AGENDA

REGULAR MEETING OF COUNCIL

Monday, July 20, 2020
7:00 p.m.
To be held virtually but streamed at
http://app.dnv.org/councillive/

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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REGULAR MEETING OF COUNCIL

7:00 p.m.
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AGENDA

BROADCAST OF MEETING

- Online at http://app.dnv.org/councillive/

CLOSED PUBLIC HEARING ITEMS NOT AVAILABLE FOR DISCUSSION

- Bylaw 8262 – OCP Amendment 1923 Purcell Way

RESOLUTION TO HOLD PUBLIC MEETING WITHOUT THE PUBLIC IN ATTENDANCE

Recommendation:
WHEREAS:

- the Minister of Public Safety and Solicitor General has issued Order M192; and,

- Order M192 requires British Columbia municipalities to use best efforts to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the Public Health Act; and,

- the District has assessed its ability to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the Public Health Act; and,

- the District has taken into consideration its Covid-19 Safety Plan as required by Worksafe BC; and,

- the District has determined that, at this time, it cannot safely allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the Public Health Act or its Covid-19 Safety Plan;

THEREFORE, this meeting of the Council for the District of North Vancouver is to be held without members of the public being physically present;

AND THAT the principles of openness, transparency, accessibility and accountability are being ensured through:
• Providing an online subscription service for residents to sign up and be apprised of upcoming meetings and the post-meeting availability of meeting minutes and meeting videos;

• Providing advance notice of this meeting in accordance with the Community Charter and advising the public on how they may participate in the meeting by providing public input;

• Providing the availability of the agenda for this meeting on the District’s webpage six days in advance of the meeting;

• The live streaming of this meeting via a link readily available on the District’s webpage;

• Maintaining the thirty minute public input opportunity at each regular meeting and the discretionary public input opportunity at each workshop;

• The ability of the public to provide input on agenda items by full two-way audio and video means;

• Adhering the rules of procedural fairness and acting with respect and courtesy at all times when hearing the public;

• Conducting meetings in a manner that resembles in-person meeting as much as possible;

• And reminding the public that they may contact Mayor and Council at any time on any topic via its council@dnv.org email address.

1. ADOPTION OF THE AGENDA

1.1. July 20, 2020 Regular Meeting Agenda

Recommendation:
THAT the agenda for the July 20, 2020 Regular Meeting of Council for the District of North Vancouver is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. PUBLIC INPUT

(limit of ten speakers)

3. RECOGNITIONS

4. DELEGATIONS

5. ADOPTION OF MINUTES

5.1. June 15, 2020 Regular Council Meeting

Recommendation:
THAT the minutes of the June 15, 2020 Regular Council meeting are adopted.
5.2. July 14, 2020 Public Hearing – 1629 Marine Drive  
Materials to be circulated via agenda addendum.

5.3. July 14, 2020 Public Hearing – 1199 Marine Drive  
Materials to be circulated via agenda addendum.

6. RELEASE OF CLOSED MEETING DECISIONS

7. COUNCIL WORKSHOP REPORT

8. REPORTS FROM COUNCIL OR STAFF

With the consent of Council, any member may request an item be added to the Consent Agenda to be approved without debate.

If a member of the public signs up to speak to an item, it shall be excluded from the Consent Agenda.

Recommendation:
THAT items __________________ are included in the Consent Agenda and be approved without debate.

8.1. Bylaw 8444: Annual Property Tax Sale – Deferral to September 27, 2021  
File No. 05.1930

Report: Manager – Revenue and Taxation
Attachment 1: Bylaw 8444

Recommendation:
THAT “District of North Vancouver, 2020 Tax Sale Deferral Bylaw 8444, 2020” is given FIRST, SECOND and THIRD Readings;
AND THAT “District of North Vancouver, 2020 Tax Sale Deferral Bylaw 8444, 2020” is ADOPTED.

8.2. Bylaw 8428: Text Amendment to add “Cannabis Retail Store” at 1629 Marine Drive  
File No. 08.3060.20/060.19

Materials to be circulated via agenda addendum.

8.3. Bylaw 8427: Text Amendment to add “Cannabis Retail Store” at 1199 Marine Drive  
File No. 08.3060.20/056.19

Materials to be circulated via agenda addendum.
8.4. **2020 Child Care Grants Report**

File No. 10.4750.20/010.000

- Report: Community Planner, June 23, 2020
- Attachment A: 2020 Summary of Evaluation and Recommendations
- Attachment B: Child Care Policy (10-4750-1)
- Attachment C: Child Care Grants Committee Terms of Reference
- Attachment D: 2020 Child Care Grants Program

*Recommendation:*
THAT the 2020 Child Care Grant allocations of $55,594 in accordance with Table 1 as attached to the June 23, 2020 report of the Community Planner entitled 2020 Child Care Grants Report is approved;

AND THAT staff is directed to refer the request for an inflation adjustment to the Child Care Grants budget to the 2021 financial planning process.

8.5. **Tax Revenue**

File No.

Materials to be circulated via agenda addendum.

8.6. **Development Permit 67.19 – 5077 Capilano Road**

(Capilano Raw Water Pump Station Backup Power and Gatehouse Replacement Project)

File No. 08.3060.20/067.19

- Report: Development Planner, June 29, 2020
- Attachment A: Neighbour Notification from Metro Vancouver
- Attachment B: Metro Vancouver Engagement and Communications Plan
- Attachment C: Development Permit 67.19
- Attachment D: The following professional reports referenced in this Report can be viewed at the District’s Clerks Department or at this link: [https://owncloud.dnv.org/owncloud/index.php/s/Pb8H7ouIxEHvNm](https://owncloud.dnv.org/owncloud/index.php/s/Pb8H7ouIxEHvNm)
  - a. Arborist Report
  - b. Natural Environment DPA Assessment
  - c. Streamside Protection DPA Assessment
  - d. Replanting Plan
  - e. Geotechnical Plan for Proposed Facilities
  - f. Geotechnical Plan for Duct Bank
  - g. Wildfire Hazard DPA Assessment
  - h. Energy and Water Conservation and Greenhouse Gas Emission Reduction Compliance Memo

*Recommendation:*
THAT Development Permit 67.19, to allow for the construction of a backup power building, fuel vault, gatehouse building, and associated infrastructure at the Capilano River Regional Park, is ISSUED.
8.7. 220 Mountain Hwy, 1515-1555 Oxford Street – Council Early Input  OCP Amendment, Rezoning and Development Permit Application

File No. 08.3060.20/083.18

Report: Senior Development Planner, July 7, 2020
Attachment A: Detailed Application Drawing Package
Attachment B: Facilitator’s Report from Public Information Meeting

Recommendation:
THAT Council provide direction to staff regarding the consideration of an application for Official Community Plan (OCP) amendment, rezoning and development permit for a six-storey rental building.

8.8. 4360 Gallant Avenue – Deep Cove Cultural Centre  Permanent Amendment to Existing Liquor Licence

File No. 08.3060.20/008.20

Report: Planning Assistant, June 25, 2020
Attachment 1: Resolution to the Liquor and Cannabis Regulation Branch
Attachment 2: Redacted Public Comments

Recommendation:
THAT the resolution as attached to the June 25, 2020 report of the Planning Assistant entitled 4360 Gallant Avenue – Deep Cove Cultural Centre Permanent Amendment to Existing Liquor Licence in relation to The Deep Cove Cultural Centre’s request to extend the existing liquor licence to include the theatre space at 4360 Gallant Avenue is approved.

8.9. Metro Vancouver Regional Industrial Lands Strategy Approval

File No. 13.6440.10/000.000

Report: Community Planner, July 7, 2020
Attachment 1: Metro Vancouver Regional Industrial Lands Strategy (June 2020)

Recommendation:
THAT the July 7, 2020 report of the Community Planner entitled Metro Vancouver Regional Industrial Lands Strategy Approval is received for information.

8.10. Notice of Motion Regarding Cross-Jurisdictional Action on Homelessness  

File No. 10.5040.30/000.000

Report: Community Planner, July 7, 2020
Attachment A: Excerpt from City of North Vancouver Regular Council Meeting Minutes, June 22, 2020
Attachment B: District of West Vancouver, Notice of Motion Regarding Cross-Jurisdictional Action on Homelessness, June 17, 2020

Recommendation:
THAT staff is directed to participate in the development of a framework for a North Shore cross-jurisdictional Steering Committee and Working Group that will include
government, staff, and relevant community agencies, and that will develop short, medium and long term actions that are focused on clear, comprehensive and coordinated strategies to prevent homelessness, to serve the people who are currently experiencing homelessness, and to create pathways out of homelessness;

AND THAT these actions will specifically include working to deliver permanent supportive housing with wrap-around services, and one point of entry for people across the North Shore who are experiencing or at risk of homelessness;

AND THAT a copy of this resolution is forwarded to local MLAs and MPs, the Minister of Municipal Affairs and Housing, the Minister of Health and B.C. Housing.


File No.

Joint Report: North Shore Mobility Options Coordinator and Transportation Planner, May 28, 2020

Recommendation:
THAT the joint North Shore proposal for a Motor Vehicle Act Micromobility Pilot Project in partnership with the Ministry of Transportation and Infrastructure (MoTI) is approved subject to the following conditions:

1. The proposal is approved by MoTI and Cabinet;
2. The pilot last for no more than three years from the date of its approval by Cabinet;
and,
3. The pilot is implemented in phases as outlined by the tasks described in this report.

8.12. Recommended Museum Deaccessions #14  p.249-253

File No. 1739100.40/013.2020

Report: Director – North Vancouver Museum and Archives, March 12, 2020
Attachment 1: List of Museum Artifacts for Deaccessioning and Disposal

Recommendation:
THAT pursuant to the March 12, 2020 report of the Director – North Vancouver Museum and Archives entitled Recommended Museum Deaccessions #14:

THAT the North Vancouver Museum and Archives (NVMA) Commission is authorized to deaccession and dispose of 4 artifacts owned solely by the District of North Vancouver as outlined in the March 12, 2020 report of the Director – North Vancouver Museum and Archives entitled Recommended Museum Deaccessions #14;

AND THAT the NVMA Commission is authorized to dispose of 10 unaccessioned objects that have been found in the Museum Collection as outlined in the March 12, 2020 report of the Director – North Vancouver Museum and Archives entitled Recommended Museum Deaccessions #14.
8.13. Remedial Action Requirement – 1084 Doran Road – Unsafe Retaining Wall
File No. 08.3221.02

Report: Assistant General Manager – Regulatory Review and Compliance, July 3, 2020

Recommendation:
THAT Council:

1. declare the retaining wall running north/south along the east side of the property located at 1084 Doran Road (the “Property”), legally described as:

   PID 030-096-138
   Lot 2, Block 4A, District Lot 2004, Group 1 District Plan EPP55034,

   to be in an unsafe condition;

2. order that the owner of the Property, 1084 Doran Developments Ltd (the “Owner”), must:

   by August 10, 2020 have structural and geotechnical engineers assess the condition of the retaining wall and submit to the District of North Vancouver a professional report and remediation plan;

   by August 10, 2020, apply for any building permit required in connection with the remediation work recommended in the remediation plan;

   by 30 days following issuance of such building permit, or by September 10, 2020 if no building permit is required, complete all such remediation work; and,

   by 30 days following issuance of a building permit, or by September 10, 2020 if no building permit is required, provide certification by a qualified professional satisfactory to the Chief Building Official that the wall is safe.

3. direct that if the Owner does not complete an action required under section 2, then the District, by its staff, agents and contractors, may enter onto the Property and complete such action, and the costs of such action shall be treated as a debt owed to the District of North Vancouver, which if unpaid at the end of the calendar year in which the work was completed, will be added to the property taxes pursuant to section 258 of the Community Charter.
8.14. 361 East Kings Road – Withhold Demolition Permit  
File No. 13.6800.70/012.000

Joint Report: Assistant General Manager – Regulatory Review and Compliance and Community Planner, July 8, 2020

Recommendation:
THAT the Chief Building Official is directed to continue to withhold the demolition permit for 361 East Kings Road in accordance with Section 3.1, 3.2 and 4.1 of the Heritage Procedure Bylaw.

File No. 08.3221.02

Joint Report: Section Manager – Permits and Licences and Chief Bylaw Officer, July 8, 2020
Attachment A: Letter to Owner Regarding Site Excavation
Attachment B: Letter to Owner Regarding Nuisance Property

Recommendation:
THAT Council:

1. Declare the property at 3560 Highland Boulevard (the “Property”) legally described as:
   
   PID 003-637-450
   Lot 5, Block 14, District Lots 598 to 601, Plan 7512

   to be in a hazardous condition and to be a nuisance;

2. Order that Harnek S. Hothi, (the “Owner”) must:
   
   By August 21, 2020 fill the excavation with engineered backfill, grade and restore the lot to adjacent finished grades, and restore the Property to a neat, tidy and safe condition, all to the satisfaction of the Chief Building Official.

3. Direct that in the event that the Owner does not complete an action required under section 2 then the District, by its staff, agents and contractors, may enter onto the Property and fill the excavation with engineered backfill restoring the lot to natural grade and restore the Property to a neat, tidy and safe condition and the costs of such action shall be treated as a debt owed to the District of North Vancouver which if unpaid at the end of the calendar year in which the work was completed, will be added to the property taxes pursuant to section 258 of the Community Charter.
9. REPORTS

9.1. Mayor

9.2. Chief Administrative Officer

9.3. Councillors

9.4. Metro Vancouver Committee Appointees

9.4.1. Industrial Lands Strategy Task Force – Councillor Back

9.4.2. Housing Committee – Councillor Bond

9.4.3. Indigenous Relations Committee – Councillor Hanson

9.4.4. Board – Councillor Muri

9.4.5. Regional Parks Committee – Councillor Muri

9.4.6. Liquid Waste Committee – Mayor Little

9.4.7. Mayors Committee – Mayor Little

9.4.8. Mayors Council – TransLink – Mayor Little

9.4.9. Performance & Audit Committee – Mayor Little

9.4.10. Zero Waste Committee – Mayor Little

10. ADJOURNMENT

Recommendation:
THAT the July 20, 2020 Regular Meeting of Council for the District of North Vancouver is adjourned.
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Minutes of the Regular Meeting of the Council for the District of North Vancouver held at 7:00 p.m. on Monday, June 15, 2020. The meeting was held virtually with participants appearing via video conference.

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. D. Milburn, General Manager – Planning, Properties & Permits
Ms. T. Atva, Manager – Community Planning
Mr. J. Gordon, Manager – Administrative Services
Mr. M. Hartford, Section Manager – Development Planning
Ms. S. Dale, Confidential Council Clerk
Ms. C. Archer, Clerk Typist 3

1. ADOPTION OF THE AGENDA

1.1. June 15, 2020 Regular Meeting Agenda

MOVED by Councillor BACK
SECONDED by Councillor MURI
THAT the agenda for the June 15, 2020 Regular Meeting of Council for the District of North Vancouver is adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. PUBLIC INPUT

2.1. Ms. Judith Brook, 2400 Block Lauralynn Drive:

- Spoke in support of item 8.7 regarding requiring Greenhouse Gas Intensity (GHGI) as a condition of rezoning; and,
- Suggested a future workshop be held regarding heat and hot water systems.

2.2. Mr. Darin Wong, FortisBC – Community and Indigenous Relations Manager:

- Spoke to item 8.7 regarding GHGI as a condition of rezoning;
- Commented that FortisBC plays a significant role in safely delivering affordable and reliable energy to homes, businesses and community assets such as schools and care facilities in the District of North Vancouver;
- Outlined FortisBC’s shared goals around climate action and the important role that the BC Energy Step Code will play in achieving those shared goals;
• Noted that FortisBC and the District of North Vancouver have enjoyed a positive relationship over the years and is looking forward to continued collaboration with staff and council to achieving further progress on climate action; and,
• Invited the District to have discussions regarding an upcoming study that examines the path forward to a low-carbon future by the year 2050.

2.3. **Mr. Peter Teevan, 1900 Block Indian River Crescent:**
• Spoke in support of a complete ban of anticoagulant rodenticides;
• Commented on item 8.7 regarding GHGI as a condition of rezoning;
• Questioned if residents are prepared to pay more to achieve these targets; and,
• Opined that approving the recommendation to require GHGI as a condition of rezoning is premature.

2.4. **Ms. Marie Turcott, 1500 Block West 5th Avenue, Vancouver:**
• Spoke in support of item 8.6 regarding anticoagulant rodenticides;
• Commented that hundreds of non-target animals are being poisoned each year and the harms posed by anticoagulant rodenticides are significant;
• Opined that the laws regulating rodenticides in Canada are insufficient;
• Urged the District to petition the province to amend its pesticide legislation to prohibit anticoagulant rodenticides;
• Commented that there are better long-term solutions to control pest populations; and,
• Noted that public education is key to garnering support for a province-wide ban.

2.5. **Mr. Harrison Johnston, 2600 Block Lauralynn Drive:**
• Spoke as a climate justice activist who organizes with the Sustainabiliteens and Climate Strike Canada;
• Spoke in support of item 8.7 regarding GHGI as a condition of rezoning;
• Spoke to the magnitude of the climate emergency;
• Commented that bold actions need to be taken to reduce emissions; and,
• Urged the District to set ambitious measures.

2.6. **Ms. Bee Hollyer, Resident of North Vancouver:**
• Spoke in support of item 8.6 regarding anticoagulant rodenticides;
• Expressed concern with the loss of wildlife; and,
• Thanked the District for taking action.

Councillor MURI left the meeting at 7:19 pm.

2.7. **Mr. Jon Carrodus, 1300 Block Oakwood Crescent:**
• Spoke in support of items 8.2, 8.5 and 8.7;
• Thanked the District for continuing with important steps to make an impact on the climate crisis;
• Acknowledged that heat pumps are a good first incentive for homeowners to reduce their carbon footprints and thanked staff for exploring other funding options from senior governments to assist homeowners in the expensive work of retrofitting; and,
• Questioned if new buildings are required to report GHGI or to adhere to a set intensity limit.
2.8. Mr. Mark Cooper, Owner, Wildeye Brewery:
   • Spoke about the proposal for the Wildeye Brewery patio at 1385 Main Street;
   • Commented that the addition of the patio could provide a unique option for residents to use an outdoor venue space and could assist in revitalizing this portion of Main Street in the emerging Lynn Creek Town Centre; and,
   • Advised that the application is to increase occupancy by twenty people to accommodate the twenty-patron patio;

2.9. Mr. Bill Uhrich, Architect, Simcic and Uhrich Architects:
   • Spoke to item 8.5 regarding the Wildeye Brewery patio proposal;
   • Commented that the patio would create vitality in the District and would bring life to the streets; and,
   • Opined that the Wildeye Brewery patio would be a good addition to the area and a place were people can gather.

3. RECOGNITIONS
   Nil

4. DELEGATIONS
   Nil

5. ADOPTION OF MINUTES

5.1. February 24, 2020 Regular Council Meeting
   
   MOVED by Councillor BACK
   SECONDED by Councillor BOND
   THAT the minutes of the February 24, 2020 Regular Council meeting are adopted.
   
   CARRIED
   Absent for Vote: Councillor MURI

5.2. March 2, 2020 Regular Council Meeting
   
   MOVED by Councillor BACK
   SECONDED by Councillor BOND
   THAT the minutes of the March 2, 2020 Regular Council meeting are adopted.
   
   CARRIED
   Absent for Vote: Councillor MURI

5.3. March 3, 2020 Public Hearing
   
   MOVED by Councillor BACK
   SECONDED by Councillor BOND
   THAT the report of the March 3, 2020 Public Hearing is received.
   
   CARRIED
   Absent for Vote: Councillor MURI
5.4. March 9, 2020 Public Meeting

MOVED by Councillor BACK
SECONDED by Councillor BOND
THAT the minutes of the March 9, 2020 Public Meeting are received.

CARRIED
Absent for Vote: Councillor MURI

5.5. March 9, 2020 Special Council Meeting

MOVED by Councillor BACK
SECONDED by Councillor BOND
THAT the minutes of the March 9, 2020 Special Council meeting are adopted.

CARRIED
Absent for Vote: Councillor MURI

5.6. April 20, 2020 Special Council Meeting

MOVED by Councillor BACK
SECONDED by Councillor BOND
THAT the minutes of the April 20, 2020 Special Council meeting are adopted.

CARRIED
Absent for Vote: Councillor MURI

5.7. May 11, 2020 Special Council Meeting

MOVED by Councillor BACK
SECONDED by Councillor BOND
THAT the minutes of the May 11, 2020 Special Council meeting are adopted.

CARRIED
Absent for Vote: Councillor MURI

6. RELEASE OF CLOSED MEETING DECISIONS

Nil

7. COUNCIL WORKSHOP REPORT

Nil

8. REPORTS FROM COUNCIL OR STAFF

8.1. 2020 Community Service Grant Recommendations

File No. 10.4792.01

Councillor MURI returned to the meeting at 7:38 pm.
MOVED by Councillor HANSON
SECONDED by Councillor BACK
THAT the 2020 Community Service Grants allocation of $303,994 in accordance with Attachment A of the May 28, 2020 report from the Community Planner entitled 2020 Community Service Grant Recommendations is approved;

AND THAT the Community Service Agencies are authorized to repurpose a portion of their 2020 grant, if required and approved by staff, to assist and protect residents normally served by them from COVID-19;

AND THAT staff is directed to refer the request for an inflation adjustment to the Community Service Grant budget to the 2021 financial planning process.

CARRIED

8.2. Low Carbon Buildings: CleanBC Better Homes Program & Tall Wood Early Adoption Initiative
File No. 13.6770/Climate Change/File

MOVED by Councillor FORBES
SECONDED by Councillor CURREN
THAT the District of North Vancouver request participation as a municipal partner in the provincial CleanBC Better Homes Program;

AND THAT Council request the Province of BC to include the District of North Vancouver as a participating local authority in the Tall Wood Early Adoption Initiative.

CARRIED

8.3. Bylaw 8422: Rezoning to Add “Retail Cannabis Store” as a Permitted Use at 385 North Dollarton Highway
File No. 08.3060.20/000.000

MOVED by Councillor MURI
SECONDED by Mayor LITTLE
THAT the application by RH Hospitality Solutions Inc. for a Cannabis retail store at 385 North Dollarton Highway is rejected;

AND THAT the Liquor and Cannabis Regulation Branch is informed of this decision.

DEFEATED

Opposed: Councillors BACK, BOND, CURREN and HANSON

MOVED by Councillor HANSON
SECONDED by Councillor BACK
THAT “District of North Vancouver Rezoning Bylaw 1395 (Bylaw 8422)” is given SECOND and THIRD Readings;

AND THAT “District of North Vancouver Rezoning Bylaw 1395 (Bylaw 8422)” is ADOPTED.
8.4. **Temporary Outdoor Business Areas – COVID-19 Recovery**  
File No. 13.6410.01/000.000

MOVED by Councillor MURI  
SECONDED by Councillor BACK  
THAT the June 1, 2020 joint report of the Manager – Real Estate and Properties and Section Manager – Development Planning entitled Temporary Outdoor Business Areas – COVID-19 Recovery is received for information;

AND THAT “Fees and Charges Bylaw 6481, 1992 Amendment Bylaw 8443, 2020 (Amendment 66)” is given FIRST, SECOND and THIRD Readings;

AND THAT “Fees and Charges Bylaw 6481, 1992 Amendment Bylaw 8443, 2020 (Amendment 66)” is ADOPTED;

AND THAT the expedited process to create temporary outdoor business areas, as outlined in the June 1, 2020 joint report of the Manager – Real Estate and Properties and Section Manager – Development Planning entitled Temporary Outdoor Business Areas – COVID-19 Recovery is endorsed.

CARRIED

8.5. **1385 Main Street – Wildeye Brewing Patio Proposal**  
**Permanent Amendment to an Existing Liquor Licence**  
File No. 08.3060.20/011.20

MOVED by Councillor MURI  
SECONDED by Councillor BACK  
THAT the resolution as attached to the June 2, 2020 report of the Planning Assistant entitled 1385 Main Street – Wildeye Brewing Patio Proposal Permanent Amendment to an Existing Liquor Licence in relation to Wildeye Brewing Inc.’s request to accommodate the addition of a licensed patio space at 1385 Main Street is approved.

CARRIED

8.6. **Anticoagulant Rodenticides**  
File No.

MOVED by Councillor CURREN  
SECONDED by Councillor MURI  
THAT a complete ban of anticoagulant rodenticides on all District of North Vancouver owned properties is supported;

AND THAT staff is directed to petition the Province to ban anticoagulant rodenticides;

AND THAT staff is directed to communicate the harmful impacts of anticoagulant rodenticides to all residents and businesses in the District of North Vancouver and to share findings about alternatives.
8.7. **Require GHGI as a Condition of Rezoning**

File No.

**MOVED by Councillor CURREN**  
**SECONDED by Councillor HANSON**

THAT requiring Greenhouse Gas Intensity (GHGI) target limits as a condition of rezoning in the District of North Vancouver effective immediately is supported;

AND THAT staff report back by July 15, 2020 with specific GHGI limits and bylaw amendments for Part 3 and Part 9 buildings which will effectively eliminate the use of fossil gas for heat and hot water systems;

AND THAT staff report back by September 1, 2020 with policy recommendations to require embodied carbon reporting for all new construction.

CARRIED

Opposed: Mayor LITTLE and Councillors BACK and FORBES

Councillor MURI left the meeting at 10:00 pm.

9. **REPORTS**

9.1. **Mayor**

Nil

9.2. **Chief Administrative Officer**

Mr. David Stuart, Chief Administrative Officer, advised that staff will report back on item 8.7 regarding requiring greenhouse gas intensity as a condition of rezoning at a future meeting.

9.3. **Councillors**

Nil

9.4. **Metro Vancouver Committee Appointees**

9.4.1. **Industrial Lands Strategy Task Force – Councillor Back**

Councillor Back reported on his attendance at the June 11, 2020 Metro Vancouver Regional District Industrial Lands Strategy Task Force meeting and advised that the Metro Vancouver Regional Industrial Lands Strategy was approved.

9.4.2. **Housing Committee – Councillor Bond**

Nil
9.4.3. Indigenous Relations Committee – Councillor Hanson
Nil

9.4.4. Board – Councillor Muri
Nil

9.4.5. Regional Parks Committee – Councillor Muri
Nil

9.4.6. Liquid Waste Committee – Mayor Little
Nil

9.4.7. Mayors Committee – Mayor Little
Nil

9.4.8. Mayors Council - TransLink – Mayor Little
Nil

9.4.9. Performance & Audit Committee – Mayor Little
Nil

9.4.10. Zero Waste Committee – Mayor Little
Nil

10. ADJOURNMENT

MOVED by Councillor BACK
SECONDED by Mayor LITTLE
THAT the June 15, 2020 Regular Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(10:02 p.m.)
Absent for Vote: Councillor MURI

Mayor ____________________________  Municipal Clerk ____________________________
July 14, 2020 Public Hearing Minutes – 1629 Marine Drive

Materials to be circulated via agenda addendum.
July 14, 2020 Public Hearing Minutes – 1199 Marine Drive

Materials to be circulated via agenda addendum.
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The District of North Vancouver  
REPORT TO COUNCIL  

July 6, 2020  
File: 05.1930  

AUTHOR: Rozy Jivraj, Manager Revenue and Taxation  

SUBJECT: Annual Property Tax Sale – Deferral to September 27, 2021  

RECOMMENDATION:  
That the “District of North Vancouver, 2020 Tax Sale Deferral Bylaw 8444, 2020”, is given three Readings and subsequently adopted.  

REASON FOR REPORT:  
To defer the 2020 annual property tax sale to September 27, 2021. This will provide short-term financial relief during the COVID-19 Pandemic to property owners with delinquent balances in their property tax accounts. Homeowners experiencing hardship and difficulty paying their taxes will have an additional year to carry and/or make payment towards their outstanding taxes.  

OVERVIEW  
The tax billing and collection process is an important activity and ensures that the District has adequate cash flow to sustain its operations and capital expenditures. Collections, while concentrated in the weeks prior to the property tax due date, occur throughout the year. Delinquent accounts are monitored and managed throughout the year as property owners, along with mortgage companies registered on title, are contacted. The District works with all parties to ensure timely collection. Tax sale is the last option used when other methods of recovering taxes fail. Since the last tax sale in 2005, the District has been very successful with its collection efforts as all delinquent amounts outstanding have been collected prior to the tax sale date.  

Delinquent taxes are any taxes along with related interest and penalties that remain unpaid on December 31st, two years after the year in which the taxes were levied. For example, if property taxes levied in 2018 remain outstanding at December 31, 2019, the account, including any penalties and accrued interest, is considered delinquent as of January 1, 2020.  

The Local Government Act, Part 16, Division 7 - Annual Municipal Tax Sale section, provides the guiding legislation by which municipalities can utilize the tax sale process to recover unpaid property taxes. If required, a public auction is conducted by offering for sale each parcel of real property on which taxes remain delinquent.
Currently, the next public auction is scheduled for Monday, September 28, 2020. However, in response to the COVID-19 Pandemic, the Provincial Government has provided municipalities with the option to defer the tax sale date to the following year.

By Ministerial Order No. M159, municipalities may, by bylaw adopted on or before August 31, 2020, delay the statutory date of property tax sales (and redemption) to September 27, 2021. Should Council elect to delay the tax sale, any delinquent taxes can continue to be carried as “delinquent” for one additional year. In 2021, the District would conduct its normal 2021 tax sale process on properties that become “delinquent” as of January 1, 2021 along with any remaining 2020 delinquent balances.

Should Council delay the 2020 tax sale property owners with delinquent taxes must be provided with written notice within 2 weeks of the bylaw’s adoption advising that:

- The annual tax sale for 2020 has been deferred to September 27, 2021 and,
- Existing delinquent taxes with applicable interest charges continue to be categorized as delinquent taxes if those taxes are not paid by September 27, 2021.

Public notice of the deferral of the annual tax sale is not required.

If Council chooses to not defer the tax sale date, any properties that remain delinquent at September 28, 2020 will be subject to tax sale. Staff will continue regular collection efforts however, given the current impact of the Pandemic, some taxpayers may simply be unable to make payment towards their delinquent balance placing them at risk of losing their homes.

FINANCIAL IMPACT
Currently, there are 71 residential class properties with delinquent accounts amounting to $326,027. At this time last year, there were 60 delinquent accounts totalling $265,249. The 18% increase in the number of folios over the prior year is likely due to taxpayers’ inability to meet their financial obligations, as a result of the pandemic. Staff is closely monitoring these accounts and collection efforts will continue as appropriate.

CONCLUSION
Historically, the District is effective in ensuring that all delinquent accounts are paid prior to the tax sale date. However, the impact the Pandemic has posed challenges on District homeowners and local businesses. Delaying the property tax sale until September 27, 2021 provides additional financial assistance.

Respectfully submitted,

Rozy Jivraj
Manager, Revenue and Taxation
SUBJECT: 2020 Property Tax Sale – Deferral to September 27, 2021

July 6, 2020

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The Corporation of the District of North Vancouver

Bylaw 8444

A bylaw to defer the 2020 Tax Sale

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as “2020 Tax Sale Deferral Bylaw 8444, 2020”.

Deferral of 2020 Tax Sale

2. The District of North Vancouver 2020 annual tax sale pursuant to section 645 of the *Local Government Act* is hereby deferred to September 27, 2021 pursuant to Ministerial Order M159.

READ a first time

READ a second time

READ a third time

ADOPTED

_________________________  ________________________
Mayor                                      Municipal Clerk

Note: Subsection 12(b) of Ministerial Order M192, made by the Minister of Public Safety and Solicitor General under the *Emergency Program Act* in response to the COVID-19 declared emergency and dated June 17, 2020, permits a council to adopt a bylaw on the same date that it has been given third reading if the bylaw is made in relation to tax sales, despite section 135(3) of the *Community Charter*. Due to urgent circumstances, the District of North Vancouver has availed itself of this temporary power.

Certified a true copy

_________________________
Municipal Clerk

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Bylaw 8428: Text Amendment to add “Cannabis Retail Store” at 1629 Marine Drive

Materials to be circulated via agenda addendum.
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Bylaw 8427: Text Amendment to add “Cannabis Retail Store” at 1199 Marine Drive

Materials to be circulated via agenda addendum.
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The District of North Vancouver
REPORT TO COUNCIL

June 23, 2020
File: 10.4750.20/010.000

AUTHOR: Cristina Rucci, Community Planner

SUBJECT: 2020 Child Care Grants Report

RECOMMENDATION:

THAT Council approve the 2020 Child Care Grant allocations of $55,594 in accordance with Table 1 contained within the report titled "2020 Child Care Grants Report" by the Community Planner;

AND THAT staff is directed to refer the request for an inflation adjustment to the Child Care Grants budget to the 2021 financial planning process.

REASON FOR REPORT:
The purpose of this report is to forward the Child Care Grants Committee’s recommendations for the 2020 Child Care Grants to Council for approval.

SUMMARY:
In 2020, the total amount of funding being sought by applicants for child care grants is $90,874, while the total available budget is $55,594. Twenty-one applications are being recommended for funding in 2020 out of twenty-four expressions of interest that were received from seventeen different agencies (see Attachment A for a summary of evaluation and recommendations). These applications reflect a wide range of childcare initiatives, programs and associated costs.

All of the applications recommended for funding serve District of North Vancouver families, meet eligibility requirements, and respond to community childcare priorities identified through consultation with the Child Care Grants Committee and the North Shore Child Care Resource and Referral Society (CCRR). CCRR provides the committee with up-to-date statistics on child care spaces, the type of child care that is needed most, and other gaps.

This year, many of the applicants outlined the challenges they are facing as a result of COVID-19 in their detailed application form. In some cases several adjusted their applications to reflect program changes they would need to make in order to make the children and staff feel safe (in accordance with WorkSafe and Vancouver Coastal Health requirements). Some of these...
measures include the installation of air conditioners to help with air flow or enhancing their outdoor play space, recognizing that children may not be able to participate in off-site activities.

BACKGROUND:
The District’s Child Care Policy 10-4750-1 (Attachment B), approved in 1995, established operating and program support for child care through the Child Care Grants program. The Child Care Grants Committee reviews grant applications and makes funding recommendations to District Council (see Terms of Reference in Attachment C). Revisions to the Child Care Policy in 2008 reconfirmed the importance of annual funding through Child Care Grants to eligible non-profit societies to enhance the availability, affordability, and quality of child care services in the District of North Vancouver.

EXISTING POLICY:
The following policies apply to the Child Care Grants:

- Child Care Policy (10-4750-1) supports the continuation and enhancement of child care facilities in the District of North Vancouver (Attachment B);
- OCP Bylaw 7900 supports the provision of childcare in the District of North Vancouver. Specifically, policy 6.3.4 states: “Promote the establishment and maintenance of affordable quality child care services”; and
- The Child and Family Friendly Community Charter approved by the North Shore Congress in October 2011 includes a commitment to work towards an expansion of community access to high quality Early Learning programs that are culturally appropriate, accessible, and informed by research.

ANALYSIS:
The Child Care Grants Committee uses a two-stage evaluation process to review and recommend grants:

I. Expression of Interest: A preliminary Expression of Interest (EOI) form outlining key program requirements and priorities is broadly advertised and distributed.

This year, the Committee received twenty-four responses to the EOI from seventeen different societies. Twenty-two of these initial respondents were invited to provide a detailed application for further consideration by the Committee. Two submissions were not invited to submit a detailed application because they did not meet the priorities identified by the grants committee (one application was for research and the other was to support a spring fair).

II. Formal Application: Selected applicants are required to provide additional information as part of their formal application for a child care grant:

- Information about the society, its clientele and existing services, including efforts to reduce service barriers for childcare and increase accessibility;
- Information about the proposed project, including the childcare needs being met, residents being served, the involvement of volunteers and partners, and a detailed action plan regarding the implementation and evaluation of a program; and
A comprehensive project budget and financial statements for the sponsoring or applying society.

Twenty-one formal applications were received in 2020. The maximum amount of grant that could be requested was $8,000, although some applicants did request more.

**Evaluation of Applications:**

The twenty-one detailed applications were reviewed individually by Committee members and then systematically evaluated by the group using the priorities outlined below and in Attachment D.

Overall, the applications met the following child care grant priorities:
- Infant/toddler care;
- School age child care (before and after school care) including care for 9-12 year olds;
- Supported child care/special needs care;
- Support to low-income families and vulnerable women with children;
- Improved access and facility improvements; and
- Caregiver/parent education.

Working with the approved budget of $55,594, the Committee was able to recommend full or partial funding for all of the detailed grant requests. The Committee placed higher priority on child care providers and agencies that provided direct services to vulnerable children and their families or had a direct impact on children (such as facility improvements).

The committee was impressed that many of the organizations indicated how a grant would help them respond to challenges faced due to Covid-19. The District’s funding, for example, could help them adjust their programs to keep both staff and the children healthy and safe.

The Committee’s recommendations are summarized in Table 1, below. A more detailed summary of the Committee’s evaluation and recommendations is included as Attachment A. The applications recommended for approval will provide benefits to District families and offer unique, neighbourhood focused and collaborative approaches to child care provision.

**Table 1: Summary of 2020 Child Care Grant Recommendations**

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project/ Proposal</th>
<th>Amount Requested</th>
<th>Amount Recommended</th>
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</thead>
<tbody>
<tr>
<td>1 Avalon Women’s centre</td>
<td>Childminding for mothers attending support groups.</td>
<td>$3,000</td>
<td>$3,000</td>
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<tr>
<td>2 Boys &amp; Girls Clubs of Greater Vancouver</td>
<td>Support for the Programmer position at the Norvan Club after school program.</td>
<td>$8,000</td>
<td>$4,000</td>
</tr>
<tr>
<td>3 Deep Cove Parent Participation Preschool</td>
<td>Continuing enhancement of the natural outdoor learning space.</td>
<td>$1,000</td>
<td>$1,000</td>
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<tr>
<td>4 Forest View Early Learning Society</td>
<td>Adding a sink to the infant/toddler classroom and kitchen space.</td>
<td>$15,000</td>
<td>$6,000</td>
</tr>
<tr>
<td>Applicant</td>
<td>Project/ Proposal</td>
<td>Amount Requested</td>
<td>Amount Recommended</td>
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</tr>
<tr>
<td>Highlands Early Learning Centre</td>
<td>Funding for parent education workshop (including childcare costs) and parent education resources for the lending library.</td>
<td>$1,500</td>
<td>$1,000</td>
</tr>
<tr>
<td>Highlands Early Learning Centre</td>
<td>Funding for a spring break camp (2021) summer camp to bridge the gap for families that are without childcare during these times.</td>
<td>$2,000</td>
<td>$2,000</td>
</tr>
<tr>
<td>Mount Seymour Preschool</td>
<td>Purchase of accessible furniture which will support equitable access and an environment in which all children are able to actively participate.</td>
<td>$5,573.70</td>
<td>$4,500</td>
</tr>
<tr>
<td>North Shore Neighbourhood House</td>
<td>Enhance programming with outdoor play equipment and supplies and a new air conditioner for the Capilano out of school care program.</td>
<td>$900</td>
<td>$900</td>
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<tr>
<td>North Shore Neighbourhood House</td>
<td>Enhance programming with outdoor play equipment and supplies and a new air conditioner for the Cleveland out of school care program.</td>
<td>$1,000</td>
<td>$1,000</td>
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<tr>
<td>North Shore Neighbourhood House</td>
<td>Enhance programming with outdoor play equipment and supplies and a new air conditioner for the Lynn Valley out of school program.</td>
<td>$1,000</td>
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<tr>
<td>North Shore Neighbourhood House</td>
<td>Outdoor play equipment and emergency supplies at Mountainside child care.</td>
<td>$1,000</td>
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<tr>
<td>North Shore Neighbourhood House</td>
<td>Funding for a new tent at the Novaco child care centre.</td>
<td>$1,200</td>
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<tr>
<td>North Shore Neighbourhood House</td>
<td>Funding for a new tent at the Norgate out of school care program.</td>
<td>$1,200</td>
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<tr>
<td>North Shore Women’s Centre</td>
<td>Funding to support the childcare component of the Single Mother’s Support Group.</td>
<td>$2,500</td>
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<td>Pacific Post-Partum Society</td>
<td>Provision of childcare during Post-Partum support group sessions.</td>
<td>$2,000</td>
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<tr>
<td>Parkgate Community Services Society</td>
<td>Funding for MY Club Middle Years after school program.</td>
<td>$6,000</td>
<td>$4,500</td>
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<tr>
<td>Prématernelle Trottin-Trottinette</td>
<td>Funding for playground that needs replenishing of certified wood fibre chips.</td>
<td>$8,000</td>
<td>$2,000</td>
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</table>
**Applicant** | **Project/ Proposal** | **Amount Requested** | **Amount Recommended**
---|---|---|---
18 Spectrum Support Group | Funding for childminding within or outside the home while mothers attend support groups. | $10,000 | $5,647 |
19 Sunflower Early Learning Society | Funding to create a community centred natural learning environment with 3 growing areas for exploration, learning and development. | $4,000 | $2,000 |
20 Tsleil-Waututh Child & Family Development Centre | Funding for childminding and meals for the weekly parent group – supports both aboriginal and non-aboriginal families. | $8,000 | $6,647 |
21 Upper Lonsdale Preschool Society | Funding for the continued upgrade of the outdoor play space. | $8,000 | $2,500 |
**Total** | | **$90,874** | **$55,594** |

**Timing/Approval Process:**
Approval of the 2020 child care grants by Council will ensure effective program delivery to community families for projects that will commence in the summer and fall and continue into 2021.

**Concurrence:**
Staff worked closely with the Child Care Grants Committee throughout the grant review process. The Committee has reviewed the grant applications as per 2020 eligibility criteria and priorities and endorsed the grant recommendations outlined in this report.

**Financial Impacts:**
The 2020 Child Care Operating Budget of $55,594 is proposed to be allocated to twenty-one applicants as shown in Table 1.

The Committee requests that Council consider an inflation adjustment to this budget in 2021. With Council direction, staff will refer this item to the 2021 financial planning process.

**Social Policy Implications:**
The District of North Vancouver’s support for child care programs furthers the aims of social sustainability by facilitating provision of quality care for young children in our community. Research has shown that investment in quality early childhood education provides long term economic and social benefits.

**Conclusion:**
The programs and projects recommended for 2020 Child Care Grants are community-based and focussed on supporting community needs. They support the principles of social sustainability and contribute to the District’s social policy goals of a comprehensive child care system.
The District is in the process of preparing a Child Care Action Plan which demonstrates an ongoing commitment to accessible, affordable and quality child care. The Action Plan, which will set out key strategic directions, is nearing completion and is anticipate to be forwarded to Council for consideration in the fall.

Options:
1. THAT Council approve the 2020 Child Care Grant allocations of $55,594 in accordance with Table 1 contained within the report titled "2020 Child Care Grants Report" by the Community Planner;

2. AND THAT staff directed to refer the request for an inflation adjustment to the Child Care Grant budget for the 2021 financial planning process.
   (Staff recommendation)

OR

3. THAT Council directs staff to reconsider the 2020 Child Care Grants allocations.

Respectfully submitted,

Cristina Rucci, RPP, MCIP
Community Planner

Attachment A: 2020 Summary of Evaluation and Recommendations
Attachment B: Child Care Policy (10-4750-1)
Attachment C Child Care Grants Committee Terms of Reference
Attachment D: 2020 Child Care Grants Program
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- Other:
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<th>2020 AMOUNT RECOMMENDED</th>
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<tbody>
<tr>
<td>1 Avalon Women’s Centre</td>
<td>Childcare for mothers attending support groups.</td>
<td>Priorities met: Avalon Women’s Centre serves women living with addiction and abuse. Many of the women that attend the support groups are single moms facing financial and family support challenges. The childcare offered is flexible to meet working mom’s needs.</td>
<td>$4,000</td>
<td>$3,000</td>
<td>$3,000</td>
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<td>2 Boys &amp; Girls Clubs of Greater Vancouver</td>
<td>Support for the Norvan Club after school program.</td>
<td>Priorities met: Norvan provides support to school age children in a lower income area with new immigrants, provides expanded hours youth drop in, and provides drug &amp; alcohol counselling. Additional staff will permit the FT coordinator to undertake community liaison work. Program serves 195 children &amp; youth from the District.</td>
<td>$4,000</td>
<td>$8,000</td>
<td>$4,000</td>
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<tr>
<td>3 Deep Cove Parent Participation Preschool</td>
<td>Continuing enhancement of the natural outdoor learning space</td>
<td>Priorities met: the goal is to enhance the preschoolers’ outdoor learning environment by enhancing the current outdoor play area, maximizing its use and creating an outdoor classroom. It is recognized that the outdoors is the best environment for preschoolers to practice and master physical skills.</td>
<td>$2,000</td>
<td>$1,000</td>
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<td>4 Forest View Learning Society</td>
<td>Adding a sink to the infant/toddler classroom and kitchen space</td>
<td>Priorities met: The addition of a sink to the infant/toddler classroom and kitchen space promotes and supports a safe and healthy working environment for children and teachers. This project is important during Covid</td>
<td>$3,000</td>
<td>$15,000</td>
<td>$6,000</td>
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<td>5 Highlands Early Learning Childcare: parent education</td>
<td>Funding for parent education workshop and materials for the lending library</td>
<td>Priorities met: the parent education night is aligned with the District’s priority to support caregiver/parent education. The seminars will focus on topics related to child development and behaviour. New materials for families on topics such as mental health, social and behavioural development in the childhood years.</td>
<td>$500</td>
<td>$1,500</td>
<td>$1,000</td>
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<td>6 Highlands Early Learning Childcare: spring and summer camp</td>
<td>Funding for a spring and summer camp to bridge the gap for families that are without childcare during this time</td>
<td>Priorities met: a spring break camp and summer camp will be offered during regular preschool closures for the upcoming school year. This flexible programming allows families in the district to access inclusive programming and bridge the gap where families are without childcare. The camps are open to toddlers, preschoolers, vulnerable families, and children who require extra support.</td>
<td>New</td>
<td>$2,000</td>
<td>$2,000</td>
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<td>2020 APPLICANTS</td>
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<td>7</td>
<td>Mount Seymour Preschool</td>
<td>Funding to purchase accessible furniture which will support equitable access and an environment that all children are able to actively participate.</td>
<td>new</td>
<td>$5,573.70</td>
<td>$4,500</td>
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<td>Priorities met: the proposed project will fit in with the District priority for enhancing quality care for all families, specifically for those that require supported child care and special needs care. Will work with NS Neighbourhood House Supported Child Care Development Program to provide those services.</td>
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<td>8</td>
<td>North Shore Neighbourhood House – Capilano OSC</td>
<td>To fund new outdoor equipment and supplies and a new air conditioner for the Capilano out of school care program.</td>
<td>$800</td>
<td>$900</td>
<td>$900</td>
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<td>Priorities met: Quality out of school care is provided for all children including those who are developmentally delayed or who have special needs. Also have a diversity of clients with different income situations. The new outdoor equipment would enhance the outdoor programming and give the children more selection for physical outdoor activities. The air conditioner will make the centre more comfortable and will help with air flow which is a concern due to Covid.</td>
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<tr>
<td>9 North Shore Neighbourhood House – Cleveland OSC</td>
<td>To fund new outdoor equipment and an air conditioner for the Cleveland out of school care program.</td>
<td>Priorities met: Quality out of school care is provided for all children including those who are developmentally delayed or who have special needs. Also have a diversity of clients with different income situations. The new outdoor equipment would enhance the outdoor programing and give the children more selection for physical outdoor activities. The air conditioner will make the centre more comfortable and will help with air flow which is a concern due to Covid.</td>
<td>$800</td>
<td>$1,000</td>
<td>$1,000</td>
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<tr>
<td>10 North Shore Neighbourhood House – Lynn Valley OSC</td>
<td>To fund new outdoor equipment and an air conditioner at Lynn Valley out of school program</td>
<td>Priorities met: Quality out of school care is provided for all children including those who are developmentally delayed or who have special needs. Also have a diversity of clients with different income situations. The new outdoor equipment would enhance the outdoor programing and give the children more selection for physical outdoor activities. The air conditioner will make the centre more comfortable and will help with air flow which is a concern due to Covid.</td>
<td>$800</td>
<td>$1,000</td>
<td>$1,000</td>
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<td>2020 REQUEST</td>
<td>2020 AMOUNT RECOMMENDED</td>
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<tr>
<td><strong>11 North Shore Neighbourhood House – Mountainside Daycare</strong></td>
<td>Funds needed for outdoor play equipment and emergency supplies</td>
<td>Priorities met: Outdoor play is a key component of the child care program and the equipment and programming supplies need to replaced frequently in order to make the program appealing, fun and motivating for the children. Emergency supplies are a licensing requirement and need to be replenished yearly.</td>
<td>$800</td>
<td>$1,000</td>
<td>$1,000</td>
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<tr>
<td><strong>12 North Shore Neighbourhood House – Novaco Childcare Centre</strong></td>
<td>Funding for a new tent at the Novaco childcare centre</td>
<td>Priorities: outdoor programming will be increased and enhanced with the purchase of a new outdoor tent. With Covid-19 children will play outside more often and a tent will make play more comfortable as it will provide shade for the children.</td>
<td>New</td>
<td>$1,200</td>
<td>$1,200</td>
</tr>
<tr>
<td><strong>13 North Shore Neighbourhood House – Norgate Childcare Centre</strong></td>
<td>Funding for a new tent at the Norgate out of school program</td>
<td>Priorities met: outdoor programming will be increased and enhanced with the purchase of a new outdoor tent. With Covid-19 children will play outside more often and a tent will make play more comfortable as it will provide shade for the children.</td>
<td>New</td>
<td>$1,200</td>
<td>$1,200</td>
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<tr>
<td>2020 APPLICANTS</td>
<td>PURPOSE / PROJECT</td>
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<tr>
<td>14 North Shore Women’s Centre</td>
<td>Child Care – during Single Mother’s Support Group Sessions on Saturdays.</td>
<td>Priorities met: provides child-minding service while single mothers are in counselling sessions to help address the impacts of domestic violence, self-esteem, legal information, employment. It is the only group of its kind on the North Shore and provides a consistent, reliable and supported structure in participant’s lives. Gives mothers a respite from their challenging role as sole caregiver.</td>
<td>$2,000</td>
<td>$2,500</td>
<td>$2,500</td>
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<tr>
<td>15 Pacific Post-Partum Support Society</td>
<td>Provision of childcare during Post-Partum Sessions.</td>
<td>Priorities met: provides child-minding service during weekly postpartum support sessions. In the group the mothers learn self-care, ways to build a support network, and other strategies of coping with depression and anxiety. Volunteer staff speak 6 different languages.</td>
<td>$3,000</td>
<td>$2,000</td>
<td>$2,000</td>
</tr>
<tr>
<td>16 Parkgate Community Services Society</td>
<td>To support salary for staff for the Middle Years Program and to cover supplies and admin.</td>
<td>Priorities met: The middle years (My Club) program directly benefits children aged 9-12 years old who are enrolled in the Parkgate School Age Care program, which is a District priority.</td>
<td>$3,000</td>
<td>$6,000</td>
<td>$4,500</td>
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<tr>
<td>2020 APPLICANTS</td>
<td>PURPOSE / PROJECT</td>
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<tr>
<td>17 Prématernelle Trottin-Trottinette</td>
<td>Funding for playground that needs replenishing of certified wood fibre chips</td>
<td>Priorities met: the playground meets the priorities as it benefits all children in the program: infant-toddler, preschool classes and K-12. The new wood chips are a necessary health and safety criteria enforced by Vancouver Coastal Health.</td>
<td>New</td>
<td>$8,000</td>
<td>$2,000</td>
</tr>
<tr>
<td>18 Spectrum Support Group</td>
<td>Childcare for vulnerable mothers who are getting support to help them through their time of crisis</td>
<td>Priorities met: provides child-minding service for low income single mothers attending counselling sessions on abuse and addiction issues. Referrals are received from a number of agencies including, MCFD, VCH, Infant Development Program, RCMP Victim Services, and Family Services. Support is provided in the family home, both within and outside traditional hours. Services are free of charge and mentoring is provided.</td>
<td>$5,000</td>
<td>$10,000</td>
<td>$5,647</td>
</tr>
<tr>
<td>19 Sunflower Early Learning Society</td>
<td>Funding to create a community centred natural learning environment with 3 growing areas for exploration, learning and development</td>
<td>Priorities met: the gardens will provide an opportunity to work collaboratively with the whole school community and beyond, and offer hands-on, real life teaching and learning experiences promoting empathy, care, the natural world and life cycles.</td>
<td>New</td>
<td>$4,000</td>
<td>$2,000</td>
</tr>
<tr>
<td>2020 APPLICANTS</td>
<td>PURPOSE / PROJECT</td>
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<tr>
<td>20 Tsleil-Waututh Child &amp; Family Development Centre</td>
<td>To support the weekly parent group which provides a combination of structured learning sessions and networking. Includes child minding services.</td>
<td>Priorities met: reduces barriers in order to attract aboriginal and non-aboriginal families. Empowers parents by providing them support and information. The group meets weekly and serves any family with children under 12 years old.</td>
<td>$3,500</td>
<td>$8,000</td>
<td>$6,647</td>
</tr>
<tr>
<td>21 Upper Lonsdale Preschool Society</td>
<td>Funding to help with the continued upgrade of the outdoor play area</td>
<td>Priorities met: the new outdoor play area will allow teachers to incorporate play based learning philosophy with daily time outside.</td>
<td>$3,000</td>
<td>$8,000</td>
<td>$2,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
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<td><strong>$90,874</strong></td>
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POLICY

The creation of safe and healthy environments for residents at all stages of their lives is a priority for the District of North Vancouver (District). For the children in our community, this includes facilitating the provision of quality child care services which affords opportunities for children to develop socially, emotionally and intellectually. The investment into quality child care is far-reaching and can have positive social and economic returns for all residents living in the District.

As such, the District of North Vancouver is committed to being an active partner with senior levels of government, other municipal governing bodies, the community, parents and child care providers in the development and maintenance of a comprehensive child care system. This system is one that encourages equitable and affordable access to quality programs to all District residents.

REASON FOR POLICY

The Child Care Policy articulates actions to be undertaken by various District Departments in order to support the continuation and enhancement of child care facilities in the District of North Vancouver. This Policy also recognizes that the responsibility for creating and sustaining child care in the community must be shared with its partners. Appendix A of this Policy, articulates the mandates and responsibilities of these partners in relation to the District's Child Care Policy.

AUTHORITY TO ACT

Retained by Council

PROCEDURE

1. District of North Vancouver

Mandate

The District of North Vancouver is to take a leadership role in:

- Co-ordinating the implementation of the Child Care Policy;
- Integrating the provision of child care into ongoing planning and development functions where appropriate;
- Supporting existing child care services and encouraging new initiatives in high need areas; and
- Advocating for provincial and federal action in support of child care.

The District's priority is to encourage equal access to quality child care for all families in the District.

1 For definitions of all bolded words, please refer to the final page of this Policy.
1.1. **Child Care Planning Practices**

Child care is recognized as being an essential building block in the creation of safe, liveable and healthy communities. Where appropriate, child care needs to be integrated into the District's planning function alongside planning for other basic municipal services such as water, roads and green space.

The District will:

- Research demographic profiles and consult with appropriate stakeholders, including staff from the North Shore Child Care Resource & Referral Program, to remain up-to-date on trends and needs related to child care;
- Support child care operators in finding appropriate locations for needed child care programs;
- Continue to allow child care facilities in all zones as per the Zoning Bylaw, while respecting the current stipulations about maximum group size and outdoor play space requirements as included in the District of North Vancouver’s [Childcare Facilities Business Regulation Bylaw No. 6724](#) as well as the provincial child care licensing regulations under the [Community Care and Assisted Living Act](#);
- Develop a consistent approach to the provision of child care facilities or child care contributions as part of new developments;
- Consider the provision of child care facilities or services whenever community amenities are being proposed as a condition of rezoning, especially where child care is identified as a priority need in the subject neighbourhood; and
- Establish a Child Care Reserve Fund for those instances where developers may be required to provide a community amenity contribution toward the provision of child care in order to receive an incentive.

1.2. **District Leasing Practices**

In its leasing practices, the District will treat non-profit child care as a community service, rather than as a commercial enterprise as per the [Community Facilities Leasing Policy](#).

The District will:

- Continue to implement the [Community Facilities Leasing Policy](#) which provides use of municipal land and/or facilities to non-profit child care operators for $1 a year;
- Maintain an inventory of municipal land and/or facilities that are available for child care development;
- Maintain a roster of prospective operators who will be pre-screened for space and facilities as they arise;
- Encourage the provision of child care spaces in its negotiations to develop, sell or lease District lands where appropriate and where there is a demonstrated need; and
- When ownership of a child care facility is obtained by the District through the development process, the District will work to lease the facility to a child care operator.

1.3. **District Licensing Procedures**

Through the issuance of business licenses, District Licensing staff has a role in enhancing the quality of child care facilities in the District of North Vancouver by ensuring that health and safety standards are met.

The District will:

- Retain the right to withhold a business license where there are concerns about the health or safety of a prospective child care facility (under licensing);
- Provide prospective child care providers with information on the District’s requirements for establishing child care facilities, including the steps that are necessary in to meet Provincial licensing requirements, building code requirements and the District Business License requirements; and
- Provide a single point of contact in Permits and Licenses to support potential child care providers through the application, permitting and licensing process, with additional support from social planning staff.
1.4. **Operating and Program Support**

While the District is not responsible for direct operations of child care programs, it does target its limited resources to support high need child care services. This funding support is targeted at key priority areas which are established annually by staff in consultation with various stakeholders, including the North Shore Child Care Resource and Referral Program.

The District will give priority to:

- Providing an annual contract for "Child Care Support Services" to the North Shore Child Care Resource Society for expanded child care information, support and development services;
- On an annual basis, working with staff at the Child Care Resource and Referral Program, as well as other interested stakeholders, to identify priority needs for child care and communicate these priorities to the District's Child Care Grants Committee as well as child care providers;
- Providing a staff liaison to the Council appointed, Child Care Grants Committee, whose mandate is to review grant applications from non-profit child care providers that serve District residents;
- Providing annual funding through Child Care Grants to eligible non-profit societies to enhance the availability, *affordability* and *quality* of child care services through approaches that include, but are not limited to: reduced fees for low-income families (including bursaries), care for infants and toddlers, enriched multicultural programming, training for staff and boards, innovative administration models, as well as research and program development; and
- Providing Permissive Tax Exemptions to non-profit child care providers located in the District.

1.5. **Advocacy**

The District can play an important role in advancing child care issues by advocating to provincial and federal governments the importance of high *quality* and *accessible* child care in supporting healthy communities.

At the Federal level, the District will:

- Advocate to the federal government for a national child care strategy that supports the development of a *comprehensive, affordable, accessible* system of high *quality* child care services.

At the Provincial level, the District will:

- Lobby for a new co-ordinated funding mechanism that provides adequate support for the construction and operation of quality child care services that are *accessible* and *affordable* and that provides caregivers with wages and working conditions reflecting the value of their work;
- Work with the provincial government's Ministry of Education to support the co-location of child care services on School District properties and in schools with under-utilized space, where appropriate; and
- Lobby both senior levels of government to support initiatives that provide quality training for individuals in the child care field to assist with the recruitment and retention of qualified individuals.

At the Municipal and community level, the District will:

- Continue to work with the North Shore Child Care Planning Committee to raise the profile of trained and certified early childhood educators working in the child care sector through advertisements/articles and other educational opportunities; and
- Continue to recognize and support Child Care Month in May.

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2 See Appendix A for further information on the North Shore Child Care Resource and Referral Program.
1.6 Child Care Hubs

The District recognizes the benefits of establishing a network of child care hubs on the North Shore as they can provide a more integrated system of services to families, which is both user-friendly and cost-effective. Cost efficiencies are generated by intensifying the use of new or existing facilities, and by having multiple organizations sharing administrative and other costs.

The District will:

- Take a leadership role by providing financial and other support to assist community organizations in developing and implementing child care hubs;
- Work with the North Shore Child Care Planning Committee to further the development of a network of child care hubs across the North Shore;
- Work with School District #44 to explore the opportunities for locating child care hubs in schools, on School District property or in proximity to existing schools; and
- Investigate the possibility of working with private schools to establish child care hubs on or near their property if identified as a priority need.

DEFINITIONS

Accessibility - An accessible child care system is one in which there is appropriate and adequate capacity for all families and children requiring care. This means an integrated continuum of services for children from birth to twelve years of age in developmentally appropriate programs for infants, toddlers, preschoolers and elementary school-age children; mandated accountability for developing and delivering child care programs at appropriate federal and provincial departmental levels, with adequate staff and financial resources; planning, co-ordination and delivery of child care services at the neighbourhood level; culturally and linguistically appropriate services; and physically accessible facilities that promote the independence and inclusion of children with special needs.

Affordability - An affordable child care system is one in which equitable access to child care is available to all families, regardless of income; child care is recognized as an essential community service and has a stable, public and accountable funding basis; with federal, provincial and municipal cost-sharing programs in which senior levels of government have the major responsibility.

Child Care Hubs - The province defines a child care hub as “the co-location of two or more family-strengthening or early childhood development services along with a child care service.” The underlying concept of the hub model is that services for children and families, with child care as the cornerstone, are more integrated by being located together in the same facility as much as possible.

Comprehensive - A comprehensive child care system is one that supports the economic, social and cultural health of communities and reflects the needs of all families and children that require care and/or can benefit from participation in quality early childhood and family support programs. This means a range of child care choices for parents including: full and part-time group programs; licensed family day care; supported informal and in-home care; family resource and support programs; respite, drop-in and emergency care; childminding as part of community social services; care for children with special needs; parental leave options; provisions for shift, seasonal, casual and flexible care; neighbourhood-based recreational and social programs.

Quality - The provision of quality child care programs is essential if optimal childhood development is to be realized. Research and experience indicate that the predictors of quality childcare programs include: the existence and compliance with licensing standards; the provisions of specialized and appropriate staff training; staff salary levels commensurate with training and responsibility; informed parental choice in selection of care and active involvement in the care options of their choice; stable and adequate administration of programs under accountable auspices; and sufficient operating funds and program resources to cover programming costs.

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<th>December 17, 1990</th>
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<th>Policy &amp; Planning Committee</th>
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<td>December 13, 1994</td>
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<td>December 11, 1995</td>
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<td>3. Amendment Date:</td>
<td>November 3, 2008</td>
<td>Approved by:</td>
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APPENDIX A

PARTNERSHIPS

The District of North Vancouver recognizes that partnerships with key agencies in the community are critical to the implementation of the Child Care Policy. As such, the District is committed to work with these agencies in order to establish a comprehensive child care system that supports child care and families in the District and the North Shore as a whole.

North Vancouver Recreation Commission (NVRC)

Mandate

The NVRC was established by the City and District of North Vancouver to provide recreation services and facilities on behalf of the two municipalities. The NVRC provides child-minding services at recreation centres for participants in their programs, pre-school programs and a wide array of recreation services for children. The Recreation Commission views its role in the provision and facilitation of recreation programs for school-age children as part of a larger mandate to address the needs of North Vancouver residents in the provision of a broad array of recreation opportunities regardless of age, gender, ability or economic status.

Responsibility

Within the context of this Policy, the Recreation Commission will take a leadership role in:

• Facilitating the provision of neighbourhood-based, after-school recreation programming for nine to twelve year olds and for the provision of drop-in and casual programming throughout the school year, on school non-instructional days and during school breaks;
• The development and facilitation of Recreation Commission programs for school-aged children in consultation with Advisory Committees, users, volunteers, and non-profit partners and service providers;
• Facilitating after school access to schools for recreation and community services; and
• The District in consultation with the NVRC will work to ensure that, as recreation facilities are redeveloped, on-site opportunities for child care, or child minding are maximized.

North Shore Child Care Resource & Referral Program

Mandate

The North Shore Child Care Resource & Referral Program, which operates under the auspices of the North Shore Community Resource Society, provides a unique and wide range of services that enhance child care and the quality of life for children and families on the North Shore. For parents as well as child care providers, the Program offers a range of services from information and referrals on child care facilities to start up and operating information.

The Program also receives provincial funding to register and provide support services to family day cares, including, but not limited to, training opportunities, equipment loans, and information on subsidy assistance. Additional funding is provided by the District of North Vancouver, as well as the other two North Shore Municipalities, to enable the program to provide expanded services under a Contract for Services.

Responsibility

Within the context of the District's Child Care Policy, the North Shore Child Care and Resource & Referral Program will take a leadership role in:

• Coordinating and administering the North Shore Child Care Planning Committee according to the terms of reference for the Committee, to facilitate and sustain child care services on the North Shore and to review and address priority recommendations from the 2007 North Shore Child Care Needs Assessment;
• Providing networking, consultation, and educational opportunities to centre-based group child care programs;
• Providing child care development and support services including consultations on child care start up, statistics, policy development assistance, fee and wage surveys, etc.;
• Maintaining an up-to-date database of Licensed and Registered License Not Required child care facilities;
• Providing library and equipment resources in response to identified topics and interests in child care programming;
• Being a key participant in the presentation of the North Shore Early Childhood Education Conference,
• Continuing to provide resources and collaboration to respond to diversity issues in our community;
• Collaborating with community partners to enrich training opportunities, respond to identified issues, share information and resources, and to advocate for child care and family support services;
• Representing child care and early learning services at community events and on various committees and tables on the North Shore, and
• Maintaining services mandated by the Ministry of Children and Family Development for Provincial Child Care Resource and Referral Services to support parents and child care providers by providing information and referral, consultation, access to resources, training, professional development, information sharing, networking opportunities and subsidy assistance.

Vancouver Coastal Health Authority

Mandate

Vancouver Coastal Health Authority has the legislated responsibility for administering the provincial Child Care Licensing Regulations under the Community Care and Assisted Living Act. The Vancouver Coastal Health Authority is therefore involved with all child care services that require a licence.

Responsibility

The Vancouver Coastal Health Authority has an important role to play in:

• Ensuring that all information to applicants regarding the licensing process is up-to-date and includes health and municipal requirements;
• Participating in the development and maintenance of a common child care data base;
• Supporting ongoing caregiver education and training;
• Participating with District staff in the development of guidelines for zoning purposes that promote quality child care, and
• Working with District staff through the licensing process to monitor the quality and appropriateness of child care spaces in all forms of development.

North Vancouver School District #44

The mission of the North Vancouver School District is “to promote academic, social and personal development for all learners, to honour diversity, encourage equity and practice democratic governance.” While focussing on their primary mandate, and within the financial constraints dictated by the province. School District #44 recognizes that supporting early learning better prepares young people for further education, and facilitates their transition to the public school system. NVSD support for early childhood education occurs in the following ways:

• StrongStart Programs – StrongStart BC is a free, drop-in early learning program for preschool-aged children accompanied by a parent or caregiver;
• Early Learning Foundations (ELF) Programs – ELF Programs have a unique affiliation with the North Vancouver School District. All ELF preschools adhere to the program Guiding Principles and Practices developed by Early Childhood Educators and the North Vancouver School District, and provide a high quality developmentally appropriate preschool program in a play-based environment. ELF programs have been developed for 3 & 4 year old children;

3 At the time that the District’s Child Care Policy was being revised, School District #44 was reviewing their mission statement and vision. The next update of this policy will include this new information.
• Property Leases – In some instances the School District will lease property and/or buildings to child care providers. In the District this occurs, for example, at Lynnmour, Highlands and Norgate Community School; and
• Lease of Underutilized Space – As enrolment declines the NVSD occasionally finds that it has underutilized school spaces that can be made available for lease. Child care providers are eager to acquire these spaces when they are made available.

Responsibility

Within the context of this Policy, the District of North Vancouver and North Vancouver School District #44 will work collaboratively towards:

• Promoting and facilitating the ELF Programs;
• Exploring options for the location of child care facilities on School District property;
• Locating child care spaces in under-utilized schools; and
• Creating child care hubs in the vicinity of designated Elementary Schools.

Community Service Providers

Community service providers on the North Shore, particularly those that provide programs and/or services for families and women can play a role in implementing the District's Child Care Policy by:

• Establishing regular information exchanges with the North Shore Child Care Resource Program to share emergent needs and child care resource information;
• Providing childminding services in conjunction with community programs and services for families and women; and
• Giving high priority to the expansion of family support programs including drop-ins, family places, self-help groups, etc.

JOINT INITIATIVES

There are a number of areas where joint initiatives are necessary and beneficial towards the implementation of the District's Child Care Policy. A partnership based approach has many benefits and allows key stakeholders to come together to problem-solve, share information, coordinate resources, plan and leverage funding sources. Current examples of partnerships that the District is currently involved in include:

North Shore Child Care Planning Committee (NSCCPC)

The mission of this group, which is made up of representatives from the City of North Vancouver, District of West Vancouver and the District of North Vancouver, School District #44, the North Vancouver Recreation Commission, Vancouver Coastal Health Authority, the Child Care Resource and Referral Program, the Ministry for Child and Family Development, Capilano University, Supported Child Care BC, as well as child care providers, is to "provide a structure that promotes collaborative planning for child care issues on the North Shore. The Committee has been highly successful in providing a forum for the participants to collectively discuss and plan for child care policy change on the North Shore.

Early Childhood Network of the North Shore (WECAN)

WECAN is the early childhood development planning table of the North Shore made up of representatives from the District and City of North Vancouver, District of West Vancouver, Vancouver Coastal Health, North and West Vancouver School District, the Recreation Commission, the Ministry of Children and Family Development as well as child care providers and non-profit organizations. WECAN is enabled through project and strategy grants from Success by 6 (United Way of the Lower Mainland) and Understanding the Early Years (Human Resources and Social Development Canada). The responsibility of the Committee is to: identify gaps, overlaps and barriers to providing appropriate services to young children and their families; develop and implement research projects that identify children and neighbourhoods that are in need of support; develop and implement programs and services that support the developmental needs of all
young children on the North Shore; and develop and implement programs and services specifically targeted to support those children designated as at risk and vulnerable.

**Middle Childhood Matters (NS MCM)**

The District is a participant on the North Shore Middle Childhood Matters Table along with representatives from the City of North Vancouver, District of West Vancouver, Vancouver Coastal Health, North and West Vancouver School District, the Recreation Commission, the Ministry of Children and Family Development as well as non-profit organizations. The Table was formed in November of 2006 and is supported by funding from the United Way. The mandate of the Table is to conduct a research project designed to identify the particular needs of school aged children and their families on the North Shore, particularly during out of school time; the resources that are in place to support these needs; and the gaps and barriers that exist preventing universal access to available programs and services.
District of North Vancouver

Terms of Reference

Child Care Grants Committee

Name

Child Care Grants Committee.

Purpose

To make recommendations to District staff on municipal childcare grants.

Delegated Authority

There is no delegation of authority to the Committee.

Origin of Work

Work assignments for this Committee will come through the Manager of Sustainable Community Planning and be consistent with the purpose of the Committee.

Membership

The Committee will be comprised of five members from the community at large but will represent a balance of child care professionals and residents. There will be no Councillor appointed to this Committee and no staff member will be a voting member of the Committee.

Member Emeritus

The Committee or staff liaison may nominate a Member Emeritus for a one-year term. A Member Emeritus is a non-voting advisor to the committee. There may only be one such member at any time and the one-year appointment is renewable.

Appointment

Qualification

Members will be residents of the District of North Vancouver; however, child care professionals appointed to the Committee need not be residents of the District.

Recruitment and Selection

Annually the Clerk's Office will undertake a process of advertising for residents who are interested in volunteering to fill any vacancies on the Committee. Names of interested residents will be passed on for review by the staff liaison who will recommend appointees.

Appointment

The staff recommended appointees may be ratified by the Advisory Oversight Committee.

Term

Members will be appointed for a two year term. Half of the
Committee's members will be appointed each year to ensure continuity. No member will serve more than two consecutive terms.

If a member misses three consecutive meetings without giving reasonable cause to the Chair in advance, they will be deemed to have resigned.

**Revocation of Appointment**
The Advisory Oversight Committee retains the ability to revoke an appointment as may be deemed necessary.

**Vacancy**
Any vacancy created will be filled by a new appointee for the remainder of the term of the person being replaced.

**Chair**
The Chair and Vice Chair will be elected by the Committee at its first meeting each year. If both are absent from a meeting, an Acting Chair will be chosen by the members present.

**Duties**
The Committee may deal with matters concerning:

a) To assist District staff in development of a child care grants process, including development of guidelines and grant form;

b) To make recommendations to staff on improvements and amendments to the child care granting process;

c) To assist staff in setting annual priorities for child care grants; and,

d) To make recommendations to staff regarding the allocation of Municipal child care grants.

**Work Plan**
Unless otherwise required by the Manager of Sustainable Community Planning, an annual work plan is not required.

**Budget**
There is no budget for this committee.

**Meeting Schedule**
The Committee will meet at the call of the Chair.

**Procedures**
A quorum will be three members of the committee.

Decisions of the Committee will be determined by a simple majority of members present.
All other procedural points will be decided and determined in accordance with Robert's Rules of Order.

**Reporting**
The Committee will report to the designated professional staff liaison.

**Staff Support**
The social planning staff of the Sustainable Community Planning Department will provide professional advice and staff assistance at the discretion of the Manager of Sustainable Community Planning.

**Remuneration**
Appointees will receive no remuneration for their service.

**Conflict of Interest**
Appointees are required to be vigilant for issues of real or perceived conflict of interest and take appropriate action. District staff (Clerk, Directors, CAO) are available to discuss issues of conflict of interest with a potentially affected appointee.

**Code of Ethics**
Appointees will be required to sign a statement saying that they have read, understood, and will conform to the District's Code of Ethics. This will be required immediately upon appointment.

**Dissolution**
At the discretion of the Manager of Sustainable Community Development.
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2020 CHILD CARE GRANTS PROGRAM

The District of North Vancouver is committed to being an active partner in the development and maintenance of a comprehensive child care system which encourages equitable access to affordable, quality programs for District families. The Child Care Grants Program promotes quality, availability and affordability of highly needed child care services.

WHAT KINDS OF PROJECTS ARE FUNDED?
Projects that enhance quality of care and address District priorities for child care, including development of innovative services or programs that can be used as models by other childcare providers. Maximum grants are up to $8,000.

WHAT ARE DISTRICT PRIORITIES?
Priority will be given to new or innovative\(^1\) proposals that address:
- Infant/toddler care
- School age child care (before and after school care) including care for 9-12 year olds
- Flexible and/or non-traditional hours of care
- Supported child care/Special Needs Care
- Supports to vulnerable families (not direct financial aid such as bursaries or subsidized care)
- Caregiver/parent education (priority will be given to organizations that are working collaboratively to serve multiple groups of parents and caregivers within a community)

WHO IS ELIGIBLE?
To be eligible for a 2020 District of North Vancouver Child Care Grant:
- The facility must be located in the District of North Vancouver or be a unique service on the North Shore serving District families.
- The organization must be a registered non-profit society in good standing with the Registrar of Companies for at least one year, or be sponsored by a registered non-profit society in good standing for at least one year.
- The organization must have a volunteer independent governing body.
- The organization must extend its services to the general public in the District and shall not exclude anyone by reason of race, religion or ethnic background
- The organization will not act as a funding body or make grants to any other groups or organization.
- When appropriate, organizations applying for larger grants, should be seen to be forming partnerships and seeking monies from other funding sources, or contributing their own funds (money or in-kind) to the project
- If the organization was previously funded, all accountability forms must have been submitted on time.

2020 GRANT PROCESS
Expressions of Interest will be reviewed by the Community Child Care Grants Committee for eligibility and fit with District priorities as outlined above. Organizations submitting proposals that meet these objectives will be contacted by the Committee to prepare a formal grant application.

The District of North Vancouver invites eligible groups to submit their proposal for enhancing child care services in the District by completing the Expression of Interest form and returning the form to the District by 4:30 p.m. on Monday, April 6\(^{th}\), 2020. The form can be downloaded from the District’s website at [www.dnv.org](http://www.dnv.org), following the pathway Live/Social Services/Childcare.

Got a good idea but not sure if it fits? Contact Cristina Rucci, Community Planning Department at 604-990-2274 or [crucci@dnv.org](mailto:crucci@dnv.org) to discuss possibilities and eligibility.

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\(^1\) Ongoing projects are also eligible for funding. Other projects that don’t fit district priorities but enhance quality of care will also be considered.
Tax Revenue

Materials to be circulated via agenda addendum.
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The District of North Vancouver
REPORT TO COUNCIL

June 29, 2020
File: 08.3060.20/067.19
Case: PLN2019-00067

AUTHOR: Kevin Zhang, Development Planner

SUBJECT: Development Permit 67.19 - 5077 Capilano Road
(Capilano Raw Water Pump Station Backup Power and Gatehouse Replacement Project)

RECOMMENDATION

THAT Council issue Development Permit 67.19 (Attachment C) to allow for the construction of a backup power building, fuel vault, gatehouse building, and associated infrastructure at the Capilano River Regional Park.

REASON FOR REPORT

WSP Global Inc. has applied on behalf of the owner of the properties, Metro Vancouver, to construct a new backup power building and associated infrastructure that will provide water pumping capabilities during power outage events.


The proposed construction of a backup power building, fuel vault, gatehouse building, and associated infrastructure requires issuance of a Development Permit by Council.
BACKGROUND

The Metro Vancouver region is supplied with water from three major interlinked sources: the Coquitlam, Seymour, and Capilano reservoirs. The existing Capilano Raw Water Pump Station (CRWPS), which moves water between the Capilano Reservoir and the Seymour-Capilano Filtration Plant, currently does not have a source of backup power. Without backup power for the pumps, water at the Capilano reservoir is not available during power outage events, which compromises the integrity of the regional supply, particularly if one of the other sources is off-line. This project will provide backup power to the CRWPS. Construction of this project is proposed for early 2021, which is time-sensitive given its role of addressing the existing deficiency in the regional water system and its relationship to other upcoming major regional water infrastructure projects.

Site and Surrounding Area

The development site is within the Capilano River Regional Park, located immediately west of where Capilano Road, Nancy Greene Way, and Prospect Avenue converge. Surrounding land uses include Cleveland Park directly east across Nancy Greene Way and single family residential uses to the northeast and southeast. The total footprint of the proposed construction is approximately 2,280 m² (24,542 sq. ft.).

An existing North Shore Rescue building needs to be relocated to accommodate this proposal. Metro Vancouver has indicated that they will pursue this relocation under a separate permitting process with the District.

Official Community Plan

The site is designated as "Parks, Open Space, and Natural Areas" (POSNA) in the Official Community Plan (OCP). The proposal is consistent with the OCP designation in that it "focuses principally around the protection and preservation of the regional drinking water supply" (OCP section 4.3). Infrastructure associated with "watershed and resource management" is further supported by the Growth Management policies in section 1.2 of the OCP.

Zoning

The site is zoned "Parks, Recreation and Open Space Zone" (PRO). Under the General Regulations section of the Zoning Bylaw, non-commercial water pump stations and any buildings or structures related to such pump stations are permitted in all zones. As such, this proposal is in compliance with the Zoning Bylaw.
PROPOSAL

The main components of the proposal (shown on the image below) consist of a 1,520 m² (16,360 sq. ft.) backup power building which will house an 8.4 megawatt generator. A 180,000 litre (47,550 gallon) underground diesel fuel vault will be located adjacent. A new 225 m² (2,420 sq. ft.) gatehouse accommodating onsite workers and security operations will be constructed to replace the existing gatehouse. A buried electrical duct bank will be routed from the new backup power building to the existing Capilano Raw Water Pump Station. Other works include new service connections, slope stabilization, road frontage improvements, and replanting.

Metro Vancouver has explored various fuel sources for the backup generator. Given the power demands of the pumping system, intermittent usage during electrical outages, and available space on the site, a diesel generator is the only viable option. Various design features ensure fuel containment, including a secondary vault around the underground fuel tanks and double-walled pipes with ongoing monitoring.
The proposal includes the following measures in order to minimize noise during periods when there is an electrical outage and the backup generator is operating:

- Sound mitigation designs throughout the backup power building;
- A sound abatement enclosure around exterior equipment;
- Equipment with integrated sound suppression features; and
- Retention of the existing concrete sound barrier fence along the east property line of the site adjacent to homes along Nancy Greene Way.

**Tree Removal**

The proposed works require 34 trees to be removed due to regrading, siting of structures, and poor tree health. Due to the size of the site, and the locations of the trees proposed to be removed, the tree removal is unlikely to be visible from neighbouring properties, adjacent streets, or park areas accessible to the public.

An Arborist Report with associated tree management and replanting plans has been accepted by the District’s Arborist. These plans are secured as part of Development Permit 67.19.

**Parking**

Fourteen on-site surface parking stalls will be provided as required by the Zoning Bylaw.
ANALYSIS

Development Permit Areas

This site is in the Development Permit Areas for:

- Form and Character of Industrial Development;
- Energy and Water Conservation and Greenhouse Gas Emission Reduction;
- Protection of Development from Hazardous Conditions: Slope Hazard;
- Protection of Development from Hazardous Conditions: Wildfire Hazard;
- Streamside Protection; and
- Protection of the Natural Environment.

Development Permit Area for Form and Character

The intent of the Form and Character for Industrial Development DPA is to encourage employment opportunities through provision of well-designed, attractive, high-quality development. Due to the large distances from neighbouring properties, extensive perimeter trees, and security fencing, the proposal is generally not visible from any residential properties, adjacent streets, or publicly-accessible park areas.

The design as proposed incorporates durable materials that reflect the natural surroundings in both texture and colour. Architectural roof elements house cooling mechanisms and are shaped for sound mitigation. All parking is provided on the interior of the site.

Development Permit Area for Energy and Water Conservation and Greenhouse Gas Emission Reduction

The Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA was created to reduce the District’s greenhouse gas emissions attributable to the construction, operation and maintenance of buildings.

The proposal has been designed to the applicable ASHRAE energy standards. Native shrubs requiring minimal maintenance or watering will be planted over the regraded slopes.

Development Permit Area for Protection of Development from Hazardous Conditions: Slope Hazard

The Slope Hazard DPA was created to reduce slope hazards and landslide risk to people and property by carefully managing development and construction practices on or near steeply-sloped lands. A Geotechnical Report has been prepared by a Geotechnical Engineer and accepted by the District’s Environment Department.

The recommendations in this report (e.g. shoring, dewatering, and monitoring) are secured as part of Development Permit 67.19.
Development Permit Area for Protection of Development from Hazardous Conditions: Wildfire Hazard

The Wildfire Hazard DPA was created to ensure that new development is resilient to wildfire hazards and climate change. A Wildfire Hazard DP Area Assessment Report has been prepared by a Qualified Environmental Professional and accepted by the District’s Environment Department.

The wildfire threat mitigation recommendations in this report (e.g. building materials, site layout, firesmart landscaping, and tree removal) are secured as part of Development Permit 67.19.

Development Permit Area for Streamside Protection

The Streamside Protection DPA was created to protect and improve the integrity, ecological health and biodiversity of the District’s natural systems. A Streamside Protection DP Area Assessment Report has been prepared by a Qualified Environmental Professional and accepted by the District’s Environment Department.

The recommendations and environmental construction specifications in this report are secured as part of Development Permit 67.19.

Development Permit Area for Protection of the Natural Environment

The Protection of the Natural Environment DPA was created to protect the District’s natural setting, ecological systems and visual assets. A Natural Environment DP Area Assessment Report has been prepared by a Qualified Environmental Professional and accepted by the District’s Environment Department.

The recommendations in this report (e.g. avoiding high-value habitat environments, invasive species removal, habitat restoration, and erosion control) are secured as part of Development Permit 67.19.

Off-Site Improvements

As part of this proposal, Metro Vancouver will construct off-site improvements along Nancy Greene Way. These improvements include extended sidewalks, curb letdowns, and realigned vehicle accesses and curb transitions to improve visibility and safety for pedestrians and vehicles. These works will be secured through an Engineering Services Agreement.

Development Cost Charges (DCCs)

District of North Vancouver, Greater Vancouver Sewerage and Drainage District (GVS&DD), and Regional Transportation Development Cost Charges (DCCs) will be payable at the applicable rate at time of Building Permit issuance. The District of North
Vancouver DCC is estimated at $136,038. The GVS&DD and Regional Transportation DCCs are estimated to be $24,153 and $12,271, respectively.

Construction Traffic Management Plan

In order to reduce development’s impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP). Staff are continuing to work with the applicant on the CTMP. A final accepted version will be required prior to issuance of any Building Permits or Highway Use Permits.

Metro Vancouver has chosen to construct both the backup power building and the gatehouse using a single contractor and at the same time. This construction coordination will result in a shorter overall duration for construction. All parking, material storage, and laydown will be accommodated on-site.

The finalized Construction Traffic Management will:

1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);
3. Make provisions for trade vehicle parking which are acceptable to the District and minimize impacts to neighbourhoods;
4. Provide a point of contact for all calls and concerns;
5. Provide a sequence and schedule of construction activities;
6. Identify methods of communication with other developments in the area;
7. Address silt/dust control and clean-up from adjacent streets;
8. Provide a plan for litter clean-up and street sweeping adjacent to the site;
9. Include a communication plan to notify surrounding businesses and residents; and,
10. Commit to camera installation to assist District staff in monitoring construction activities.

The requirement for an accepted Construction Traffic Management Plan is secured in Development Permit 67.19.

Concurrence

The project has been reviewed by staff from the following departments: Building, Urban Design, Fire and Rescue Services, Community Planning, Landscape, Environment, Development Engineering, Construction Traffic Management, and Parks.

Public Input

Public engagement has been undertaken by Metro Vancouver’s Community Engagement division. The Engagement and Communications Plan, which documents public engagement to date and planned engagement during construction, is attached to this report.
In summary, Metro Vancouver conducted door-to-door outreach in October 2018 and notifications were sent to 927 nearby residences in January 2019. This notification is available on Metro Vancouver’s project website and the most recent version dated June 2020 is attached to this report.

Neither the District nor Metro Vancouver has received any written input to date. Metro Vancouver notes that the in-person neighbour questions regarding building design, noise mitigation, and tree removal have been responded to by Metro Vancouver.

Steve Billington, the assigned Community Liaison from Metro Vancouver, led the in-person engagement with residents in October 2018. Metro Vancouver has committed to continue to meet with residents through the construction process. Mr. Billington has worked with the Upper Capilano, Edgemont, and Lions Gate communities on previous Metro Vancouver projects in the area.

CONCLUSION

The project has been designed to comply with the Parks, Recreation and Open Space (PRO) zoning regulations and to respond to the applicable Development Permit Area Guidelines. Development Permit 67.19 is now ready for Council’s consideration.

OPTIONS

The following options are available for Council’s consideration:

1. Issue Development Permit 67.19 (Attachment A) to allow for the construction of a backup power building, fuel vault, gatehouse building, and associated infrastructure at the Capilano River Regional Park (staff recommendation); or

2. Deny Development Permit 67.19 and provide direction to staff.

Respectfully submitted,

[Signature]

Kevin Zhang
Development Planner

ATTACHMENTS

A. Neighbour Notification from Metro Vancouver
B. Metro Vancouver Engagement and Communications Plan
C. Development Permit 67.19
D. The following professional reports referenced in this Report can be viewed at the District's Clerks Department or at this link:
https://owncloud.dnv.org/owncloud/index.php/s/Pb8H7oulxUEHvNm
  a. Arborist Report
  b. Natural Environment DPA Assessment
  c. Streamside Protection DPA Assessment
  d. Replanting Plan
  e. Geotechnical Plan for Proposed Facilities
  f. Geotechnical Plan for Duct Bank
  g. Wildfire Hazard DPA Assessment
  h. Energy and Water Conservation and Greenhouse Gas Emission Reduction Compliance Memo
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<tr>
<th>REVIEWED WITH:</th>
<th>External Agencies:</th>
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Overview

Metro Vancouver will be upgrading drinking water infrastructure primarily in the Metro Vancouver Works Area near Capilano River Regional Park to ensure the delivery of clean, safe drinking water. Two projects currently being planned include a backup power system to ensure a reliable supply of drinking water in case of a power outage, as well as making improvements to Metro Vancouver's watershed gatehouse area. These projects are scheduled to begin construction in 2021 and last for approximately a year and a half.

Capilano Pump Station Backup Power Project

Metro Vancouver is planning to build a backup power system to the Capilano Pump Station. The pump station moves water between the Capilano Reservoir and the Seymour-Capilano Filtration Plant. Power outages can cause the pump station to stop, preventing water from being delivered to the filtration plant and potentially resulting in an insufficient amount of treated water being provided to meet the region’s needs.

The Capilano Pump Station Backup Power Project will include:

- Construction of a new building
- Installation of new fuel powered generators
- Installation of buried electrical cables connecting the generators to the pump station (this work will be completed in the park’s off season to minimize impacts to park users)
- Construction of an underground fuel vault to securely store the fuel tanks that will provide energy to the new generators

The structures and system will be designed to have the capacity to withstand an earthquake.
Gatehouse Replacement Project
The second project planned near the park includes
- Removing some of the existing buildings from the site
- Relocating the existing gatehouse, which will remain operational until the replacement is constructed
- Building a replacement gatehouse and storage area
All work will be contained within Metro Vancouver property with the majority of the work taking place within Metro Vancouver's existing fenced site.

Hours of Work, Traffic, Noise and Safety
Work during the construction phase will take place Monday to Friday between the hours of 7 AM and 8 PM. Crews may occasionally be required to work later to complete specific tasks. All work will comply with District of North Vancouver's noise bylaw or granted bylaw variances.

During this work, there will be some truck traffic along Capilano Road for equipment and material delivery. You may hear intermittent noise while work is occurring; however, crews will make every effort to minimize noise when possible.

Minimizing Construction Impacts
These infrastructure improvements are being designed to minimize environmental impacts to the Capilano Reservoir and Capilano River Regional Park. An environmental monitoring professional will be on site to monitor the work during construction, when necessary.

Working with the Community
Metro Vancouver is committed to minimizing construction impacts on the community. Local residents and businesses will receive ongoing notifications through newsletters, web updates, email and on-site signage. Visitor access in the park will be maintained.

A Community Liaison is available to address any public questions or concerns.

Project Timeline

<table>
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<tr>
<th>Detailed Design</th>
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<th>Construction</th>
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<tbody>
<tr>
<td>Spring 2018-Fall 2019</td>
<td>Spring 2020-Fall 2020</td>
<td>Spring 2021-Fall 2022</td>
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</table>

To receive regular project updates by email, please sign up by visiting www.metrovancouver.org and search “Capilano Watershed Infrastructure Upgrades”

Contacting Metro Vancouver
Community Liaison:
604-432-6200 (Monday to Friday from 8 AM to 4:30 PM)
Email: icentre@metrovancouver.org
(Please include “Capilano Watershed Infrastructure Upgrades” in the subject line)
Engagement and Communications Plan
Capilano Watershed Infrastructure Upgrades

Purpose:
This document includes an overview of the project, schedule and engagement activities to support every phase of project. It is for internal use and for our member local governments. This is a living document and is intended to be updated with information as it becomes available.

Project Description:
Metro Vancouver is upgrading drinking water infrastructure primarily within the Metro Vancouver Works Yard beside Capilano River Regional Park. This includes a backup power system for the Capilano Pump Station and improvements to Metro Vancouver’s watershed gatehouse area.

Site preparation is ongoing through 2020. Construction is expected to begin in early 2021 and last approximately two years. The project includes:

a. Demolition of some smaller buildings within the Works Yard
b. Restoring the site to a level grade in preparation for construction of a new building
c. Construction of a new building
d. Installation of new fuel powered generators
e. Construction of an underground fuel vault near the new building
f. Installation of buried electrical cables connecting the generators to the pump station
g. Building a replacement gatehouse and storage area

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<tr>
<th>Site preparation</th>
<th>Construction</th>
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<tr>
<td>Ongoing – December 2020</td>
<td>Early 2021 – 2023</td>
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Engagement and Communication Overview:
Metro Vancouver has been in communication with local residents about the project for a number of years. To date, feedback about the project from residents has been minimal but positive due to the majority of work that is planned to take place within the Metro Vancouver Works Yard.

Engagement and communication activities completed to date include:

- Project fact sheet with Metro Vancouver contact information was distributed to 927 residences
  - No inquiries were received from the public in response to the fact sheet distribution
- Webpage was created with a map, project timeline and a sign-up feature to receive project updates
- An assigned Community Liaison, Steve Billington, who is available to meet with residents and discuss any comments about the project
- High-impact stakeholder meetings were held by Steve Billington in 2018 with key residents in the area
  - Residents nearby who provided verbal feedback felt they would not be impacted by the project and were not concerned about construction due to the majority of work taking place within the Metro Vancouver Works Yard. One resident asked questions about tree removal activity planned for the project, but was not concerned
- Notifications to nearby residences were distributed and temporary on-site signage was installed for associated survey and geotechnical work as well as site-preparation activities
  - No inquiries were received from the public in response to these activities

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<th>TECHNICAL ACTIVITIES</th>
<th>ENGAGEMENT AND COMMUNICATION ACTIVITIES</th>
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<td>SITE PREPARATION</td>
<td>MINIMIZING PROJECT IMPACTS AND REASSURING AROUND ACCOUNTABILITY</td>
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<td>Gatehouse relocation</td>
<td>Newsletter to nearby residences</td>
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<td>Community Liaison follow-up communication via email with interested neighbours</td>
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<tr>
<td>May to July 2020</td>
<td>Temporary on-site signage for this activity with the project name, duration and Metro Vancouver contact information</td>
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<td>Newsletter to nearby residences</td>
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<tr>
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<td>Community Liaison follow-up communication via email with interested neighbours</td>
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<td>May 2020 to December 2020</td>
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### TECHNICAL ACTIVITIES

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<tr>
<th>Construction</th>
<th>Engagement and Communication Activities</th>
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<tr>
<td>Construction of a new building</td>
<td>Project fact sheet to nearby residences in advance of the work start</td>
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<tr>
<td>Installation of new fuel powered generators</td>
<td>On-site information signage and other branding in visible areas to park users</td>
</tr>
<tr>
<td>Installation of buried electrical cables connecting the generators to the pump station</td>
<td>Community Liaison follow-up communication via email and phone with interested neighbours before and during construction activities</td>
</tr>
<tr>
<td>Construction of an underground fuel vault near the new building</td>
<td>Additional written and Community Liaison communication with residents in the area as needed during construction activities</td>
</tr>
<tr>
<td>Building a replacement gatehouse and storage area</td>
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### 2021 TO 2023

- Tree removal
- Newsletter to nearby residences
- Community Liaison follow-up communication via email with interested neighbours
- Temporary on-site signage for this activity with the project name, duration and Metro Vancouver contact information

### Fall 2020

- Construction of a new building
- Installation of new fuel powered generators
- Installation of buried electrical cables connecting the generators to the pump station
- Construction of an underground fuel vault near the new building
- Building a replacement gatehouse and storage area
THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT PERMIT 67.19

This Development Permit 67.19 is hereby issued by The Corporation of the District of North Vancouver to the registered owner(s) of the following properties:

1) 5077 Capilano Rd, legally described as That Part Of District Lot 593 In Explanatory Plan 3700 Group 1 New Westminster District Except (A) Part In Explanatory Plan 6685 And (B) Part In Plan 16271 (PID: 015-984-010); and

2) Unaddressed Lot, legally described as That Part Of District Lot 594 In Explanatory Plan 3700 Group 1 New Westminster District Except (A) Part In Explanatory Plan 6685 And (B) Part In Plan 16271 (PID: 016-222-563).

for the construction of a backup power plant, underground fuel vault, gatehouse building, and associated infrastructure subject to the following terms and conditions:

A) The following requirement is imposed under Subsection 490 (1) (c) of the Local Government Act:

1) Substantial construction as determined by the Manager of Permits and Licenses shall commence within two years of the date of this permit or the permit shall lapse.

2) A Construction Traffic Management Plan (CTMP) and Traffic Management Plan (TMP) are required prior to issuance of any Building Permit, and may require amendments during the course of construction to ensure that construction impacts are minimized.

B) The following requirements are imposed under Subsection 491 (1) of the Local Government Act:

1) No work shall take place except to the limited extent shown on the attached plans (DP 67.19 1 - 8) and in accordance with the following specifications:

   i) The site shall be developed in accordance with the recommendations of the Arborist Report prepared by Diamond Head Consulting Ltd. dated June 22, 2020.

   ii) The site shall be developed in accordance with the recommendations of the Natural Environment DPA Assessment prepared by Diamond Head Consulting Ltd. dated October 18, 2019.
iii) The site shall be developed in accordance with the recommendations of the Streamside Protection DPA Assessment prepared by Diamond Head Consulting Ltd. dated October 18, 2019.

iv) The site shall be developed in accordance with the Replanting Plan prepared by WSP Global Inc. dated June, 2020.

v) A qualified professional shall confirm that the Building Permit drawings meet the recommendations of the reports referenced above, or meets an equivalent or higher degree of protection.

vi) A post-construction report by the Registered Professional(s) is required prior to consideration of issuance of an Occupancy Permit, stating that the development has been carried out in accordance with all the above mentioned reports.

C) The following requirements are imposed under Subsections 491 (2) of the Local Government Act:

1) No work shall take place except to the limited extent shown on the attached plans (DP 67.19 1 - 8) and in accordance with the following specifications:

i) The site shall be developed in accordance with the recommendations of the Geotechnical Report for Proposed Generator/Fuel Storage Facility prepared by EXP Services Inc. dated October 29, 2019.

ii) The site shall be developed in accordance with the recommendations of the Geotechnical Report for Steep Slope Section of Duct Bank prepared by EXP Services Inc. dated October 10, 2019.

iii) The site shall be developed in accordance with the recommendations of the Wildfire Hazard DP Area Assessment Report prepared by Diamond Head Consulting Ltd. dated October 18, 2019.

iv) A qualified Professional Engineer shall confirm that the building permit drawings meet the recommendations of the reports referenced above, or meets an equivalent or higher degree of protection.

v) A post-construction report by the Registered Professional(s) is required prior to consideration of issuance of an Occupancy Permit, stating that the development has been carried out in accordance with all the above mentioned reports.
D) The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act:

1) The site shall be developed in accordance with the attached plans DP 67.19 1 - 8.

2) All signage proposed must comply with the District of North Vancouver Sign Bylaw.

3) Prior to the issuance of a Building Permit, the following shall be submitted to:

   i) Building Department:


   ii) Environment Department

   a) A finalized Erosion and Sediment Control Plan for the approval of the Environment Department.

   iii) Parks Department:

   a) Three copies of a final detailed landscape and replanting plan prepared by a Landscape Architect registered in British Columbia for the approval of the General Manager of Engineering or their designate;

   b) A written landscape estimate in accordance with District format, submitted by the Landscape Architect for approval by the Parks and Engineering Services Department for the installation of all landscaping as shown on the final approved landscape plan; and,

   c) A completed "Permission to Enter" agreement to provide evidence that a Landscape Architect has been retained to supervise the installation of the landscape works and the written authorization for the District or its agents to enter the premises and expend any or all of the deposit monies to complete the landscape works in accordance with the approved landscape plan.
iv) Engineering Department:

a) Confirmation of registration of a Stormwater Management Covenant;

b) Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department; and

c) An executed Engineering Services Agreement between the property owner and the District related to the required upgrading of off-site facilities on Nancy Greene Way.

E) The following requirements are imposed under Subsections 491 (9) of the Local Government Act:

1) No work shall take place except to the limited extent shown on the attached plans (DP 67.19 1 - 8) and in accordance with the following specifications:

i) The site shall be developed in accordance with the recommendations of the Energy and Water Conservation and GHG Emission DPA Memo prepared by WSP Global Inc., dated June 26, 2020.

F) The following requirements are imposed under Subsection 502 of the Local Government Act:

1) Prior to issuance of the Building Permit the following deposits are required:

i) A security deposit equal to the greater of 125% of the estimated cost of all on-site landscaping, in accordance with the approved cost estimate or $100,000. The deposit must be provided prior to issuance of a Building Permit for the development on the Land and will be held as security for landscaping, building, and environmental works.

ii) Engineering security deposit(s), in an amount specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.
Mayor

Municipal Clerk
Dated this __________ day of __________, __________
**CHECK PRINT**

**DATE:**

**DESIGN:**

**Sheet:**

**DRAWN BY:**

**CHECKED BY:**

**APPROVED BY:**

**SCALE:**

**SHEET NO:**

**SHEET OF:**

**GREAT VANCouver WATER DISTRICT**

**CAPITLAND RAW WATER PUMP STATION**

**BACKUP POWER**

---

**SECTION 1: 1:128**

**NOTE:**

1. DESIGN ENGINEERING CO-ORDINATED, INSPECTED AND CERTIFIED BY THE DESIGN ENGINEER. SPECIALTY ENGINEER REVIEWED BY CONTRACTOR.

**GENSET ROOM**

**OFFICE ROOF**

**ELECTRICAL ROOM**

**GENSET ROOM**

**OFFICE**

**ELECTRICAL ROOM**

**MAIN FLOOR**

---

**DP07.13 - 3**

---

**DESIGN DRAWING**

---

**DATE:**

**SUMMARY SHEET**

**SECTION 2: 1:128**

**NOTE:**
The following professional reports referenced in this Report can be viewed at the District’s Clerks Department or at this link:

https://owncloud.dnv.org/owncloud/index.php/s/Pb8H7ouIxUEHvNm

a. Arborist Report
b. Natural Environment DPA Assessment
c. Streamside Protection DPA Assessment
d. Replanting Plan
e. Geotechnical Plan for Proposed Facilities
f. Geotechnical Plan for Duct Bank
g. Wildfire Hazard DPA Assessment
h. Energy and Water Conservation and Greenhouse Gas Emission Reduction Compliance Memo
THIS PAGE LEFT BLANK INTENTIONALLY
The District of North Vancouver
REPORT TO COUNCIL

July 7, 2020
File: 08.3060.20/083.18

AUTHOR: Casey Peters, Senior Development Planner

SUBJECT: 220 Mountain Hwy, 1515-1555 Oxford Street – Council Early Input OCP amendment, Rezoning, and Development Permit Application

RECOMMENDATION

THAT Council provide direction to staff regarding the consideration of an application for Official Community Plan (OCP) amendment, rezoning, and development permit for a six-storey rental building in accordance with the alternate resolution options below.

REASON FOR REPORT

TPL Development Oxford Ltd. has applied to redevelop seven existing single-family residential lots to create a six-storey rental building with a total of 140 units, including 134 market rental units and six non-market rental units.

Implementation of the proposed project will require Council's consideration of bylaws to amend the Official Community Plan (OCP) and rezone the subject properties. In light of Council's direction to undertake a targeted review of the Official Community Plan (OCP), staff are seeking direction from Council with respect to next steps for this application.

The following four alternative resolutions are presented for Council's consideration:

1. Proceed – "THAT Staff be directed to prepare bylaws based on the applicant’s OCP amendment and rezoning application and also a DCC waiver bylaw for the 6 affordable rental units";
2. Revise – "THAT Council is not supportive of the OCP amendment and rezoning application as proposed, and requests that the applicant revise their proposal";
3. Reject – "THAT Council is not supportive of the OCP amendment and rezoning application and that the application be rejected"; or
4. Defer – "THAT Council’s consideration of the OCP amendment and rezoning application be deferred until after the targeted review of the Official Community Plan".
ANALYSIS

Site and Surrounding Area

The development site is 3,073 m² (33,077 sq. ft.) in area and is comprised of seven single-family residential lots occupied by six single-family homes.

The site is located at the southeast corner of Mountain Highway and Oxford Street. Surrounding properties include commercial uses to the south and west, institutional to the north (Creekstone Care Centre) and existing multi-family uses to the east and north-east.

The OCP designates the subject site as "Residential Level 6" (RES6) which envisions medium-rise apartments at a density of up to approximately 2.5 FSR.

At approximately 2.96 FSR, the proposal does not comply with the Official Community Plan designation and an amendment to the OCP will be required if the project proceeds.

The proposal addresses a number of OCP goals and policies including:

- "Encourage and facilitate a broad range of market, non-market and supportive housing"
- "Encourage and facilitate a wide range of multifamily housing sizes, including units suitable for families with an appropriate number of bedrooms, and smaller apartment units"
- "Focus a higher proportion of affordable housing in designated growth areas"
"Require, where appropriate, that large multifamily developments contribute to the provision of affordable housing by, but not limited to: including a portion of affordable rental or ownership units as part of the project"

**Development Permit Areas**

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

a) Form and Character of Multi-Family Residential Buildings  
b) Energy and Water Conservation and Greenhouse Gas Emission Reduction  
c) Protection of Development from Hazardous Conditions: Creek Hazard

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.

**Lower Lynn Town Centre Implementation Plan (Lynn Creek)**

The project has been reviewed against the Lower Lynn Town Centre Implementation Plan (Lynn Creek Plan) and the Lynn Creek Public Realm Guidelines. The project achieves the public realm objectives and provides improved infrastructure for pedestrians, bicyclists, and drivers.

The Lynn Creek Plan anticipates multi-family residential development in the form of mid-rise apartments on this site, at a height of approximately six storeys. The proposal is consistent with the heights anticipated for this site.

The "Creekstone Care Centre" seniors' housing development immediately north of the site was approved by Council in January 2018 with a density of approximately 3.1 FSR and seven storeys in height. "Pivot" an 88 unit market rental apartment development to the northeast of the site, was approved by Council in September 2018 with a density of approximately 3.09 FSR and six storeys in height. "Lynn Creek Apartments" a 98 unit market rental apartment development to the east of the site was approved by Council in September 2014 with a density of approximately 3.02 FSR and six storeys in height. OCP amendments were approved to accommodate each of these three developments.

**Rental and Affordable Housing Strategy**

The subject application responds to the District’s “Rental and Affordable Housing Strategy” by addressing:

- Goal 1: Expand the supply and diversity of housing.
- Goal 2: Expand the supply of new rental and affordable housing
Zoning

The subject properties are currently zoned “Single Family Residential 6000” zone (RS4) which allows for a maximum density of approximately 0.35 FSR. Rezoning to a new Comprehensive Development (CD) Zone is required to accommodate the project.

PROPOSAL

Project Description
The proposal is for 140 rental units in a six-storey building over a single level of underground parking. Two amenity rooms are proposed on the ground floor.

The units are a mix of studio, one, two, and three bedroom layouts. The units range in size from 41 m² (441 sq. ft.) to 91 m² (974 sq. ft.). The building is approximately 9,093m² (97,878 sq. ft.) in size.

The proposal includes the creation of a new north-south lane to the east of the proposed building. The existing east-west lane will remain but access to Mountain Highway is proposed to be closed due to concern with the proximity to the busy intersection at Main Street and Mountain Highway.

Access to the underground parking garage is proposed from the southwest corner of the site off the existing lane.
Non-market rental units

The proposal is for a 140 unit rental building including six units to be rented at non-market rates. The six non-market units are comprised of one studio unit and five one-bedroom units. The applicant is targeting rents for the non-market units at 20% below the District median rents as published in the CMHC Rental Market Surrey. The District median rents and proposed non-market unit rents are shown in the table below:

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Number of Units</th>
<th>DNV median rents from CMHC (2019)</th>
<th>Proposed Rent (20% below median)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>1</td>
<td>$1,248</td>
<td>$998</td>
</tr>
<tr>
<td>1 bedroom</td>
<td>5</td>
<td>$1,538</td>
<td>$1,230</td>
</tr>
</tbody>
</table>

The non-market units would be considered affordable for households with incomes of between $39,920 (studio unit) and $49,200 (one-bedroom unit).

The rental tenure and rents for the non-market units will be secured with a Housing Agreement should the project advance.

Green Building Measures

This project is required to meet Step 3 of the BC Energy Step Code, in accordance with the District’s Construction Bylaw. The applicant has considered the District’s Community Energy and Emissions Plan (CEEP) and Council’s recent declaration of a Climate Emergency. In response, the applicant notes the following:

- Heating system based on air source heat pumps which run exclusively on electricity
- Proximity to Phibbs Exchange and the new rapid bus
- Transportation Demand Management (TDM) strategies including measures to promote transit use including bus passes with a credit provided at the start of all new tenancies
- Parking ratio of 0.72 stalls per unit
- Roadway improvements including new pedestrian and bicycle infrastructure
- Two parking stalls dedicated to carshare programs
- Building designed to surpass recommendations of Step 3 of Energy Step Code
- Replanting of 33 trees along the perimeter of the site
- Rooftop urban agriculture initiatives
- As directed by Council, staff will be reporting back on Greenhouse Gas Intensity limits which may impact this proposal further.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on February 14, 2019 and the Panel recommended approval of the project subject to resolution of the...
Panel comments. The applicant has addressed the Panel's comments including the addition of a children's play area to the rooftop, changes to the lobby, and changes to materials.

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 through the OCP amendment and rezoning process.

Accessibility

The proposal fulfils the requirements of the District's "Accessible Design Policy for Multi-family Housing" as 100% of the apartment units (140) meet the 'Basic Accessible Design' criteria and 5% of the apartment units (7) meet the 'Enhanced Accessible Design' criteria.

Vehicle Parking

Vehicle parking is proposed in a single level underground garage with additional at-grade stalls accessed from the existing lane. Access to the underground garage is proposed through a ramp from the existing lane to the south of the subject site.
The District’s “Reduced Parking Rates for Multifamily Residential Developments Policy” would require 0.85 spaces per unit (0.75 plus 0.1 for visitors) which would result in 119 spaces. District Staff are reviewing this policy and the new draft policy would recommend 109 spaces for this project.

The proposal includes a total of 101 parking spaces with two of these spaces for car share and 14 for visitors, an overall ratio of 0.71 spaces per unit. The car share and visitor parking spaces are at-grade at the south side of the building.

The District OCP includes statements that support reductions in parking including:
- that reductions for parking requirements should be considered for new developments in centres well-served by transit as ways to encourage alternate modes of transportation and to increase housing affordability; and
- support, where appropriate, parking reductions for purpose built market and affordable rental units.

The proposed parking rate is supported by the conclusions of the traffic and parking study submitted with the application.

**Bicycle Parking and Storage**

The proposal includes space for 176 bicycle storage spaces for residents in the underground parking garage, providing a ratio of 1.26 spaces per unit. Six visitor bicycles spaces are provided adjacent to the entrance of the building. In addition, e-bike charging stations are proposed.

The bicycle parking proposed exceeds the requirement in the District’s Zoning Bylaw, but does not fully comply with the District’s “Bicycle Parking and End-of-Trip Facilities” Policy which would require 244 bicycle spaces (1.75 per unit). In addition to the infrastructure improvements proposed, the bicycle storage spaces should help to support alternate transportation options for residents and visitors to the site.

**Off-site Improvements**

The application includes a number of off-site improvements:
- Improved street frontages with street tree plantings and streetlight upgrades, including pedestrian lighting, curb, gutter, and paving improvements, along the Mountain Highway and Oxford Street.
- New bicycle lane on Mountain Highway along the west frontage of the site.
- Creation of a new north-south lane connecting the existing lane to Oxford Street.

This project would provide substantial land dedications for roadways including:
- The creation of a new north-south lane which allows for elimination of the access/egress to Mountain Highway from the existing lane;
- Dedications on Mountain Highway to create a new bicycle lane;
• Dedications on Mountain Highway and Oxford Street to improve the turning radius for buses, including the new rapid bus.

The estimated total value of off-site works (engineering and landscaping) is $360,000. This estimate has been provided by the applicant and the full scope (and value) of required off-site construction will be determined through the detailed design work at the Building Permit stage.

The project will pay Development Cost Charges (DCC’s) at the applicable rate at the date of Building Permit submission should the OCP amendment, rezoning, and Development Permit be approved. If the project proceeds, Council may consider whether to direct staff to prepare a Development Cost Charge Waiver Bylaw to establish a DCC rate at $0 for the six non-market units only, subject to securing the non-market units in a housing agreement bylaw.

Landscaping

A landscape plan has been submitted with the rezoning application showing planting around the perimeter of the project. A small exterior amenity space is proposed on Oxford Street adjacent to an amenity room and an additional amenity space is provided on the rooftop. Should the OCP amendment and rezoning proposal proceed, a more detailed review of landscape issues will be included in the development permit report.

Community Amenity Contribution

The District’s Community Amenity Contribution (CAC) Policy outlines expectations for projects including rental and affordable housing. Should the OCP amendment and rezoning proceed, the value of CAC’s will be resolved and reported at time of bylaw introduction.

Construction Traffic Management Plan

The site is shown in relation to other residential construction projects and potential development projects in the image below.

In order to reduce development’s impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) as a condition of a Development Permit. Further details will be provided should the project advance to bylaw introduction, including timing of this proposal relative to major infrastructure improvements (e.g. Phibbs Exchange and Lower Lynn Interchange).
Concurrence

The project has been reviewed by staff from the Environment, Building and Permits, Parks, Development Engineering, Community Planning, Urban Design, the Fire Department, and the Arts Office.

The site is located within 800m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Infrastructure will be required prior to adoption of a rezoning bylaw, should the proposal proceed.

School District 44 was provided a copy of the application materials and asked to confirm that students expected to reside in the development can be accommodated. No concern with the development proposal has been expressed by the School District to date.

Public Input

The applicant held a facilitated Public Information Meeting on January 31, 2019. Notices were distributed to neighbours in accordance with the District’s policy on Non-Statutory Public Consultation for Development Applications. A sign was placed on the property to
notify passers-by of the meeting, and advertisements were placed in the North Shore News. A webpage was established for this project on the District’s website.

The meeting was attended by approximately 13 residents.

In general there was support for the project and participants recognized the demand for rental housing. Questions arose around the construction timeline, rental rates, and parking concerns in the neighbourhood. A copy of the facilitator’s report with redacted public input is attached to this report.

Implementation

If this proposal proceeds, it will require an OCP amendment bylaw, rezoning, and a Housing Agreement, as well as issuance of a development permit and registration of legal agreements.

It is anticipated that a development covenant would be used to secure items such as the details of off-site servicing and accessible design features.

CONCLUSION

The proposed 140 unit rental project assists in the implementation of the District’s Official Community Plan objectives and the Lower Lynn Implementation Plan (Lynn Creek). The information in this report has been prepared to present the application to Council and to seek Council’s direction on how to proceed with Council consideration of this application.

Options:

In light of Council’s direction to undertake a targeted review of the Official Community Plan (OCP), staff are seeking direction from Council with respect to next steps for this application. The following four alternative resolutions are presented for Council’s consideration:

1. **Proceed** – “THAT Staff be directed to prepare bylaws based on the applicant’s OCP amendment and rezoning application and also a DCC waiver bylaw for the 6 affordable rental units”;
2. **Revise** – “THAT Council is not supportive of the OCP amendment and rezoning application as proposed, and requests that the applicant revise their proposal”;
3. **Reject** – “THAT Council is not supportive of the OCP amendment and rezoning application and that the application be rejected”; or
4. **Defer** – “THAT Council’s consideration of the OCP amendment and rezoning application be deferred until after the targeted review of the Official Community Plan”.

112
Respectfully submitted,

Casey Peters
Senior Development Planner

Attachments:
A. Detailed Application Drawing Package
B. Facilitator’s report from Public Information Meeting
SUBJECT: 220 Mountain Hwy, 1515-1555 Oxford Street – OCP amendment, Rezoning and Development Permit for six-storey rental building

July 7, 2020

<table>
<thead>
<tr>
<th>REVIEWED WITH:</th>
<th>External Agencies:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Planning</td>
<td>Library Board</td>
</tr>
<tr>
<td>Development Planning</td>
<td>NS Health</td>
</tr>
<tr>
<td>Development Engineering</td>
<td>RCMP</td>
</tr>
<tr>
<td>Utilities</td>
<td>NVRC</td>
</tr>
<tr>
<td>Engineering Operations</td>
<td>Museum &amp; Arch.</td>
</tr>
<tr>
<td>Parks</td>
<td>Other:</td>
</tr>
<tr>
<td>Environment</td>
<td></td>
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<tr>
<td>Facilities</td>
<td></td>
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<tr>
<td>Human Resources</td>
<td></td>
</tr>
<tr>
<td>Review and Compliance</td>
<td></td>
</tr>
</tbody>
</table>
District of North Vancouver Community
Energy and Emissions Plan

1. **Transportation and Land Use: Designing connected and efficient communities and reducing the District's reliance on Vehicles Powered by fossil fuels**

   **Key Actions:**
   1. This site's adjacency to Phibbs Exchange transit hub ensures that residents of this development will not necessarily be dependent on private vehicle ownership. Bus routes, including the new B-line rapid bus service and buses connecting directly to Skytain will be available at resident's doorstep.
   2. TDM strategies will be implemented, including measures taken to promote the use of Public Transit for all tenants;
      - Detailed transit information will be provided, including real time information provided on a display in the building's lobby.
      - Bus passes with credit will be provided at the start of all new tenancies
      - 174 Class 1 and 6 class 2 bicycle stalls will be provided for residents
      - Improvements to the surrounding street network, aimed at promoting the use and safety of travel by foot and bike will include;
        - A new 27 foot dedicated North/South lane to the east of the building.
        - A road dedication (of varying width) on Oxford St
        - The creation of a new dedicated bike like and pedestrian sidewalk on both Oxford St and Mountain Highway,
   3. A parking ratio of .72 stalls/unit (102 stalls) is proposed for the project. This number is below the target ratio of .85 stalls/unit (119 stalls) proposed in the Lynn Creek Town Centre Implementation plan and significantly less than the requirement of 1.65 stalls/unit (231 stalls) designated as per part 10 of the DNV Zoning bylaw
   4. Roadway design at the intersections of Mountain Highway and Oxford Street, as well as at Oxford Street and the new North/South lane will be improved with new lighting and signage and increased visibility to reduce risk to pedestrians and cyclists.
   5. Residents will have access to the future Lynn Creek Green Spine located on the north end of Oxford Street.
   6. Sidewalks will be designed with dedicated cycling and pedestrian lanes. Lighting design will ensure these areas are well lit and safe for use at all hours.
   7. E-bike charging infrastructure will be provided within the buildings' secured bicycle storage rooms
   8. Parking pricing will be implemented for all of the building's non-visitor parking stalls and priority allocation of stalls will be given to Electric Vehicles
   9. Underground parking will comply with the district's policy for EV-ready charging.
   10. Two parking stalls will be dedicated exclusively to Carshare programs. Letters of interest have been received from both Modo and Sharenow, and the project is currently in discussion with EVO carshare.
2. **Buildings & Energy: Improving new and existing building performance, and exploring opportunities for renewable energy and energy savings**

Key Actions:
1. The project will surpass the recommendations for Step 3 of the BC Energy Step Code. In its current design, the energy model concludes that our proposed building performs 35% better than NECB 2015 Baseline Building. A summary of the project’s preliminary step code compliance can be found in Appendix 16 of our application.
2. The building primary heating system will run on an Air Sourced VRF system. This system is considered highly efficient and runs exclusively on electricity. In British Columbia, 95% of the Province’s electricity is generated from renewables.
3. High efficiency HRV systems will be used to reuse and recapture hot and cold air, improve air quality and lessen energy consumed by heating and cooling systems.
4. High efficiency LED lighting and Energy-star appliances will be used throughout the building.
5. Environmentally sound building products will be used, including low VOC flooring and paint whenever feasible.
6. Initiatives for water efficiency, including the installation of individual water meters for each unit, will be implemented.

3. **Solid Waste: Reducing energy and emissions by reducing waste sent to landfill and by lowering emissions generated from Waste**

Key Actions During Construction;
1. During the demolition phase, the existing six homes will be disassembled layer-by-layer and separated. Materials will be sold or donated for re-use where possible and unsalvageable materials will be recycled at the appropriate facilities.
2. A formal environmental charter will provide guidelines for the construction management process in order to reduce solid waste during the project’s construction.

Key Actions After Construction;
1. Multi-stream waste disposal facilities within the building, with clear instructions and strict penalties for non-compliance, will reduce waste sent to landfill by promoting recycling and composting of organics.
2. At the time of building occupancy, an awareness and education campaign will inform residents on the building’s waste disposal programs.
4. **Urban Forestry: Preserving, enhancing and expanding the District’s urban canopy, managing existing eco-assets, and planting more trees.**

**Key Actions:**
1. Replanting of 33 trees along the perimeter of the site will expand the district’s urban canopy. Trees that enable Bird-friendly habitat conservation and promotion will be selected to mimic the ideal environmental conditions for the birds.
2. Rooftop urban agriculture initiatives, including those geared towards assisting pollinators, will be implemented on the building’s rooftop amenity space.
### For Energy Conservation:

<table>
<thead>
<tr>
<th>DP Guideline</th>
<th>Development Team Response</th>
</tr>
</thead>
</table>
| 1. Integrated design process should be utilized to identify opportunities to reduce building's energy consumption | Our development team is working closely with all of the project's relevant consultants to ensure that the optimal systems are implemented to reduce the building's energy consumption. 
In addition to a simplified building form that limits step-backs and over-articulation in order to reduce weak points in the building envelope, measures which we will implement include:  
- The use of a High efficiency VRF heating system, which runs exclusively on electricity  
- Double paned windows throughout  
- High efficiency boiler systems  
- High efficiency HRV systems  
- Use of Energy-star appliances in all units  
- LED lighting throughout and  
- Daylight responsive and motion activated lighting controls incorporated throughout all common areas |
| 2. Effectiveness of the building envelope, including glazing, to reduce heat loss should be maximized | The proposal incorporates a reduced window-wall ratio of 30%, exterior insulation on a wood framed building with vinyl windows, and a highly insulated roof. The design of longer, deeper units allows for more of the building area (and more units) to be contained within the building envelope, resulting in a much greater proportion of shared interior party walls (and less exterior) and more energy efficiency. 
A Summary of the project's envelope performance, which surpasses the required measures, can be found on Page 5 of Appendix 16. |
| 3. Overall building energy performance and interior thermal comfort should be maximized through a combination of passive design strategies, including but not limited to; | The following passive measures are incorporated: |
## REDIC DEVELOPMENTS

**Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA**

<table>
<thead>
<tr>
<th>Sizing and placement of windows and incorporation of operable windows to increase opportunities for natural ventilation, reducing the reliance on mechanical HVAC systems</th>
<th>Operable windows for each bedroom and living space for natural ventilation. Corner units have windows on both sides to ensure cross-ventilation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orientation of buildings to maximize site specific climatic conditions especially in terms of solar access and wind flow, where possible</td>
<td>East-west building orientation to maximize solar access</td>
</tr>
<tr>
<td>Use of thermally broken window frames and high performance glazing</td>
<td>Highly efficient vinyl windows with double-glazed windows and Low-E coated glass</td>
</tr>
<tr>
<td>Incorporation of roof overhangs, fixed fins or other solar shading devices to ensure</td>
<td>Passive solar shading over windows by use of balconies on south and west sides</td>
</tr>
<tr>
<td>Design building massing and solar orientation to improve the passive performance of the structure</td>
<td>Natural light into the center of the circulation corridor</td>
</tr>
<tr>
<td>- Building form has been simplified as much as possible, and step-backs avoided to maximize envelope efficiency</td>
<td>- Building form has been simplified as much as possible, and step-backs avoided to maximize envelope efficiency</td>
</tr>
</tbody>
</table>

### 4. Various measures should be utilized to reduce the heat island effect of a building's roof and heat transfer into the building, including: green roofs, energy star rated or high albedo roofing material; or other appropriate measures

The rooftop will include a light-covered roof membrane and light-covered pavers in areas where the roof is used as an outdoor amenity space.

### 5. Opportunities for the distribution of natural daylight into a building's interior spaces to reduce the energy consumption of electric lighting should be maximized. Avoid the use of heavy tinted or reflective glazing that reduces the solar gain but also reduces the penetration of daylight and increases glare

The interior corridor features a large area of glazing in the mid-building “break”. This helps to differentiate the two sides of the building while providing natural light in the middle of the corridor. This glazing is north-facing so we are able to use clear class, but with Low-E coating.

### 6. Solar thermal or solar electric technologies should be incorporated, but, where it is not possible to incorporate solar technologies during initial construction of a building, the building should be designed to be solar ready

Given the economic constraints in delivering rental housing, the project cannot provide solar thermal or solar electric. However, conduit will be installed to the roof to allow for future installation.

### 7. On-site renewable energy systems should be pursued where feasible

Not possible given the size of the site and the economic constraints.

### 8. Mechanical systems should be designed to enable interconnection to future district energy systems in those areas identified by the district as having potential for such systems

N/A

(DNV has moved away from district energy systems)

### 9. Onsite landscaping should be designed to promote opportunities for passive heating/cooling without negatively affecting the potential for solar thermal or solar electric systems on the site and on surrounding properties

Landscaping is located on lower levels of the building to contribute to the public realm, and to privacy for lower level units. Future solar thermal or solar electric would be provided on the rooftop where it does not conflict with proposed landscaping.
On the ground floor, majority of the landscape faces the north, east and west which does not negatively affect any solar thermal or solar electric systems.

An arbour with evergreen planting and vines is located along the south property line, screening the parking lots to the sun to reduce heat island effect.

The planting on Level 2 is provided to screen the lane before but the plants selected are low enough to allow for winter sun.

10. The planting of appropriate trees within parking lots should be maximized to provide shade, store carbon and reduce heat build-up

   Surface parking is predominantly covered by the second level deck.

11. Daylight responsive controls should be incorporated in all regularly occupied spaces sited adjacent to windows/skylights

   Occupants will have the ability to open windows within their individual units.

   Motion activated LED lighting systems will also be installed in all frequented common areas.

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### For Water Conservation

<table>
<thead>
<tr>
<th>DP Guideline</th>
<th>Development Team Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. An integrated design process should be utilized to identify opportunities to reduce a building’s water consumption and incorporate strategies for the capture and use of stormwater for landscaping purposes.</td>
<td>Low-flow fixtures will be selected throughout the project and stormwater detention is proposed. The project dedicates a large portion of the site to the District as a new lane which reduces our flexibility in the parkade layout and ability to provide infiltration through native soil.</td>
</tr>
<tr>
<td>2. The stormwater and building water discharge should be managed on site to the extent possible. Measures could include;</td>
<td>As per above, our site is greatly reduced and constrained by the laneway dedication, however, native, non-invasive planting that is</td>
</tr>
</tbody>
</table>
- Maximizing pervious surfaces to enhance stormwater infiltration opportunities
- Incorporating bioswales and rain gardens for infiltration
- Using drought-tolerant and native plans and other xeriscaping techniques to minimize the need for landscape irrigation
- Maximizing the use of topsoil or composted waste for finish grading to assist in infiltration and increase the water holding capacity of landscaped areas

drought tolerant have been selected to this project and landscaped areas have been maximized to enhance stormwater infiltration opportunities

3. Where a site is adjacent to open space or a watercourse, integrated stormwater should be directed to that receiving environment if appropriate

N/A

4. Automated control systems should be utilized where temporary or permanent mechanical irrigation systems are required.

If mechanical irrigation is required, a high efficiency irrigation system designed by an IIIBC certified professional will be installed to reduce the projects water consumption.

For Greenhouse Gas Emissions

<table>
<thead>
<tr>
<th>DP Guideline</th>
<th>Development Team Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Building materials which are durable for the use intended should be selected</td>
<td>Given that this will be a rental building, it is in our best interest and it is our intention to provide durable materials that will reduce future maintenance costs</td>
</tr>
<tr>
<td>2. Locally or regionally sourced building materials should be used to reduce transportation energy costs</td>
<td>Locally sourced exterior cladding and locally manufactured windows will be selected</td>
</tr>
<tr>
<td>3. Existing building materials should be reused where practical</td>
<td>Not practical in this instance</td>
</tr>
<tr>
<td>4. Building materials which may be reused or recycled upon building demolition should be selected</td>
<td>Proposed building is wood-framed which allows for re-use in future</td>
</tr>
<tr>
<td>5. A construction waste management plan should be developed and areas for the collection of recyclable materials during construction should be provided on site;</td>
<td>To be provided</td>
</tr>
<tr>
<td>6. Building products which have low, or no-VOC off gassing potential should be selected.</td>
<td>Whenever possible, Low VOC Materials will be selected for all interior finishes</td>
</tr>
</tbody>
</table>
220 Mountain Highway and 1515-1555 Oxford Street

Public Information Meeting Summary Report

Event Date: January 31, 2019
Time: 6:30pm – 8:30pm
Location: North Shore Winter Club, 1325 E. Keith Road, North Vancouver
Attendance: 13 members of the public signed in.
Comments: Seven comment sheets, two e-mails, and one phone call were submitted.

Meeting Purpose:
1) To present development proposal materials to neighbours
2) To provide an opportunity for the public to ask questions about the proposal
3) To provide an opportunity for neighbours to comment on the proposal

Notification:
In accordance with District of North Vancouver policies:

Invitation Brochures
Invitations and informational packages were delivered to 228 addresses within a 100m radius from the site, meeting District requirements. Appendix A includes a copy of this package and a map of the distribution area.

Newspaper Ad
A newspaper ad was placed in the North Shore News on Friday, January 25, 2019 and Wednesday, January 30, 2019. A copy of the ad is included in Appendix A.

Notification Signs
A notification sign was installed on the property on January 16, 2019, providing two weeks’ notice to neighbours of the meeting. A photograph of the installed sign is provided in Appendix A.

Attendance:
13 members of the public signed in for the meeting. A copy of the redacted sign-in sheet is included in Appendix B.

The following City staff and project team members were in attendance:

District of North Vancouver:
• Casey Peters, Development Planner

Project Team:
• Adel Bellemlih, Redic Development
• Ryan Rohani, Redic Development
Overview:
The meeting was held in a Public Information Meeting format. Meeting participants could browse the display boards and engage with the project team directly, followed by a formal presentation and facilitated question and answer period. The facilitator noted questions and comments on a flip chart for all to see.

The participants were invited to submit written comments to the facilitator or to the municipal planner. The comment period remained open from the night of the meeting, January 31, 2019 to February 14, 2019. Seven comment sheets, two e-mails, and one phone call were submitted to the municipal planner.

The general tone of the evening was support for this development proposal. Community members recognized the demand for rental housing in the neighbourhood as a more attainable alternative to home ownership. Questions arose around the construction timeline, the height of the building, whether or not it will be pet-friendly, as well as the rental rates. The suggestion was made to the DNV to consider a parking solution for people taking transit from this area.

The overall development proposal was supported by most participants.

Public Dialogue:
(Q = Question, A = Answer, C = Comment, and the number is to track the dialogue)

Q1 Will there be public parking for people taking transit from here?
   A1 The District does not have control over the MOT parcel nearby. The District has raised the importance of creating some kind of parking at Phibbs Exchange.

Q2 When will the project be complete?
   A2 The estimated timeline is 6 months to 1 year to complete the detailed rezoning application process. With construction, it could be approximately 3 years.

Q3 What will rental rates be?
   A3 Construction prices are changing rapidly. We will not know for at least one year. The rental building next door is a good comparable for pricing.

C4 There is a huge need for rental. I have friends and clients looking. There are waitlists. I think this is great.

Q5 Will there be more rental projects in the future?
A5 A third rental residential application in this neighbourhood has been submitted to the District. A couple of other projects that might have rental units are coming up.

Q6 Is rental housing a priority for this council?

A6 The District reviews all development applications, and evaluates them on their merits.

C7 My daughter was looking for a home in the District. There is not enough rental housing. I hope this project is approved.

Q8 What is the height of the building?

A8 Six storeys with a flat roof and roof deck. The building will be wood-frame, which is more sustainable and affordable and puts limits on height. It is proposed to be approximately 60 feet high.

Q9 Will pets be allowed?

A9 Every project we do is pet-friendly.

Comment Sheet and Email Summary
Participants were invited to submit comments for a two-week response period after the meeting. Seven comment sheets, two emails, as well as one phone call were submitted. The main themes from the comments received included:

- Support for the project, as rental housing is much needed on the North Shore
- Support for the design of the project
- Suggestion to process this and other rental projects quickly
- Support for the family-friendly (2- and 3-bedroom) and pet-friendly nature of the building
- Suggestion that the project include some 4-bedroom units
- One respondent opined that there was not enough parking in this proposal.

Conclusion
The purpose of this public information meeting was to present to neighbours the proposed rezoning application, and to provide them with an opportunity to ask clarifying questions and comment on the proposal. 228 invitations were distributed by hand to the surrounding community, and 12 community members signed in. Two newspaper ads notified the community of the meeting, and a sign was posted on the property. Seven comment forms, two emails, and one phone call were submitted to the municipal planner.

The public could participate in this process in several ways:

- browsing boards
- talking to the project team and DNV Planner
- watching a presentation
- participating in a facilitated question and answer period
- submitting written comments.
The meeting length and format was sufficient to provide all participants an opportunity to learn more, ask questions, and make the comments they wished to provide that evening. Participants asked the development team and District planner a variety of questions, mostly related to the shortage of rental housing on the North Shore and their personal challenges in this regard. All of the community members that spoke at the meeting expressed explicit support for this project. Participants noted that families, younger people, and seniors are looking for rental accommodation in the area as an alternative to homeownership. Suggestions were made to prioritize this and other rental housing projects. The community was given ample opportunity to express their views of the proposal.
Dynamo Théâtre reimagines Romeo and Juliet

Production opens door to new reading of Shakespeare

W Dynamo Théâtre's What If... Romeo and Juliet... Presentation House Theatre, Jan. 25-27, photo/Courtesy, JEREMY SEPEHRPOUR

Those beautiful, harsh, ear-crassened kids who died about 422 years ago. Since then Romeo and Juliet have told their respective tales to theatre and high school English classes. Their story has been transcribed, adapted, butchered to include ballet, slapstick, on New York's West Side, garbling in Verona, Verona. Verona. Verona. Until the last, and the hastily nametted show's most famous line: "Fair Montague and Capulet. I Sarcastically, and Capulet lovers in Little Italy, and the hastily nametted show's most famous line: "Fair Montague and Capulet. I wonder if their children's children's children knew that there had been a show about the same families? But what about the two dozen teenagers at the mall? Only wanted to know. They'd say, "Oh my God, I forgot," "she laughs. "I just wanted to get on the stage the love between two children."

The essence of tragedy is the realization that comes too late. If I died and I'm because of the stuff I did. Romeo and Juliet is a tragedy for the Montague and Capulet parents who realize their blindness to the love of their children. And for a company that tells stories with accuracy and movement, Shakespeare must be protected by an unmarketable aura, adds theatre general manager Cherie Beaver. But the feeling that she didn't have the right to stage Romeo and Juliet changed after reading about Rufus Wainwright. The Canadian singer's use of Shakespeare's sonnet to the basis for an album signaled something important about Shakespeare, she mentions. His work belonged to everyone. "I must invite Shakespeare to Dynamo Theatre," she decided. "Shakespeare told me, 'It’s OK.'" Even with the base's permission, there were still 300 hours of work ahead. A scheduled house opening sends with rushes, Beaver explains. "The work is not in someone's head but in someone's body. So we need these bodies to be in stage to express those words."

The stag is a space except for two actresses representing the Capulet ladies as well as the more cynical and the innocent. Beaver explains. The actress used to die "the play" in the writing process while the music composed the play's soundtrack. One rehearse the actors, and then the other rehearse the one. Even gained the active and figured out the finishes, such as incorporating Shakespeare's text. The final's disembodied voice gives the play a dramatic, distinct dispensation from the texts that governs Romeo and Juliet.

What if? Romeo and Juliet… takes place over five separate, one hour acts where they catch another's eye, the balcony where they speak the play's most famous words, their farewell, the moonlight, and, of course, the tomb. But inside that shows, the play diverges. What if they can decide for themselves? Giassensi asks. What if they can reject the repetitive society and escape on the altar of their manipulated fantasy?

"I would like to open the door on Shakespeare to a young audience," Giassensi says. When you perform for childdren, she adds, you have to give them light and hope. "The children are innocent," she says. "We can give them the choice between the violence and peace."

Notice of a Public Information Meeting in Your Neighborhood

A redevelopment is being proposed for 220 Mountain Highway and 1515-1555 Oxford St. in North Vancouver, to construct a high-rise purpose-built rental building. You are invited to a meeting to discuss the project:

Date: Thursday January 24th, 2019
Time: 6:00PM
Location of Meeting: North Shore Winter Club
1331 E. Smith Road, North Vancouver

Redic Development Inc. is proposing to construct a 6-storey purpose-built rental building at 220 Mountain Highway and 1331-1355 Oxford St. The proposal is for 154 rental units, which include 62 two-bedroom units, and 93 bedroom units. The main pedestrian access to the building will be off Oxford Street, while the access to the underground parking will be through the rear lane. 134 parking stalls are provided for residents and visitors. The proposal also includes improvements to both the Oxford St. and Mountain Highway sidewalks, as well as the creation of a new north-south link to the east of the building.

This information package is being distributed to the owners and occupants within 100m of the proposed development site in accordance with Section 2 of the North Vancouver Bylaw. If you have any questions or concerns about the plans, please contact your elected representative at 604-990-3588 or bring your questions and concerns to the meeting.
Camera operator Michael Varga trained his lens on an empty expanse of sky and snow. In five seconds or two seconds flat, he can listen and set his position. He has a habit of walking. "And if I miss it, it's gone," Varga says. And then you get screamed at by CBC producers, he adds with a chuckle.

For more than 40 years, Lynn Valley resident Michael Varga captured sports around the world. His recollections are captured in the new self-published autobiography Inside View.

For his part, Varga amazed Canadians by the size he could tell and wouldn't know who to start. In five minutes, he was telling me all these stories and I go, 'Oh, okay, okay! Here's my next project,' he laughs.

For his part, Varga amazed Canadians by the size he could tell and wouldn't know who to start. In five minutes, he was telling me all these stories and I go, 'Oh, okay, okay! Here's my next project,' he laughs.

Varga's career began in the early 1970s when he was helping to prepare a summer job in CBC's audience into a career as a camera operator. It was an ambition he'd nurtured since he'd been a schoolgirl star in a 1971 production of Aladdin.

Varga was visiting for his job interview at CBC Vancouver when he saw a trendy lady. Her buddy, Mark Simard, was holding envelopes into airplanes and firing them into raiding airways.

"Here, you want to try?" he offered.

Varga's plane had just taken wing when the personnel manager walked in.

The ensuing interview was brief but painful. But while he didn't get the summer job, his application landed him a seat at a technical manager in need of a camera operator.

"I hadn't told them where airplanes, I was still working in the studios," Varga writes. "It was fast and a little bit of luck."

For estimates, he was sometime seeing 10 hours a week, but he loved his job and the perspective it offered. Early in his career Varga was an attractive, go-getting, in-demand female who needed to know how to perform.

Varga was known for plugging leaks into a frenzy, but the producers of the show assumed any way they could. "It's as if, in today's standards, occasionally we would feed a tired audience of tired clowns and we'd pop to help energize them," he writes.

But what he really loved to do was shoot sports.

Varga seemed at home shooting hockey games.

See Emery page 22

Notice of a Public Information Meeting in Your Neighborhood

A redevelopment is being proposed for 220 Mountain Highway and 1515 – 1555 Oxford St. in North Vancouver to construct a 6-storey purpose-built rental building. You are invited to a meeting to discuss the project:

Date: Thursday January 31st, 2019
Time: 6:00PM
Location of Meeting: North Shore Winter Club
1333 E. 19th Avenue, North Vancouver

Redic Development Inc. proposes to construct a 6-storey purpose-built rental building at 220 Mountain Highway and 1515 – 1555 Oxford St.

The proposed is a 244 rental units, which include 62 two-bedroom units, and 5 three-bedroom units. The main pedestrian access to the building will be on Oxford Street, while the access to its underground parking will be through the rear lane. 514 parking stalls are provided for residents and visitors. The proposal also includes improvement to both the Oxford St. and Mountain Highway sidewalks, as well as the creation of a new north/south lane to the east of the building.

Consequences:

- Increased access to public transportation
- Improved connectivity
- Increased pedestrian safety
- Increased green space

This information package is being distributed to the owners and occupiers within 100m of the proposed development site in accordance with District of North Vancouver policies. If you would like to receive a copy or have any questions, please contact Ryan Taylor at 778-604-4235 or Casey Peters, Development Planner at 604-990-1348, or bring your questions and comments to the meeting.
Notification Sign: Installed January 16, 2019
Meeting Agenda:
Doors Open: 6:30 PM
Open House Discussion Start: 6:45PM
Presentation: 7:00 PM – 7:45 PM

For further information please contact:
Ryan Rohani  Redic Development Inc.
778-668-4236
Casey Peters  District of North Vancouver
604-990-2388 Development Planner

Notice of a Public
Information Meeting in Your
Neighborhood

Redic Developments Inc is hosting a Public Information Meeting to present the development proposal for a 134-unit purpose-built rental building at 220 Mountain Highway and 1515 – 1555 Oxford St.

This information package is being distributed to the owners and occupants within 100m of the proposed development site in accordance with District of North Vancouver policy

Meeting Time and Location:
Thursday, January 31st, 2018
North Shore Winter Club
1325 E. Keith Road, North Vancouver
The Proposal:

Redic Development Inc proposes to construct a 6-storey purpose built rental building at 220 Mountain Highway and 1515-1555 Oxford Street.

The proposal is for 134 units, which includes 62 two-bedroom units, and 5 three-bedroom units.

The main pedestrian access to the building will be from Oxford Street while the access to its underground parking will be through the rear lane. 114 parking stalls will be provided for residents and visitors.

The proposal also includes improvements to both the Oxford Street and Mountain Highway sidewalks, as well as the creation of a new north/south lane to the east of the building.
Notification Area Map
Appendix C – Public Comments: Written Submissions:

COMMENT SHEET
The District of North Vancouver

PROPOSAL: Six-storey, 134-unit rental residential building over underground parking, at 220 Mountain Highway and 1515-1555 Oxford Street.

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

Good project providing much needed rental units - beautiful design.
Please accelerate approval so this can be built ASAP for all those desperate to find housing in N Vancouver.

Your Name
Street Address

Please check this box if you desire your contact information to be available to the applicant:

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected hereon will be used only for the purpose of this public consultation process unless a release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with the District of North Vancouver’s Manager of Administrative Services at 604-990-2307.

Please return, by mail or email by February 14, 2019 to:
Casey Peters
Tel: 604-990-2480
District of North Vancouver - Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: peterse@dnv.org

Document 3752916
COMMENT SHEET
The District of North Vancouver

PROPOSAL: Six-storey, 134-unit rental residential building over underground parking, at 220 Mountain Highway and 1515-1555 Oxford Street.

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

A family friendly and pet friendly rental! This is just a dream for families on the above since we've had such a hard time finding a decent rental unit for a long time, so it is a relief to see what things are changing the good way. North Vancouver is a family friendly city district and there should be more rental opportunities like this one. Thank you!

Your Name ___________________ Street Address ___________________

Please check this box if you desire your contact information to be available to the applicant: [ ]

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected here will be used only for the purpose of this public consultation process, unless its release is authorized by its owner or is compelled by a Court or an agent only authorized under another Act. Further information may be obtained by speaking with the District of North Vancouver’s Manager of Administrative Services at 604-990-2101.

Please return, by mail or email by February 14, 2019 to:
Casey Peters
Tel: 604-990-2480
District of North Vancouver - Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: petersc@dnv.org
COMMENT SHEET
The District of North Vancouver

PROPOSAL: Six-storey, 134-unit rental residential building over underground parking, at 220 Mountain Highway and 1515-1555 Oxford Street.

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

This project is very elegant and will be a fantastic addition to the neighborhood.

There is an urgent worrying demand for rental in the whole district. While this project is a huge help, we still need more rental supply.

Thanks for all the hard work District, Redic.

Your Name: ___________________________ Street Address: ___________________________

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a court or an agent duly authorized under another Act. Further information may be obtained by speaking with the District of North Vancouver's Manager of Administrative Services at 604-990-3107.

Please return, by mail or email by February 14, 2019 to:

Casey Peters
Tel: 604-990-2480
District of North Vancouver - Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: petersc@dnv.org

Document: 83532896
COMMENT SHEET
The District of North Vancouver

PROPOSAL: Six-storey, 134-unit rental residential building over underground parking, at 220 Mountain Highway and 1515-1555 Oxford Street.

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

The design of the building looks absolutely lovely in person. This gives a fresh new feel to a very much needed look in this neighborhood. The rooms with 2 + 3 bedrooms are much needed and have a big demand. This project will definitely have many people excited. I hope it pulls through!

Your Name [ ]
Street Address [ ]

Please check this box if you desire your contact information to be available to the applicant: [ ]

The personal information collected on this form is done as pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected hereon will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or by an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2301.

Please return, by mail or email by February 14, 2019 to:
Casey Peters
Tel: 604-990-2480
District of North Vancouver - Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: petersc@dvn.org
PROPOSAL: Six-storey, 134-unit rental residential building over underground parking, at 220
Mountain Highway and 1515-1555 Oxford Street.

To help us determine neighbourhood opinions, please provide us with any input you have on this
project (feel free to attach additional sheets):

- [ ] Definitely needed project in the neighborhood
- [ ] The height is kept to a very reasonable scale compare to the big Dent homes nearby.
- [ ] In favor of this project

Your Name ___________________________ Street Address ___________________________

Please check this box if you desire your contact Information to be available to the applicant: ☐

The personal Information collected on this form is done pursuant to the Community Charter and/or the Local Government Act and in
accordance with the Freedom of Information and Protection of Privacy Act. The personal Information collected herein will be used only for the
purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized
under another Act. Further Information may be obtained by speaking with the District of North Vancouver’s Manager of Administrative Services
at 604-990-2757

Please return, by mail or email by February 14, 2019 to:

Casey Peters
Tel: 604-990-2480
District of North Vancouver - Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: peterse@dnv.org
COMMENT SHEET
The District of North Vancouver

PROPOSAL: Six-storey, 134-unit rental residential building over underground parking, at 220 Mountain Highway and 1515-1555 Oxford Street.

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

[Handwritten note: Please make this proposal happen!]

Your Name __________________________ Street Address __________________________

Please check this box if you desire your contact information to be available to the applicant: [ ]

The personal information collected on this form is done so pursuant to the Community Center Act and/or the local Government Act and is in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected hereinafter will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agency duly authorized under another Act. Further information may be obtained by speaking with the District of North Vancouver's Manager of Administrative Services at 604-990-2307.

Please return, by mail or email by February 14, 2019 to:

Casey Peters
Tel: 604-990-2480
District of North Vancouver - Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: peterse@dnv.org

Petersson Planning Consulting
COMMENT SHEET
The District of North Vancouver

PROPOSAL: Six-storey, 134-unit rental residential building over underground parking, at 220 Mountain Highway and 1515-1555 Oxford Street.

To help us determine neighbourhood opinions, please provide us with any input you have on this project (feel free to attach additional sheets):

We feel there is a need for rental property, especially since our was looking for a space of live in and could only find a dark small basement at an exorbitant price to rent, out of necessity.

Your Name: ___________________________ Street Address: ___________________________

Please check this box if you desire your contact information to be available to the applicant: ☐

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and by accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected herein will be used only for the purpose of this public consultation process unless its re-use is authorised by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-3307.

Please return, by mail or email by February 14, 2019 to:

Casey Peters
Tel: 604-990-2480
District of North Vancouver - Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: peterc@dvn.org

Document: 31128016
Hi Casey,

Thank you for taking the time to respond to my questions and for sharing the outdoor plan. I do appreciate it.

At this public information stage of the application, I wish to make it known that I would like to see the inclusion of more market rentals that are sized for larger families (e.g., SOME 3 bedroom units) such as ones that Mosaic is including in their rental building—flex-units that have 3 beds plus the flex/lock off that would allow for either a larger family with parents and children, or for a grandparent to live with them. Knowing the difficulty our family is encountering in finding a comparable replacement place/space to rent, purpose built rentals should be built across a diverse spectrum.

I would appreciate if you would ensure these comments are included in the public feedback. I wish I could be there but am unable this week.

Thanks for reading.

Best,

---

—— Original Message ——
From: Casey Peters
To: [redacted]
Sent: Monday, January 28, 2019 8:11 AM
Subject: RE: Questions re: 220 Mtn Hwy

Hello [redacted]

Happy new year to you as well.

The project proposes 134 rental units with a proposed unit mix as follows:
15 studio
52 one bedroom
62 two-bedroom
5 three-bedroom

There is an indoor amenity space proposed at the northwest corner of the building and an adjacent outdoor amenity space that includes a large dining table and children’s play area. I’ve included a “snip” of the landscape plan below.
Hi Casey,

Happy New Year!
I have a couple questions about the aforementioned proposed development. Unfortunately Jan 31 is
so I won’t be able to attend the info meeting, but I’m curious about the unit mix
What is the other unit mix? Is there any outdoor space?

I tried to find more info on dnv.org but didn’t see anything.

I look forward to hearing from you.

Kindly,

Sent from my Samsung Galaxy smartphone.
- Lack of parking in proposal
- Residents will have on care each.
- On-street parking is already difficult in the neighborhood.

* Can't attend. Pm.
The District of North Vancouver
REPORT TO COUNCIL

June 25, 2020
File: 08.3060.20/008.20

AUTHOR: Daniel Broderick, Planning Assistant

SUBJECT: 4360 Gallant Avenue - Deep Cove Cultural Centre
            Permanent Amendment to Existing Liquor Licence

RECOMMENDATION:

THAT Council pass the attached resolution (Attachment 1) in relation to The Deep Cove Cultural Centre's request to extend the existing liquor licence to include the theatre space at 4360 Gallant Avenue.

REASON FOR REPORT:

Mr. Michael Smith has applied on behalf of the Deep Cove Cultural Centre to permit a permanent extension of the existing licenced area to include the theatre space at 4360 Gallant Avenue. The Provincial licensing process is designed to allow local governments to consider the impact of the licence application and provide comments in the form of a resolution. A Council resolution for the Liquor and Cannabis Regulation Branch (LCRB) is required as part of this process. Issuing Provincial liquor licences or accommodating changes to existing licences is at the discretion of the LCRB.
SUMMARY:

Proposal:

The Deep Cove Cultural Centre has an existing liquor primary licence to permit the sale and consumption of alcohol in the building’s gallery, meeting room, and lobby areas (Areas 1, 2, and 3 on the Site Plan below). The liquor licence application proposes to extend the existing licenced area to include the theatre space (Area 4). This would allow patrons of the centre to bring alcoholic beverages into the theatre during performances. The total maximum occupancy for the purposes of liquor licencing would increase from the current maximum of 130 persons to 200 persons (occupancy is currently less than this due to COVID-19 Provincial Health Officer orders).

There are no proposed changes to the existing licence hours, which are:
- 11:00am to 1:00am Monday to Saturday; and
- 11:00am to 12:00am Sunday.

Site Plan of Deep Cove Cultural Centre
Existing licensed areas (Areas 1-3 in blue) and the proposed additional area (Area 4 in red)
Photos of existing theatre showing centre seating and stage areas

Background:

The Deep Cove Cultural Centre received two temporary extensions of the licenced area, in November 2018 and November 2019, to allow serving of alcohol in the theatre space for specific performances. No concerns were raised with respect to the two temporary extensions.

ANALYSIS:

Site and Surrounding Area:

The Official Community Plan (OCP) designates the site as "Institutional" and allows for a range of public assembly uses, including recreation centres and public buildings.

The site is located on the north side of Gallant Avenue, east of Panorama Drive, and is zoned "Special Purpose Park" (SP), which allows for a variety of uses including performance and presentation spaces as accessory uses. The north portion of the site includes a part of Panorama Park.
Public Input:

The LCRB requires that municipalities consider the potential impacts on a community prior to passing a motion on liquor licensing applications. Staff placed a sign on the site on May 19, 2020 and a notice was delivered to 347 neighbouring property owners and tenants in accordance with the District of North Vancouver’s policy on Non-Statutory Public Consultation.

The public response period concluded on June 16, 2020. To date, four responses have been received as a result of the notification:

- Two residents noted support for the extension of the licenced area.
- Two residents phoned in to express concern with the proposal, noting that the existing licenced area being limited to the lobby and gallery areas seemed more appropriate. Concern was also expressed regarding the management of liquor within the theatre space.

Concurrence:

The proposal has been reviewed by the appropriate District of North Vancouver departments and external agencies to ensure all policies and regulations are met.

The District of North Vancouver Fire Department has reviewed the proposal and has no comments on this application.

The District of North Vancouver Bylaw Services Department has not identified any concerns with this proposal. There have been no bylaw issues with the Deep Cove Cultural Centre that would raise concerns regarding the extension of the liquor licence.

The RCMP has indicated no opposition to the proposal and there have been no complaints received regarding the existing licence.

The North Shore Liquor Inspector has noted no initial opposition to the proposal. Once in receipt of Council’s input in the form of a resolution, the LCRB will complete further review under their own application review process.

Parking:

Additional parking is not required under the District Zoning Bylaw as there is no additional floor space or change of use proposed.
Impact on the community:

The impact on the surrounding community is expected to be minimal as the Deep Cove Cultural Centre is already operating as an existing licenced performance space and gallery for the Deep Cove community.

CONCLUSION:

The addition of the theatre space as part of the liquor licence allows patrons to carry their beverage into the theatre during performances. The proposed permanent extension of the liquor licence is supportable as the impact on the surrounding community is expected to be minimal.

OPTIONS:

1. That Council approve the attached resolution (Attachment 1) which supports the requested liquor licence endorsement for an extension of the existing licence to include the theatre space (staff recommendation); or

2. That Council modify the attached resolution (Attachment 1) and then approve as modified; or

3. That Council recommend to the LCRB that the application be denied with reasons for that recommendation.

Respectfully Submitted,

Daniel Broderick
Planning Assistant

Attachments:

1. Resolution to the Liquor and Cannabis Regulation Branch
2. Redacted Public Comments
SUBJECT: 4360 Gallant Avenue - Deep Cove Cultural Centre
Permanent Amendment to Existing Liquor Licence

June 25, 2020

REVIEWED WITH:

- Community Planning
- Development Planning
- Development Engineering
- Utilities
- Engineering Operations
- Parks
- Environment
- Facilities
- Human Resources
- Review and Compliance
- Clerk's Office
- Communications
- Finance
- Fire Services
- ITS
- Solicitor
- GIS
- Real Estate
- Bylaw Services
- Planning

External Agencies:
- Library Board
- NS Health
- RCMP
- NVRC
- Museum & Arch.
- Other:

Document: 4399227
RE: 4360 Gallant Avenue – Deep Cove Cultural Centre – Permanent Amendment to an Existing Liquor Licence

At the Council meeting held on July 20, 2020, Council passed the following resolution with respect to the above-referenced application:

"Be it resolved that:

1. The Council has considered the following:
   - The location of the establishment; and
   - The person capacity and hours of liquor service.

2. The Council's comments on the prescribed considerations are as follows:
   (a) The location of the licenced area:
      - The site is located along a street with predominantly commercial uses; and
      - The Deep Cove Cultural Centre has been operating as a performance venue in this location without complaint.

   (b) The proximity of the site to other social or recreational facilities and public buildings:
      - The site is in a public building and will not conflict with any nearby social, recreation, or public buildings under the conditions stipulated in this resolution.

   (c) The person capacity and hours of the licenced area:
      - The maximum capacity of 200 people for all areas; and
      - The permitted closing hours of 1:00am Monday to Saturday, and 12:00am Sunday.

   (d) The impact of noise on the community if the application is approved:
      - The impact of noise is expected to be minimal as there is no outdoor component to the liquor licence.

   (e) The impact on the community if the application is approved:
      - The impact on the community is expected to be minimal as the venue is an existing performance space along a commercial road; and
      - There have been no concerns raised regarding existing licenced area at this location.

3. The Council's comments on the views of residents are as follows:
   Staff completed the following notification procedure in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications:
   - A Public Notice sign was placed on the site; and
   - A notice requesting input on the proposal was delivered to 347 neighbouring property owners and tenants.
Four responses were received. Two residents voiced support for the extension of the licenced area. Two residents expressed concern with the proposal, noting that the proposed extension is unnecessary.

4. The Council recommends the approval of the licence for the following reasons:
   - The Zoning Bylaw permits the existing use and no changes to the use are proposed; and
   - The establishment is not expected to create significant impact on the surrounding community."
PUBLIC INPUT FOR 4360 GALLANT AVENUE
APPLICATION FOR PERMANENT AMENDMENT TO EXISTING LIQUOR LICENCE
Dear Mr. Broderick:

I am writing to support the application of Deep Cove Cultural Centre for the extension of their liquor licence into the theatre. The Centre is a mainstay of Deep Cove and have always been excellent neighbours.

Thank you very much
I think this is a great idea and heartily support the application.
Opposed - [Redacted]

Comments provided by phone May 25, 2020

- Expressed concern about extending the liquor licence to include the theatre.
- Noted that they are regular patrons of the Cultural Centre.
- Noted that this could create additional mess in the theatre due to spills.
- Also noted that patrons could order their beverages ahead of time to be ready for intermission.
- Would like the licence to stay as it is within the already allowed areas (i.e. the lobby, gallery and meeting space).

Opposed - [Redacted]

Comments provided by phone on June 10, 2020

- Noted that while it is nice to have alcohol available for patrons, they expressed concern regarding extending the liquor licence into the theatre area.
- Noted that they are regular patrons of the Cultural Centre.
- Expressed that it is ideal to have liquor consumed in the lobby rather than in the theatre area.
- Noted that if people are intoxicated, there may be safety concerns, especially if there is a need to exit the building for an emergency.
- Noted concerns with spillage. The seating rows are narrow and there isn't anywhere to accommodate drinks (e.g. cup holders).
The District of North Vancouver

REPORT TO COUNCIL

July 7, 2020
File: 13.6440.10/000.000

AUTHOR: Nicole Foth, Community Planner

SUBJECT: Metro Vancouver Regional Industrial Lands Strategy Approval

RECOMMENDATION:
THAT the report entitled "Metro Vancouver Regional Industrial Lands Strategy Approval" dated July 7, 2020 from the Community Planner is received for information.

REASON FOR REPORT:
This is a cover report to inform Council that the Metro Vancouver Regional Industrial Lands Strategy (RILS) (Attachment 1) was approved by the Metro Vancouver Regional Board on July 3, 2020. In the near future, Metro Vancouver will be requesting the District’s endorsement of the Strategy. Once the referral has been received, staff will bring a more detailed report to Council about the impact of RILS to the District. This is anticipated for early fall 2020.

SUMMARY:
The Metro Vancouver Industrial Lands Strategy Task Force guided the creation of the RILS. Councillor Jordan Back represented the District on the Task Force. The RILS provides a vision for the region’s industrial lands to the year 2050. It contains recommended actions to protect and promote industrial land for employment and economic well-being. The RILS anticipates implementation and collaboration with Metro Vancouver, its member jurisdictions including the District, and other organizations.

EXISTING POLICY:
The District’s Official Community Plan recognises the importance of industrial lands for employment and their role in contributing to a more complete and balanced community.

Respectfully submitted,

Nicole Foth, MCIP, RPP
Community Planner

Attachment 1: Metro Vancouver Regional Industrial Lands Strategy (June 2020)
<table>
<thead>
<tr>
<th>REVIEWED WITH:</th>
<th>External Agencies:</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Community Planning</td>
<td>☐ Library Board</td>
</tr>
<tr>
<td>✓ Development Planning</td>
<td>☐ NS Health</td>
</tr>
<tr>
<td>✓ Development Engineering</td>
<td>☐ RCMP</td>
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<td>☐ Utilities</td>
<td>☐ NVRC</td>
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<tr>
<td>☐ Engineering Operations</td>
<td>☐ Museum &amp; Arch.</td>
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<td>☐ Parks</td>
<td>☐ Other:</td>
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<tr>
<td>☐ Environment</td>
<td></td>
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<td>☐ Facilities</td>
<td></td>
</tr>
<tr>
<td>☐ Human Resources</td>
<td></td>
</tr>
</tbody>
</table>
Metro Vancouver
Regional Industrial Lands Strategy
June 2020
ACKNOWLEDGEMENT OF APPRECIATION

Metro Vancouver would like to thank the following for participating in the development of the Regional Industrial Lands Strategy.

The Industrial Lands Strategy Task Force provided core input and guidance. The Task Force was chaired in turn by Mayor George Harvie, City of Delta and Mayor Richard Stewart, City of Coquitlam. Task Force representatives included:

- Elected officials from within Metro Vancouver
- BC Ministry of Jobs, Trade and Technology
- Port of Vancouver
- TransLink
- BC Chamber of Commerce
- Agricultural Land Commission
- Urban Development Institute
- Beedie Group
- Value Property Group

Hemson Consulting guided much of the engagement and prepared the draft Strategy. Metro Vancouver also acknowledges the individuals who participated in stakeholder workshops and the Subject Matter Expert Panel, as well as the Greater Vancouver Urban Freight Council, Greater Vancouver Gateway Council, and NAIOP Commercial Real Estate Development Association.
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EXECUTIVE SUMMARY

Industrial lands are crucial to supporting a prosperous and sustainable regional economy. Industrial lands accommodate over one-quarter of the region's total employment, and contribute to the region's economic well-being, along with important linkages to transportation, trade, and taxation matters. Across the region, Metro Vancouver's industrial lands serve as home to a wide range of employment activities that, in turn, play a crucial role in supporting the broader regional, provincial, and national economies. From providing services to other local businesses, offering a broad range of well paying jobs, to enabling trade between Canada and the rest of the world, industrial lands are a key component to accommodating Metro Vancouver's continued growth.

The Metro Vancouver region is facing a critical shortage of industrial land. Years of steady population and economic growth in the region, ongoing conversion and non-industrial uses of industrial lands, and the constrained geography of the region, have precipitated the challenges facing Metro Vancouver's industrial land supply. It is important to align industrial land use planning with the region's economic interests. The productivity of industrial land is inherently tied and linked to the larger system of buildings, transport infrastructure, and access to labour, which all contribute to the vitality and viability of the system.

Demand for industrial land continues to increase. Land values have increased significantly over the past few years and vacancy rates are at record lows. As a result of all these factors, the limited supply of vacant industrial land across the region is anticipated to face a worsening shortage over the coming years. With continued pressure for growth, limited options for expansion and increasing competition between other land uses, these issues now threaten not only new opportunities for growth, but also existing economic and employment activities.

The Challenge

Through canvassing industrial stakeholders and users around the region, the four main challenges facing Metro Vancouver's industrial lands are:

1. A Constrained Land Supply

Bounded by the ocean, mountain ranges and an international border, the region is geographically constrained with limited options to expand the land base. As the region's population and economy continue to grow, this results in increasing demand for, and competition amongst, various land uses including residential, commercial, recreational, agricultural and industrial. With a limited supply of vacant industrial land remaining, there are fewer opportunities to accommodate both new industrial businesses and those businesses that are seeking to expand their operations, particularly for uses that require larger parcel sizes with the necessary access to services and transportation infrastructure.

2. Pressures on Industrial Lands

As other land uses also compete for the limited amount of land available in the region, industrial lands are facing increased speculation and other market pressures to convert to non-industrial uses, such as commercial and residential. These other uses typically are higher value; often pricing-out industrial land uses when a range or mix of land uses are permitted in industrial areas.

In addition, there is an increasing trend toward permitting more accessory and non-industrial uses on lands intended for industrial activities. These employment uses, although important to the regional economy, may displace and create location challenges for more traditional industrial uses.
3. **Site and Adjacency Issues**

In some cases, the high cost of delivering servicing to undeveloped industrial areas has proven prohibitive. Similar issues related to environmental constraints, lack of transportation and public transit infrastructure and the encroachment of nearby sensitive uses have discouraged or prevented industrial development where it might otherwise be accommodated. Similarly, the encroachment of sensitive land uses often result in conflicts with industrial operations (i.e. truck traffic, noise, odours) which can prove disruptive to existing and prospective industrial uses.

4. **A Complex Jurisdictional Environment**

The issues facing Metro Vancouver’s industrial land supply involve multiple stakeholders, including the public sector, crown corporations, private sector, industry associations, chambers of commerce and boards of trade. In some cases, these challenges are compounded by overlapping jurisdictions amongst government agencies, leading to a fractured regulatory landscape and competing mandates. Similarly, varying approaches to industrial land use (including permitted activities and intensities) may be in conflict with the aspirations of the region and neighbouring jurisdictions.

**The Response**

In response to the challenges facing industrial lands and interests of industrial stakeholders in the region, the Metro Vancouver Regional District (Metro Vancouver) struck an Industrial Lands Strategy Task Force (the Task Force) comprising appointed MVRD Board Directors and representatives from other stakeholder agencies and organizations. The Task Force’s mandate was to guide the development of a Regional Industrial Lands Strategy to address the challenges noted. This has been a collaborative process involving a range of stakeholders with an interest in the current and future role that industrial lands should play in the region. This includes understanding how current industry sectors in Metro Vancouver use land for different types of industrial activities, challenges facing the development and operation of industrial lands within the region, and how the changing nature of work and industry could impact the future demand for land, along with associated transportation implications. Despite uncertain impacts on the future, all indications are that demand for industrial land will continue to grow.

**Vision**

The Regional Industrial Lands Strategy seeks to:

- Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050

The vision statement speaks to both the timeframe for the Strategy as well as acknowledging the challenges posed by the changing nature of work and potential impacts on the regional economy and industrial land use and demand.

The Regional Industrial Lands Strategy supports and advances the policy objective to protect and intensify industrial lands in the region as articulated through a series of plans, including Metro Vancouver 2040: *Shaping our Future* (Metro 2040), the regional growth strategy, TransLink’s Regional Goods Movement Strategy, the Port of Vancouver’s Land Use Plan, and local Official Community Plans.
The 4 ‘Big Moves’ and 10 Priority Actions

The challenges facing Metro Vancouver’s industrial lands are complex and interconnected, and no single action or stakeholder will resolve them alone. Market forces and types of industrial activity vary significantly by sub-region, such that for example, forms of densification that may be possible in certain urban locations may not be appropriate in other locations. There are a wide range of national, regional and local serving industrial activities in the region, which have different site and location needs, and which, as a result require different policy responses. Accordingly, recommended actions need to balance regional objectives, while addressing local contexts – ‘one size’ does not fit all.

To respond to the challenges noted above, the Strategy identifies 34 recommendations with 10 priority actions organized around 4 Big Moves:

• Protect Remaining Industrial Lands
• Intensify and Optimize Industrial Lands
• Bring the Existing Land Supply to Market & Address Site Issues
• Ensure a Coordinated Approach

The priority actions are formed, in part, by packaging together related actions in the longer list of recommendations into combined shorter-term actions, to be implemented over the first few years of endorsement of the Regional Industrial Lands Strategy.

In considering the 4 ‘Big Moves’ and the recommendations that follow, the Strategy affirms that conversion or use of agricultural lands is not a solution to the shortage of industrial lands in the region. This principle was endorsed by the Industrial Lands Strategy Task Force and Metro Vancouver Board.

Big Move 1 - Protect Remaining Industrial Lands

Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region’s remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities. The priority actions for this Big Move are:

1. Define Trade-Oriented Lands: Trade-oriented lands are large sites associated with the transportation of goods to and through the region, such as by rail and the port, which serve a national function and are crucial to the region’s economy, warranting additional attention and possible protection. A clear, consistent and collaboratively developed definition and understanding of the extent and location of these important lands will support their protection. Metro Vancouver will work with member jurisdictions to establish a definition for trade-oriented lands. (Subsequent actions identified in the 34 recommendations include consideration of a regional trade-oriented land use overlay in the regional growth strategy and municipal consideration of trade-oriented zoning.)
2. **Undertake a Regional Land Use Assessment:**
Given Metro Vancouver’s constrained land base, there is significant pressure for competing, legitimate land uses across the region. Metro Vancouver will undertake a targeted or region-wide assessment of land use, looking at and beyond the existing policy framework to proactively identify the ‘best’ locations for different land uses based on a collaboratively developed set of criteria.

3. **Strengthen Regional Policy:** Through the update of the regional growth strategy, Metro Vancouver will explore implementation changes, such as a consistent definition for Industrial, higher voting thresholds to amend the regional Industrial land use designation, and exploration of ‘no net loss’ as part of the amendment criteria.

4. **Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses:**
Metro Vancouver will, in collaboration with member jurisdictions and other regional agencies, develop a consistent definition of ‘industrial’ and guidelines for permitted uses. Member jurisdictions, through regional context statement updates, will review and update their zoning bylaws using the established guidelines.

---

**Big Move 2 - Intensify and Optimize Industrial Lands**

Given the region’s constrained land base, it is critical to encourage the most efficient use of the remaining land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and investigate opportunities to optimize the location of certain land uses over time. The priority action for this Big Move is:

5. **Facilitate the Intensification / Densification of Industrial Forms Where Possible:** Municipalities will review and remove unnecessary restrictions to density or height limits where appropriate; plan space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify; allow mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and explore opportunities to encourage intensification / densification in target areas. Metro Vancouver will explore allowing mixed-use with residential on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations (distance to be determined, but suggest 200 metres) as long as existing industrial space is maintained or expanded and other Metro 2040 objectives are met (e.g. affordable, rental housing).
Big Move 3 - Bring the Existing Land Supply to Market & Address Site Issues

Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, local municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that have prevented the development of the undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality’s economic goals for its remaining industrial lands. The priority actions for this Big Move are:

6. Prepare Bring-to-Market Strategies for Vacant or Under-developed Industrial Lands:
   Municipalities with vacant or under-developed industrial lands will prepare a bring-to-market strategy for their industrial land that addresses strengths, weaknesses, opportunities and challenges, to encourage reinvestment and more intensive use, considers municipal assembly and consolidation of fragmented parcels, whether environmental remediation is required, and if local servicing and infrastructure improvements are required and can be accommodated through front-ending infrastructure investment agreements.

7. Ensure Transportation Connectivity: The efficient movement of goods and people is critical for many industrial businesses, both local serving and trade-oriented, in terms of where they choose to locate. The maintenance and growth of a resilient and reliable transportation network, including various modes of transit, is an integral component in planning for the effective management of the region’s industrial lands. TransLink, Metro Vancouver, the Port, the Airport and municipalities will continue to work together to coordinate investment in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, support efficient container drayage, and provide transit for industrial workers.
Big Move 4 - Ensure a Coordinated Approach

Improved cooperation and data tracking among governments and other agencies and organizations is necessary to ensure effective land management and accurate monitoring into the future. Coordination also guides future alignment of policy responses to issues as they arise across Metro Vancouver and southwestern British Columbia. The priority actions for this Big Move are:

8. Coordinate Strategies for Economic Growth and Investment: Metro Vancouver and member jurisdictions have a shared interest in attracting new investment and supporting economic and employment activities across the region. Many municipalities have an economic development office or department that work to retain and support the expansion of local businesses. Metro Vancouver’s new Regional Economic Prosperity Service provides the opportunity for a regional approach to economic development that will amplify and complement the work of member jurisdictions.

9. Improve Data and Monitoring: Timely access to quality data is critical for land management and the development of effective economic policy. Metro Vancouver will update the Industrial Lands Inventory to have a better understanding of the current land uses and supply, and complete a Regional Employment Survey.

10. Develop a Framework for Coordination: Pressures on industrial lands are not limited to Metro Vancouver. Adjacent regional districts are part of the same goods movement network and commuter-shed and they are facing similar land pressures and challenges. The Province will work collaboratively with Metro Vancouver, TransLink, and municipalities on cross-boundary economic and land use planning matters and will develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection. For example, Metro Vancouver will seek to sign a memorandum of understanding with the Fraser Valley Regional District outlining shared priorities regarding the effective and efficient management, protection, and development of industrial lands within the Lower Mainland.

Implementation

Taken together, these 10 Priority Actions will ensure Metro Vancouver’s industrial lands continue to provide an attractive and viable location for industrial businesses to locate, grow and prosper, while supporting the broader regional economy and community. Further details for each action will be developed during implementation, including key stakeholder engagement. Furthermore, it is recognized that there is a logical sequencing of actions to inform subsequent work.

The Regional Industrial Lands Strategy will be periodically reviewed for effectiveness. The status of policy progress and market conditions can inform adjustments to actions as needed. Additional actions will be identified for prioritization in subsequent periods through the implementation work.
SETTING THE STAGE

Metro Vancouver is facing a shortage of industrial land. With strong demand for industrial space, many industrial businesses are finding it increasingly difficult to find suitable locations, while the prevalence of conversions to non-industrial uses in some areas further reduces the remaining supply of industrial land.

Industrial lands are crucial to supporting a prosperous, sustainable regional economy and to providing space to accommodate the industrial businesses and services needed across Metro Vancouver. These lands are home to over one-quarter of the region's jobs, and are used mainly for transportation and warehousing, wholesale trade, retail trade, manufacturing, and professional and technical services.

Some industrial activities provide critical regional services, such as infrastructure maintenance and repair, while other activities contribute to a diversified regional economy. Many activities on industrial lands provide for the day-to-day needs of Metro Vancouver's residents and businesses, providing locations for services like regional utilities, vehicle repair, hotel laundry services, catering companies, couriers, breweries, goods manufacturing, and design space. These different businesses need different types of spaces to optimize their operations.

While some industries are and will continue to be land-intensive, other forms may be accommodated in high density / intensity buildings. Modern industry needs different types of space than traditional industry, and will both impact and respond to changing business, economic, employment, and transportation conditions.

Furthermore, the type of industrial activity varies greatly across the Metro Vancouver region, from urban industrial in Vancouver to logistics facilities in locations close to port terminals, and warehouses in Surrey and Langley. Each jurisdiction has unique competitive strengths and strategies for supporting international, regional and/or local demand.

Due to a constrained land base and strong demand for all types of land use, the regional supply of industrial land is under significant pressure for conversion to permit uses that can command higher market values, such as retail, commercial and residential uses. In some parts of the region, flexible zoning has allowed non-industrial businesses to occupy industrial lands, competing for and at times displacing the industrial uses that cannot easily locate elsewhere. In other areas, the encroachment of sensitive uses, like residential, next to existing industrial operations is resulting in conflicts that threaten the continued operation of the original industrial use. These challenges, along with many others, are eroding opportunities for industrial businesses to operate and grow, which in turn threatens the economic diversity and vitality of the broader regional economy.
Metro Vancouver’s Industrial Lands Strategy Task Force

In response to the challenges facing the region’s industrial lands, Metro Vancouver struck an Industrial Lands Strategy Task Force in March of 2018, which continued into early 2020.

The mandate of the Task Force is to guide the development of the Regional Industrial Lands Strategy. It was intended to be a collaborative process involving a range of stakeholders with an interest in the present and future role that industrial lands play in the region. This includes developing a greater understanding of how current industry sectors use land for different types of industrial activities, the challenges facing the development and operation of industrial lands, and considering how the changing nature of work and industry could impact the demand for land in the future in the region.

The Task Force includes both voting members, comprising appointed Metro Vancouver Board Directors, and non-voting members, comprising representatives from agencies and organizations with an interest in, and specialized knowledge about industrial lands. Non-voting members included representatives of the Port of Vancouver, TransLink, the Urban Development Institute, the BC Ministry of Jobs, Trade and Technology, BC Chamber of Commerce, Agricultural Land Commission, and representatives from the industrial development community. The Task Force was responsible for guiding the development of research and stakeholder consultation to support the development of the Regional Industrial Lands Strategy, before reporting back to the Metro Vancouver Board with the recommended Strategy.

Vision

One of the first efforts of the Task Force was to confirm a vision for the Regional Industrial Lands Strategy.

Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050

The vision statement speaks to both the timeframe for the Strategy as well as acknowledging the challenges posed by the changing nature of work and potential impacts on the regional economy and land demand.

Definition of ‘Industrial’

If the objective of the Regional Industrial Lands Strategy is to ensure the sufficient supply of industrial lands, the first step is to develop a greater understanding of what the Strategy is seeking to protect lands for – i.e. how is ‘industrial’ defined.

Across the region, municipal policies and bylaws vary in terms of what uses are permitted within industrial and employment zoning. For example, some municipal bylaws limit permitted uses to more traditional industrial activities, such as manufacturing, warehousing and distribution logistics, while others provide more flexibility to accommodate a range of uses, such as commercial, places of worship, and indoor recreation. This flexibility of use can be beneficial towards realizing opportunities associated with the changing nature of industry and the emerging innovation economy, but it can also result in the displacement of more traditional industrial activities and increasing space and land supply challenges for industrial activities.
This is of particular concern in the context of the region's constrained land supply as it relates to the infiltration of industrial areas by non-industrial uses that could potentially locate elsewhere. The challenge is striking the right balance of narrowing the permitted uses to protect the needs of region-serving and trade-oriented activities, while remaining sufficiently flexible to allow for innovation in appropriate locations and ensure sufficient space for non-industrial and employment uses (e.g. in Urban Centres, which generally have better transit infrastructure and more amenities).

'Industrial' represents a wide spectrum of uses and intensities, ranging from large distribution and transportation lands, warehouses, manufacturing and processing facilities, to small local-serving production and suppliers, and new technology-driven businesses with integrated work spaces, which all need different types of accommodations to optimize their operations. Many regional jobs and businesses are also connected to national trade and the port, which require industrial lands for handling goods – e.g. for container storage, freight forwarding, warehouses, and other distribution functions. Towards this end, the Task Force, through consultation with regional stakeholders, developed a working definition for 'industrial' uses for the purpose of the Regional Industrial Lands Strategy.

Industrial is defined as:

- Light and heavy industrial production (e.g. cement manufacturing, food and beverage manufacturing, furniture manufacturing, metalwork and fabrication, sawmills)
- Distribution (e.g. warehousing, industrial storage, freight trucking, intermodal couriers)
- Repair (e.g. autobody shops, truck and trailer repair, consumer goods repair)
- Construction materials and equipment (e.g. building supplies and specialty trade contractors, heavy equipment rental and leasing)
- Infrastructure (e.g. public utilities such as wastewater treatment facilities and pumping stations, works yards, rail / port terminals)
- Outdoor storage activities (e.g. container storage)
- Wholesale (e.g. merchant and logistics wholesalers)

In addition to the more traditional industrial uses, the Strategy also recognizes other non-traditional industrial uses that may be compatible with industrial uses based on a number of criteria, best dealt with at the local and site levels (Tables 1 and 2).
### TABLE 1: CRITERIA TO ASSIST IN DEFINING INDUSTRIAL USE & COMPATIBILITY

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>Compatibility with adjacent uses</td>
<td>Whether a business is an emitter of noise, vibration, odour or visual nuisances that make occupying areas proximate to other land uses (e.g. residential, commercial institutional) challenging</td>
</tr>
<tr>
<td>Access (to site and goods movement network)</td>
<td>Whether the business requires access to particular infrastructure or modes of transportation such as water, rail, airport, and highway</td>
</tr>
<tr>
<td>Space requirements and scale of business</td>
<td>Whether the business requires large / unique site or building characteristics</td>
</tr>
<tr>
<td>Product produced</td>
<td>Whether the business manufactures, distributes or repairs a physical product</td>
</tr>
<tr>
<td>Trip generation</td>
<td>Whether the business generates or handles relatively large amounts of truck or client traffic</td>
</tr>
<tr>
<td>Client type</td>
<td>Whether the business is geared toward other business or the public</td>
</tr>
<tr>
<td>Ancillary/hybrid use</td>
<td>Percentage of the business that is office if a hybrid use (e.g. bio-tech)</td>
</tr>
</tbody>
</table>

**SOURCE:** DEFINING INDUSTRIAL FOR THE REGIONAL INDUSTRIAL LANDS STRATEGY, METRO VANCOUVER, SEPTEMBER 2018

Through consultation with stakeholders, these criteria were used to categorize a spectrum of uses into four land use categories that align with Metro 2040's land use designations. These include traditional industrial activities that are appropriate for lands designated or zoned Industrial; flexible uses considered appropriate for lands designated or zoned Employment; non-industrial uses that should not be permitted on Industrial lands; and context-specific uses that could be appropriate for Industrial or Employment lands depending on the criteria listed in Table 1. The spectrum of uses by applicable land use category are summarized in Table 2.
<table>
<thead>
<tr>
<th>TABLE 2: APPLICABLE USES BY LAND USE CATEGORY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INDUSTRIAL</strong></td>
</tr>
<tr>
<td>• Light and heavy industrial production</td>
</tr>
<tr>
<td>• Distribution</td>
</tr>
<tr>
<td>• Repair</td>
</tr>
<tr>
<td>• Construction materials and equipment</td>
</tr>
<tr>
<td>• Infrastructure</td>
</tr>
<tr>
<td>• Outdoor storage</td>
</tr>
<tr>
<td>• Wholesale</td>
</tr>
<tr>
<td><strong>EMPLOYMENT</strong></td>
</tr>
<tr>
<td>• Indoor Storage (e.g. self-storage)</td>
</tr>
<tr>
<td>• Stand-alone office (e.g. law and financial offices)</td>
</tr>
<tr>
<td>• Stand-alone recreation (e.g. karate studios, theatres, crossfit and climbing gyms, badminton/tennis facilities)</td>
</tr>
<tr>
<td>• Retail / wholesale (e.g. big box, car dealerships, furniture, automotive parts)</td>
</tr>
<tr>
<td>• High tech software development</td>
</tr>
<tr>
<td>• Consulting services (e.g. engineering, architecture, environmental)</td>
</tr>
<tr>
<td><strong>NON-INDUSTRIAL</strong></td>
</tr>
<tr>
<td>• Residential and supportive housing</td>
</tr>
<tr>
<td>• Artist studios and live / work space</td>
</tr>
<tr>
<td>• Agriculture (soil based growing)</td>
</tr>
<tr>
<td>• Places of worship</td>
</tr>
<tr>
<td>• Institutional uses (e.g. schools, day cares, hospitals)</td>
</tr>
<tr>
<td><strong>CONTEXT-SPECIFIC</strong></td>
</tr>
<tr>
<td>• Restaurants (i.e. serving adjacent industrial activities versus being a draw for the public)</td>
</tr>
<tr>
<td>• Retail (i.e. micro-breweries depends on scale and percent retail)</td>
</tr>
<tr>
<td>• Services (i.e. commercial laundry, bakery, catering depends on scale)</td>
</tr>
<tr>
<td>• Research and development (i.e. high-tech, bio-tech that require 'industrial' space)</td>
</tr>
<tr>
<td>• Media production studios (i.e. movie, recording, television and radio)</td>
</tr>
</tbody>
</table>

SOURCE: DEFINING INDUSTRIAL FOR THE REGIONAL INDUSTRIAL LANDS STRATEGY, METRO VANCOUVER, SEPTEMBER 2018
The Changing Nature of Industrial Activities

The changing nature of the economy means that business and industrial activities are evolving, as are desired space needs and location preferences, and associated employment and transportation implications. This may include new types of manufacturing, advanced technology, and integrated work spaces. In some cases, these uses may be less impactful in terms of external nuisances, and different levels of employment density.

The new types of business models may not neatly fit within the traditional paradigm of ‘heavy’ or ‘light’ industrial. The types and definitions of industrial activities are evolving and becoming more diverse. Notable new forms of industrial activity include:

- Clustering together or co-locating of related operations can support eco-industrial networks and circular economy systems, where companies collaborate to utilize each other’s by-products (material loops) and share resources (peer-to-peer lending) to increase overall efficiencies. These sectors can include: innovative R&D, green / clean-tech, and smart technologies.
- Local artistry ‘maker movement’ craftsmanship.
- High tech and other newer forms of industry such as: e-commerce, direct-to-consumer deliveries, co-facilities, advanced technology, on-demand manufacturing, and creative / media / design.
- Significant industrial land intensification as a result of market forces, specifically new industrial uses, growth in logistics, smart warehouses, and e-commerce. The reasons are that new industrial capital investments often leverage existing and emerging technologies to either scale their output or increases value-added production.
- Logistics, distribution, global supply chains, and new forms of industrial or manufacturing activity are driving demand for industrial property.
- New forms of intense industrial development such as mega-distribution facilities and e-commerce logistics facilities have become dominant features of the major industrial real estate markets in the world. The availability of a sufficient number of large-sized land parcels to support this activity, along with labour availability, influences site selection for these activities worldwide. In certain cases, the shortage of large parcels of industrially zoned land may be an obstacle to attracting such developments of a certain size.
- Evolving business models in response to e-commerce and technology are placing increasing importance on the need for integrated space where design, manufacturing, distribution, and showroom / retail activities can occur within a single building.

Findings - Role of Industrial Lands

In setting the stage for the Regional Industrial Lands Strategy, a significant body of research was undertaken. The following findings provide an overarching summary of that work, and set the stage for the Strategy’s recommendations:

1. Industrial lands play a critical role in supporting both local employment and the broader regional and national economies.
2. A broad spectrum of employment activities take place on industrial lands, many of which are unlikely or unable to locate elsewhere within the region.
3. Industrial land uses have specific spatial and infrastructural needs that must be planned and protected to ensure their efficient operation and continued growth.

4. Many industrial businesses rely on dependable access to the goods movement network to ensure the timely movement of product to and from suppliers and their clients, along with transit services to link businesses with a broader range of the region’s workforce.

5. While industrial areas can benefit from a mix of complementary and secondary uses, many industrial uses struggle to compete when non-industrial uses are allowed to encroach upon and develop within industrial lands:

   - there is limited alignment on what constitutes an ‘industrial’ use and some local zoning have permitted distinctly non-industrial uses to locate and occupy a significant amount of industrial land.

   - the encroachment of sensitive uses, such as residential, often creates conflicts with abutting industrial activities. Without sufficient buffering to separate these uses, or mitigation measures to limit conflict, encroachment may threaten the operation and growth outlook for existing industrial operations.

6. The market for industrial land and how it is used varies across the region, with differing land values, rents, and spatial characteristics in different sub-markets.

7. There are a number of ways in which industrial uses can make more efficient use of a limited land supply, including intensification of built form where local development restrictions, geotechnical / soil conditions, and market factors permit. However, not all market areas or industrial operations are well suited to multi-level industrial buildings.

8. Innovation and the changing nature of work in industrial areas requires a careful balance between protecting for certain uses and enabling flexibility to realize emerging economic opportunities:

   - the limited supply of available industrial land, coupled with speculation and competition amongst other land uses, is resulting in rising costs and fewer options for new and existing industrial businesses.

   - without careful management of the region’s remaining industrial land supply, there is a real risk that industrial activities may be displaced or may choose to (re)locate elsewhere outside of the region.

   - mismanagement of the region’s industrial land supply has the potential to impact not only industrial employment and economic activity, but also the broader economic outlook for Metro Vancouver.

9. Given the diverse characteristics of Metro Vancouver’s industrial sub-markets and geographies, policy options that work well in one jurisdiction or area may not apply to another. As such, policy recommendations in the Regional Industrial Lands Strategy must not be implemented in a blanket manner but instead must recognize local context and applicability.
THE ROLE OF INDUSTRIAL LANDS BY SECTOR IN THE METRO VANCOUVER ECONOMY

The Metro Vancouver regional industrial market stretches from the North Shore and Vancouver area to the Fraser Valley. The Metro Vancouver region is experiencing an acute shortage of industrial land supply, which manifests as very low vacancy rates, increasing land prices, and higher lease rates. These factors impact the industrial real estate market, spurring more development of industrial projects (within the limitations of land supply) and more intense / dense forms of industrial development.

Demand for industrial space continues to set new records as both owner-operator and investor interest in industrial assets strengthen amid low vacancy, constrained land supply, and rising rental rates throughout Metro Vancouver.

According to market reports, demand is driven by distribution of consumer goods (warehouses), food/beverage (processing), building supplies, technology users, and film production. Logistics associated with last-mile delivery and e-commerce are also in strong demand, requiring well-located urban premises. In core locations, increasing prices force a transition to more specialized light manufacturing, tech, office and showroom-type uses.

Also identified as new users of industrial space are small scale, artisanal businesses, such as custom manufacturing, small batch production, and food processing, some relating to the sharing economy, such as facilities with common kitchens. Many of these businesses require small space, and are local serving, benefiting from close proximity to the consumer population.

In recent years the rapidly growing film industry has been turning to warehouse sites to convert the structures into large production studios. As such, modern warehouse space is now becoming more attractive to both the logistics and film industry.

The anticipated growth trajectory of the Port of Vancouver’s containerized cargo volumes will remain a structural driver of demand for industrial real estate in the region. The Port and associated operations require trade-oriented lands, which are large and close to transportation infrastructure.

Growth is also occurring in tech firms in urban light industrial areas, noting the diverse types: high tech, bio-tech, software, and digital. These businesses often need high ceiling, studios, labs, storage, and power, with various activities including, R&D, packaging, and distribution on site -- industrial space that meets their needs. Furthermore, different types of tech companies have different abilities to pay, in terms of both wages and accommodations; most small and young companies cannot afford high lease rents or to purchase strata space.
Economic Contribution of Industrial Lands

Industrial lands are the foundation for a significant component of the Metro Vancouver region's economic activity, representing a large amount of employment and economic activity:

• Comprising only 4% of the region's land base, industrial lands are home to nearly 27% (364,000) of the region's 1.3 million jobs, while also supporting an additional 163,000 jobs through indirect and induced impacts.

• Jobs located in industrial areas tend to be high paying, offering an average wage of $61,100 per worker, which is roughly 10% higher than the regional average wage of $55,000 per worker.

• In 2016, business activities on industrial lands generated $27 billion in direct Gross Domestic Product (GDP), equating to 30% of the region's total GDP. These activities also accounted for an additional $30 billion in indirect and induced GDP, of which $16 billion is within the region, $5 billion is accrued elsewhere in the province, and $9 billion accrues elsewhere in Canada.

The Metro Vancouver industrial market continues to experience very strong demand for space and a limited supply of land. As described by one brokerage firm, "with record-low vacancy, escalating rental rates, an expensive and constrained industrial land supply and an insufficient volume of new development" there is a "ravenous appetite for industrial real estate among tenants, owner-occupiers, developers as well as private and institutional investors".

The demand is based on a growing regional population and economy, Metro Vancouver's geographic role as a transportation gateway for the nation, and evolving and emerging forms of industrial. Notable drivers of demand are: e-commerce, logistics and distribution, light manufacturing, food processing, advanced technologies, and creative and media production sectors, many of which desire urban locations to be close to their customers and workforce.

On the supply side, the quantity of available land is essentially fixed, and the amount of new industrial building floor area being built cannot keep up with absorption:

• Metro Vancouver had, as of 2015, approximately 11,300 hectares (28,000 acres) of industrial land, about 80% of which is already developed. Within this supply, local brokerages estimate there to be 210 million square feet of industrial building floor space.
Because the development of new space has not kept pace with demand, the industrial vacancy rate of 1.4% is a record low for the region, and counts amongst the lowest in North America's major markets.

Competition for space is resulting in increasing rental rates across the region, ranging from $10.50 per square foot in Surrey and Delta to $14.50 per square foot in Vancouver and North Vancouver.

Values for vacant industrial land are also up significantly in recent years, past the $2 million per acre mark in many areas, and much higher in the City of Vancouver.

Purchase prices for strata industrial space have followed similar trends ranging from $300 to $500 per square foot depending on the sub-market, with Vancouver representing the higher end.

Despite the development of new supply being at an all time high, with some 6 million square feet of building space under construction, absorption levels have yet to abate, indicating demand is outpacing the market's ability to provide space.

Within this market, industrial tenants are facing limited space options to accommodate their new and expanding businesses, while also experiencing increased pressure from rising market rents, maintenance costs and property taxes. Businesses are faced with either renewing their lease at notably higher rates, or relocating further away from the region's core markets, driven — or indeed, pushed — by availability and costs rather than location preferences.

Employment and Economic Activity

Of the 364,100 jobs located on the region's industrial lands, 200,400 (55%) are associated with industrial activities, involving production, distribution, repair, public infrastructure, and trade-oriented uses (employment activity located on lands associated with the Port of Vancouver and Vancouver Airport Authority). Industrial activities are significant contributors to the local economy, contributing proportionally more GDP per job than the regional average. These jobs generated an estimated $17.3 billion in direct GDP in 2016.

Non-industrial activities, that is those jobs in sectors related to media, film and art production, research and development in professional and technical services, retail and other services, also play a significant role on the region's industrial lands. These sectors account for 163,700 direct jobs and approximately $9.5 billion in direct GDP (Table 3), though their impact is proportionally lower on a per jobs basis than the industrial sectors. This is primarily on account of the higher economic multipliers (linkages and spending with other sectors) and higher average wages associated with activity in the industrial sectors.
### TABLE 3: ECONOMIC IMPACTS OF EMPLOYMENT LOCATED ON INDUSTRIAL LANDS, BY SECTOR, 2016

<table>
<thead>
<tr>
<th>ECONOMIC IMPACT</th>
<th>IMPACTS:</th>
<th>REGION</th>
<th>BRITISH COLUMBIA</th>
<th>CANADA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Sectors</td>
<td>Direct</td>
<td>200,400</td>
<td>200,400</td>
<td>200,400</td>
</tr>
<tr>
<td></td>
<td>Indirect</td>
<td>59,200</td>
<td>78,100</td>
<td>111,400</td>
</tr>
<tr>
<td></td>
<td>Induced</td>
<td>48,000</td>
<td>62,900</td>
<td>87,900</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>307,600</td>
<td>341,400</td>
<td>399,600</td>
</tr>
<tr>
<td>Non-Industrial Sectors</td>
<td>Direct</td>
<td>163,700</td>
<td>163,700</td>
<td>163,700</td>
</tr>
<tr>
<td></td>
<td>Indirect</td>
<td>28,900</td>
<td>36,000</td>
<td>50,400</td>
</tr>
<tr>
<td></td>
<td>Induced</td>
<td>28,900</td>
<td>33,600</td>
<td>45,800</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>219,400</td>
<td>233,200</td>
<td>259,900</td>
</tr>
<tr>
<td>All Sectors</td>
<td>Total</td>
<td>527,100</td>
<td>574,600</td>
<td>659,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ECONOMIC IMPACT</th>
<th>IMPACTS ($ BILLIONS)</th>
<th>REGION</th>
<th>BRITISH COLUMBIA</th>
<th>CANADA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Sectors</td>
<td>Direct</td>
<td>$17.3</td>
<td>$17.3</td>
<td>$17.3</td>
</tr>
<tr>
<td></td>
<td>Indirect</td>
<td>$5.5</td>
<td>$7.3</td>
<td>$11.2</td>
</tr>
<tr>
<td></td>
<td>Induced</td>
<td>$5.2</td>
<td>$6.8</td>
<td>$9.5</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$28.0</td>
<td>$31.4</td>
<td>$38.0</td>
</tr>
<tr>
<td>Non-Industrial Sectors</td>
<td>Direct</td>
<td>$9.5</td>
<td>$9.5</td>
<td>$9.5</td>
</tr>
<tr>
<td></td>
<td>Indirect</td>
<td>$2.5</td>
<td>$3.2</td>
<td>$4.6</td>
</tr>
<tr>
<td></td>
<td>Induced</td>
<td>$2.9</td>
<td>$3.6</td>
<td>$4.9</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$15.0</td>
<td>$16.3</td>
<td>$19.1</td>
</tr>
<tr>
<td>All Sectors</td>
<td>Total</td>
<td>$43.0</td>
<td>$47.7</td>
<td>$57.1</td>
</tr>
</tbody>
</table>

**Source:** Statistics Canada Census 2016, Metro Vancouver and Intervistas Analysis and Calculations.

**Note:** Data are rounded and may not sum. Prices are 2016 dollars.
Tax Impacts

Metro Vancouver’s industrial lands are estimated to generate $6.5 billion in tax revenues and fees for the Federal government and $2.3 billion for the Provincial government (Figure 1). Industrial sector jobs make a greater contribution to Federal and Provincial revenues when compared to non-industrial sector jobs located in the industrial areas, primarily on account of their higher average wages for industrial related jobs.

FIGURE 1: ESTIMATED FEDERAL, PROVINCIAL AND MUNICIPAL TAX REVENUES GENERATED BY INDUSTRIAL LANDS ($BILLIONS)

SOURCE: INTERVISTAS’ TAX MODEL AND CALCULATIONS, AND ANALYSIS OF BRITISH COLUMBIA GOVERNMENT TAX BURDEN SCHEDULE 707 2016 ASSESSMENTS, TAX RATES, MUNICIPAL TAXES AND CLASS PROPORTIONS OF TAXES AND ASSESSMENTS.
METRO VANCOUVER INDUSTRIAL LANDS - ISSUES AND TRENDS

Industrial lands are crucial to supporting a prosperous and sustainable regional economy and to providing space to accommodate the industrial businesses and services needed across Metro Vancouver. Industrial lands serve both an important regional role in the economy and employment, and, as a facilitator of trade-oriented activities, a critical national role to the wider economy. Industrial lands, while only comprising 4% of the land base, accommodate over one-quarter of the region’s total employment, and contribute to the region’s economic well-being, along with the associated linkages to transportation, trade, and taxation matters, supporting the broader regional, provincial, and national economies.

‘Industrial’ represents a wide spectrum of uses and intensities, ranging from large distribution and transportation lands, warehouses, manufacturing and processing facilities, to small local-serving production and suppliers, and new technology-driven businesses with integrated work spaces. These businesses all have different needs in terms of accommodations to optimize their operations, as well as location, property and building size requirements.

Industrial lands accommodate many businesses that serve the wider economy, and provide employment opportunities close to home for residents, as well as taxation benefits to the respective local municipality. Industrial lands provide for the day-to-day needs of the population, locations for services like vehicle repair, hotel laundry, catering companies, breweries and couriers, etc., that serve and provide employment opportunities for both the region and the surrounding communities. Many regional businesses and jobs are also connected to national trade through the Port of Vancouver, which requires industrial lands for the handling of goods including: container storage, rail shunting, freight forwarding, warehouses, and other distribution functions.

The Metro Vancouver market conditions are a function of a very tight supply of industrial lands in the region, and strong demand from multiple business sectors. Strong economic fundamentals are driving demand for industrial space in the region, while a shortage of developable space (especially larger size land parcels) has kept available supply constrained. The price to lease industrial space in Metro Vancouver has increased greatly. In response, some new industrial developments are built to more intense / dense levels, while some industrial tenants are rationing space or being displaced, and in other cases are leaving the region.

This section assesses the current state of industrial lands in Metro Vancouver and provides information on trends, issues, context, opportunities and challenges for the Strategy’s recommendations. Research was compiled through a comprehensive review of various market and academic sources, including a series of studies and white papers prepared for the Task Force. These studies include:

- Regional Industrial Lands Strategy – Issues and Initiatives Summary (June 2018);
- Industrial Lands and the Innovation Economy (June 2018);
- Defining Industrial for the Regional Industrial Lands Strategy (September 2018);
- Stratification of Industrial Land in Metro Vancouver (September 2018);
- Industrial Edges: Compatibility and Interface Issues in Metro Vancouver (September 2018);
- Agri-Industrial Activities in Metro Vancouver (February 2019);
• Regional Industrial Lands Strategy – Survey of Industrial Users (February 2019);

• Economic Value of Industrial Lands to the Metro Vancouver Region (February 2019); and

• The Changing Nature of Industry and Industrial Land Demand in Metro Vancouver (July 2019).

Regional plans should guide market forces in ways that respond to industrial needs while considering other community objectives. The complexity lies in balancing industrial trends, development viability, business needs, responsive regulations, and other community interests. The challenge and opportunity is how to best use and intensify industrial uses without losing the industrial function of the lands.

Challenges Facing Metro Vancouver Industrial Lands

With regional population and employment growth, and a constrained land base, the region faces a number of challenges related to the protection, management and promotion of industrial and employment lands. These challenges have been categorized into four themes:

A. Constrained Land Supply

B. Pressure on Industrial Lands

C. Site and Adjacency Issues

D. Complex Jurisdictional Environment

The challenges are complex and interconnected, and addressing them will require creative responses and collaboration among all stakeholders in the region.
A. Constrained Land Supply

The challenges facing Metro Vancouver and its industrial land supply are somewhat unique, at least in the North American context. Unlike most other North American markets, where continued demand can often be accommodated via development and growth into outer areas, Metro Vancouver is bounded both physically and politically between mountains, an ocean and an international border. While there is some potential for industrial development in the neighbouring Fraser Valley Regional District to the east, it too has a limited supply of vacant industrial land available, leaving the land supply within the Lower Mainland predominantly capped.

Between the limited supply of vacant industrial lands and high demand for new space, there is a scarcity of lands in general. This is of particular concern as it relates to larger parcel sizes (20+ acres / 8+ hectares), that are typically required for major industrial and logistical uses. This problem is further exacerbated by the fragmented nature of much of the region’s remaining vacant land parcels, which results in lands that are suitable for some industrial activities, but insufficient for large-scale development, in terms of size, location, or other attributes.

With limited options through traditional expansion-based methods, Metro Vancouver will need to embrace creative options for increasing both the supply and capacity of its industrial lands. These alternative approaches are not without their own challenges, as discussed in the following examples.

In the past, it was common to expand industrial and port areas into shorelines by using fill. However, the environmental and economic costs and necessary approvals and mitigation measures can be prohibitive, resulting in the practice being used much more sparingly in recent years. The Port of Vancouver is currently undertaking a comprehensive study to expand the Roberts Bank container terminal using this approach; though beyond that project there are few prospects for this approach to be applied elsewhere in the region.

B. Pressure on Industrial Lands

Not only are the region’s industrial lands in short supply, they are also under threat of being further diminished due to a number of factors, including allowance of non-industrial uses and being out-priced due to high land values and property taxation. At the same time, industrial uses seeking other locations to suit their needs are putting pressure on the region’s agricultural land.

Competition and encroachment from non-employment uses are putting considerable pressure on industrial lands. The encroachment of these sensitive land uses often result in conflicts with industrial operations (i.e. truck traffic, noise, odours) which can prove disruptive to existing and prospective industrial uses. Mixing non-industrial uses in industrial areas or converting the lands entirely runs the risk of encouraging speculation, which in turn may drive up land values and prevent industrial growth or displace existing industrial users.

Industrial areas can benefit from the presence of a number of complementary non-industrial uses, including restaurants and amenities to serve local workers, and ancillary retail and office components that are related to the primary industrial use. However, these and many other non-industrial uses can also compete for space in the industrial area. Many non-industrial uses are able to locate in other parts of the urban land supply, but given the comparatively lower cost of land and space, may prefer to locate in industrial areas if permitted to do so.
C. Site and Adjacency Issues

In addition to the macro-level challenges facing industrial lands, various site-specific issues are creating barriers to the effective development and redevelopment of the region's industrial lands:

- In the case of unserviced industrial lands, the high cost of delivering necessary servicing and infrastructure may be preventing the establishment of new industrial activity;

- A number of industrial areas have limited access to the Regional Truck Route Network and other infrastructure intended for the movement of goods and materials, including access to railways and navigable waterways;

- Recognizing that some industrial lands are located in areas that are challenging to serve efficiently with transit, limitations to transportation and transit infrastructure, coupled with a lack of local amenities, can make it difficult for some industrial businesses to attract and retain workers; and

- Regulations and policies related to industrial impacts on sensitive environmental features are limiting the development capacity of certain sites, requiring setbacks / buffers that can reduce building footprints to unusable sizes. Similar requirements for the remediation of previously occupied industrial sites have proven cost-prohibitive for some industrial developments.

D. Complex Jurisdictional Environment

Industrial lands and industrial activities play a crucial role in the region and its economy. While land use is primarily managed at the municipal level, decisions related to the effective management of industrial lands have the potential to affect neighbouring municipalities, the broader region, and even aspects of the economy at the provincial and national level.

At the same time, the issues facing industrial lands involve multiple stakeholders and overlapping jurisdictions of government, which may have their own organizational mandates. The result is a fractured regulatory landscape which can occasionally result in redundancies or competing policy objectives that stifle the effective utilization of the region’s remaining industrial lands for various purposes. For example, the Port of Vancouver, with its federal mandate to accommodate and grow trade-related economic activity, is not subject to provincial or regional policy. As the Port has acquired lands to support this objective, critics have raised concern that the Port is overriding local, regional and provincial land use policies and objectives, including the protection of agricultural land or other local priorities.

In other regards, competition between neighbouring municipalities to attract business and grow their respective property tax bases may result in decisions that undermine the resiliency of the broader regional economy. This is best exemplified by the continued conversion of industrial areas to higher value land uses, despite the limited amount of industrial land remaining in the region.

Lack of collaboration and coordination between government agencies is also resulting in insufficient data sharing, and policy alignment between organizations. These gaps have resulted in policy misalignment (such as overly permissive zoning in industrial areas) and blind spots (such as infrequent reporting on industrial land take up) which make it difficult to track and respond to issues facing industrial lands in a timely manner.
Taking Stock: Finding Opportunities

Trade-Oriented Uses

Industrial businesses cover a range of activities, locational preferences and site needs. For example, a manufacturer of specialized computer components may require a far different type of space than that of a distribution and logistics warehouse operation. Much like the competition between industrial and non-industrial space users, industrial uses with different operational needs may also be able to support different values for land and space.

This disparity is of particular note when it comes to trade-oriented uses, such as the logistics, warehousing and distribution of goods. These uses tend to require specific locations with good access to port, rail or highway infrastructure, often in the form of large warehouses with ample space for the loading and unloading of trucks. However, smaller specialized industrial users can also compete for these types of sites, and may be a more financially viable form of development on high value lands, particularly if developing multi-storey and/or stratified sites. This can prove a challenge given the limited number of large sites in the region that have the characteristics needed by trade-oriented businesses.

In some cases, there can be a real or perceived tension between stratification (including small lot subdivision) and trade-oriented lands (requiring large, flat sites near the goods movement network). Nevertheless, creative solutions are possible, and a variety of uses and tenures are not mutually exclusive for large sites.

Stratification of Industrial

Another way in which Metro Vancouver is unique in the North American context is the popularity of owner-operated strata industrial space. Whereas most commercial and industrial users in North American markets tend to operate in leased space, the limited land supply and high land prices in the Metro Vancouver market, coupled with sustained periods of low interest rates, have resulted in significant demand for owner-occupied strata units.

The benefit of strata-ownership is that it allows smaller industrial users to have security of tenure over their space, providing stability while also enabling the owner-occupier to experience capital appreciation. The upfront nature (i.e. pre-sales) and high sales prices for strata property sales also enable developers to de-risk the development of more capital-intensive built forms, including multi-storey industrial projects, and can prove beneficial for users seeking space in denser inner-city locations.

However, stratified space is not conducive to all industrial users. The high cost may be prohibitive to smaller businesses and may limit the flexibility of firms looking to expand. The subdivision of individual units within buildings may also prove problematic for larger firms seeking large, cohesive spaces. This also poses a potential long-term issue for the redevelopment of existing space, requiring the consolidation of fragmented ownership within buildings. Speculation for strata may also price-out larger traditional and trade-oriented industrial land users from being able to acquire properties.
Increasing Industrial Capacity Through Intensification / Densification

With limited options to increase the land base, many industrial projects are now considering building upwards; modern warehouse distribution centres are developed to be significantly more volumetrically intensive than traditional warehousing operations. Multi-storey industrial buildings are rare in North America due to the high capital costs associated with constructing space that meets the needs of modern industrial businesses, which in turn requires a much higher rent in order to ensure a sufficient return on investment for developers. This also includes the need for sufficient truck access to enable the movement of goods, requiring ramps, freight elevators and loading bays, making site design more complex.

Traditionally, this meant that only smaller users were likely to occupy multi-storey industrial space, specifically those that needed to be located in proximity to the urban core, and were flexible in their space needs. However, as market pressures have increased, interest in multi-storey industrial projects is beginning to grow more broadly, with a number of new multi-storey projects in Metro Vancouver and similar North American markets in recent years. Some of these projects have involved a mix of uses and tenures, most commonly strata industrial space with office uses on upper floors.

Allowing for, and potentially incentivizing, the creation of multi-storey industrial space has the potential to modestly increase the supply of industrial space within the region, so long as the market conditions are sufficient to support it. It is important to recognize that such an option will be contextual within the region, as factors such as local rents, site size, industry activity, and geotechnical conditions will determine where such projects are feasible.

Other Forms of Industrial Intensification

In addition to increasing the amount of built space, there are a number of other ways to measure industrial intensity or density on the land base. These methods may not be as directly tied to land use policy, but can still accommodate increased employment and economic activity. Examples of utilization measures of industrial activity include:

- Labour activity (employees per land acre / hectare or per building sq. ft. / m²)
- Business revenue per unit (value generated per unit of land, or building floor area)
- Volume of goods produced / processed / stored per unit (per floor space, land area, employee)
- Vehicle or equipment movement per hour (trucks, loading, crane lifts)
- Quality and pay of jobs (education and pay levels)
- Value or level of equipment / technology investment (e.g. automation, racking warehouses)
- Transportation infrastructure utilization rates (goods / trips per unit)
- Building lease absorption period, vacancy rates, rental rates
- Longer hours of operation (shift work)

Industrial users are not the only ones constrained by the region's limited amount of available land, as the region's commercial, office, retail and other employment sectors also compete for space. While some of these uses are compatible with industrial activities, the market economics of these other uses may potentially undermine existing and potential industrial activity. These other employment uses typically tend to offer a higher return on investment.
and higher rents on a per square foot basis, often pricing-out industrial land uses for floor space. Similarly, the rising popularity of industrial stratification, while providing the option of occupant-ownership, poses a potential disruptor to large scale industrial and trade-oriented activities, as the latter may not be able to compete with other industrial users for the remaining industrial land base.

### Mixing Residential with Light Industrial Redevelopment in Specific Areas

With increasing competition for land and an overlap in regional and local land use policy objectives, some proponents are advocating for changes to zoning to allow for the development of mixed-residential uses in existing industrial areas, specifically for those in close proximity to rail rapid transit station areas. Advocates of this kind of zoning suggest that it will encourage the redevelopment of industrial space to modern standards while also addressing non-industrial policy objectives such as providing affordable housing and transit-oriented development. By mixing in higher-value residential uses, there is also the potential to cross-subsidize the redevelopment of new industrial space in an expensive urban context.

Given the conflicts that can occur between industrial and residential activities, the successful integration of these two uses is quite challenging. Generally speaking, only certain light industrial activities are compatible with sensitive residential uses in such close proximity, and even then, site design that ensures both livability and functionality for both uses can be difficult and expensive. Even with strict covenants on what uses are permitted, allowing higher value uses like residential also creates the risk of encouraging speculation on neighbouring industrial properties, and could result in the loss or displacement of the intended industrial uses over time.

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**Accommodating Innovation and the Changing Nature of Work**

When seeking to protect industrial lands for industrial uses, it is important to recognize that industrial activity can cover a broad range of businesses and involve the production of various types of goods. Not all industrial businesses produce goods one might otherwise associate with traditional industrial activities, such as concrete, construction goods or chemicals. As new technologies have emerged in recent decades, Metro Vancouver has benefited from the growth of numerous high-skill tech and innovation clusters. While these jobs are commonly associated with office-related employment, they also spur demand for space to accommodate the production of goods related to biotech, green tech, and other innovative products.

Demand for these types of spaces tends to focus on certain industrial sub-markets, most commonly found in proximity to post-secondary institutions and amenities, which in turn provide linkages to emerging high-skilled labour opportunities. These businesses often seek well-located and well-equipped facilities, which means they are often able to afford more expensive and urban industrial areas.
FIGURE 2: ASSESSMENT VALUE INCREASE, BY MUNICIPALITY, 2012-2017

Rising Land Values and the Impact of Taxation

As industrial areas continue to experience rising land values (Figure 2), this not only increases rental rates, but also taxation. Property tax in British Columbia is based on assessed land value; not just on its use as it is today, but as the ‘highest and best’ use of the land. As industrial areas begin to permit a broader mix of densities and uses, this means that the value of the land can rise sharply, in some cases well beyond the value being generated by the existing industrial users. For example, a small automotive repair business in an area that permits multi-storey office uses would be assessed as if it were a multi-storey office. In a five-year period between 2012 and 2017, the rate of industrial assessment growth outpaced residential assessment growth in the region, with the greatest impacts being observed in more urban municipalities.

This increase has the potential to put pressure on both landowners and leaseholders, as many leases are “triple net”, meaning that the leaseholder is responsible for paying rent, along with building maintenance and property tax. As land prices and the associated assessment values rise across the region, so too can the tax payment – leading to an increase in costs that many businesses, particularly smaller ones, may not be able to absorb. These rising taxes may push businesses to relocate elsewhere in the region, or shut down entirely. As a result, this also creates pressure to convert industrial land to non-industrial use.
Industrial Edges and Buffers – Tools for Mitigating Conflict

Industrial land edges and buffers are a common means to mitigate conflict between industrial and adjacent sensitive uses, such as residential. Establishing these measures helps to ensure, for example, that residents are not negatively impacted by industrial activities, while also providing industrial users with a degree of certainty that they will be able to conduct their business without disruption.

There is no single approach among Metro Vancouver member jurisdictions in how to manage the interface between industrial and sensitive uses, though there are some common elements. These include design guidelines to manage noise, odour and light, and minimum setbacks to ensure a reasonable degree of physical separation from other uses. Most commonly these are established in a municipality’s Official Community Plan (OCP) or zoning bylaw, requiring on-site mitigation measures at time of site development, but may also include more broad buffers, including transitional land uses (such as light industry of office parks) or other physical separation be located in between industrial and sensitive uses.

Depending on the approach and standard required, these measures can restrict the development of some industrial uses, or may require site plan elements that add additional cost to the design.

Addressing the Interplay between Industrial and Agricultural Land Uses

In much the same fashion of how speculation for other land uses is driving up real estate prices on industrial lands, so too is speculation impacting lands designated for agricultural uses across the region. While most of these lands are subject to provincial regulation as part of the Agricultural Land Reserve (ALR), which prevents non-agricultural uses, speculation from various land uses is raising land prices, undermining the feasibility of using these lands for their intended agricultural use and driving pressure for conversion.

While both industrial and agricultural land bases are under pressure to convert from other land uses, there is also pressure between the two. Industrial and agricultural land uses are often posited against one another, with agricultural interests advocating that agri-industrial uses be located on industrial lands, and industrial interests advocating agri-industrial uses be allowed on agricultural lands.

Currently, ALR regulations limit industrial and commercial uses from locating on industrial land, requiring that 50% of the product involved in these activities be grown / raised on site. This “50/50 rule” plays a critical role in determining what agri-industrial activities are permitted on ALR land, barring approval from the Agricultural Land Commission. Limits to infrastructure, servicing, and transportation in both Metro 2040 and ALR regulations also direct many agri-industrial uses to industrial areas instead. Given the comparatively high cost of industrial land, agri-industrial activities that qualify as farm use (or successfully apply to the Agricultural Land Commission for an exception) will usually locate on agricultural land instead. In a general sense, agri-industrial uses are not a significant component or threat to either land base. However, given the limited land supply and similarities between site profiles (large, flat sites) there is some pressure to convert agricultural lands to industrial uses, particularly in the case of sites that are considered under-performing or poorly located for their designated use.
The Importance of Transportation and Goods Movement

Metro Vancouver’s network of trucking routes, highways, railways, and ports support both local serving businesses and the region’s broader role as a gateway city between Canada and the world. From local deliveries, to the movement of materials and components for production, to importing and exporting goods to marketplaces beyond the region, having access to reliable and efficient methods of goods movement is an integral consideration for many industrial businesses.

Land use and transportation planning are complementary, although there are sometimes tensions between different types of uses and transportation implications. For example, large low-density industrial sites are typically cost ineffective to service via transit, whereas uses with greater densities of employees are more appropriately located by transit service. Furthermore, non-industrial uses in industrial areas can have negative traffic implications, such as increased transit demand that is difficult to efficiently serve and truck trips interaction with pedestrians. Accordingly, the following should be determined for appropriate locations for different types of industrial uses:

- Identifying industrial uses that benefit most from transit proximity (e.g. high employment density and person trips generation) and those that benefit least (e.g. low employment density, reliance on truck route access) to facilitate better alignment of use with transit service;

- Goods movement uses with higher goods movement needs should be located with access to the Major Road Network and Truck Route Network. This may in general apply to the more traditional heavy industrial uses; and

- More job intensive uses that generate significant person-trips are best located with access to the Frequent Transit Network (FTN), and likewise those uses that do not generate significant person trips are generally not the best use of land within closer proximity to the FTN.

Much as growth in the context of a finite land base is putting pressure on the region’s industrial land base, so too does it put pressure on the region’s transportation infrastructure network for moving goods and people. Concerns related to congestion, aging infrastructure, road safety, pollution and other externalities like truck parking all affect the outlook for lands throughout the region. Towards this end, planning for the effective management of industrial land is intertwined with planning for the effective management of the transportation network.

A number of organizations and agencies in the region have made strides towards supporting the effective management of the transportation network, including initiatives such as:

- TransLink’s Regional Goods Movement Strategy and Regional Transportation Strategy;

- The BC Ministry of Transportation and Infrastructure’s innovations and improvements in commercial vehicle monitoring and emissions standards;

- The Greater Vancouver Gateway Council’s work to coordinate investment on regional infrastructure projects; and

- The Greater Vancouver Urban Freight Council’s work to coordinate and champion initiatives related to goods movement.
Climate Change Vulnerability

Another issue of note impacting the long-term functionality of the industrial land supply is the risk posed by climate change. Detailed climate change projections have been completed for the Metro Vancouver region, and significant work is underway to understand the impacts, including increased flood risk.

A significant portion of the region’s industrial land supply, including most major port and airport facilities, are located within low-lying areas. Many of these areas would be vulnerable to major coastal flood events in the absence of considerable adaptation measures. Should sea level rise continue as projected, significant portions of the industrial land supply may no longer be considered viable for long-term development, further reducing opportunities for growth and economic resiliency. While certain measures can be engineered to adapt to this risk, including diking and improved site design, these measures may be cost prohibitive for many industrial users to implement.

In addition to responding to the impacts of a changing climate, industrial activities also have a role to play with regards reducing regional greenhouse gas (GHG) emissions. Metro Vancouver is currently developing Climate 2050, which reflect climate issues specific to the region by addressing ten key issue areas, one of which is industrial activities. Metro Vancouver’s manufacturing sector (including cement production, food processing, metal fabrication, chemical manufacturing, forest products, and petroleum refining) and construction industry contribute approximately 23% of the region’s total GHG emissions combined.

As part of developing Climate 2050, the region is preparing “roadmaps” for each issue area, providing a summary analysis of current conditions and challenges facing each issue area. These roadmaps will identify regional and corporate goals and actions necessary to achieve a carbon neutral, resilient region. In the case of industrial activities, this is likely to include targeted approaches to reduce emissions by encouraging or requiring switching to low carbon fuels and adopting new technologies where appropriate.
The Future of Industry and Changing Space Needs

Like many other industrial markets around the world, the region's industrial lands have undergone a long-term transition in the nature and form of their use. A steady shift away from heavy manufacturing and natural resource sectors, particularly amongst forestry-related businesses, coupled with increasing competition with other markets in an increasingly globalized economy, have changed the balance and character of the region's industrial lands. Throughout this transition, the region has evolved a diverse sectoral mix, while also retaining its role as a leading global port and economic gateway.

For example, locations including Granville Island, shores of False Creek, Fraser River and Burrard Inlet were once dominated by heavy industry, sawmills, large scale manufacturing, and rail operation. While a few of these uses still exist today, many industrial businesses have moved eastward or have ceased operation altogether, being replaced by predominantly commercial and residential development. In instances where employment uses have been retained, they tend to be in the form of light industrial, office and mixed commercial space.

Though some traditional waterfront-oriented industrial activities have relocated or dissipated, the core 'gateway' functions of the Port of Vancouver and Airport have continued to thrive. Continued growth in global trade have driven demand for additional space, including the need for additional container terminals, warehousing space, and logistical facilities.

In terms of growth, the Port of Vancouver has consistently outperformed other North American ports since 1990, with growth in container traffic forecasted to outpace all other ports in the Pacific Northwest for the foreseeable future. Even with the establishment of a second provincial port in Prince Rupert and improvements and expansions to local port facilities, demand is forecast to drive the need for additional port-related facilities on Metro Vancouver's industrial lands, as shown in Figure 3.

Trade-oriented uses associated with the Port and Airport represent only one part of the demand for industrial lands. Despite the changing nature of industrial activities in the region, industrial lands continue to also serve a fundamental role in facilitating city-serving activities, such as vehicle repair, food production, commercial laundry, utilities, light manufacturing and local distribution. These activities are crucial to the continued function of a range of economic activities across the region, including tourism (tour bus repair, restocking cruise ships), major office employment (printing, couriers, transit infrastructure management), and local retail businesses (food production and distribution, wholesales). At the same time, continued population growth has increased the in-region demand for goods and related services, such as e-commerce, transportation, warehousing and distribution space, particularly last mile and fulfillment centres in close proximity to major population centres.
In addition to these city-serving functions, industrial lands are also playing a prominent role in accommodating the region's emerging innovation economy. These businesses do not fit easily into any one classic or conventional employment sector, as the nature of their work encompasses a wide range of activities including light manufacturing, media and digital entertainment production, clean-tech and biotech, software and hardware design, and various other uses. The space needs of these businesses can vary, but typically require a diversity of spaces at different scales, including offices, production space, and logistical facilities, many of which are most commonly associated with industrial and employment lands.

Changing industry profiles are not the only factor resulting in different land and space needs. Technological innovations are also dramatically changing the relationship between employment, productivity, and how industrial lands are occupied and used.

Automation, which has already significantly affected the manufacturing industry, is expected to continue to change how goods are produced and tasks accomplished. With the potential advent of artificial intelligence and advanced robotics, there is a real possibility that more jobs in many more sectors could be affected by automation than ever, with 42% of the
Canadian labour force at high risk of being affected by automation in the next decade or two. As shown in Figure 4, artificial intelligence, advanced robotics, and automation will have a different impact on different sectors over time, with some sectors being susceptible to a significantly reduced need for labour as different waves of technological advancement occur over the next few decades.

This change has the potential to affect the demand for labour in different sectors, but it does not necessarily mean that there will be any less demand for industrial land. While automation can lead to a number of operational efficiencies, it typically still requires space to conduct the business activity (e.g. production and warehousing of goods). As shown in Figure 5, manufacturing productivity in British Columbia has continued to grow, despite declines in total manufacturing employment.
The separation between manufacturing activity and employment has been occurring for quite some time in North America; however, this trend began to accelerate most notably following the 2008-2009 Global Recession. While manufacturing employment has yet to recover to its pre-recession levels, manufacturing activity has continued to grow.

Over this same period (2008-2018), Metro Vancouver increased its industrial floor space by over 30 million square feet. This translates into an average growth rate of nearly 1.7% per year, significantly higher than the average annual industrial employment growth rate of 0.5% per year. While the amount of land take-up associated with this growth has declined over time (due to limited supply), suggesting denser industrial buildings are being built, the demand for space is still resulting in a net demand for land.
Industrial Land Demand Forecast to 2030 and 2050

Forecasting the longevity of the industrial land supply is a particularly challenging task in Metro Vancouver because of its unique situation as a region with a fixed land supply. While not quantifiable for the overall market, there is ample evidence that industrial development and land absorption is being limited by the availability of land for development. Some larger distribution and manufacturing facilities are already locating outside of Metro Vancouver simply because there are few large industrial sites available today or likely to be available in the future.

The most recently prepared forecast of regional industrial land demand used an absorption method with a range of 80 to 110 ha per year (200 to 275 acres per year). Applied to the effective supply of 1,820 ha (4,500 acres) identified in its analysis, full development would be reached between 2035 and 2045. Of course, land development does not proceed in a linear fashion until the last parcel is consumed, rather it nearly always tails off because the remaining land is of limited viability. This means that there is demand that cannot be met by the available supply well before a point of build out is reached.

These unconstrained land demand forecasts are shown in Figure 6. Depending on the scenario, the region is anticipated to absorb the last of its effective supply sometime between 2028 and 2035, with the total inventory being absorbed sometime between 2035 and 2047. However, as previously noted, absorption is likely to tail off as supply dwindles. Figure 7 demonstrates what the demand and land absorption is likely to look like when factoring in the effects of a constrained land supply.

In the absence of additional land to meet the needs of continued demand, the rate of land absorption will tail off until near full development is reached. This decline in absorption will not be due to a lack of interest, but instead will be the result of businesses and jobs having relocated to markets that are more readily able to meet their needs. The combination of a constrained land supply and steady demand will keep the price of industrial land high, likely even higher than experienced today. This will be a limiting factor for some industrial activities, but will likely also force more intensive use of land where possible.
Implications for the Regional Economy

Industrial lands serve a crucial role in accommodating a diverse and resilient economy. Regions that are more economically diverse tend to experience less instability and lower unemployment rates when compared to regions with more homogeneous economies. Complex economies, that is those that feature a web of interconnected industries and business sectors, also tend to be far more resilient, experiencing less economic decline during periods of recession, and faster recoveries.

In the same regard, failing to ensure a suitable amount of industrial land could limit growth and investment, and even weaken existing sectors that rely on these lands. Even with the changing nature of work and technological innovations resulting in evolving land and space needs, industrial lands will still be necessary to ensure regional economic diversity and resiliency for the future.

The consequences of a constrained land supply are already being witnessed, with a number of large industrial businesses and activities being unable to find suitable space to locate or expand their business. For example, the Port of Vancouver has noted that, despite significant improvements to site intensification and optimization in recent years, it may be unable to accommodate future trade demand given its current land supply. As the Port approaches its capacity, it risks losing business to other ports along the western coast.

Similarly, a shortage of space for logistics terminals is seeing demand grow for inland distribution ports as far away as Calgary. These inland ports serve as staging areas for containers that are unloaded in Vancouver, transported by rail to the distribution hub to be unpacked and sorted, and then (for some of the cargo) transported back to Vancouver to be delivered to end users and points of sale. Ashcroft offers an inland terminal focused on processing exports, such as lumber in containers. In other cases, larger manufacturers are choosing to locate, or relocate, to areas with more available and affordable land south of the border, in communities such as Blaine, Washington.

The relocation of these business and trade activity could have a negative impact on the region, province and even country. For example:

- Should a business relocate to another port in the province, such as Prince Rupert, the impact might be neutral for British Columbia and Canada, but negative for the Metro Vancouver region;
- Should a business relocate to Alberta, the net impact might be neutral for Canada, but negative to the Metro Vancouver region and British Columbia; and
- Should a business relocate south of the border (such as Washington, Oregon or California), the net impact would be negative to the Metro Vancouver region, British Columbia, and Canada.
The potential impacts of losing industrial activity due to lack of available land are threefold:

- The loss of local businesses could negatively affect the economy due to the loss of potential or existing jobs and tax revenues for governments.

- The further abound these businesses locate, the greater the distance goods must be transported, resulting in increased fuel consumption, GHG emissions, traffic congestion and cost to consumers.

- The loss of industrial activity could weaken the region’s economic diversity and resiliency, potentially exposing the economy to greater fluctuations in market cycles and broader economic shifts.

It is worth noting that adding new industrial uses in Metro Vancouver could result in its own set of costs and challenges, including increased competition for land and the potential to increase traffic, business related emissions, and possible conflicts with other uses. However, on the whole, these costs and challenges are unlikely to be greater than the net loss and environmental impact that is likely to occur if these businesses relocate elsewhere.
RECOMMENDATIONS

To achieve the Strategy's Vision, and to address the Challenges facing industrial lands in the region, 4 'Big Moves' have been identified:

1. Protect Remaining Industrial Lands
2. Intensify and Optimize Industrial Lands
3. Bring the Existing Land Supply to Market & Address Site Issues
4. Ensure a Coordinated Approach

The 4 'Big Moves' are used to frame and organize the Strategy's 34 recommendations and 10 priority actions.

In considering the 4 'Big Moves' and the recommendations that follow, the Strategy affirms that conversion or use of agricultural lands is not a solution to the shortage of industrial lands in the region. This principle was endorsed by the Industrial Lands Strategy Task Force and Metro Vancouver Board.

Protect Remaining Industrial Lands

Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region's remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities.

RECOMMENDATION 1:
That Metro Vancouver, in collaboration with member jurisdictions, First Nations, regional agencies, and other relevant stakeholders, conduct a comprehensive regional land use assessment.

In the context of Metro Vancouver's finite and constrained land base, there is significant pressure for competing, legitimate land uses across the region. There is an opportunity to undertake either a targeted or region-wide assessment of land use, seeking not to reflect what is already in existing policy frameworks, but rather to proactively identify the 'best' locations for different land uses depending on a developed set of criteria (e.g. location, adjacent land uses, lot size, proximity to the goods movement network). Such an assessment could potentially identify areas where a swap of existing land uses may be reasonable, including opportunities to optimize the remaining supply of industrial land.

This assessment will identify, based on a defined set of criteria and cross-jurisdictional considerations, opportunities for more optimized locations and uses of land in order to support regional and local policy objectives and to inform policy changes.
The regional land use assessment will include:

- Metro Vancouver and member jurisdictions work with the Provincial and Federal governments, the Port of Vancouver, and Vancouver Airport Authority, to identify if industrial functions can be integrated or co-located on public industrial lands. This includes examining the potential for joint use for large non-intensive land uses such as extractive activities, public rights-of-way, and others;

- where existing designated land uses are determined to be under-utilized, Metro Vancouver, in consultation with the owners of the subject lands, the member jurisdiction in which they are located, and other relevant stakeholders, may consider the potential for swaps with other land uses. The proposed swap should be considered between lands that are identified as being under-utilized through the land use assessment, located within the same jurisdiction or elsewhere within the region, and improve the potential for the intended uses per the land use assessment criteria; and

- Metro Vancouver assess whether or not there are sufficient supplies of suitable land to reasonably accommodate retail, service or recreational uses that may be restricted from otherwise locating within Industrial areas.

**RECOMMENDATION 2:**

That Metro Vancouver endeavour to strengthen regional policy to protect industrial lands as part of the update to the regional growth strategy, *Metro 2040*.

Examples of ways to strengthen the regional growth strategy to be considered are:

- increase the voting threshold required for a minor amendment of the Industrial and / or Mixed Employment regional land use designation to General Urban;

- explore ‘no net loss of land’ as part of the amendment criteria for Industrial lands, recognizing the regional benefit of conversions that are offset by land-swaps in suitable locations within the municipality or elsewhere in the region;

- clarify the definitions and permitted uses on the Industrial and Mixed Employment regional land use designations, including appropriate principal and accessory uses by type and scale; and

- explore permission of mixed-use including residential on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations (distance to be determined, suggest 200 metres) as long as existing industrial space is maintained or expanded and other Metro 2040 objectives are met (e.g. affordable, rental housing).
RECOMMENDATION 3:
That Metro Vancouver, in collaboration with member jurisdictions and other regional agencies, develop a consistent definition of 'industrial' and guidelines for which primary and secondary (or ancillary) land uses should be permitted in Industrial and Mixed Employment designated areas, respectively.

Member municipalities, as part of their regional context statement updates, would commit to review and update their zoning bylaws using the guidelines as a resource to amend the permitted uses in their local industrial and employment lands.

The definition of 'industrial' in zoning bylaws and associated permitted uses (and scale of accessory uses) varies significantly across the region. Different zoning bylaws permit accessory and non-industrial uses, such as recreation, big-box retail, and places of worship, on industrially zoned lands, creating additional competition for industrial land from uses that should be located elsewhere. The bylaw review and update should remove non-industrial uses from the industrial zoning while adding new types of industrial uses, and limit the scale or size of accessory uses. Definition consistency would limit non-industrial, commercial and institutional uses in certain industrial locations across the region, and would create a clearer understanding and more consistent permissible uses while aligning with the regional growth strategy.

Protecting Trade-Oriented Lands

The following three recommendations have to do with protecting trade-oriented lands in the region. It is important to recognize that trade-oriented industrial uses (e.g. logistics, warehouses, distribution centres, transportation terminals) are a crucial part of the region's role as an economic gateway between the Asia-Pacific and the rest of the country. These uses typically have a very specific set of location and site needs, such as large, flat sites that allow for movement and storage of goods, with proximate access to highway, port, or rail infrastructure. Amongst the region's industrial land supply, sites that offer these characteristics are limited.

Because these sites also tend to offer attractive characteristics for other types of industrial (and other) uses, trade-oriented uses often compete with other industrial uses when looking to purchase and develop these lands. The low-density nature of many trade-oriented industrial uses means that they often struggle to compete, particularly when increased development densities are permitted under more broad industrial zoning. This is of particular concern when stratification of industrial is permitted, which tends to both significantly increase the price competing users can offer for the land, while also fragmenting ownership of the property, which can be an issue for operators that require large sites. To ensure these strategically located sites are protected, a coordinated approach is required between the region and member jurisdictions.

That is not to say that smaller lots and stratification do not play a critical role in the region. On the contrary, the importance of stratification is recognized in enabling small businesses to own their space, have security of tenure, and opportunity for capital appreciation. Other recommendations are focused on different types of industrial businesses.

Based on feedback from stakeholders, there is a desire when looking for solutions to address conversion of industrial lands to other uses, to first consider local government and regional policy options, rather than a provincial industrial land reserve.
RECOMMENDATION 4:
That Metro Vancouver conduct a collaborative process to develop a clear definition of Trade-Oriented Lands, and subsequently, as part of the Metro 2040 update, develop a Trade-Oriented land use overlay.

A clear, consistent and collaboratively developed definition and understanding of the extent and location of these lands will support their protection as well as the protection of other types of important industrial lands. A regional overlay identified in the regional growth strategy would distinguish trade-oriented lands within the Industrial land use designation based on confirmed criteria (i.e. site size, proximity to transportation infrastructure linkages) and provide additional guidance to member jurisdictions regarding permitted land uses to protect trade-oriented industrial activities.

RECOMMENDATION 5:
That municipalities identify appropriate areas through Trade-Oriented zoning.

Subsequent to participating in the development of a consistent and collaboratively developed definition for trade-oriented lands, municipalities, through the regional context statement process, would be asked to identify trade-oriented lands within their jurisdiction, and to consider zoning that would limit or restrict non-industrial uses and the fragmentation of parcels with an aim to protecting these strategically located lands for trade-oriented activity. This would be a judiciously applied approach, recognizing the potential limits to flexibility and future use that this zoning would place on these lands.

RECOMMENDATION 6:
That the Province grant municipalities the legislative powers to define permitted forms of tenure (i.e. leasehold versus stratified freehold) on industrial land through local zoning bylaws.

Given the limited control municipalities have over tenure of non-residential land uses through zoning, the province would be requested to grant additional powers under the Local Government Act to ensure these sites are reserved for their intended use. Member jurisdictions may seek to limit stratification of ownership to a minimum size to prevent the fragmentation of large trade-oriented parcels.
Intensify and Optimize Industrial Lands

Given the region's constrained land base, it is critical to encourage the most efficient use of the remaining industrial land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and to investigate opportunities to optimize the location of certain land uses over time. Currently multi-storey industrial buildings are rare in most North American markets because, for most uses, multi-storey space is much more expensive than single-storey buildings. However, as the remaining industrial land supply is diminished, it may become feasible for more of this type of development to occur in the future. To encourage more efficient use, it would be beneficial to industrial users to be able to locate in more intensive/dense built forms not restricted by policy or regulation. In addition to removing height and density restrictions in areas that have the opportune market and physical characteristics necessary to support intensive development, municipalities may also seek to offer incentives to attract and realize this form of development in strategic locations.

RECOMMENDATION 7:
That municipalities facilitate the intensification/densification of industrial forms where possible.

Actions to support industrial intensification include:

- removing any unnecessary restrictions to density or height limits, where contextually appropriate;
- planning the space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify;
- allowing mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and
- exploring opportunities to encourage intensification in target areas (i.e. proper geotechnical conditions, access to infrastructure and transit) via incentives. These could include pre-zoning, density bonuses, financial incentives, and/or others.

RECOMMENDATION 8:
That Metro Vancouver conduct a study of the financial factors and other issues that prevent the development of multi-storey industrial spaces in various regional market areas.

The study should identify the gap between development costs and market rents or sales prices in different municipalities to assess if there are ways that Metro Vancouver and member jurisdictions could improve the feasibility of delivering higher-density industrial spaces.
RECOMMENDATION 9:
That the Province review the current approach to property tax assessment and tax rates based on the highest and best use of a property with regard to its impact on industrial businesses.

Growth in assessment values on the region’s industrial lands have risen rapidly in recent years. The associated rise in property taxes is putting increasing pressure on industrial businesses, particularly in high growth and high value urban areas where assessing property is based on the highest and best use. These costs can displace industrial users and undermine the intended use for the land. This review should identify if there are reasonable approaches to mitigate the destabilizing effect of rapidly rising assessments and taxes on industrial businesses.

Provide Greater Clarity on Agri-Industrial Uses in the Agricultural Land Reserve

While both industrial and agricultural lands are under pressure to convert to other land uses, these two types of land uses are often posited against one another, particularly as it relates to agri-industrial businesses. While there are some permissable agri-industrial uses within the Agricultural Land Reserve, there is some uncertainty over the scope and scale of activity that can be permitted before these uses would have to relocate to industrial areas.

RECOMMENDATION 10:
That the Ministry of Agriculture, in consultation with the Agricultural Land Commission, amend legislation to define under what conditions, if any, large-scale organic waste processing facilities are permitted in the Agricultural Land Reserve.

RECOMMENDATION 11:
That the Ministry of Agriculture produce guidelines or amend legislation to: define the metrics used to measure the 50/50 rule (i.e. volume, weight, value, etc.) to facilitate consistent application; and clarify the permitted value-added infrastructure of an approved use on an agricultural parcel and define a cap on building infrastructure footprint.

Ensure Consideration of Industrial Lands in a Regional Flood Management Strategy

Climate change and the impacts of rising sea levels are likely to be one of the greatest challenges of our time, and their potential impact on the industrial land supply cannot be ignored. A significant portion of the region’s industrial land supply, including most major port and airport facilities, are located within low-lying areas that are anticipated to be at risk in the face of rising sea levels and more frequent flooding events. As the Fraser Basin Council develops a flood management strategy for the region, it is critical that industrial lands be given proper consideration to ensure the continued economic resiliency of the region, while also recognizing the cost that adaptation measures may have on industrial development in the future.

RECOMMENDATION 12:
That in developing a Regional Flood Management Strategy, the Fraser Basin Council recognize industrial lands and their economic contributions to the broader region when identifying and prioritizing measures to adapt to rising sea levels and flood events.
Bring the Existing Supply to Market & Address Site Issues

To ensure the region's remaining vacant industrial land supply gets to market, identify the local issues facing these lands and the linkages between them, and map out the necessary policy updates and strategic investments in response.

Manage Land Use Conflicts through Buffering Policies

Managing the interface between industrial uses and other sensitive land uses, particularly residential, is a significant issue when it comes to preserving the functionality of existing industrial uses, while also protecting for future economic activity. A broad range of planning tools exist that may contribute to the mitigation of potential, existing or perceived nuisances, offering varying degrees of flexibility or conversely, prescriptiveness. Member jurisdictions across Metro Vancouver incorporate a range of approaches to managing this interface. However, while there are common elements amongst these approaches, there is no single approach that meets the context and needs of each community. While there is little appetite for a “one-size-fits-all” approach to interface management, there are certain leading practices that could be formally recognized through regional guidance to encourage more effective management of industrial edges and conflict prevention.

RECOMMENDATION 13:
That Metro Vancouver, in consultation with member jurisdictions, develop guidelines for land use policies along the edge of planned or developing Industrial areas where no natural or other physical buffer already exists.

These guidelines will serve as reference for member jurisdictions on how to mitigate the potential for conflict with other sensitive uses depending on the context:

- Where the industrial area is already established, direct employment uses, including light industrial, commercial, and office, or other non-sensitive uses to the area abutting the Industrial lands to serve as a transitionary land use.

- Where the industrial use is encroaching upon an established sensitive use, direct light industrial and ancillary components of the primary industrial use to the edge of the industrial area where the sensitive use is located to serve as a transitional/buffer land use.

- In cases where the abuttal of industrial and sensitive uses cannot be separated by other land uses, the guidelines should also provide direction towards:
  - Site design best practices including recommended minimum setbacks for different industrial uses, on-site migration measures such as visual screening of mechanical equipment, requirements for enclosing industrial activities, lighting fixtures, and recommended performance standards, where appropriate.
  - Mitigation requirements for residential and other sensitive uses that are encroaching upon areas of existing or planned industrial activity and associated vehicle traffic, including consideration for the potential for future intensification of industrial uses.
RECOMMENDATION 14:
That the Province enable municipalities the discretion to place a warning of anticipated nuisance effects on the title of the lands with sensitive uses that are being developed within a defined proximity of an established or planned industrial use or goods movement corridor.

The notification warning could be included in any offers of purchase and sale, notifying current and prospective owners and tenants that they are within the potential area of influence of the industrial use, and may experience adverse effects as a result.

RECOMMENDATION 15:
That municipalities consider adopting the Railway Association of Canada and Federation of Canadian Municipalities Guidelines for New Development in Proximity to Railway Operations when considering development permissions and changes of use in proximity to active railway corridors and other major goods movement corridors.

Develop Local Bring-To-Market Strategies

Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that prevent the development of undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality's economic goals for its remaining industrial lands.

RECOMMENDATION 16:
That municipalities with vacant or under-developed industrial lands prepare a bring-to-market strategy for their industrial land supply.

The strategy should address:

- assessing the strengths, weaknesses, opportunities and challenges facing the development of vacant industrial land;
- identifying opportunities to encourage reinvestment and more intensive use of existing industrial lands;
- whether municipal assembly and consolidation of fragmented parcels may be required, or is feasible, in order to bring the lands to market;
- if environmental remediation is required and if current programs are sufficient to facilitate the required degree of site remediation; and
- if local servicing and infrastructure improvements are required and can be accommodated through front-ending infrastructure investments or cost-sharing agreements.

Ensure Transportation Connectivity

The efficient movement of goods and people is critical for many industrial businesses, both local serving and trade-oriented, in terms of where they choose to locate. The maintenance and growth of a resilient and reliable transportation network, including various modes of transit, is an integral component in planning for the effective management of the region's industrial lands. Through the development of the Strategy, transportation issues and linkages were consistently rated one of the highest priorities. As a result, seven recommendations focus on this critical issue.
RECOMMENDATION 17:
That Translink, Metro Vancouver, the Port of Vancouver, the Vancouver Airport Authority and municipalities continue to work together to proactively designate, manage, and regularly update the Regional Truck Route Network in line with the recommendations of the Regional Goods Movement Strategy to ensure the safety and reliability of the regional goods movement network, while also considering human health implications, such as air quality and noise.

RECOMMENDATION 18:
That Translink, as part of the update to the Regional Transportation Strategy and implementation through Investment Plans, continue to identify viable new opportunities to create and improve transit linkages between the region’s industrial areas and local workers, where such transit can operate efficiently and effectively as part of the region’s transit network.

RECOMMENDATION 19:
That the Port of Vancouver, Metro Vancouver, TransLink, the Vancouver Airport Authority, and rail line operators, work together to identify policies and actions that support the optimization and safety of goods movement to and from industrial lands via roads, highways, railways, air, and access points to navigable waterways including short sea shipping.

RECOMMENDATION 20:
That the Province work with municipalities and industry partners to understand, forecast, plan for, and mitigate the impacts of the land demands for truck traffic and truck parking related to goods movement and drayage.

RECOMMENDATION 21:
That the Port of Vancouver continue to work with Metro Vancouver and TransLink to optimize port-related land uses and container drayage.

RECOMMENDATION 22:
That the Greater Vancouver Gateway Council continue its efforts to attract grants and other funding, and leverage their success towards improved infrastructure linkages and capital investments that support regional and local policy goals.

RECOMMENDATION 23:
That the Greater Vancouver Urban Freight Council continue its efforts to coordinate the implementation of the Regional Goods Movement Strategy between its member organizations.
RECOMMENDATION 24:
That regional organizations and stakeholders continue to investigate and implement options designed to reduce the environmental impacts related to the transportation of goods and people in the region, through their respective plans and policies.

This includes:

- the Province’s efforts to improve standards such as the Renewable & Low Carbon Fuel Requirements Regulation and improved permitting and tracking to help reduce GHG emissions from the commercial trucking industry;
- Metro Vancouver’s efforts towards protecting and improving air quality while ensuring infrastructure, ecosystems and communities are resilient to the impacts of climate change through Climate 2050;
- the Port of Vancouver’s efforts to optimize and reduce the carbon impact of its operations;
- TransLink’s efforts to optimize goods movement and public transit options through the Regional Goods Movement Strategy and Transport 2050; and
- local municipal efforts to expand access to charging station infrastructure for electric vehicles.

Ensure a Coordinated Approach

Improved cooperation and data tracking between governments and other organizations will be necessary to ensure accurate monitoring and effective land management into the future, while also guiding future coordination and alignment in terms of policy responses to issues as they arise in Metro Vancouver and across southwestern British Columbia.

Improve Data and Monitoring

A challenge for the effective planning and management of industrial lands is timely access to quality data. This is true for both land management and the development of effective economic policy. However, many of the data sources available to the region are prepared infrequently, such as the Census and Industrial Lands Inventory Update, or are not fine-grained enough to provide useful guidance at the local level, such as the Labour Force Survey. Through the development of more effective data collection frameworks and sharing agreements, the region and its partners would be able to greatly improve the quality of data used to inform policy decisions. The following four recommendations are focused on data provision.
RECOMMENDATION 25:
That Metro Vancouver produce an annual report that summarizes changes to the Industrial Lands Inventory, while continuing to publish a comprehensive Regional Industrial Land Inventory every five years.

RECOMMENDATION 26:
That municipalities provide a summary report of local development activity on lands in the Metro Vancouver Industrial Lands Inventory as part of their regional Development Cost Charge reporting, once per year.

RECOMMENDATION 27:
That Metro Vancouver, in collaboration with member jurisdictions, conduct a regional employment survey on a bi-annual basis.

RECOMMENDATION 28:
That major regional industrial land users and organizations, such as the Port of Vancouver, Vancouver Airport Authority, NAIOP Commercial Real Estate Development Association and other relevant stakeholders, consider expanding data sharing partnerships for the purpose of improving economic development and infrastructure investment, guiding land use and goods movement planning, and informing the development of associated policies.

Encourage Growth and Investment through Regional Economic Coordination

Both Metro Vancouver and member jurisdictions have a shared interest in attracting new investment and supporting the retention and expansion of economic activity across the region. In the past, cooperation and collaboration between the economic development initiatives of member jurisdictions has occurred on an ad hoc basis.

Metro Vancouver's new Regional Economic Prosperity Service represents the adoption of a collaborative regional approach to attracting investment to the region. With a focus on regional collaboration to advance shared economic, livability, and sustainability goals, the new service will work closely with member jurisdictions, provincial and federal governments, and other stakeholders to attract new investment in the region - investment that will both increase the number of well-paying, high quality jobs and generate new tax revenues.
RECOMMENDATION 29:
That Metro Vancouver, in consultation with member jurisdictions, First Nations and relevant stakeholder organizations, document and promote the region’s value proposition from an industrial economy perspective.

RECOMMENDATION 30:
That Metro Vancouver seek to enhance collaboration across the region to encourage economic growth and diversity, including on industrial lands.

RECOMMENDATION 31:
That Metro Vancouver assist member jurisdictions seeking to develop and update their own local bring-to-market strategies by providing data and research support in line with its mandate.

Coordinate with Neighbouring Regions

Pressures on industrial lands are not limited to Metro Vancouver. Adjacent regional districts are part of the same goods movement network and commuter-shed and they are facing similar land pressures and challenges. However, with these challenges also comes the possibility of shared opportunity. The broader economic region of southwestern British Columbia presents opportunities for collaborative planning that reaches beyond Metro Vancouver’s borders, building on shared infrastructure linkages to expand upon the role as an economic gateway, while also creating new opportunities for growth.

RECOMMENDATION 32:
That the Province develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection.

The components and benefits of the framework could include the following:

- providing a Lower Mainland-wide view for industrial land management, infrastructure investment and other economic development opportunities between Metro Vancouver and the Fraser Valley Regional District;
- identifying options to expand the Lower Mainland’s economic linkages with trade-oriented and industrial uses along major highway and rail corridors in the Squamish-Lillooet Regional District, Thompson-Nicola Regional District, and Regional District of Okanagan-Similkameen; and
- identifying opportunities for short sea shipping and maritime linkages with other port facilities located on Vancouver Island and along the Georgia Straight.

RECOMMENDATION 33:
That the Metro Vancouver Regional District and the Fraser Valley Regional District develop and sign a memorandum of understanding that outlines their shared priorities regarding and commitment to the effective and efficient management, protection, and development of industrial lands within the Lower Mainland.

RECOMMENDATION 34:
That the federal government, in implementing the Port’s Modernization Review, take a broader provincial perspective for ports in British Columbia, in part to alleviate land pressure in the Lower Mainland.
THE 4 ‘BIG MOVES’
AND 10 PRIORITY ACTIONS

The challenges facing Metro Vancouver’s industrial lands are complex and interconnected, and no single action or stakeholder will resolve them alone. Market forces and types of industrial activity vary significantly by sub-region, such that for example, forms of densification that may be possible in certain urban locations may not be appropriate in other locations. There are a wide range of national, regional and local serving industrial activities in the region, which have different site and location needs, and which, as a result require different policy responses. As a result, recommended actions need to balance regional objectives, while addressing local contexts – ‘one size’ does not fit all.

Successfully achieving the vision of the Regional Industrial Lands Strategy will require a collaborative approach and sustained effort on the part of various governing bodies and stakeholders with overlapping, yet distinct areas of business and jurisdictions in the region. Each of the identified actions will take time and resources to realize their full potential, and while some recommendations can be implemented in the near term, others may take additional time to build capacity before implementation. The key to success will be to act in partnership, setting early priorities with clearly defined roles.

Success is defined as a prosperous regional economy, full workforce employment, and an efficient transportation system, achieved through an adequate supply and location, as well as use and utilization, of industrial lands that can house a wide variety of industrial functions that support both the regional as well as national economies.

From the list of 34 recommendations, a short-list of 10 priority actions is identified organized within the 4 Big Moves. These priority actions are formed, in part, by packaging together related actions in the longer list into combined shorter-term actions, to be implemented over the first few years of endorsement of the Regional Industrial Lands Strategy.

This priority list reflects the immediacy of specific pressures facing the region’s industrial land supply, along with stakeholder feedback gathered through the development of the Strategy. The actions have been identified as having an optimum balance of: short term readiness, a wide level of support, a logical sequence to feed into the subsequent steps of the implementation program, and a direct relevance to inform the update of the regional growth strategy.

Due to the complexity of the issues and areas of overlapping jurisdiction among partner organizations, lead roles are identified for implementation with respect to the core mandates of each partner (see Appendix 1).

Together, these priority actions will work to ensure the region’s industrial lands continue to provide an attractive and viable location for industrial businesses to locate, grow and prosper, while supporting the broader regional economy and community. Implementation is expected to be an iterative and ongoing process that will need to be monitored and adapted over time. As recommendations are implemented, new issues will emerge and new priorities may need to be adjusted and the roles of partner organizations may need to be reshuffled. As new challenges arise and new information becomes available, new actions will inevitably need to be identified and prioritized, which may augment or replace other short-listed recommendations.

The 4 Big Moves:
• Protect Remaining Industrial Lands
• Intensify and Optimize Industrial Lands
• Bring the Existing Land Supply to Market & Address Site Issues
• Ensure a Coordinated Approach
Big Move 1 - Protect Remaining Industrial Lands

Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region's remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities. The priority actions for this Big Move are:

1. **Define Trade-Oriented Lands:** Trade-oriented lands are large sites associated with the transportation of goods to and through the region, such as by rail and the port, which serve a national function and are crucial to the region's economy, warranting additional attention and possible protection. A clear, consistent and collaboratively developed definition and understanding of the extent and location of these important lands will support their protection. Metro Vancouver will work with member jurisdictions to establish a definition for trade-oriented lands. (Subsequent actions identified in the 34 recommendations include consideration of a regional trade-oriented land use overlay in the regional growth strategy and municipal consideration of trade-oriented zoning.)

2. **Undertake a Regional Land Use Assessment:** Given Metro Vancouver's constrained land base, there is significant pressure for competing, legitimate land uses across the region. Metro Vancouver will undertake a targeted or region-wide assessment of land use, looking at and beyond the existing policy framework to proactively identify the 'best' locations for different land uses based on a collaboratively developed set of criteria.

3. **Strengthen Regional Policy:** Through the update of the regional growth strategy, Metro Vancouver will explore implementation changes, such as a consistent definition for Industrial, higher voting thresholds to amend the regional Industrial land use designation, and exploration of 'no net loss' as part of the amendment criteria.

4. **Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses:** Metro Vancouver will, in collaboration with member jurisdictions and other regional agencies, develop a consistent definition of 'industrial' and guidelines for permitted uses. Member jurisdictions, through regional context statement updates, will review and update their zoning bylaws using the established guidelines.
Big Move 2 - Intensify and Optimize Industrial Lands

Given the region's constrained land base, it is critical to encourage the most efficient use of the remaining land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and investigate opportunities to optimize the location of certain land uses over time. The priority action for this Big Move is:

5. **Facilitate the Intensification / Densification of Industrial Forms Where Possible:** Municipalities will review and remove unnecessary restrictions to density or height limits where appropriate; plan space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify; allow mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and explore opportunities to encourage intensification / densification in target areas. Metro Vancouver will explore allowing mixed-use with residential on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations (distance to be determined, but suggest 200 metres) as long as existing industrial space is maintained or expanded and other Metro 2040 objectives are met (e.g. affordable, rental housing).
Big Move 3 - Bring the Existing Land Supply to Market & Address Site Issues

Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, local municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that have prevented the development of the undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality’s economic goals for its remaining industrial lands. The priority actions for this Big Move are:

6. Prepare Bring-to-Market Strategies for Vacant or Under-developed Industrial Lands: Municipalities with vacant or under-developed industrial lands will prepare a bring-to-market strategy for their industrial land that addresses strengths, weaknesses, opportunities and challenges, to encourage reinvestment and more intensive use, considers municipal assembly and consolidation of fragmented parcels, whether environmental remediation is required, and if local servicing and infrastructure improvements are required and can be accommodated through front-ending infrastructure investment agreements.

7. Ensure Transportation Connectivity: The efficient movement of goods and people is critical for many industrial businesses, both local serving and trade-oriented, in terms of where they choose to locate. The maintenance and growth of a resilient and reliable transportation network, including various modes of transit, is an integral component in planning for the effective management of the region’s industrial lands. TransLink, Metro Vancouver, the Port, the Airport and municipalities will continue to work together to coordinate investments in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, support efficient container drayage and provide transit for industrial workers.
Big Move 4 - Ensure a Coordinated Approach

Improved cooperation and data tracking among governments and other agencies and organizations is necessary to ensure effective land management and accurate monitoring into the future. Coordination also guides future alignment of policy responses to issues as they arise across Metro Vancouver and southwestern British Columbia. The priority actions for this Big Move are:

8. **Coordinate Strategies for Economic Growth and Investment:** Metro Vancouver and member jurisdictions have a shared interest in attracting new investment and supporting economic and employment activities across the region. Many municipalities have an economic development office or department that work to retain and support the expansion of local businesses. Metro Vancouver's new Regional Economic Prosperity Service provides the opportunity for a regional approach to economic development that will amplify and complement the work of member jurisdictions.

9. **Improve Data and Monitoring:** Timely access to quality data is critical for land management and the development of effective economic policy. Metro Vancouver will update the Industrial Lands Inventory to have a better understanding of the current land uses and supply, and complete a Regional Employment Survey.

10. **Develop a Framework for Coordination:** Pressures on industrial lands are not limited to Metro Vancouver. Adjacent regional districts are part of the same goods movement network and commuter-shed and they are facing similar land pressures and challenges. The Province will work collaboratively with Metro Vancouver, TransLink, and municipalities on cross-boundary economic and land use planning matters and will develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection. For example, Metro Vancouver will seek to sign a memorandum of understanding with the Fraser Valley Regional District outlining shared priorities regarding the effective and efficient management, protection, and development of industrial lands within the Lower Mainland.
APPENDIX 1 – REGIONAL INDUSTRIAL LANDS STAKEHOLDERS

Many different agencies and organizations play a key role in the management, development, and use of industrial lands in the Metro Vancouver region. Each stakeholder has a different role, different responsibilities, and different authority over the rules, guidelines and decision making as it relates to industrial land and its use.

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>PURPOSE/MANDATE</th>
<th>ROLES AND RESPONSIBILITIES RELATED TO INDUSTRIAL LANDS</th>
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<tbody>
<tr>
<td><strong>LOCAL</strong></td>
<td></td>
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<tr>
<td>Member Jurisdictions (21 municipalities, 1 Treaty First Nation, 1 Electoral Area)</td>
<td>Represent the interests and respond to the different needs and changing circumstances of their communities, residents and businesses</td>
<td>• Designates permitted land uses and regulates the density and form of development through local zoning by-laws, neighbourhood plans, and Official Community Plans</td>
</tr>
<tr>
<td>Metro Vancouver</td>
<td>Delivers regional services, policy and political leadership on behalf of 23 member jurisdictions</td>
<td>• Supports coordinated land use planning around common framework for regional growth management</td>
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<tr>
<td><strong>REGIONAL</strong></td>
<td></td>
<td></td>
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<tr>
<td>TransLink: South Coast British Columbia Transportation Authority (SCBCTA)</td>
<td>Transportation authority for Metro Vancouver region Mandate to provide a regional transportation system that moves people and goods and supports the regional growth strategy and regional and provincial environmental and economic objectives</td>
<td>• Operates integrated regional transit system • Owns and operates 5 bridges • Together with municipalities, co-funds and co-manages the Major Road Network (MRN) • Leads and facilitates regional goods movement research and planning</td>
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Regional Industrial Lands Strategy
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<tr>
<th>ORGANIZATION</th>
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</table>
| Government of British Columbia | Authority to create local governments and their governing legislation  
Authority over Provincial Highways, roads and other infrastructure  
Coordinates high level economic development issues of provincial interest  
Authority to identify and legislate use for specific lands | • Provincial legislation, such as the Local Government Act  
• Provincial transportation planning and policy  
• Administers a number of acts related to transportation and goods movement, including the Motor Vehicle Act and the Commercial Transport Act  
• Highway construction and maintenance  
• Commercial vehicle safety and enforcement  
• Port and airport development  
• Infrastructure grants  
• Major capital project management  
• Provincial emergency management |
| Agricultural Land Commission | Preservation of agricultural land  
Encourage local governments, First Nations, and others to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, by-laws and policies | • Sets regulations for determining which business activities are permitted within the Agricultural Land Reserve  
• Determines the scope and scale at which agri-industrial businesses are allowed to locate within the ALR before having relocate to industrial lands in the urban containment boundary |
| Government of Canada | Promotes safe, secure, efficient and environmentally-responsible transportation and trade-oriented land uses in Canada | • Administers a number of Acts related to transportation, including vehicle requirements on new equipment pursuant to the Canada Motor Vehicle Safety Standards (CMVSS), engine emission standards, and rail safety standards  
• Provides funding to help improve major infrastructure systems, including Asia Pacific Gateway initiatives  
• Works with its portfolio partners, other government departments and jurisdictions and industry to ensure that trade-related networks and transportation systems work well  
• 18 Port authorities fall under the federal portfolio across Canada |
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<tr>
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| Port of Vancouver                        | Responsible for the stewardship of federal port lands in and around the region | • Oversees transportation operation in collaboration with terminal operators, railroads and shippers to ensure efficient goods movement on port lands and waters  
• Acquires and develops lands to support current and anticipated port-related operations |
| Vancouver Airport Authority               | Oversees Vancouver International Airport’s operations                         | • Develops and maintains airport infrastructure and oversees day-to-day operations at Vancouver International Airport  
• Plays active role in the development and growth of air cargo and the Asia Pacific Gateway |
| Greater Vancouver Gateway Council        | Collaborate to establish a globally competitive Pacific Gateway in trade and travel between North America and the Asia Pacific economies | • Advocates for members’ interests  
• Conducts and publish research studies  
• Provides economic impact data  
• Supports and coordinate application for infrastructure grants |
| Greater Vancouver Urban Freight Council   | Champion the implementation of the priority actions identified in the Regional Goods Movement Strategy (RGMS) | • Advocates for members’ interests  
• Coordinates the implementation of policy recommendations related to goods movement in the region  
• Monitors and assesses the progress of RGMS implementation  
• Periodically reviews current priorities against the region’s evolving goods movement needs |
| BC Trucking Association (BCTA)           | Province-wide, non-partisan, non-profit motor carrier association formed to advance the interests of British Columbia motor carriers and associated industrial land owners | • Promotes prosperous, safe, efficient and responsible commercial road transportation industry  
• Conducts research  
• Advocates for member interests |
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| NAIOP Commercial Real Estate Development Association | Non-partisan, non-profit business association formed to advance the interest of commercial land users, developers and real estate industry | • Conducts research  
• Provides education on commercial and industrial development and real estate related issues  
• Advocates for member interests |
| Boards of Trade and Chambers of Commerce | Non-partisan, non-profit business associations formed to advance the interest of their members | • Conducts research  
• Advocates for member interests |
| Fraser Basin Council | A charitable non-profit society committed to advancing sustainability in the Fraser Basin and across British Columbia | • Conducts and publishes research related to environmental and economic sustainability  
• Preparation of BC Regional Adaptation Collaborative to strengthen regional capacity and increase action to advance adaptation planning and implementation related to climate change impacts, including coastal flooding |
| Railways | Delivers returns on investments by providing fast and reliable transportation for rail and intermodal customers | • Provides rail and intermodal services to customers consistent with federal Rail Transportation Acts  
• Coordinates with local governments on adjacent land use and road networks |
| Goods Movers | Deliver returns on investments by providing fast and reliable transportation for their customers | • Provides road delivery services to customers consistent with federal, provincial and municipal regulations |
| Business | Deliver a return on investment for shareholders or owners | • Consumes and produces goods and services to support customers and other businesses  
• Makes locational, transportation, investment, real estate, and scheduling decisions to advance business operations |
APPENDIX 2 – INDUSTRIAL MARKET CONDITIONS

Industrial land values and lease rates across Metro Vancouver have increased significantly between 2014 and 2019. These changes reflect the scarcity of large, vacant, developable industrial land parcels, speculation that densities will increase on industrial lands, increased competition from other uses, or outright conversion to non-industrial uses.

METRO VANCOUVER INDUSTRIAL LAND VALUES AND LEASE RATES, 2014, 2017, 2019

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<th>LATE 2014</th>
<th>LATE 2017</th>
<th>EARLY 2019</th>
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<tbody>
<tr>
<td>Average Vacant Industrial Land Value ($/million/acre)</td>
<td>$1.1 million to $1.6 million</td>
<td>$1.9 million to $3.0 million</td>
<td>$2.0 million to $4.0 million</td>
</tr>
<tr>
<td>Average Rental Rate for Industrial Space ($/net square foot per year)</td>
<td>$8</td>
<td>$10</td>
<td>$12</td>
</tr>
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SOURCE: ADAPTED FROM THE CHANGING NATURE OF INDUSTRY AND INDUSTRIAL DEMAND IN METRO VANCOUVER: DISCUSSION PAPER, SECTION 4.7, 2019

NOTE: FIGURES REPRESENT AVERAGE VALUES FOR THE REGION AS COMPILED BY MAJOR BROKERAGES. INDUSTRIAL TRANSACTIONS IN SPECIFIC SUB-MARKETS MAY BE GREATER OR LESS THAN RANGE SHOWN.

These land price and lease rate increases are the result of changing dynamics between the supply and demand of industrial land and space availability. In the case of Metro Vancouver, demand and competition for these lands has been steadily increasing, while the supply of available industrial land has declined. Demand for industrial space has far outpaced how quickly developers have been able to bring new buildings to the market, resulting in a regional vacancy rate that has averaged below 2% for the past 4 years.

The industrial market has remained extremely tight over this period, with the lack of supply and strong demand putting upward pressure on lease rates and land values.
METRO VANCOUVER INDUSTRIAL MARKET ABSORPTION TRENDS AND FORECAST, 2013-2020

SOURCE: COLLIERS INTERNATIONAL, METRO VANCOUVER INDUSTRIAL MARKET: Q1 2019
APPENDIX 3 – INDUSTRIAL LANDS INVENTORY AND ABSORPTION

The preliminary update to Metro Vancouver’s 2015 Industrial Lands Inventory indicates significant absorption of lands since 2015, including many of the last remaining larger well-configured sites. While the remaining supply of about 1,050 hectares (2,600 acres) of truly vacant land and another 750 ha (1,860 acres) of non-industrial land uses that may eventually be developed for industrial, may seem significant, much of it is lands that are difficult to develop, fragmented and require assembly to bring to market, otherwise encumbered or whose owners are disinterested in development. As more of the unencumbered available sites are developed, an increasing proportion of that supply will be the more “difficult” or unavailable sites.

Typically, full development of an industrial land supply is about a remaining 5% long-term land vacancy or 95% development; in Metro Vancouver’s case the long-term vacancy would be about 570 ha of an 11,330 ha developed and vacant supply. Assuming there is no future conversion of industrial land to non-industrial uses, the effective available supply for future development would be about 1,430 ha.

The constrained land supply in Metro Vancouver means that there are two perspectives that can be taken to the demand forecast:

- What would the land demand be if there were no significant supply constraints in the region?
- Given the supply constraints, what is the demand for land that can be satisfied in the market and when will the available long-term supply near 95% full development?

There are two primary ways of forecasting land demand, both of which are appropriate ways to forecast and each can be used as a check on the other approach:

- The absorption method looks at the recent history of land absorption and projects the absorption forward for the forecast period. Adjustments to the forecast rate of absorption, up or down, are made to reflect expectations for a changing proportion of economic activity occurring on industrial land and higher or lower levels of overall growth expected, compared to the past.
- The employment-based method starts with a forecast of total employment and the relative growth by economic sector. The proportion of growth within sectors that may be accommodated on industrial lands provides an employment forecast for industrial areas. Applying an anticipated floor space per worker (in m² per employee) or an employment density (in employees per net ha) provides building space and land areas.

For larger sites (20+ acres / 8+ hectares) that point has already been reached in Metro Vancouver. To meet the demand forecast to 2050, an additional 800 to 1,600 ha (2,000 to 4,000 acres) would need to be added to current vacant land inventory.
As part of the Regional Industrial Lands Strategy work, Hemson Consulting looked at industrial land demand from an employment growth perspective. The forecast is based on a low, medium and high range of Metro Vancouver employment growth from the current base. Following a long-standing pattern of economic change, a continued shift in the employment base of Metro Vancouver away from those sectors occupying industrial land towards service sector uses is assumed to continue. Under this assumption, 20% of the region’s job growth would be accommodated on industrial lands through forecast period to 2050 (from 27% of total regional employment in the 2016 base year), with approximately 5% occurring within already developed industrial lands via intensification. Assuming an employment density of 35 jobs per net ha, the resulting industrial land demand to accommodate this growth would be 70 to 100 ha per year (175 to 250 acres per year). Similarly, an additional 650 to 1,550 ha (1,600 to 3,800 acres) of land on top of existing supply would be a reasonable estimate of the lands needed to satisfy this demand.
RECOMMENDATION:
THAT staff be directed to participate in the development of a framework for a North Shore cross-jurisdictional Steering Committee and Working Group that will include government, staff, and relevant community agencies, and that will develop short, medium and long term actions that are focused on clear, comprehensive and coordinated strategies to prevent homelessness, to serve the people who are currently experiencing homelessness, and to create pathways out of homelessness;

AND THAT these actions will specifically include working to deliver permanent supportive housing with wrap-around services, and one point of entry for people across the North Shore who are experiencing or at risk of homelessness;

AND THAT a copy of this resolution be forwarded to local MLAs and MPs, the Minister of Municipal Affairs and Housing, the Minister of Health and B.C. Housing.

REASON FOR REPORT:
This report seeks Council’s direction to participate in the development of a North Shore Steering Committee and Working Group to address challenges related to homelessness.

BACKGROUND:
Although the 2017 Metro Vancouver Homeless Count counted 100 individuals experiencing homelessness on the North Shore, other data sources suggest the number of people experiencing homelessness on the North Shore is much higher. According to the North Shore Homelessness Data Report, which gathered data from six major providers of homelessness services on the North Shore, 736 unique individuals were considered absolutely homeless in 2016. Results from the 2020 Homelessness Count conducted in early March have not yet been released.

Many community-based organizations on the North Shore provide support for those who experience homelessness or who are at risk of homelessness. However, the COVID-19 pandemic has highlighted that further support is needed.
On June 22, 2020, the City of North Vancouver approved a motion to direct staff to create a North Shore cross-jurisdictional Steering Committee and Working Group of government, staff, and relevant community agencies, to develop short, medium, and long-term actions to prevent homelessness, serve people who are currently homeless, and create pathways out of homelessness (Attachment 1). On July 6, 2020, the District of West Vancouver approved a similar motion, with some minor amendments (Attachment 2).

EXISTING POLICY:
The District’s Official Community Plan contains several policies aimed at supporting our most disadvantaged residents and eliminating and preventing homelessness on the North Shore. The Rental, Social and Affordable Housing Strategy (2016) also seeks to address the housing needs of vulnerable populations at risk of being homeless.

ANALYSIS:

Financial Impacts:
Should District of North Vancouver staff be directed to participate in the North Shore Steering Committee and Working Group, the cost to the District would primarily consist of in-kind staff time for the duration of the initiative.

Options:

1. THAT staff be directed to participate in the development of a framework for a North Shore cross-jurisdictional Steering Committee and Working Group that will include government, staff, and relevant community agencies, and that will develop short, medium and long term actions that are focused on clear, comprehensive and coordinated strategies to prevent homelessness, to serve the people who are currently experiencing homelessness, and to create pathways out of homelessness;

2. AND THAT these actions will specifically include working to deliver permanent supportive housing with wrap-around services, and one point of entry for people across the North Shore who are experiencing or at risk of homelessness;

3. AND THAT a copy of this resolution be forwarded to local MLAs and MPs, the Minister of Municipal Affairs and Housing, the Minister of Health and B.C. Housing.

OR

4. THAT Council provides staff with alternative direction.
SUBJECT: Notice of Motion regarding Cross-Jurisdictional Action on Homelessness

July 7, 2020

Respectfully submitted,

Arielle Dalley
Community Planner

Attachment 1: Excerpt from City of North Vancouver Regular Council Meeting Minutes, June 22, 2020
Attachment 2: District of West Vancouver, Notice of Motion regarding Cross-Jurisdictional Action on Homelessness, June 17, 2020
SUBJECT: Notice of Motion regarding Cross-Jurisdictional Action on Homelessness

July 7, 2020

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Document Number: 4434699

Submitted by Mayor Buchanan

Moved by Mayor Buchanan, seconded by Councillor McIlroy

WHEREAS the right to safe, suitable, adequate and affordable housing is a fundamental human right that we all share and housing is essential to the vitality, health and well-being of individuals, families and communities;

WHEREAS housing is a key responsibility of the federal and provincial governments with support from local government;

WHEREAS Metro Vancouver released Addressing Homelessness in Metro Vancouver (2017);

WHEREAS the provincial government released TogetherBC: British Columbia’s Poverty Reduction Strategy (2019);

WHEREAS homelessness is a symptom of many underlying causes that demand inter-sectoral collaboration and a system-based approach;

WHEREAS the North Shore municipalities have contributed by support and/or initiatives, such as the Emergency Shelter, Youth Safe House, Seniors Safe House, transitional and supportive housing, as well as financial support for outreach workers and employment initiatives;

WHEREAS the North Shore is rich in community-based organizations that provide support to people experiencing homelessness or at risk of homelessness;

WHEREAS the number of people experiencing homelessness or are at risk is not decreasing;

WHEREAS COVID-19 has illuminated the need for an additional emergency shelter to support people across the North Shore who are experiencing homelessness that is temporary;

THEREFORE BE IT RESOLVED THAT staff be directed to create a North Shore cross-jurisdictional Steering Committee and Working Group (government, staff and relevant community agencies) to develop short, medium and long-term actions that are focused on clear, comprehensive and coordinated strategies to prevent homelessness, to serve the people who are currently homeless and to create pathways out of homelessness;

THAT these actions will specifically include working to deliver permanent supportive housing with wrap-around services creating one point of entry for people across the North Shore who are experiencing or at risk for homelessness;

AND THAT a copy of this resolution be forwarded to local MLA’s and MP’s.

CARRIED UNANIMOUSLY
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MEMORANDUM

Date: June 17, 2020
To: Council
From: Mayor Booth and Councillor Soprovich
Re: Notice of Motion regarding Cross-Jurisdictional Action on Homelessness

Notice of the following motion regarding "Cross-Jurisdictional Action on Homelessness" will be given at the June 22, 2020, special Council meeting. At the July 6, 2020, regular Council meeting, after the proposed motion is moved and seconded, discussion on the proposed motion may be held.

Take notice that at the July 6, 2020, regular Council meeting, Mayor Booth, with Councillor Soprovich as seconder, will move:

WHEREAS the right to safe, suitable, adequate and affordable housing is a fundamental human right that we all share, and housing is essential to the vitality, health and well-being of individuals, families and communities;

AND WHEREAS housing is a key responsibility of the federal and provincial governments with support from local government;

AND WHEREAS Metro Vancouver released *Addressing Homelessness in Metro Vancouver* (2017);

AND WHEREAS the provincial government released *TogetherBC: British Columbia's Poverty Reduction Strategy* (2019);

AND WHEREAS homelessness is a symptom of many underlying causes that demand inter-sectoral collaboration and a systems-based approach;

AND WHEREAS the North Shore municipalities have contributed by providing support and/or initiatives such as the Emergency Shelter, Youth Safe House, Seniors Safe House, transitional and supportive housing, as well as financial support for outreach workers and employment initiatives;

AND WHEREAS the North Shore is rich in community-based organizations which provide support to people experiencing homelessness or at risk of homelessness;

AND WHEREAS the number of people experiencing homelessness or are at risk is not decreasing;

AND WHEREAS COVID-19 has highlighted the need for an additional emergency shelter to support people across the North Shore who are experiencing homelessness that is temporary;
THEREFORE BE IT RESOLVED THAT

1) staff be directed to develop a framework for a North Shore cross-jurisdictional Steering Committee and Working Group (government, staff and relevant community agencies) that will develop short, medium and long term actions that are focused on clear, comprehensive and coordinated strategies to prevent homelessness; to serve the people who are currently homeless; and to create pathways out of homelessness;

2) these actions will specifically include working to deliver permanent supportive housing with wrap-around services, and one point of entry for people across the North Shore who are experiencing or at risk of homelessness;

3) staff be directed to bring forward a brief report prior to the end of July outlining the implications of adding the objective proposed in 1) above, under Council's Strategic Goal regarding Housing, including consideration of District resources and the District's current participation in the North Shore Homelessness Task Force;

4) staff be further directed to address what planned Strategic Objectives may need to be reconsidered and the implications of doing so; and

5) a copy of this resolution be sent to local MLA's and MP's, the Minister of Housing, Minister Dix, and B.C. Housing.

MOVER: Mayor Booth
SECONDER: Councillor Sopovich

Information Supporting the Notice of Motion

West Vancouver is not immune from the challenges of residents who are homeless. Across the North Shore, it has been estimated that there are approximately 200 people living on the streets, in parks, and in their cars. The Covid-19 pandemic has illuminated this issue as many public facilities such as libraries, community centres, and public washrooms, used by those without homes, were closed to them.

For further information, please review the following resources:

Metro Vancouver Addressing Homelessness in Metro Vancouver (2017)


Vancity Community Foundation
https://www.vancitycommunityfoundation.ca/initiatives/2020-homeless-count

Financial Implications

There will be financial implications if the Steering Committee and Working Group is created. It is hoped that staff can prepare a high level estimate of these costs in the report referenced in part 3) of the resolution.
The District of North Vancouver
REPORT TO COUNCIL

May 28, 2020
File: 4399421

AUTHOR: Zachary Mathurin, North Shore Mobility Options Coordinator
         Ingrid Weisenbach, Transportation Planner

SUBJECT: North Shore Micromobility Pilot Proposal

RECOMMENDATION:

THAT the joint North Shore proposal for a Motor Vehicle Act Micromobility Pilot Project in partnership with the Ministry of Transportation and Infrastructure (MoTI) be approved subject to the following conditions:

1. The proposal is approved by MoTI and Cabinet;
2. The pilot last for no more than three years from the date of its approval by Cabinet; and,
3. The pilot is implemented in phases as outlined by the tasks described in this report.

REASON FOR REPORT:

The purpose of this report is to introduce the micromobility pilot proposal North Shore staff jointly submitted in March 2020 and to seek Council's endorsement of the proposal in order to move forward with the Ministry of Transportation and Infrastructure's approval process.

SUMMARY:

This report covers the first task in a set of three related tasks intended to support and regulate the use of new forms of micromobility on the North Shore. The three tasks are:

1. Implement pilot regulating personally-owned micromobility devices like e-scooters;
2. Establish Shared Mobility Policy to licence third-party operators of e-bikes; and
3. Expand Shared Mobility Policy to include devices enabled by the micromobility pilot.

The pilot described in this report initially focused on Tasks 1 and 3. The pilot was scaled back to evaluate the impact of Task 1 before introducing shared e-scooters in Task 3. At an appropriate time, staff will introduce the Shared Mobility Policy under Task 2 and will carefully monitor its performance to help inform if and when e-scooters would be included in a later phase of the pilot.
BACKGROUND:

North Shore Micromobility Pilot Proposal

Since 2018, Districts of North Vancouver (DNV), City of North Vancouver (CNV) and West Vancouver (DWV) have been working together on strategies to support and promote electric micromobility on the North Shore.

In October 2019, the BC Legislature introduced amendments to the Motor Vehicle Act (MVA) to allow municipalities to conduct pilot projects on devices not currently allowed for use under the Act, such as electric scooters (e-scooters). To that end, DNV along with CNV and DWV colleagues submitted an Expression of Intent to the MoTI for a MVA Micromobility Pilot Project in January 2020 and submitted a full proposal in March 2020. The proposal focused on two approaches to introducing new forms of micromobility on the North Shore: 1) enabling the use of personally-owned devices like e-scooters on municipal roadways and 2) a framework to regulate third-party operators interested in deploying shared-use fleets of devices. Figure 1 below describes how the pilot proposal relates to other joint North Shore efforts.

In May 2020, North Shore mayors met with the Minister of Transportation to discuss the proposal. Given uncertainties related to implementing shared e-scooters at this time and challenges brought on by the pandemic, staff recommend scaling back the scope to only introduce personal e-scooters (Task 1, shown with the * in Figure 1). This approach will be more manageable and represents an important first step to introducing these devices to our communities and collect important information to inform future micromobility efforts. A letter outlining the change in scope was sent to the Minister in May by the North Shore mayors.

While shared e-scooters are not part of the initial pilot, staff continue to develop a Shared Mobility Policy with North Shore colleagues (Task 2). The policy would act as an overarching framework to manage and support third-party shared fleet operators, such as e-bikes and possibly e-scooters and other devices at a later date (Task 3). The policy will be introduced at an appropriate time when the municipalities have the capacity to support such a program.
Micromobility as a Safe Transportation Mode During the COVID-19 Pandemic

The COVID-19 pandemic has significantly impacted our transportation network. Expanded micromobility options can potentially help fill the gap caused by reduced transit service and mitigate congestion as restrictions are lifted. These options can help people looking to make local trips while maintaining physical distancing from other riders, support BC’s Restart Plan, and are environmentally sustainable alternatives that may help reduce the community’s carbon footprint and improve local air quality.

North Shore implementation may coincide with MoTI’s planned second phase of pilots, focusing on safety. A key measure staff may consider is a slow-speeds pilot to reduce speed limits on certain corridors and/or local roads to further promote safety for all users, including active transportation riders and pedestrians. These combined efforts would allow individuals in possession of e-scooters, e-bikes, and similar devices to safely use designated roadways to make local trips while maintaining physical distancing.

ANALYSIS:

Timing/Approval Process:
To proceed with the pilot, MoTI requires municipalities provide proof of “consent” of their governing council. Once received, Cabinet may consider a proposal for final approval. MoTI indicated it will notify approved municipalities in summer 2020. If our proposal is approved by the Province, municipalities will be expected to adopt MoTI’s e-scooter regulations as bylaw amendments for the pilot period, which may last up to three years. The regulations will address performance standards for e-scooters, safety requirements like helmet wear, and broad rules on how and where riders can use e-scooters. Municipalities will have the ability to modify some of the street use rules through their bylaw process. MoTI expects municipal partners to regularly collect information and report on key performance metrics related to community perceptions, device safety, and ridership levels. Staff plan to use existing resources to engage the community, connect with stakeholders like health authorities and RCMP, and perform observations and analysis of personal e-scooter use trends.
Concurrence:
DNV’s staff are coordinating internally with Bylaws, Parks and Engineering staff. In addition, staff are working with RCMP, CNV and DWV staff on the micromobility pilot.

Financial Impacts:
The pilot is designed to make use of existing municipal infrastructure and staff resources. MoTI expects municipal partners to regularly collect information and report on key performance metrics related to community perceptions, safety, and ridership levels. Staff plan to use existing resources to engage the community, connect with stakeholders like health authorities and RCMP, and perform observations and analysis of personal e-scooter use trends. No additional resources or staff time are expected at this time.

Liability/Risk:
E-scooters are generally untested in environments with diverse topography and wet weather like the North Shore. The pilot can help inform strategies to address issues related to safety and performance through ongoing monitoring of incident and injury data.

Social Policy Implications:
Staff have observed increasing usage of e-scooters on municipal roadways despite their illegal status in BC. Creating a legal mechanism for their use can foster improved community relations with enforcement and policing activities. Micromobility can also improve the mobility of people making local trips and bridging the first- and last-mile gap to transit.

Environmental Impact:
E-scooters have the potential to reduce community emissions if local trips taken with an e-scooter replaces a trip that would otherwise have been made with a fuel-powered vehicle. There are lifecycle emissions associated with the manufacturing of micromobility devices that staff plan to investigate as part of the pilot’s ongoing monitoring and analysis.

Public Input:
Using social media and the District website, staff will collect community input during the pilot period as part of the ongoing monitoring required by the Province. Staff may also promote other feedback methods as required. All three North Shore municipalities will coordinate on a cohesive communications and public engagement strategy. The pilot is an opportunity to understand community perceptions about e-scooters to help inform future micromobility and active transportation initiatives.

Conclusion:
The North Shore’s pilot is an opportunity to learn about e-scooter performance and their impacts on travel habits and develop strategies to promote their safe use. E-scooters have the potential to improve freedom of mobility using a sustainable mode of active transportation.

Options:
1. Approve the micromobility pilot proposal to allow e-scooter use on municipal roadways;
2. Delay pilot approval and direct staff to return to council at a later date; or,
3. Do not approve the pilot proposal.
Respectfully submitted,

[Signature]

Zachary Mathurin
North Shore Mobility Options Coordinator

[Signature]

Ingrid Weisenbach
Transportation Planner
The District of North Vancouver
REPORT TO COUNCIL

March 12, 2020
File: 17.9100.40/013.2020

AUTHOR: Wesley Wenhardt, Director, North Vancouver Museum and Archives

SUBJECT: RECOMMENDED MUSEUM DEACCESSIONS #14

RECOMMENDATION:

Pursuant to the report of the Director of the North Vancouver Museum and Archives, dated March 12, 2020, entitled "Recommended Museum Deaccessions #14":

THAT the North Vancouver Museum and Archives (NVMA) Commission is authorized to deaccession and dispose of 4 artifacts owned solely by the District of North Vancouver as outlined in the March 12, 2020 report of the Director of the North Vancouver Museum and Archives entitled Recommended Museum Deaccessions #14;

AND THAT the NVMA Commission is authorized to dispose of 10 unaccessioned objects that have been found in the Museum Collection as outlined in the March 12, 2020 report of the Director of the North Vancouver Museum and Archives entitled Recommended Museum Deaccessions #14.

REASON FOR REPORT:

This report seeks Council's permission for the NVMA Commission to deaccession and to dispose of 4 museum artifacts in the care of the North Vancouver Museum and Archives. Notice of the disposal of unaccessioned (found in collection) objects is included for information only.

ATTACHMENT:

1. List of 4 Museum artifacts recommended for deaccessioning and disposal.
BACKGROUND:

This is the fourteenth in an ongoing series of Museum Deaccession Reports submitted to Council since 2012 when NVMA began downsizing the collection to prepare for the move to a new museum and a new collection storage facility. It concerns artifacts considered for deaccessioning by the Curator in February 2020. The focus of deaccessioning work in recent months has been wooden casting patterns that have been chosen by Urban Arts architects to be incorporated into a sculptural element for the donor wall in the new museum. Other patterns recommended for deaccessioning will be utilized as sculptural elements or possible seating in the new museum. Finally, several patterns that are too large and bulky for storage are recommended for deaccessioning. This list also includes objects that were donated to the NVMA from the 6th Field Engineers Squadron. However, with the creation of a permanent home for material related to the 6th Field Engineers Squadron in the J.P. Fell Armoury, the NVMA is returning these materials to the 6th Field Engineers Squadron Museum where they will be displayed.

This report seeks Council’s permission to deaccession and dispose of all 4 objects on the attached lists according to the provisions of the Commission’s Collection Policy. Per the Collection Policy (6.8.2.5), lists of unaccessioned (“found in inventory”) items approved for disposal by the Commission do not have to be forwarded to their municipal owners. In the opinion of the NVMA Director, no item has a fair market value in excess of $1,000.

Items on the attached list were reviewed and approved for deaccessioning by the NVMA Commission at the meeting in February 2020.

On February 19, 2020:

Moved by Don Bell and seconded by Ginette Handfield

THAT the North Vancouver Museum & Archives Commission approves the deaccessioning and disposal of all 188 accessioned objects and 10 unaccessioned (found in inventory) objects on the attached lists,

AND THAT the Commission recommends to the municipal owner of each accessioned object (City and/or District of North Vancouver as appropriate) that all of these items be deaccessioned and disposed of, according to the provisions of the Commission’s Collection Policy.

NOTE: Of the 198 objects (both accessioned and unaccessioned) recommended for deaccessioning at the above-noted meetings, 4 are solely or jointly owned by the District of North Vancouver and 184 are solely owned by the City of North Vancouver.

EXISTING POLICY:

The NVMA Commission is the sole custodian of the cultural, archival and museum collections owned by the Corporations of the City of North Vancouver and the District of
North Vancouver. The Commission’s Collection Policy sets out the methodology for deaccessioning (ie. documenting and removing) materials from the accessioned collection (section B.6.8) and for documenting and disposing of other categories of objects (section B.6.9).

According to section D.15 of the Commission’s establishing Bylaws (City of North Vancouver Bylaw No. 6019) and District of North Vancouver Bylaw No. 6789), all items recommended by the NVMA Commission for deaccession will be referred to the owner (City and/or District of North Vancouver) for final approval.

DISCUSSION:

NVMA’s Curator has access to a City-owned collection storage warehouse refurbished in 2017 under the direction of staff from the City’s Facilities and Real Estate department. Museum-grade compact mobile shelving has been installed. Retained artifacts in the museum collection are being moved to the new warehouse. Over 3,700 objects have already been moved into the City-owned collection storage warehouse.

In recent months, many deaccessioned objects have been transferred to other non-profit collecting institutions, including the West Coast Railway Association, 6th Field Engineers Squadron Museum, and Steveston Museum.

Objects that are not transferred to other collecting organizations, or sold at auction, are disposed of in ways that are environmentally friendly:

- Paper items and electronics are recycled at the North Shore Transfer Station;
- Quality metal objects are recycled through a commercial metal recycler in North Vancouver;
- Fragmentary objects in other materials (wood, rusted metal, etc.) are collected by a commercial disposal company which sorts them before disposal.

Timing/Approval Process:

The Commission has met the target of reducing the collection so it can be stored in the new, smaller City-owned collection warehouse and in the new museum. To date, NVMA has received permission from the City and the District to deaccession and dispose of 14,142 objects, and has significantly exceeded the deaccessioning target in the 2017 Museum Deaccessioning Plan.

The Commission now seeks District Council’s timely approval to deaccession and dispose of the 4 items on the attached lists so work on the collection move and storage consolidation project can continue.

Conclusion:
Companion reports have been submitted to the Mayor and Council of the City of North Vancouver containing lists of objects owned solely by the City and recommended for deaccessioning and objects owned jointly by the City and the District that are recommended for deaccessioning and disposal.

A list of all items formally deaccessioned will be provided by the Commission to the Purchasing Department of the City of North Vancouver so the items can be deleted from their Master list and the necessary adjustments, if any, can be made to insurance coverage for the collections.

Respectfully submitted,

Wesley Wenhardt
Director, North Vancouver Museum & Archives

REVIEWED WITH:

☐ Sustainable Community Dev. ☐ Clerk’s Office ☐ Library Board
☐ Development Services ☐ Communications ☐ ☐
☐ Utilities ☐ Finance ☐ NS Health
☐ Engineering Operations ☐ Fire Services ☐ RCMP
☐ Parks ☐ ITS ☐ NVRC
☐ Environment ☐ Solicitor ☐ Museum & Arch.
☐ Facilities ☐ GIS ☐ Other:
☐ Human Resources ☐ Real Estate

□ GIS
□ Real Estate
□ External Agencies:
□ Library Board
□ NS Health
□ RCMP
□ NVRC
□ Museum & Arch.
□ Other:
**Attachment #1: List of museum artifacts for deaccessioning and disposal**

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The District of North Vancouver
REPORT TO COUNCIL

July 3, 2020
File: 08.3221.02

AUTHOR: Brett Dwyer - Assistant General Manager, Regulatory Review and Compliance

SUBJECT: Remedial Action Requirement - 1084 Doran Road - Unsafe Retaining Wall

RECOMMENDATION:
That Council:

1. declare the retaining wall running north/south along the east side of the property located at 1084 Doran Road (the “Property”), legally described as:

   PID 030-096-138
   Lot 2, Block 4A, District Lot 2004, Group 1 District Plan EPP55034,

   to be in an unsafe condition;

2. order that the owner of the Property, 1084 Doran Developments Ltd (the “Owner”), must:

   by August 10, 2020 have structural and geotechnical engineers assess the condition of the retaining wall and submit to the District of North Vancouver a professional report and remediation plan;

   by August 10, 2020, apply for any building permit required in connection with the remediation work recommended in the remediation plan;

   by 30 days following issuance of such building permit, or by September 10, 2020 if no building permit is required, complete all such remediation work; and

   by 30 days following issuance of a building permit, or by September 10, 2020 if no building permit is required, provide certification by a qualified professional satisfactory to the Chief Building Official that the wall is safe.

3. direct that if the Owner does not complete an action required under section 2, then the District, by its staff, agents and contractors, may enter onto the Property and complete such action, and the costs of such action shall be treated as a debt owed to the
District of North Vancouver, which if unpaid at the end of the calendar year in which the work was completed, will be added to the property taxes pursuant to section 258 of the Community Charter.

REASON FOR REPORT:
To address the unsafe condition of the retaining wall located at 1084 Doran Road by imposing remedial action requirements as above.

SUMMARY:
Engineers and Geoscientists British Columbia (EGBC) has provided the District with information indicating that the retaining wall constructed at 1084 Doran Road is under-designed and in an unsafe condition.

BACKGROUND:
The single family dwelling at 1084 Doran Road was recently constructed. The building permit for new construction of the single family dwelling was issued on June 6, 2017. For construction of retaining walls, the District relied on Letters of Assurance issued by the Registered Professionals of Record for the project. The Letters of Assurance that were provided by the registered professionals for the retaining walls contain their assurances that the wall is professionally designed to meet code, and that the professional will commit to undertake field reviews during construction and, after completion, certify that the wall has been built as designed. Based on receipt of these Letters of Assurance, the Building Inspector was able to sign off on the construction of the retaining wall. The overall construction project was completed with the dwelling receiving its Occupancy Permit on May 6, 2019.

The following map shows the location of the Property.
On May 22, 2020, the District received a letter from EGBC advising of an investigation relating to the retaining wall and identifying a number of specific safety issues with respect to the retaining wall. These issues include design errors, the incorrect location of reinforcement, incomplete remedial work, and construction that does not comply with the engineer’s original design.

It is noted that the original design of the wall was based on the pre-existing grades on the adjacent property at 3817 Fromme Rd; however, due to site excavation of this adjoining property, these grades have been lowered significantly, possibly contributing to the safety concerns.

After receipt of this letter, staff wrote to the Owner requesting certification from a registered professional engineer that the wall is safe, or their plans on how they intend to make the wall safe. On July 1 staff received correspondence from the owner advising staff that they have structural and geotechnical engineers reviewing the matter and would update us within two weeks. At the time of writing this report staff had not received the requested certification.

The following photos shows the existing retaining wall.
EXISTING POLICY:
A Municipal Council has the authority to impose Remedial Action Requirements under sections 72 through 74 of the Charter with respect to hazardous conditions and declared nuisances in relation to a building or structure. Council can require an Owner to remove, demolish, alter, or otherwise deal with the matter in accordance with the directions of Council or a person authorised by Council.

Section 73 of the Charter specifically authorizes local governments to impose a remedial action requirement where council considers a “matter or thing is in or creates an unsafe condition or the matter or thing contravenes the provincial building regulations or a bylaw under section 8(3)(1) of Division 8 [building regulation] of this Part.”

The resolution imposing a remedial action requirement must specify a time by which the required action must be taken which must be at least 30 days after a notice of the order is sent. If the person wishes to appeal, they have 14 days to request a reconsideration by Council.
If the remedial action requirements are not completed within the time permitted, the District can complete the requirements at the expense of the property owner (per s. 17 of the Charter). If the costs are unpaid at the end of the year, they may be added to the property taxes (s. 258).

ANALYSIS:
The District has evidence that the retaining wall at 1084 Doran Road is in an unsafe condition.

Council has the authority to impose remedial action requirements as outlined above. The proposed remedial action requirements set out in the recommendations at the beginning of this report will require the Owner to certify that the retaining wall is safe or undertake the required work to make it safe. If the Owner fails to comply, the District may complete the work at the Owner's expense.

Timing/Approval Process:
The Charter requires that the deadline for remedial requirement cannot be earlier than 30 days after the notice of the remedial action requirements is sent to the owner. Accordingly, staff recommends the imposition of the dates stipulated in the recommended remedial action order.

Concurrence:
This report has been reviewed and is supported by the Municipal Solicitor.

Financial Impacts:
In the case of default, the District may undertake the remedial action requirements at the expense of the owner and recover the costs as debt (s. 17 of the Charter). If the debt remains unpaid on December 31st, the amount may be added to the property taxes (s. 258 of the Charter).

Conclusion:
The District considers that the retaining wall at this property is in an unsafe condition. While the owners have indicated they are working to resolve the issue, it is considered appropriate that Council impose remedial action requirements on the Owner in accordance with the Community Charter.

Options:
1. Council impose the recommended Remedial Action Requirement on the Owner.
2. Provide direction to staff on alternative action.

Respectfully submitted,

[Signature]
Brett Dwyer
Assistant General Manager, Regulatory Review and Compliance
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The District of North Vancouver
REPORT TO COUNCIL

July 8, 2020
File: 13.6800.70/012.000

AUTHOR: Brett Dwyer, Assistant General Manager, Regulatory Review and Compliance
Nicole Foth, Community Planner

SUBJECT: 361 East Kings Road – Withhold Demolition Permit

RECOMMENDATION:
THAT Council direct the Chief Building Official to continue to withhold the demolition permit for 361 East Kings Road in accordance with Section 3.1, 3.2, and 4.1 of the Heritage Procedure Bylaw.

SUMMARY:
The property at 361 East Kings Road in the Carisbrooke neighbourhood is listed on the District’s Community Heritage Register. The owner submitted an application for a building permit on March 18, 2020, and a demolition permit on March 20, 2020.

Staff discussed potential development incentive options available through a Heritage Revitalization Agreement process with the owner to encourage retention of the house However, the owner indicated that he does not want to retain the house and wishes to build a new house.

Council may direct the Chief Building Official to continue to withhold the demolition permit for a Heritage Register property until building permits for new construction are issued, in accordance with the Heritage Procedure Bylaw.

Figure 1: Location of 361 East Kings Road.
BACKGROUND:
The "Leslie Residence" is located at 361 East Kings Road in the Carisbrooke neighbourhood. The building was constructed in 1921 and is attributed to Blackadder & MacKay Architects. The District’s Community Heritage Register describes the property as follows.

This Craftsman bungalow, with decorative half-timbering, is situated on a large lot with many mature landscape features. Henry Blackadder, the most prolific local architect at the time, has been attributed as the designer. The first known owner was Matthew Henry Hughes, a labourer with the District of North Vancouver, but he apparently never lived here. The first known resident owner was Thomas Soga Leslie (1884-1951), at the time a salesman with the William N. O’Neil Company, a wholesale tile distributor. Leslie later became a director of the company.

Staff visited the property on June 22, 2020 to document the house. Staff noted and photographed the features described in the Heritage Register, and noted that some changes to the building have occurred over time (e.g. the foundation and some windows appear newer than when the home was built). As well, minor additions and renovations such as the kitchen and skylights were observed. Figure 2 shows the exterior condition of the house.

![Figure 2: Photos of house at 361 East Kings Road.](image)

EXISTING POLICY:
Conservation of heritage properties is governed at the municipal, provincial, and federal levels of government. One of the objectives of the District’s Official Community Plan is to ensure that we have a clear sense of identity and place, and a legacy linking the past, the present and the future. The District’s Heritage Strategic Plan encourages the retention of properties and landscapes that have heritage or cultural value in the District. As such, efforts to identify and retain properties identified as having significant heritage value are taken where possible.

The Local Government Act, Section 604, allows local governments to authorize its officers or employees to withhold the issuance of any approval for an action that would alter any of the following:

a) Protected heritage property;
b) Property subject to temporary heritage protection under another section of the Act; and

c) Property identified as heritage property in a community heritage register.

The District's Community Heritage Register identifies sites with heritage merit and allows for monitoring of proposed changes to these properties through the municipal permit application process. Being listed on the Heritage Register alone does not provide legal protection from demolition.

The District's Heritage Procedure Bylaw provides authority to the Chief Building Official to withhold the issuance of a permit or other approvals with respect to any building or structure identified in the Community Heritage Register where, in the opinion of the Chief Building Official, the work authorized by the permit or approval would result in a significant adverse impact on the heritage value of the building or structure.

Further, the Chief Building Official must withhold the issuance of a demolition permit with respect to property identified in the Community Heritage Register until a building permit and any other necessary approvals have been issued with respect to the alteration or redevelopment of the property. The bylaw directs that the matter be forwarded to Council for consideration at its next regular meeting.

ANALYSIS:
Recommended option: continue to withhold demolition permit
The District's approach to encourage preservation of heritage properties is to work with interested property owners to explore potential development incentives that may be gained through a negotiated Heritage Revitalization Agreement, approved by Council.

The subject site is not a legally-protected heritage property. Staff discussed potential development incentive options that could be explored through the Heritage Revitalization Agreement process (e.g. zoning relaxations or additional density) with the property owner on several occasions to encourage preservation. The owner expressed that he is not interested in pursuing preservation or potential development incentives and wishes to demolish the house. The owner indicated willingness to explore other options, such as relocation or salvage.

Withholding the demolition permit would delay demolition until new construction permits and any other necessary approvals have been issued. This time could allow for further discussion with the owner about possibilities of retention, relocation, or salvage of the house, if appropriate.

Alternate option: heritage inspection to inform consideration of continuing legal protection
An alternate option available to Council is to consider continuing legal protection of a property that it considers to have heritage value or character. For the purposes of assessing the heritage value or character, or the need for conservation of a property, Council may order a heritage inspection for a property identified in a community heritage register in accordance with Section 600 of the Local Government Act. The heritage inspection order must

a) state the purpose of the heritage inspection,
b) specify how long the order is to remain in effect,
c) require the heritage inspection to be carried out in an expeditious manner, and
d) may provide that the property covered by the order is subject to temporary protection until the applicable time permitted by Section 600 (3) of the Local Government Act, and
e) may include terms, conditions and specifications that the local government or delegate considers appropriate.

In this case, should Council order a heritage inspection, it is expected that staff would require the heritage inspection to be conducted by a qualified heritage professional. The heritage professional would produce a Statement of Significance that would determine the heritage value and defining characteristics of the property. A Statement of Significance by a heritage professional is estimated to cost approximately $3,000-6,000, and would paid for by the District in this circumstance. The findings would be reported to Council.

If a local government determines that a property has such heritage value or character to warrant permanent protection, it may introduce a heritage designation bylaw for continuing legal protection (Section 611, Local Government Act).

If there is a reduction in market value of a property as a result of a heritage designation bylaw, the local government must compensate the owner of the designated property (Section 613, Local Government Act).

In this case, since the owner of 361 East Kings Road has indicated that he is not interested in retaining the house on site, nor interested in exploring conservation options through a Heritage Revitalization Agreement, staff recommend continuing to withhold the demolition permit until the new construction permit and any other necessary approvals are issued, and to explore the options of relocation or salvage with the owner.

Timing/Approval Process:
As per Section 4.1 of the Heritage Procedure Bylaw, the Chief Building Officer is authorized to withhold the demolition permit until a building permit and any other necessary approvals have been issued with respect to the alteration or redevelopment of the property.

Concurrence:
The Community Heritage Advisory Committee discussed the application for a demolition permit for 361 East Kings Road at their June 24, 2020 meeting. The Committee expressed concern about the pending loss of this Community Heritage Register house, and suggested exploring relocation or salvage options.

Environmental Impact:
The Heritage Strategic Plan acknowledges that the environmental impact associated with building demolition is a concern. The District’s approach of encouraging preservation of Community Heritage Register properties also supports responsible environmental stewardship of conserving embodied energy, reducing pressure on landfill sites, avoiding impacts of new construction, and minimizing the need for new building materials.
The Heritage Register description for this property mentions mature vegetation on site. No tree permits have been received with the current demolition and new building permit applications. Tree permits will be required for protected and large diameter trees.

**Conclusion:**
Staff recommend that the demolition permit for 361 East Kings Road continue to be withheld in accordance with the District's Heritage Procedure Bylaw until new construction plans are issued. This provides time to work with the owner to explore alternative options, such as relocation or salvage.

**Options:**

*Option 1 is recommended by staff.*

1) THAT Council direct the Chief Building Official to continue to withhold the demolition permit for 361 East Kings Road in accordance with Section 3.1, 3.2, and 4.1 of the Heritage Procedure Bylaw.

**OR**

2) THAT Council direct staff to discontinue withholding the demolition permit for 361 East Kings Road.

**OR**

3) THAT pursuant to Section 600 of the *Local Government Act*, Council orders a heritage inspection for 361 East Kings Road, as follows:
   a) To assess the condition, and heritage value and character of the property;
   b) To conduct a heritage inspection in an expeditious manner in cooperation with the property owner; and
   c) That the order is to remain in effect until the heritage inspection is completed, or the demolition permit is withdrawn by the applicant, or one year after the day on which the heritage inspection was ordered, whichever occurs first.
   d) That the property is subject to temporary protection until the day after a report of the results of the heritage inspection is delivered to a Regular Meeting of Council.

Respectfully submitted,

Brett Dwyer,
Assistant General Manager,
Regulatory Review and Compliance

Nicole Foth, MCIP, RPP
Community Planner
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The District of North Vancouver
REPORT TO COUNCIL

July 8, 2020
File: 08.3221.02

AUTHOR: Al Karimabadi, Section Manager, Permits and Licences
Carol Walker, Chief Bylaw Officer

SUBJECT: Remedial Action Requirement - 3560 Highland Boulevard - Hazardous & Nuisance Vacant Lot

RECOMMENDATION:
That Council:

1. Declare the property at 3560 Highland Boulevard (the "Property") legally described as:

   PID 003-637-450
   Lot 5, Block 14, District Lots 598 to 601, Plan 7512

   to be in a hazardous condition and to be a nuisance;

2. Order that Harnek S. Hothi, (the "Owner") must:

   By August 21, 2020 fill the excavation with engineered backfill, grade and restore the lot to adjacent finished grades, and restore the Property to a neat, tidy and safe condition, all to the satisfaction of the Chief Building Official.

3. Direct that in the event that the Owner does not complete an action required under section 2 then the District, by its staff, agents and contractors, may enter onto the Property and fill the excavation with engineered backfill restoring the lot to natural grade and restore the Property to a neat, tidy and safe condition and the costs of such action shall be treated as a debt owed to the District of North Vancouver which if unpaid at the end of the calendar year in which the work was completed, will be added to the property taxes pursuant to section 258 of the Community Charter.

REASON FOR REPORT:
To address the hazardous and nuisance condition of the vacant residential lot at 3560 Highland Boulevard by making a remedial action requirement as above.
SUMMARY:
The Owner of 3650 Highland Boulevard caused a large, steep-sided and deep, occasionally water filled excavation on the residential Property. The Owner was issued a building permit for a new house, but allowed that permit to expire without commencing any construction, and, having failed to submit a complete application for a second building permit, has now allowed this second permit application to lapse prior to it being issued. The Property has been in a hazardous condition for an extended amount of time. As such, the condition of the construction site fencing is inadequate to protect the community from the state of the property. In addition, the Owner has used the property for a storage and transitory use for the company's large excavator(s) and discarded materials from other sites and soils and rock without permit. It has been in an on-going state of non-compliance and remains a hazardous condition and nuisance to the neighbourhood. The property is located on the northeast corner of Highland Boulevard and Glenora Avenue, as shown below:
SUBJECT: Remedial Action Requirement - 3560 Highland Boulevard - Hazardous & Nuisance Vacant Lot

July 8, 2020

BACKGROUND:
Mr. Harnek Hothi is the Property Owner and a developer under Diamond 11 Excavating & Demolition Ltd. who in July 2015, undertook demolition of the house without having a lawfully issued demolition permit or a building permit in place. A stop work order was issued on the demolition, however, the Owner also began using the property to store excavated materials and construction debris from unknown demolition sites and to store an excavator related to the company Diamond 11 Excavating & Demolition Ltd, and without safety fencing. Due to the ongoing state of the partially demolished house, neighbourhood complaints, the continued refusal to comply with District orders, staff took an uncommon step in February 2016 and issued a demolition permit without having a building permit for new home construction in place.

Despite extensive staff time and efforts, meetings and correspondence, the Owner has disregarded all deadlines. Ultimately the objective is to have a home built on this lot, and the Owner was provided additional opportunities at all stages in order to do so. The presence of groundwater on the Property has created a development challenge that the Owner has been unable to address to date. Recently, the Owner has engaged the services of a geotechnical engineer to monitor the groundwater since the creek running thorough the property was diverted. This engineer has been in communication with the District’s Mechanical Inspector, but no new application has been received. The water continues to be pumped from the Property into the District’s storm system.

Staff have previously ordered the excavated site filled in 2017 due to ongoing delays by the Owner to follow through on the initial building permit and of concerns about the deep water-filled excavation and discharging muddy water into the storm system (Attachment A). The hole was eventually filled in, but was re-excavated. Since then, the Owner has failed to submit a full building permit application and on January 21, 2020 staff sent the Owner a letter regarding his lapsed building permit application and ordered that he must fill in the excavation by February 12, 2020 (Attachment B). The owner failed to do so.

Unpaid fines:
Fines issued to the Owner have had no effect in obtaining compliance. Fines were issued for a variety of very serious concerns, including discharging muddy water directly into storm system, unsafe site, unsightly and nuisance property, and accumulation of building materials. Ten tickets were issued. 2 of these were disputed by the Owner, but were upheld by a provincially-appointed adjudicator. All but one remain unpaid despite efforts of the District’s collections agency.

Incomplete and expired building permit applications:
The first building permit for a new home construction was issued in 2016, but expired without any work commencing. A second building permit was applied for in 2018, however additional information was required and not provided. In both cases, the owner was given additional time to provide all required missing documents and technical information in the second case. To prevent languishing incomplete construction, the regulations require that an issued permit expires within two years and a building permit application expires within
180 days if not issued due to delays caused by the applicant. The second permit was not able to be issued due to non-compliance with municipal bylaws.

**Complaints of property conditions:**
The Property has been the subject of numerous complaints from the neighbourhood with respect to the fencing, dumping of construction debris and garbage, the deep excavation filled with water, and storage of an excavator. Although there is construction site fencing on the perimeter and is of acceptable standard for an active and progressing construction site, it is inadequate and unstable for long term use and unnecessarily exposes the community to a hazardous condition of the steep-sided excavation. There is a transit stop adjacent to the property on Highland Boulevard, and concerns that the temporary fencing could slip into the excavation.

**Background photos:**
The following photos show the history of the condition of the residential Property:

Photo 1. March, 2017 showing a water-filled and sloughing deep excavation. The building permit was revoked on April 28, 2017 and the Owner was ordered to fill in the excavation due to failure to commence work.
Photo 2. November, 2019 shows proximity to a transit stop on Highland Boulevard the fencing and hazardous excavation.

Photo 3. November, 2019 shows the hazardous excavation and large equipment storage.
Photos 4-6. Site photos taken February 13, 2020:
Note: a pump (not seen in these photos) is temporarily being used to drain settled water from the excavated site into the District storm system.

EXISTING POLICY:
A Municipal Council has the authority to impose Remedial Action Requirements under sections 72 through 74 of the Community Charter (the “Charter”) with respect to hazardous conditions and declared nuisances in relation to a natural or artificial openings in the ground so dilapidated or unclean as to be offensive to the community. Council can require an
Owner to remove, demolish, alter, or otherwise deal with the matter in accordance with the directions of Council or a person authorised by Council.

Section 73 of the Charter specifically authorizes local governments to impose a remedial action requirement where council considers a "matter or thing is in or creates an unsafe condition or the matter or thing contravenes the provincial building regulations or a bylaw under section 8(3)(1) of Division 8 [building regulation] of this Part."

Section 79 of the Charter authorizes local governments to set a time limit that is shorter than the minimum (30 days) where Council considers "that there is a significant risk to health or safety if action is not taken earlier."

The resolution imposing a remedial action requirement must specify a time by which the required action must be taken which must be at least 30 days after a notice of the order is sent, unless Council considers a significant risk to health or safety. If the person wishes to appeal, they have 14 days to request a reconsideration by Council.

If the remedial action requirements are not completed within the time permitted, the District can complete the requirements at the expense of the property owner (per s. 17 of the Charter). If the costs are unpaid at the end of the year, they may be added to the property taxes (s. 258).

ANALYSIS:
The Property at 3560 Highland Boulevard remains in a hazardous condition and is a nuisance to the community.

Timing/Approval Process:
The Charter requires that the deadline cannot be earlier than 30 days after the notice of the remedial action requirements is sent to the owner, unless Council considers a significant risk to health or safety. Accordingly, staff recommends the imposition of the dates stipulated in the recommended remedial action requirement.

Concurrence:
This report has been reviewed and is supported by the Municipal Solicitor.

Financial Impacts:
In the case of default, the District may undertake the remedial action requirements at the expense of the owner and recover the costs as debt (s. 17 of the Charter). If the debt remains unpaid on December 31st, the amount may be added to the property taxes (s. 258 of the Charter).

Conclusion:
This Property is in a hazardous condition and is a nuisance to the community. Efforts to achieve compliance to remedy this have proven ineffective. Therefore, staff is recommending that Council impose a remedial action requirement on the Owner, Mr Harnek S. Hothi to make the site safe in accordance with the Community Charter.
Options:

1. Council impose the recommended Remedial Action Requirement on the Owner (staff recommendation): or

2. Provide direction to staff on alternative action.

Respectfully submitted,

[Signature]

Al Karimabadi
Section Manager, Permits and Licences

[Signature]

Carol Walker
Chief Bylaw Officer

Attachment A – Letter to owner regarding site excavation
Attachment B – Letter to owner regarding nuisance property
Dear Sir(s):

Re: Revocation of building permit BLD2016-00119 and required remediation of excavated site at 3560 Highland Blvd, North Vancouver

On April 6, 2017 Paramjit Hothi (owner’s agent for BLD2016-00119) attended District of North Vancouver Municipal Hall to discuss with District staff the ongoing serious concerns of the flooded excavated construction site at 3560 Highland Blvd and the work required to remediate the site.

At the conclusion of the meeting Paramjit Hothi, as the owner’s agent, was required to conduct the following by April 13, 2017:

- Have a Professional Hydrologist attend the property and conduct an assessment and submit, for review, to the District a report of the high water table issues affecting the site.
- The site once reviewed by the Professional Hydrologist was to be backfilled to grade under the professional’s direction with a District Soil Permit.
- Failure to comply with this deadline may result in the building permit BLD2016-00119 being revoked as no work has commenced since the permit’s issue on September 2, 2016.
- Failure to comply with this deadline may result in the District back filling and remediating the site at the expense of the property owner.

A confirmation email (enclosed) was sent to you on April 7, 2017 detailing the above requirements to be met.

As of today’s date none of the requirements above have been met. We have spent considerable time and effort since November 2016 to try and bring your property into compliance. In its current excavated and flooded condition this site has, and continues to be, a safety concern and nuisance which is unacceptable to the immediate neighbourhood and the District of North Vancouver.

Since the building permit was issued on September 2, 2016 there has been no construction activity and that is a violation as per the District’s Building Regulation Bylaw section 5.52 which states:

Permit Revocation

5.52 The chief building official may revoke a building permit if there is a violation of
5.52.1 a condition under which the permit was issued, or
5.52.2 a requirement of the building code or of this or another bylaw of the District.
5.53 The permit revocation must be in writing and sent to the permit holder by signature mail to, or personal service on, the permit holder.

Effective, as of today's date, building permit BLD2016-00119 has now been revoked and a new building permit with associated documents and costs will have to be applied for including the possibility of another Development Permit Area permit being required should any changes be made to Development Permit Area permit DPA2014-00076.

Drawings and associated documents for BLD2016-00119 are no longer valid and can be picked up at the District Building Department.

You are required to backfill this site to grade by May 5, 2017. An issued District Soil Permit & Highway Use Permit must be issued to conduct this work. Until the site is back filled to the satisfaction of the Chief Building Official fines will be issued to you on a daily basis.

If the site is not back filled to grade as required the District will carry out this work at your expense.

Yours truly,

Alan Robertson
Property Use/Business Licence Bylaw Coordinator
District of North Vancouver

c.c Al Karimabadi, Section Manager – Permits & Licences
Brett Dwyer, Manager – Development Services
Carol Walker, Chief Bylaw Officer
Marisa Mott, Residential Plans Reviewer
Tanya Hajgato, Development Engineering Technician
Gord Postle, Supervisor of Mechanical Inspections
Erika Nassichuk, Environmental Protection Officer
Daniel Cifarelli, Traffic Technologist
Bylaw Services
January 21, 2020
File: 08.3229.02
Case: RFS2020-00325

Hamek Hothi
3548 Piper Ave,
Burnaby, BC, V5A 3A9

BY EMAIL to diamond.eleven@hotmail.com

Dear Mr. Hothi:

Re: Nuisance Property at 3560 Highland Boulevard, North Vancouver

This letter is follow up to our correspondence of December 3, 2019.

Building Permit
On September 13, 2018 you applied for building permit BLD2018-00584. Despite ongoing communication and discussion regarding a bylaw-compliant solution to groundwater management, you have failed to provide an acceptable solution to this issue. Consequently, and in accordance with the Construction Bylaw, building permit application BLD2018-00584 has lapsed.

Remedial Action Requirement
The residential property continues to be in non-compliance and a source of numerous serious complaints from the neighbourhood regarding safety issues including continuing to allow the large, open and water filled excavation, the property's unsightly condition and storage of an excavator. The property is considered to be a nuisance. We remind you that a demolition permit was issued nearly 4 years ago, and your previous building permit expired September 2, 2018.

You are therefore required to fill in the excavation and leave the property in a safe, tidy condition to the satisfaction of the Chief Building Official by February 12, 2020. In undertaking this work, please ensure it is in compliance with District bylaws and permit requirements.

Due to the ongoing condition of this residential property, staff will be proceeding to pursue the imposition of Remedial Action Requirements from Council at a Regular Council meeting as early as March, 2020. Failure to remedy the nuisance will result in the District undertaking the work at the owner's expense and these costs being added to the property taxes.

If you should have any questions on this matter please contact me at (604) 990-2468.

Yours truly

Erin Bishop
Property Use/Business Licence Coordinator
Re: Nuisance Property at 3560 Highland Boulevard, North Vancouver

cc: Brett Dwyer – Assistant GM, Regulatory Review & Compliance
    Al Karimabadi – Section Manager, Development Services
    Carol Walker – Chief Bylaw Officer
The District of North Vancouver
REPORT TO COUNCIL

July 8, 2020
File: 01.0645.20/001.000

AUTHOR: Charlene Grant, General Manager, Corporate Services

SUBJECT: 2019 Annual Report

RECOMMENDATION:

REASON FOR REPORT:
In accordance with section 98 of the Community Charter, Council must, before June 30th of each year, prepare an annual report, make it available for public inspection and consider it, along with submissions from the public, at an annual meeting. For 2020, pursuant to direction from the Local Government Finance Branch of the Ministry of Municipal Affairs and Housing, the annual report must be presented at a public meeting before August 31, 2020.

SUMMARY:
The 2019 Annual Report was made publicly available June 26, 2020 and the annual meeting is scheduled for July 20, 2020. The report is available at DNV.org/annualreport, as well as for pick up by appointment at District Hall and the three District libraries. The report includes:

- The consolidated audited annual financial statements
- A list of permissive tax exemptions provided by Council, including the amount of tax that would have been imposed had the exemption not been granted
- Review of municipal services and operations in 2019, with a consistent set of performance and activity measures
- A statement of broad municipal objectives for 2020 and 2021, aligned with Council Directions and corporate planning
- Supplemental information including five-year performance trends for key indicators of the District’s fiscal health, select performance and benchmark measures.

There are no declarations of disqualification made under section 111 to report.
Modifications to the annual reporting process were required this year as a result of the 2020 COVID-19 response in British Columbia. In particular, the deadline for holding the annual meeting has been extended to August 31, 2020, hard copies of the annual report are available for pick up by appointment and the annual meeting will be virtual, with participation instructions and connection practice provided to interested residents by the Municipal Clerk. With these adaptations, all Provincial requirements for the 2019 Annual Report are being met.

EXISTING POLICY:
Community Charter Part 4, Division 5, Section 98.

ANALYSIS:
The 2019 Annual Report meets the requirements of the Community Charter. It includes the consolidated audited financial statements for 2019 and a detailed listing of permissive tax exemptions for that year. Both Council Directions and the 2019-2022 Corporate Plan are referenced in order to report on progress made in 2019 against established municipal objectives. Specifically, the 2019 Annual Report reviews progress on seven corporate objectives in these areas:

- Focus on transportation, traffic congestion and mobility improvements
- Addressing housing needs
- Completing the OCP implementation assessment and making necessary amendments
- Sustaining a healthy and responsive organization
- Supporting community wellbeing and safety
- Building resilience and taking action on climate change, and
- Fostering a thriving economy and financial sustainability

Supplemental financial information includes five-year trends and descriptions for key indicators, such as results from operations, taxation, debt financing, surpluses and reserves. Additional information is provided in the form of select performance measures including: municipal taxes per capita and benchmarked, operating costs for governance, solid waste diversion rates, water consumption and crime rate, for example.

Municipal services and operations are described by the same set of activity measures as those provided in previous annual reports.

The entire online report, including both required and supplemental information, is in PDF format and printable. Complete hard copies are available for take-out by appointment at District Hall and all District libraries.

Concurrence:
Production of the 2019 Annual Report was led by the Finance division, coordinated with Corporate Services and with input from all District divisions.
Financial Impacts:
The 2019 Annual Report was produced in-house. Direct costs, estimated at $2,500.00, are attributable to advertising and printing of a limited number of hard copies to facilitate public review.

Public Input, Timing and Approval Process: Requirements and 2020 Adjustments:
While the reporting process this year required adjustments in light of the impacts of the COVID-19 pandemic response, all Provincial requirements have been fulfilled.

The Community Charter requires that the annual report be made available for public inspection a minimum of two weeks before holding the annual meeting for Council to consider it, along with submissions from the public. While section 98 of the Community Charter requires this meeting occur before June 30th of each year, the Province of British Columbia extended this deadline to August 31, 2020, in light of the impacts to municipal operations of the COVID-19 pandemic response. The District of North Vancouver’s 2019 Annual Report was made available on June 26, 2020 and will be considered, along with public input, at the July 20, 2020 Regular Meeting (Virtual) of Council at 7 pm.

Public submissions can be made to Council via email, in writing or online. As well, submissions can be received in the July 20th virtual meeting. Directions for this option were provided in the public meeting notice, in the newspaper advertisements and at dnv.org.

The Public notice was provided in accordance with Community Charter requirements and stand-alone ads booked in the July 1, 8, and 15 issues of the North Shore News. Notification was also provided through the website and social media.

Respectfully submitted,

Charlene Grant, General Manager, Corporate Services

Attachments:
1. Accessing the 2019 Annual Report
2. District of North Vancouver 2019 Annual Report Presentation
## REVIEWED WITH:

| Community Planning | Development Planning | Development Engineering | Utilities | Engineering Operations | Parks | Environment | Facilities | Human Resources | Review and Compliance | Clerk's Office | Communications | Finance | Fire Services | ITS | Solicitor | GIS | Real Estate | Bylaw Services | Planning |
|--------------------|----------------------|-------------------------|-----------|------------------------|------|-------------|------------|---------------|---------------------|----------------|----------------|---------|-------------|------|-----------|-----|-----------|-------|-----------|-------------|----------|
|                    |                      |                         |           |                        |      |             |            |               |                     |                |                |         |             |      |           |      |           |       |           |            |          |

### External Agencies:
- Library Board
- NS Health
- RCMP
- NVRC
- Museum & Arch.
- Other:
2019 Annual Report

From dnv.org (online)

2019 Annual Report now available for review

Friday, Jun 26, 2020

The 2019 Annual Report provides all of the elements of annual reporting as outlined in the Community Charter.

This includes:
- 2019 Consolidated Financial Statements and other financial information
- Updates on our objectives, achievements, and activities
- Information on our services and operations
- A summary of our strategies, and more

Hard copies will be available for pick up by appointment on Monday, June 29 at North District Hall and District Libraries.

At District Hall and Libraries (hard copy version)
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Charter Requirements (Section 98)

(1) Before June 30 in each year, a council must
   (a) prepare an annual report,
   (b) make the report available for public inspection under section 97, and
   (c) have the report available for public inspection at the meeting required under section 99.

(2) The annual report must include the following:
   (a) the audited annual financial statements referred to in section 167 (4) for the previous year;
   (b) for each tax exemption provided by a council under Division 7 [Permissive Tax Exemptions] of Part 7 [Municipal Revenue], the amount of property taxes that would have been imposed on this property in the previous year if it were not exempt for that year;
   (c) a report respecting municipal services and operations for the previous year;
   (d) a progress report respecting the previous year in relation to the objectives and measures established for that year under paragraph (f);
   (e) any declarations of disqualification made under section 111 [application to court for declaration of disqualification] in the previous year, including identification of the council member or former council member involved and the nature of the disqualification;
   (f) a statement of municipal objectives, and the measures that will be used to determine progress respecting those objectives, for the current and next year.
COVID-19 Unique Circumstances

- **Timelines:** The Province extended the deadline for annual reports, Statement of Financial Information (SOFI) reports, audited financial statements and Local Government Data Entry (LGDE) forms from June 30 to August 31, 2020.

- **Report Availability:** Statutory timelines are met. The 2019 Annual Report was made available online at [dnv.org/annualreport](http://dnv.org/annualreport) on Friday, June 26. Besides on-line availability, hard copies are available by appointment for take out.

- **Annual Meeting – Virtual:** Submissions to Council possible in all formats – mail, email, on-line. The meeting notice, advertisements and dnv.org all provided directions for how to participate and provide input to the July 20th meeting.
Financial Information

- Audited Consolidated Financial Statements
- Permissive Tax Exemptions
- Supplemental Financial Information
- Notes & Highlights

Notification

- Report available June 26, 2020
- Advertised July 1, 8 and 15
- Web, social media
- As of noon, July 20th:
  - Unique visits to the annual report web page = ___*
  - Unique downloads of the annual report document = ___*

* To be updated on the meeting date
Public Submissions

• annualreportfeedback@dnv.org
• Twitter @NVanDistrict
• Facebook NVanDistrict

Public Input: July 20 Special Meeting
7pm (Virtual)

355 West Queens Road
North Vancouver, BC
V7N 4N5
604-990-2311