

AGENDA INFORMATION				
☒ Regular Meeting	Date: July 20, 2026			
☐ Council Workshop	Date:			
☐ Information Report	Date:			
☐ Other	Date:			
		Dept. Manager	GM/ Director	CAO

The District of North Vancouver REPORT TO COUNCIL

July 8, 2026

Case: PLN2019-00030

File: 08.3060.20/030.19

AUTHOR: Yan Zeng, Manager, Development Planning

SUBJECT: Rezoning Bylaw 8770 - 526-550 Riverside Drive & 2194 Windridge Drive

RECOMMENDATION:

THAT Council give no further readings and abandon “District of North Vancouver Rezoning Bylaw 1460 (Bylaw 8770)” at third reading.

REASON FOR REPORT:

This report seeks Council direction regarding “District of North Vancouver Rezoning Bylaw 1460 (Bylaw 8770),” which received first, second and third readings on March 16, 2026.

After March 16, 2026, the applicant sought reductions to the off-site infrastructure requirements that formed part of the rezoning conditions. Staff reviewed the request for apportionment and indicated support for certain adjustments. The applicant however, sought further reductions to the required works and/or reductions to Development Cost Charges (DCCs). Staff do not support these requests, as the works are necessary to support the proposed development or required by the Development Servicing Bylaw.

As the applicant has advised that they do not intend to proceed with the rezoning under the terms approved by Council on March 16, 2026, staff now recommend that Council give no further readings and abandon Bylaw 8770 at third reading.

BACKGROUND:

On December 2024¹, Montage Development submitted a rezoning application on behalf of Summit Wind Properties Ltd., to redevelop the site for 36-starta townhouse units in two 3-storey buildings and two 4-storey buildings over a shared underground parkade.

March 16, 2026 – After notice was provided in accordance with Section 467 of the *Local Government Act*, Bylaw 8770, rezoning the site to the Comprehensive Development Zone 161 (CD161), received [First, Second and Third readings](#)². Staff presented the application along with rezoning conditions that had been agreed between staff and the applicant. The rezoning conditions include certain off-site civil works.

June 2026 – The applicant stated that they can not proceed with the full list of off-site civil works due to cost considerations. In particular, they seek to remove the requirement of upgrading 75 m of the existing storm main on Mount Seymour Parkway and Heritage Park Lane as well as of storm and sanitary main upgrades along Windridge Drive frontage. Please see the applicant's letter (Attachment 1).

ANALYSIS:**Frontage and Off-Site Requirements Agreed-to at Bylaw Readings**

In accordance with District rezoning application process, the required works and services were established based on applicable District bylaws, policies and engineering standards prior to March 16, 2026, Council consideration of first, second and third readings of Bylaw 8770.

These requirements were set out in the off-site drawings prepared by the applicant's Professional Engineer (Creus Engineering) and supported by signed and sealed cost estimates dated January 20, 2026. The required works and services were reviewed through the application process and formed part of the basis for staff's previous recommendation of support and Council's consideration of the rezoning application.

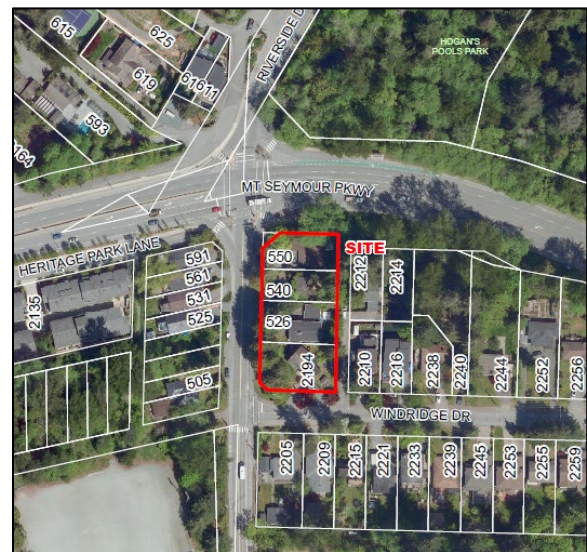


Figure 1: Aerial of Site

¹ The original application was submitted in May 2019, put on hold due to changing conditions and ownership, and a new proposal was resubmitted in December 2024.

² First, Second and Third Reading Report [#6690359](#)

Minutes of the Council's meeting for First, Second and Third readings [#6729954](#)

Applicant's Request to Reduce Off-Site Infrastructure Upgrades

After Council's consideration in March of 2026, the applicant requested that staff consider the apportionment of certain required off-site infrastructure upgrades on the basis that the improvements would benefit both the proposed development and the surrounding area. The applicant cited cost escalation, overall project-related fees and charges, and project viability as factors supporting the request.

Staff assessed the request and, having considered the scale of the development and the timing of potential infrastructure upgrades, revised the off-site servicing requirements by removing the watermain upgrade on Riverside Drive and reducing the scope of roadworks required beyond the centreline of the frontage roads.

Following staff's revised off-site servicing requirements, the applicant advised that, in their view, the project would remain financially non-viable unless the requirement for the 75 m storm main upgrade on Mount Seymour Parkway was also removed.

Staff reviewed the request and do not support removing the storm main upgrade requirement for the following reasons:

- The development is located within a growth centre, where the District's capital planning framework generally applies the principle that growth-related infrastructure upgrades are funded by development. No capital funding is currently allocated for the storm infrastructure improvements on Mount Seymour Parkway that form part of the rezoning requirements.
- The section of storm main on Mount Seymour Parkway identified for upgrade is required to support the proposed development and forms part of a broader planned upgrade to address capacity constraints within the storm drainage system. Staff consider this upgrade to be the minimum infrastructure improvement necessary to support the rezoning application. Additional upgrades to the storm system are anticipated to be delivered through future development projects as redevelopment occurs within the catchment area.

In addition, the applicant requested that the following works be removed from the development requirements, or alternatively that Development Cost Charges (DCCs) be adjusted to recognize delivery of these works:

- sanitary main upgrade on Windridge Drive
- new storm main on Windridge Drive

Staff do not support these requests. The above works are required under Development Servicing Bylaw and would apply to the proposed development of the site with or without a rezoning. As such, staff do not support removing or offsetting these requirements through the

rezoning process or a subsequent development variance permit process. Staff recommend that the requirements be satisfied in accordance with the bylaw.

FINANCIAL IMPLICATIONS

DCC estimate is approximately \$821,000 and Metro DCC estimate is approximately \$901,000. A target-rate CAC is also offered, at \$638,242.

In addition, there is a land dedication totalling approximately 333.38 m² (3,588.47 sq. ft.), along Riverside Drive.

The District's capital budget is experiencing significant constraints. However, even without the current budgetary limits it remains critical for all development proposals, including this project, to continue to pay for their share of infrastructure upgrades to ensure financial sustainability.

CONCLUSION

The off-site infrastructure requirements were established through the rezoning review process and formed part of the conditions presented to Council when Bylaw 8770 received first, second and third readings on March 16, 2026.

Following Council's consideration of Bylaw 8770, staff reviewed the applicant's request for apportionment and reduced certain off-site servicing requirements. The applicant has indicated that they do not intend to proceed with the development unless additional requirements are removed and/or Development Cost Charges (DCCs) are adjusted. Staff do not support these requests.

Given that the applicant has stated they do not wish to fulfil the rezoning conditions, staff recommend that Council give no further readings and abandon Bylaw 8770 at third reading.

Should a new rezoning application be submitted in the future, it would be evaluated based on the policies, bylaws, engineering standards and servicing requirements in effect at that time.

Options:

The following options are available for Council's consideration:

- THAT Council give no further readings and abandon "District of North Vancouver Rezoning Bylaw 1460 (Bylaw 8770)" at third reading (staff recommendation); or
- THAT Bylaw 8770 and associated rezoning application be referred to staff to assess the financial, servicing and policy implications of further apportionment of the Mount Seymour Parkway storm main upgrade requirement and report back to Council.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Yan Zeng". The signature is fluid and cursive, with the first name "Yan" and last name "Zeng" clearly distinguishable.

Yan Zeng
Manager, Development Planning

Attachments:

1. Applicant's Letter

REVIEWED WITH:					
☐ Community Planning	_____	☐ Clerk's Office	_____	External Agencies:	
☐ Development Planning	_____	☐ Communications	_____	☐ Library Board	_____
☐ Development Engineering	_____	☐ Finance	_____	☐ NS Health	_____
☐ Utilities	_____	☐ Fire Services	_____	☐ RCMP	_____
☐ Engineering Operations	_____	☐ ITS	_____	☐ NVRC	_____
☐ Parks	_____	☐ Solicitor	_____	☐ Museum & Arch.	_____
☐ Environment	_____	☐ GIS	_____	☐ Other:	_____
☐ Facilities	_____	☐ Real Estate	_____		
☐ Human Resources	_____	☐ Bylaw Services	_____		
☐ Review and Compliance	_____	☒ Development Services	_____		

SUMMIT WIND REAL ESTATE LP

c/o Naikoon Contracting Ltd. · North Vancouver, BC

July 3, 2026

Yan Zeng, Manager, Development Planning

Kevan Khoshons, P.Eng., Manager, Development Engineering

District of North Vancouver — 355 West Queens Road, North Vancouver, BC

Re: 526–550 Riverside Drive — Applicant Response to Required Engineering Works and Services (DNV letter of July 2, 2026)

Dear Yan and Kevan,

Thank you for the itemized summary and for the constructive discussions over the past several weeks. We also want to acknowledge the meaningful scope reductions staff offered on June 24 — the removal of the Riverside Drive water main upgrade and the reduced roadworks and lane scope. Those changes are appreciated and are accepted in full. We remain fully committed to delivering this project, which received unanimous Council support at first, second and third readings, and to responding to each item on your list clearly and transparently, as requested.

1 · Our response to each required item

Item (per your July 2 letter)	Our position	Rationale
Section 1 — Standard BP frontage requirements (Riverside, Windridge, Mt Seymour Pkwy, Lane, intersection)	ACCEPTED	Committed at our sole cost: full frontage works — sidewalks, protected bike lane, bus stop and shelter, curb/gutter, street lighting, intersection improvements incl. island removal, road to centreline, all service connections, landscaping — plus 333.38 m ² land dedication. Minor technical clarifications (utility pole/undergrounding attribution, signal pole relocation vs. signalization engineering) are set out in the attached engineering markup.
Section 3 — Reduced scope offered June 24 (water main removed; Riverside & Windridge roadworks to centreline + mill/overlay; reduced lane scope)	ACCEPTED — with thanks	We accept the revised scope as offered, including laneway grading, drainage, milling, paving, temporary curbing and letdowns, with asphalt curb and gutter along our lane frontage.
Riverside & Windridge Drive sanitary mains	CAN BE INCLUDED — delivery mechanism to be confirmed	This is renewal of aging AC pipe rather than a project impact. Nonetheless, we are prepared to deliver this work while mobilized — as a DCC credit where eligible, or as District-cost works we construct on the District's behalf — so the community gets the renewal at the best possible price. (Estimated \$136,000 relining on Riverside & \$69,000 replacement on Windridge per Creus Engineering.) The project is not causing this maintenance work to be required, but is an opportunity to facilitate cost effective work.
Windridge Drive new storm main	REQUEST REMOVAL (alternative offered)	No storm main exists on Windridge today, and the development does not increase flows to this road: post-development discharge is fully mitigated on site (Creus, June 30). New pipes here would add flow toward the same downstream capacity constraint the District has identified. If the District nonetheless requires this infrastructure, we are willing to deliver it via DCC credit (where eligible) rather than as an additional project cos. (Estimated \$100,000 plus overheads per Creus Engineering.)
Mt Seymour Pkwy / Heritage Park Lane storm main upgrade (~75 m, 375→600 mm)	REQUEST REMOVAL as a condition of this Rezoning	This segment is a full intersection away and is not connected to the site. The capacity concern was identified through the District's own system modelling; it is not caused by this development. Creus's signed calculations (June 30) confirm post-development peak discharge does not exceed pre-development levels up to the 10-year design storm, and we will upsize our on-site detention to the full 80.1 m ³ requirement at our cost. A 36-home project delivering approximately \$3.1M in government charges and roughly \$1.67M in constructed frontage and intersection works (the off-site improvement value referenced in the February 24, 2026 Council

		report) cannot also fund a District trunk upgrade of this magnitude; it is properly a District-cost item (which we would be pleased to construct on the District's behalf while mobilized, if helpful).
Traffic signalization upgrades at Mt Seymour Pkwy	CLARIFICATION	We accept signal pole relocation where required by our intersection works. Broader signalization engineering or upgrades reflect network needs rather than an impact of this development and are beyond what the project can carry.

2 • The project's public contribution, for context

With the works above, this 36-home project delivers approximately **\$3.1M** in government charges and fees — DNV DCCs of **\$821,052**, a Community Amenity Contribution (including public art) of **\$638,242**, approximately **\$1.19M** in Metro Vancouver and TransLink DCCs at anticipated payment-date (2027) rates, District permit and application fees of approximately **\$364,000**, and BC new-home warranty enrolment — plus roughly **\$1.67M** of constructed frontage and intersection works, land dedication of **~333.38 m²**, and on-site stormwater detention protecting the downstream system to the 10-year storm. That is on the order of **\$130,000 per home** in public contributions before construction begins, which we believe represents a full and fair share for a project of this scale.

3 • Viability, and the path forward

We want to be direct, because we believe staff and Council deserve clarity: with the Heritage Park Lane trunk upgrade included as a condition, the project is not financially viable and cannot proceed — and none of the housing, charges, works or ongoing tax revenue above would be realized. With the itemized resolution set out here, the project proceeds and every one of those benefits is delivered. We recognize the offsite scope discussion has come after third reading, and we take our share of responsibility for not resolving it earlier; our team moved immediately once the full extent and cost of the trunk upgrade became clear.

We respectfully ask that the staff report present Council with the option of proceeding by way of amended conditions (including re-reading of second and third readings as amended, if required under the Local Government Act), reflecting the positions above. We and our consultants are available at any time before the July 20 Council meeting — including an all-parties working session with staff and legal counsel — to finalize the Development Covenant on this basis.

Thank you again for the professionalism and effort your teams have brought to this file. We are confident there is a reasonable path here that serves the public, the District and the project alike.

Sincerely,

Joe Geluch

Director, Summit Wind Real Estate LP (Owner) · joe@naikoon.ca · 778-868-8757

Encl.: Engineering scope markup (Montage / Creus, July 3, 2026); Creus stormwater management calculations (June 30, 2026)