

AGENDA

COUNCIL WORKSHOP

Monday, February 26, 2018

5:00 p.m.

Committee Room, 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



NORTH VANCOUVER
DISTRICT

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COUNCIL WORKSHOP

**5:00 p.m.
Monday, February 26, 2018
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver**

AGENDA

1. ADOPTION OF THE AGENDA

1.1. February 26, 2018 Council Workshop Agenda

Recommendation:

THAT the agenda for the February 26, 2018 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. January 23, 2018 Council Workshop

p. 7-12

Recommendation:

THAT the minutes of the January 23, 2018 Council Workshop meeting are adopted.

2.2. February 5, 2018 Council Workshop

p. 13-15

Recommendation:

THAT the minutes of the February 5, 2018 Council Workshop meeting are adopted.

2.3. February 19, 2018 Council Workshop

p. 17-19

Recommendation:

THAT the minutes of the February 19, 2018 Council Workshop meeting are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Inter River Park Sportsfields

p. 23-90

File No. 12.6100.01/019.000

Recommendation:

THAT the February 14, 2018 report of the Manager – Parks entitled Inter River Park Sportsfields be received for information;

AND THAT staff be directed as to whether or not to proceed with a second ARF field in the location identified as “Option D” in the November 3, 2017 report of the

Section Manager – Park Planning, Design & Development entitled Sportsfield Program – Inter River Park, Argyle School & Kirkstone Park.

3.2. Update on the Legalization of Non-Medical Cannabis **p. 91-109**
File No. 12.6410.01/000.000

Recommendation:

THAT the February 21, 2018 report of the General Manager – Planning, Properties & Permits entitled Update on the Legalization of Non-Medical Cannabis be received for information;

AND THAT staff be authorized to prepare amendments to the Zoning Bylaw, Business License Bylaw and Smoking Regulation Bylaw for consideration at a Regular meeting of Council.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the February 26, 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 5:02 p.m. on Tuesday, January 23, 2018 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 R. Hicks (5:05 p.m.)
Councillor D. MacKay-Dunn (via phone)
Councillor L. Muri

Staff: Ms. C. Grant, General Manager – Corporate Services
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. R. Danyluk, Manager – Financial Planning
Mr. J. Gordon, Manager – Administrative Services
Mr. T. Lancaster, Manager – Community Planning
Ms. J. Paton, Manager – Development Planning
Ms. A. Reiher, Confidential Council Clerk
Ms. A. Mauboules, Senior Community Planner

1. ADOPTION OF THE AGENDA

1.1. January 23, 2018 Council Workshop Agenda

MOVED by Councillor BOND

SECONDED by Councillor HANSON

THAT the agenda for the January 23, 2018 Council Workshop is adopted as circulated.

CARRIED

Absent for Vote: Councillor HICKS

2. ADOPTION OF MINUTES

2.1. November 6, 2017 Council Workshop Minutes

MOVED by Councillor BOND

SECONDED by Councillor BASSAM

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

CARRIED

Absent for Vote: Councillor HICKS

2.2. November 14, 2017 Council Workshop Minutes

MOVED by Councillor BOND

SECONDED by Councillor BASSAM

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

CARRIED

Absent for Vote: Councillor HICKS

2.3. November 28, 2017 Council Workshop Minutes

MOVED by Councillor BOND

SECONDED by Councillor BASSAM

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

CARRIED

Absent for Vote: Councillor HICKS

2.4. December 5, 2017 Council Workshop Minutes

MOVED by Councillor BOND

SECONDED by Councillor BASSAM

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

CARRIED

Absent for Vote: Councillor HICKS

2.5. December 11, 2017 Council Workshop Minutes

MOVED by Councillor BOND

SECONDED by Councillor BASSAM

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

CARRIED

Absent for Vote: Councillor HICKS

Councillor HICKS arrived at this point in the proceedings.

3. REPORTS FROM COUNCIL OR STAFF

3.1. District of North Vancouver Housing Continuum January 2018

File No. 13.6480.30/003.002.000

MOVED by Councillor BOND
SECONDED by Councillor BASSAM

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.

CARRIED

Mr. Tom Lancaster, Manager – Community Planning, advised that the purpose of the meeting is to provide Council with an update on the housing continuum, emerging solutions, strategic direction and current housing demands. He advised that the Official Community Plan (OCP) anticipates 20,000 new residents in the District of North Vancouver by 2030 and that four areas of focus include:

- Housing diversity;
- Rental housing;
- Housing affordability; and,
- Non-market housing and homelessness.

Mr. Lancaster noted that Council approved the Rental and Affordable Housing Strategy (RAHS) in November 2016, and that six goals of the strategy include to:

- Expand the supply and diversity of housing;
- Expand the supply of new rental and affordable housing;
- Encourage the maintenance and retention of existing affordable rental units;
- Enable the replacement of existing rental housing with conditions;
- Minimize impacts to tenants; and,
- Partner with other agencies to help deliver affordable housing.

Mr. Lancaster provided a historical background for the development of housing in the District of North Vancouver and noted that the District's housing stock consists primarily of single family detached homes. He commented that only in recent history, the housing market has built rental units, but that the demand for affordable rental units is not being met.

Mr. Lancaster commented that the OCP target is to increase the percentages of attached homes, currently from 33% to 45%, by 2030. He noted that the current demographic challenges for the District of North Vancouver and Metro Vancouver include:

- From 2011 to 2016, a population growth of 150,000 individuals in the Lower Mainland, and a District growth of 1,523 individuals (1.8%);
- From 2011 to 2016, 833 new dwelling units in the District;
- An increasing population aged 65 and older and a decreasing population aged 15 to 64;
- The rising cost of housing; and,
- Low vacancy rates which leads to challenges in finding suitable and affordable rental housing.

Staff advised that the costing mechanisms for the non-market housing continuum will be reported to Council at a future meeting.

Ms. Annie Mauboules, Senior Community Planner, reported that non-market housing is defined as any form of housing that requires subsidy and is an important part of the housing continuum. She further explained that non-market housing has varying levels of affordability depending on the need. Ms. Mauboules noted that for the homeless, the maximum rent would be \$375 per month, which would be defined as 'affordable' in the housing continuum. However, that for those seeking housing in a subsidized rental building, affordability could range from \$970 to \$1200 per month.

Ms. Mauboules reported on the ongoing work for the non-market housing continuum including:

- The development of a comprehensive Non-Market Housing strategy which provides recommendations for the needs of District residents who are homeless, at risk of homelessness, or those who are low to moderate income earners;
- Contributions through development for the District to secure non-market rental housing through voluntary Community Amenity Contributions (CAC) and/or density-bonus zoning negotiations; and,
- The leveraging of new non-market housing on District-owned land.

Ms. Mauboules noted that at a Regular Meeting of Council in September 2017, staff were directed to develop a business case for the creation of a Family Shelter and Supported Housing Project and to explore potential locations for the project on District owned land. She advised that this work is ongoing.

Ms. Mauboules provided an overview of the inventory of the non-market portion of the housing continuum and the statistics for homelessness and shelters within the North Shore. She reported that the District's target is to add fifteen safe house beds and fifty emergency beds by the year 2030. She also noted the target for supportive and transition housing is to increase the number of beds to 188 by 2030. She commented on the increasing population of seniors and the target to expand the senior and disability care beds.

Mr. Lancaster noted that within the District there are not currently any co-housing projects; however, there are 343 co-operative homes (co-op), many of which are dealing with expiring operating agreements. He reported that co-op and co-housing projects are forms of affordable home ownership that could be further explored and that the Federal and Provincial Governments have funded various programs to help Canadians create non-profit housing co-ops.

Ms. Mauboules mentioned that further work is needed for the District of North Vancouver to meet the targets set out in the Housing Continuum and that the emerging solutions and strategic directions being undertaken by staff include:

- Efforts to better understand the District of North Vancouver Land Strategy potential for District land to be sold and/or acquired to maximize the delivery of non-market housing;
- Exploring the potential to waive Development Cost Charge (DCC) fees for non-market housing projects;
- Developing a CAC strategy to analyze CAC revenue in the four Town Centres where non-market housing units are required;
- Exploring the potential for temporary modular housing as a way to address the District's increasing homeless population;

- Exploring the potential of Affordable Home Ownership to assist first time home buyers to enter the market; and,
- Exploring the opportunity for co-housing within the District and to work with co-op housing partners to address the expiring operating agreements and development pressures they face.

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

- Expressed concern regarding the lack of rental restrictions on strata units and whether or not this has impacted the affordability of housing;
- Noted that historically Municipalities have not been involved in housing to the current extent in terms of stimulus, taxation and immigration;
- The need to consider housing types, incomes, population age, demographic shifts and their correlation to zoning and market value;
- Commented that the economic spectrum is changing on the North Shore;
- Commented that clarification is needed on affordability and CACs;
- The preservation of municipal lands and the possibility of leasing them out;
- Expressed support for co-op housing for seniors;
- Commented on the practise of decommissioning properties (such as the Delbrook centres), the leverage value, and the opportunity costs that they may create;
- Commented on owning versus renting;
- Commented on transit routes outside of town centres in relation to home ownership;
- Noted that disability and senior housing is out of the jurisdiction of the District and that the demand for subsidy will continue to rise;
- Expressed concern regarding large properties that are partially occupied and whether or not basement suites could be incentivized.

Councillor HICKS left the meeting at 6:25 p.m. and returned at 6:26 p.m.

- Suggested that the Federal and Provincial governments could have further involvement in terms of affordable housing;
- Observed that if affordable housing is not built, only a wealthy demographic will remain on the North Shore; and,
- Suggested that transit densification is crucial to the long term housing vision for the District.

4. PUBLIC INPUT

Nil

5. ADJOURNMENT

MOVED by Councillor BOND

SECONDED by Councillor HICKS

THAT the January 23, 2018 Council Workshop is adjourned.

CARRIED
(6:51 p.m.)

Mayor

Municipal Clerk

DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 6:06 p.m. on Monday, February 5, 2018 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 R. Hicks
Councillor D. MacKay-Dunn
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
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. J. Gordon, Manager – Administrative Services
Mr. T. Lancaster, Manager – Community Planning
Ms. J. Paton, Manager – Development Planning
Ms. A. Reiher, Confidential Council Clerk
Ms. K. Charters-Gabanek, Communications & Research Assistant
Ms. A. Mauboules, Senior Community Planner

1. ADOPTION OF THE AGENDA

1.1. February 5, 2018 Council Workshop Agenda

MOVED by Councillor MURI

SECONDED by Councillor HICKS

THAT the agenda for the February 5, 2018 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. January 16, 2018 Council Workshop Minutes

MOVED by Councillor MURI

SECONDED by Councillor BOND

THAT the minutes of the January 16, 2018 Council Workshop meeting are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. District of North Vancouver Housing Continuum

File No. 13.6480.30/003.002.000

Ms. Annie Mauboules, Senior Community Planner, provided a summary of the Housing Continuum Workshop held on January 23, 2018, and advised that the purpose of the presentation is to include market and non-market components within the discussion.

Mr. Tom Lancaster, Manager – Community Planning, advised that ongoing work for the market housing includes Small Lot Infill Areas (SLIAs), coach houses, purpose built market rentals and addressing Short Term Rentals (STRs). He advised that as per Council discussion at the November 28, 2017 Council Workshop staff will report back on a policy and regulatory approach for STRs.

Mr. Lancaster commented that market housing currently includes:

- Apartments above shops, which are existing older buildings with ground level shops and residential dwellings on the second storey;
- Independent living for seniors and the disabled with an anticipated increase in demand to 528 units by 2030;
- Coach houses;
- Secondary suites; and,
- Purpose built rental units.

He commented on the data from the Official Community Plan (OCP) on population growth in the four Town and Village Centres, to alleviate pressure on the existing roads and infrastructure and to provide residents with closer access to amenities and transit. He further stated that an increase of apartments and townhouses would help meet the OCP target for Town and Village Centres and that at the direction of Council, duplexes, triplexes and fee-simple row houses could be further explored.

Mr. Lancaster noted that the District had 19,944 single family homes in 2011, and that with the projection of future growth planned for the Village and Town Centres, it is anticipated that 150 single family homes will be lost due to redevelopment by 2030. He suggested that during a future OCP review, staff could explore housing opportunities for single family neighbourhoods across the District, focusing on areas appropriate for ground-oriented housing such as multi-dwelling homes.

Mr. Lancaster noted Council's request for information on fee-simple row houses and advised that staff is currently conducting research on this form of housing and noted that other market-driven options could include tiny homes or micro suites.

In response to a question from Council regarding Light Industrial Artisan apartments, staff advised that apartments above shops would be strata title apartments, the same as other mixed use designations.

In response to a question from Council, staff advised that further information will be provided on particular housing areas where Council has expressed an interest for further deliberation and policy direction.

In response to a question from Council regarding secondary suites, staff advised that the secondary suites projected to 2030 are based on the assumption that approximately 2% of single family homes will undergo renovations per year and that approximately 70% of those renovations will contain a secondary suite.

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

- That guidelines should be developed for SLIA homes and duplexes with regards to secondary suites and coach houses;
- The need to further explore secondary suites, duplexes, triplexes, co-housing, co-operative homes and micro-suites;
- Suggested that the District could provide further affordable housing options by means of better utilization of District owned land;
- Suggested that the District could appeal for further support from the Federal and Provincial governments in terms of affordable housing;
- Suggested that District policy and zoning may be changed to further encourage affordable housing;
- Suggested that further analysis on housing types and financial analysis on income types could be carried out by staff for single family neighbourhoods;
- Opined that properties bordering Town Centres could be purchased by the District to be rezoned for affordable housing developments;
- Commented on the transit infrastructure in correlation to the population density within the District and the need to increase services; and,
- Stated that secondary suites are not generally on frequent transit routes and contribute to increased traffic.

4. PUBLIC INPUT

Nil

5. ADJOURNMENT

MOVED by Councillor BASSAM

SECONDED by Councillor BOND

THAT the February 5, 2018 Council Workshop is adjourned.

CARRIED
(6:58 p.m.)

Mayor

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 6:08 p.m. on Monday, February 19, 2018 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia

Present: Mayor R. Walton
Councillor R. Bassam (6:11 pm)
Councillor M. Bond
Councillor J. Hanson
Councillor D. MacKay-Dunn
Councillor L. Muri

Absent: Councillor R. Hicks

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. T. Lancaster, Manager – Community Development
Ms. J. Paton, Manager – Development Planning
Ms. L. Brick, Deputy Municipal Clerk
Ms. A. Clarke, Planner
Ms. S. Dale, Confidential Council Clerk

Also in

Attendance: Mr. Jim Paul, Chair – Community Heritage Advisory Committee

1. ADOPTION OF THE AGENDA

1.1. February 19, 2018 Council Workshop Agenda

MOVED by Councillor BOND

SECONDED by Councillor MURI

THAT the agenda for the February 19, 2018 Council Workshop is adopted as circulated.

CARRIED

Absent for Vote: Councillor BASSAM

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Heritage Strategic Plan Update and Information on a Heritage Alteration Permit Procedure Bylaw File No. 13.6800.01/000.000

Councillor BASSAM arrived at this point in the proceedings.

Ms. Angele Clarke, Planner, advised that the District is undertaking a planning process to develop a Heritage Strategic Plan to create a shared community vision for heritage conservation and a planning framework for the District's heritage program. Ms. Clarke noted that there will be opportunities for public involvement throughout the planning process and a final plan will be provided to Council for consideration in the fall of 2018.

Mr. Dan Milburn, General Manager – Planning, Properties & Permits, advised that the District does not currently have a Heritage Alteration Permit Procedures Bylaw. Implementation of this regulatory tool could clarify the heritage alteration permit process and conditions for staff and heritage property owners.

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

- Spoke in support of a Heritage Strategic Plan;
- Commented on the importance of preserving heritage houses;
- Questioned if the District has the ability to provide tax incentive to the owners of protected heritage buildings;
- Questioned if there are other incentives that can be provided to encourage heritage retention;
- Commented regarding the Heritage Grant Program;
- Questioned if conservation areas in Upper Capilano have been discussed;
- Commented on the importance of educating the public about heritage matters;
- Suggested looking at what tools other municipalities have used to incentivize heritage homeowners;
- Spoke to the cost of maintaining heritage houses that require extensive work; and,
- Questioned the staffing level to support the Community Heritage Advisory Committee.

MOVED by Councillor BASSAM

SECONDED by Councillor MURI

THAT the February 5, 2018 report from the Community Planner entitled Heritage Strategic Plan Update and Information on a Heritage Alteration Permit Procedure Bylaw be received for information;

AND THAT staff be directed to prepare a Heritage Alteration Permit Procedure Bylaw for consideration at a Regular meeting of Council.

CARRIED

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT staff consult with the Community Heritage Advisory Committee and report back by May on actions that Council could use to incentivize heritage preservation.

CARRIED

4. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the February 19, 2018 Council Workshop is adjourned.

CARRIED
(6:54 p.m.)

Mayor

Municipal Clerk

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REPORTS

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☐ Info Package

Date:



The District of North Vancouver REPORT TO COMMITTEE

February 14, 2018
File: 12.6100.01/019.000

AUTHOR: Susan Rogers, Manager – Parks

SUBJECT: Inter River Park Sportsfields

RECOMMENDATION:

THAT Council receive this report; and

THAT Council provide direction to staff as to whether or not to proceed with a second ATF field in the location identified as "Option D" in the report dated November 3, 2017 (Attachment 1).

REASON FOR REPORT:

At the November 14, 2017 Council Workshop, Council requested clarification on the following items with regards to Inter River Park Sportsfields:

- alternate potential locations for a 2nd ATF field in the Inter River area
- benefits of two ATF fields in proximity
- Inter-River Sub-Area Transportation Study in relation to Inter River Park
- mitigation of ATF field site access and traffic impacts
- mitigation of ATF field light and noise impacts

ITEMS FOR CLARIFICATION

The following information is provided in response to questions posed by Council at the November 14, 2017 Council Workshop.

Alternate Potential Locations for 2nd ATF Field in the Inter River area

Staff was requested to review alternate nearby locations to the 2nd field shown in Option D.

1) Fire Training Centre

Based upon a preliminary desk top exercise, the Fire Training Centre site could accommodate one tournament size field (70m x 110m) with minimal impact to existing trees. There would be costs associated with the demolition of the existing structure to provide adequate space for the tournament size field. The proposed widening of Highway 1 and the proposed Lynnmour Elementary School construction would not negatively impact the ability to access this site for park purposes, since access could be provided from the fire training centre north into Inter River Park with an upgrade to the internal park road.

The Fire Training site is a large developable site of significant value. A formal land appraisal would need to be procured, however, depending upon the final zoning of the property, as residential land with an FSR of 0.8, the land value is somewhere between \$19 - \$22 million, with low rise apartment sites selling for significantly more. Council would need to decide on the highest and best use of the site.

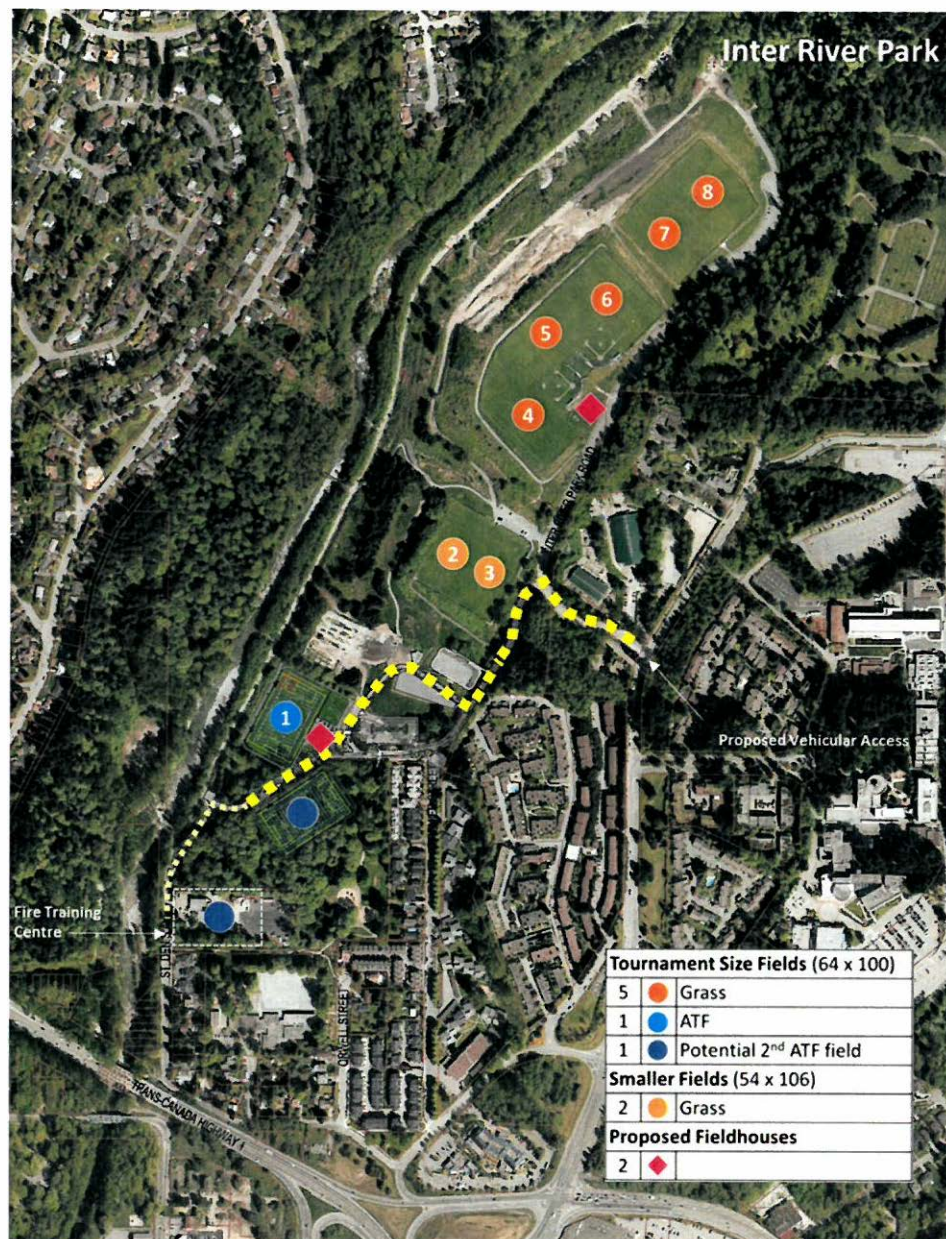
2) Potential Conversion of Existing Grass Field at North Inter River Park – Field # 8

The potential conversion of the existing Field 8 from a grass field to an ATF field is not recommended since there are landfill geotechnical issues that would make it ineffective cost wise, and it would remove a Class A tournament size grass field from the field inventory.

Staff do not recommend pursuing either of the above options at this point in time.

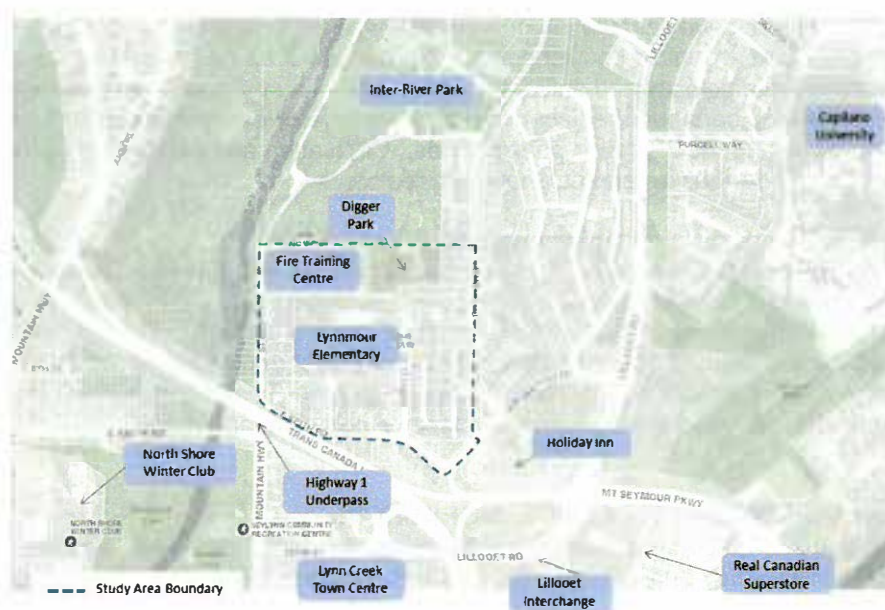
Benefits of Two ATF Fields in Proximity

The benefit of two tournament size fields in one park location relates to the ability to play simultaneous tournament games throughout the day, rather than being redirected to an alternate park site. If there were two ATF fields at Inter River, there would be accessibility for tournaments year round, and in all weather conditions. That being said, Inter River Park currently has five tournament size grass fields which can be booked in combination with the one south ATF field, as required to support tournaments, if the second proposed ATF field as per Option D is not approved. The following Inter River Park Context Map shows the locations of existing tournament size grass fields, the proposed ATF field, and sites reviewed for a second ATF field.

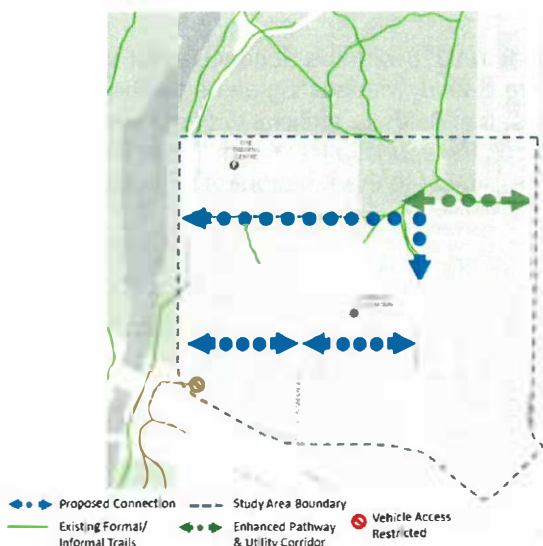


Inter-River Sub-Area Transportation Study in Relation to Inter River Park

In 2016, the Transportation Department undertook the Inter-River Sub-Area Transportation Study to examine the overall transportation network in the Inter River neighbourhood, with respect to driving, walking and cycling. This study was prompted by the recent design of the Ministry of Transportation and Infrastructure's Highway 1 Lillooet Interchange improvement projects, in addition to redevelopment plans for the Inter River neighbourhood. The following plan illustrates the Inter Park neighbourhood context.



The study did not recommend extending a public road from St. Denis Avenue north through Inter River Park. Through the review, the primary vehicle access to Inter River Park would continue to be from Lillooet Road. There was an assumption that existing commuter and recreational routes and trail networks that go through and into the Inter River neighbourhood from Inter River Park would be maintained and enhanced. Any neighbourhood redevelopment would include provision for enhanced connectivity through walking and bicycling paths to Lynnmour School, 'Digger Park' (Inter River Park), the proposed Spirit Trail alignment, Lillooet Road, Premier Street and St. Denis Avenue, with a defined connection to Seylunn Park to the south. The following plan shows existing and proposed connections to Inter River Park.



Inter River Park ATF Traffic Study and Mitigation of Site Access and Traffic Impacts

The following measures have been proposed as part of the Inter River Study in order to mitigate ATF field site access and traffic impacts to adjacent residents. These park recommendations were based upon a consultant traffic study. The proposed closure (with a cul-de-sac to provide turnaround opportunities) of the existing Premier Street park access to vehicular traffic benefits nearby residents by removing the park vehicular traffic from the roadway and thereby reducing the through traffic from Premier Street (a collector street). Vehicular traffic is redirected to Inter River Park Road off of Lillooet Road (a major arterial). The proposed construction of new parking areas with one-way circulation provides an efficient flow of traffic through the internal roadways and minimizes the potential vehicle conflict points. A proposed drop-off area and provision of bus parking and pullouts will improve the efficiency and safety for park users. The proposed new parking will meet the expected parking demand, keeping cars out of adjacent neighbourhoods. Nearby intersections are expected to operate at acceptable levels during the weekend peak periods. Circulation and safety improvements for pedestrians and cyclists will benefit park users and neighbouring residents

Mitigation of ATF Field Light and Noise Impacts

The following measures have been proposed in order to mitigate ATF field light and noise impacts to adjacent residents. The field lighting system will be designed and operated to avoid or minimize the illumination of the adjacent forest and surrounding area in order to mitigate impacts to park users, adjacent residents and wildlife. Field lighting will be designed to direct light away from the forest and adjacent residents and incorporate LED technology which minimizes light spill beyond the field play area. The site design will include the planting of evergreen and deciduous trees to minimize the effects of both light and noise.

UPDATE FROM NOVEMBER 2017 COUCIL WORKSHOP:

Further background information regarding the November 14 Council Workshop and the Inter River Park South Sports Field Feasibility Study and Conceptual Design Report can be found in the attachments to this report.

Work continues on the following directions which Council provided at the November 14 Council Workshop:

- proceed with one artificial turf field plus warm-up area in Inter River Park (Option A)
 - the conversion of the existing grass field #1 to an ATF field (Option A) has commenced with the removal of perimeter trees, and will continue with the placement of sand pre-load material and associated on-going monitoring and site survey in 2018. The site will remain in a preload state for approximately two years until construction of the field could commence. The earliest the field would be available for play is anticipated to be 2020.
- review plans for the surrounding area in Inter River and potential locations (alternates to Option D) for a second field
 - the results of these reviews are outlined in this report
- continue to formalize a partnership with the School District 44 to develop an artificial turf field at Argyle School
 - staff will continue to work in 2018 with the School District to finalize detailed plans for a multi-purpose tournament size lit field, with costing and a partnership agreement
- continue to convert gravel all-weather fields to artificial turf field surfaces, where feasible
 - staff is reviewing Delbrook Park, Myrtle Park and Kilmer Park all-weather fields for potential conversion to ATF fields, similar to the Kirkstone ATF conversion.. This would be in discussion with stakeholders.

Respectfully submitted,

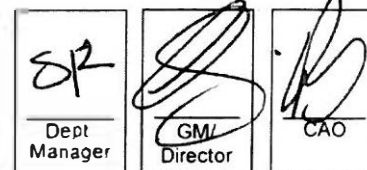

Susan Rogers
Parks Manager

Attachments:

- 'Sportsfield Program – Inter River Park, Argyle School & Kirkstone Park' November 14 Report to Committee
- Inter River Park South Sports Field Feasibility Study and Conceptual Design Report- Binnie, September 28, 2017

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 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 type="checkbox"/> Real Estate	

AGENDA INFORMATION	
<input type="checkbox"/> Council Workshop	Date: _____
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COMMITTEE

November 3, 2017

AUTHOR: Douglas Rose, Section Manager Park Planning, Design & Development

SUBJECT: Sportsfield Program- Inter River Park, Argyle School & Kirkstone Park

RECOMMENDATION:

THAT Council direct staff:

1. to proceed with one artificial turf field plus warm-up area in Inter River Park (Option A),
2. to continue to formalize a partnership with the School District 44 to develop an artificial turf field at Argyle School,
3. and to support the program to convert an additional gravel all-weather field to an artificial turf field,

REASON FOR REPORT:

Introduction

To update Council on the feasibility study, public consultation, and conceptual design options completed as part of the Inter River Park South Sports Field Study, specifically Option D which includes two lit tournament sized ATF fields and associated site improvements. The study included development of four options for construction of a new lit synthetic field facility including associated parking, an access road, pathways, potential new fieldhouse, environmental remediation and related infrastructure work. Assessment of the geotechnical, environmental, park forest, transportation, existing park amenity and neighbourhood impacts of the proposed facility were also a key part of the study.

To update Council on the Kirkstone ATF conversion project and the status of the Argyle School ATF Partnership with School District 44.

Inter River Park Background

The intent of the Inter River Park study was to prepare conceptual design options for the provision of increasing the sports field inventory in the District and to build two new fields to support a tournament centre.

The study area is located in the southern portion of Inter River Park, with the potential location for one or more lit synthetic turf fields being the existing grass field (field #1) and the forested areas to the immediate south and east. Traffic, environmental and tree assessment investigations

extended beyond the immediate potential sports field areas, with the respective study boundaries based on overall impact to the surrounding area and proposed project.

As part of the initial public consultation process in 2016, three design options were explored including:

Option A - One single lit synthetic field with practice area within the existing grass field/ municipal solid waste landfill footprint.

Option B - Two side by side lit synthetic fields.

Option C - Renovation of the existing grass field.

After consideration of the technical implications, lifecycle costs, settlement induced maintenance risks, outcomes of the first public information session, stakeholder feedback and Council Workshop (October 2016), staff were asked to investigate an alternate to the two lit synthetic field option (Option B) in further detail. Through this process, Option D was developed.

Option D combines all the features of Option A (one lit synthetic field plus practice area) with the addition of a second lit synthetic field located in the forested area to the south-east of the existing field.

Due to costs, geotechnical challenges and impacts on existing subsurface infrastructure, Option B is no longer being considered. Option C (grass field) is also no longer being considered.

Discussion

Some of the key features, advantages and disadvantages of Option D include:

Pros:

- Additional field inventory and increased opportunity for larger tournaments is provided with two lit synthetic fields enabling evening use.
- Option D has several advantages over Option B (two side by side lit synthetic fields) including minimization of differential settlement, reduced construction cost, reduced impacts to underground services and no requirement to relocate the internal access road.
- Construction could be staged allowing the preloading of Field 1 to proceed, followed by construction of Field 2 later (or vice versa). In addition, either field could be constructed independently of the other, or a second field could be deferred indefinitely if funding is unavailable or demand for a second field at Inter River Park is reduced.

Cons:

- There will be environmental, health, visual and habitat impacts arising from Option D, which is located within the forested area, resulting in the removal of approximately 130 trees, and the requirement for 1025 replacement trees.
- Field lights, increased traffic and noise would be a concern for nearby residents.
- The cost for environmental restoration to the park is estimated as 1.2 million dollars, in addition to field costs.

Site Programming Opportunities

The addition of two lit synthetic fields is anticipated to increase opportunities to accommodate a variety of field sports, including soccer, field hockey, football and baseball. It is anticipated that two fields could accommodate between 7,000 and 8,000 hours of annual play.

Park Access and Transportation Impacts

The existing access to the park off Premier Street is proposed to be permanently closed with a cul-de-sac to provide turnaround opportunities. It is estimated that the field development will generate 58 new vehicle trips during the weekend peak hour, with 28 vehicles entering and 30 vehicles exiting. Parking demand in the southern portion of the park is estimated to be 162 vehicles for the two field option and 112 vehicles for a one field option. New parking will be provided, including bus parking, to meet the parking demand. Based on the traffic analysis conducted, the two study intersections are expected to operate at acceptable levels during the weekend peak periods.

Inter River Park Public Consultation

Community and stakeholder consultation was carried out during key stages of the project, and includes the following:

- Sportsfield User Group Meeting – October 2015
- NV Community Sport Council Presentation – November 2015
- Presentation #1: DNV Parks and Natural Environment Advisory Committee – January 2016
- Council Workshop #1 – January 2016
- Sportsfield User Group Meeting – July 2016
- Public Information Session #1 was held on August 31, 2016 to present and gather feedback on three preliminary options - one synthetic turf field and warm-up area (Option A), two side by side synthetic turf fields (Option B), and one natural grass field (Option C). Online consultation period August 31-Sept 14, 2016
- Presentation #2: DNV Parks and Natural Environment Advisory Committee – September 2016
- NV Community Sport Council Presentation – September 2016
- Council Workshop #2 was held on October 24, 2016 to present the findings of the feasibility study and public outreach concerning Options A, B and C to Council. Council directed staff to start planning to implement the single turf field option (Option A), and to continue to pursue other options for creating a second synthetic turf field adjacent to the proposed synthetic field at Inter River Park.
- Council Workshop #3 was held on February 6, 2017 to update Council on the District's long-term sports field program and funding strategy.
- Public Information Session #2 was held on June 21, 2017 to present Option D and gather feedback from residents. Online consultation period June 21 to July 12, 2017

Public Information Session #2 (Key themes from public feedback)

The majority of respondents for public information session #2 were from the broader community, whereas the first information session (August 2016) was mostly attended by adjacent park

neighbours. For Option D, the key themes within comments from nearby residents were concerns related to the environment, forest removal, loss of passive park space, perceived negative health implications of synthetic turf, increased traffic and noise, and a preference for this project to be proposed in a different location. Key themes within comments from the broader community were generally in support of Option D as they consider it an opportunity to meet current and future field use demand and host larger tournaments which they feel is lacking on the North Shore.

Future Consultation to Include

- Council Workshop #4 – November 2017
- Presentation #3: DNV Parks and Natural Environment Advisory Committee – November 2017
- NV Community Sport Council Presentation – November 2017

Order of Magnitude Costs

Preliminary cost estimates for the following options:

Option A – One Synthetic Field Plus Warm-up Area	\$6.2M
Option D – Two Separated Synthetic Fields	\$8.7M
– Environmental Compensation (Option D)	<u>\$1.3M</u>
Total	\$10.0M

Kirkstone ATF Conversion & Argyle School ATF Status Update

Kirkstone ATF Conversion is nearing completion with an estimated final development cost of \$1,250,000. The field is expected to be available for play by the end of the year. The Parks Department continues to collaborate on the design and partnership framework for a new ATF at Argyle School anticipated to be constructed in 2020. With the completion of these two fields, it is anticipated that an additional 5,800 hours of multi-use play would be available for community use. Fen Burdett in the City of North Vancouver is also anticipated to provide in the range of 3000 hrs of play.

Sport Field Funding Strategies

With limited funding available for capital improvements outside of town centres and field user registration relatively flat over the last five years, addressing the proposed change in current service levels as well as meeting the needs of future growth requires a creative approach. Recent research suggests that sport field subsidy levels, especially for adults, are relatively high in North Vancouver in comparison to national standards. Staff will continue to collaborate with sport groups to develop a user fee framework supporting up to 50% cost recovery for the overall program. Funding strategies noted in the table below include: grants, development charges and tax growth for population growth, new user fee rate structure, and sport user partnerships.

Five Year Capital Plan				DNV Share	Sport User Share
		Capital Cost m\$	Field Hours		
Option A	Inter River - Field 1	\$6.2	3,000	60% of costs \$5.8m	40% of costs \$3.9m
	Argyle Field	\$3.5	2,800		
		<u>\$9.7</u>	<u>5,800</u>		
Option D	Inter River - Field 1	\$6.2	3 4 ,000	60% of costs, \$8.1m	40% of costs \$5.4m
	Inter River - Field 2	\$3.8	3 4 ,000		
	Argyle Field	\$3.5	2,800		
		<u>\$13.5</u>	<u>10,800</u>		
Cost shares					
DNV: 100% site prep and environmental and 50% fields					
Sport User: 50% fields					
Funding					
DNV: Grants, DCC's, local area CAC's, utilities, tax growth					
Sport User: user fees (e.g. 75% subsidy youth, 25% subsidy adult), capital contribution, other					

Timelines

The sport field funding strategy anticipates a new user fee rate structure to be phased in over a 3 year period starting in the fall 2018. Once a user agreement is reached the Long Term Financial Plan can be updated to include construction costs for the option selected by Council.

The conversion of existing grass field #1 to an ATF field (Option A) is anticipated to commence in 2018 with the placement of sand pre-load material. A budget request has been submitted for the preload placement and associated on-going monitoring and site survey. The site will remain in a preload state for approximately two years until construction of the field could commence. The earliest the field would be available for play is anticipated to be 2020.

Additional Option:

THAT Council:

1. direct staff to proceed with two separated synthetic fields in Inter River Park (Option D),
2. continue to formalize a partnership with the School District 44 to develop an ATF at Argyle School,
3. and to support the program to convert an additional gravel all-weather field to an artificial turf field.

Respectfully submitted,

Attachments:

- Inter River Park South Sports Field Feasibility Study and Conceptual Design Report- Binnie, September 28, 2017
- Inter River Park South Sports Field Feasibility Study and Conceptual Design Report- Public Information Session #2- Binnie, September 28, 2017

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 <i>AW</i>	<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 type="checkbox"/> Real Estate	



DRAFT REPORT

District of North Vancouver Inter River Park South Sports Field Feasibility Study and Conceptual Design Report

November 8, 2017

Prepared by:
Catherine Eiswerth
Manager, Landscape Architecture,
Sports & Recreation

R.F. BINNIE & ASSOCIATES LTD.

205 - 4946 Canada Way,
Burnaby, BC V5G 4H7
Main: 604-420-1721

OQM | Organizational Quality
Management Program

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APPENDICES

Appendix A: Environmental Review – Envirowest Consultants Inc.
Appendix B: Arborist Report – BC Plant Health Care
Appendix C: Geotechnical Report – Thurber Engineering Ltd.
Appendix D: Inter River Park STF Design Traffic Study – R.F. Binnie & Associates Ltd
Appendix E: Presentation Boards – Public Information Session #1
Appendix F: Presentation Boards – Public Information Session #2
Appendix G: Survey Results - Public Information Session #1
Appendix H: Survey Results - Public Information Session #2
Appendix I: Cost Estimates

1 EXECUTIVE SUMMARY

This report summarizes the feasibility study, public consultation, and conceptual design options completed as part of the Inter River Park South Sports Field assignment. The study includes development of various options for construction of a new lit synthetic field facility including associated parking, access road, pathways, environmental remediation and related infrastructure work. Assessment of the geotechnical, environmental, park forest, transportation, existing park amenity and neighbourhood impacts of the proposed facility were also a key part of the assignment.

The study area is located in the southern portion of Inter River Park, with the potential location for one or more lit synthetic turf fields being the existing grass field and the forested areas to the immediate south and east. Traffic, environmental and tree assessment investigations extended beyond the immediate potential sports field areas, with the respective study boundaries based on overall impact to the surrounding area and proposed project.

As part of the initial public consultation process, three design options were explored including:

Option A - One single lit synthetic field with practice area within the existing grass field/ municipal solid waste landfill (MSWL) footprint. Key advantages and disadvantages include:

- Pros:
 - The warm-up area and spectator area are useful for the players and spectators.
 - The field is lit enabling evening use.
 - This option does not encroach on the riparian area or the existing forested area.
 - No relocation of the access road or existing utilities is required.
 - Tournament capability utilizing the upper area natural grass fields.
- Cons:
 - Lights and increased noise could be a concern for nearby residents.
 - Reduced opportunity for larger tournaments with a single synthetic field.
 - Preloading is required.

Option B - Two side by side lit synthetic fields. Key advantages and disadvantages include:

- Pros:
 - Substantial additional field inventory is provided with two synthetic fields.
 - The fields are lit enabling evening use.
 - Increased opportunity for larger tournaments with two synthetic fields.
- Cons:
 - Lights and increased noise could be a concern for nearby residents, particularly with removal of the forested area.

- Tree/habitat loss
- Riparian encroachment
- Ongoing differential settlement
- Longer preload duration
- Existing access road/utility relocation
- High relative cost.

Option C - Renovation of the existing grass field. Key advantages and disadvantages include:

- Pros:
 - No impact on tree/habitat loss
 - No riparian encroachment
 - Short preload duration
 - No existing utility relocation
 - Lowest cost of all the options
 - As this option adds no lighting or expansion of the existing field area, there would be minimal impact to nearby residents.
- Cons:
 - No lighting, which eliminates evening use.

After careful consideration of the technical implications, lifecycle costs, settlement induced maintenance risks, outcomes of the first public information session, stakeholder feedback and council workshop; and the resulting benefit with respect to increasing sports field inventory; staff were asked to investigate a two lit synthetic field option in further detail. Through this process, Option D was developed. Option D combines all the features of Option A (one lit synthetic field plus practice area) with the addition of a second lit synthetic field located in the forested area to the south-east.

Some of the key features, advantages and disadvantages of Option D include:

Pros:

- One lit synthetic field plus practice area ('Field 1', which encompasses Option A) is located within the existing grass field footprint, meaning no tree removal or access road relocation will be required for one of the fields.
- Substantial additional field inventory is provided with two synthetic fields. Both fields are lit enabling evening use. Increased opportunity for larger tournaments with two synthetic fields. The practice area further enhances tournament potential.
- Option D has several advantages over Option B (two side by side lit synthetic fields) including minimization of differential settlement, reduced construction cost, reduced impact to

underground services and no requirement to relocate the internal access road. Furthermore, the loss of forested area is about the same for both Option B and Option D.

- Construction could be staged allowing the preloading of Field 1 to proceed, followed by construction of Field 2 later (or vice versa). In addition, either field could be constructed independently of the other, or a second field could be deferred indefinitely if funding is unavailable or demand for a second field at Inter River Park is reduced. Note that a minimum timeline from start of preload construction (for Field 1) to field opening would be approximately 3 years. Conversely Field 2 located within the forested area, where soil conditions are stable, could be constructed within approximately 6 months.

Cons:

- There will be environmental, recreational, health and visual impacts arising from the project, with the removal of the woodland for Field 2, which is located within the forested area, resulting in the removal of 130 trees, and the requirement for 1025 replacement trees. However, there are sufficient environmental compensation opportunities within Inter River Park to offset these impacts.
- Lights and increased noise would be a concern for nearby residents. Preloading is required for Field 1.

An overview of the costs and construction timeframe for each option is indicated below:

Option	Cost	Construction Time Frame
A (One lit STF with Practice Area)	\$6.2 M	Preload – 18 to 24 months Construction – 6 months
B (Two lit adjacent STFs)	\$11.2M	Preload – 18 to 24 months Construction – 6 to 12 months
C (Natural Grass Field)	\$1.9 M	4 months
D (Two separated, lit STFs with Practice Area)	\$8.7 M	Preload – 18 to 24 months (Field 1 only) Construction – 6 months (per field)
Environmental/Habitat Compensation Work (req'd for Option B and D)	\$1.3 M	12 months

A substantial portion of the cleared area of the site is comprised of a decommissioned municipal solid wastelandfill (MSWL). Those areas not underlain by the MSWL are forested, with a network of trails used by the public. Geotechnical investigation and analysis has determined that the historic MSWL presents the greatest challenge and cost to the development of a synthetic field. Compression of the MSWL through the application of a minimum 4 m thickness of preload fill will be required to manage future differential settlement to a reasonable level. The preload placement and settlement period will be 18 - 24 months in duration, depending on the results of post-placement settlement monitoring. Once the preload settlement period has concluded, construction of a synthetic field within the preload area could begin.

The project scope includes closing the existing access to the park from Premier Street with a cul-de-sac. It was estimated that two synthetic fields will generate 58 new vehicle trips during the weekend peak hour. With two synthetic fields, the southern portion of the park was estimated to have a peak parking demand of 162 vehicles. Reconfiguration of the onsite access is proposed with one-way circulation to improve traffic flow through the parking areas and minimize vehicle conflicts. The park access road will accommodate pedestrians and cyclists through wider lanes (4.5 m versus 3.35 m), shared-lane markings, bike racks and pathways.

The primary environmental constraints with respect to the proposed field, parking and access road layout are the boundaries of the existing forest (south and east), Lynn Creek 30m setback (west) and wetlands (south). Implementing two of the proposed concepts, Options B and D, would require tree removal and result in a loss of passive recreation space to enable field development. Depending on which option is selected, up to 1.3 ha of the southern woodland would require removal. The decision with respect to develop or not develop the woodland is considered to rest with the District, in consideration of the net benefit of constructing an additional synthetic sports field at Inter River Park versus the loss of the woodland mitigated by habitat compensation.

An environmental review was completed by Envirowest Consultants Inc. They reported that the park is recovering from past land use (logging and municipal landfill) and has potential for improvement. It contains five habitat types - forested, scrub/shrub, immature riparian forest, grassed areas and unvegetated/developed. Birds, mammals, fish and amphibians/reptiles have been seen in the park. The presence of species at risk has not been confirmed on the property, however this does not mean they are not present. Drainage mitigation measures (infiltration swales, constructed wetland, pond) and habitat enhancement measures will have a positive impact. Habitat enhancements include removal of invasive plants, planting of native species, complexing of the existing wooded areas, creation of a bio-wetland, an expanded pond, adding fencing to exclude pedestrians and dogs from Lynn Creek's riparian zone, water quality and quantity improvements, light/noise mitigation, and construction period controls. Should development of Options B or D proceed, further assessment would be required prior to construction including detailed assessment of species-at-risk and mapping/quantification of invasive species presence. Long term (minimum five years) monitoring is required to ensure the success of proposed mitigation/enhancement works.

A tree assessment was conducted by BC Plant Health Care Inc., reporting on the overall condition of the forest as well as making recommendations for individual trees. The total number of trees assessed was 361, in an approximately 4.5 ha block. Most of the species were big leaf maple, western red cedar and western hemlock. Of those, 130 are recommended for removal and 231 are recommended for retention. 27% of the trees were in poor, dying or dead states of health. Potential public hazards exist in the 10% of the bigleaf maples, which have contagious structurally depreciating pathogens and could fail without warning. 1025 replacement trees will be required should Options B or D be constructed. However, even with tree planting, as the replacement trees take years to mature, it will be decades before the lost habitat is recovered.

Community and stakeholder consultation was carried out during key stages of the project, and includes the following:

- Sportsfield User Group Meeting – October 2015
- NV Community Sport Council Presentation – November 2015
- Council Workshop #1 – January 2016
- Presentation #1: DNV Parks and Natural Environment Advisory Committee – January 2016
- Sportsfield User Group Meeting – July 2016
- Public Information Session #1 was held on August 31, 2016 to present and gather feedback on three preliminary options - one synthetic turf field and warm-up area (Option A), two side by side synthetic turf fields (Option B), and one natural grass field (Option C). Online consultation was provided from August 31-Sept 14, 2016 for those who were unable to attend the public information session.
- Presentation #2: DNV Parks and Natural Environment Advisory Committee – September 2016
- NV Community Sport Council Presentation – September 2016
- Council Workshop #2 was held on October 24, 2016 to present the findings of the feasibility study and public outreach concerning Options A, B and C to Council. Council directed staff to start planning to implement the single turf field option (Option A), and to continue to pursue other options for creating a second synthetic turf field adjacent to the proposed synthetic field at Inter River Park.
- Council Workshop #3 was held on February 6, 2017 to update Council on the District's long-term sports field program and funding strategy.
- Public Information Session #2 was held on June 21, 2017 to present Option D and gather feedback from residents. Online consultation was provided from June 21 to July 12, 2017 for those who were unable to attend the public information session.

Future Consultation to Include:

- Council Workshop #4 – Fall 2017 (to be confirmed)
- Presentation #3: DNV Parks and Natural Environment Advisory Committee – Fall 2017
- NV Community Sport Council Presentation – Fall 2017

The majority of the respondents for the public information session for Option D were from the broader community, whereas the first information session was mostly attended by adjacent park neighbours. For Option D, the main comments from nearby residents were concerns related to the environment, and loss of park space, forest removal, negative health implications of synthetic turf, increased traffic and noise. There was a preference for this project to be proposed in a different location. The broader community was generally in support of Option D as they consider it an opportunity to meet current and future field use demand, and host larger tournaments, which they feel is lacking on the North Shore.

2 INTRODUCTION

2.1 Background

Inter River Park has been developed as a regional, multi-venue athletic complex with multiple natural grass sports fields, a lacrosse box, a bike skills park, and numerous trails with access to the natural areas of the park as well as Lynn Creek. It is popular with local residents, dog-walkers, nature enthusiasts and also serves the regional population.

From 1956 to 1988 the park was operated as a municipal solid waste (MSW) landfill, including the portion of the study area comprising Field #1. Because of the underlying MSW, existing natural grass Field #1 has experienced substantial differential settlement causing the field surface and infrastructure (drainage, irrigation, backstop/dugouts, etc.) to become damaged. In its current condition, Field #1 is considered by the District to be unsafe and thus unsuitable for organized sports bookings. A complete renovation will be required to utilize the field to perform to the capacity of a typical grass field.

Conversion of Field #1 to a new synthetic turf field would expand the park's tournament center capability and would provide additional year-round sports field inventory, and provide some relief to other existing grass fields within the District. Inter River Park can support tournament activity, even just with one new STF. Construction of a second synthetic field at Inter River Park would substantially increase tournament potential and add to the District's sports field inventory.

While natural grass surfacing would be considered if synthetic turf was considered not feasible, a new sand-based natural grass field could not match the potential capacity (sports use hours) of a synthetic turf field. Synthetic turf is playable year-round and due to limitations on its' maximum hours of use without surface damage. There are typically no lights on natural grass fields meaning evening use in the peak soccer season would be further limited. One synthetic field provides 4 to 6 times the capacity of a grass field.

2.2 Intent

The intent of the feasibility review phase of the Inter River Park South Sports Field Feasibility Study and Conceptual Design Report is to undertake a feasibility study and prepare conceptual design options for the provision of increasing the sports field inventory at the park. Guiding principles include:

- Design to reflect development of Inter River Park as a regional, multi-use sports field tournament center.
- Accommodate a variety of field sports, including soccer, field hockey, football and baseball.
- Improve pedestrian access and connectivity.
- Improve service vehicle access, parking and circulation. Provide sufficient opportunities for drop-off.
- Improve safety and security.

- Minimize impacts to the environment and adjacent existing park uses.
- Protect and enhance the adjacent park wetlands, Lynn Creek riparian zone and the forested areas.
- Minimize impacts to neighbours (noise, traffic, etc.).
- Incorporate additional infrastructure associated with the proposed increased field inventory.
- Maximize benefits relative to costs.
- Minimize maintenance costs and field closures.
- Design to incorporate universal accessibility.
- Design to incorporate relocation of the Parks' nursery.
- Where effective, utilize latest technology in the design of the facility.

2.3 Project Location

Inter River Park is in the District of North Vancouver, within the Lynnmour/Inter River neighbourhood. The study area is at the south end of the site, and includes the existing natural grass baseball/soccer field (Field #1), as well as the surrounding park wetlands, forests, roads, parking and trails; Premier Street frontage, District nursery and the caretaker's residence.

Please refer to Figure 2-1 for a map showing the project location, study area and the potential sports field site within Inter River Park.

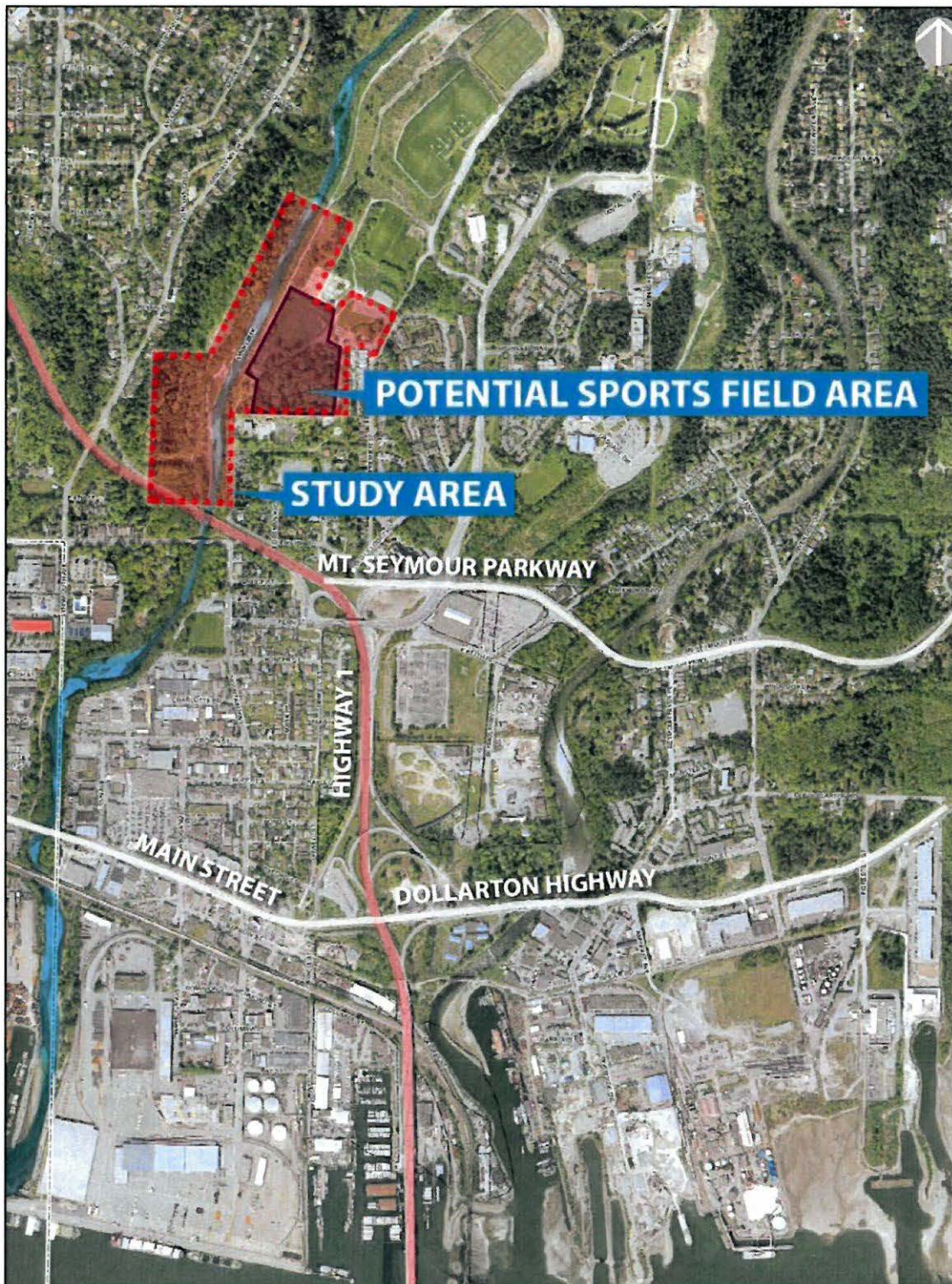


Figure 2-1 – Location of Inter River Park

2.4 Site History

Inter River Park has been developed over several years, with its original beginnings as a Municipal Solid Waste Landfill site. The landfill was decommissioned in 1988, and since then ongoing filling and remediation has taken place, with sports fields and other recreation amenities constructed.

Please refer to Figure 2-2 for the history of the park.

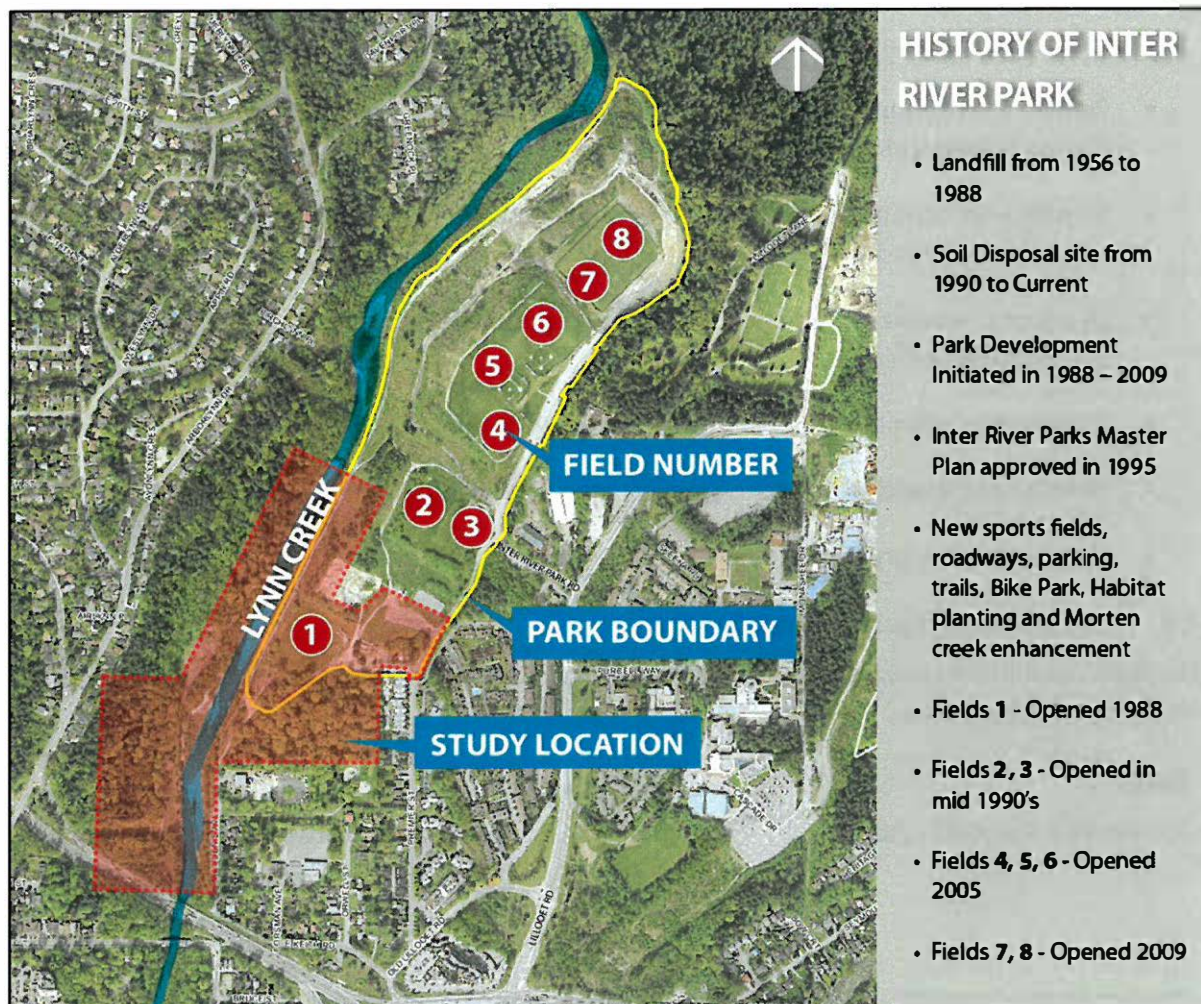


Figure 2-2 - History of Inter River Park

2.5 Study Objectives

The feasibility study component of the assignment seeks to:

- Identify field layout options, including the size and number of fields that would be feasible to construct on the site.
- Identify the parking and access requirements associated with each option.
- Prepare a conceptual design plan for each option, incorporating parking, access and the road closure of Premier Street to the south.
- Prepare a conceptual design for the relocation of the existing Parks' Nursery area to the former caretaker building site
- Determine whether synthetic turf is an appropriate surfacing material given the site geotechnical challenges.
- Identify the challenges and opportunities for each option.
- Develop a schedule for the design and construction of each option.
- Develop preliminary Class D cost estimates for each option.

2.6 Consultant Project Team Activities

The team contributing towards the feasibility study and conceptual design development includes the following consultant firms:

Firm:**Role:**

R.F. Binnie & Associates Ltd.:

Prime Consultant/Team Project Manager
Landscape Architecture/Sports Consultant
Civil Engineering
Traffic Engineering

Thurber Engineering Ltd.:

Geotechnical Engineering/Landfill Consultant

Envirowest Consultants Inc.:

Environmental Review (Fish and Wildlife)

BC Plant Health Care Inc.

Tree Assessment

The consultant team performed the following major activities as part of the feasibility study and conceptual design stage of the assignment:

- Previous reports, studies and investigative work completed by others were reviewed.
- A detailed site visit was completed with a photographic record of the existing conditions.
- Geotechnical investigation was performed and a report outlining recommendations for design and construction prepared.
- Environmental investigation was performed and a mitigation report prepared with recommendations.
- A traffic impact assessment was undertaken and a report prepared with recommendations.
- A tree inventory was undertaken and a report prepared with recommendations.
- A base plan was completed incorporating District-supplied topographic survey and underground as-built service records.
- Meetings were held with District staff.
- Binnie prepared public engagement materials and attended 2 public information sessions located at Inter River Park.
- Conceptual designs were completed for the proposed park development options including the sports field(s), parking, access roads, pedestrian circulation, Premier Street closure and nursery area relocation.
- Class D cost estimates were prepared.
- The relative impacts and opportunities associated with each option were assessed.

3 EXISTING CONDITIONS

The existing surface conditions of the existing sports field and adjacent areas within the study are shown in the following photos and are as generally described below:

- Field #1 – a natural grass sports field in poor condition, with a backstop and dugouts located in the northwest corner of the field. (Photos 1 and 7)
- Gravel parking (poorly defined) adjacent to the lacrosse box. (Photo 2)
- A paved access road from Premier Street, with a gravel connection to the Lacrosse Box. (Photo 3)
- A Parks operation nursery area opposite Field #1. (Photo 4)
- Forested area with several walking trails on the east side of the gravel access road. (Photo 6)
- Gravel parking (poorly defined) along the edge of Field #1. (Photo 7)
- Lynn Creek 30 m setback riparian area on the west side of Field #1.



Photo 1 - Existing sports field



Photo 2 - Upper gravel lot



Photo 3 - Premier Street looking north



Photo 4 - Parks nursery

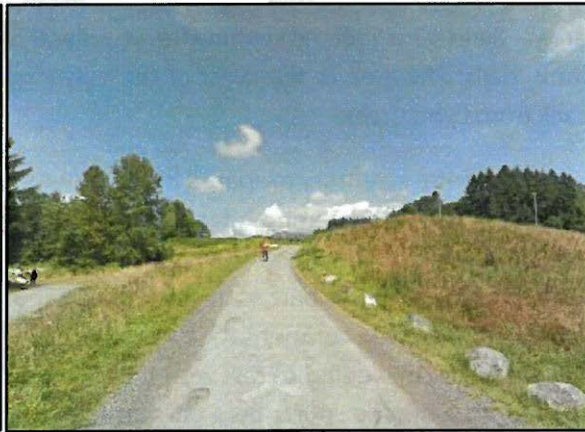


Photo 5 - Steep slope



Photo 6 - Forested area with trails

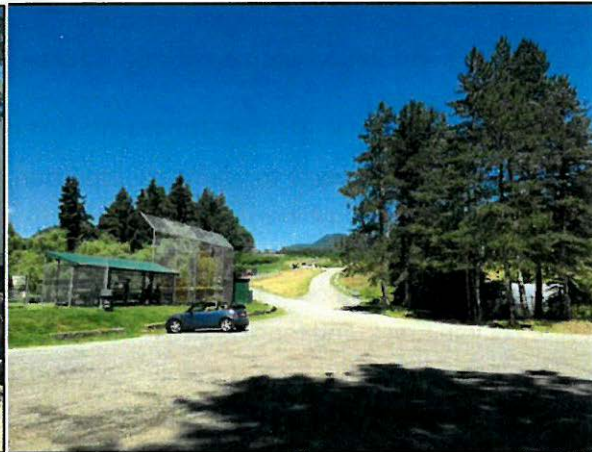


Photo 7 - Lower gravel parking area

4 ENVIRONMENTAL REVIEW

4.1 Environmental Review

This section summarizes many of the key features of the environmental report. Please refer to the environmental review prepared by Envirowest Consultants Inc. which is included in the Appendix for complete details.

The primary environmental constraints with respect to the proposed field, parking and access road layout are the boundaries of the existing forest (south and east), Lynn Creek 30m setback (west) and wetlands (south).

Environmental site reviews were carried out by Envirowest Consultants Inc. on August 16, 2016, April 12, 2017 and May 9, 2017 to assess the current environmental conditions at the site. A large portion of the proposed two field footprint for Option D occurs within the existing grass field (Field 1 and warm-up area). Field #2 is located within the woodland at the south end of the park, which also includes multiple trails. The area to the west of the existing field occurs within an existing 30 metre riparian setback from Lynn Creek.

An environmental inventory prepared in 1998 identified a large and diverse number of species utilizing the park, and provides recommendations that remain valid. In particular, that report recommended that the southern woodland (where the Field 2 is proposed) not be developed. The 2017 environmental review work carried out as part of this study assessed the impact of developing the southern woodland and the recommended compensation measures. The decision with respect to develop or not develop the woodland is considered to rest with the District, in consideration of the net benefit of constructing an additional synthetic sports field at Inter River Park versus the loss of the woodland mitigated by habitat compensation.

A tree assessment was also carried out in conjunction with the environmental review. Please refer to the attached Arborist Report prepared by BC Plant Health Care, which can be found in the Appendix.

4.2 Environmental Improvements and Compensation Measures

As the current plan proposes to eliminate a portion (1.3 ha) of the southern woodland, reasonable compensation habitat must be provided as an offset for the loss. Proposed habitat enhancements include removal of invasive plants, planting of native species, complexing of the existing wooded areas, and creation of an expanded pond. Additional work includes several habitat restoration sites on the west side of Lynn Creek, and fencing to exclude pedestrians and dogs from much of the creek's riparian zone. Many impact mitigation strategies are proposed and include water quality and quantity protections, light/noise mitigation, and construction period controls.

Sufficient mitigation and enhancement opportunities are available to offset the proposed habitat losses. Long-term (minimum five years) monitoring is required to ensure the success of the proposed mitigation/enhancement works. Should development of Field 2 proceed, further assessment would be required prior to construction including detailed assessment of species-at-risk and mapping/quantification of invasive species presence. Proposed mitigation and enhancement works would also require detailing.

The following key plan shows two areas in Inter River Park where environmental improvements could occur, followed by detailed plans of these areas showing photos of the existing conditions and locations where infill planting is recommended.



Figure 4-1- Key Plan



Note: Photos 1-12 reflect current conditions and were taken on May 2, 2017



Figure 4-2 – Lynn Creek Environmental Improvements – Area 1



Note: Photos 13-23 reflect current conditions and were taken on May 2, 2017



Figure 4-3 – Lynn Creek Environmental Improvements– Area 2

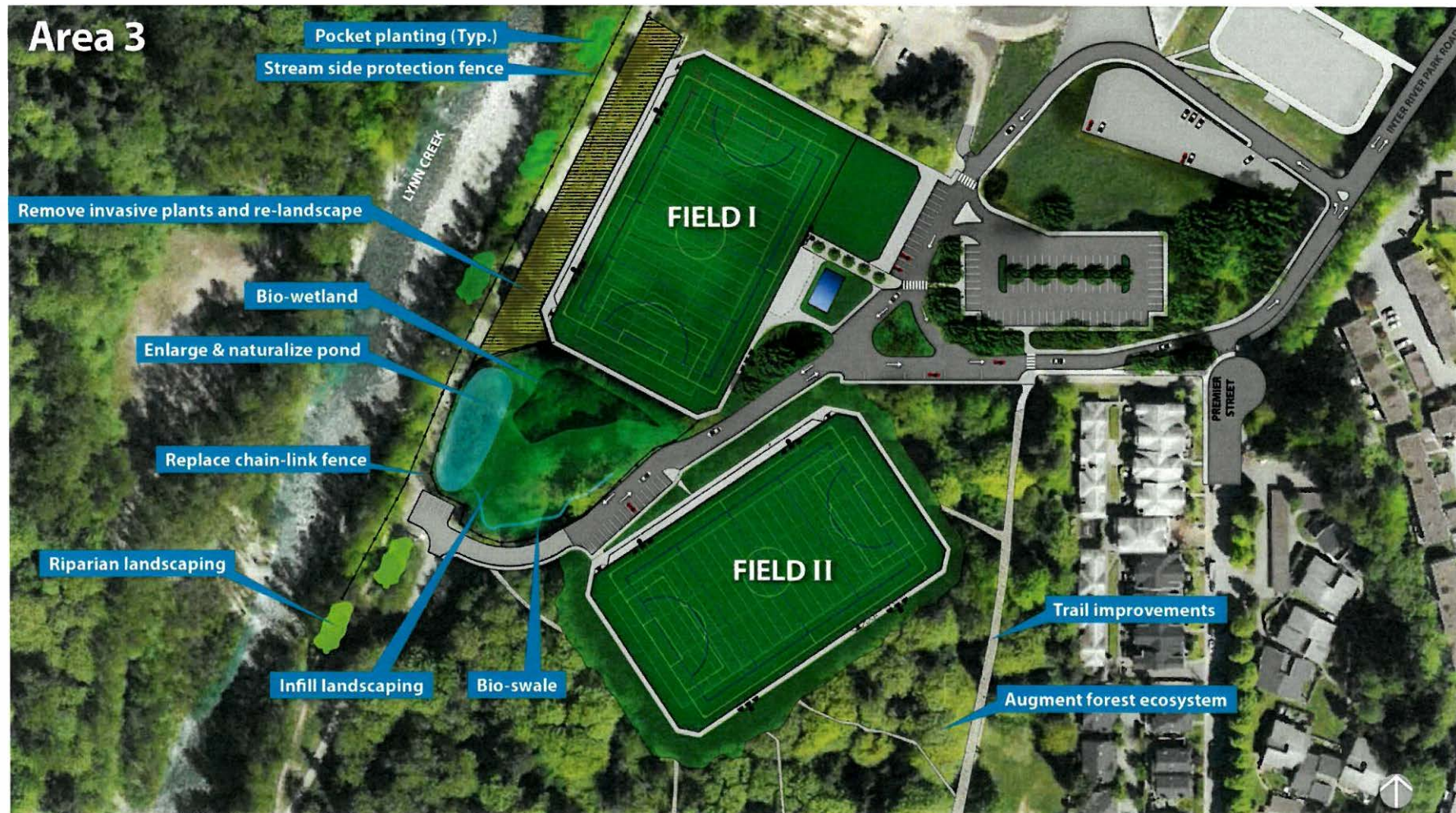


Figure 4-4 – Environmental Enhancements Adjacent to Field(s)

The bio-wetland shown in the previous plan would be similar to the precedent images shown below:



Figure 4-5 – Precedent Images - Bio Wetlands

In addition to the improvements to the existing riparian and forested area, the proposed road and parking area construction could be made more environmentally friendly than what is typical. Some examples of parking lots with shade trees and/or rain gardens are illustrated below. These concepts have been illustrated in the parking lot proposed in Concepts A, B and D.

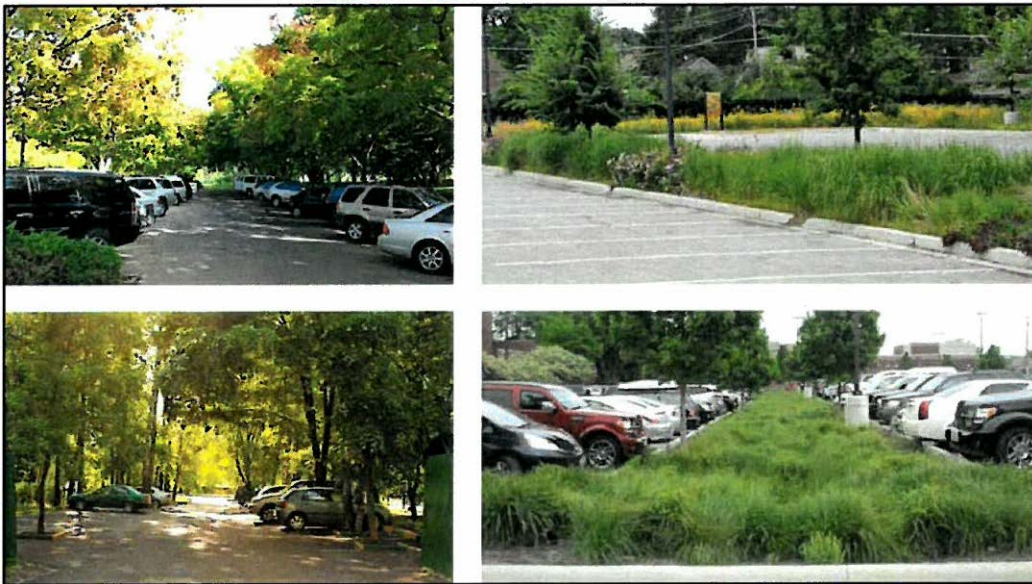


Figure 4-6- Green Parking Examples

5 TREE ASSESSMENT

BC Plant Health Care Inc. prepared an arborist report which looks at the forest overall as well as at the individual tree level. It contains a map of the trees surveyed and lists the information in a table which includes the species, size, condition and recommendation, among other information. Of the 361 trees surveyed, 130 are recommended for removal, and 231 are recommended for retention. Should Option D go ahead, 1.5/4.5 ha of forested parkland will be impacted (33%) and 1025 replacement trees required.

The assessed area was disturbed by logging, probably in the early 1900's. The forest region is Coastal Western Hemlock but in the assessed area, there is a lack of viable regeneration. One reason is due to inappropriate light conditions in the understory. There is a lack of forest succession and it has not reached a climax state with the presence of pioneer and mid-successional species in the over-story. Succession should be encouraged by conducting reforestation that matches post disturbance regeneration.

The issues of removal and replacement are more complex than simply planting replacement trees. These issues include: Urban Heat Island Effect, decreased air quality, lost carbon sequestration and storage, effects on crime rate, reduced sense of community for residents, lost recreational opportunities, degeneration of the connection to the natural world, etc. It will take several decades to recover the social, economic and environmental value of the forest portions being removed should option D proceed.

Trees with Kretzschmaria along the proposed forest edge have been recommended for removal because of their high probability of failure. Kretzschmaria is a fungus affecting the lower roots of bigleaf maples and causes white rot. This can cause a tree failure with little or no warning, posing a potential public hazard.

When clearing the forest to build the proposed field, a new forest edge is created. It is possible that due to wind and exposure to the elements, the existing trees on the new exposed edge can fail. A pre-emptive measure could be to install larger replacement trees along the edge to help deflect wind and protect the existing trees. Planting larger trees along the edge would be an exception. The report recommends mainly planting younger trees (2 and 3 years old) because they are more responsive to transplanting and need less time to recover and establish.

The trees surveyed are indicated in the diagram on the following page.

Please refer to the Arborist Report prepared by BC Plant Health Care Inc. which is included in the Appendix for additional, detailed information.

Inter River Park Tree Replacement, Protection, and Removal Plan
1301 Lillooet Road, North Vancouver

Legend

- Removal (Red X symbol)
- Development Impact Area (Blue shaded area)
- Forestry Replanting Area (Green shaded area)

Notes:

- (1) Replacement Trees must meet height, condition and species requirements set out in the latest edition of the BCFA/AMCA "B.C. Landmark Standards" and the BCFA/AMCA "Guidelines for Tree Planting".
- (2) Replacement "DBH" must be equal to or greater than the DBH of the tree being removed.
- (3) Replacement trees shall not be planted:
 - (a) in the same or near the same height of the tree being removed;
 - (b) in the same or near the same height of the tree being removed;
 - (c) in the same or near the same height of the tree being removed;
 - (d) within one (1) meter of any property line of a lot.

Scale: 1:500

Author: Andrew C. MacKinnon

Date: May 21st, 2011

Project: 1301 Lillooet Road, North Vancouver

Revision: 01

Page: 27 of 30



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6 GEOTECHNICAL CONSIDERATIONS

The following drawing represents an overview of the significant geotechnical constraints impacting the design and layout of the project. In general, construction of a synthetic turf field within the footprint of the Municipal Solid Waste is considered feasible with preloading.

Test holes were drilled by a previous consultant, Sperling Hansen, in September 2015. Thurber Engineering Ltd. was hired to complete a more recent geotechnical investigation in 2016. The locations of all test holes (both those completed by Sperling Hansen and Thurber) are shown on the figure below.

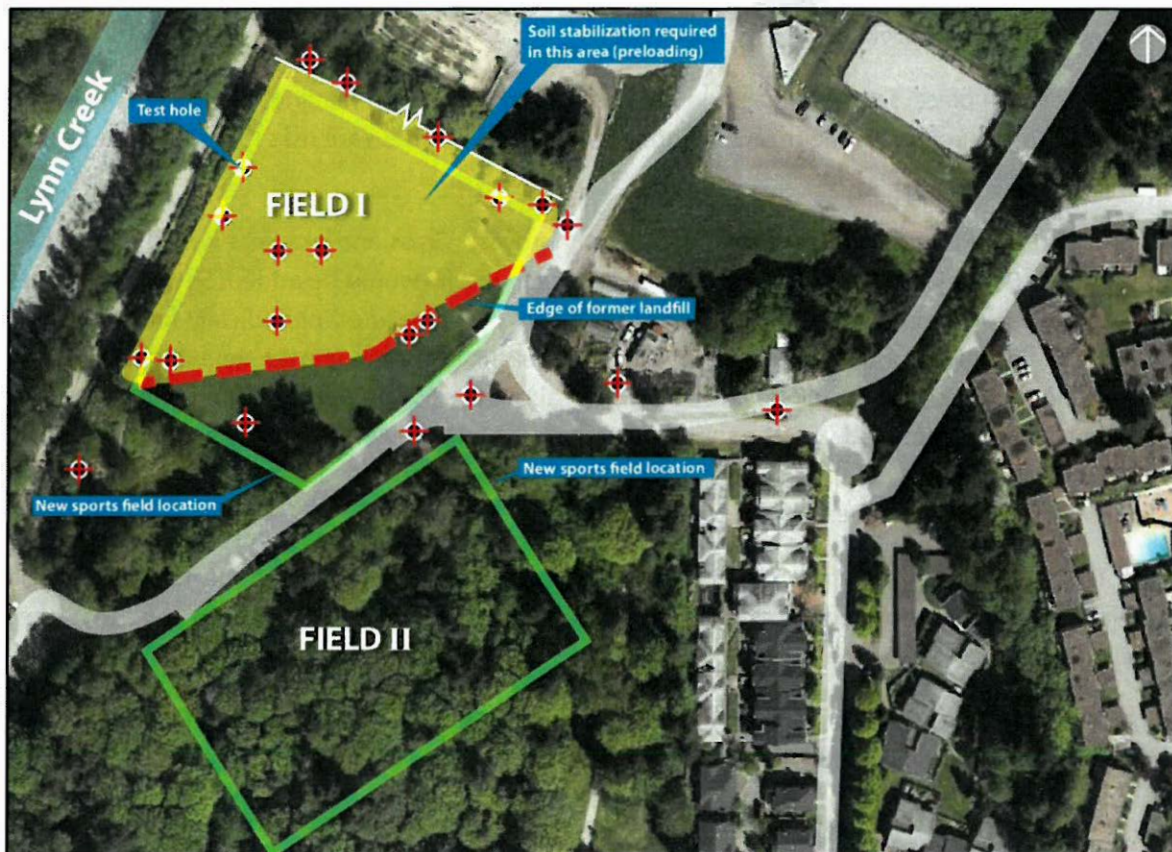


Figure 6-1 – Geotechnical Considerations

The thickness and composition of the materials encountered in each test hole varies. The top layer is grass field with up to 200mm topsoil. Underneath this layer is compact sand and silt with some gravel (all of this approximately 1.2-2.5m deep, except for one test hole at the very southwest corner of the field which has 5.5m of cover). In some locations, below this compact sand/silt layer is another 0.6m of sand, followed by municipal solid waste (MSW). The cap on the landfill consists of a mineral material which restricts the infiltration of water into the layers below. In locations with asphalt, the asphalt surface is between 50-75mm deep and sits on top of a granular base of 200-300mm thickness.

It is estimated that 50% of the compression has already occurred, due to the age of the landfill. Using an accepted conceptual model, the expected future settlement would be 250mm at the area where the depth of the MSW is 5m, and less settlement (25mm) where the thickness of the MSW is 0.5m. This is still difficult to predict, as the conditions between test holes can vary considerably. Any organic material would degrade as well. These figures are assuming no change in grade; if the grade is increased, additional settlement would be expected. The most critical area is along the edge of the MSW and this is where earthwork and site preparation would be required to help stabilize it.

A synthetic turf field is sensitive to settlement (both total and differential). To reduce these risks, all of the MSW would have to be removed below the field footprint and replaced with granular engineering fill. However, this method would be very expensive.

If the MSW is left in place, settlement should be expected (even with preloading). Settlement results in additional maintenance for the field, re-leveling or reconstruction. These are risks that should be known before proceeding.

Options A and B - Requires preloading and a lengthy process. Grass and organics would need to be removed up to 5m beyond the perimeter. Compacted granular fill would be added. Settlement plates would be placed on this layer at an equal distance of 15m and measured periodically for settlement. Inclined meters and piezometers would be installed to measure conditions over time. More fill of the same type in equal thickness would be added up to 3m above the STF design elevation. After this stage, the preload would be removed, and the subgrade prepared. Further geotechnical assessment would be needed to analyze the preload monitoring data that was collected in order to project the future settlement and make recommendations for the STF field.

Option C- No preloading is required for this option, but settlement should be expected. Field maintenance would be required periodically and involve placing additional sand fill in areas that have settled, possibly every 6-24 months.

Option D - Field #2 is outside of the former landfill boundary and will not require any preloading. See Option A (above) regarding Field #1.

Please refer to Appendix C for the complete geotechnical report prepared by Thurber Engineering Ltd.

7 TRAFFIC AND PARKING ASSESSMENT

This section provides an overview of the detailed traffic impact assessment report including recommendations for parking and access road improvements.

7.1 Traffic and Parking Assessment Overview

The traffic impact assessment examined the impact of the development of one synthetic field as well as two synthetic fields. For the purposes of this overview, we are summarizing the traffic impact requirements for a two-field development with a warm-up area. Should a single synthetic field be developed, the parking and circulation requirements would remain the same, however, a reduced number of additional parking stalls would be required (refer to detailed report in the Appendix for complete information).

It was estimated that the project will generate 58 new vehicle trips during the weekend peak hour, with 28 vehicles entering and 30 vehicles exiting. After development of two fields the park was estimated to have a peak parking demand of 162 vehicles. It is noted that if only one field is constructed, the estimated parking demand would be reduced to 112 vehicles.

As part of the project, it is proposed to construct new parking areas with one-way circulation through the areas adjacent to the north field. This will provide an efficient flow of traffic through the parking areas and minimize vehicle conflicts. Where possible, marked parallel parking spaces should be provided along the internal roadways in the south park area. Parking stall bumpers should be installed in the existing gravel parking lot near the existing lacrosse box to increase the capacity of the parking areas.

The site will include one bus pullout located on site. There will also be space for two buses to park during the day within the parking area. Additional demand for bus parking is expected to be accommodated in the north park area parking facilities.

Based on the traffic analysis conducted, the two study intersections are expected to operate at acceptable levels during the weekend peak periods with the proposed relocation of the access to the south park area of Inter River Park.

To accommodate pedestrians and cyclists, the access road to the park shall provide a 4.5 m travel lane in both directions to support cyclist and vehicular traffic. Additionally, sidewalks should be constructed on both sides to tie-in to the existing sidewalks on Inter River Park Road. It is noted that this measure may come later as the park is developed further. A connection is to be installed for pedestrians and cyclists from the north end of Premier Street to the park.

"Share the road" warning signs and "sharrow" paint markings (i.e. shared-lane markings) should be installed on the travel lanes throughout the park to warn drivers of cyclists on the roadways. A 30km/h speed limit is recommended throughout the park to improve the safety for pedestrians and cyclists. The roadways should also include wide speed humps to reduce the vehicle travel speed. Safe, well lit, and dry bicycle parking shall be provided on site immediately adjacent to the proposed fields, as per the District's Bylaw standard. The south park area should include enough bicycle parking for 78 bicycles.

Please refer to the Inter River Park STF Design Traffic Study prepared by Binnie & Associates Traffic Division which is included in the Appendix for additional, detailed information.

8 DESIGN DEVELOPMENT

8.1 Overview

The following options (A, B and C) were explored and presented at the first public information session on August 31, 2016. Subsequent to the Council workshop held on October 24, 2016, Council directed staff to proceed with the detailed planning and development of Option A while pursuing other options for creating a second synthetic turf field adjacent to the proposed synthetic field.

Option D represents Option A (single field plus warm-up area) with an additional field located directly across the existing access road.

Option D was presented at the Public Information Session on June 21st.

We are outlining below the key features of each option, with further elaboration on Options A and D.

8.2 Why Two Fields?

The Sports Field Needs Assessment (Rev. 2017), identified a need for a tournament facility at Inter River Park which includes a two-field synthetic turf field facility.

The Seylynn and Bridgman Park Masterplan completed in 2015 identified the need to replace the sports field being displaced at Seylynn with a new field at Inter River Park

Given the high rainfall on the North Shore, combined with the fact that one synthetic turf field can provide roughly four times the usage of one traditional grass field, and that games and practices can take place during inclement weather, means that having two fields would meet the need in our climate. In addition, due to the relatively steep topography common on the North Shore, there are few available sites where two new synthetic turf fields can be constructed adjacent to each other.

While a single synthetic field option would allow for tournaments when considered in conjunction with the existing upper natural grass fields, a two-field configuration at Inter River Park would allow for tournaments (including higher level tournaments) to be held that may not currently be accommodated in North Vancouver District.

8.3 Option A – One Synthetic Field Plus Warm-up Area

Option A proposes a single multi-use synthetic turf field with an adjoining practice/warm-up area. The main field is sized to accommodate a 110m x 64m soccer pitch or a full-size American rules football fields as well as providing the option for several other field sports. The warm-up area provides space for users to warm-up before their scheduled time on the main field. This helps speed up the change over time between user groups. The additional space also provides an opportunity to book two separate user groups concurrently such as an adult soccer club on the main field and a youth club, super 8 game on the practice field. The overall footprint of the new field is smaller than the current natural grass area allowing for a large spectator area which could accommodate a grandstand. The remaining open spaces east of the new field provides a passive use area for park visitors or a staging area for use during larger tournament events.

Pedestrian circulation improvements include a walkway around the perimeter of the new field, paved access routes from parking areas including marked crosswalks, and a small plaza area, complete with shade trees, which helps identify the main entrance to the new facility. Additionally, a new paved walkway connecting the new facility with the existing washroom building and upper parking lot is proposed. Pedestrian access from adjacent neighborhoods to existing trails is also improved by a proposed sidewalk linking Inter River Road to Lynn Creek. Vehicular circulation is improved by creating a fully paved, one-way loop within the park which minimizes pedestrian-vehicle conflicts. The new configuration creates a single point of entry from Inter River Park Road in anticipation of the future closure of Premier Street.

Additional parking is proposed for the area where the existing Parks nursery is located. This new lot provides parking that is separate from the main circulation route there-by reducing congestion during peak hours. The lot provides safe and convenient access to the new field via a marked crosswalk and also includes a perimeter walkway linking to pedestrian connections to other parts of the park.

This option does not encroach on the naturalized areas surrounding the existing grass field including the Lynn Creek riparian setback. Improvements to the parking areas south of the new field are contained within existing limits of disturbance and propose additional measures to protect sensitive habitat areas. Proposed rain water management facilities are integrated with the existing sediment pond south of the field and include enhancements to naturalize the space to create additional habitat as well as a visual amenity.

Please refer to the following conceptual design plan for Option A.



Figure 8-1 - Option A - One Synthetic Field Plus Warm-up Area

Option A

8.4 Option B – Two Side by Side Synthetic Fields

Option B proposes two side by side synthetic turf fields, without a warm-up area. The additional park amenities, including parking and access roads are similar or the same as Option A.

Advantages of Option B include additional field inventory and lighting for more night use. As in Option A, lights could be a problem for nearby residents. Tree/habitat loss, riparian encroachment, settlement potential, long preload duration, existing utility relocation and extraordinary cost are also disadvantages. Furthermore, parking demand may not be met with the proposed layout.

A discussion of the advantages and disadvantages of Option B versus Options A and D are described in detail in the next section.

Please refer to the following conceptual design plan for Option B.

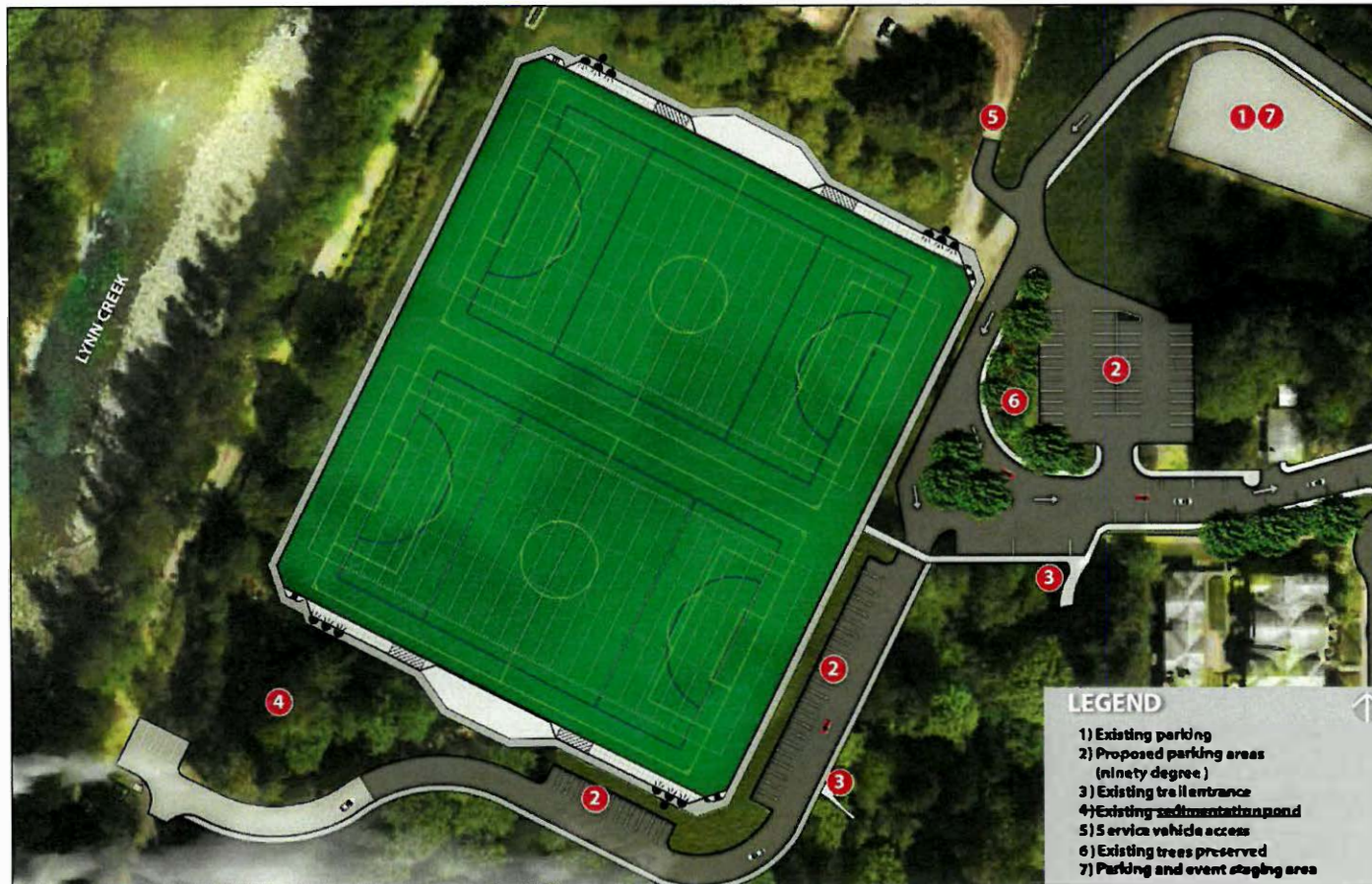


Figure 8-2 – Option B – Two Side by Side Synthetic Fields

Option B

This option proposes a synthetic turf 'Super Field' which would accommodate two multi-use sports field pitches. Each pitch is sized to accommodate a 110m x 64m soccer pitch or two full-size American rules football fields as well as providing the option for several other field sports.

The 'Super Field' format also allows for added programming flexibility as games, or training exercises can be run across both fields if need be. Spectator and players areas are located at the north and south ends of the 'Super field', along the sidelines, in order to create a contiguous surface with no obstruction separating the two pitches. As in Option A, several traffic circulation and parking improvements are proposed in order to accommodate the higher intensity of use expected for the new field facility. Pedestrian circulation improvements are also improved as in Option A with exception of the field entrance plaza as there is insufficient space.

8.5 Option C – Natural Grass Field

Option C proposes complete renovation of the existing natural grass field with construction of a sand based, irrigated natural grass field at the same location as existing. There is a greatly reduced scope of additional park amenities, and no increase in parking. The natural grass option includes some modifications to the general layout, with the chain-link backstop relocated to the North-West corner of the field, allowing for a larger baseball field. Relocating the backstop from the east side of the field also opens the space to the rest of the park and makes it more inviting for passive use. Parking and access to field are unchanged from the current condition.

Advantages to Option C include no impact on tree/habitat loss, no riparian encroachment, short preload duration, no existing utility relocation and lowest cost of all the options. Disadvantages include no lighting so it cannot be used at night. This could be an advantage for the neighbouring residents, since there would be less noise and light pollution. An additional disadvantage is no increase in additional field inventory for the district.

A discussion of the advantages and disadvantages of Option C versus Options A and B are described in more detail in the next section.

Please refer to the following conceptual design plan for Option C.

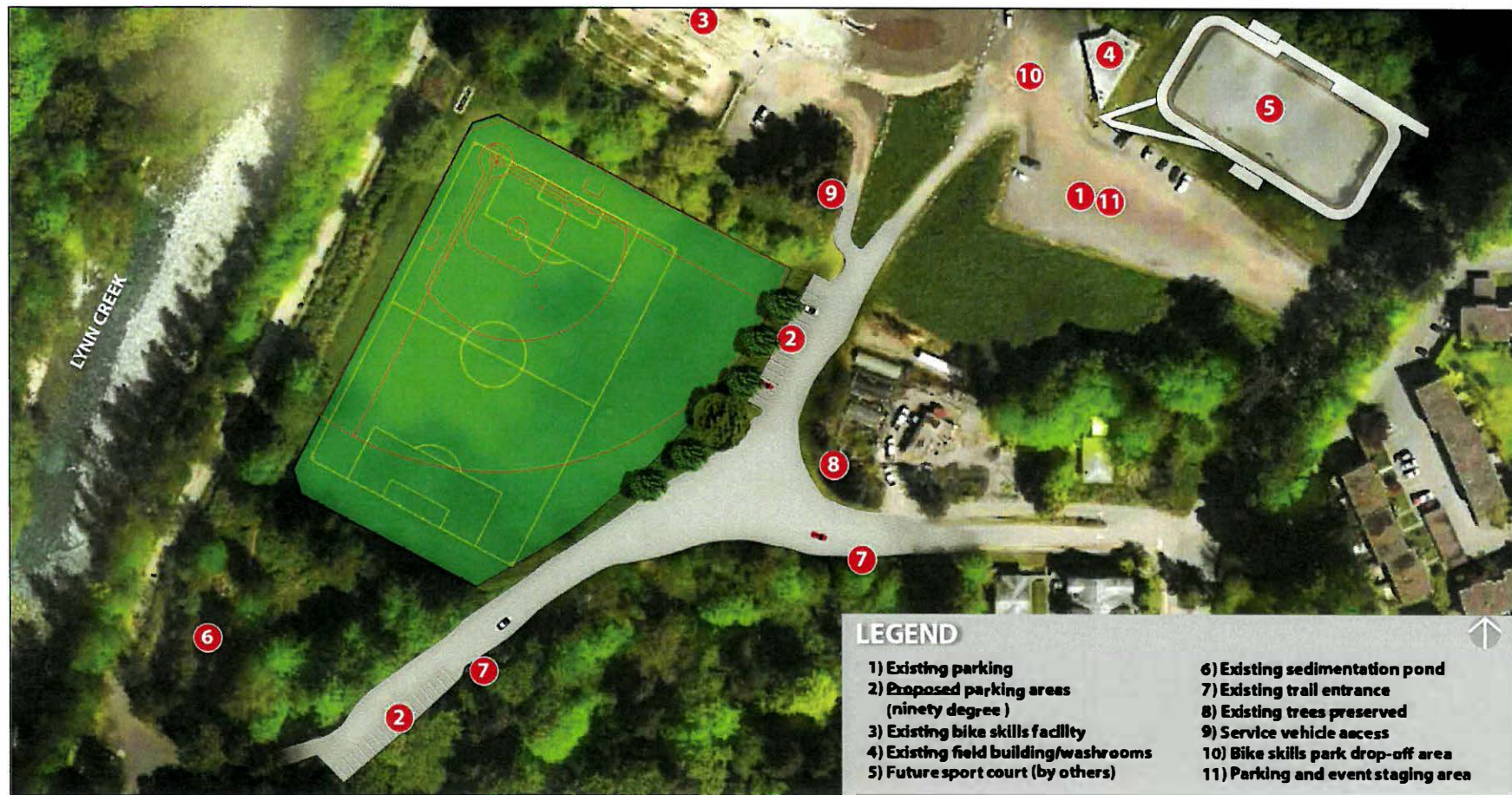


Figure 8-3 – Option C - Natural Grass Field

Option C

8.6 Option D – Two Separated Synthetic Fields Plus Warm-up Area

Option D proposes two synthetic turf fields plus a warm-up area. The layout of the one synthetic field plus warm-up area is exactly as described for Option A. All park amenities are also the same as included with Option A. The primary difference between Option A and D is the inclusion of a second synthetic field and some additional parking to support two fields (versus one).

Advantages of option D include no riparian encroachment, no existing utility relocation, parking demand is met and additional field inventory. Disadvantages of this option include higher cost and tree/habitat loss.

A discussion of the advantages and disadvantages of Option D versus Options A and C are described in detail in the next section.

Please refer to the following conceptual design plan for Option D.



Figure 8-4 - Option D – Two Separated Synthetic Fields Plus Warm-up Area

Option D

Visualizations of Option A and D are shown in the graphics below:



Figure 8-5 – Rendering of Option A



Figure 8-6 - Rendering of Option D

8.7 Comparison of Options

After careful consideration of the technical implications, lifecycle costs, settlement induced maintenance risks, outcomes of the public consultation process, stakeholder feedback and council workshop, and the resulting benefit with respect to increasing sports field inventory, staff were asked to investigate Option D'.

Some of the key features of Option D include:

- One synthetic field plus warm-up area ('Field 1', which encompasses Option A) is located within the existing grass field footprint, meaning no tree removal or access road relocation will be required. Field 1 is located over the MSWL and will require preloading.
- One synthetic field ('Field 2') located directly across the existing access road from Field 1. Field 2 is located within the forested area and will result in the removal of 130 trees, and the requirement for 1025 replacement trees.
- There will be environmental impacts arising from the project, in particular with the removal of the forested area for Field 2. There are sufficient environmental compensation opportunities within Inter River Park to offset these impacts.
- A minimum timeline from start of preload construction (for Field 1) to field opening would be approximately 3 years. Conversely Field 2 located within the forested area, where soil conditions are stable, could be constructed within approximately 6 months.
- Construction could be staged allowing the preloading of Field 1 to proceed, followed by construction of Field 2 later (or vice versa). In addition, either field could be constructed independently of the other, or a second field could be deferred indefinitely if funding is unavailable or demand for a second field at Inter River Park is reduced.
- Increased parking demand can be met with the creation of new parking areas on site with peak overflow on-street parking along Premier Street
- Option D has several advantages over Option B (two side by side fields) including:
 - A portion of the impacted existing treed area on the south-west side of the field in Option B is considered part of the Lynn Creek 30 m setback riparian area, and would require the permanent removal of vegetation and trees.
 - Large grade differences as well as varying soil conditions within the two-field footprint of Option B result in a high risk of future differential settlement, which would lead to high maintenance cost and field closure for repair purposes. To minimize future field repair risk, closures and cost, a longer preload settlement period would be required.
 - Several utilities including the leachate collection system, a large diameter storm sewer, and water main are located within the footprint of the synthetic turf (in Option B) and would therefore require removal and relocation, adding about 12 months to the project timeline and significant added cost (about \$1.6M).
 - Furthermore, the loss of forested area is about the same for both Option B and Option D.

Option A (which is a component of Option D) may be considered if the District considers the resulting woodland removal and environmental impact does not justify the benefit of a second synthetic turf field at Inter River Park.

Options C is no longer being pursued as a natural grass field does not satisfy the District's need for an additional synthetic field.

The following tables illustrate and compare the major criteria for each design option and how they fare in terms of impact.

Option A – One Synthetic Field Plus Warm-up Area			
Criteria	No Impact (or Benefit)	Some Impact	High Impact
Tree/Habitat Loss			
Riparian Encroachment			
Settlement Potential			
Preload Duration			
Ex. Utility Relocation			
Extraordinary Cost			
Future Maintenance Risk			
Parking Demand Met			
Additional Field Inventory			

Option B– Two Side by Side Synthetic Fields			
Criteria	No Impact (or Benefit)	Some Impact	High Impact
Tree/Habitat Loss			
Riparian Encroachment			
Settlement Potential			
Preload Duration			
Ex. Utility Relocation			
Extraordinary Cost			
Future Maintenance Risk			
Parking Demand Met			
Additional Field Inventory			

Option C – Natural Grass Field			
Criteria	No Impact (or Benefit)	Some Impact	High Impact
Tree/Habitat Loss			
Riparian Encroachment			
Settlement Potential			
Preload Duration			
Ex. Utility Relocation			
Extraordinary Cost			
Future Maintenance Risk			
Parking Demand Met			
Additional Field Inventory			

Option D– Two Separated Synthetic Fields plus Warm-Up Area			
Criteria	No Impact (or Benefit)	Some Impact	High Impact
Tree/Habitat Loss			
Riparian Encroachment			
Settlement Potential			
Preload Duration			
Ex. Utility Relocation			
Extraordinary Cost			
Future Maintenance Risk			
Parking Demand Met			
Additional Field Inventory			

8.8 Public Consultation

Several opportunities for public input have occurred, to gain a better understanding of community and stakeholder needs, including public information sessions on August 31, 2016 and June 21, 2017. Feedback was collected by survey in both hardcopy format and on the DNV website for both sessions. In addition, during key stages throughout the project there have been council workshops, sportsfield user group meetings, sport council presentations and DNV Parks and Natural Environment Advisory Committee Presentations.

8.8.1 Public Information Session #1

For the first public information session, there were 176 responses to the survey. The vast majority of respondents lived in the immediate neighbourhood, many of them long-term residents who have lived there for over 6 years (25% lived there for 6-10 years and 46% for more than 10 years). The majority were middle aged with 31-45 years old being the highest number (42% of respondents) followed by 46-60 (39%). The top reasons for visiting the park included walking/trail user, nearby resident and dog walking. The main methods of transportation used to get there were walking (123 responses), followed by car (77) and bike (75). When asked about their comments regarding circulation (access roads, parking and closure of Premier Street), more people wrote that they support closing Premier Street (35) than those who did not (9). Some residents were concerned with the impact the anticipated traffic would have on the neighbourhood (10). When asked about the grass sports field design, more people wrote that they preferred grass (25) than those who wrote that they preferred synthetic turf (12). When asked about the synthetic field design, more people wrote that they preferred grass over synthetic turf (18 vs 13). When asked if they had any final comments to add, the most common themes were dog walkers hoping that this project wouldn't affect them negatively. There were also concerns about forest removal, and an increase in traffic.

8.8.2 Public Information Session #2

For the second public information session, there were many more surveys completed (1288 usable responses); the majority of which were submitted online rather than hardcopy. The feedback period was three weeks long. The data was analyzed from two perspectives to identify trends – the first was dividing it into nearby residents as compared to the broader community, and the second was looking at the data overall.

Nearby Residents/Broader Community

Whereas the first public information session was mainly attended by local residents, the respondents for the second public information session came from a wider geographic area. Only 259 responses were from nearby residents (living within 17 immediate postal codes adjacent to the park), and the remainder (1029) were from the broader community. When looking at the data in terms of nearby residents compared to the broader community, their needs are quite different. The majority of nearby residents preferred one field, and used the park for walking and dog walking. They travelled by foot or bike. The members of the broader community preferred two fields, and travelled to the park by car to use the sport fields.

Overall Results

When looking at the data overall, more people preferred two fields vs one field. The majority of visitors came to the park to use the sports fields, so it makes sense that they would prefer more field inventory. The second most popular activity was walking on the trails. Most people travelled to the park by car (which has an impact on the parking requirements).

Some parts of the survey allowed for general comments to be written. Key themes from these comments include the following:

- Concerns about loss of park space and forest removal:
 - Well used by the community, local school and families (all ages, abilities and incomes) throughout the seasons for informal, natural, imaginative and physical, play; walking, running, biking; environmental education, nature appreciation, relaxation
 - Rare floodplain forest (trees, shrubs and wildflowers) provides shade, improves air quality, reduces carbon footprint; provides habitat for animals, amphibians, birds
 - Provides visual and sound buffer between Digger Park / adjacent residents and sporting events in Inter River Park, highway and new towers. So much forest has already been lost for fire training centre, highway and road expansion, new developments, etc.
- Concerns about ATF field:
 - Environmental and health impacts; additional vehicular traffic; increased noise and light pollution; loss of 'natural' grass field for informal use; build ATF field in a location that's already disturbed (e.g. school sites for maximum use); spread ATF fields out throughout District
- ATF fields and fieldhouse:
 - Need for additional ATF fields to meet current and future demand for practices and games in rainy and snowy weather, and at convenient times; to keep kids interested, attract more players, and stay competitive
 - Health and social benefits of active living, team sports and life skill development for all ages at a reasonable price
 - Ability to host tournaments and events with economic benefit to District. Good location with an existing tournament facility, centrally located in North Vancouver, and easy access Highway 1
 - Clubhouse provides a home for NVFC; possibility to purchase and consume food and drinks; and stay dry watching games and practices
 - Accommodate other sports (e.g. baseball, field hockey, football); health concerns of crumb rubber;

8.8.3 Conclusion

To summarize, it appears that the nearby residents prefer the least change. They walk to the park, prefer a grass field (one field if possible) and they come to the park mainly to walk on the trails. They have lived there for several years and are concerned about an increase in traffic. The residents of the broader community have different needs. They tend to drive to the park (therefore requiring more parking and prefer two fields). The main reason they visit the park is to use the sport fields. The proposed two field option would address their needs better than the current situation or the one synthetic field option. It is important to keep in mind that the survey results for the first public information session reflect mainly the nearby residents' opinions whereas the survey for the second public information sessions reflects a majority of the broader community's views, with their differing priorities.

8.9 Project Timeline

For an overview of public consultation to date, please refer to the timeline on the following page.



Figure 8-7 - Project Timeline

9 CONSTRUCTION COSTS

We have prepared a preliminary cost estimates for the following options:

1. Option A – One Synthetic Field Plus Warm-up Area (River Sand Preload)
2. Option A – One Synthetic Field Plus Warm-up Area (Clean Fill Preload)
3. Option B – Two Side by Side Synthetic Fields (River Sand Preload)
4. Option B – Two Side by Side Synthetic Fields (Clean Sand Preload)
5. Option C – Natural Grass Field
6. Option D – Two Separated Synthetic Fields Plus Warm-up Area
7. Environmental Compensation (applicable to Options A, B and D)

With respect to the use of clean fill as preload; while cost savings can be realized, it is noted that the feasibility will be subject to having a large source of clean fill. Furthermore, the schedule will be impacted substantially, (potentially by several years) while fill is being placed. Long term monitoring of clean fill placement and inspection of fill to ensure the material is clean and suitable are costs that have not been factored into these estimates.

The estimated cost for the environmental compensation work has been completed by Envirowest Consultants Inc. The cost breakdown can be found in their report.

Please refer to the table on the following page for a summary of the cost of each option, along with the relative cost-based advantages and disadvantages.

Summary of costs:

Option	Cost	Pros (Cost-based)	Cons (Cost-based)
A (One lit STF with Practice Area)	\$6.2 M	No tree removal/ replacement work Reduced environmental compensation costs No road work No utility relocation costs	Preload req'd Settlement repair risk
B (Two lit adjacent STFs)	\$11.2M		Preload req'd for 2 fields Longest preload period Ongoing settlement risk Higher repair risk Tree removal and replacement work Full environmental compensation costs Access road and utility relocation costs
C (Natural Grass Field)	\$1.9 M	No tree removal/ replacement work No environmental compensation costs No utility relocation costs	Ongoing settlement Ongoing maintenance
D (Two separated, lit STFs with Practice Area)	\$8.7 M	No preload for 1 field No settlement risk for 1 field No access road or utility relocation costs	Preload req'd for 1 field Ongoing settlement risk Higher repair risk Tree removal and replacement work Full environmental compensation costs
Environmental/Habitat Compensation Work (Required for Options B + D)	\$1.3 M		
Use of Clean Fill vs Sand as preload		Savings of up to \$0.8M	Longer duration Inconsistent materials Material availability risk Greater risk of erosion

The above estimates can be found in Appendix I.

10 CLOSING

We trust you find the above suitable for your needs. Should you have any questions or comments on the information contained herein, please do not hesitate to contact the undersigned.

Prepared by:

Reviewed by:

Catherine Eiswerth
Manager, Landscape Architecture,
Sports & Recreation

Matthew Harbut, MBCSLA
Landscape Architect

Inter River Park Sportsfields

Council Workshop | February 26, 2018

Presented by:

Carolyn Girard, Park Planner, DNV Parks

Susan Rogers, Parks Manager, DNV Parks



Agenda



1. Potential for 2nd ATF Field in Inter River Area
2. Benefits of Two ATF Fields in Proximity
3. Inter-River Sub-Area Transportation Study in Relation to Inter River Park
4. Mitigation of ATF Field Site Access and Traffic Impacts
5. Mitigation of ATF Field Light and Noise Impacts
6. Update from November 2017 Council Workshop
7. Questions



Potential for 2nd ATF Field in Inter River Area

Fire Training Centre site

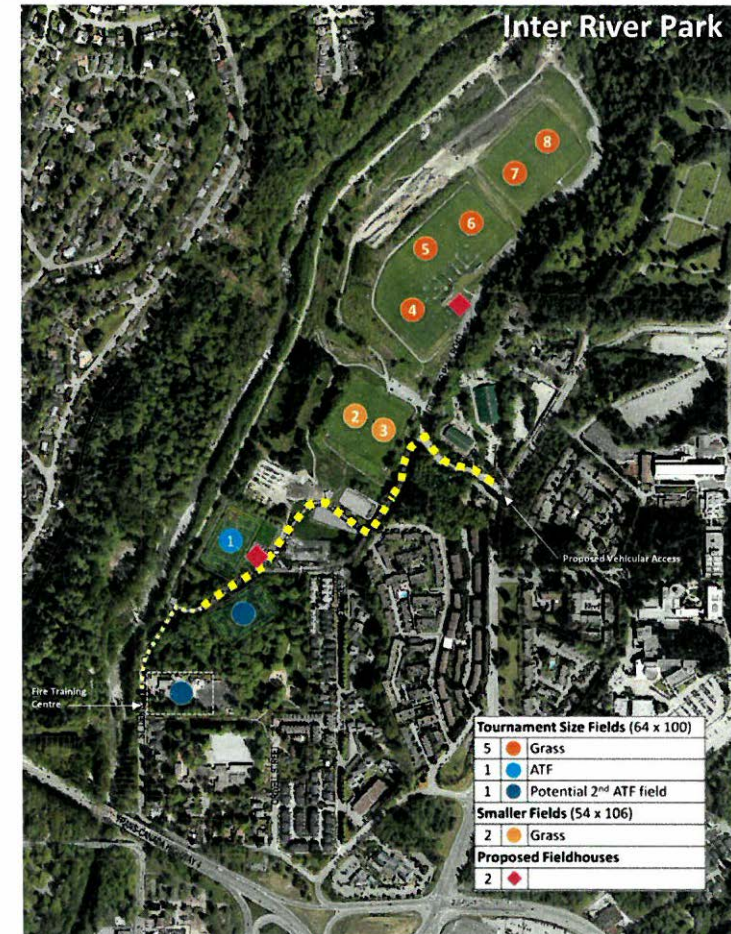
- could accommodate one tournament size field with minimal impact to existing trees
- service and pedestrian access could be provided with upgrade to inter river park service road
- large developable site of significant value (approx. \$19 - \$22 million)

Conversion of grass tournament field (field #8)

- landfill geotechnical issues – ineffective cost-wise
- removes Class A tournament size grass field from inventory

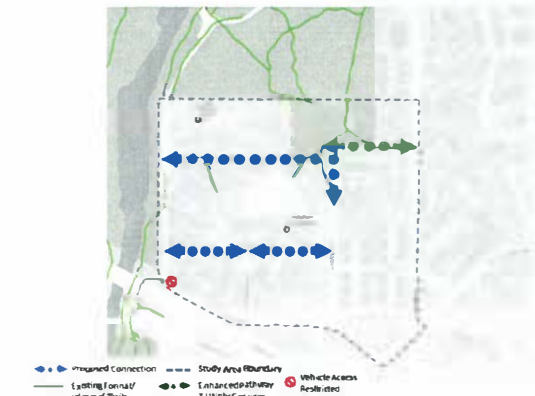
Potential benefit of two ATF fields in proximity

- ability to play simultaneous tournament games year round, in all weather conditions
- Inter River Park currently has 5 tournament size grass fields



Inter-River Sub-Area Transportation Study

- examines overall transportation network in Inter River neighbourhood, for driving, walking and cycling
- no recommendation to extend public road from St. Denis Ave north through Inter River Park
 - primary vehicle access to Inter River Park from Lillooet Road
- existing commuter, recreational and trail networks through Inter River neighbourhood from Inter River Park to be maintained and enhanced.
- any neighbourhood redevelopment to enhance connectivity with walking and cycling paths to Lynnmour School, 'Digger Park' (Inter River Park), proposed Spirit Trail, Lillooet Rd, Premier St and St. Denis Ave, with defined connection to Seylynn Park



Mitigation of ATF Field Traffic, Light and Noise Impacts

Site Access and Traffic

- Proposed Closure of Premier Street (with cul-de-sac)
 - redirects vehicular traffic to Inter River Park Road
 - reduces park through traffic along Premier Street
- New Parking Areas, One-way Circulation, Bus Parking, Drop-off Area, Pedestrian Improvements
 - meets expected parking demand, keeping cars out of adjacent neighbourhoods
 - provides efficient flow of traffic through internal roadways
 - minimises potential vehicle conflict points
 - improves efficiency and safety for park users and neighbours
- Nearby Intersections Expected to Operate at Acceptable Levels During Weekend Peak Periods



Light and Noise

- Field lighting to incorporate LED technology and direct light away from forest and adjacent residents
- Planting of evergreen and deciduous trees to minimize the effects of light and noise

Update from November 2017 Council Workshop

Work continues on directions from November 2017 Council Workshop:

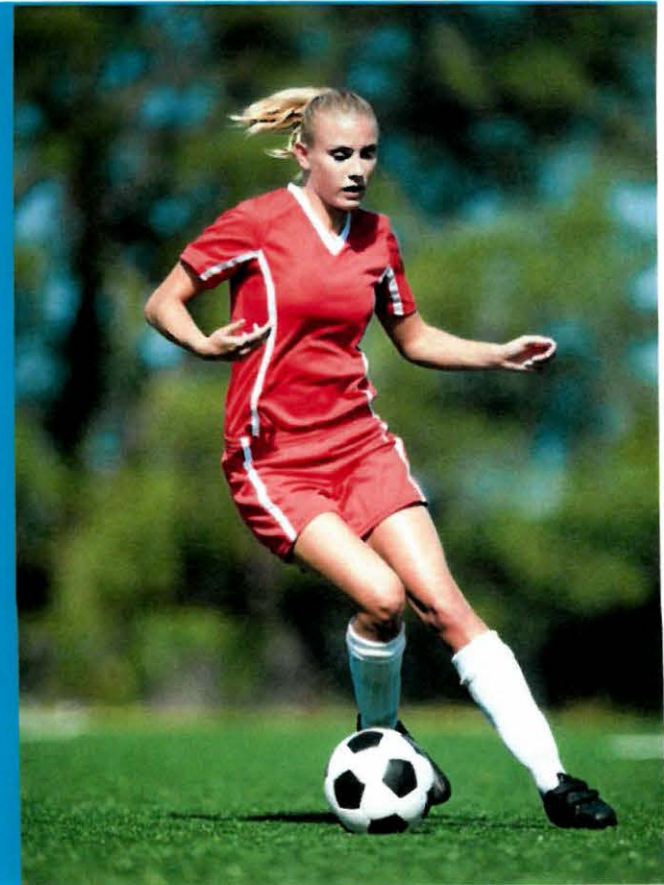
- proceed with one artificial turf field plus warm-up area in Inter River Park (Option A)
- review plans for the surrounding area in IR and other opportunities for a second field option
- continue to formalize a partnership with School District 44 to develop AT field at Argyle School
- Continue to convert gravel all-weather fields to artificial turf field surfaces, where feasible



Comments and Questions



Thank you!



Fire Training Center



AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>Feb 26, 2018</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____

Dept. Manager	GM/ Director	CAO
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The District of North Vancouver REPORT TO COMMITTEE

February 21, 2018
File: 13.6410.01/000

AUTHOR: Dan Milburn, General Manager Planning, Properties & Permits

SUBJECT: Update on the Legalization of Non-Medical Cannabis

RECOMMENDATION:

- 1) THAT the February 21, 2018 report from the General Manager of Planning, Properties & Permits entitled Update on the Legalization of Non-Medical Cannabis be received for information; AND
- 2) THAT The Committee of the Whole recommend that Council authorize staff to prepare amendments to the Zoning Bylaw, Business License Bylaw, and Smoking Regulation Bylaw for Council's consideration at a Regular meeting of Council.

REASON FOR REPORT:

Imminent changes in Federal and Provincial government legislation regarding the legalization of non-medical cannabis necessitate the District's reconsideration of its bylaws. This report provides information relevant to the discussion around the potential regulatory changes.

SUMMARY:

The Federal government will be legalizing non-medical cannabis in July 2018. The Province of British Columbia has made a number of decisions related to non-medical cannabis regulations. Other municipalities have already, or are beginning to, formulate their own approach to the Federal and Provincial changes. This report and accompanying presentation is intended to advise Council of the changing regulations and seek input from the Committee on potential amendments to District bylaws.

BACKGROUND:

In April 2017, the Government of Canada introduced two Bills in relation to the legalization of cannabis; Bill C-45 (the Cannabis Act) and Bill C-46 (amending the Criminal Code impaired driving provisions). The Bills are currently making their way through the federal parliamentary process with the goal of bringing Bill C-45 into force in July 2018, making non-medical cannabis

legal in Canada as of that time. The federal government plans to bring into force the amendments related to drug-impaired driving as soon as Royal Assent is received.

While the federal government plans to regulate commercial production, provinces and territories will be responsible for many of the decisions about how non-medical cannabis is regulated in their jurisdictions including: distribution and retail systems; compliance and enforcement regimes; age limits; restrictions on possession, public consumption and personal cultivation; and amendments to road safety laws.

In preparation for the legalization of non-medical cannabis, the Province of British Columbia conducted a public and stakeholder engagement initiative to hear the views of British Columbians on a range of issues related to the legalization and regulation of non-medical cannabis in B.C. between September 25 and November 1, 2017.

The District of North Vancouver participated in this engagement process and Mayor Walton responded on behalf of the District. The District's was one of 37 written submissions that the Province received from Local Governments and Regional Districts during the engagement period.

EXISTING POLICY:**ANALYSIS:**

Table 1 below summarizes the proposed Provincial Framework and compares it with the recommendations from District Council.

Table 1

Provincial Framework	What DNV Council recommended
Minimum age	
British Columbia's minimum age to possess, purchase and consume cannabis will be 19 years old. A minimum age of 19 is consistent with B.C.'s minimum age for alcohol and tobacco and with the age of majority in B.C.	The minimum age to buy, grow, and publicly possess non-medical cannabis should be 19.
Wholesale distribution of cannabis	
Like many other provinces, B.C. will have a government-run wholesale distribution model. The LDB will be the wholesale distributor of non-medical cannabis in B.C.	The BC government should be responsible for warehousing and distribution of cannabis to provide consistency with alcohol distributed in BC.

Retail of cannabis	
<p>British Columbians of legal age will be able to purchase non-medical cannabis through privately run retail stores or government-operated retail stores and online sales.</p> <p>The BC Liquor Distribution Branch (LDB) will operate the public retail stores, and Liquor Control and Licensing Branch (LCLB) will be responsible for licensing private stores and monitoring the retail sector.</p> <p>In urban areas, licensed retailers will not be able to sell cannabis in the same stores as liquor or tobacco.</p>	<p>The retail regime should be a mix of private and public system, as currently exists for alcohol. The sale of cannabis could either be sold out of dedicated store fronts or existing businesses such as liquor stores or pharmacies.</p> <p>Local governments should be able to control the location of sales outlets through the Zoning Bylaw.</p>
Personal public possession limits	
<p>Adults aged 19 and above, will be allowed to possess up to 30 grams of non-medical cannabis in a public place.</p>	<p>The personal possession limit should be 30 grams for people over the minimum age. Persons under 19 should be prohibited from possessing any amount of cannabis.</p>
Places of use	
<p>B.C. will generally allow adults to use non-medical cannabis in public spaces where tobacco smoking and vaping are permitted.</p> <p>However, use of non-medical cannabis will be banned in areas frequented by children, including community beaches, parks and playgrounds. Use of cannabis, in any form will also be banned for all occupants in vehicles.</p> <p>Local governments will be able to set additional restrictions, as they do now for tobacco use.</p> <p>In addition, landlords and strata councils will be able to restrict or prohibit non-medical cannabis smoking at tenanted and strata properties.</p>	<p>No comment</p>

Personal cultivation	
B.C. will allow adults to grow up to four cannabis plants per household, but the plants must not be visible from public spaces off the property. Home cultivation of non-medical cannabis will be banned in dwellings used as daycares. In addition, landlords and strata councils will be able restrict or prohibit home cultivation.	Allow small-scale home cultivation of up to four plants per household.
Drug Impaired Driving	
Drug impaired driving will continue to be illegal in B.C. The Province will increase training for law enforcement in this area and toughen provincial regulations to give police more tools to remove drug-impaired drivers from the road and deter drug-affected driving, including: <ul style="list-style-type: none">• B.C. will create a new 90-day Administrative Driving Prohibition (ADP) for drug affected driving• The current zero tolerance restrictions for the presence of alcohol for drivers in the Graduated Licensing Program (GLP) will be expanded to include zero tolerance for the presence of THC	Set a zero-tolerance standard in respect of blood THC content for drivers in the Graduated Licensing Program (drivers with an "L" or "N" designation) and invest in Standard Field Sobriety Test (SFST) and Drug Recognition Expert (DRE) training for more police officers.

Conclusion:

The District of North Vancouver has a number of options for its regulatory framework in response to the legalization of non-medicinal cannabis. Subject to Council's direction, staff will begin to prepare amendments to the Zoning Bylaw, Business License Bylaw and Smoking Regulation bylaw for Council's consideration prior to July 2018.

Options:

- 1) THAT the February 21, 2018, report from the General Manager of Planning, Properties & Permits entitled Update on the Legalization of Non-Medical Cannabis be received for information; AND
- 2) THAT The Committee of the Whole recommend that Council authorize staff to prepare a amendments to the Zoning Bylaw, Business License Bylaw, and Smoking Regulation Bylaw for Council's consideration at a Regular meeting of Council.
- 3) That no further action be taken at this time.

Respectfully submitted,



Dan Milburn
General Manager of Planning Properties and Permits

REVIEWED WITH:

- ☐ Sustainable Community Dev. _____
- ☐ Development Services _____
- ☐ Utilities _____
- ☐ Engineering Operations _____
- ☐ Parks _____
- ☐ Environment _____
- ☐ Facilities _____
- ☐ Human Resources _____

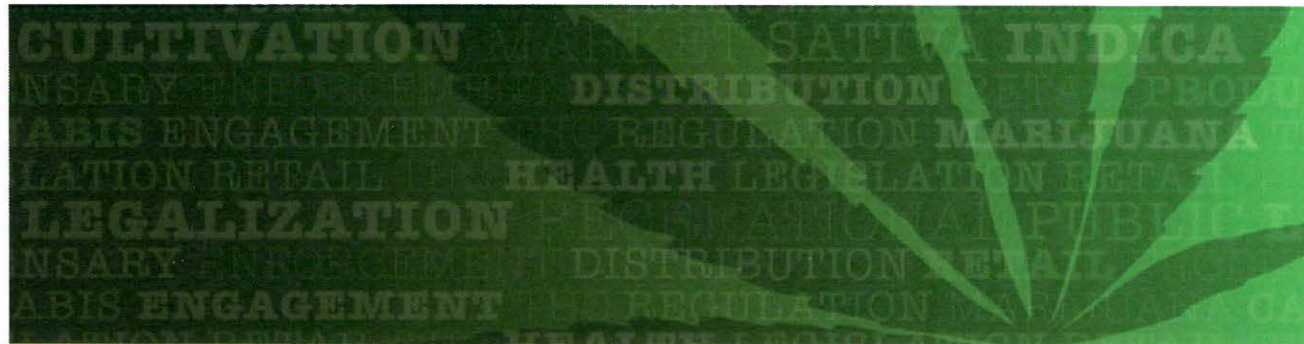
- ☐ Clerk's Office _____
- ☐ Communications _____
- ☐ Finance _____
- ☐ Fire Services _____
- ☐ ITS _____
- ☐ Solicitor _____
- ☐ GIS _____
- ☐ Real Estate _____

External Agencies:

- ☐ Library Board _____
- ☐ NS Health _____
- ☐ RCMP _____
- ☐ NVRC _____
- ☐ Museum & Arch. _____
- ☐ Other: _____

Cannabis Legalization and Regulation in British Columbia

Council Workshop
February 26, 2018



Introduction

Jurisdiction

Federal government

- licensing cannabis producers
- regulating production and product standards

Provinces and territories

- Distribution
- Retail system
- Compliance and enforcement
- Age limits
- Restrictions of possession
- Public consumption
- Personal cultivation
- Safety laws

Local government

- Retail System
 - Zoning regulations
 - Business regulations
- Public Health
 - Smoking regulations
- Municipally owned lands

Timeline

- **2015** – Federal Government to legalize non-medical cannabis
- **2017** – Federal Government Bill C-45 (*Cannabis Act*) and C-46 (*Criminal Code Amendments*)
- **2017** - Provincial discussion paper
- **Oct. 17, 2017** – DNV Workshop
- **Dec. 5, 2017** – Province announces first decisions on framework
- **Feb. 5, 2018** – Province announces remaining framework
- **Feb. 26, 2018** – DNV Workshop
- **July 2018** – Federal Government to make non-medical cannabis use legal

Provincial Framework on Non-Medical Cannabis Legalization

Provincial Framework on Non-Medical Cannabis Legalization

- **Minimum Age of Possession** 19 years old
- **Retail Framework**
 - privately run
 - government operated stores
 - LCLB licensing and monitoring
 - Rules similar to liquor
 - In urban areas – no cannabis and liquor or tobacco sold together
- **Wholesale Distribution** – Provincial Government (LDB)

Provincial Framework on Non-Medical Cannabis Legalization

- **Personal Possession Limits**

- Allowed where smoking and vaping allowed
- Banned in areas frequented by children (beaches, parks, playgrounds)
- Banned for all occupants in vehicles

- **Personal cultivation**

- up to 4 plants per household
- Cannot be visible from public space off property
- Banned in dwellings used as daycares
- Landlords and strata Councils may restrict or prohibit

Provincial Framework on Non-Medical Cannabis Legalization

- **Drug Impaired Driving**
 - Increased tools and training for law enforcement
 - New 90-day Administrative Driving Prohibition
 - Zero tolerance for drivers in Graduate Licensing Program

DNV Framework on Non-Medical Cannabis Legalization

Provincial Private Retail Framework

- LCLB licensing
- Eligibility
- Process
- Operations
- Supply
- Inspection and Compliance
- Local Government Requirements

DNV Private Retail Framework

- Zoning regulation
- Business regulation

DNV Private Retail Framework

Current Zoning

- Medical marihuana production, sale and use is lawful pursuant to Federal *Medical Purposes Regulations*
- Medical and non-medical dispensaries currently prohibited by DNV Zoning Bylaw and may be prohibited and shut down for non-compliance
- Recent enhanced enforcement

DNV Private Retail Framework

Zoning Regulation Options & Issues

- Continue to prohibit
- Review rezoning applications on case-by-case basis
- Permit in certain existing retail uses or zones
- Minimum separation from sensitive uses (schools etc.)
- Minimum separation from other cannabis stores

DNV Private Retail Framework

Business Regulation Options & Issues

- Security & safety features
- Hours of operation
- Sampling
- Cap on total number of licenses
- Store fronts, advertising, and signage
- Transfers, license per person, corporate ownership, contact information
- Shared space
- Working alone
- Food and edible products
- Good neighbour

DNV Public Health Framework

Smoking Regulation Options & Issues

- Places a person must not smoke
- Signage
- Enforcement

Recommendation

THAT the Staff report be received for information

THAT Staff prepare amendments to the

- Zoning Bylaw,
- Business License Bylaw, and
- Smoking Regulation Bylaw,

for Council's consideration at a Regular meeting of Council.

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