

AGENDA

COUNCIL WORKSHOP

Monday, January 27, 2020

5:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Mike Little

Councillor Jordan Back

Councillor Mathew Bond

Councillor Megan Curren

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Lisa Muri



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COUNCIL WORKSHOP

5:00 p.m.
Monday, January 27, 2020
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. January 27, 2020 Council Workshop Agenda

Recommendation:

THAT the agenda for the January 27, 2020 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. November 18, 2019 Council Workshop p. 7-11

Recommendation:

THAT the minutes of the November 18, 2019 Council Workshop meeting are adopted.

2.2. November 25, 2019 Council Workshop p. 13-16

Recommendation:

THAT the minutes of the November 25, 2019 Council Workshop meeting are adopted.

2.3. December 2, 2019 Council Workshop p. 17-20

Recommendation:

THAT the minutes of the December 2, 2019 Council Workshop meeting are adopted.

2.4. December 9, 2019 Council Workshop p. 21-27

Recommendation:

THAT the minutes of the December 9, 2019 Council Workshop meeting are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. 2020-2024 Financial Plan Workshop (Part 2) January 27, 2020 p. 31-65 File No. Financial Plan/2020

Report: Manager – Business Planning and Decision Support, January 17, 2020
Attachment 1: Presentation – January 27, 2020
Attachment 2: DRAFT New Capital Plan 2020-2024
Attachment 3: New Capital Project Details

Recommendation:

THAT the January 17, 2020 memo of the Manager – Business Planning and Decision Support entitled 2020-2024 Financial Plan Workshop (Part 2) January 27, 2020 is received for information.

3.2. 1310 Monashee Drive – Preliminary Planning Application for p. 67-117 **Six-Storey Mixed-use Development Including Student and** **Employee Rental Housing** File No. 08.3060.10/005.19

Report: Development Planner, January 14, 2020
Attachment A: Preliminary Application Drawing Package
Attachment B: Applicant Letter: Agreement with Capilano University, Dated December 6, 2019
Attachment C: Applicant Letter: CMHC's Rental Construction Financing Initiative (RCFI), Dated December 6, 2019
Attachment D: Capilano University Letter, Dated May 13, 2019
Attachment E: Staff Report to Council, Dated September 12, 2019

Recommendation:

THAT the January 14, 2020 report of the Development Planner entitled 1310 Monashee Drive – Preliminary Planning Application for Six-storey Mixed-Use Development Including Student and Employee Rental Housing is received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the January 27, 2020 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 5:04 p.m. on Monday, November 18, 2019 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond (5:20 p.m.)
Councillor M. Curren
Councillor B. Forbes
Councillor J. Hanson
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Ms. C. Grant, General Manager – Corporate Services
Mr. S. Ono, Acting General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. A. Wardell, General Manager – Finance/CFO
Mr. R. Danyluk, Manager – Business Planning & Decision Support
Mr. J. Gordon, Manager – Administrative Services
Mr. L. Jensen, Manager – Engineering Operations
Mr. C. Alexander, Section Manager, Utilities Maintenance & Construction
Ms. A. Reiher, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. November 18, 2019 Council Workshop Agenda

MOVED by Councillor CURREN

SECONDED by Councillor FORBES

THAT the agenda for the November 18, 2019 Council Workshop is adopted as circulated.

CARRIED

Absent for Vote: Councillor BOND

2. ADOPTION OF MINUTES

2.1. October 22, 2019 Council Workshop

MOVED by Councillor MURI

SECONDED by Councillor BACK

THAT the minutes of the October 22, 2019 Council Workshop meeting are adopted.

CARRIED

Absent for Vote: Councillor BOND

2.2. October 28, 2019 Council Workshop

MOVED by Councillor MURI

SECONDED by Councillor BACK

THAT the minutes of the October 28, 2019 Council Workshop meeting are adopted.

CARRIED

Absent for Vote: Councillor BOND

3. REPORTS FROM COUNCIL OR STAFF

3.1. Reserve Funds and Utility Rates

File No. Financial Plan/2020

Mr. Rick Danyluk, Manager – Business Planning & Decision Support, provided an overview of reserve funds and utility rates and the history of the financial planning timeline. He discussed the financial orientation workshop held in October 2019 where the long-term planning framework and challenges were introduced. The Finance and Audit Committee discussed the proposed reserve funds bylaw and proposed utility rates. He discussed the upcoming 2020 utility rates and user fees as well as the 2019 financial plan amendment.

Mr. Danyluk spoke about the financial priorities previously identified by Council, including:

- Transportation;
- Housing;
- Economy;
- Climate;
- Opening balances and ongoing funding; and,
- Revenue including taxation, user fees and alternative revenue sources.

Mr. Danyluk discussed the long-term guiding financial principles that were introduced to Council in April 2019 including:

- Sustainable service delivery;
- Fairness in taxation and user fees;
- Stable and competitive rates;
- Growth management; and,
- Rolling long-term plan.

Mr. Danyluk provided an overview of the proposed reserve funds bylaw and reported that it supports the guiding financial principles by providing clear funding sources for renewing assets for impacts of climate change, managing risk and stabilizing property tax and user fee rates, ensuring growth pays for growth, investing in new capital and housing, and preserving the value of public lands. The proposed bylaw will assist in identifying funding gaps in the long-term financial plan and provide structure for staff to develop options for financing the community vision.

Mr. Danyluk commented on risk management best practices, the renewal of infrastructure and amenities, and the preservation of lands. He advised the reserve fund categories are:

- Risk Management – which supports general operating conditions and risk management;
- Renewal capital – which includes reserve funds that support the maintenance of over \$2 billion in assets, including adaptation measures for climate change;
- New capital – which includes investments in new capital, innovation and growth-related impacts; and,
- Lands and Housing – which allows for investment opportunities for strategic lands and social and supportive housing and the preservation of the value of District lands.

Mr. Danyluk reported that the proposal is for a single bylaw including both existing reserves and establishing new reserves. Examples include:

- Emergency response and recovery to focus on risk management for the community;
- \$1.8 Million in ongoing funding for transportation and mobility;
- New investments in community health and safety;
- Funding for climate mitigation measures that promote greenhouse gas reduction, energy conservation and carbon neutrality;
- Growth in the property tax base; and,
- Legacy lands reserve to maintain a clear inventory of District lands.

Councillor BOND arrived to the meeting at this point of the proceedings. (5:20 p.m.)

In response to a question from Council, staff advised that the CEEP financial plan will be included in the January 2020 budget.

In response to a question from Council regarding why there are three distinct reserve bylaws, staff advised that it was a dated approach for the development of asset management plans where the focus was on renewal, innovation and land preservation.

In response to a question from Council, staff advised that fund balances have a ten-year view on priorities.

In response to a question from Council, staff advised that it may be beneficial to provide a column outlining funding sources. Best practises for asset management are being followed and a partner reserve policy will be presented to the Finance and Audit Committee at an upcoming meeting

In response to a question from Council regarding Development Cost Charges (DCC's), staff advised that if these funds are no longer required for the original purpose, they may be reallocated to a list of projects attached to a DCC fund. There may also be internal borrowing between DCC funds but must be paid back with interest.

In response to a question from Council regarding trails, staff advised that the definition for a Community Amenity Contribution reserve fund will be reviewed with regard to urban trails and trail connectors.

In response to a question from Council, staff advised that initial funding levels for the non-market housing reserve were set based on the memorandum of understanding with BC Housing. New funding levels for the reserve would be dependant on the ten-year plan and amount of housing required.

Mr. Danyluk provided an overview of the proposed 2020 utility rates and user fees and the factors that influence affordability such as service levels, financial policies, property assessments, geography and Metro Vancouver charges. He noted that the long-term financial plan calls for an average rate increase of 4.5% over the next ten years due in part to a move to tertiary treatment of waste water in the region.

Mr. Danyluk commented about Metro Vancouver rate increases over the next five years which are the main drivers behind increases in the District's utility rates. He reported that the District has prepared for the rate increases since 2013 and are mitigating some of the impact through the reserve fund. He reported that staff are advocating for a review of Metro Vancouver funding models to address the inequities in their current system, including introducing a water DCC charge to ensure growth pays for its impacts in the region.

Councillor FORBES left the meeting at 5:39 p.m.

Mr. Danyluk commented about climate adaption and an associated increase in storm water costs as the District adapts infrastructure for the impacts of climate change and heavier rainfall. He reported that staff are reviewing options for cost containment including timing of the work and grant opportunities.

Councillor FORBES returned to the meeting at 5:43 p.m.

Mr. Danyluk commented about the current practise for setting user fees and charges which are based on cost recovery and include an annual inflation adjustment. He discussed the next steps and upcoming dates for the financial plan discussions.

In response to a question from Council in regards to water metering, staff advised that other municipalities meter water and that universal metering is being reviewed for the region. The challenges are the installation cost per connection given that there are 23,000 connections across the District, as well as the operating cost for reading meters and billing.

In response to a question from Council regarding utility rates prices, staff advised that they are being raised due to rising costs at Metro Vancouver.

Public Input:

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Expressed concern about the rate increase for water, sewer and garbage by Metro Vancouver; and,
- Requested that the District work with Metro Vancouver to evaluate the rate increases.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Stated that it would be beneficial to see data on user fees increases over the last five years;
- Queried why utility rates increased for a single bed in a care facility; and,
- Stated that \$150 million for affordable housing approved in a 2018 referendum has not been included and queried how this may be addressed in the funding model or policies.

Council discussion ensued and the following comments were noted:

- Spoke favourably about the reserves and how the totals will be reflected in a simple manner;
- Stated the preference for a column showing funding sources;
- The water metering practise in the District of West Vancouver and usage trends seen;
- Commented about the costing of tertiary wastewater treatment plants;
- Expressed concern about the funding process for Metro Vancouver projects;
- Commented about Metro Vancouver rates, a dollar value audit that was requested, and concerns and issues that have been brought to the attention of the Metro Vancouver Board and Commissioner;
- The importance of putting a dollar value rather than a percentage value in future financial charts; and,
- Spoke about the Provincial Personal Preparedness Survey and encouraged District staff to participate in the survey.

4. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT the November 18, 2019 Council Workshop is adjourned.

CARRIED
(6:01 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 6:07 p.m. on Monday, November 25, 2019 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond
Councillor M. Curren
Councillor B. Forbes
Councillor J. Hanson
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Ms. C. Grant, General Manager – Corporate Services
Mr. S. Ono, Acting General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. A. Wardell, General Manager – Finance/CFO
Ms. T. Atva, Manager – Community Planning
Mr. R. Danyluk, Manager – Financial Planning
Mr. J. Gordon, Manager – Administrative Services
Mr. S. MacIntyre, Planner
Ms. A. Reiher, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. November 25, 2019 Council Workshop Agenda

MOVED by Councillor BACK

SECONDED by Councillor MURI

THAT the agenda for the November 25, 2019 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Short-Term Rentals Public Engagement Update and Proposed Revised Regulatory Approach

File No. 13.6480.30/003.002

Mr. Steve MacIntyre, Planner, provided an overview of the regular framework for short-term rentals and advised that staff does not propose allowing short-term rentals in multi-family or purpose-built multi-family rental units. He also advised

that staff are not proposing changes to existing Bed & Breakfast or boarder and lodger regulations.

He commented on the regulatory review process and noted that regulations are needed to effectively manage short-term rentals and limit their impact on long-term rental stock. In 2018, Council considered a proposed regulatory approach and directed staff to conduct public engagement which has now been completed.

Mr. MacIntyre reported that in 2017, there were 10 complaints and 526 online listings for short-term rentals. As of 2017, 40 additional complaints were received and over 700 short-term rentals were listed online. He discussed the previous approach by Council of allowing short-term rentals in single-family homes and reported that staff recommend a revised approach which would allow short-term rentals of secondary suites, coach houses and single-family homes. This is suggested by staff as a more equitable approach than only allowing short-term rentals in single-family homes and would allow long-term tenants the opportunity to earn extra income. Staff noted that the principal residency requirement, parking, maximum number of patrons and the need for a business license remain consistent throughout all of the options presented to Council.

Mayor LITTLE left the meeting at this point in the proceedings (6:10 p.m.).

Mr. MacIntyre provided an overview of the public engagement survey responses on short-term rentals and reported that 184 responses were received. He noted that 64% of respondents were supportive of short-term rentals in single-family homes and 33% of respondents supported short-term rentals in other housing types.

Mayor LITTLE returned to the meeting at 6:11 p.m.

Mr. MacIntyre commented about the options presented for Council discussion which include:

- Option 1 – allow short-term rentals in single-family homes, plus secondary suites and coach houses;
- Option 2 – allow short-term rentals in all unit types, including multi-family units; and,
- Option 3 – limit short-term rentals to single-family homes only.

Mr. MacIntyre reported that staff recommend option 1 as it protects the long-term rental stock, provides an opportunity for renters to benefit from short-term rental income and represents a balanced approach.

In response to a question from Council, staff advised that the City of Vancouver short-term rentals are allowed in any unit type.

In response to a question from Council, staff advised that the option that was presented to the public for the survey was option 3.

In response to a question from Council, staff advised that with recent enforcement efforts, the City of Vancouver has seen a modest drop in short-term listings.

In response to a question from Council, staff advised that option 1 would not allow short-term rentals in an apartments or townhomes.

In response to a question from Council regarding the 732 homes currently listed as short-term rental, staff advised that approximately 75% of the homes are single-family homes that are rented out in their entirety.

In response to a question from Council, staff advised that there is enough data to suggest that vacancy rates are influenced by short-term rentals.

In response to a question from Council, staff advised that the short-term rental licensing process could be done online and with business licenses required to be posted with listings on platforms such as Airbnb.

In response to a question from Council, staff advised that there are 22 licensed Bed & Breakfast locations in single-family homes in the District.

In response to a question from Council, staff advised that the Bed & Breakfast model includes room rentals with breakfast served.

In response to a question from Council, staff advised that there currently isn't data on the tourism impact and business stays at short-term rentals or Bed & Breakfast stays.

In response to a question from Council, staff advised that enforcement may be funded by business licensing fees. Staff is working in conjunction with Bylaw Enforcement Officers on this aspect.

In response to a question from Council, staff advised that there are challenges in current enforcement; however, there are tools available such as business license issuance, letters of violation, and the use of third party contractors.

In response to a question from Council, staff advised that it is possible to post another online survey to gather further public input on short-term rentals.

Public Input:

Ms. Katherine Fagerlund, 1800 Block Deep Cove Road:

- Queried about the short-term rental policy.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Spoke about the history of short-term rentals and enforcement of secondary suites; and,
- Stated that the more complex regulations are made, the more difficult they may be to enforce.

A District Resident:

- Queried about the ability view business licenses online.

A District Resident:

- Stated that strata's are able to restrict Airbnb rentals.

Mr. Keith Collyer, 400 Block West Windsor Road:

- Commented about the difference between Airbnb and Bed & Breakfast regulations and policies.

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

- Suggested that under certain circumstances short-term rentals should be regulated for week-long rentals;
- Stated that viable long-term rentals may be negatively impacted by short-term rentals;
- Commented about nightly or short-term rentals as seen in Whistler, B.C;
- Requested that the Affordable Housing Committee be provided an opportunity to comment on the report;
- Stated that it is more lucrative to rent a basement suite as an Airbnb rather than a long-term rental;
- Expressed concern about the enforcement for short-term rentals;
- Commented about hotels that are no longer in business in the District;
- Expressed support for option 2 and appropriate regulations to mitigate the risk of homes being used exclusively for short-term rentals;
- Suggested that short-term rentals be restricted to single-family homes and follow the model of the District of Squamish;
- Stated that low vacancy rates may be attributed to short-term rentals;
- Suggested that Airbnb and Bed & Breakfast short-term rentals follow the same model;
- The need to discuss bylaw enforcement and its funding;
- The need to communicate to residents that long-term rentals are a priority in the District; and,
- Suggested that short-term rentals can be better regulated and that bylaws be enforced more fully in single-family home settings.

4. ADJOURNMENT

MOVED by Councillor FORBES

SECONDED by Councillor CURREN

THAT the November 25, 2019 Council Workshop is adjourned.

CARRIED
(6:59 p.m.)

Mayor

Municipal Clerk

DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 6:08 p.m. on Monday, December 2, 2019 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond
Councillor M. Curren
Councillor B. Forbes
Councillor J. Hanson
Councillor L. Muri

Staff: Mr. A. Wardell, Acting Chief Administrative Officer
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. B. Dwyer, Assistant General Manager, Regulatory Review and Compliance
Ms. T. Atva, Manager – Community Planning
Mr. R. Danyluk, Manager – Business Planning & Decision Support
Mr. D. Desrochers, Manager – Engineering Projects & Development Services
Mr. J. Gordon, Manager – Administrative Services
Mr. S. Ono, Manager – Engineering Services
Ms. J. Paton, Manager – Development Planning & Engineering
Ms. C. Grafton, Manager – Strategic Communications & Community Relations
Mr. E. Iorio, Revenue & Taxation Manager
Ms. A. Reiher, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. December 2, 2019 Council Workshop Agenda

MOVED by Councillor BACK

SECONDED by Councillor MURI

THAT the agenda for the December 2, 2019 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. November 4, 2019 Council Workshop

MOVED by Councillor FORBES

SECONDED by Councillor BACK

THAT the minutes of the November 4, 2019 Council Workshop meeting are adopted.

CARRIED

2.2. November 18, 2019 Council Workshop

These minutes were withdrawn from the agenda.

3. REPORTS FROM COUNCIL OR STAFF

3.1. 2020-2024 Financial Plan Workshop (Part 1) December 2

File No. Financial Plan/2020

Mr. Rick Danyluk, Manager – Business Planning & Decision Support, provided an overview of the 2020 – 2024 Financial Plan and Draft Capital Plan. He commented about the planning framework for the long-term plan, including Council direction received, legislated and historic services, strategies and asset management plan.

Mr. Danyluk commented about possible changes to the tax legislation and noted that it allows municipalities to split business class assessments between into existing use and development potential. He spoke regarding the guiding financial principles that support the financial plan and the many factors that influence affordability. He noted that staff continue to explore alternative revenue sources and cost reduction strategies and recommend capital investments based on priorities in the strategic plan, guiding financial principles and Council direction.

Mr. Danyluk provided an overview of capital investments over the next five years, the Official Community Plan (OCP) and whitepapers review, which will be included in the long-term financial plan. He stated that there are many factors that influence affordability including property assessment methodologies, service levels, geography and density.

Mr. Danyluk provided a high level summary of the Draft Capital Plan, focusing on new capital totaling \$220.6 million. He commented about the renewal capital plan that is supported by a series of asset management plans, asset management strategy and Council policy.

Mr. Danyluk reported that the District is considered a leader in asset management and is a key contributor to the BC Asset Management Framework. He stated that the five-year capital plan recommends over \$200 million in capital renewal to maintain assets in good repair. He commented about grant opportunities and alternative revenue sources that are being explored, such as pay-parking, development charges and changes to the municipal and regional tax.

Mr. Danyluk stated that highlights of the new capital plan over the next five years include investments of:

- \$44 Million for transportation and mobility improvements;
- \$8 Million for social and supportive housing;
- \$9 Million for climate adaptation, mitigation and wildfire protection;
- \$43 Million for the Maplewood Fire and Rescue Centre;
- \$44 Million for community facilities, arts and culture; and,
- \$40 Million for new parks and open spaces.

Mr. Danyluk noted that these provisions will be confirmed in part two of the financial plan workshop, scheduled for late January, following a final analysis of funding and project timing

In response to a question from Council regarding the replacement of the Ron Andrews Community Recreation Centre, staff advised that they are working on an overview of all community centres and will be reporting back to Council with a facilities plan and the proposed timing for all projects.

In response to a question from Council, staff advised that as a result to increased rain intensity, there is additional work for storm drains and culvert replacement.

In response to a question from Council regarding the replacement of culverts, staff advised that these are replaced as part of their life cycle or for a collection area as part of the design process.

In response to a question from Council regarding flood plains and development, staff advised that this information will be brought back to a future Council Workshop.

In response to a question from Council, staff advised that artificial fields are made of plastic material and that there is ongoing discussion around the health aspects.

In response to a question from Council, staff advised that Council priority items have been 'included' in the five-year financial plan and that due to limited funding, other Council priority items are listed as 'not included' but may be added, subject to funding availability, at Council's request.

In response to a question from Council regarding renewal for Capilano Library, staff advised that they will report back with further information at a future Council Workshop.

In response to a question from Council, staff advised a petition was received from the community for an upgrade to the park facilities at the Eliza Kuttner Park. The matter will be brought back to Council in 2021.

In response to a question from Council about the public trails and parking at Fromme Park, staff advised that they have retained \$100,000 for the project should Council decide to proceed.

In response to a question from Council regarding the status of work for Seymour trail study, staff advised that the item will be brought back to Council in 2020.

In response to a question from Council, staff advised that there is \$2.5 million funding for housing from 2019 that has not yet been allocated and it will be included as a contribution to housing capital in the five-year financial plan.

Public Input:

A District Resident:

- Requested clarification about the funding of public art projects for plazas.

Mr. Corrie Kost, 2800 Block Colwood Drive,

- Suggested improvements to the staff report format.

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

- Discussed options for turf fields and requested a workshop on the topic;
- Spoke regarding changing weather patterns and the need to adjust infrastructure accordingly;
- The need to understand the planning process for recreation centres and plazas within Town Centres;
- Expressed concern about staffing levels for child care centres in the District;
- Stated that the street lighting on Fern Street requires an upgrade;
- The need to discuss park upgrades and future planning with the Sports Council;
- The need to review asset allocations for housing and transportation;
- Commented about the Affordable and Social Housing Committee and Community Amenity Contributions; and,
- Commented about the film industry and electrical infrastructure in parks.

4. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Councillor FORBES

THAT the December 2, 2019 Council Workshop is adjourned.

CARRIED
(6:52 p.m.)

Mayor

Municipal Clerk

DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 6:59 p.m. on Monday, December 9, 2019 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond
Councillor M. Curren
Councillor J. Hanson

Absent: Councillor B. Forbes
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Ms. J. Van Dyk, Director of Library Services
Mr. S. Carney, Section Manager - Transportation
Ms. L. Simkin, Acting Deputy Municipal Clerk
Ms. C. Walker, Chief Bylaw Officer
Ms. M. Crowe, Communications/Event Coordinator – North Vancouver Public Library
Ms. A. Reiher, Confidential Council Clerk
Ms. I. Weisenbach, Transportation Planner
Mr. Z. Mathurin, North Shore TDM/Bike Share Joint Coordinator

Also in

Attendance: North Vancouver District Public Library Board:
Ms. Kristine Mactaggart Wright, Board Chair
Ms. Lara Greguric, Board Vice-Chair
Ms. Valerie Dong, Trustee
Mr. Gerald Baier, Trustee
Mr. James Mitchell, Trustee

1. ADOPTION OF THE AGENDA

1.1. December 9, 2019 Council Workshop Agenda

MOVED by Councillor BACK

SECONDED by Councillor BOND

THAT the agenda for the December 9, 2019 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. November 19, 2019 Council Workshop

MOVED by Councillor CURREN
SECONDED by Councillor BACK

THAT the minutes of the November 19, 2019 Council Workshop meeting are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. North Vancouver District Public Library 2020-2023 Strategic Plan File No.

Ms. Kristine Mactaggart Wright, Board Chair – North Vancouver District Public Library, thanked Council for their support and provided an introduction of the Library Board members in attendance. She provided an overview of the 2020-2023 Strategic Plan, discussed the 2018 budget and spoke regarding the available programs and membership.

Mr. James Mitchell, Trustee – North Vancouver District Public Library, spoke about the importance of library services and the resources available to the community. He provided an overview of the strategic priorities, including connecting and collaborating with the community, reaching new audiences and delivering services when needed. He spoke regarding the need to explore options for the eventual replacement or update of the aging Capilano Library. He commented about new service initiatives for the library including finding new sources for revenue, such as printing services, and discussed the shared space and learning environment of the library.

Ms. Lara Greguric, Board Vice-Chair – North Vancouver District Public Library, noted that a strategic priority is to act as catalyst to inspire and support community and staff. She reported that the StoryLab digital literacy and storytelling centre at Lynn Valley Library will open in summer 2020. Ms. Greguric commented about the alignment of work with partners and stakeholders, including Council priorities. She discussed library accessibility, locations and use as an alternative space to homes, including patrons that are homeless. The resources within the library are free with a limited number of services offered on a cost-recovery basis.

In response to a question from Council, staff advised that the Lions Gate Community Centre will have an express library service for items that are in high demand with self-serve capabilities for automatic holds and noted there will be special programs for target audiences such as seniors.

In response to a question from Council, staff advised that an action item of the strategic plan is the sharing of non-traditional materials such as power chargers or other miscellaneous items.

In response to a question from Council, staff advised that many materials are available in a variety of languages.

In response to a question from Council, staff advised that e-books are challenging to obtain for library services and that local-publishing and self-publishing books are being explored further.

In response to a question from Council, Ms. Greguric advised that the StoryLab is a space for the creation and learning of digital content and skills. This includes a digital recording studio and post-production area.

In response to a question from Council, staff advised that Capilano Library is currently the oldest library and will need to be updated or rebuilt at some point in the future.

In response to a question from Council, staff advised that they are currently identifying facilities requiring upgrades.

In response to a question from Council, staff advised that the demand for digitization is currently being looked at.

Public Input:

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Thanked the Library for the audio book and StoryLab programs; and,
- Expressed thanks for the accessibility of the library to the public.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Spoke favourably about the services provided by the library;
- Expressed concern about Capilano Library leaving the Town Centre; and,
- Spoke regarding global library services.

Mr. Juan Palacio, 200 Block West Kings Road:

- Spoke favourably about the Story Lab and suggested that digitization services be further expanded.

A District Resident:

- Queried about the funding requirements for e-books and digitization.

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

- Thanked the Library Board for their presentation and work on the strategic plan;
- Spoke regarding the many services provided by the library, their expansion into the digital field and alignment with Council priorities;
- Commented about shared economy and spaces within the community and stated that the library has been consistent in this field;
- Commented favourably about the collaboration with First Nations;
- Commented about the library as a third space for community members;
- Spoke favourably about the children's services and programs;
- Commented about the digital lab and need to archive social history; and,

- Spoke about how the North Vancouver Museum & Archives displays history and the desire to coordinate displays with the library.

Council recessed at 7:45 p.m. and reconvened at 7:49 p.m.

3.2. Proposed North Shore Ride-Hailing Approach

File No. 16.8620.01/024.000

Mr. Zachary Mathurin, North Shore TDM/Bike Share Joint Coordinator, provided an overview of ride-hailing, business license framework and street management within the limits of municipal authority as set up by Provincial legislation. He reported that ride-sharing is the equivalent of carpooling where passengers are transported by a driver to a predetermined destination without the intention of generating revenue. Ride-hailing is the practice of booking a ride for business to drive from one location to another, using a smart phone app.

Mr. Mathurin commented about positive and negative impacts that can be seen from ride-hailing. He discussed Passenger Directed Vehicles (PDV) and stated that ride-hailing is considered a PDV and that companies that deliver ride-hailing are known as Transportation Network Service (TNS). The Province is the primary authority for regulating ride-hailing and all other passenger directed vehicles. He provided an overview of the Passenger Transportation Board, an independent tribunal for the Province under the *Passenger Transportation Act*, and its role.

Mr. Mathurin discussed the regulatory authority for ride-hailing by municipalities, including the issuance of business licenses to companies and the management of local streets. Municipalities are not able to prohibit the services of ride-hailing operations or impose fleet size limitations. He commented about the inter-municipal business license framework in its existing format and its proposed framework and stated that inter-municipal staff are working collaboratively on key principles and objectives for the proposed tools and framework.

Mr. Mathurin stated that the two main elements of the proposed North Shore approach are the business licensing framework and management of street and curb use. The business licensing framework would need to be revised to include ride-hailing services. The fees would be charged on a tiered system dependant on the fleet size and would treat taxis equally, however, direction is needed from the three North Shore Councils regarding the structure and approach for the inter-municipal business licensing. He stated that important information for the monitoring of business licensing includes regular data regarding drop-off services and trip lengths. This would encourage zero emission targets to be met and assist with proposed street and curb management actions.

Mr. Mathurin commented about the proposed street and curb management actions, including:

- Common loading zone definitions for North Shore municipalities;
- Geo-fenced areas to restrict access or designate reserved loading zones;
- Charging of pick-up/drop-off fees during peak times; and,
- Receive and analyze data to demonstrate ride-hailing needs.

Mr. Mathurin provided a summary of the recommendations for the inter-municipal business license and street and curb management. He stated that long-term goals include not adding further congestion to arterial routes during peak times, not to compete with transit hubs and to complement transit by connecting riders with transit stops. He stated that next steps would include drafting bylaw changes to bring back to Council. Staff are also engaging with regional partners to develop a regional business licence and to develop metric and performance indicators. The process is expected to take approximately one year.

In response to a question from Council, staff advised that the revenue sources will be dependant on fees and ridership on the North Shore.

In response to a question from Council, staff advised that they would likely provide access to the transit hubs and that a pick-up surcharge may be considered.

In response to a question from Council, staff advised that most municipalities have opted for a per-trip fee. In Chicago, there are general city fees and fees for trips starting and ending in downtown areas.

In response to a question from Council, staff advised that municipalities do not have the ability to limit ride-hailing services and that approximately 24,000 driver licenses are eligible for ride-hailing in Metro Vancouver.

In response to a question from Council, staff advised that there is a requirement for vehicles to identify on front and back windshields as ride-hailing vehicles.

In response to a question from Council, staff advised that the current total license fee for both taxi companies is \$5,147.80 and that it is a tiered system.

In response to a question from Council, staff advised that it is possible for the Province to promote accessible vehicles.

In response to a question from Council, staff advised that the District of West Vancouver Council will be provided an update by staff for their direction. The City of North Vancouver Council is discussing the topic at their Council meeting scheduled on December 9, 2019.

Public Input:

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Opined that residents are demanding ride-hailing services and that taxis fail to meet the needs of residents;
- Commented about the use of Uber;
- Queried about the ride-hailing program and fees;
- Suggested that ride-hailing companies may reduce car ownership and supplement transit services; and,
- Expressed concern about conflicts between ride-hailing vehicles and taxis.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Expressed concern about a lack of communication with residents;

- Commented about the International Transport Forum where access to the curb was discussed; and,
- Suggested that Council has control over the industry and flow of transit; and,
- Discussed the history of curbs.

A District Resident:

- Opined that restrictive rules should also be applied to taxi companies and that curbs should be regulated;
- Expressed concern about the concept of congestion pricing and suggested that it be controlled by bridge access rather than time of day; and,
- Thanked staff for their work and research.

Mr. Juan Palacio, 200 Block West Kings Road,

- Commented about the need for ride-hailing and to connect to transit hubs.

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

- Expressed support for the Coquitlam ride-hailing model;
- Commented about taxi services and their participation with the ride-savers program through HandyDart;
- Stated that ride-sharing solves individual needs but not the collective good and expressed concern about the impact to transit;
- The need for zero-emission vehicles and to regulate emissions;
- Stated that data is important for the management of services and expressed support for higher fees;
- Commented about data analysis and the need to collaborate as a region;
- Commented about potential public reaction to ride-hailing services in view of traffic congestion on the North Shore;
- Expressed support for discounts for zero-emission vehicles, the use of fees as a demand management tool and discounts for accessibility services;
- Expressed concern that the Iron Workers Bridge is at capacity and that congestion may be added to areas that are not currently congested;
- The demand for parking may be reduced although trip demand may not change;
- Stated an interest to see the ICBC ridership data; and,
- The need to look at workers rights for ride-hailing drivers.

MOVED by Councillor HANSON

SECONDED by Councillor BOND

CARRIED

4. ADJOURNMENT

MOVED by Councillor HANSON
SECONDED by Councillor BOND

THAT the December 9, 2019 Council Workshop is adjourned.

CARRIED
(8:49 p.m.)

Mayor

Municipal Clerk

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REPORTS

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January 17, 2020

File: Financial Plan/2020

TO: Mayor and Council
FROM: Rick Danyluk, Manager Business Planning and Decision Support
SUBJECT: 2020 – 2024 Financial Plan Workshop (Part 2) January 27

This workshop provides Council a final opportunity for feedback on new capital projects included in the financial plan prior to introducing the Draft Financial Plan Workbook to the public on February 10. As noted below, there are three attachments for your review.

This is the fourth in a series of Council workshops on the financial plan since the adoption of Council Directions 2019 - 2022 in September. The last workshop on December 2nd focused on new capital projects, both included and not included in the plan.

Following an analysis of available funding and capacity to complete the work, staff reduced the five year capital plan to \$395.4 million (\$198.7 million new capital and \$196.7 million renewal capital) and are proposing \$32 million in borrowing to partially fund the Maplewood Fire and Rescue Centre and sport field expansion.

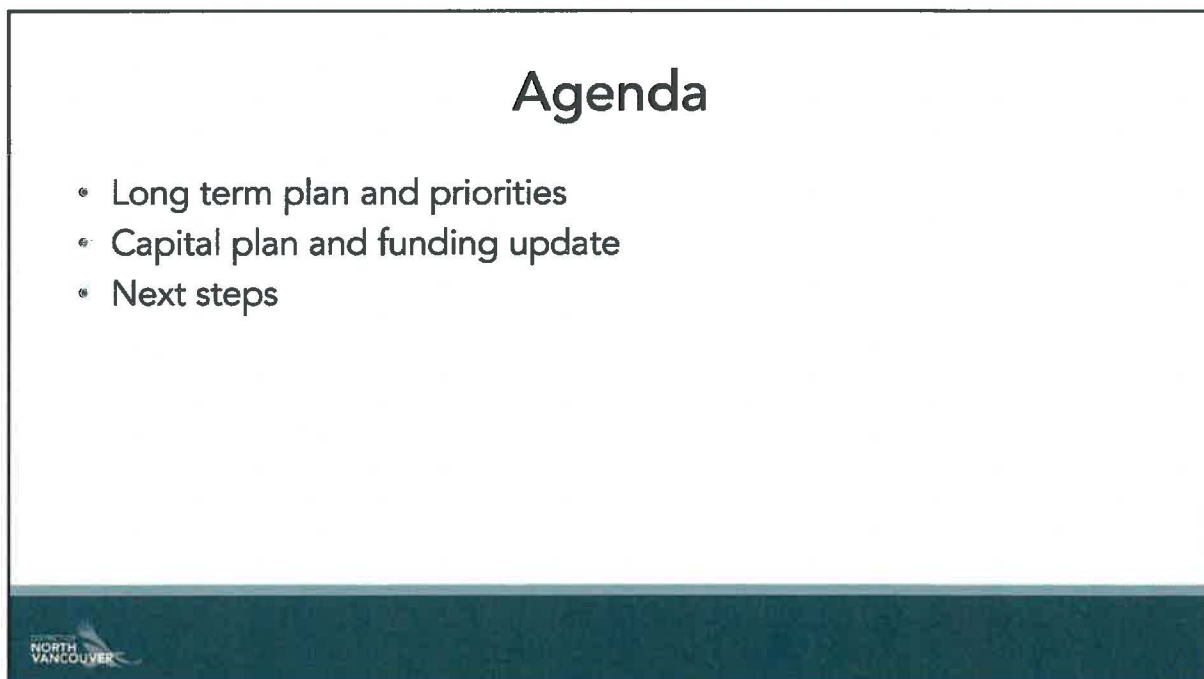
This financial plan is the first opportunity to reflect this Council's directions, as such it includes new investments in transportation, housing, and the climate emergency. The plan also continues to focus on well-established priorities, including maintaining infrastructure and service levels. As Council provides feedback through the targeted OCP review and other strategic plans those directions will be integrated into the long term financial plan and will be considered for funding at a future workshop.

Please contact me as soon as possible if you have any questions, concerns or require additional information.

Attachments:

- 
1. Presentation
 2. DRAFT New Capital Plan 2020 – 2024
 3. New Capital Project Details

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Financial Planning Timeline



Long term plan



Priorities

- Transportation
- Housing
- Economy
- Climate

- Services and finances

These are the most important issues we will pursue...

Guiding financial principles

- Sustainable service delivery
- Fairness in taxation and user fees
- Stable and competitive rates
- Growth management
- Rolling long term plan

Stewardship role,
living within our means,
paying our fair share,
carefully managing growth,
realizing long term goals

Draft 2020-2024 Capital Plan

(millions \$)	New (Attach. 2)	Renewal
Child and Seniors Care	\$ 5.8	\$ -
Civic Facilities and Equipment	0.9	27.3
Climate Mitigation, Adaption and Natural Hazards	9.1	-
Community Facilities, Arts and Culture	16.2	32.9
Lands	-	0.7
Parks and Open Spaces	39.7	23.0
Public Safety	39.3	8.2
Social and Supportive Housing	8.1	-
Technology	0.2	12.0
Transportation	48.4	30.7
Utilities	30.8	61.9
Included	\$ 198.7	\$ 196.7

Renewal Capital 2020 -2024

- Asset management plans
- \$196.7 million to maintain assets in a state of good repair
- Priorities based on risk and target levels of service
- Funding primarily from renewal reserves
- Climate adaptation and rising costs a challenge

New Capital Funding

- Opening reserve fund balances based on priorities
- Development projects will not proceed without development funding
- Grant opportunities and alternative revenue sources being explored
- Partnerships and lands support care facilities and social housing
- Debt for major facilities and sport fields
- Operating impacts funded by tax growth

New Capital 2020 -2024

- Council directions and strategic plans
- \$198.7 million included (\$55.4 million deferred)
- Funding from reserves, grants, development, partners, debt

New Capital Highlights

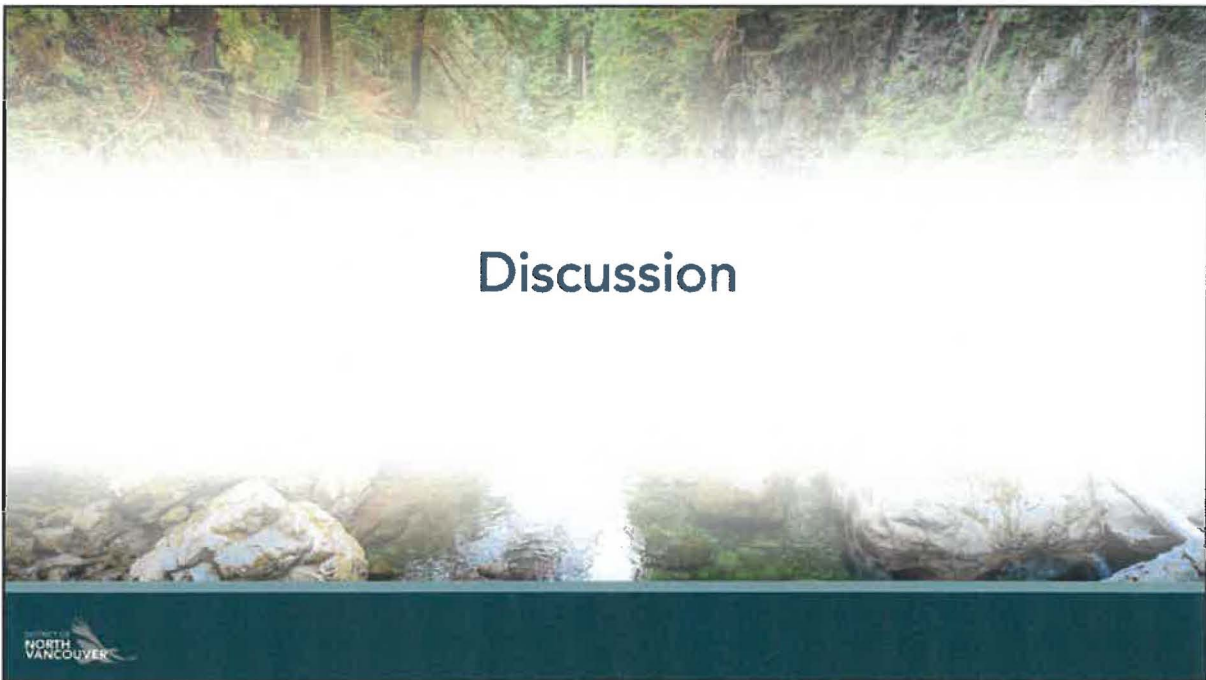
- Transportation and mobility
- Social housing and care facilities
- Climate adaptation and mitigation
- Maplewood Fire and Rescue Centre
- Community facilities
- Sport fields expansion
- *See attachments 2 and 3 for details*



Next Steps

- Reserve workshop – February
- Introduction of financial plan – February
- Adoption of financial plan – March





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DRAFT New Capital Plan 2020 - 2024

	Prior Year	New Capital Plan 2020 - 2024				Total
		Council Term			Outer Years	
	2018-2019	2020	2021	2022	2023-2024	
INCLUDED						
Child and Seniors Care						
Child Care						
1 Lions Gate Child Care	-	-	-	1,485	-	1,485
2 Maplewood Village Child Care	-	-	-	-	2,860	2,860
3 Upper Capilano Child Care	-	-	-	-	1,485	1,485
Civic Facilities and Equipment						
Operations Facilities & Equipment						
4 Fleet and Equipment Additions	40	221	-	-	-	221
5 Operations Centre Study and Minor Upgrades	-	550	-	127	-	677
Climate Mitigation, Adaptation and Natural Hazards						
Adaptation						
6 Panorama Creek-Channel Upgrades	-	-	450	-	-	450
7 Gavles Creek-Debris Basin and Culvert	-	-	-	750	750	1,500
8 Marion Road Culvert	-	-	355	-	-	355
9 Maplewood Flood Protection	150	600	1,300	-	-	1,900
10 Wildfire Program (Equipment Phase 1& 2, Provincial Program)	-	453	513	325	650	1,940
11 Daylighting Kilmer Creek at Fromme Road	120	1,500	1,500	-	-	3,000
Community Facilities, Arts and Culture						
Community Facilities						
12 Lions Gate Community Centre	14,460	20	200	-	-	220
13 Old Delbrook Community Centre Decommission	-	325	-	-	-	325
14 Lynn Creek Community Centre	10,940	-	6,297	-	-	6,297
15 Ron Andrews / Maplewood Community Centre	250	-	55	-	1,500	1,555
Community Plazas in Centres						
16 Lions Gate Plazas	-	385	-	385	-	770
17 Lynn Creek Centre Square	-	-	-	-	1,113	1,113
18 Lynn Valley Plaza	-	-	2,500	-	-	2,500
19 Maplewood Plaza	-	-	-	-	250	250
Library, Archives and Exhibits						
20 Capilano Library Renewal and Upgrade	-	50	100	-	-	150
21 Lynn Valley & Parkgate Library Anniversary Upgrades	-	400	-	-	-	400
Public Art						
22 Lions Gate Public Art	-	50	-	500	-	550
23 Lynn Creek Public Art	-	75	600	300	-	975
24 Lynn Valley Public Art	-	300	300	-	-	600
25 Maplewood Village Public Art	-	-	-	100	100	200
26 Public Art Outside Centres (Provision)	-	-	250	-	-	250

DRAFT New Capital Plan 2020 - 2024

	Prior Year 2018-2019	New Capital Plan 2020 - 2024				Total
		Council Term			Outer Years 2023-2024	
	2020	2021	2022			
Parks and Open Spaces						
Community Parks						
<u>Community Parks Inside Centres</u>						
27 Lynn Valley Kirkstone Park (Pathways and Playground)	100	-	350	-	-	350
28 Lions Gate Belle Isle Park	2,640	-	23	2,695	-	2,718
29 Lynn Creek Seylynn Park	3,388	-	3,126	-	-	3,126
30 Lynn Creek Seylynn Park Washroom	-	-	-	-	350	350
<u>Community Parks Outside Centres</u>						
31 Myrtle Park Multi-Purpose Sports Box	-	-	600	-	-	600
District Level Parks						
32 Cates Park Facilities Expansion	245	2,770	5,330	815	-	8,915
33 Lynn Canyon Park Central Area Upgrades	1,650	75	-	-	-	75
Neighbourhood Parks						
<u>Neighbourhood Parks Inside Centres</u>						
34 Lions Gate Curling Park	-	-	-	-	1,700	1,700
35 Lynn Creek Bridgman Park Multi Unit Playstructure	250	250	-	-	-	250
36 Lynn Creek New Neighbourhood Park	-	-	-	-	1,200	1,200
37 Lynn Creek Marie Place Park	-	-	-	-	1,500	1,500
38 Lynn Valley New Neighbourhood Park	-	-	-	100	2,625	2,725
<u>Neighbourhood Parks Outside Centres</u>						
39 Delbrook Neighbourhood Park	100	150	2,200	-	-	2,350
Sport Fields						
<u>Sports Field Expansion</u>						
40 Argyle Artificial Turf Field	-	-	3,500	-	-	3,500
41 Inter River Artificial Turf Field	2,840	250	3,660	-	-	3,910
<u>Sports Field Upgrades</u>						
42 Inter River Fieldhouse South	-	-	75	1,700	-	1,775
43 Delbrook Park Fieldhouse	375	1,500	200	-	-	1,700
44 Sportfield Minor Upgrades and Safety Standards	-	130	216	33	-	379
45 William Griffin Artificial Turf Field - Structural	-	-	300	-	1,700	2,000
46 Windsor Artificial Turf Field - Replace Carpet	-	-	-	-	605	605
Public Safety						
Fire & Rescue						
47 Fire Hall #1 Relocation	-	-	-	-	5,500	5,500
48 Fire Truck Replacements	-	-	1,100	-	1,100	2,200
49 Maplewood Fire and Rescue Facility	11,700	3,500	27,969	135	-	31,605
Operations Facilities & Equipment						
50 Response Route - Deep Cove Camera and Weather System	-	44	-	-	-	44

DRAFT New Capital Plan 2020 - 2024

		New Capital Plan 2020 - 2024				
		Prior Year	Council Term			Outer Years
		2018-2019	2020	2021	2022	2023-2024
						Total
Social and Supportive Housing						
Social Housing						
	51 Capilano - Delbrook	-	1,434	316	-	-
	52 Lynn Creek - Oxford/Sanford	-	1,466	384	-	-
	53 Lynn Valley - Kiwanis Seniors Living	-	784	391	-	-
	54 Provision for Future Projects	-	-	2,023	673	674
Technology						
Fibre Optic Network						
	55 Network Extensions (Lions Gate, Lower Lynn, Maplewood)	-	220	-	-	-
Transportation						
Active Transportation						
	56 Priority 1 Cycling Routes (Spirit Trail Central in 2020)	475	4,675	750	-	-
	57 Priority 2A Cycling Routes (Lynn Valley Road in 2020)	-	1,250	850	300	750
	58 Fleet and Equipment Additions - Bike and Pathway Sweeper	-	250	-	-	-
	59 Minor Projects Outside Centres (MPOC)	3,200	1,800	2,000	2,000	4,000
	60 Street lighting Upgrade	575	-	575	-	-
	61 Urban Trails - Centres	-	-	-	500	2,500
Roads and Bridges						
	62 Bridge Canyon and MontRoyal over Mackay	740	-	3,500	-	-
	63 Ross Road Bridge and Infrastructure	3,850	4,934	-	-	-
	64 Road Upgrades - Centres	15	-	3,100	3,000	6,000
	65 Traffic Safety and monitoring - Railway Crossings	-	-	500	-	-
	65a MOTI Municipal Infrastructure	-	-	-	4,000	-
Transit						
	66 Transit Exchange / Municipal Infrastructure	377	160	975	-	-
Utilities						
Storm Water Utility						
	67 Culvert Replacements	-	3,000	-	2,500	7,400
	68 Storm Main Upgrades	150	-	3,000	1,150	-
Utility Mains						
	69 Ross Road Bridge and Infrastructure (Utility Components)	-	3,716	-	-	-
	70 Sewer Main Upgrades Town Centers	400	1,400	1,000	1,400	2,000
	71 Storm Main Upgrades Town Centers	-	660	660	660	1,320
	72 Water Main Upgrades Town Centres	600	-	-	250	700
TOTAL INCLUDED		59,630	39,346	83,093	25,883	50,332
						198,653

DRAFT New Capital Plan 2020 - 2024

	Prior Year 2018-2019	New Capital Plan 2020 - 2024			
		Council Term		Outer Years	Total
		2020	2021	2022	2023-2024
NOT INCLUDED (DEFERRED):					
Civic Facilities and Equipment					
Operations Facilities & Equipment					
73 Operations Centre Expansion	-	-	-	-	17,200
Climate Mitigation and Natural Hazards					
Adaptation					
74 Wildfire Program (Equipment Phase 3 and 4)		185		308	88
Community Facilities, Arts and Culture					
Community Facilities					
75 Ice Arenas Expansion - One Additional Ice Sheet	-	-	800	3,850	3,850
Parks and Open Spaces					
District Level Parks					
76 Lynn Canyon Park Upgrades - Ecology Centre	-	-	510	-	-
Natural Parkland and Alpine Trails					
77 Alpine Trail Upgrades	50	-	125	-	-
78 Shoreline and Wetlands Restoration - Cates and Panorama	-	-	275	-	125
Neighbourhood Parks					
79 Neighbourhood Parks Inside Centres - Park Land Acquisition Prov.		3,000	3,000	3,000	-
<u>Neighbourhood Parks Outside Centres</u>					
80 Eliza Kuttner Park	-	-	250	-	-
81 New Braemar Park	-	-	-	-	800
82 New Lillooet Park	-	-	-	-	250
Sport Fields					
<u>Sports Field Expansion</u>					
83 Handsworth Track (Option 2 DNV share \$1.9m)	-	-	3,800	-	-
84 Blueridge Park Washroom	-	-	-	350	-
85 Inter River Fieldhouse North	300	-	-	-	2,400
86 Inter River Field #8 Dugouts		80			80
87 Sowden Park Washroom	-	-	-	300	-
88 Windsor Sport Field (ATF) Parking Lot	-	-	-	500	-
Public Safety					
Emergency Response Facilities					
89 Response Route - Emergency Preemption Signalizatoin	-	75	245	53	106

DRAFT New Capital Plan 2020 - 2024

	Prior Year	New Capital Plan 2020 - 2024				Total
		Council Term			Outer Years	
	2018-2019	2020	2021	2022	2023-2024	
Transportation						
Active Transportation						
90 Priority 2B Cycling Routes	-	-	100	1,200	4,550	5,850
91 Active Transportation Outside Centres - Bridge Evergreen Basin	80	-	500	-	-	500
92 Active Transportation Outside Centres - Waterfront Street Ends	-	-	400	-	-	400
93 Streetscape Improvements - Centres	-	-	-	-	2,650	2,650
Roads and Bridges						
94 Traffic Safety and Monitoring - New Signals	-	-	450	-	-	450
TOTAL NOT INCLUDED (DEFERRED)	430	3,340	10,455	9,561	32,019	55,375
	60,060	42,686	93,548	35,444	82,351	254,028

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☐ Info Package

Date:

 Dept.
Manager

 GM/
Director

CAO

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

17 January 2020

File: 11.5245.30/010.000

AUTHOR: Victoria Grant-Smith, Project Manager, Infrastructure Planning Group**SUBJECT:** Finance Plan Workshop (part 2): New Capital Project Details**REASON FOR REPORT:**

To provide information on significant Engineering, Parks and Facilities Capital projects.

SUMMARY:

The Capital Plan is developed through an integrated planning, approach which relies on the direction provided through District strategic plans to ensure the organization works towards delivering on Council directions while balancing the delivery of well established priorities.

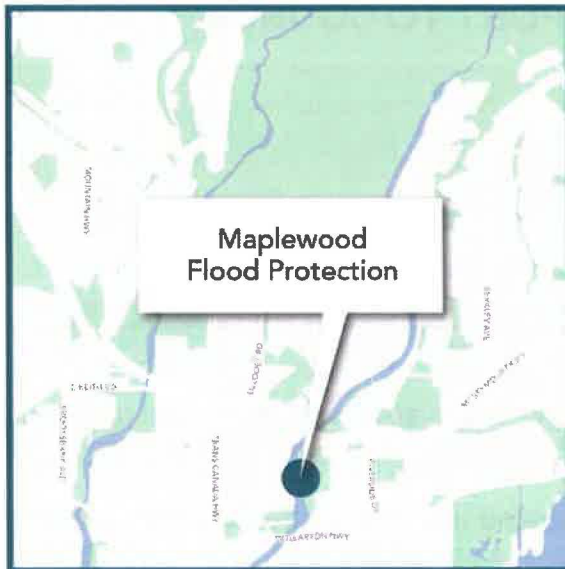
Most new capital works are multi year projects and, depending on the type of work, are delivered through a combination of resources, including internal staff and external consultants or contractors. Where possible, projects are strategically coordinated to include all infrastructure work planned for the location, in order to promote a more efficient delivery of District work which minimizes the potential impact on residents.

Project start and completion dates vary and the summary below is a sampling of some of the most significant work to be initiated or completed by the Engineering Parks and Facilities Project Managers in the coming year. While direction on other significant new capital projects included in the plan has already been provided by Council, staff can provide additional information on any other capital projects Council is interested in.

Significant new capital projects initiated or completed in 2020	
#9 Maplewood Flood Protection #11 Daylighting Kilmer Creek at Fromme Road #32 Cates Park Facilities Expansion #39 Delbrook Neighbourhood Park #43 Delbrook Park Field House #56 Spirit Trail – Central: CNV Boundary to Seyllynn Park (Priority 1 Cycling Routes)	#57 Lynn Valley Road (Mountain Hwy. – Dempsey Rd.) Bicycle Route & Surrounding Parking Strategy Implementation (Priority 2A Cycling Routes) #68 Storm Main Upgrades – Gallant Creek

CLIMATE CHANGE ADAPTATION

#9 Maplewood Flood Protection



Strategic Purpose & Prior Approvals

In 2017/2018 a feasibility study was completed for drainage improvements in east Maplewood to provide a conduit for rainwater and base flows to reach the Maplewood Conservation Area while also improving the drainage system to accommodate the proposed Maplewood Fire and Rescue Centre (MFRC). These improvements are consistent with several objectives of the Integrated Stormwater Management Plan (ISMP) including: maximizing base flows, fish populations, riparian areas, and social ecological connections.

Description:

Current design includes maintaining existing flow routes and enhancing the wetland functionality and capacity of existing channels and infrastructure where needed.

Total project costs are estimated to be \$2.05M. The project is to be funded 45% as renewal and 55% new or DCC through Sewer and Drainage Utility. This percentage split also matches the MFRC facility funding.

Public Consultation:

Staff have been consulting with representatives from the Wild Bird Trust that manage the Maplewood Conservation Area. Broader public consultation on the MFRC and Maplewood Area Plan has occurred in prior years.

Status:

Preliminary design options are currently underway and are expected in early 2020 to support the MFRC development permit application.

Next Steps:

Staff will proceed to detailed design with construction to follow the MFRC timeline.

Potential Impacts of Delay:

Ongoing operations & maintenance costs to keep under-capacity system functional. Potential damage from overland flooding. Potential for washout and flooding of existing channel and riparian areas.

CLIMATE CHANGE ADAPTATION

#11 Daylighting Kilmer Creek at Fromme Road



Strategic Purpose & Prior Approvals:

This project on Kilmer Creek is in line with the intent to enhance watershed health pursuant to the Hastings Creek Integrated Stormwater Management Plan (ISMP) and to enhance resilience to debris flood geohazards.

An opportunity exists to realign and improve the portion of Kilmer Creek between Croft Road and Frederick Road thus improving resilience to potential flooding from extreme flows along Kilmer Creek. Daylighting of the creek through the Argyle Secondary School development project will also increase riparian and fish habitat.

Description:

In 2014, Kilmer Creek was subjected to an extreme rainfall event that triggered a debris flood blocking key drainage infrastructure resulting in flooding and damage to properties along the reach from Hastings Creek to Kilmer Road. Blockages occurred at culvert inlets along Fromme Road at Croft Road and at Frederick Road across from Argyle Secondary School. In addition, between Croft and Frederick roads, Kilmer Creek runs across several private properties, making inspection and access challenging. Significant debris flood mitigation works have been completed upstream of Kilmer Road; however, the downstream reach in question still remains at risk during extreme storms which will be more frequent due to climate change.

This project includes the relocation of Kilmer Creek to the west side of Fromme Road from Croft to Frederick, combined with daylighting of the creek across Argyle Secondary School lands. It is to be completed concurrently with the Argyle Secondary School renewal and daylighting of the portion of Kilmer Creek that traverses the North Vancouver School District property.

Majority of funding will be from the Utilities Reserve, with a portion of funding from DCCs. Total project costs are estimated at \$3.12M.

Status:

The detailed design is underway along with the permit application to the relevant agencies (e.g. MFLNROD and DFO). Staff have also submitted a grant application to the UBCM Community Emergency Preparedness Fund for structural flood mitigation (for a maximum values of \$750,000).

Next Steps:

Complete the detailed design and tender package for public tendering of the project works for construction starting in summer 2020. Prior to construction staff will initiate communications with all residents and provide updates to Council.

Potential Impacts of Delay:

Flood risk, lack of environmental improvements to riparian and fish habitat, degradation of service level in light of climate change, escalating operating and maintenance costs and emergency response and recovery costs high potential for property damage during extreme storms.

This project along Kilmer Creek (along with the Argyle reach) is in line with the intent to enhance watershed health pursuant to the Hastings Creek Integrated Stormwater Management Plan (ISMP) and to enhance resilience to debris flood geohazards.

DISTRICT LEVEL PARKS

#32 Cates Park Facilities Expansion



Strategic Purpose & Prior Approvals

Cates Park Whey-A-Wichen is a popular park that includes wooded areas, beachfront, playgrounds and a boat launch. The park is in the traditional territory of the Tsleil-Waututh First Nation and is a culturally and archeologically important former village site. The park is well used year round and hosts several large District events, such as canoe races and Remembrance Day ceremonies. The park is co-managed with the First Nation under an agreement created in 2009.

The Cates Park Facilities project entails two components: renewal of the aging washroom/concession and addition of a Feast

House. The co-management agreement supports the addition of a Feast House to the park for cultural education, celebration and community use. The existing washroom and concession building is in very poor condition and is not accessible to wheelchair users. The Parks and Open Space Strategic Plan and the District's Building Asset Management Plan support the replacement of the existing washroom and concession building independent of the Feast House.

Description :

Park user needs, District standards and building codes have evolved significantly since the existing Washroom and concession building was built more than 40 years ago. In late 2017 a process to define the program and schematic design for the Feast House and washroom/concession building began. A final report was issued in late 2018.

It was determined that the spaces would be best delivered in two separate buildings. A space program for the new facilities has been developed. The Washroom and Concession will include accessible universal washrooms, change rooms, and concession spaces to meet current requirements. The program for the Feast House includes a multi-purpose room, small kitchen area, accessible washrooms, an outdoor gathering and carving area, and support spaces.

The total estimated cost for Cates Park/Whey-ah-Wichen Project is \$9,16M to be spent over a period of 4 years with completion in 2022. A Provincial Infrastructure grant application for 75% (\$5,900,000) in funding has been submitted.

Status:

District Facilities and Parks departments have worked closely to develop the design of the new facility. The design of the facility is at the schematic stage. Discussions on potential business planning has taken place with the stakeholder groups, Parks and the Tsleil-Waututh First Nation. Grant decisions for the project have been delayed to from July of 2019 to early 2020, a decision is imminent.

Next Steps:

The detailed design of Washroom, Concession and Feast House will proceed when the grant is awarded. Should the District not be successful in receiving the grant the intent is to proceed with the washroom and concession building alone pending approval of funding. Based on a continuous design and construction process the facilities would be designed in 2020, construction would begin in mid to late 2020 or early 2021 and the facilities would be open in 2022.

Potential Impacts of Delay:

A delay in the schedule of the design and construction of the Cates park facilities Project would result in construction cost escalation. The current facilities are not compliant with the District's direction on accessibility, environmental sustainability, the Parks Strategic plan and the park co-management agreement, and do not meet the needs of the public; delaying the project will extend this deficient condition.

Delaying the project will mean that existing facilities will be non-compliant with the Asset Management Plan, and therefore entail high impact and risk to public through poor asset management and substandard levels of service.

NEIGHBOURHOOD PARK OUTSIDE CENTRES

#39 Delbrook Neighbourhood Park



Strategic Purpose & Prior Approvals

The Parks and Open Space Strategic Plan (2012) recommends management of park infrastructure to support active living and healthy environments for future generation.

The development of a new park plan is a priority as the old Delbrook site is being decommissioned and the Delbrook Recreation Centre opened. This will align with the redevelopment of the south end of the site into affordable housing. The new park will address neighbourhood needs for active and passive park opportunities.

In July 17, 2017, Council directed staff to develop a park concept plan for Delbrook Lands that incorporates parks and open spaces and natural parkland areas.

In 2018, Council approved non-market housing on the south end of site and the public process with the community highlighted the need for additional neighbourhood parkland.

Description:

This project will address the need for a new park on the old Delbrook lands, as supported through Council direction and community response. The project will undergo the planning and design phase in 2020 with the services of a park planning consulting team. It will include preliminary geotechnical and environmental assessment, as well as park planning programs, site planning and cost estimates.

Public Consultation:

Public process conducted in 2018 for non-market housing on the south end of the site has highlighted a desire and need by the community to have this park. Public consultation for the conceptual planning for park took place in 2019, with general approval for the preferred park design concept.

Status:

The park conceptual planning phase was 90% completed in 2019, in discussion with the public. The public survey, completed in September 2019 showed general approval for the

park design concept. Further park design modifications will be undertaken as part of the detailed design phase in 2020.

Next Steps:

Retain a park planning consultant team and conduct geotechnical and environmental assessment; prepare park planning programs (including public consultation), site planning, and cost estimates.

Potential Impacts of Delay:

If funding for detailed park design is delayed, the final park design and cost estimate will be deferred to 2021, thereby delaying the park construction phase to 2022 and beyond, subject to capital construction funding approval

SPORTS FIELD UPGRADES

#43 Delbrook Park Field House



Strategic Purpose

Delbrook Park is a busy neighbourhood park which includes a grass field and a gravel field with lighting, tennis courts, a children's playground, and provides trail connections for walking and recreation. Located in the south central area of the park Delbrook Park Field House is a large field house building originally constructed in 1958. The building does not meet accessibility standards and is in poor condition. The Parks and Natural Areas strategic plan and the Building Asset Management Plan support the replacement of the building.

Park user needs, District standards, and building codes have evolved significantly since the existing field house was constructed in 1958.

Description:

A space program for the new facility has been developed which includes accessible universal washrooms, storage for sports equipment, a small concession area, an outdoor gathering area and support spaces.

The total estimated cost for the design and construction of the Delbrook Fieldhouse is \$2,075M over a period of 3 years with completion in 2021, includes \$200,000 of DCC funds and is 4% spent.

Status:

District Facilities and Parks departments are working closely to design the new facility. The design of the facility is at the detailed design stage. Discussions have taken place with the main sports user groups. A smaller more efficient, accessible, facility is supported by the current space program.

Next Steps:

The detailed design of the fieldhouse is underway, a Development Permit application will be made in Spring 2020. Design is intended to be completed during 2020 and pending funding and permit approvals the project will be tendered in late 2020 and constructed in 2021.

Potential Impacts of Delay:

A delay in the schedule of the design and construction of the field house would result in construction cost escalation. The current facility is not compliant with the District's direction on accessibility, environmental sustainability, the Parks Strategic plan, and do not meet the needs of the public, delaying the project will extend this deficient condition.

Delaying the project will mean that existing facilities will be non-compliant with the Asset Management Plan, and therefore entail high impact and risk to public through poor asset management.

ACTIVE TRANSPORTATION

#56 Spirit Trail – Central: CNV Boundary to Seylynn Park



Strategic Purpose & Prior Approvals:

The Spirit Trail and associated bridge connecting Bridgman Park and Seylynn Park is a key component of both the Lions Gate Priority Bike Route and the North Shore Spirit Trail.

The connection is part of one of three routes designed to create a connected network of cycling facilities across the north shore (as per the Council Information memo 15th April 2019). The Lions Gate Village Centre cycling route connection to Lynn Valley Town Centre, known as the Lions Gate Priority Bike Route, was identified as part of Council discussions (2017) on how to advance cycling

infrastructure.

The success of modal change initiatives, like the e-Bike Program, are dependent on connections like this to overcome barriers to active transportation.

Walking and cycling facilities will reduce reliance on car travel and these reduce GHG emissions.

The North Shore Spirit Trail is envisioned as a 35 km long, accessible, low-lying, waterfront-oriented greenway that will link Horseshoe Bay and Deep Cove. (Spirit Trail Report, 2013) and connects the CNV section to the DNV section in Bridgman Park. The bridge will eliminate a significant barrier and provide a protected, separated option for pedestrians and cyclists crossing Lynn Creek supporting the connections of Spirit Trail segments and the Lions Gate Priority Bike Route. The trail will function as both a recreation and transportation amenity for walkers, cyclists, in-line skaters and people with wheeled mobility aides connecting neighbourhoods, parks, trails, businesses, recreation services, and transportation hubs.

Description:

The roughly 300m segment will connect residential areas, shopping (e.g., Park and Tilford mall) and community amenities (community centre) in and around the new Lynn Creek Town Centre. The project includes design and construction of 4m wide Spirit Trail, lighting,

wayfinding, furniture, and a pedestrian/cycling bridge spanning Lynn Creek, connecting Bridgman and Seylynn Park.

The estimated cost for the design and construction of the Spirit Trail and bridge is \$5.9M. Funding includes \$1,500,000 DCC funding, \$950,000 CAC funding, and \$2,480,000 has been sourced through TransLink grants.

The Spirit Trail – Central: CNV Boundary to Seylynn Park Project forms part of the Priority 1 Cycling Routes as per October 25th Report to Committee, On-Street Parking Management Strategies & Implementing a Connected Cycling Network. Additional projects associated with the Priority 1 Cycling Routes will be submitted to Council in the future.



Figure 2-1
Bridge Related Trail Connections Plan

Proposed Trail Connections added to Seylynn and Bridgman Park Master Plan, DNV (2015), by Urban Systems

Public Consultation:

Public consultation on the trail and construction of the bridge was included as part of the extensive engagement conducted during the OCP as well as included in any planning and consultation for the Spirit Trail.

Status:

Conceptual design options are currently underway and are expected in 2020.

Next Steps:

Staff will seek Council input on the conceptual design options and proceed to detailed design with construction expected to begin in 2020.

Potential Impacts of Delay:

Delay of the completion of this key connector for both the Lions Gate Priority Bike Route and the Spirit Trail has the potential to prevent the completion of both networks. A delay has the potential to impact the available grant funding (\$2.5 M), should it extend beyond the approved funding period.

ACTIVE TRANSPORTATION

#57 Lynn Valley Road (Mountain Hwy. – Dempsey Rd.) Bicycle Route & Surrounding Parking Strategy Implementation



Strategic Purpose & Prior Approvals:

The *Lynn Headwaters Park Access and Parking Study* recommended a series of actions. Staff identified three priority actions, one of which was to consolidate parking on Lynn Valley Road and allocate space to an uphill (northeast bound) bike lane. As previously stated in the Information Report to Council^[1],

“The Lynn Headwaters Park Access and Parking Study recommends improving cycling facilities to the park’s entrance. As the primary arterial to and from the park, as well as other key destinations, staff looked into the potential for improving Lynn Valley Road for people on bikes.

Lynn Valley Road between Mountain Highway and Dempsey Road is a designated bike route. Despite the designation, there are no formal cycling facilities (e.g., bike lanes, shared lane markings or route signage). Lynn Valley Road at Dempsey Road is also a key entranceway to the Seymour Demonstration Forest Trail, an 11km paved recreational multiuse trail leading from Rice Lake to the Seymour Dam popular with cyclists.

Lynn Valley Road’s functional classification is an arterial with people accessing local and regional destinations. An arterial’s primary purpose is moving people – either by foot, bike, vehicle or other means. Personal storage in the form of private vehicles has long been allowed in the public right-of way. This arterial is experiencing increasing pressures from different users and space is scarce so staff is looking for how to move more people along key corridors in a safe and efficient manner. Prioritization for moving people versus vehicle storage within the road right-of-way is also consistent with the Integrated North Shore Transportation Planning Project (INSTPP) recommendations. INSTPP recommends improving cycling facilities along the frequent transit network to encourage a shift in mode choice to active transportation.”

^[1] Dated January 31, 2019, eDoc # 3857709.

The prioritization of people movement over vehicle storage along arterials was subsequently endorsed by DNV Mayor and Council at the February 4, 2019 regular Council Meeting. At the same meeting, installation of cycling facilities along this segment of Lynn Valley Road was endorsed as a priority bike route for implementation. The provision of dedicated separate facility bike lanes on major arterial roads is also consistent with the District's Development Servicing Bylaw 8145 Table 5A.

In addition to the route being identified in the Bike Master Plan, the direct connection is further supported by Council direction to connect people on bikes in town and village centres to key destinations, in this case the regionally significant Lynn Canyon Park, Lynn Headwaters and Seymour Demonstration Forest.

Description:

The proposed expanded project includes the following elements:

- Reallocating road space from vehicle parking to a bike lane(s),
- Constructing sidewalks on the downhill (southwest bound) side (exact limits still under evaluation),
- Installing a crosswalk and flashing lights at Kilmer Road, and
- Reviewing parking regulations and needs on the surrounding streets and access to private properties.

The Lynn Valley Road Bicycle Route & Surrounding Parking Strategy Implementation Project forms part of the Priority 2A Cycling Routes as per October 25th Report to Committee, On-Street Parking Management Strategies & Implementing a Connected Cycling Network. Additional projects associated with the Priority 2A Cycling Routes will be submitted to Council in the future.

Public Consultation:

The *North Vancouver Bicycle Master Plan* underwent significant public consultation prior to adoption and is the primary source that guides staff and Council for the cycling network. Residents and businesses along the corridor were notified via mail in June 2019 in advance of the bike lane installation (initially scheduled for Summer 2019) before it was decided to postpone the project to allow for additional consultation and design refinement. The project is shown on the District's website^[2].

Staff will be bringing the expanded project to Council in Q1 2020.

^[2] <https://www.dnv.org/property-development/current-bike-lane-pilot-projects>

Status:

Preliminary design is underway.

Next Steps:

Staff will bring design concepts and/or options to Council in Q1 2020. An application for the BC Active Transportation Infrastructure Grant will be made for this project (up to \$500,000 or 50% of the project cost).

Potential Impacts of Delay:

Pending outcome of discussions with Council and with the public, tendering of the project may occur later in 2020, thus pushing construction into 2021.

^[1] Dated January 31, 2019, eDoc # 3857709.

^[1] <https://www.dnv.org/property-development/current-bike-lane-pilot-projects>



STORM WATER UTILITY / ADAPTATION

#68 Storm Main Upgrades – Gallant Creek



Gallant Creek Storm Sewer Upgrade

Strategic Purpose & Prior Approvals:

Localized flooding and property damage occurred in 2014 and 2018 as a result extreme storms overwhelming the capacity of the existing storm sewer inlet and pipe system that conveys Gallant Creek beneath Gallant Avenue, Panorama Drive, and Panorama Park to the ocean. Upgrade of the inlet and storm sewer will improve resilience to more frequent extreme storms causing flood damage, enhance resilience to debris flood hazards, and reduce annual operation and maintenance costs.

Description:

The 141m length of existing storm sewer from the inlet on the south side of Gallant Avenue to the outlet in Panorama Park should be upgraded to adapt to climate change in order to maintain current levels of service for flood protection. An upgrade of the system will include upsizing the pipes to convey the 200-year peak flow plus climate change event which aligns with climate change requirements.

As of January 2020, the project is in the preliminary design phase. The estimated design cost for the project is \$150,000. The Class D construction cost estimate (\$4,150M) developed during conceptual design, ranges from \$3.3M to \$7.1M. Detailed design is expected to be complete by summer 2020. Construction is planned for 2021. Construction work will likely be phased with preliminary work taking place in winter / spring 2021 and in-stream works occurring in July and August 2021.

Public Consultation:

Engineering is working with DNV Communications to develop a Communications Plan. The intent is to have the plan developed by May 2020. The project will impact a broad group of external stakeholders including residents, tourists, local businesses, special event organizers, TransLink, BC Hydro, and others primarily due to limited road access alternatives.

Status:

Water Street Engineering was awarded conceptual, preliminary, detailed design, and tendering services. Conceptual design was complete in December 2019. As of January 2020, we are in the preliminary design phase with expected completion by February 28, 2020. The design is expected to be tender ready by summer 2020. Construction will commence in 2021.

Next Steps:

Continue with preliminary design. Continue to work with internal DNV stakeholders to obtain input from all affected DNV departments and working groups. Initiate communications with external stakeholders. Council will be kept apprised as the project advances.

Potential Impacts of Delay:

Risk of damage to private property and District infrastructure due to flooding and debris as well as environmental risk of increased erosion and degradation of land, continued escalation of operating and maintenance costs and emergency response and recovery costs, and degradation of levels of service for drainage and flood protection caused by more frequent extreme storms due to climate change.

Respectfully submitted,

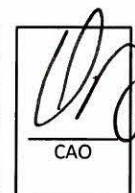
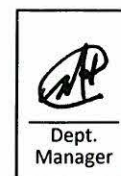


Victoria Grant-Smith
Project Manager, Infrastructure Planning Group

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AGENDA INFORMATION	
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<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver

REPORT TO COMMITTEE

January 14, 2020

File: 08.3060.10/005.19

AUTHOR: Emel Nordin, Development Planner

SUBJECT: 1310 Monashee Drive - Preliminary Planning Application for Six-storey Mixed-use Development Including Student and Employee Rental Housing

REASON FOR REPORT:

The purpose of this report is to inform Council of a preliminary planning application received by the District and to seek Council's input on the proposed development.

SUMMARY:

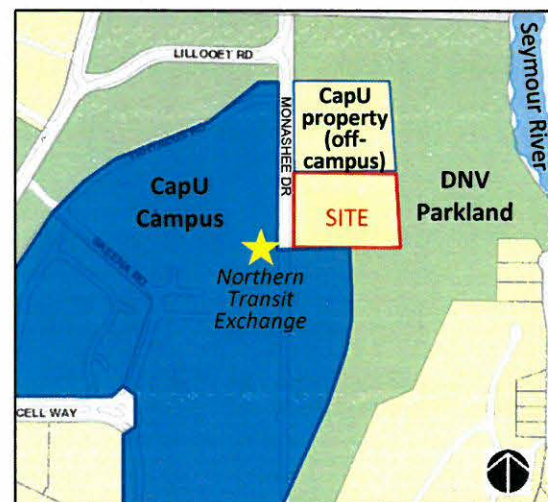
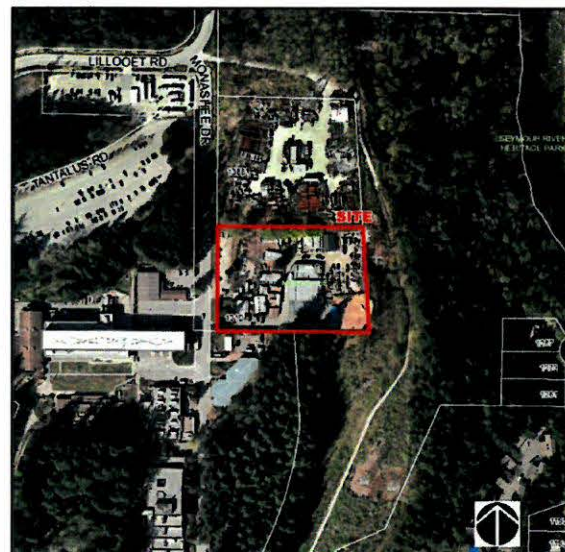
Darwin Properties has submitted a preliminary planning application to redevelop the property at 1310 Monashee Drive to create a mixed-use development with two six-storey buildings including 330 rental housing units for students and employees of Capilano University (CapU). If the proposal were to proceed to a detailed application, it would require Council consideration of a rezoning and an OCP amendment.

ANALYSIS:

Site and Surrounding Area

The site is currently occupied by a dog-kennel and dog day-care facility with large outdoor fenced areas, and associated buildings. The property is approximately 11,890 m² (2.94 acres) in area.

As shown on the adjacent map, the property is located adjacent to the CapU campus, immediately east of the campus Northern Transit Exchange, which will be the primary bus terminal for CapU following the implementation of TransLink's new Rapid Bus service on the North Shore. The CapU campus



is located to the west and south, and District of North Vancouver parkland surrounds the site to the northeast, east and south. The property is located at the top of the West Seymour Escarpment and a well-used bicycle and walking trail is located down the slope to the east. A property owned by CapU, but not currently part of the campus, is located to the north and is zoned for cemetery use.

Land Use Designation and Lynnmour/Inter-River Local Plan

The site is designated “Parks, Open Space, and Natural Areas” (POSNA) in the Official Community Plan (OCP). The Lynnmour/Inter-River Local Plan reference policy document designates this site for “Open Space” (OS) and while it encourages the retention of the existing dog kennel use on the site, it also identifies a general need for student housing, services, and local-serving commercial space in the surrounding area. The proposal will require an OCP amendment to accommodate the development as proposed at a density of approximately 1.76 FSR.

Capilano University Campus Master Plan & Student and Employee Housing

The CapU Campus Master Plan (2018) identifies a need for additional housing on campus. The university also recently conducted a study which concluded that there is a need for employee housing. Currently, CapU does not have any designated on-campus student or employee housing available for the 12,600 users of the institution. In the fall of 2017, CapU opened their first off-campus student residence at 2420 Dollarton Hwy. As of the second year of operation, this CapU residence has been fully occupied and the demand for student housing exceeds current capacity. CapU has provided written support to the District for the current project and the applicant is working with the university to finalize the partnership agreement which would be required as part of a detailed application.

Zoning

The site is currently zoned “Parks, Recreation and Open Space” (PRO) and will require rezoning to a new Comprehensive Development (CD) zone to accommodate the proposal.

PROPOSAL:

Project Description

The project as proposed includes 330 rental housing units for students and employees of CapU. In addition, approximately 1,585 m² (17,060 sq. ft.) of commercial space and 244 m² (2,626 sq. ft.) of amenity space is proposed, all within two six-storey buildings.



Artist rendering – View to the east from Monashee Drive

The site plan illustrates the proposed development layout. Building A is a large, L-shaped structure at the top, containing an Assembly room, Common Lobby, and various commercial and residential units. Building B is a long, rectangular structure at the bottom, primarily consisting of residential units. The plan includes a central parking area with a circular driveway, a transit bus loop, and a loading/drop-off entry. Surrounding streets include Monashee Drive to the west, 437m Parkway to the north and south, and 50th Avenue to the east. A north arrow is located in the bottom right corner.

The preliminary architectural drawings have been revised since the initial application submission and the previous Staff Report to Council, dated September 12, 2019 (attached). Some of the recent notable updates include:

- 69

priorities. In response, the on-site commercial space has been expanded to include a proposed grocer and additional food services.

- *Replacement of artist studios with recreational space:* Rather than proposing space specifically for artist studios, the on-site commercial space has been expanded to include leasable recreational space to supplement the recreational activities currently provided by CapU.
- *Replacement of surface parking with increased outdoor amenity areas:* Early feedback received indicated support for increased on-site landscaped areas. In response, surface parking has been removed and the underground parking garage has been reconfigured to provide for this relocated parking.
- *Adjustment to parking and bicycle spaces:* Due to the proposed increase in commercial space, the proposed on-site parking has been increased slightly from 190 to 217 spaces. On-site bicycle parking has been adjusted to 2 bicycle spaces per unit, for a total of 660 spaces.

Should the proposal proceed to a detailed application, the proposed uses and site layout would be further defined at that stage.

Parking and Transit

Parking proposed includes 217 vehicle parking spaces for both residential and commercial uses in a one-level underground parking garage with access from Monashee Drive. It is anticipated that on-site car share spaces will be included. A total of 660 bicycle parking spaces (2 per unit) are proposed, as well as end of trip facilities.

With the implementation of TransLink's new Rapid Bus service on the North Shore in 2020 (the R2 Marine Drive bus) it is anticipated that the existing #239 Park Royal-CapilanoU bus which currently terminates at a transit stop on Purcell Way, will be discontinued. The new R2 bus will service CapU, and the Northern Transit Exchange directly adjacent to this development site will become the primary transit terminal for CapU.

CapU has noted that the proposed development, within close proximity to campus and the Northern Transit Exchange, has the potential to reduce daily traffic congestion arising from students and employees commuting to campus by car, and will assist in providing additional amenities and food services for campus users and the public.

CMHC Rental Construction Financing & Rental Rates

The applicant is working with Canada Mortgage and Housing Corporation (CMHC) to secure federal funding for this project under the Rental Construction Financing Initiative (RFC). The proposal must fulfil certain affordability, sustainability, accessibility, partnership, and transit criteria to be eligible for this program. The total residential rental income of the project must be at least 10% below assessed gross achievable residential rental income; and a minimum of 20% of the units must be classified as "affordable" with rents at or below 30% of the median household income in the subject market.

Following discussions with CapU, the applicant has determined the following with regard to the intended rental rates:

- For CapU staff with single income households the rental rates for approximately 52% of the units are anticipated to be no more than 30% of pre-tax income
- For CapU staff with dual income households the rental rates for approximately 85% of the units are anticipated to be no more than 30% of pre-tax income
- For students, the applicant has determined (based on a review of other rental housing options near CapU, including the existing off-campus housing) rents in this development will be affordable for CapU students

Final rent targets are still to be determined and will be resolved as part of the detailed application review.

Development Permit Areas (DPAs)

The site is located within the following Development Permit Areas (DPAs):

a) Form and Character of Commercial and Mixed-Use Buildings

If the proposal proceeds to a detailed application, a summary of the form and character review would be presented to Council at consideration of Development Permit issuance.

b) Energy and Water Conservation and GHG Emission Reduction

As part of a detailed application, an Energy Advisor report would be required that demonstrates how the proposal addresses the District's Energy and Water Conservation and GHG Emission Reduction DPA guidelines, as well the minimum Step Code requirements in the District's Construction Bylaw, and the recommendations of the District's recently-approved Community Energy and Emissions Plan (CEEP).

c) Protection of the Natural Environment

As part of a detailed application, the applicant would be required to provide detailed environmental assessments demonstrating that the development proposal meets the requirements of the District's Protection of the Natural Environment DPA guidelines.

d) Protection of Development from Hazardous Conditions: Slope Hazard

The site is located at the top of the West Seymour Escarpment and the slope adjacent to the site was the subject of a land slide in 2007. Any development proposal for this site will be reviewed against the Slope Hazard DPA guidelines. The applicant has provided preliminary slope hazard reports for the site and detailed reports responding to staff comments would be required with the

submission of any detailed application. Prior to the issuance of any Building Permits for this property, District staff and qualified professionals must be satisfied that the site can be safely developed for the intended use following the implementation of any required slope stability and site drainage measures.

A detailed review of development permit issues, outlining the project's compliance with the applicable development permit guidelines will be provided for Council's consideration should the application proceed to the OCP amendment and rezoning process.

CONCLUSION:

The information in this report was prepared to provide information to Council early in the application review process and to seek Council's input on the proposed development.

Respectfully submitted,



Emel Nordin
Development Planner

Attachments:

- A. Preliminary Application Drawing Package*
- B. Applicant letter: Agreement with Capilano University, dated Dec 6, 2019*
- C. Applicant letter: CMHC's Rental Construction Financing Initiative (RCFI), dated Dec 6, 2019*
- D. Capilano University letter, dated May 13, 2019*
- E. Staff Report to Council, dated September 12, 2019*

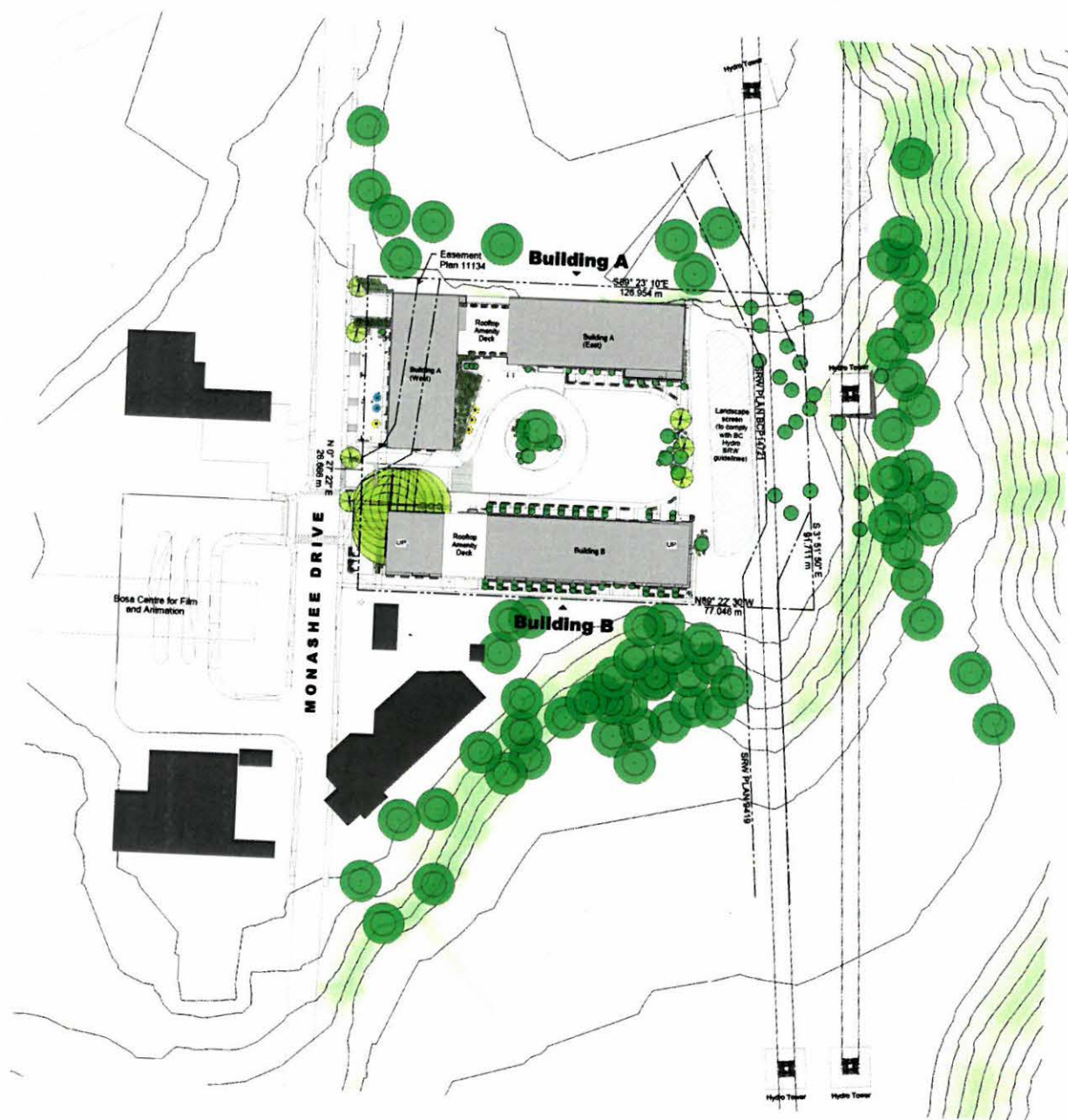
**SUBJECT: 1310 Monashee Drive - Preliminary Planning Application for Six-storey Mixed-use
Development Including Student and Employee Rental Housing**

January 14, 2020

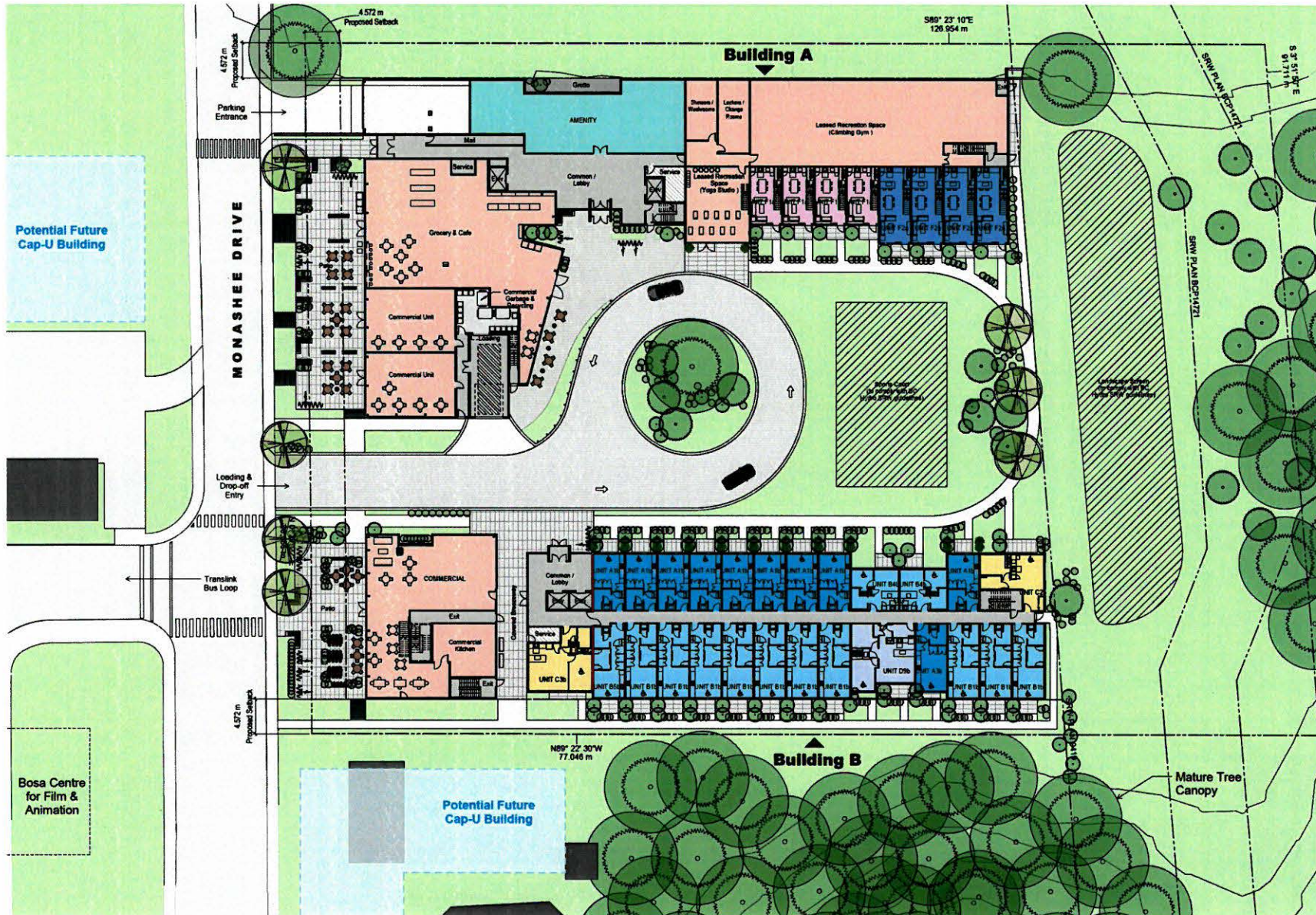
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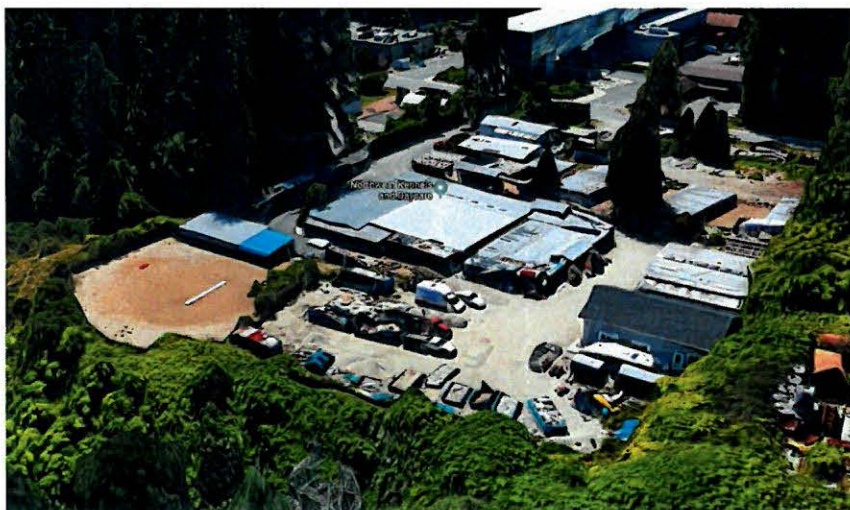
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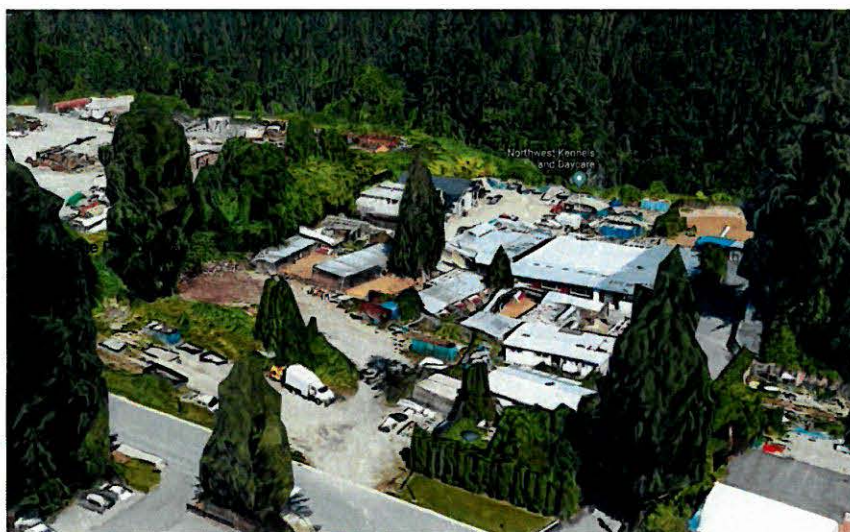


DARWIN
TAYLOR KURTZ
 ARCHITECTURE + DESIGN INC.
 CapU Market Rental
 1310 Monashee Drive, N Vancouver, BC
 Site Plan - 1" = 50'
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Aerial (NE)



Aerial (SW)



Northwest



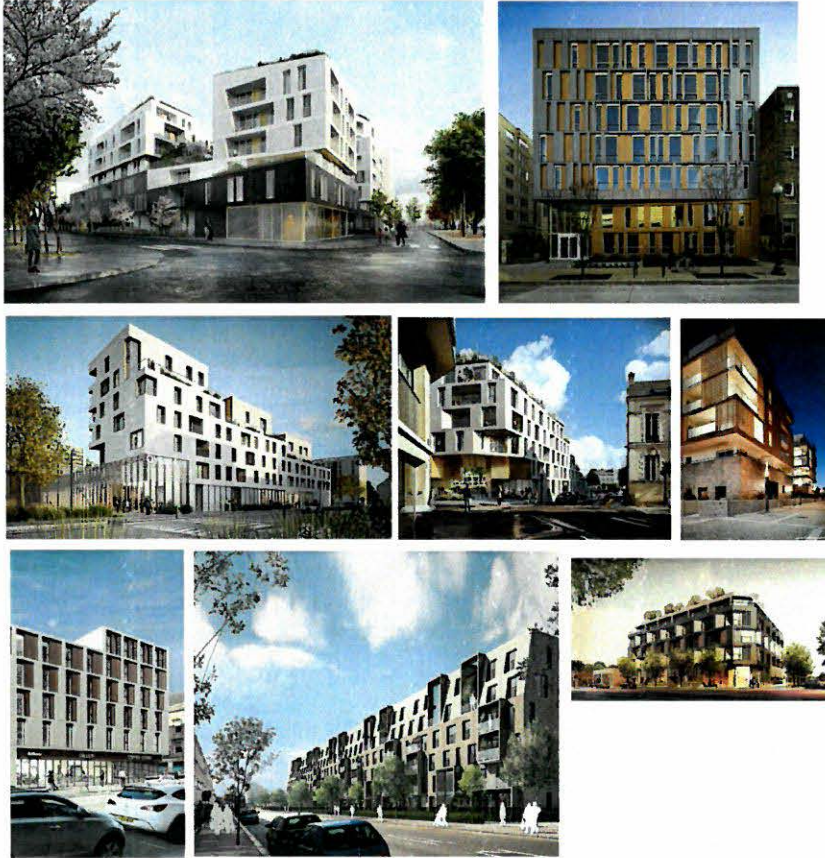
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Southwest



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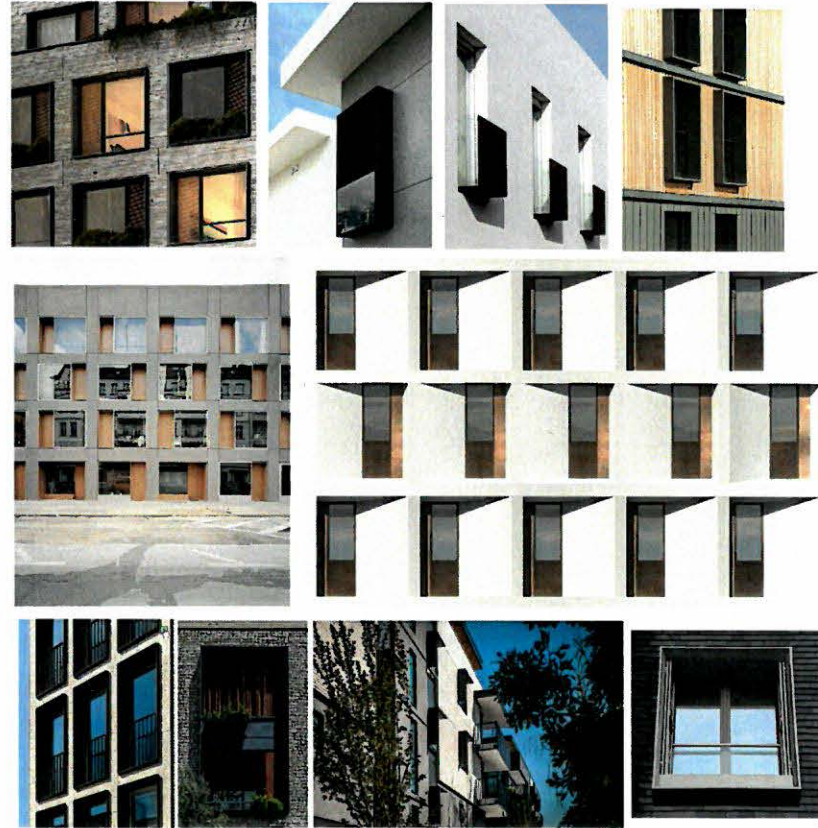


Materials Palette



Fenestrations

Level 2 to 4



Level 2 to 4

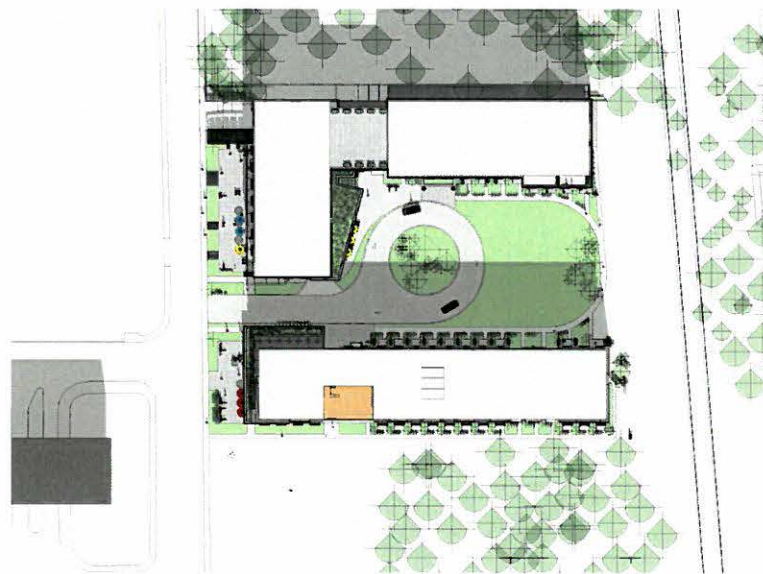


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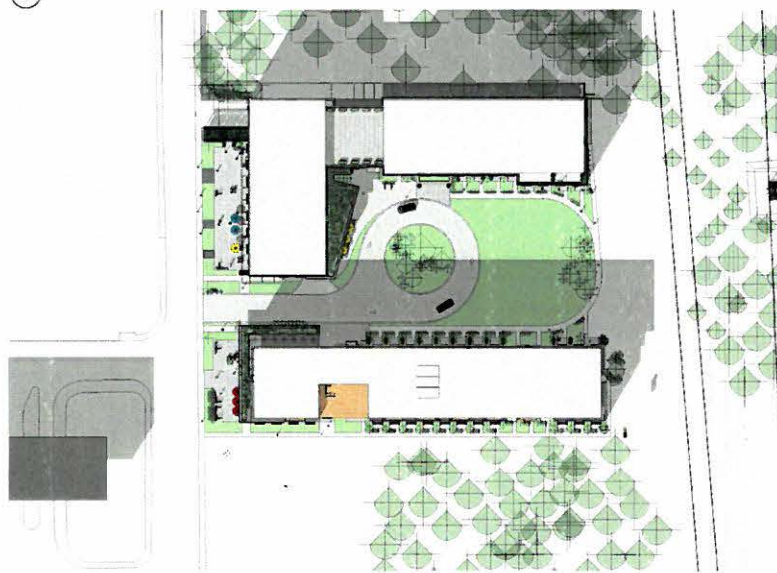
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TAYLOR KURTZ
 ARCHITECTURE + DESIGN INC.
 1310 Monashee Drive, N. Vancouver, BC
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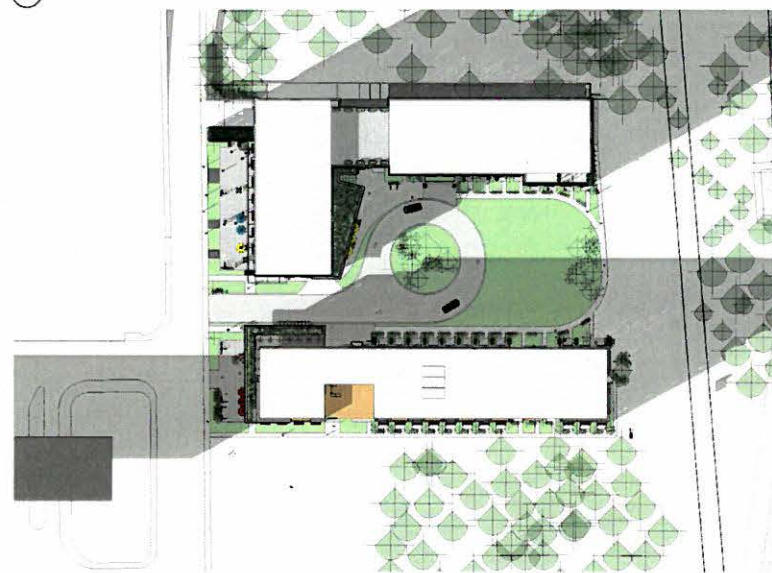
① Shadow Analysis - Equinox (10am)



② Shadow Analysis - Equinox (Noon)



③ Shadow Analysis - Equinox (2pm)



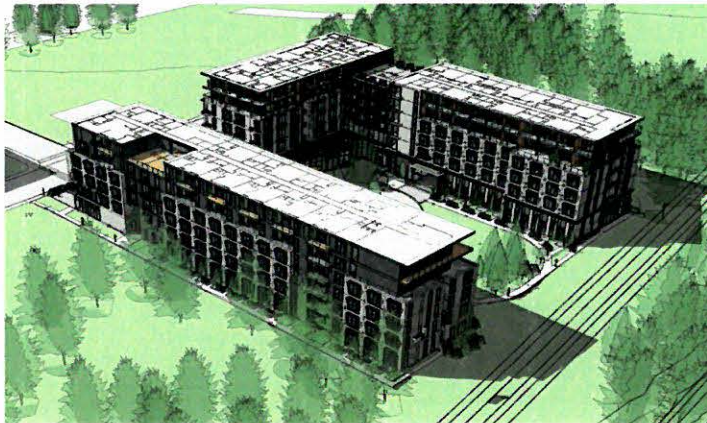
④ Shadow Analysis - Equinox (4pm)



① **Massing NE**



② **Massing NW**



③ **Massing SE**



④ **Massing SW**





① 3D View - Building B (Entrance)



② 3D View - Building B (Southwest 3)



③ 3D View - Building B (Southwest 1)



④ 3D View - Building B (Southeast)



⑤ 3D View - Building B (Northwest)



⑥ 3D View - Building B (Street Entrance)



① 3D View - Perspective (SW)



② 3D View - Perspective Section (NW)



① 3D View - Perspective (SE)



② 3D View - Perspective Section (NE)



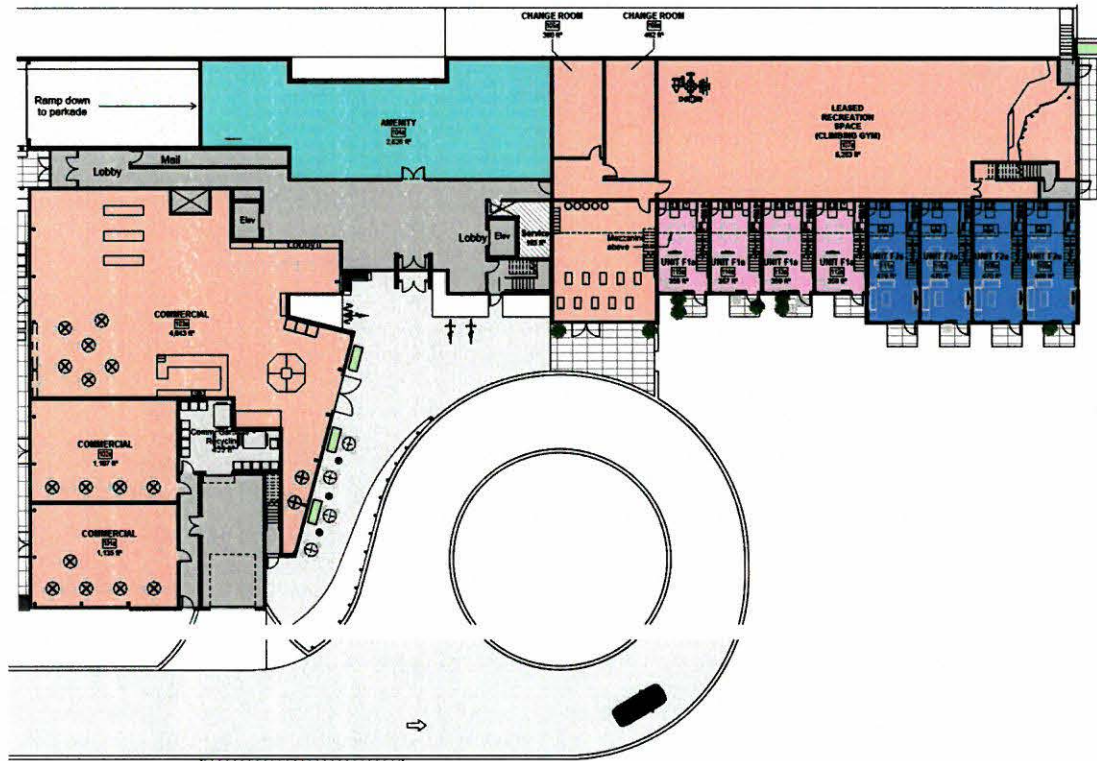
View from Courtyard Looking North West



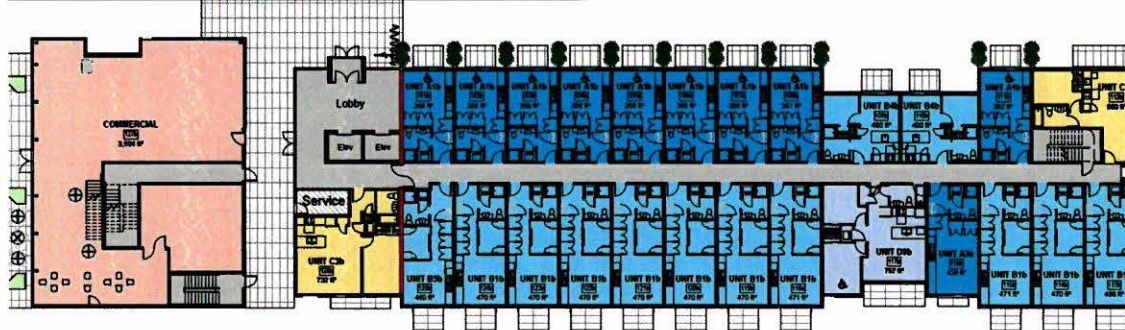
TKA+D

View from Monashee Drive Looking North East



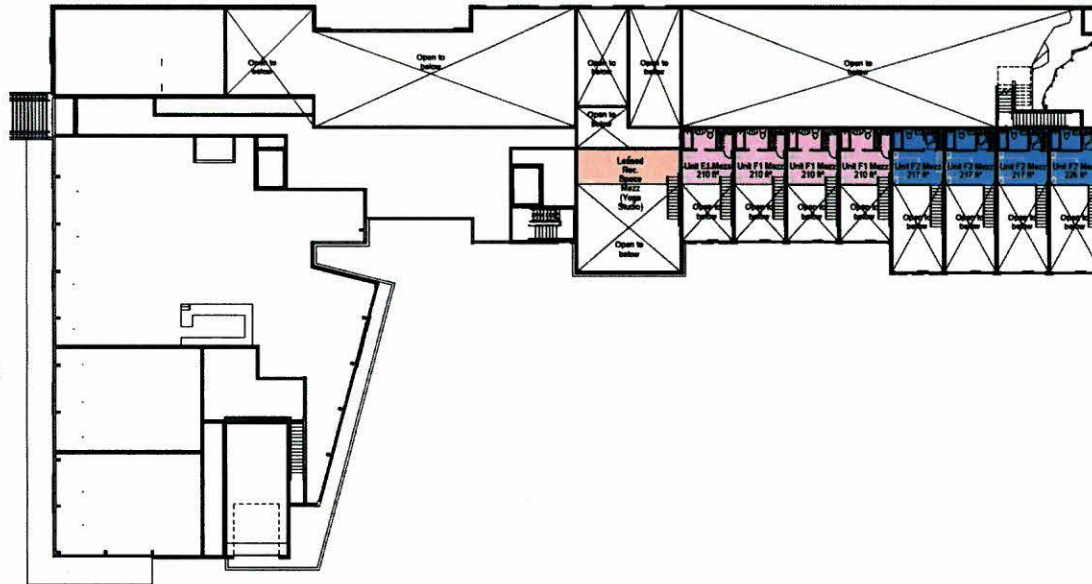


1 Bldg A - Level 1
1/16" = 1'-0"

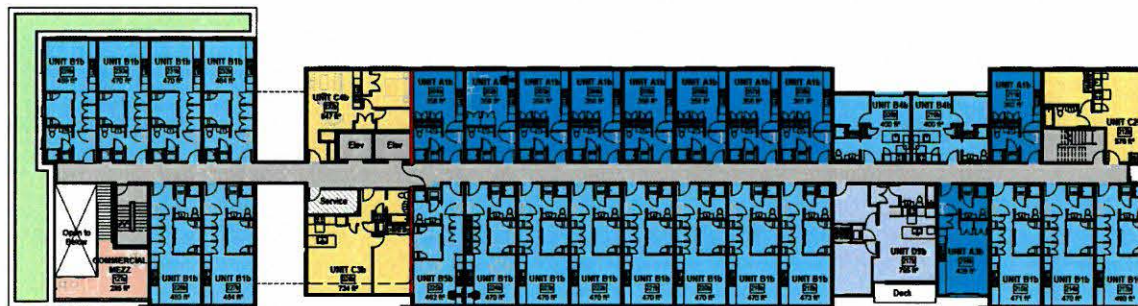


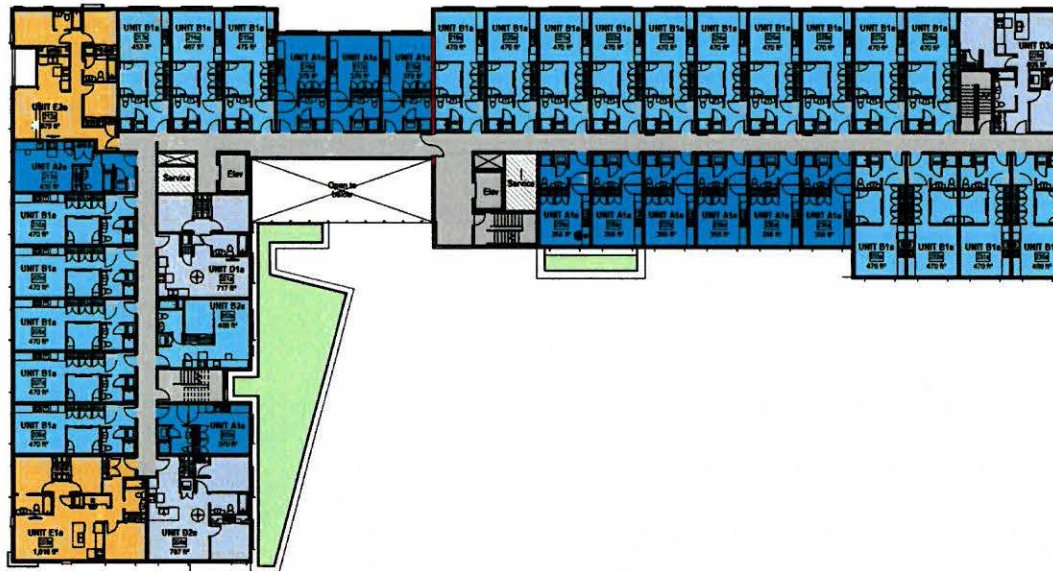
2 Bldg B - Level 1
1/16" = 1'-0"

① Bldg A - Level 1 Mezz
1/16" = 1'-0"

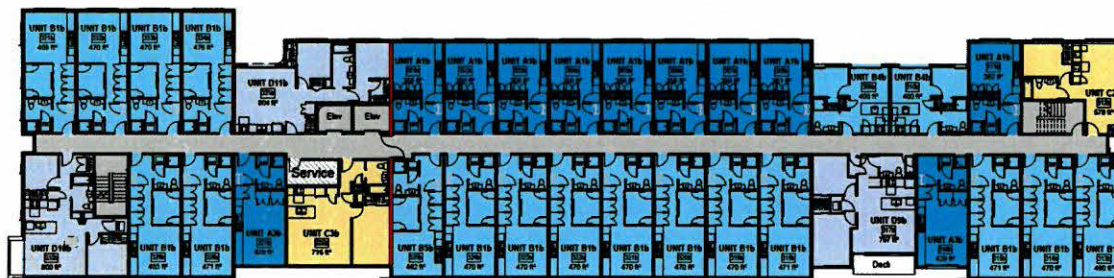


② Bldg B - Level 2
1/16" = 1'-0"





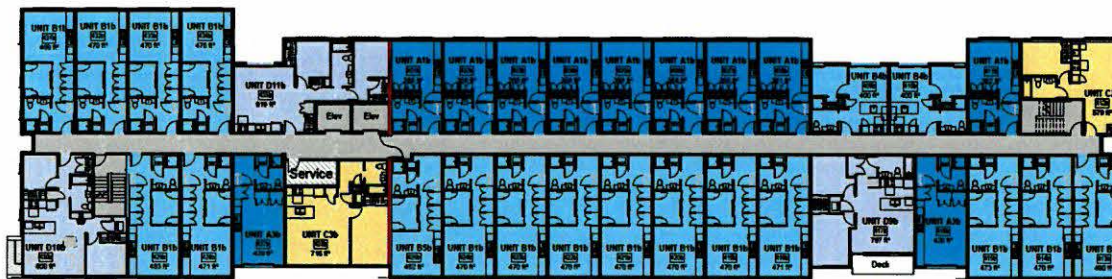
1 Bldg A - Level 2
1/16" = 1'-0"



2 Bldg B - Level 3
1/16" = 1'-0"



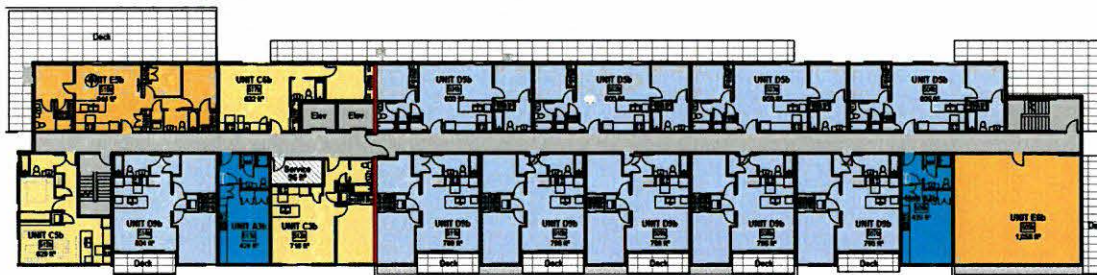
① **Bldg A - Level 3**
1/16" = 1'-0"



② **Bldg B - Level 4**
1/16" = 1'-0"

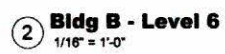
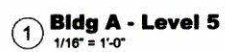


① **Bldg A - Level 4**
1/16" = 1'-0"



② **Bldg B - Level 5**
1/16" = 1'-0"

DARWIN
TAYLOR KURTZ
ARCHITECTURE + DESIGN INC.
CapU Market Rental
1310 Monasthe Drive, N. Vancouver, BC
Bldg A - Level 4/Bldg B - Level 5
A105



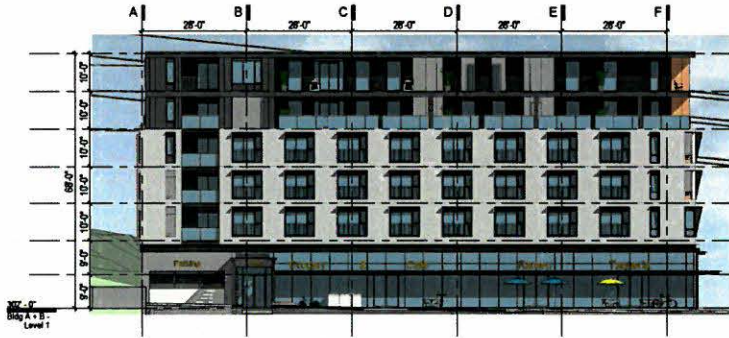


1 Bldg A - Level 6
1/16" = 1'-0"

① **Building A - South**
1/16" = 1'-0"



② **Building A - West**
1/16" = 1'-0"



③ **Building A - East**
1/16" = 1'-0"



④ **Building A - North**
1/16" = 1'-0"





① Building B - South
1/16" = 1'-0"



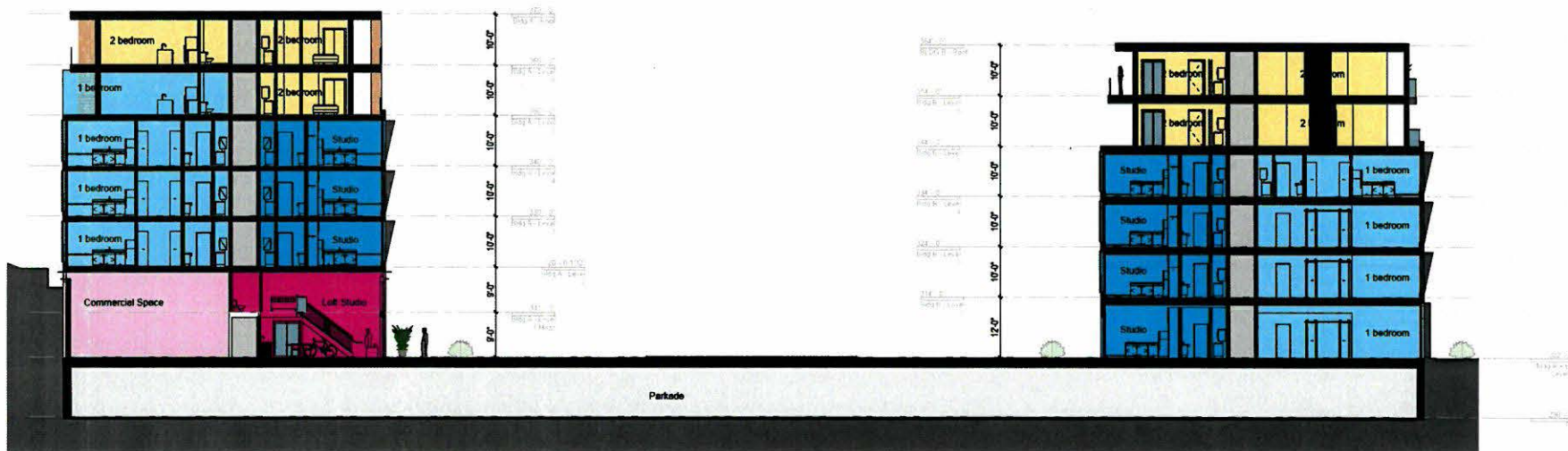
② Building B - West
1/16" = 1'-0"



③ Building B - East
1/16" = 1'-0"



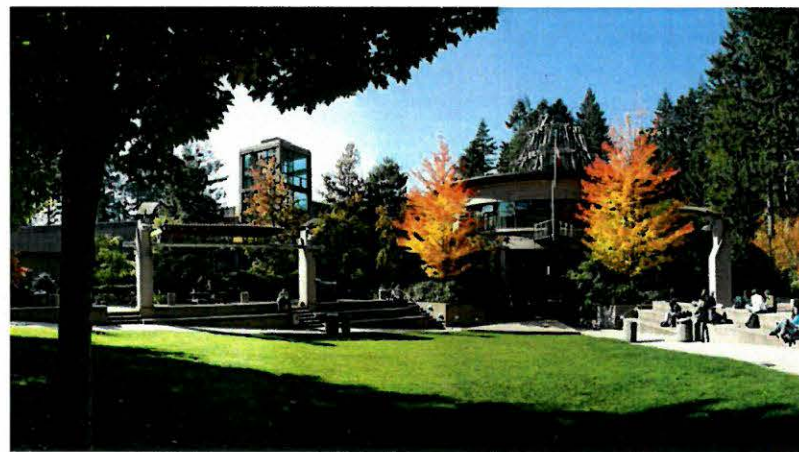
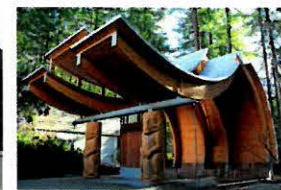
④ Building B - North
1/16" = 1'-0"



① **Section A-A**
3/32" = 1'-0"



Context (CapU Built Form Guidelines)



Context (Existing Campus Architecture)

Context (Natural)



TKA+D

**DARWIN**

TAYLOR KURTZ
ARCHITECTURE + DESIGN INC.

CapU Market Rental
1310 Monashee Drive, N Vancouver, BC

Precedent Images

A005



December 6, 2019

Dan Milburn

General Manager, Planning, Properties & Permits
District of North Vancouver
355 West Queens Road, North Vancouver BC, V7N 4N5

Re: Agreement with Capilano University – 1310 Monashee Drive

Dear Mr. Milburn,

Darwin Properties is pleased to inform the District of North Vancouver that we have executed a working agreement with Capilano University in regard to the proposed development at 1310 Monashee Drive. This agreement establishes parameters for continued discussions. Capilano University has an interest in rental housing choices in proximity to its campus to serve the current and long-term needs of its students, faculty and staff. Capilano University has indicated that it would welcome the development of rental housing at 1310 Monashee Drive, a privately held parcel of land currently occupied by a dog-kennel and dog day-care facility located adjacent to Campus Lands.

The shortage of available and appropriate housing on the North Shore is a significant barrier to entry for Capilano University student enrollment, as well as for attracting excellent faculty and staff. For example, in the recent University survey (*Employee Services & Needs Survey Summary Report – Housing, 2019*), of 127 employees who were asked what keeps them from living closer to where they work, 87 respondents selected either "cost of housing", or "availability of housing options" as determining factors.

At present, Capilano University does not have any designated on-site student or employee housing options for the 12,600 users of the institution. In 2017, Darwin Properties in partnership with the Tsleil-Waututh Nation, provided the University with their first off-campus residences located at the Innovation Campus at 2420 Dollarton Highway. This housing is fully occupied. Darwin Properties is committed to continue to work to address the housing shortage for Capilano University students, faculty and staff.

We are very pleased to be working with Capilano University on this exciting opportunity, and we look forward to working together with District Staff and Council on this first student, faculty, and staff oriented rental housing project on the North Shore.

Sincerely,

Oliver Webbe
President, Darwin Properties

CC: Paul Dangerfield, President, Capilano University

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Dan Milburn

General Manager, Planning, Properties & Permits
District of North Vancouver
355 West Queens Road, North Vancouver BC, V7N 4N5

December 6, 2019

Re: CMHC's Rental Construction Financing Initiative (RCFI) – 1310 Monashee Drive

Dear Mr. Milburn,

Darwin Properties is pleased to inform the District of North Vancouver that we are actively working with Canada Mortgage and Housing Corporation (CMHC) to provide federal funding for 1310 Monashee Drive under their Rental Construction Financing Initiative (RCFI). As part of Canada's National Housing Strategy, the program provides up to \$13.75 billion in loans for the construction of 42,500 units and will run until 2027.

The RCFI program is a federal initiative to encourage the construction of rental housing across Canada where the need is clearly demonstrated. Darwin Properties is committed to supporting Capilano University in its efforts to increase suitable rental housing choices for its students and employees. 1310 Monashee Drive must fulfil certain affordability, sustainability, accessibility, partnership and transit criteria to demonstrate eligibility for this program (CMHC, Rental Construction Financing).

Affordability (Criteria A): The total residential rental income of 1310 Monashee Drive must be at least 10% below its gross achievable residential rental income as supported by an independent appraisal report; and a minimum of 20% of the units must be affordable with rents at or below 30% of the median household income in the subject market.

Energy Efficiency: 1310 Monashee Drive will be expected to achieve a minimum 15% decrease in energy intensity and Greenhouse Gas (GHG) emissions relative to the 2015 model building codes.

Accessibility: 1310 Monashee Drive will be expected to meet a minimum accessibility requirement that 10% of units meet or exceed local accessibility standards as prescribed by the Municipality.

We look forward to continuing to work with staff and the community on this exciting proposal for Capilano University and the District of North Vancouver.

Sincerely,

Oliver Webbe
President, Darwin Properties



Rental Construction Financing

A project that is either, purpose built residential rental, or of mixed use between residential rental and non-residential rental, that offers affordable residential rents, accessible units, greater energy efficiency and reduced greenhouse gas emissions, and can demonstrate long term financial viability without subsidies could be eligible for CMHC insured direct financing. The minimum eligible loan size is \$1 million and the minimum project size is 5 units.

CMHC rental construction financing provides low cost funding to eligible borrowers during the most risky phases of product development (construction through to stabilized operations). Eligible borrowers include municipalities, not-for-profit developers, and for-profit developers. CMHC mortgage loan insurance is included and provides access to preferred interest rates lowering borrowing costs for the refinancing of multi-unit residential properties and facilitates renewals throughout the life of the mortgage.

Projects that qualify for funding under the Rental Construction Financing initiative will benefit from greater underwriting flexibilities.

Is your multi-unit project eligible for rental construction financing?

Check out the Rental Construction Financing website at cmhc.ca/financinginitiative for further information on this initiative.

PROPERTY TYPE AND SIZE

- Construction of new rental affordable housing.
- Rental properties with a minimum of five units.
- Fully self-contained units only.
- Primary use is residential.
- Non-residential component not to exceed 30% of total gross floor space nor 30% of total cost.
- Permanent housing (long-term stay).
- Standard Apartment. Excludes Retirement, Long-Term Care, Student Housing, Single Room Occupancy facilities and supportive housing.

MINIMUM ELIGIBILITY REQUIREMENTS FOR PRIORITIZATION SCORING

Financial Viability

- Borrowers will have to demonstrate their financial and operational ability to carry the project without ongoing operating subsidies that would be required to maintain viability and to provide evidence of the financial viability of the proposed project itself, as well as capacity to deal with development risks such as cost over-runs and delays in construction.

Affordability

The project must fulfil one (1) of the following Affordability criteria.

- **Criteria A:** The total residential rental income of the project must be at least 10% below its gross achievable residential rental income as supported by an independent appraisal report; and a minimum of 20% of the units must be affordable with rents at or below 30% of the median household income in the subject market (available on Statistics Canada website below).
<https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1110000901>
- **Criteria B:** The affordability requirement may be met if the proposal has been approved under other housing programs/initiatives (federal, provincial, territorial, or municipal) that provide support for development of affordable rental housing such as capital grants, municipal concessions or expedited planning processing.

In all cases, affordability must be maintained for a minimum of 10 years from the date of first occupancy of the project.

Energy Efficiency

- Projects will be expected to achieve a minimum 15% decrease in energy intensity and Greenhouse Gas (GHG) emissions relative to the 2015 model building codes. (i.e. 2015 National Energy Code for Buildings or the 2015 National Building Code).

Accessibility

- Projects will be expected to meet a minimum accessibility requirement that 10% of units within the project meet or exceed the local accessibility standards as prescribed by the Municipality or Province/Territory, or in the absence of the aforementioned, the accessibility requirements of the 2015 National Building Code.
- Access to the project and its common areas will be barrier free.

OTHER SOCIAL OUTCOMES FOR PRIORITIZING SCORING PROPERTY TYPE AND SIZE

Fostered Collaboration: Partnerships/Other Government Supports

- Are other non-profit or for-profit developers, Urban Aboriginal Groups or Municipalities, involved in this project? Is support provided in a form such as Grants, Concessions on property taxes and/or concessions on levies, Waiver of development cost charges or other provincial/municipal fees, Expedited Approvals, Waiver of community amenity

contributions, Land donation?

Transit Oriented Eligibility

- Does the Project offer access to public transit including any alternative forms (parking spots for car sharing service, shuttle bus service, direct connection to underground path system, etc.)?

MINIMUM LOAN

\$1,000,000

MAXIMUM LOAN TO COST

- Residential Loan Component- from up to 90% - 100% Loan to Cost.
- Non-residential Loan Component- up to 75% Loan to Cost.

100% Loan to cost is for projects offering the greatest social outcomes of affordability, accessibility, energy efficiency, stacking of government programs, and transit orientation.

ADVANCING

The loan may be advanced up to 100% of costs during construction. No rental achievement applies.

MINIMUM DEBT COVERAGE RATIO REQUIREMENTS

- 1.10 (for residential loan component).
- 1.40 (for non-residential loan component).

Applications will be qualified with a 100 bps (1.00%) spread over the CMHC indicative 10 year fixed rate.

INTEREST RATE

Fixed Rate Option

- 10 year term (begins at first loan advance).
- Fixed rate locked in at beginning of term.
- Interest only payments financed by the loan during construction through to occupancy permit.
- Interest only payments paid by the borrower from occupancy permit until 12 consecutive months of stabilized effective gross income (Stabilization).
- Principal and interest payment from Stabilization to end of term.
- Closed to prepayment.

Hybrid Option (Floating and Fixed Rate – at the discretion of CMHC)

- 10 year term (begins at first loan advance).
- Floating interest rate during construction.

- Fixed rate at occupancy permit.
- Interest only payments financed by the loan during construction through to occupancy permit.
- Interest only payments paid by the borrower from occupancy permit until Stabilization.
- Principal and interest payment from Stabilization to end of term.
- Closed to prepayment.

AMORTIZATION

Up to 50 years, no premium surcharge.

SECURITY TYPE

First, second, and pari passu mortgages are permitted.

RESERVE REQUIREMENTS

None required.

PREMIUMS

- Premium is not payable by the borrower.
- PST on premium (as applicable) is payable by the borrower.

APPLICATION FEES

- Payable at time of underwriting.
- Residential portion: \$200 per unit for first 100 units, then \$100 per unit thereafter to a maximum of \$55,000 per loan.
- Non-residential portion: 0.30% of the non-residential loan amount if it exceeds \$100,000.

BORROWER ELIGIBILITY

Eligible Applicants include but are not limited to:

- Private entrepreneur/builder/developer.
- Public or private non-profit housing organization.
- Rental co-operative (NOTE: equity co-ops are not eligible).
- Municipality.

Property Management Experience: at least 5 years' experience operating a housing property of similar type and size.

Credit and Repayment History: at least break even cash flow over past 5 years with excellent credit and repayment history.

Construction Management Experience: have successfully completed a similar project on time and within budget. Alternatively, borrowers must enter into a fixed price contract with a general contractor who has experience building projects of similar size, cost, building form and construction type in the same market area. Borrowers must have a demonstrated ability to withstand unexpected increases in construction cost.

For newly formed groups, alternate covenants, collateral and mitigation may be considered.

BORROWER NET WORTH

The borrower must have minimum net worth equal to at least 25% of the loan amount being requested, with a minimum of \$100,000. Flexibility in CMHC's standard net worth requirements may be available.

GUARANTEE REQUIREMENTS

The borrower and guarantor must provide their covenant / guarantee for 100% of the loan during construction and rent-up. After rent-up, when the project has achieved the rental income used in the underwriting of the loan, the loan may become non-recourse to the borrowers and guarantors for deficiency after enforcing the security on default.

In all cases, CMHC may require additional risk mitigation measures as it deems appropriate (e.g. equity retention, replacement reserves, collateral security, personal guarantees).

DOCUMENTATION REQUIREMENTS

To be provided at time of underwriting by Service Provider. Refer to the Documentation Requirements Fact Sheet.

CMHC mortgage loan insurance provides access to preferred interest rates lowering borrowing costs for the construction, purchase and refinance of multi-unit residential properties and facilitates renewals throughout the life of the mortgage.





May 13, 2019

Mayor Mike Little and Council
District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Dear Mayor Little and Council,

RE: Proposed Development of Capilano University Student and Employee Housing at 1310 Monashee Drive

As you know, Capilano University is pursuing solutions to support affordable housing for our students and employees. This is a major part of our ongoing dialogue with the District of North Vancouver and outlined in the University's Campus Master Plan (2018).

Our development priorities for the next decade are an essential component of our ability to attract and retain students. Since 2017, CapU has leased the dormitories and amenity areas at 2420 Dollarton from Darwin Properties in partnership with the Tsleil-Waututh Nation. Since our second year of operating, CapU Residence has been full and demand for student housing exceeds our current capacity. In 2018, the University began exploratory discussions with Darwin to consider the 2.5 acre property at 1310 Monashee Drive as a potential locale for our next phase of campus housing.

With its immediate proximity to our main campus, the site is positioned to be an ideal location for student and employee housing. Bordering the eastern edge of our campus, the property is steps away from transit and situated directly between two prominent campus buildings: Dogwood and the Nat and Flora Bosa Centre for Film and Animation.

We anticipate that by transforming 1310 Monashee Drive to its highest and best use significant benefits to both the campus community and local residents will be accrued.



As market rental housing for CapU students and employees, this includes the potential of reduced daily traffic congestion caused by students and employees commuting to campus by car and potential amenities such as walking paths, car sharing and food services that are open to the public. Time spent out of the car is time for study and for wellness—both of which contribute to the quality of life in North Vancouver.

Please know that our experience with Darwin to date has been collaborative and productive. We feel confident we will continue to work well together in consultation for 1310 Monashee Drive. Prioritizing elements of harmonious building design, sustainability, traffic mitigation strategies, transit service enhancements, parking supply requirements and community amenities are all early-stage considerations that will be retained throughout the process.

We recognize that Darwin's conceptual drawings and proposal of March 13, 2019 will be developed and refined. That said, we are supportive of the overall initiative. It represents a foundation for in-depth discussions about the future of the property as a cornerstone of our vision for affordable student and employee campus housing.

To this end, we hope that Darwin's request to rezone the property at 1310 Monashee Drive will meet with District approval.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Dangerfield', is located below the 'Sincerely,' text.

Paul Dangerfield
President

cc. Oliver Webbe, Darwin Properties

<input checked="" type="checkbox"/> Info Package	Date: <i>Sept 12, 2019</i>
--	----------------------------



The District of North Vancouver INFORMATION REPORT TO COUNCIL

September 12, 2019
File: 08.3060.10/005.19

AUTHOR: Emel Nordin, Development Planner

SUBJECT: **EARLY PUBLIC INPUT OPPORTUNITY MEETING: Preliminary Planning Application - 1310 Monashee Drive**

REASON FOR REPORT:

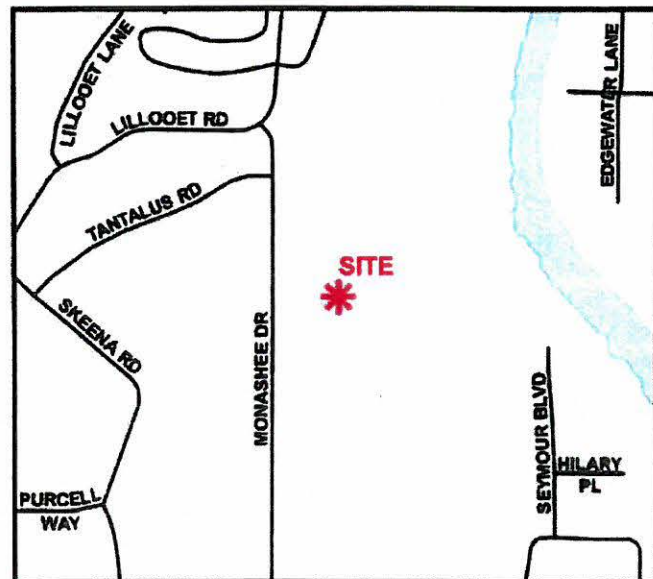
The purpose of this report is to inform Council of an upcoming early input opportunity meeting for a preliminary planning application.

SUMMARY:

Darwin Properties has applied for an OCP amendment and rezoning to allow two six-storey buildings with a total of 346 rental units at 1310 Monashee Drive. The staff report on the detailed application will include a summary of all input received including this early input.

EARLY PUBLIC INPUT OPPORTUNITY MEETING DETAILS:

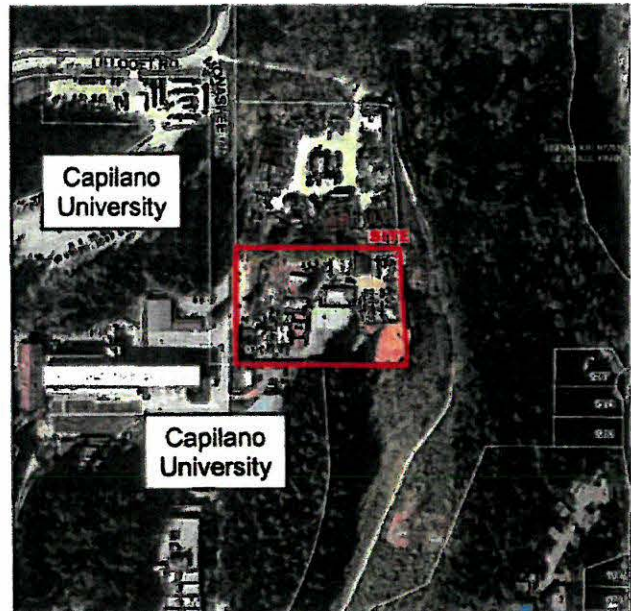
Date: Thursday, September 26, 2019
Time: 6:30 – 8:30 pm
Location: Capilano University
Birch Building – Cafeteria
2055 Purcell Way
North Vancouver



SITE AND SURROUNDING AREA:

The site is currently occupied by a dog daycare and kennel facility. The property is approximately 11,890 m² (2.94 acres) in area.

The property is located next to the Capilano University campus, east of the "Nat and Flora Bosa Centre for Film and Animation" and the campus north Transit Exchange. Capilano University owns land to the west, south, and north, and the District owns the land to the south and east. The Seymour River is located further to the east.



The site is designated Parks, Open Space, and Natural Areas (POSNA) in the Official Community Plan (OCP). The Lynnmour/Inter-River Local Plan reference policy document identifies a need for student housing, services, and local-serving commercial space in the surrounding area. The proposal will require an OCP amendment to accommodate the proposed uses at a density of approximately 1.75 FSR.

The site is currently zoned Parks, Recreation and Open Space (PRO) and will require rezoning to a new Comprehensive Development (CD) zone to accommodate the proposal.

Capilano University has developed a Campus Master Plan (2018) which identifies a need for additional housing on campus.

PROJECT DESCRIPTION:

The project includes 346 purpose-built rental units, and approximately 511 m² (5,500 sq. ft.) of commercial space and 353 m² (3,800 sq. ft.) of amenity space, all in two six-storey buildings. The proposed rental units include a mix of unit types from micro studios to three-bedroom units, ranging in size from approximately 33.3 m² (359 sq. ft.) to 107.4 m² (1,156 sq. ft.). The project includes 190 parking spaces and access to the underground parking is proposed from Monashee Drive. A total of 692 bicycle parking spaces are proposed.



Artist rendering – View to the east from Monashee Drive

FORMAT OF MEETING:

This is an early input opportunity in an open house format designed to give neighbours an opportunity to review and comment on the project at the preliminary application stage. A copy of the meeting notification package is attached.

PUBLIC NOTIFICATION:

In accordance with District policy, the notification for the meeting includes:

1. A notification flyer sent to owners and occupants within a minimum 500 metre (3,280 ft.) radius of the site and to the Inter-River Community Association (Attachment 1);
2. Notification signs erected on the site and at the Purcell Way entrance to Capilano University; and
3. A newspaper advertisement placed in two editions of the North Shore News.



Emel Nordin
Development Planner

Attachment: Notification Flyer

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

1310 Monashee Drive, North Vancouver

Early Input Opportunity Meeting



Artist's concept rendering for demonstration purposes only. E & OE.

Notice of an Early Input Opportunity Meeting in your neighbourhood.

DARWIN

1310 Monashee Drive, North Vancouver

EARLY INPUT OPPORTUNITY MEETING

Darwin Properties is hosting an Early Input Opportunity Meeting to present a development proposal for 1310 Monashee Drive. The proposal is for a six-storey mixed-use rental housing development with approximately 346 market rental apartments, 5,500 sf of commercial space and 3,800 sf of amenity space. This notification flyer is being distributed to owners and occupants within a minimum 500 m radius of the site.

The Early Input Opportunity Meeting will start at 6:30pm, with District of North Vancouver and Darwin staff available to answer your questions.

Early Input Opportunity Meeting

Date: Thursday, September 26th, 2019
Time: 6:30pm - 8:30pm (Open House Discussion)
Location: Capilano University
Birch Building - Cafeteria
2055 Purcell Way
North Vancouver, BC

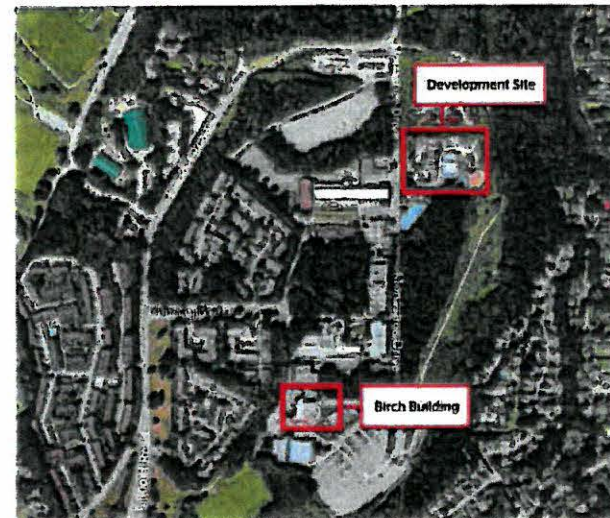


Hold your camera here to learn more about 1310 Monashee Drive and to provide us with your comments.

For more information please contact:
Andrew McMillan at Darwin: 604-670-8844
Emel Nordin, District of North Vancouver, Planning Department: 604-990-2347

www.Darwin.ca

Pay parking in effect. Please consider walking, cycling or taking transit.



Development Site: 1310 Monashee Drive

DARWIN

PROCESS FOR APPLICATIONS REQUIRING REZONING THE DISTRICT OF NORTH VANCOUVER



**Public
Input**

#1 Proponent submits Preliminary Application which includes opportunity for feedback from the community

Typical Timeframe

←--- 3 - 6 months

#2 Proponent submits Detailed Rezoning Application

#3 Planning co-ordinates review by staff and advisory bodies

#4 Information Report to Council
Planning informs Council on the applicant's intention to hold a Public Information Meeting in the neighbourhood

**Public
Input**

#5 Public Information Meeting
Meeting is organized and held by the applicant in the neighbourhood

#6 Detailed Staff Report
Detailed report to Council on the project including a summary on the outcome of the Public Information Meeting. Report recommends Council introduce rezoning bylaw and set a Public Hearing date or reject the application.

6 months - 1 year

Council requests
Revisions

Rejection

**Public
Input**

#7 Public Hearing Held

#8 Bylaw Returned to Council
Council may request clarification on issues raised at the Public Hearing, defeat the Bylaw, or give 2nd and 3rd reading

#9 Council adopts Bylaw or defeats Bylaw

**Typical Range:
15-20 months***

Should you wish to contact District Council, they can be reached at:
council@dnv.org

*Time requirements can vary due to the specifics of individual projects.

Document: 3181034

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