

File No. 12.5810.01/000.000

Mr. Gavin Joyce, General Manager – Engineering, Parks & Facilities, advised that the purpose of the Council Workshop is to report back on the feasibility study, public consultation and design options for the Inter River South sports fields in advance of the 2018 budget.

Ms. Susan Rogers, Manager – Parks, provided background on the sports field program, reporting that the 2010 Sports Field Needs Assessment was reviewed by a consultant in 2017 to evaluate how many more fields would be required to meet community needs over the next five to ten years. Ms. Rogers reported that existing and proposed artificial turf fields (ATF's) would meet capacity needs and that the fields at Kirkstone Park in the District and Fen Burdett in the City of North Vancouver will add an additional 6,000 hours of new capacity in 2017. Proposed fields at Argyle School and Inter River Park would add additional capacity.

Ms. Rogers advised that, should Council direct staff not to proceed with a second field at Inter River Park, an existing gravel field at Kilmer Park, Delbrook Park or Myrtle Park could be renovated to provide an additional practice field.

Mr. Rick Danyluk, Manager – Financial Planning, advised that Parks and Finance staff have worked with the consultant, sports user groups and the North Vancouver Recreation and Culture Commission to develop a funding strategy for the sports field program. It was noted that approximately \$50 million in capital costs for improvements over the next ten years would be needed. Mr. Danyluk noted that sports user groups are open to options to fund the proposed improvements, including user fees.

Mr. Danyluk reviewed cost sharing options and funding sources to recover costs, noting that the District would pay all the site preparation and environmental costs and split the field cost evenly with the user groups. District funding sources could include grants, Development Cost Charges, local Community Amenity Contributions and tax growth.

Ms. Carolyn Girard, Park Planner, reviewed the Inter River Feasibility Study and conceptual design, noting that a public information session was held in August 2016, with three options presented:

- A: One ATF field and warm-up area;
- B: Two side by side ATF fields; and,
- C: Renovation of an existing grass field.

At a Council Workshop in October 2016, staff were directed to implement Option A and explore alternatives for Option B. An alternate option for two separated ATF's and a practice area was identified and presented at a public information session in June 2017 and is the proposal being reviewed at this Council Workshop.

Ms. Girard reviewed the alternate option, noting the following:

- A projected 6,000 hour increase in ATF capacity;
- Increases opportunities for tournament play;
- Includes a field house;



- Loss of approximately 130 trees from a rare flood plain forest area;
- Loss of well-used park land;
- 162 new parking spaces would be added;
- Premier Street would be closed off, creating a cul-de-sac;
- Increased traffic, noise and field lighting; and,
- Additional costs for environmental restoration of approximately \$1.3 million, for a total cost of \$10 million, compared with a total cost for Option A of \$6.2 million.

Ms. Girard provided an overview of the public survey and information session in June 2017, noting that:

- Seventy-nine percent of participants were District residents and twenty percent were from the local area;
- Participant concerns included:
  - Loss of park space;
  - Loss of rare flood plain forest;
  - Loss of animal habitat, including amphibians and birds;
  - Noise;
  - Traffic; and,
  - Environmental and health risks.
- Participant feedback in support of building ATF fields included:
  - Increased demand and need for all-weather fields;
  - Potential for tournament use;
  - Field house use for the North Vancouver Football Club (NVFC); and,
  - Accommodates a variety of sports.

Ms Girard reviewed the survey responses regarding preferences for one field or two, noting that eighty-seven percent of nearby residents preferred one field and the same percentage of the broader community preferred two fields.

Ms. Rogers provided an update on the conversion of the Kirkstone Park field from gravel to ATF, noting a grant had been provided for the project by Infrastructure Canada and that the field is scheduled to open for use in December 2017. It was noted that converting existing fields to ATF is an economical model.

Ms. Rogers provided an update on work with the North Vancouver School District regarding a potential ATF field at Argyle School, noting that the District is recommending a tournament size field at this location.

Council discussion ensued and the following comments and concerns were noted:

- Acknowledged the preference for one or two fields is different for nearby residents and the broader community;
- Requested clarification of the areas that could be designated as parkland and not developable for the two options presented, in order to provide clarity for residents;
- Queried the distance between the Inter River Park field area and Lynnmour School, and if it would be feasible for the field to be used by Lynnmour students;
- Noted Inter River Park has been identified as a location for a tournament sports field identified for at least ten years;
- Noted upper fields cannot be converted to ATF due to the former landfill site;
- Commented regarding the potential for an additional 3,000 hours in capacity;

- Commented regarding the removal of trees, noting three replacement trees would be planted for each tree removed;
- Commented regarding the health of the trees to be removed;
- Queried what other noise and light mitigation measures could be taken, acknowledging the additional cost required;
- Commented regarding the value of natural parkland and forested areas;
- Acknowledged there are conflicting community needs;
- Expressed support for the one-field option;
- Discussed possible alternate sites, including the District Fire Training Centre, noting there would be no need to remove trees from that site and that it is located near an existing school field;
- Commented that two ATF fields at Inter River Park would allow NVFC to relocate from Delbrook, where there are currently issues with parking and crowding;
- Commented regarding the community impact of noise and light from sports fields;
- Recommended protecting forested areas near residential areas;
- Remarked on players playing off the North Shore due to a lack of adequate facilities; and,
- Commented on the demand created by more elite players.

In response to a question from Council, Ms. Rogers advised that the existing upper five fields are tournament size and that there is current capacity to run tournaments. However, side-by-side fields are preferable for tournaments. In response to a question from Council regarding other locations for two side-by-side ATF fields, Ms. Rogers advised that there are no other suitable locations in the District.

Mr. Joyce advised that the lack of a field house is a consideration for field users when planning tournament use.

In response to a question from Council regarding staff's reasons for recommending the one-field option rather than two fields, Ms. Girard referred to the cost and the potential loss of forest and natural parkland as the main factors.

Mr. David Stuart, Chief Administrative Officer, reported on the possibility of moving the District Fire Training Centre, which could provide space for a tournament field.

In summary, Mr. Stuart noted that general consensus on the following items had been reached:

- Staff is directed to proceed with at least one artificial turf field plus warm-up area in Inter River Park;
- Staff is directed to continue to formalize a partnership with the School District 44 to develop an artificial turf field at Argyle School;
- The program to convert gravel all-weather fields to artificial turf field surfaces, where feasible, is supported;
- Staff will continue to work with field user groups to explore cost sharing opportunities;
- Staff will review plans for the surrounding area and report back on other opportunities for a second field option.

Councillor HANSON and Councillor HICKS left the meeting at 6:04 pm and returned at 6:06 pm.

### **3.2. Mobility Pricing Independent Commission**

File No. 16.8620.01/018.000

Mr. Daniel Firth, Executive Director – Mobility Pricing Independent Commission (MPIC), advised that the MPIC was established by the Mayors' Council and the Translink Board to study how roads and bridges in the region are financed and the fairness of how financing is distributed, as well as potential revenue sources for transportation expansion.

Councillor MACKAY-DUNN left the meeting at 6:11 pm and returned at 6:12 pm.

The MPIC is comprised of fourteen community leaders from across the region. The Commission's objectives are:

- Reduce traffic congestion;
- Promote fairness;
- Support transportation investment.

Mr. Firth reported that traffic congestion is a significant issue in the region for residents and businesses, with a continued increase in population expected in the future. The MPIC has been asked to examine decongestion charging, also known as road usage pricing, as one piece a larger package dealing with the overall congestion and transportation issue.

Mr. Firth noted that mobility pricing is an umbrella term that includes all the different ways commuters pay to get around, including existing costs such as transit fares, fuel and parking taxes, as well as potential decongestion charging. The Commission is looking specifically at decongestion charging, as well as how all the pieces fit together and how they might work differently.

Mr. Firth reviewed the MPIC's process:

- Phase One of the stakeholder and public engagement is underway, noting that 1957 respondents have provided feedback to date;
- Stakeholder workshops are underway, including elected officials and the Union of BC Indian Chiefs;
- Phase Two will involve next stage stakeholder workshops in January and February;
- Phase Three, beginning in March, will be in-person and online engagement regarding detailed options;
- The report is scheduled to be released by the end of April 2018 and is expected to include policy design, privacy and affordability concerns and next steps.

Mr. Firth reviewed different forms of decongestion charging in use in other cities, including London, Stockholm and Singapore, noting that the systems in each city are different and have reduced traffic congestion in the targeted areas.

In response to a question from Council regarding revenues from congestion charge fees, Mr. Firth advised that the revenues are collected by the Treasury in Sweden and directed to transportation in the region and that fees from London have been directed to a specific list of transportation items. Mr. Firth further noted that transparency in where funds are directed has contributed to the acceptance of decongestion charging.

Mr. Firth reported that polls conducted in September 2017 show that most Vancouver area respondents are frustrated with traffic congestion and the unpredictability of travel times.

Mr. Firth advised that research is underway regarding moving around the Metro Vancouver area, highlighting that eight congestion hot spots were identified, including travelling within, to and from the North Shore.

Council discussion ensued and the following comments and concerns were noted:

- Commented regarding tolls on bridges and new roads;
- Recommended calculating the cost to the public per vehicle for road use, including infrastructure, in order to show how much is currently being paid;
- Acknowledged that implementation will be challenging;
- Recommended providing the public with information on how congestion charging would impact travel times;
- Remarked on the cost of increased congestion; and,
- Queried what technology might be employed.

#### **4. Public Input**

Nil

#### **5. ADJOURNMENT**

**MOVED by Councillor HANSON**

**SECONDED by Councillor MACKAY-DUNN**

THAT the November 14, 2017 Council Workshop is adjourned.

**CARRIED**  
(6:55 pm)

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Mayor

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Municipal Clerk

## **DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:03 p.m. on Tuesday, November 28, 2017 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor M. Bond  
Councillor J. Hanson  
Councillor R. Hicks  
Councillor D. MacKay-Dunn

**Absent:** Councillor R. Bassam  
Councillor L. Muri

**Staff:** Mr. D. Milburn, General Manager – Planning, Properties & Permits  
Mr. J. Gordon, Manager – Administrative Services  
Mr. T. Lancaster, Manager – Community Planning  
Ms. J. Paton, Manager – Development Planning  
Ms. C. Archer, Confidential Council Clerk  
Mr. F. Donnelly, Research Analyst

### **1. ADOPTION OF THE AGENDA**

#### **1.1. November 28, 2017 Council Workshop Agenda**

**MOVED by Councillor MACKAY-DUNN**

**SECONDED by Councillor BOND**

THAT the agenda for the November 28, 2017 Council Workshop is adopted as circulated.

**CARRIED**

### **2. ADOPTION OF MINUTES**

Nil

### **3. REPORTS FROM COUNCIL OR STAFF**

#### **3.1. Short-Term Rentals**

File No. 13.6480.30/003.002.000

Mr. Dan Milburn, General Manager – Planning, Properties & Permits, reported that Council had requested more information on short-term rentals (STR's) and related issues in the District. It was noted that all businesses require a business licence and STR's are not permitted under the Zoning Bylaw.

Mr. Tom Lancaster, Manager – Community Planning, provided an overview of STR's, noting that they are defined as rentals of less than thirty days. Mr. Lancaster reported that STR's exist worldwide and are facilitated by a number of online platforms, the best known of which is Airbnb.

Mr. Lancaster reported that every major city and many smaller cities are grappling with the same issues as the District regarding STR's. Mr. Lancaster provided an overview of the potential benefits and challenges of STR's, highlighting:

- Disruption of the traditional industry, including hotels and motels;
- Facilitates tourism in areas not serviced by hotels;
- Impact on housing affordability and availability of rental stock;
- Increased noise and traffic;
- Security concerns; and,
- Lack of regulation, including fire, health and safety inspections and licensing.

Council discussion ensued and the following comments and concerns were noted:

- Commented that platforms such as Airbnb have significant earnings from District properties and do not pay any local taxes or fees;
- Noted that licenced bed and breakfast businesses in the District pay fees;
- Queried if property owners pay income tax on STR income;
- Queried how other municipalities handle STR's; and,
- Commented regarding the negative impact on available housing, noting apartments and houses are being purchased for STR use that would otherwise be available as owned or rental housing.

In response to a question from Council regarding differences between STR's and bed and breakfast businesses, staff advised that a STR may include a whole house and a bed and breakfast is a room only, with no kitchen. Staff further noted that short-term rental of a whole house or a suite is a non-residential use and prohibited under District bylaws. A bed and breakfast is allowed in a residence as a commercial operation, with the owner present, and certifications, including Foodsafe, are required.

Mr. Lancaster reviewed existing STR's in the District, reporting that the total number of units fluctuates by season and year-to-year. In June 2017, there were 666 listings, representing 588 unique properties, across all platforms. Mr. Lancaster provided a map of the listings, noting they are spread out evenly across the District.

Mr. Lancaster advised that there have been fewer than ten properties receiving complaints regarding STR's since 2009, with some subject to multiple complaints. It was noted that residents may not be aware that STR's are prohibited, leading to fewer complaints.

In response to a question from Council regarding revenues, staff advised that STR's generate as much as three times the revenue as long-term rentals.

Council discussion continued and the following comments and concerns were noted:

- Commented that managing STR's requires more work than having long-term tenants;
- Expressed concern that any new regulations not negatively affect student home stay rentals or sports billets;
- Commented regarding the fairness of some groups paying their share and some not;
- Commented regarding the intention of the Official Community Plan to protect single-family neighbourhoods;

- Commented that STR's provide an option for travellers;
- Recommended licensing and regulation, with strict bylaw enforcement;
- Commented regarding security concerns raised by having strangers in residential neighbourhoods; and,
- Commented that hotel guests are required to register, provide identification and pay hotel tax.

Mr. Lancaster reviewed the approach taken by other municipalities regarding STR's, noting that there is no consistent approach to regulation and many are waiting to take action. The City of Vancouver requires a business licence and allows STR's only in principal residences. STR's are allowed in secondary suites and laneway homes only if they are primary residences. This approach helps prevent potential rental stock in the form of unrented secondary suites and non-primary residences from being used as STR's. It was noted that the intent of allowing laneway homes (coach houses in the District) is to increase housing options, not to provide additional STR stock. The program launches in Vancouver in April 2018. Mr. Milburn reported that the three possible revenue sources being explored by the City of Vancouver are a hotel tax, which would only contribute to tourism marketing; business licensing; and a share of the revenue from each rental. It was noted that changes to the *Vancouver Charter* would be required to introduce new taxation in the City of Vancouver and to the *Community Charter* for other municipalities, including the District.

The meeting recessed at 5:37 pm and resumed at 5:41 pm.

Mr. Lancaster reported that the number of STR's in the City of Richmond dropped from over one thousand to approximately five hundred following the introduction of regulations.

Mr. Lancaster reported that staff is seeking direction from Council on how to approach STR's and if they will be allowed at all. Mr. Lancaster noted there are a range of policy approaches from permissive to restrictive, with monitoring and enforcement staffing resources required. Mr. Lancaster further noted that regulation is possible at the Provincial level, which is in place in Quebec, where STR's are required to pay hotel tax.

Mr. Lancaster reported that Tofino and Whistler have taken an aggressive approach to STR's due to the negative effect on service industry job housing.

Mr. Felim Donnelly, Research Analyst, provided an overview of the approaches and stages at which other municipalities are addressing STR's. Mr. Donnelly advised that some municipalities are deliberating, some undertaking community consultation and some not dealing with STR's at all.

Mr. Lancaster advised that monitoring, compliance and enforcement present challenges, including tracking individual properties across multiple platforms and the costs associated with enforcement. Ticketing is currently the primary means of enforcement and is limited due to the lack of specific regulation regarding STR's.

Mr. Lancaster advised that the options being presented to Council for consideration are to:

- Amend the Zoning Bylaw to specifically address STR's;
- Draft a comprehensive STR regulatory framework; or,
- Monitor complaints and take no further action at this time.

Council discussion continued and the following comments and concerns were noted:

- Commented that STR's should require a business licence and pay taxes;
- Noted that there will be enforcement issues if STR's are allowed in the District;
- Commented regarding changes in retail and other areas of the economy;
- Expressed support for continuing to prohibit STR's due to the current vacancy rate and urgent need for housing;
- Expressed support for the model being introduced in Vancouver, noting a need to introduce regulation early to ensure the public understands the framework;
- Suggested limiting the total stay duration per year of each STR;
- Recommended maintaining complaint-driven enforcement unless STR's become a larger problem in the District;
- Commented regarding disruption to residents, particularly parking issues;
- Recommended requiring the owner to be present;
- Commented regarding areas such as Deep Cove where there are existing parking issues;
- Recommended consultation with community associations;
- Noted some areas may need to be excluded;
- Noted that some owners are using STR's to supplement income in order to finance their homes;
- Commented regarding balancing the interests of private property owners and the safety, security and enjoyment of residents;
- Expressed concern that the introduction of taxes and fees in the City of Vancouver could push more STR's into the District;
- Commented regarding the potential for municipal revenue;
- Expressed support for lobbying the Provincial Government for changes to allow taxation;
- Requested more detailed information on STR units;
- Commented regarding potential challenges with the registration process and suggested reducing or eliminating registration fees for those who register when regulation is introduced; and,
- Noted owners should be held responsible for the conduct of their renters.

In response to a question from Council regarding Housing Bylaw prohibitions on rental restrictions, Mr. Milburn advised that stratas may prohibit stays less than a month.

In response to a question from Council regarding next steps, Mr. Lancaster advised that staff will report back to Council with:

- A detailed matrix of all forms of rentals in the District;
- Potential impacts of different forms of regulation; and,
- More details on the available options for regulation.



#### **4. Public Input**

##### **4.1 Mr. Corrie Kost, District Resident:**

- Commented regarding the process for secondary suites;
- Noted that strangers in residential neighbourhoods are a concern;
- Commented regarding potential revenue of STR's;
- Commented regarding the impact on long-term rentals and the rental vacancy rate; and,
- Recommended monitoring and enforcing existing regulations.

##### **4.2 District Resident:**

- Commented regarding the impact of STR's on the availability of long-term rental stock; and,
- Recommended drafting a framework to create disincentives for STR and incentives for long-term rentals.

#### **5. ADJOURNMENT**

**MOVED by Councillor BOND**

**SECONDED by Councillor MACKAY-DUNN**

THAT the November 28, 2017 Council Workshop is adjourned.

**CARRIED**  
(6:47 pm)

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Mayor

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Municipal Clerk

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## DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:02 p.m. on Tuesday, December 5, 2017 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor M. Bond  
Councillor J. Hanson  
Councillor R. Hicks

**Absent:** Councillor R. Bassam  
Councillor D. MacKay-Dunn  
Councillor L. Muri

**Staff:** Mr. D. Milburn, General Manager – Planning, Properties & Permits  
Mr. J. Gordon, Manager – Administrative Services  
Mr. T. Lancaster, Manager – Community Planning  
Ms. J. Paton, Manager – Development Planning  
Ms. S. Dale, Confidential Council Clerk  
Mr. G. Winterbottom, Senior Planner  
Ms. A. Clarke, Community Planner

### 1. ADOPTION OF THE AGENDA

#### 1.1. December 5, 2017 Council Workshop Agenda

**MOVED by Councillor BOND**  
**SECONDED by Councillor HICKS**

THAT the agenda for the December 5, 2017 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

**CARRIED**

### 2. ADOPTION OF MINUTES

Nil

### 3. REPORTS FROM COUNCIL OR STAFF

#### 3.1. Regulating Pets in Residences File No. 10.5040.20/019.000

Ms. Angele Clarke, Community Planner, advised that the BC government regulates the powers of landlords and strata corporations through the *Residential Tenancy Act* and the *BC Strata Property Act*. Municipal governments in British Columbia do not have jurisdiction to regulate pets in residences. Ms. Clarke noted that with historically low vacancy rates, some residents are finding it difficult when looking for rental options that allow them to keep pets such as cats and dogs.

**MOVED by Mayor WALTON**  
**SECONDED by Councillor HANSON**

THAT staff be directed to write a letter to the Ministry of Housing and local MLA's expressing concern regarding the potential displacement of residents with pets in rental accommodations and identifying the difficulty to find rental options due to low vacancy rates.

**CARRIED**

**3.2. Residential Tenant Relocation Assistance Policy – Proposed Amendments**  
File No. 13.6480.30/003.000

Mr. Tom Lancaster, Manager – Community Planning, noted that the District faces increasing pressure from redevelopment of older rental buildings and older strata developments and a policy to address the needs of displaced tenants is needed. The current *Residential Tenant Relocation Assistance Policy* provides assistance measures to address the needs of displaced tents due to redevelopment for those tenants currently living in existing purpose-built rental buildings. The proposed amendments will expand these measures to provide assistance to existing tenants facing eviction from redevelopment, regardless of tenure.

**MOVED by Councillor BOND**  
**SECONDED by Mayor WALTON**

THAT the November 23, 2017 report from the Senior Planner entitled Residential Tenant Relocation Assistance Policy – Proposed Amendments be received for information;

AND THAT the amended *Residential Tenant Relocation Assistance Policy* be referred to a Regular Meeting of Council for consideration of approval.

**CARRIED**

**3.3. Landlord BC 'I Rent it Right' Certification**  
File No. 13.6480.30/000.000

Mr. Tom Lancaster, Manager – Community Planning, advised that Landlord BC's aims to provide education, improve professional standards, improve landlord competencies in legal rights and responsibilities, and provide and opportunity for prospective tenants to assess landlords, the District does not currently have the legal or administrative tools in place to mandate registration with Landlord BC. Furthermore, staff believe that Landlord BC is the appropriate agency to administer a program designed to educate landlords in BC.

Council commented on the importance of educating both landlords and tenants and spoke to the opportunity to include this information in the District's annual tax notice.

Public Input:

Mr. Don Peters, Community Housing Action Committee (CHAC):

- Advised that on February 21, 2018, Landlord BC and CHAC is hosting a workshop at the City of North Vancouver; and,
- The workshop will focus on improving knowledge of the *Residential Tenancy Act* for landlords of rental properties.

**MOVED by Councillor BOND**

**SECONDED by Councillor HANSON**

THAT the November 23, 2017 report from the General Manager – Planning, Properties & Permits entitled Landlord BC 'I Rent it Right' Certification be received for information.

**CARRIED**

Public Input:

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Commented on the unintended consequences of allowing or disallowing the keeping of pets in residential properties; and,
- Spoke to the probability of Community Amenity Contributions being regulated by legislation in the future.

### **3.4. Prioritized Multi-Family Sales to North Vancouver Residents**

File No. 13.6480.00/000.000

Mr. Graham Winterbottom, Senior Planner, provided an overview of the issues and implications of a policy designed to prioritize the sale of new multi-family residential units to local residents of the North Shore. Mr. Winterbottom noted that recent examples demonstrate the efficacy of voluntary agreements between developers and municipalities to achieve the intent of such a policy, while eliminating the potential legal risks to the District. Staff is continuing to work closely with developers to communicate the objectives of Council and encourage voluntary priority sales agreements for local residents of the North Shore.

Council discussion ensued and the following comments and concerns were noted:

- Commented on the consequences of prioritizing certain residents;
- Acknowledged that local governments do not have authority to regulate or impose restrictions on unit sales and spoke to the risk;
- Noted that "local" is a broad term and questioned how this term would be defined;
- Spoke in support of prioritizing advanced sales to local seniors, as was done on a voluntary basis by the developer of the Edgemont Senior Living project, allowing seniors to be cared for locally;
- Expressed concern that foreign ownership has inflated real estate prices across the region;
- Suggested lobbying the Provincial and Federal Government to address the issue of foreign investments; and,
- Requested that staff report back in the New Year.

Public Input:

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Spoke to the City of Vancouver's motion that directs staff to bring forward a policy framework that gives residents who live and work in Metro Vancouver the first opportunity to purchase new pre-sale homes in Vancouver; and,
- Commented that regulating restrictions on ownership of real estate based on a local residency requirement could be challenged on the basis of discrimination under the *Canadian Charter of Rights and Freedoms*.

**3.5. Housing Continuum**

File No. 13.6480.30/003.002.000

This item was deferred to a future meeting.

**4. ADJOURNMENT**

**MOVED by Councillor BOND**

**SECONDED by Councillor HICKS**

THAT the December 5, 2017 Council Workshop is adjourned.

**CARRIED**  
(6:39 pm)

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Mayor

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Municipal Clerk

## **DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 6:05 p.m. on Monday, December 11, 2017 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor R. Bassam  
Councillor M. Bond  
Councillor J. Hanson  
Councillor D. MacKay-Dunn  
Councillor L. Muri

**Absent:** Councillor R. Hicks

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Ms. C. Grant, General Manager – Corporate Services  
Mr. D. Milburn, General Manager – Planning, Properties & Permits  
Mr. A. Wardell, Acting General Manager – Finance & Technology  
Mr. S. Ono, Deputy General Manager – Engineering, Parks and Facilities  
Mr. D. Desrochers, Manager – Engineering Projects & Development Services  
Mr. J. Gordon, Manager – Administrative Services  
Mr. T. Lancaster, Manager – Community Planning  
Mr. S. Carney, Section Manager – Transportation  
Ms. C. Archer, Confidential Council Clerk  
Ms. I. Weisenbach, Transportation Planner  
Mr. G. Winterbottom, Planner

### **1. ADOPTION OF THE AGENDA**

#### **1.1. December 11, 2017 Council Workshop Agenda**

Council proceeded with the agenda as circulated.

### **2. ADOPTION OF MINUTES**

#### **2.1. November 6, 2017 Council Workshop Minutes**

This item was deferred.

### **3. REPORTS FROM COUNCIL OR STAFF**

#### **3.1. Lynn Creek Parking**

File No. 16.8620.15/007.000

Mr. David Stuart, Chief Administrative Officer, reported that Council has raised questions regarding parking ratios and other parking issues in Town Centres. This Workshop is to review parking specifically in the Lynn Creek Town Centre and if any changes are needed to what has been implemented.

Mr. Tom Lancaster, Manager – Community Planning, provided an overview of the Lynn Creek Town Centre (LCTC), formerly called Lower Lynn, noting that the Official Community Plan (OCP) vision for the LCTC includes that it will be transit-oriented and accessible, with convenient amenities. Mr. Lancaster further noted that this Workshop will focus on parking in the LCTC within the context of the vision to create compact, complete communities within Town Centres across the District.

Mr. Lancaster advised that 3,000 new housing units, including different housing types, are either under construction or planned for the LCTC. Amenities are being added to facilitate active transportation and allow car-free or car-light living, including walking, cycling and transit connections.

Mr. Lancaster reviewed the transportation elements for the LCTC, highlighting the future extension of the Main Street B-Line and upgrade to Phibbs Exchange, as well as the highway interchange work currently underway.

Mr. Steve Ono, Deputy General Manager – Engineering, Parks and Facilities, reported that the LCTC is in the early stages of transition, with many of the required elements to encourage active transportation still to come, including sidewalks and bikeways. The area is currently difficult to walk.

Mr. Ono reported that staff are hearing concerns from residents and business owners during this transitional period regarding the supply and regulation of on-street parking. Issues raised include:

- Opportunities for Park & Ride space;
- Construction parking management; and,
- On-site parking rates for new development.

Mr. Ono advised that parking rates are based on study and analysis undertaken by Metro Vancouver. The Metro Vancouver report on parking rates for residential developments throughout North America is currently in the process of being updated and is expected to be received in early 2018. Mr. Ono reported that the research showed that fewer parking spaces were being used than provided for in new developments.

Mr. Ono reported that the parking management tools in the LCTC Plan include future reductions of parking rates, although it is too early to do so at this stage as it would negatively impact street parking. Other available tools include shared parking, unbundling of parking from unit ownership and implementation of resident-exempt, time-restricted parking.

Staff recommends continuing to implement the vision for the LCTC in the OCP, while continuing to monitor and mitigate parking issues throughout the transition phase. Future changes may be implemented following completion of the highway interchanges, Phibbs Exchange upgrade work and extension of the B-Line service.

Council discussion ensued and the following questions and concerns were noted:

- Commented regarding enforcement of current and future parking regulations;
- Recommended phasing of new regulations, noting that reduction of parking is not possible under current conditions;



- Commented that parking will be an ongoing challenge in the area;
- Compared parking issues experienced in other areas including Lower Lonsdale and Granville Island;
- Stated that parking is needed for residential visitors, park users, workers and customers, including light industrial businesses;
- Recommended expanding the Park & Ride for Phibbs Exchange;
- Commented regarding appropriate locations for Park & Ride lots;
- Queried the number of bylaw enforcement officers added to District staff;
- Noted mobility pricing, parking regulations and land use may be used to affect travel behaviour;
- Commented regarding the vision for a walkable and bikeable Town Centre and the potential for LCTC to be car-free or car-light in the future;
- Recommended eliminating parking minimums for all Town Centres;
- Commented regarding the cost of parking stalls in new developments;
- Recommended including flexible space in new developments that can be used for parking and converted to different uses in the future;
- Suggested allowing stratas to manage excess parking without unbundling parking stalls from ownership;
- Commented regarding centralized parking for shared vehicles;
- Recommended reviewing light industrial street parking and the impact of other street uses such as plantings;
- Commented regarding rates and convenience of transit use versus vehicle use; and,
- Suggested implementing a District vanpool.

In response to a question from Council, Mr. Ono advised that eighteen bus routes are currently serviced by Phibbs Exchange, including those on the Frequent Transit Network, and that the upgrades will allow B-Line accordion bus access. Mr. Ono advised that community shuttles are currently being stored on the Ministry of Transportation and Infrastructure site east of Phibbs Exchange and it may be identified as a potential Park & Ride site, with questions raised regarding the suitability of the site. Mr. Stuart noted the site is only accessible from westbound Highway 1 and that future Park & Ride use would require additional access.

#### 4. ADJOURNMENT

**MOVED by Councillor BASSAM**

**SECONDED by Councillor BOND**

THAT the December 11, 2017 Council Workshop is adjourned.

**CARRIED**  
(6:54 pm)

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Mayor

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Municipal Clerk

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## REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>Jan 23, 2018</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____

TL  
Dept.  
Manager

gm  
GM/  
Director

CAO

## The District of North Vancouver REPORT TO COMMITTEE

January 12, 2018  
File: 13.6480.30/003.002.000

**AUTHOR:** Annie Mauboules, Senior Community Planner  
Tom Lancaster, Manager of Community Planning

**SUBJECT:** District of North Vancouver Housing Continuum January 2018

### RECOMMENDATION:

THAT the January 12th, 2018 report from the Senior Planner and the Manager of Community Planning entitled District of North Vancouver Housing Continuum January 2018 be received for information;

### REASON FOR REPORT:

To provide Council with an update on the workplan approach to achieving the housing continuum being undertaken by staff to address the housing needs of the anticipated 20,000 new residents moving to the District of North Vancouver (the District) by 2030 and to seek Council feedback on this approach.

### SUMMARY:

Please see the attached report.

### BACKGROUND:

Housing has emerged as a key issue for the District. Council asked staff to develop a Rental and Affordable Housing Strategy (RAHS) in 2015 with early work on an Affordable Housing Green Paper. Council approved a Rental and Affordable Housing Strategy in November of 2016 that included an estimated demand for 600 – 1,000 new “affordable” units for low income earners. The Strategy also included six goals:

- 1) Expand the supply and diversity of housing,
- 2) Expand the supply of new rental and affordable housing,
- 3) Encourage the maintenance and retention of existing affordable rental
- 4) Enable the replacement of existing rental housing with conditions,
- 5) Minimize impacts to tenants, and
- 6) Partner with other agencies to help deliver affordable housing.

Since that time, staff has actively worked to encourage rental and affordable housing through rezoning negotiations and through the development of District-owned lands, as directed by Council.

**EXISTING POLICY:**

The OCP Housing Affordability section states that the "District's objective is to formulate development strategies and work with community partners and senior levels of government to provide housing for modest to moderate income residents" (Bylaw 7900, Section 7.3). The OCP also states that "the District's objective is to work with senior levels of government and social service providers to support our most disadvantaged residents" (Bylaw 7900, Section 7.4). Policy 7.4.4 further provides that the District should "consider the use of District land, where appropriate, to contribute toward and leverage other funding for the development of social and affordable housing".

The District also approved the Rental and Affordable Housing Strategy in 2016 that summarized the District's policy framework on increasing the affordable rental inventory in the District.

**Timing/Approval Process:**

The non-market housing projects outlined in the housing continuum include the financial support of senior levels of government. The ability for District staff to streamline and expedite these housing projects, typically rezoning's, assists greatly in securing the provincial funding that is needed to reach the new non-market housing units target.

**Concurrence:**

Finance and Real Estate staff have read, and provided input to this report.

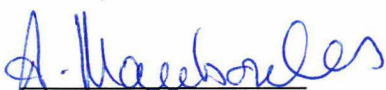
**Conclusion:**

This report provides an update on the work being done by staff to address the housing needs of District residents.

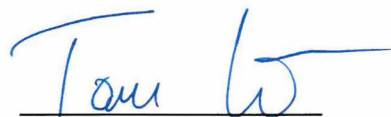
**Options:**

THAT the January 12th, 2018 report from the Senior Planner and the Manager of Community Planning entitled District of North Vancouver Housing Continuum January 2018 be received for information;

Respectfully submitted,





Annie Mauboules  
Senior Community Planner



Tom Lancaster  
Manager of Community Planning

**Attachment A: The District of North Vancouver Housing Continuum Demand Estimates**  
**Attachment B: Housing Continuum Glossary of Terms**  
**Attachment C: Achieving the Housing Continuum**

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input checked="" type="checkbox"/> Finance  _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> NVRC _____
<input type="checkbox"/> Environment _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Facilities _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Human Resources _____	<input checked="" type="checkbox"/> Real Estate  _____	



# District of North Vancouver Housing Continuum Estimated Demand

		Housing Category	Housing Type	Total Units/Beds (End of 2011)	2030 Target Net Increase 2011-2030	2030 Total Units	Population Accommodated with Target Units*
NON-MARKET	↑ SUBSIDIZED	Safe Houses		22	15	37	37
		Emergency Housing		0	50	50	50
		Supportive Housing		17	50	67	67
		Transition Housing		21	100	121	121
		Senior's Care & Disability Beds		279	300	579	579
		Subsidized Rental	Purpose-built & Seniors w/o care	644	1,000	1,644	2,639
		Ownership	Co-op	343	0	343	651
Co-housing	0		0	0	0		
MARKET	↓ OWNERSHIP	Other Rentals	Apartments above shops	28	0	26	49
			Senior's & disability care beds (Independent Living**)	328	200	528	528
		Coach Houses		0	80	80	152
		Secondary Suites		4,295	2,635	6,930	13,167
		Purpose Built	Apartments, multiplex, seniors w/o care	1,259	1,600	2,859	5,432
		Strata Apartment	Ownership	3,793	6,350	10,143	19,272
		Townhouses		2,565	920	3,485	9,410
		Duplex, Triplexes, etc		73	0	73	139
		Row Houses (fee simple)		0	0	0	0
		Single Family Detached		19,944	-150	19,794	57,403
Total Units			33,611	10,000***	46,759		
Population			84,412			109,696	

\* Population estimates based on average of 1 person per seniors unit/bed, 2.7 per townhouse, 2.9 per single family home, and 1.9 for all other forms.

\*\* Does not include safe houses, emergency, supportive, transition housing, and seniors and disability care rental (non-market or market).

\*\*\* Excludes emergency, care beds, supportive housing, transition housing, and secondary suites.



## HOUSING CONTINUUM GLOSSARY OF TERMS

**Affordable Housing:**

Housing is considered affordable when 30 per cent or less of your household's gross income goes towards paying for your housing costs.

**Assisted Living:**

A type of housing for seniors and people with disabilities that includes on-site hospitality and personal-care support services.

**Below-market rental housing (“non-market”):**

Below-market rental housing is housing with rents equal to, or lower than, average rates in private-market rental housing.

**Co-operative housing (Co-op housing):**

A co-op is a type of housing that residents own and operate as part of a membership.

**Emergency Housing:**

Immediate, short-stay housing for people who are homeless or at risk of becoming homeless.

**Group homes:**

A type of housing with supports for people with special needs such as severe mental and/or physical disabilities.

**High-barrier shelter housing:**

An emergency shelter that has a number of requirements for entry, for example sobriety.

**Homeless rent supplements:**

A type of rent supplement that BC Housing provides to people who are homeless or at risk of homelessness.

**Homeless, at risk of homelessness:**

You are an individual or family that does not have a permanent address or residence.

**Household (core):**

A core household is an applicant, spouse (if applicable) and dependent children.

**Housing Income Limits HILs:**

The maximum annual income, before taxes, that a household can earn for suitable housing in their location. Affordable is considered to be no more than 30% of the maximum annual income spent on housing. The HILs rates in 2017 in Vancouver were:

1. Bachelor: \$40,000
2. 1 bdrm: \$45,000
3. 2 Bdrm: \$55,500
4. 3 Bdrm: \$66,500
5. 4+ Bdrm: \$77,000

**Housing Needs Categories:**

1. Applicants facing a severe risk to health and/or safety, such as homelessness or living in a homeless shelter
2. Applicants with serious health/medical/social needs, such as risk of homelessness, fleeing domestic abuse, living in severely inadequate housing, or transitioning to a more independent living situation
3. Applicants whose housing needs are moderate compared with the two previous categories, such as living in temporary or inadequate accommodation
4. Applicants with a specialized housing need or low housing need, such as living in marginally crowded housing
5. Applicants for the low-end market units found in some subsidized buildings

**Housing with supports:**

Housing that includes on-site services such meals, housekeeping, health care, counselling and others

**Inclusionary Zoning:**

Any program or policy that requires or offers incentives for the creation of affordable housing when new development occurs.

**Income assistance:**

Social assistance, social security, or another form of payment that the provincial or federal government provides to people in need who don't have any other resources.

**Low income:**

Household earnings in relation to housing. BC Housing uses different ways to describe low income, depending on the program or service it relates to.

**Lower-end-of-market housing:**

A type of housing where the housing provider calculates rent according to rental market conditions.

**Low and Moderate Income Limits:**

- a. For residential units with less than two (2) bedrooms, a gross household income that does not exceed the median income for families without children in B.C., as determined by BC Housing from time to time based on data provided by Statistics Canada. **For 2017, this figure is \$69,360.**

- b. For residential units with two (2) or more bedrooms, a gross household income that does not exceed the median income for families with children in B.C., as determined by BC Housing from time to time based on data provided by Statistics Canada. **For 2017, this figure is \$99,910.**

**Market rent:**

A rent amount that is generally similar to the rent of other units in the private (non-subsidized) housing market.

**Minimal-barrier/Low-barrier shelter:**

An emergency shelter that has few requirements for entry.

**Non-market housing (“below market”):**

Non-market rental housing is housing with rents equal to, or lower than, average rates in private-market rental housing.

**Non-profit housing:**

A housing development that a community-based, non-profit housing partner owns and operates.

**Rent Affordability Limits:**

A maximum rent value that your property can be, in relation to the average rents in your area.

**Rent geared to income:**

A type of subsidized housing where the housing provider matches your rent to how much income you earn.

**Rental Assistance Program:**

A type of rent supplement program that BC Housing offers to eligible low-income families.

**Safe homes:**

A type of temporary housing for women and children fleeing violence, where a transition house is not available in the community.

**Second-stage housing:**

Second-stage housing is housing for women and children fleeing violence who have completed a stay in a transition house or safe home. Stays can be up to 18 months.

**Senior:**

An adult aged 55 years or older. BC Housing programs, partners and housing providers may define a senior by a different age.

**Seniors Supportive Housing:**

A type of housing for seniors and people with disabilities that includes on-site hospitality but not personal-care support services.

**Service provider:**

An individual, group or organization that helps with a person's needs related to health and housing.

**Sharer:**

A renter who occupies the same residence as the members of your core household, but is included in the tenancy you have with your landlord.

**Shelter Aid for Elderly Renters (SAFER):**

A type of rent supplement program that BC Housing offers to eligible low-income older adults and people with disabilities.

**Single-room-occupancy (SRO) hotel:**

A type of housing, typically a single room in a building with shared bathrooms and kitchens.

**Social housing:**

A housing development that the government or a non-profit housing partner owns and operates.

**Subsidized Housing**

This is long-term housing with rent geared to income (30% of household total gross income, subject to minimum rent based on # of people) for people who permanently reside in British Columbia when applying, with gross household income below a certain limit. A type of housing for which the Province provides financial support or rent assistance.

**Supportive housing:**

A type of housing that provides on-site supports and services to residents who cannot live independently.

**Transition houses:**

A type of temporary housing for women and children fleeing violence. A safe, anonymous place to stay with food, staff and services.

**Transitional housing:**

A type of housing for residents for between 30 days and three years. It aims to transition individuals to long-term, permanent housing.

**Women's Transition House and Supports Program:**

A type of program that provides housing and support services for women and their dependent children who are fleeing violence. The program includes safe homes, transition houses and second-stage housing.

# DISTRICT OF NORTH VANCOUVER ACHIEVING the HOUSING CONTINUUM

November 2017

## 1 Introduction

### Overview

There are two sections to this report. The first lays out the context for the Housing Continuum discussion, which includes the specific directions found in the District's Official Community Plan (OCP), Bylaw 7900, adopted in 2011 and the District's Rental and Affordable Housing Strategy (2016), the regional context, current issues, and a brief history of housing in the District.

Section two in this report outlines ongoing work to implement the 2011 OCP and 2016 Rental and Affordable Housing Strategy (RAHS), and lays out options for Council consideration. Attached to this report are the Housing Continuum (Attachment A) and the descriptions and definitions of the housing terms used (Attachment B). The Housing Continuum outlines the existing units by housing type, as of OCP adoption in 2011 and the estimated demand for these units by type to 2030.

The District's RAHS lays out six key rental and affordable housing goals, which are the basis for the approach to achieving the Housing Continuum. These goals are:

**GOAL 1: Expand the supply and diversity of housing**

**GOAL 2: Expand the supply of new rental and affordable housing**

**GOAL 3: Encourage the maintenance and retention of existing affordable rental**

**GOAL 4: Enable the replacement of existing rental housing with conditions**

**GOAL 5: Minimizing Impacts to Tenants**

**GOAL 6: Partner with other agencies to help deliver affordable housing**



### Rental and Affordable Housing Strategy





Work to achieve these six key goals has been underway since Council approved the RAHS in November 2016. An update on the implementation of RAHS will be delivered to Council in early 2018.

### Context

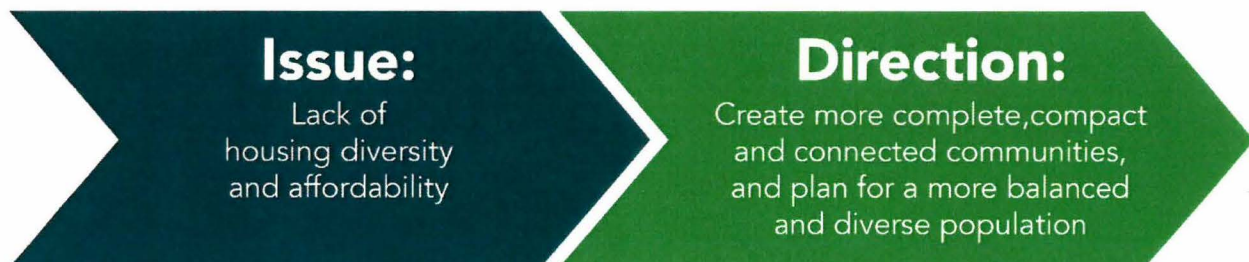
Metro Vancouver is a growing region with one million more residents expected by 2040. From 2006 to 2016, the regional population grew by about 14% (346,850) to reach 2.463 million and the number of dwellings by about 15% (156,621). There are several regional strategies for managing growth including Metro Vancouver's regional growth strategy Metro 2040 (2011) and Regional Affordable Housing Strategy (RAHS, 2016), and TransLink's Regional Transportation Strategy (RTS, 2013).

The Local Governments that make up Metro Vancouver address the pressures associated with this growth through their Official Community Plans. The District's Official Community Plan (OCP), Bylaw 7900, was adopted in 2011. The OCP envisions a community anchored by a Network of Centres that are well designed, vibrant, safe, and livable that are inclusive of all ages, cultures, and incomes and that host resilient and diverse local businesses. These are the key town and village centres anticipated to accommodate 75-90% of growth to 2030.

One of the most important issues that has emerged as a priority since the adoption of the OCP is housing. The District is made up of predominantly single family homes and the lack of housing diversity is now exacerbated by a sharp and ongoing increase in the costs of land and housing.

The OCP includes the following key priorities intended to create a diverse and balanced housing continuum:

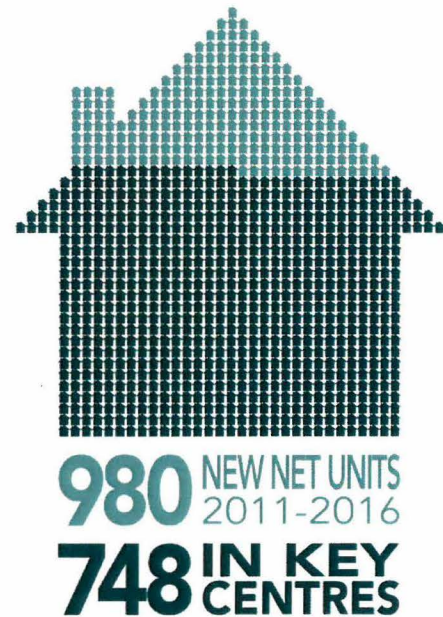
1. **Housing Diversity**
2. **Rental Housing**
3. **Housing Affordability**
4. **Non-Market Housing and Homelessness**



The OCP anticipates 20,000 more people in the District by 2030. In order to meet the challenge of accommodating these new District residents the District must address the existing backlog of demand for accessible, safe, and affordable housing, as well as the future demand anticipated with the new population expected by 2030.

In order to structure and clarify the District's housing objectives, a continuum of housing forms, types, tenures, and purposes needs to be expressed. This is the housing continuum. Pursuing the housing targets identified along the entire housing continuum needs to be deliberate, consistent, and diligent in order to have a long-lasting and positive impact, which will allow people to move across the continuum as their life situations change. A healthy and diverse housing inventory will release cost pressures throughout the entire housing system and will lead to a more vibrant, inclusive, diverse, and well functioning community.

Since the adoption of the OCP in 2011, progress has been made towards achieving the housing goals set out in the plan to 2030. The OCP includes a goal to focus growth in the town and village centres. Of the 980 net-new residential units built in the District since 2011, about 76% (748 units) were built in the key centres, which is consistent with the OCP's target of 75-90% of residential growth. In 2011, 78% of housing in the four key centres was multi-family.





## 1.1 A Brief History of Housing in the District

The District's housing stock is made up primarily of single family detached homes (67%). The current distribution of detached homes across the District is a result of how the District developed over time, specifically in response to improved mobility as automotive technologies advanced. As industries grew on the North Shore, a greater number of settlers began purchasing land in what is now the City and District of North Vancouver. The advent of the streetcar enabled residential development to move further from the central ferry terminal in what is now Lonsdale Quay. The appeal of living within close proximity to nature and the views afforded by mountain plots made the North Shore increasingly attractive. The construction of the Second Narrows Bridge in 1925 and then the Lions Gate Bridge in 1938 further enabled large tracts of land to become available for residential development.



The cost of housing increased across the region and in North Vancouver through the late 1990s. At the same time, homelessness became an increasingly visible issue across the North Shore.

The period following the Second World War (WWII) saw a boom in housing to accommodate workers and their families and led to the creation of neighbourhoods such as Norgate, Capilano Heights, and Edgemont Village. Meanwhile, the Canada Mortgage and Housing Corporation (CMHC) was established as a Crown corporation to address post-WWII housing shortages. CMHC began a program, in collaboration with the federal government, which would eventually fund thousands of co-operative, non-profit, and social housing units across Canada.

The 1960s and 1970s also brought federal investment in programs for subsidized housing, which led to a boom in the construction of purpose-built market rental units during that time. By the mid-1980s however, Federal assistance programs ended, resulting in a near complete halt in the construction of market rental units in the District. This lasted until the early-2000s when the 'Branches' development and the 'Churchill House' were constructed as rental and seniors supportive housing respectively. When the Federal government withdrew funding support in the early 1990s, few subsidized housing units were built. Shortly after, land values and residential housing prices rose while rental unit construction dropped off.



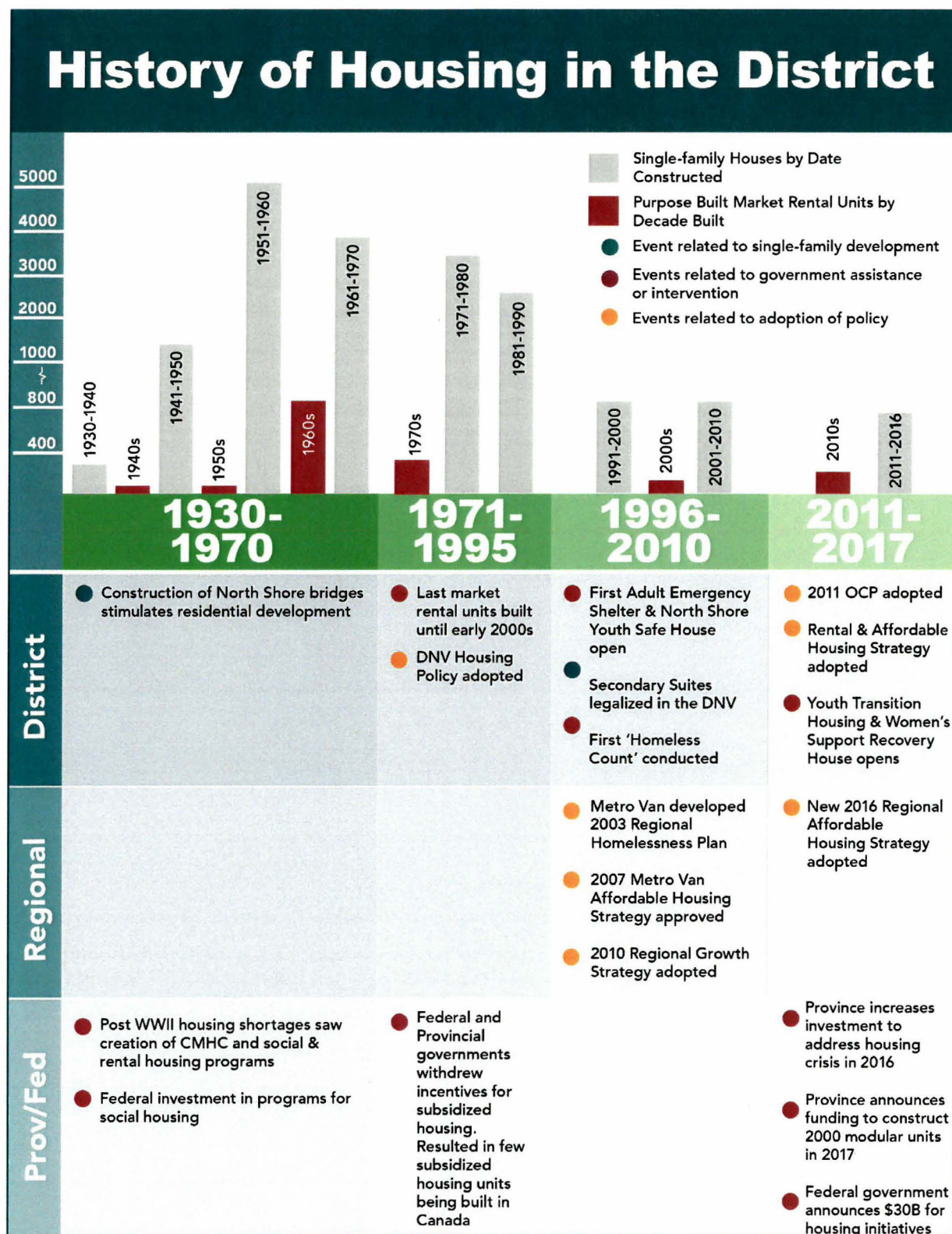
As a response to this and many concurrent local, provincial, and federal challenges, addressed in the following section, the District adopted a Housing Policy in 1995 to retain the existing rental stock, to help improve diversity of housing types and tenures, and to increase availability of housing through context-appropriate density where possible. Shortly after this the District legalized secondary suites (1996) to help meet the goals of this policy.

The North Shore Homelessness Task Force (HTF) was created in the late-1990s to address the increasing prevalence of homelessness. DNV, City of North Vancouver, and District of West Vancouver began work to create the first emergency shelter beds for adults and youth at this time. Further work on this part of the housing continuum was done in the last ten years, including transition housing for youth and support recovery beds for those struggling with drug and alcohol addictions.

In response to the housing crisis faced by municipalities across the region and province, the provincial government announced a contribution of \$500 million in 2016 to support the creation of affordable (non-market) rental housing across British Columbia, which translates to roughly 2,900 new purpose-built rental housing units. The District responded by evaluating the District-owned land that could be used to leverage the provincial dollars that were being focused on creating more non-market housing inventory. In 2016 District Council approved moving forward with developing two significant land holdings on Oxford St. (Oxford and Orwell) and Queens Road (at Delbrook) through land leases to non-market housing providers in order to create much needed non-market units to begin to fill in this gap in the housing continuum.

Housing is incrementally becoming more diverse in the District, with an increasing share of multi-family units (2% increase in housing share) and 980 net new units. The majority (76%) of new units to date are located in the District's four key centres. Housing prices continue to rise regionally and on the North Shore and there is little available rental apartment supply with a **vacancy rate of 0.3%.**

This housing continuum is a response to the challenges the District is facing, recognizing that all pieces of the housing sector are inextricably linked, with any gap in inventory along the continuum impacting the rest of it (scarcity, prices, etc.). The work to enable the housing units along the entire continuum through to 2030 will help to address the current and future challenges the District is facing.



This graphic illustrates the chronological history of housing in the District, illustrating the key points relevant to implementing the housing continuum described in this report.



## 1.2 Current Demographic Challenges

Like other municipalities in our region, the District is a community managing change related to growth pressures, aging infrastructure, and a shifting, and commuting employment patterns. The OCP recognized the challenges in the municipality that needed to be addressed. These challenges included an over representation of seniors and a lack of young families, dramatically increasing housing costs and a lack of housing choices.

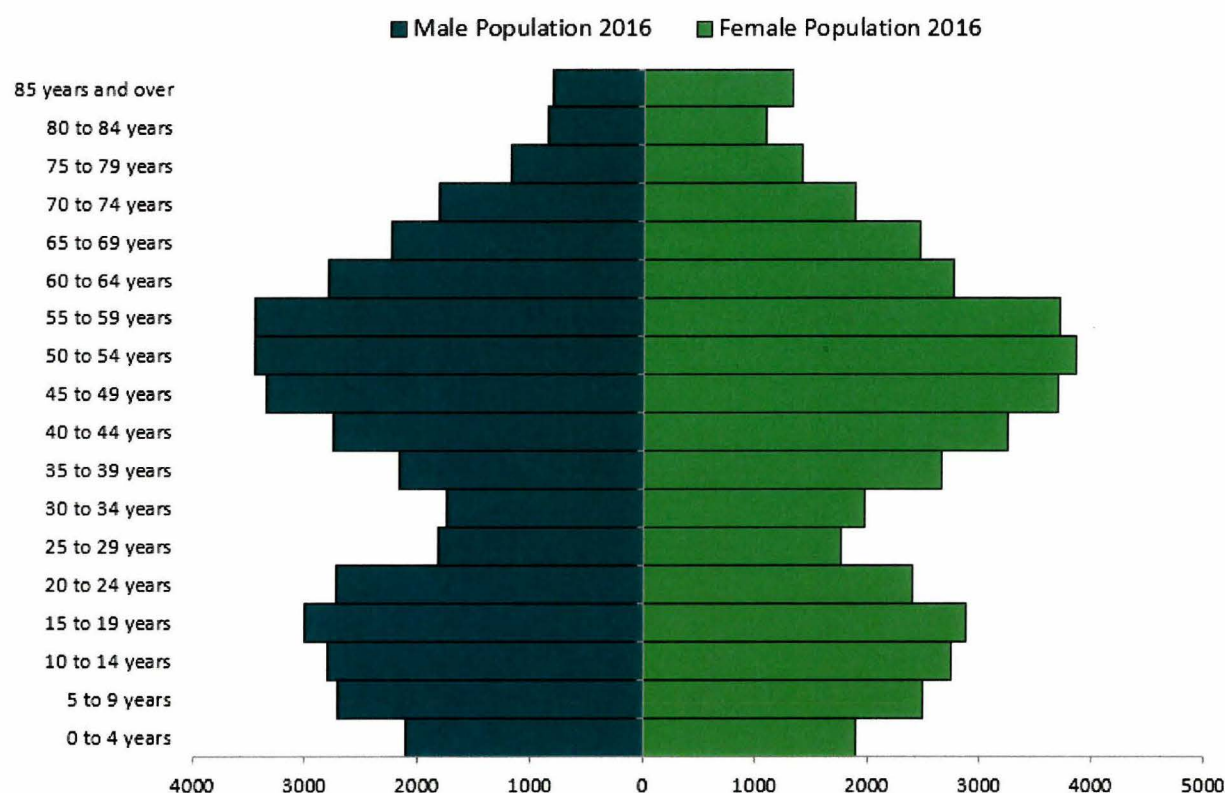
Each category of the housing continuum is tied to the others in order to meet all the various needs of District residents now, and in the future. It is normal for people to move up and down the continuum through various stages of their lives and in response to the socio-economic circumstances they face.

People with very low incomes (less than \$30,000 per year) face the most critical need for housing, however there is growing demand across the entire housing continuum as aging people downsize, and young people seek first time homes to purchase or rent.

The District distributed a survey in the spring of 2017 to multi-family housing units that were completed since 2011, with most of these units located in the town and village centres. Of the 100 respondents, staff heard that new multi-family homes recently constructed are being occupied by local residents who are typically younger than most District residents, and chose their home primarily because it fit their ability to pay. Most residents that responded had previously lived on the North Shore (54%) or elsewhere in Metro Vancouver (38%). Many residents chose their multi-family home because it was “affordable” (48%). There were also three times more residents aged 25-40 who live in a new multi-family unit compared to the District average.

The District has an increasing population aged 65 and older, and a decreasing population between the ages of 15-64. The graph below illustrates the shrinking population aged 30-44. This ‘missing middle’ demographic includes people of working age, and young families.

In 2016, the proportion of young adults aged 20-34 living with at least one parent was 56.6%. This is significantly higher than the rest of the region, with 38.6% of young adults living with a parent. The trends towards youth and young adults living with a parent, and young to middle aged adults leaving the North Shore may be a reflection of the increased cost of living.



### Population and demographic trends

From 2011 to 2016 the Lower Mainland as a whole grew by 150,103 people, and the District grew by 1,523 (+1.8%) from 84,412 people to 85,935 people. In the five years from 2011 to 2016 North Vancouver District added 833 new dwelling units, which is roughly an annual increase (over that five year period of time) of just under 0.5% (2016 Census).

## 1.3 Housing Challenges: Global, National, Regional

A key issue voiced by the community during the consultations in the development of the OCP was the lack of housing diversity and affordability across the District. In the six years since the OCP was adopted, residents are increasingly voicing their concerns about the affordability of housing and the inability of new families to be able to afford to buy a home here. The OCP facilitates the creation of diverse housing choices and focuses growth and renewal into the four key centres.

There are many reasons behind the current housing challenge from the global to the local levels. There continues to be a worldwide demand for housing investment, which includes a trend



toward the “financialization of housing” and land, where housing is treated more as a commodity and less as place to live (*Report from the Special Rapporteur, United Nations General Assembly 2017*). At the national level, low interest rates have influenced price increases as banks lend “cheap” money to investors and home-owners alike. It has been the longest period of low interest rates in Canada since World War II. There is also a general trend of rising housing prices across major Canadian cities in the past 10 years, exemplified in Toronto.

At the local level, detached houses currently make up roughly 67% of all housing units in the District. This form of housing is the most expensive and presents a significant barrier to first-time buyers and to seniors wishing to downsize. Further exacerbating the problem is the constrained land area on the North Shore and the entire Metro region.

Currently at 0.3%, rental vacancy rates are extremely low and there is increasing demand for housing as more households are being formed (children aging into young adults, while ‘baby boomers’ are maintaining homes), as well as more people moving to the region.

## 1.4 Housing Challenges: Local

The District is addressing housing diversity and attainability by increasing the share of attached (i.e. multi-family) housing in the District. The share of attached housing, such as townhouses and apartments, increased by 2% between 2011 and 2016. In 2011, approximately 31% of the housing units in the District were attached and 69% were detached single-family homes. In 2016, 33% were attached and 67% detached. The OCP aims for a more balanced and diverse population by increasing housing options to provide choices for residents of all ages, including the “missing generation”, downsizers, aging residents, young families, and households of moderate income.

The District shares the regional trend of increasing rental lease rates, as well as a low rental apartment vacancy rate. The District has a lower rental apartment vacancy rate for all unit sizes.

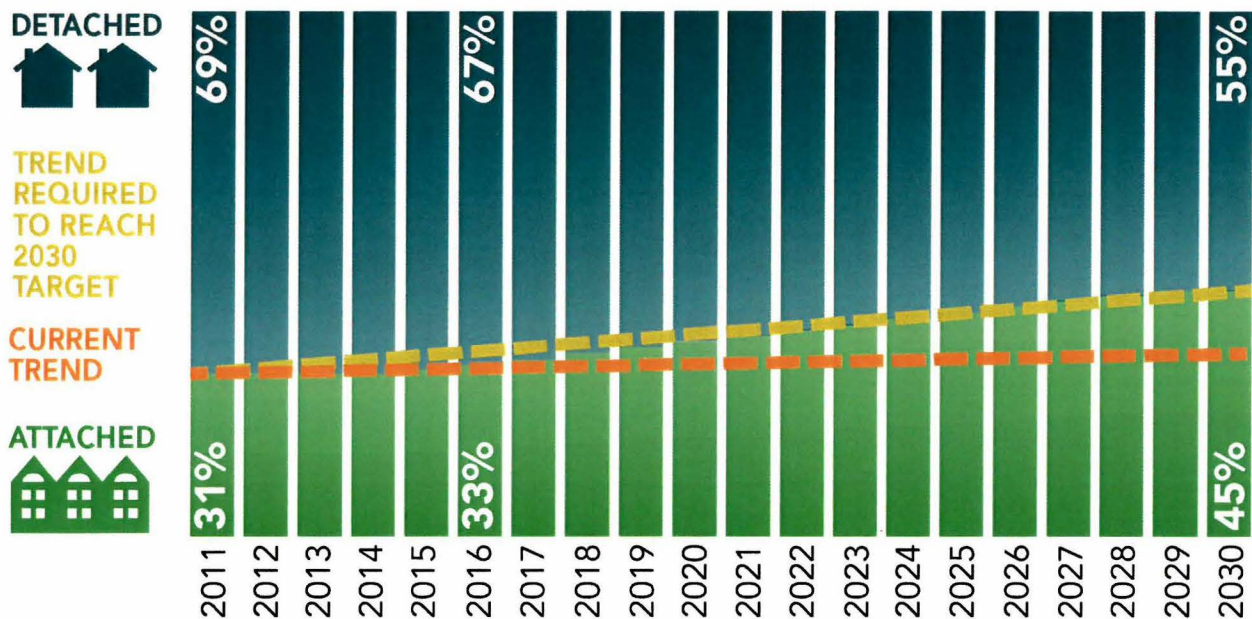
The housing needs of the District’s current population guides the work needed to fully achieve the housing continuum for the future. Using the following analytics, the District has housing unit demand estimates for each category on the housing continuum. Data used in this analysis include:

1. Population totals by gender and age,
2. Population projections,
3. After tax household income,
4. Cost of living including housing cost (rental and ownership), and
5. Other supplementary data, such as information on homelessness, migration and market trends.

## 2 Ongoing Work and Future Options

In order to meet the targets set out in the OCP and the demand estimates of the Rental and Affordable Housing Strategy (RAHS), detailed analysis has been done on housing-related data. In order to illustrate the housing components of the OCP and RAHS, the Housing Continuum in Attachment A lays out the total number of units in 2011 and then indicates what's needed to reach the overall number of 10,000 new units by 2030 set out in the OCP, including the 1,000 new units of purpose-built affordable rental set out in the Rental and Affordable Housing Strategy. The Housing Continuum provides coordinated demand estimates for both non-market and market housing in the District to achieve the 2030 vision of the OCP. Staff is working on initiatives to diversify housing options in the District. A wider variety of housing choices allows residents to find housing that is suitable for their household size, income, and age needs. The OCP lays out an expectation of shifting the 2011 ratio of attached (31%) to detached (69%) housing to 45% attached and 55% detached (illustrated below) by 2030.

### PERCENT OF ATTACHED AND DETACHED HOUSING UNITS



The following two sections outline ongoing work to achieve the continuum, and emerging solutions/strategic directions for Council discussion.



## 2.1 Ongoing Work

The District has established a host of policies, strategies, bylaws and action items to achieve the community goals for housing. Some of those have already been mentioned such as the OCP, RAHS. Others are ongoing including:

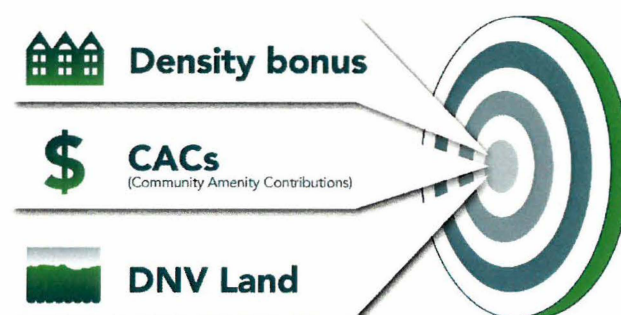
### 2.1.1 Non-Market

#### Non-Market Housing Strategy

As laid out in the RAHS, access to housing that is safe, affordable, and suitable is an important foundation for a healthy inclusive community and a strong economy where residents can thrive and prosper. Building a diverse housing supply is complex and involves many different stakeholders and partners, some private and some non-profit, depending on the kind of housing that is being built.

The RAHS lays the groundwork for the Non-Market Housing strategy and provides recommendations that will create inventory along the non-market section of the continuum and focusses primarily on the needs of District residents who are homeless, at risk of homelessness, or those who are low to moderate income earners seeking rental apartments across the municipality. These types of housing are very difficult to achieve, and must include the active participation of many partners including senior levels of government.

#### TOOLS FOR ACHIEVING OUR NON-MARKET HOUSING TARGETS



#### Contributions through Development:

As part of market residential and/or mixed use development, there are opportunities for the District to secure “turn-key” non-market rental housing through voluntary CACs and/or density bonus zoning negotiations. The District can identify housing partners to lease, operate, and maintain the housing projects at prescribed rates below market over the lease term (typically 60 years).

#### District Land Contributions:

Through long term land leases to non-profit housing partners at lower end of market rent (to provide security in tenure or subsidized below market rent achieve a desired level of affordability) for 60 years or longer, the District continues to leverage new non-market housing on District-owned land. These non-market housing partners design, build, finance, operate, and maintain the housing projects on a long-term leasehold basis, depending on the nature of the

partnership. At Council's direction, staff is looking to advance such projects on DNV-owned lands on Oxford Street, the Delbrook site, and in Maplewood.

The non-market housing strategy will provide for some immediate short term solutions to meet the needs of the District's most vulnerable residents but will also include strategies that create a long term plan to ensure that the District has a healthy and diverse housing system.

Making progress to meet the needs of District residents seeking housing in the non-market section of the Housing Continuum requires a thoughtful, well planned and collaborative approach. The housing in this part of the continuum is increasingly complex to deliver as the cost of land increases, making these projects very difficult to develop. Creating beds for those who are homeless and seeking emergency shelter requires a systems-based approach. The work must include strategies to prevent individuals and families falling into homelessness; ensure access to adequate and timely emergency services should an individual or family become homeless; and, finally, include long term strategies to ensure people remain safely, securely and adequately housed once they exit homelessness.

### **Emergency Family Housing and Supportive Housing Project**

The existing emergency shelter bed inventory on the North Shore is not meeting the demand. There are currently 18 beds for women fleeing domestic violence (SAGE House, operated by North Shore Crisis Services Society), four beds at the North Shore Youth Safe House (operated by Hollyburn Family Services Society), and 45 emergency shelter beds for adults (operated by Lookout Housing and Health Society). Lookout Housing and Health Society also has the ability to add 20 mats on the floor of the shelter to their emergency program during times of extreme weather. In 2016 the extreme weather mat program ran at near-capacity.

Emergency housing (shelter) is considered the entry point to the Housing Continuum, serving the needs of the most vulnerable and at-risk members of the community. While there are emergency services to meet the needs of women and children, youth and adults, there is a lack of beds available to meet the nightly demand. Council, at a regular meeting in September 2017, directed staff to work with non-profit partners to develop a business case for the creation of a Family Shelter and Supported Housing project in the District and to explore potential locations for this project on a District-owned site.

### **Seniors and Youth Supportive Housing Project**

Hollyburn Family Services Society (HFSS) currently leases two District-owned houses on Mount Seymour Parkway for youth transition housing (6 beds). HFSS has now received funding from CMHC to further refine a redevelopment proposal for this site. The society would like to redevelop the site into a mixed use project for at-risk seniors and youth, increasing the number of beds from 6 to approximately 35. Staff will bring forward an update to Council in early 2018 on this project to Council and to gauge Council interest in increasing the total number of units through redevelopment of this site.



### **2.1.2 Market**

#### **Small lot Infill Areas (SLIAs)**

The OCP recognizes there may be opportunities to sensitively introduce more housing choices in established single-family neighbourhoods, and one example is designating additional SLIAs. SLIAs enable small lot subdivisions for smaller single-family homes. The District is currently looking at adding three new SLIAs in Upper Capilano. The amendments to the Zoning Bylaw are anticipated to be brought forward to Council this fall. There are currently 23 SLIAs located across the District.

#### **Coach Houses**

Coach houses are another housing form envisioned by the OCP as an opportunity to sensitively introduce more housing choices in single-family neighbourhoods. The Coach House policy will be reviewed in order to recommend changes for Council consideration to incentivize and overall increase in the total number of Coach Houses in the District. The housing continuum target is to have 100 by 2030.

#### **Short Term Rental Strategy/Approach**

Staff have presented a report to a Council Workshop outlining the impact of Short Term Rentals (STRs) on the community. At the time of analysis there were 588 property listings for STRs in the District. Staff will be reporting back with additional information to inform Council's deliberations on this issue.

## 2.2 Emerging Solutions/Strategic Directions for Discussion

### 2.2.1 Non-Market

#### Non-Market Housing: DNV Land Strategy

Council has directed staff to make certain District-owned sites available for non-market housing projects. Staff has been asked to work in partnership with senior levels of government and non-profit housing service providers to identify opportunities to deliver non-market housing on a number of appropriate District-owned sites. Physical site conditions, availability of servicing to the site, applicable Development Permit Area (DPA) regulations, land use and zoning, neighbourhood context, as well as accessibility to transit, shopping, jobs, etc. would all be key filters used in the development of an evaluation matrix.

Further work is needed to better understand the potential for other District-owned sites in the context of the town and village centres, the network that connects the town and village centres, and where land could be sold and/or purchased to maximize the delivery of non-market housing units. The goal is to create non-market housing projects on sites that have the most potential to create the highest number of units, while also within walking distance to services, transit, and amenities. This might include both sales and acquisition of property in order to meet the housing goals.

#### Non-Market Housing DCC and Fee Waivers

The District does not currently have a standard DCC Waiver By-Law for non-market housing projects but has in the past considered DCC waivers on a site by site basis.

The District can incentivize non-market housing projects by making them exempt from DCC's and waiving municipal permit application fees. Consistent with Council policies, non-market housing projects are expected to be self-sustaining and do not require further operating subsidies, property tax exemptions, and/or financial guarantees from the District. The District works with its housing partners on an operating model and tenant mix that achieves the desired level of affordability while optimizing long-term viability. The only exception to this is supportive housing. If a project qualifies and is designated by the Province as supportive housing, it is subject to special valuation rules that reduce the assessed value to a nominal amount and are effectively exempt from property taxes. In light of the unprecedented housing affordability challenge the District is facing, the District cannot act alone as its financial capacity is limited. Senior levels of government including Metro Vancouver, the Province, and the Federal Government, non-profit and charitable housing partners, and private developers can contribute their land, equity and expertise, and play a significant role in achieving housing affordability, enabling diversity, and supporting economic development in the District and the region.



Work is ongoing to bring information to Council for consideration of the preferred approach to DCCs and housing.

### **Non Market Housing CAC Strategy**

Council has asked staff to assess options for changing the ways CACs are collected from developers to ensure full value is achieved by the District. Staff is analyzing scenarios of impact to CAC revenue in the four Centres when non-market housing units are required as built amenities. Realizing the estimated demand of 1,000 non-market housing units (RAHS) will require a combination of approaches, each of which has an impact to development revenue. Determining the optimum balance of approaches to building non-market housing will require thorough understanding of site-specific economics. More work is required to assess the overall balance between CAC generation through development in the centres and achieving non-market housing targets.

### **Temporary Modular Housing**

The Province has announced funding for 2,000 temporary modular shelter beds to be distributed across BC. BC Housing is administering this project on behalf of the Province. This is a potential direction forward to address immediate and pressing homelessness needs.

### **Affordable Home Ownership (AHO)**

Affordable home ownership (AHO) projects target moderate and middle income working households facing a shortage of affordable family-sized units in the District. AHO projects would assist in relieving the pressure on young working families wishing to enter the housing market. In the AHO model, units are priced at below fair market value and sold to an eligible household. There are restrictions on ownership and resale and when the units are sold, they are only able to be sold to eligible buyers meeting income tested targets. With Council direction staff could explore the policies and incentives that can best achieve affordable home ownership including Co-Housing and Co-Ops.

### **Co-op Housing**

There are many kinds of co-operatives including food co-ops, co-op daycares, worker co-ops and housing co-ops. Any group of people can form a co-operative. The members own the co-operative and the co-operative provides a service they need. Housing co-operatives provide housing. Since the 1930s, Canadians have been building and living in housing co-ops. The people who live in the housing are the co-op's members. They elect, from among themselves, a board of directors to manage the business of the co-op. Each member has one vote. Members work together to keep their housing well-managed and affordable.

Members of co-ops have security of tenure and residents can live in their homes for as long as they wish (assuming they are following the co-op housing rules and are paying their rent). Members have a say in decisions that affect your home as they each own their homes co-operatively. Members form a community that works together to manage the co-op. Co-

op communities are made up of all kinds of people - people with different backgrounds and incomes and special needs. These diverse and vibrant communities are the unique strength of the co-op housing movement.

Over the years, federal and provincial governments have funded various programs to help Canadians create non-profit housing co-ops. The co-ops developed under these programs provide good quality, affordable housing. There are more than 261 non-profit housing co-ops comprising more than 14,500 units in British Columbia. There are 343 units of co-operative housing in the District. Staff would consider the development of a new co-op housing project in the District should residents come forward with a development proposal. Staff also recognize that many existing operating agreements for housing co-ops will expire in the next several years and have met with various co-op Board members to discuss how to address this funding issues as it affects the overall affordability of these units. Work is on-going as more information becomes available from the provincial and federal government on the expiring agreements.

### Co-Housing

Cohousing is a concept that came to North America in 1988 from Denmark where it emerged in the early 1960's. Co-housing describes neighbourhoods that combine the autonomy of private dwellings with the advantages of shared resources and community living.

Residents usually own their individual homes, which are clustered around a "common house" with shared amenities. These amenities may include a kitchen and dining room, children's playroom, workshops, guest rooms, home office support, arts and crafts area, laundry and more. Each home is self-sufficient with a complete kitchen, but resident-cooked dinners are often available at the common house for those who wish to participate. In some communities participants will join a cooking team once or twice a month – then sit and enjoy meals cooked by fellow residents the remaining evenings of that month.

There are currently no co-housing projects in the District. Staff would consider the development of a co-housing project in the District should residents come forward with a development proposal. If there is interest in seeing this type of housing development in the District, staff could conduct a public process to provide information about the financial context, and planning process, as other municipalities have done.



### **2.2.2 Market**

#### **Increasing Housing Choices in Single Family Neighbourhoods**

As part of a future OCP review staff can explore how to provide more housing opportunities and choice in the single family neighbourhoods across the District. The intent is to focus on areas appropriate for ground-oriented housing forms. Any changes that would create improved housing choices that would be implemented on single family lots would ensure the character of the neighbourhoods is retained. Some of the changes may include increasing the number of homes allowed on a 33 or 50 foot lot, introducing new housing forms such as duplexes, triplexes, and finally, permitting large lots to consider fourplexes. This work would provide future opportunities to create more housing choices to meet the needs of families across the District.

#### **Fee Simple (non-strata) Row Houses**

Through implementation of the OCP, the District's housing diversity is being augmented by construction of townhouses. Townhouse units are typically strata ownership. As part of expanding housing diversity in the District, different types of tenure (ownership) as well as forms contribute to a greater mix of housing choices. District Council requested information on fee-simple row houses, so staff is conducting research to explore whether this tenure and form of housing may be suitable in the District and under what circumstances they might be financially viable. Several local municipalities have fee simple row houses including New Westminster, Coquitlam, Port Coquitlam, Surrey, Langley, and Vancouver. Fee simple row housing fits within existing policy frameworks for expanded housing diversity and is enabled through provincial legislation. Technical issues related to the implementation can be addressed through rezoning, and subdivision application review. The gap in information about fee simple row houses is the land economics, which can be analyzed and communicated to the public by staff if Council expresses the desire to explore it further.

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