

AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____

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

June 25, 2026

AUTHOR: Mike Fox, Chief Administrative Officer

SUBJECT: Information Reports to Council - April 2026 to June 2026

RECOMMENDATION:

THAT the “Information Reports to Council – April 2026 – June 2026” dated June 25, 2026, is received for information.

REASON FOR REPORT:

Information Reports to Council (IRTC) distributed by email are summarized quarterly and included on a public agenda.

SUMMARY:

The IRTC’s listed below were distributed to Council by email between April 2026 and June 2026.

Options:

THAT the “Information Reports to Council – April 2026 – June 2026” dated June 25, 2026, is received for information. (recommended)

Or

THAT the agenda is amended to include discussion on one or more of the attached Information Reports to Council.

Respectfully submitted,

Mike Fox
Chief Administrative Officer

Attachments:

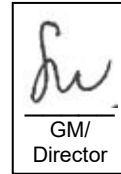
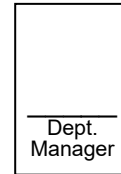
1. Information RTC re Placemaking Task Force Wrap-up Report
2. Information RTC re Noise Exemption – 2550 Whiteley Court – April 19, 2026 – April 20, 2026
3. Information RTC re Noise Exemption – DNV – All Road – April 12, 2026 – Nov 15, 2026
4. Information RTC re Metro Vancouver Organic Waste Services Update
5. Information RTC re Noise Exemption – 1510 Crown St – May 9, 2026
6. Information RTC re Noise Exemption – 1510 Crown Street – May 23, 2026
7. Information RTC re William Griffin Pickleball Courts
8. Information RTC re Recreation Facility and Amenity Assessment
9. Information RTC re Fires Station #5 (Norgate) Replacement Project Update
10. Information RTC re Boating Safety Initiatives at Whey-ah-Wichen Park and Inter-Agency Coordination
11. Information RTC re Seylynn Park Phase 2 Planning: Temporary Pilot Park
12. Information RTC re Council World Cup Response
13. Information RTC re 3526 Everglade Place – Virtual Public Information Meeting
14. Information RTC re 1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort
15. Information RTC re Noise Exemption 220 Mountain Hwy June 1 - June 11
16. Information RTC re Noise Exemption Form August 8, 2026 1510 Crown St
17. Information RTC re Noise Exemption Form June 13, 2026 1510 Crown St
18. Information RTC re Noise Exemption Form July 18 1510 Crown St
19. Information RTC re Vancouver Coastal Health North Shore Services
20. Information RTC re Noise Exemption from June 4, 2026 to June 9, 2026 1080 Marine Drive
21. Information RTC re Fuel Price Impacts to the District's Operational Budget
22. Information RTC re Current Housing Market Conditions and Inclusionary Zoning Update
23. Information RTC re Poverty Reduction Partnership Update
24. Information RTC re Artificial Turf Fields Update
25. Information RTC re Geotechnical Investigation along Riverside Drive – Retaining Wall Stability Assessment
26. Information RTC re North Vancouver Recreation & Culture 2025 highlights infographic
27. Information RTC re Lynn Valley Library Refresh Project Update
28. Information RTC re Capilano Library Refresh Project Update
29. Information RTC re Fire Station #2 (Lynn Valley) Major Renewal Project Update
30. Information RTC re District Hall Renewal Project Update – May 2026
31. Information RTC re East Cates Park/ Whey-ah-Wichen Washroom Replacement
32. Information RTC re West Cates Park/ Whey-ah-Wichen Washroom Replacement
33. Information RTC re Noise Exemption from June 28, 2026 to July 10, 2026 Lynn Valley Road (Fromme Road to Mountain Hwy)
34. Information RTC re 2026 General Local Election Public Awareness Strategy

REVIEWED WITH:					
☐ Business and Economic	_____	☐ Finance	_____	External Agencies:	
☐ Bylaw Services	_____	☐ Fire Services	_____	☐ Library Board	_____
☐ Clerk's Office	_____	☐ GIS	_____	☐ Museum and Archives	_____
☐ Climate and Biodiversity	_____	☐ Human Resources	_____	☐ NSEM	_____
☐ Communications	_____	☐ Integrated Planning	_____	☐ NS Health	_____
☐ Community Planning	_____	☐ ITS	_____	☐ NVRC	_____
☐ Development Engineering	_____	☐ Parks	_____	☐ RCMP	_____
☐ Development Planning	_____	☐ Real Estate	_____	☐ Other:	_____
☐ Engineering Operations	_____	☐ Review and Compliance	_____		
☐ Environment	_____	☐ Solicitor	_____		
☐ Facilities	_____	☐ Utilities	_____		

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☐ Info Package

Date:



The District of North Vancouver

INFORMATION REPORT TO COUNCIL

March 30, 2026

File:

AUTHOR: Neonila Lilova, Business and Economic Development Manager
Carolyn Grafton, Director, Communications and Community Relations

SUBJECT: Placemaking Task Force Wrap-up Report

REASON FOR REPORT:

To provide a final summary report of the Placemaking Task Force activities from October 2024 to October 2025, as the task force mandate expired in October 2025.

SUMMARY:

Council endorsed a recommendation from the Advisory Oversight Committee to approve the Terms of Reference for the Placemaking Task Force, a select committee of Council, from October 2024 to March, 2025. A subsequent six-month extension was approved by Council in April 2025, bringing the mandate to a conclusion in October 2025.

Over the course of the year, the Placemaking Task Force developed and recommended a Council-approved five-year town and village centre beautification program and a part-time staffing resource, funded by film revenue. In developing the program, it assessed the business case for various placemaking tactics, met with City of North Vancouver staff and conducted a municipal scan to gain an understanding of placemaking models, budgets, and activities in the region. Staff initiated delivery of the program in the second half of 2025 and implementation is ongoing.

BACKGROUND:

In the October 7, 2024 Closed meeting, Council endorsed the Advisory Oversight Committee's recommendation to approve the Terms of Reference (Attachment 1) for a Placemaking Task Force (Task Force) – a select committee of Council, with a mandate to provide advice and recommendations on a vision, delivery model and resourcing for the activation and programming of public spaces in the District's town and village centres.

The Task Force was asked to report back to Council within six months of its creation. An extension for an additional six months was approved by Council in April, 2025 to enable the Task Force to report back on its recommendations.

EXISTING POLICY:

The approved beautification program supports multiple objectives in the District's strategic planning framework, including:

- Official Community Plan 2030 – creation of engaged and inter-connected public spaces and vibrant town centres that serve as a focal point for the community
- Corporate Plan 2023-2026 – utilization of public spaces to foster community wellbeing
- Economic Development Strategy 2025-2029 – cultivation of great public spaces to support commercial activity and local businesses.

ANALYSIS:

Recognizing the District's constrained fiscal environment, the Task Force focused on exploring immediate and near-term actions to enhance activation of the District's public spaces beginning in the 2025 summer season until 2030, subject to annual funding available in the Film Reserve Fund. In recommending the beautification program, the Placemaking Task Force addressed its goal to foster vibrant public places while minimizing the financial impacts on District residents and businesses.

From July 2025 onward, staff moved the projects outlined in the beautification program from planning into delivery: installing outdoor furniture, banners, and seasonal lights; expanding Live & Local events to new locations; completing early projects in several town and village centres; and transitioning placemaking into ongoing staffed operations.

- Throughout summer and fall of 2025, placemaking activity focused on outdoor furniture, seasonal lighting and banner installations in multiple centres, including Edgemont Village, Lynn Valley, and Deep Cove.
- In early 2026, banners were installed in Lynn Creek Town Centre.
- In early spring 2026, four additional adirondack-style chairs have been ordered for Lynn Valley Village. Six chairs have been ordered for Lion's Gate Village plaza.
- Feasibility is being assessed for the following additional activities in 2026:
 - o Banners and/or lights in Lion's Gate Village and Marine Drive,
 - o Updating banners at Lynn Valley Village, and
 - o Temporary TV installations at three community recreation centre locations for World Cup viewing.

Council received an update report from the Placemaking Task Force in July 2025 (Attachment 2), outlining early implementation of the town and village centre beautification program.

Timing/Approval Process

This report provides a final view of the Placemaking Task Force's year-long mandate, although the work to implement the approved five-year beautification program continues. Future updates will be provided to Council as substantial project implementation occurs. Reconstitution of the Task Force requires Council consideration and approval.

Concurrence

NVRC staff and District staff from Corporate Services and Economic Development that supported the work of the Task Force, have reviewed this report.

Financial Impacts

There is no financial impact associated with this report, as funding from the existing annual film revenues for the five-year beautification program was approved alongside the five-year implementation plan. No additional film revenue is available to support other programming or activities. New placemaking initiatives outside of the Council-approved beautification program, including reconstitution of the Task Force, require additional staff resources and budget to implement and are subject to future consideration and approval by Council.

Liability/Risk

Economic uncertainty introduces a level of financial risk to the revenues (lower than anticipated film revenues) and costs (higher material costs due to inflation, tariffs, etc.) of the placemaking projects during implementation. The risk continues to be managed through sourcing locally first, and the built-in phasing flexibility of the staggered implementations.

Social Policy Implications

Projects completed to date are creating a positive reaction from businesses and residents and helping to foster a sense of community in the District town and village centres. It is anticipated these contributions to community wellbeing, as envisioned in the District's Official Community Plan, Corporate Plan, and Economic Development Strategy and will continue with ongoing implementation of the beautification program.

Conclusion

Over the course of its year-long mandate, the Placemaking Task Force successfully developed and recommended a fiscally responsible five-year beautification program. Early implementation and feedback from the businesses and residents suggests the program has been effective toward achieving Council's objectives of creating vibrant public spaces and fostering a sense of community in the District town and village centres. Implementation of the beautification program by staff continues, with further placemaking initiatives, including a reconstitution of the Placemaking Task Force mandate and resulting deliverables subject to Council approval.

Respectfully submitted,



Neonila Lilova
Manager, Business and Economic
Development



Carolyn Grafton
Director, Communications and Community
Relations

Att:

1. Placemaking Task Force Terms of Reference
2. Information Report to Council – Placemaking Program Implementation Update (July 28, 2025)

REVIEWED WITH:

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

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

External Agencies:

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



Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:

Nicola
Chevalli
er

Digitally signed by Nicola
Chevallier
DN: cn=Nicola Chevallier,
o=District of North Vancouver,
ou=Engineering Public
Works, email=nicola.chevallier@cityofnv.ca,
c=Canada, serial=1, reason=I am approving this document
Date: 2020.04.19 07:26:02 -0700

Manager:

Michael
Toland

Digitally signed by
Michael Toland
DN: cn=Michael Toland,
o=District of North Vancouver,
ou=Engineering Public
Works, email=michael.toland@cityofnv.ca,
c=Canada, serial=1, reason=I am approving this document
Date: 2020.04.09
10:35:07 -0700

CAO Notified:

Mike
Fox

Digitally signed by Mike Fox
DN: cn=Mike Fox, o=District of North Vancouver,
ou=Engineering Public Works, email=mike.fox@cityofnv.ca,
c=Canada, serial=1, reason=I am approving this document
Date: 2020.04.10 09:47:07 -0700

CREATED BY: Daniel Cifarelli

REQUESTED BY: Allteck GP Ltd (BC Hydro)

DESCRIPTION OF WORK: Underground cable pulling/splicing in existing infrastructure

LOCATION: 2550 Whiteley Court

START DATE: April 19, 2026

END DATE: April 20, 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	to	
Saturday	to	
Sunday	11:00pm to 6:00am	✓

ADDITIONAL INFORMATION:

The Hydro works will result in a 2 block power outage which includes the Safeway in Lynn Valley. To minimize the impacts to the Safeway, Hydro has been asked to perform this work overnight. This work will create minimal noise as the new cables will be installed in existing underground ducts.

IMPACT:

EXPECTED IMPACTS:			
✓ trucking	concrete works	generators	✓ lighting
pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Residents impacted by the planned outage will receive notification from BChydro, which will include schedule and the anticipated noise impacts. Noise generated will be from cable pulling equipment, power tools, hand tools. The works will take place on both E 27th street and on Whiteley Court.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**

621

NOTIFICATION:

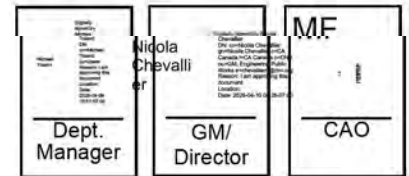
The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**

This work is District wide. No notifications are distributed to residents, as road marking is fluid, weather dependent, traffic dependent. Typical impacts for residents are less than 5 minutes.



April 8, 2026

AUTHOR: Michael Toland, Manager, Engineering Operations

SUBJECT: Metro Vancouver Organic Waste Services Update

To inform Council of the results of Metro Vancouver's procurement process for municipal organics at the North Shore Recycling and Waste Centre resulting in higher organics processing costs as Metro Vancouver transitions from the North Shore Municipalities Organics Agreement to tipping fees following its contract tender.

Metro Vancouver's recent tender for a new operator contract to receive, haul, and process organics at the North Shore Recycling and Waste Centre has resulted in higher costs than the current contracted rate under the North Shore Municipalities Organics Agreement, which is set to expire June 30, 2026. Rates under the current agreement were on the low end but aligned with market conditions, which have since changed significantly.

Subject to Board approval, Metro Vancouver has advised that the municipal organics rate and commercial garbage tipping rate will increase impacting the District's Solid Waste Utility. The annual cost increase of approximately \$63 thousand will be funded through the Solid Waste Reserve in 2026 and increased utility rates starting in 2027.

Metro Vancouver is also implementing a \$15 per tonne increase for yard trimmings and clean wood waste, which will create additional annual costs of approximately \$8 thousand for non-utility-funded services.

Metro Vancouver will seek Board approval in April to award the contract and amend its tipping fee bylaw. Impacts will be reflected in the District's Spring Financial Plan amendment.

The North Shore municipalities (City of North Vancouver, District of North Vancouver, and District of West Vancouver) currently deliver residential organics to the North Shore Recycling and Waste Centre under the North Shore Municipalities Organics Agreement with

Metro Vancouver. Other users such as Bowen Island, Lions Bay and commercial organics collectors also deliver organics to this location based on a tipping fee.

Metro Vancouver provides municipal organics processing on a cost-recovery basis. In 2021, the North Shore Municipalities Organics Agreement established a five-year rate schedule that informed municipal organics rates in Metro Vancouver's tipping fee bylaw and kept costs comparatively low from 2021–2026 despite rising market rates. The current rate is \$117 per tonne.

Metro Vancouver's administration of the municipal organics processing contract has provided operational benefits to the District, including:

- access to the closest available drop-off location (reducing transport costs and avoiding a bridge crossing)
- better pricing potential through aggregated North Shore tonnage
- reduced exposure to service interruption risk due to extreme weather through Metro Vancouver's contingency planning (e.g., continuity during the 2021 Fraser Valley flooding events)
- reduced reliance on private organics facilities that can close unexpectedly due to compliance or market conditions.

EXISTING POLICY:

Council establishes reserve funds and their permitted uses through reserve fund bylaws, specifically Reserve Fund Bylaw No. 8418, which authorises the creation and use of the Solid Waste Reserve.

In accordance with this Bylaw, the Solid Waste Reserve is intended to support the solid waste utility and may be used, where appropriate, to smooth the impact of regional cost increases on local rates.

Council establishes local solid waste collection fees and related regulations through the District's Solid Waste Management Bylaw. As part of the 2026 fee setting process, staff noted the expiry of Metro Vancouver's North Shore organics contract at the end of June 2026 and included an additional contingency amount in the rate calculation in anticipation that Metro Vancouver's organics tipping fees could change following procurement.

ANALYSIS:

Metro Vancouver's existing municipal agreement and current service provider contract expire June 30, 2026. Metro Vancouver is set to award a new 5.5-year service contract effective July 1, 2026.

At the same time, Metro Vancouver plans to set municipal organics rates through its tipping fee bylaw rather than continuing with a standalone municipal agreement. The District may continue using Metro Vancouver's North Shore facility, but dissolution of the agreement removes the obligation to do so.

Metro Vancouver has identified several rate drivers affecting the new contract rates, including increased operating and transport costs, increased costs of compliance with

environmental regulations for compost facility operators, and market conditions for the sale of finished compost. Metro Vancouver has proposed a restructured rate model through changes to its tipping fee bylaw that allocates costs more accurately between the municipal and commercial waste streams.

Under the proposed model, the municipal organics tipping fee would be \$155 per tonne effective July 1, 2026, which is \$5 higher per tonne than the \$150 per tonne assumed in the financial plan. In addition, a \$2 per tonne increase to the commercial garbage tipping rate will be put into effect. These changes increase 2026 solid waste operating costs and reduce the planned contribution to the Solid Waste Reserve. Going forward, Metro Vancouver expects annual tipping fee bylaw updates to reflect annual service contract increases.

In addition, Metro Vancouver is planning a \$15 per tonne increase in the tipping fee applied to yard trimmings and clean wood waste. This increase will create additional annual costs of approximately \$8 thousand for other non-utility funded service areas that incur disposal costs, including Streets and Parks.

These changes will be reflected in the Spring Financial Plan amendment and annual utility rate-setting process going forward.

Timing/Approval Process:

Metro Vancouver expects to report to its Board on April 24 to award the service contract and amend its tipping fee bylaw, with the revised municipal organics tipping fee intended to take effect July 1, 2026.

Concurrence:

Engineering Operations and Finance are working together to reflect the changes in the utility rate model and Spring Financial Plan amendment, once Metro Vancouver's Board has adopted the changes to tipping rates.

Financial Impacts:

The increase in Metro Vancouver tipping fees increases the District's Solid Waste Utility costs by approximately \$63 thousand per year more than budgeted, or \$3.15 per single-family home. As changes begin July 1, 2026, the Solid Waste Reserve will fund impacts in 2026 (\$31.5 thousand), and utility rate increases will fund impacts in future years.

Increased tipping fees will also increase costs for Streets and Parks services by approximately \$8 thousand per year.

These changes will be reflected in the Spring Financial Plan amendment.

Liability/Risk:

The primary risks relate to affordability and cost volatility, along with limited alternatives for compliant organics processing capacity. Operational risk is mitigated by continued participation in the Metro Vancouver system and the contingency planning that was put in place prior to this change. The transition to a tipping fee bylaw pricing structure provides

greater flexibility for the District to assess alternative organics management options in future years, should they become viable.

Social Policy Implications:

Higher organics management costs increase utility rates for residents and businesses. Use of the Solid Waste Reserve, if required, can help moderate short-term impacts and support affordability while longer term cost pressures are integrated into utility planning.

Environmental Impact:

No environmental impact is anticipated from the change in pricing mechanism. Continued delivery of organics to a regulated processing stream supports diversion from landfill, reduces greenhouse gas emissions, and supports waste reduction objectives.

Public Input:

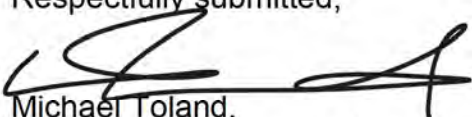
Public input was not sought as this report is for information regarding a regional cost change arising from Metro Vancouver's procurement and tipping fee bylaw process.

Conclusion:

Metro Vancouver's tender results for the organics processing at the North Shore Recycling and Waste Centre indicate a significant increase in organics handling costs effective July 1, 2026, and Metro Vancouver intends to implement the new municipal organics rate through amendments to its tipping fee bylaw.

The Solid Waste Reserve will fund short-term impacts and utility rate increases will fund impacts in future years. Impacts will be reflected in the District's Spring Financial Plan amendment.

Respectfully submitted,


Michael Toland,
Manager, Engineering Operations

REVIEWED WITH:

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

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

External Agencies:
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☐ NS Health _____
☐ RCMP _____
☐ NVRC _____
☐ Museum & Arch. _____
☐ Other: _____



Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:

Nicola
Chevallier

Digitally signed by Nicola
Chevallier
DN: cn=Nicola Chevallier,
c=CA, o=District of North
Vancouver, ou=Engineering
Public Works
Reason: I am approving this
document
Location:
Date: 2025-04-27 11:23:07-00

Manager:

Michael
Toland

Digitally signed by
Michael Toland
DN: cn=Michael Toland,
ou=Users
Reason: I am approving
this document
Location:
Date: 2025-04-27
10:45:07-00

CAO Notified:

Mike
Fox

Digitally signed by Mike Fox
DN: cn=Mike Fox, cn=Mike Fox,
ou=CA, o=District of North
Vancouver, ou=Engineering
Public Works
Reason: I am approving this
document
Location:
Date: 2025-04-27 15:03:07-00

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on site

LOCATION: 1510 Crown Street

START DATE: May 9, 2026

END DATE: May 9, 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	to	
✓ Saturday	5:00 am to 10:00 pm	
Sunday	to	

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

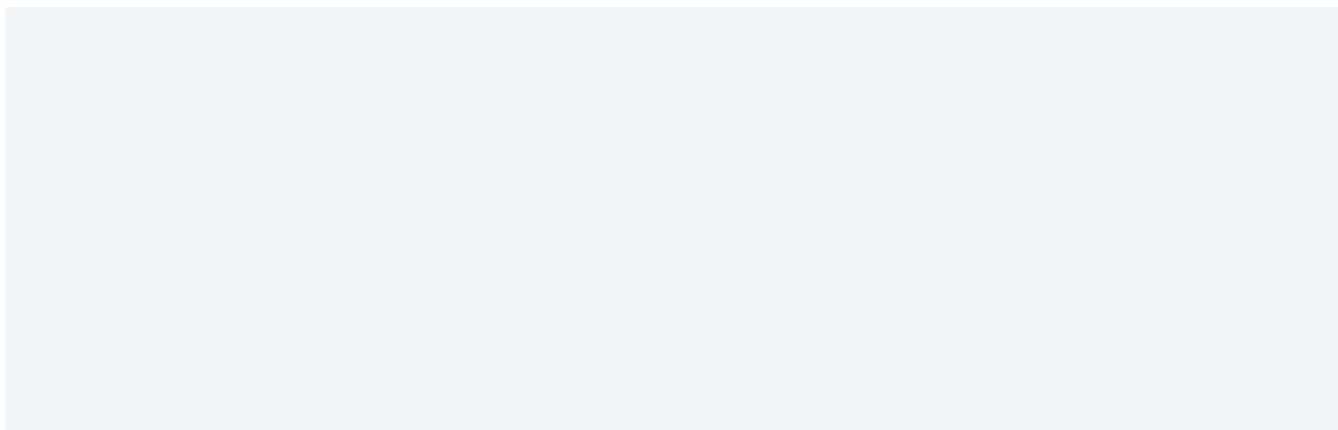
OTHER IMPACTS AND MITIGATION MEASURES:

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**



Noise Regulation Bylaw Exemption

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GM:

Nicola
Chevalli
er

Digitally signed by Nicola
Chevallier
DN: cn=Nicola Chevallier,
c=CA, o=District of North
Vancouver, ou=Engineering
Public Works,
email=nicola.chevallier@cityofnv.ca,
reason=I am approving this
document
Date: 2026.04.27 11:25:47-08

Manager:

Michael
Toland

Digitally signed by
Michael Toland
DN: cn=Michael Toland,
ou=North
Vancouver, o=District of North Vancouver,
email=michael.toland@cityofnv.ca,
reason=I am approving this
document
Date: 2026.04.27
10:38:47-08

CAO Notified:

Mike
Fox

Digitally signed by Mike Fox
DN: cn=Mike Fox, o=District of North Vancouver,
ou=Engineering Public Works,
email=mike.fox@cityofnv.ca,
reason=I am approving this
document
Date: 2026.04.27 11:01:47-08

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on site

LOCATION: 1510 Crown Street

START DATE: May 23, 2026

END DATE: May 23, 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	to	
✓ Saturday	5:00 am to 10:00 pm	
Sunday	to	

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

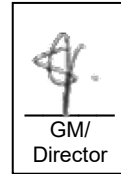
NOTIFICATION:

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MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**



The District of North Vancouver INFORMATION REPORT TO COUNCIL

April 28th, 2026

AUTHOR: Kyle Dupuis, Project Manager, Parks Capital Projects

SUBJECT: Project and construction updates - William Griffin Pickleball Courts

REASON FOR REPORT:

To provide Mayor and Council with an update to the William Griffin Pickleball Court project and upcoming construction timeline and impacts starting May 2026.

SUMMARY:

On July 21st, 2025, District Council approved the Outdoor Sports Court Optimization Strategy which outlined recommended actions to assess the feasibility of, and ultimately add, new pickleball courts at William Griffin Park. Following completion of feasibility, design, and engagement, DNV Parks will be constructing a new 6-court pickleball facility at William Griffin Park this summer, located at the park's former lacrosse box.

Construction is expected to start early May 2026. The new pickleball courts are anticipated to be open for play later this summer, with landscaping and plantings scheduled for the fall. Temporary impacts to park users include trail closures and parking disruptions during working hours to William Griffin Park and Delbrook Recreation Centre for the duration of construction.



Figure 1. Artistic rendering of proposed pickleball courts at William Griffin Park

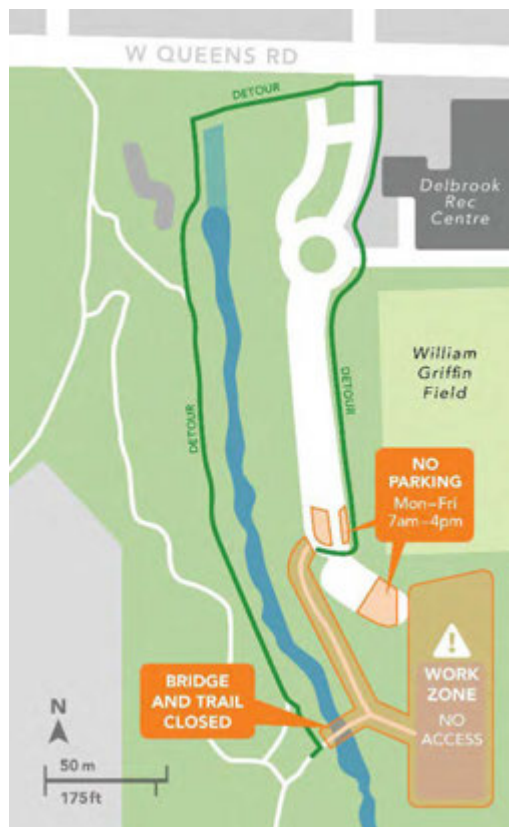


Figure 2. Construction impacts to William Griffin Park and Delbrook Recreation Centre

BACKGROUND:

William Griffin Park is located next to the Delbrook Recreation Centre and is a key community hub supporting year-round recreation and programs at both the Delbrook Recreation Centre and William Griffin Artificial Turf Field (ATF). Following approval of the 2025 Sport Court Optimization Strategy and adoption of the Financial Plan 2026-2030, DNV Parks is constructing a six-court pickleball facility on the site of the former underutilized lacrosse box at William Griffin Park.

This site was carefully selected through the 2025 Sport Court Optimization Strategy as a suitable location for pickleball given its optimal topography, proximity to existing park amenities (i.e. washrooms and parking), and sufficient distance from residential areas to minimize noise concerns.

Construction activities are expected to begin early May 2026, lasting up to three months involving temporary trail and parking closures (Figure 2) to facilitate construction and site access. DNV Parks are monitoring parking and construction impacts at Delbrook and William Griffin Park, working closely with the North Vancouver Recreation and Culture Commission

(NVRC) and DNV Transportation. The new courts are expected to be open for play by mid-August 2026.

Staff are exploring options to alleviate parking pressure at the site with a view towards introducing short term pickup and drop-off parking spaces, and are also working with NVRC staff to implement longer term changes to recreational bookings on the ATF field to shift higher capacity programming from the William Griffin ATF to the District's new ATF fields (Inter River, Handsworth). The project at William Griffin will also support active transportation initiatives through the installation of new bike racks at the new pickleball courts.

For Council's awareness, staff across NVRC, Parks, and Transportation continue to work closely on the upcoming active transportation improvements on W Queens Road. While this design work is ongoing, early implementation planning will avoid overlapping the construction activities of the pickleball courts and active transportation improvements to reduce impacts. Additional parking capacity is also being created on the east side of Delbrook Recreation Center (currently barricaded, gravel parking lot) with exact details to be finalized between NVRC and Transportation. A future update to Council will be shared on the W Queens Rd project from the Engineering Infrastructure Services division in the coming weeks.

SCHEDULE:

The new pickleball courts are expected to open for play in summer 2026. Starting early May 2026, construction will begin at William Griffin Park and is expected to last up to 3 months. Planting and landscaping works be scheduled for Fall 2026.

CONCURRENCE:

Public Input:

The Parks Department is working closely with NVRC and Transportation on associated parking impacts to Delbrook Recreation Centre. A communications plan is being developed to raise awareness about the project, construction activities, timelines, and related impacts to visitors and nearby residents.

In February 2026, staff engaged with the North Shore Pickleball Club, Sports Advisory Council, Parks and Natural Environment committee, North Shore Streamkeepers, and North Vancouver Recreation and Culture Commission (NVRC) to share the project's scope and design. Feedback from interest holders has been incorporated into the final plans.

Financial Impacts:

The Council-approved budget for the new pickleball courts is \$750,000, timed with renewals to the existing retaining wall and upgrades to William Griffin's irrigation system.

Environmental Impact:

The ATF and parking lot drainage was confirmed to outflow into the existing bio-swale east of the proposed pickleball courts. The project will incorporate upgrades to the bioswale to further capture and manage fine materials and deposits. The improved bioswale will contain a series of check dams, organic and gravel material bedding, re-grading of channel slope, and plantings that allow storm water to be bio-filtered prior to entering Mosquito Creek.

CONCLUSION:

The renewal of the underutilized William Griffin lacrosse box into a six-court pickleball facility is a response to growing community demand and implementation of actions identified in the 2025 Sport Court Optimization Strategy. The District is ensuring a cost-effective and streamlined delivery of this high-priority amenity. Parking and construction impacts are being actively managed through interest holder collaboration and robust traffic planning, and the project remains on track opening later this summer.

Respectfully submitted,



Kyle Dupuis
Project Manager, Climate Action & Parks

REVIEWED WITH:

☐ Sustainable Community	_____
☐ Development Services	_____
☐ Utilities	_____
☒ Engineering Infrastructure Services	_____
☒ Parks	_____
☐ Environment	_____
☐ Facilities	_____
☐ Human Resources	_____

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

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

✓ Info Package

Date:



The District of North Vancouver

INFORMATION REPORT TO COUNCIL

April 28, 2026

File:

AUTHOR: Mike Hunter, Deputy Director, Recreation & Culture
North Vancouver Recreation & Culture Commission

SUBJECT: Recreation Facility and Amenity Assessment

SUMMARY:

The Recreation Facility and Amenity Assessment, undertaken jointly by the District of North Vancouver (DNV), the City of North Vancouver (CNV), and the North Vancouver Recreation and Culture Commission (NVRC), provides a North Vancouver-wide overview of indoor and outdoor recreation infrastructure in both communities. The findings confirm that North Vancouver is well-served, with high resident satisfaction, strong distribution of amenities, and service levels that meet or exceed those of comparable municipalities. The Assessment also identifies key challenges and opportunities related to population growth, evolving trends, aging facilities, and climate resilience. The results will inform long-term planning in both municipalities.

This accompanying staff report provides an overview of the project findings, highlights District initiatives already underway, and describes how the Assessment will inform future recreation and facility planning. The Assessment has been endorsed by the Commission and is now being shared for Council's information.

BACKGROUND:

Recreation facilities and amenities support a wide variety of activities and play a critical role in supporting active, healthy lifestyles and community well-being for residents of all ages and abilities. North Vancouver has over 13,000 hectares of parkland, including 265 parks and greenbelts, and a network of approximately 354 kilometres of trails¹.

DNV and CNV have made significant investments in indoor and outdoor recreation infrastructure, including community recreation centres, sports fields, courts, pools, arenas, trails, playgrounds, and public open spaces. These investments contribute to North Vancouver's high quality of life and recognition as Canada's most livable community (Globe and Mail, 2024, 2025).

The Recreation Facility and Amenity Assessment was undertaken to support informed future planning by:

¹ Includes parkland and trails on public and private property.

- researching leading practices and emerging recreation trends;
- collecting North Vancouver data on community satisfaction, participation, facility inventory, usage, and geographic distribution; and
- identifying considerations to inform future priorities based on growth, demand, and available resources.

The scope of the Assessment included indoor facilities such as aquatic centres, arenas, gymnasiums, fitness and wellness spaces, and multipurpose rooms, as well as outdoor amenities including sports fields, a variety of sports courts, playgrounds, skateparks, and other recreation features. A key outcome was the creation of the first North Vancouver-wide geospatial inventory of public recreation amenities, including major civic projects currently under construction with completion anticipated in 2026.

It should be noted that while walking, hiking, and cycling are important recreational activities, the trail system and on-road bicycle infrastructure was not part of the project scope. The District's Natural Areas Trails Strategy was adopted in 2024 and guides the planning and management of recreation trails across natural areas in the community.

Since the Recreation Facility and Amenity Assessment's initiation, DNV and CNV have been responding to changes in the municipal planning framework in British Columbia, including new provincial legislation with housing targets. Both municipalities updated their OCPs and Zoning Bylaws 2025, with further amendments required by June 30, 2026. These changes will influence population, demographics, and land use, and have implications for future recreation needs.

Recognizing the timing of this ongoing work, the Commission determined that the information collected through the Assessment be shared with Councils and the community without specific infrastructure recommendations.

The resulting Recreation Facility and Amenity Assessment (attached) was presented to the Commission at their Regular Meeting of April 7, 2026, and the following resolution was carried unanimously:

THAT the North Vancouver Recreation Facility and Amenity Assessment (Attachment 1) be endorsed and shared with City and District Councils for their information;

AND THAT the Assessment be shared with the community for their information.

DISCUSSION:

Current Supply and Service Levels

The Assessment confirms that North Vancouver has a comprehensive, diverse, and geographically well-distributed recreation system, with service levels that meet or exceed those of comparable municipalities.

The DNV/CNV recreation asset inventory includes:

- ten indoor recreation facilities, including seven indoor pools (plus access to Pinnacle Pool), two public arenas (plus access to three ice sheets at Canlan Arena), six fitness centres, six gymnasiums, nine indoor tennis courts and numerous multipurpose rooms/spaces; and
- extensive outdoor amenities, including 83 playgrounds, 48 sports fields, 53 tennis courts, 23 pickleball courts, six skateparks, and specialty amenities such as running tracks, pump tracks, and a disc golf course.

Maps with the indoor and outdoor recreation assets are provided in Appendix 1 of the Assessment. Spatial analysis demonstrates that most residents live within a five-minute walk of an outdoor amenity and a ten-minute drive to a community recreation centre (Appendix 2).

Community Engagement and Satisfaction

Engagement undertaken as part of the Assessment included a statistically representative household survey, an open public survey, surveys of organized user groups, and discussion sessions with equity-deserving communities. Staff also met with representatives from the Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations to discuss barriers, collaboration opportunities, and future infrastructure planning.

The household survey results indicate that North Vancouver residents are highly active, with strong participation in outdoor physical activities, social recreation, and indoor fitness and wellness activities. Overall community satisfaction levels with existing recreation infrastructure are high while also highlighting areas where demand continues to grow.

Organized recreation and sport user groups reported growing memberships and challenges accessing the amenities that they need to deliver their programs. User group satisfaction with the quality of indoor and outdoor amenities was lower than the household survey.

Demand and Emerging Trends

Notable trends influencing future service demand include:

- growing interest in informal and spontaneous recreation;
- increasing popularity of pickleball, soccer, baseball, tennis, cricket, rugby, mountain biking, field hockey, basketball and disc golf;
- greater emphasis on equity, universal accessibility, and inclusive design; and
- climate impacts increasing need for shade, covered spaces, and indoor alternatives.

Booking data confirms that demand for many types of indoor and outdoor amenities is consistently high during peak times. Pools, arenas, gymnasiums, multipurpose spaces, indoor tennis courts, and sports fields experience particularly high demand; requiring careful allocation to balance casual public use, registered programs, and rentals by community groups.

Demand for most casual-use amenities is more difficult to quantify. Users reported high use of outdoor tennis courts and pickleball courts in favourable weather.

Municipal Investments and Initiatives

DNV and CNV continue to invest significantly in new and renewed facilities and amenities, and the Assessment highlights major initiatives that directly respond to identified needs and trends:

District of North Vancouver:

- Construction of Delbrook (2017), Lions Gate (2022), and Lynn Creek Community Recreation Centres (2025);
- Expansion of artificial turf fields, including a new field at Argyle Secondary (2023), new fields under construction at Inter River Park and Handsworth Secondary (2026), and renewal of the fields at William Griffin Park (2024) and Windsor Secondary (2025);
- Outdoor Sports Courts Optimization Strategy, including enhancements to existing courts and new courts for pickleball; and
- New and renovated parks with amenities close to growing neighbourhoods.

City of North Vancouver:

- Opening of the Harry Jerome Community Recreation Centre in 2026, adding more and new accessible indoor and outdoor amenities;
- Development of the Harbour Swimming Deck at Waterfront Park (anticipated in 2027);
- New and renewed parks in Central Lonsdale and along the waterfront; and
- Tennis Feasibility Study quick start initiatives to improve access and tennis service levels in 2026;
- Parks and Public Space Plan, which will establish a 10-year vision, service levels and enhancement priorities for parks and outdoor recreation.

OPPORTUNITIES:

The Assessment identifies opportunities to maximize community benefit through continued intermunicipal collaboration, exploring partnerships, enhanced utilization of existing assets, facility renewal planning, and improved data collection to support evidence-based decision-making.

With growing populations, limited land, and more people living in attached forms of housing with less access to private outdoor space, it will be increasingly important to maximize the utility of existing facilities and parks amenities, while also exploring opportunities to enhance access to open space and recreation amenities in growing neighbourhoods. For example, adding lighting to existing outdoor amenities and increasing hours of operation, where possible, can help to expand capacity to help meet demand. NVRC is currently piloting expanded hours at the North Vancouver Tennis Centre.

Conversion of gravel and grass sports fields to artificial turf also supports that objective. North Vancouver's wet climate significantly reduces the utility of grass, and one artificial turf field provides the equivalent playing time of approximately ten grass fields. As the inventory of artificial turf fields increases, there may be opportunities to re-purpose some other fields to support other park uses. Given the high cost of acquiring land and limited supply of flat terrain in North Vancouver, this approach could form part of a long-term strategy for meeting other parks and recreation needs.

North Vancouver is fortunate to have the most community recreation centres per capita in the region, and with completion of Harry Jerome in July 2026, four new centres will have been opened in the last decade. Planning for the renewal of the next two oldest facilities, Karen Magnussen and Ron Andrews, will be part of the Strategic Facility Plan. The planning process will consider the implications of the OCP updates and the Assessment findings to identify long-term amenity priorities for those sites.

The District's OCP amendments will be followed by updates to the Town and Village Centre Implementation Plans, which will provide the opportunity to consider priorities for parks and recreation infrastructure needed to support anticipated community growth. NVRC will be collaborating with DNV on the renewal planning for Karen Magnussen and Ron Andrews Community Recreation Centres.

The Recreation Facility and Amenity Assessment is also being shared with the City of North Vancouver Council, for their information. The City's Parks and Public Space Plan is currently underway and will consider the implications of the OCP amendments and build on data collected through the Assessment to establish a 10-year vision and recommendations for enhancements to meet community needs. NVRC will continue to collaborate with CNV as the planning process advances.

In the coming weeks, the Recreation Facility and Amenity Assessment will be posted on NVRC's project website, and updates will be shared with the community and the North Vancouver Sports Advisory Council.

CONCLUSION:

The District and City's investments in recreation facilities and amenities result in a strong North Vancouver system to enhance community health, social connection, and quality of life. The Assessment demonstrates that North Vancouver has a well-balanced, highly valued and well-used network to support residents. The information gathered through the Assessment process will support the District and City in their future parks, recreation and facility planning.

Respectfully submitted,

A handwritten signature in blue ink, appearing to be 'Mike Hunter', written over a light blue horizontal line.

Mike Hunter
Deputy Director

REVIEWED WITH:

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

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

External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ [NVR](#) _____
☐ Museum & Arch. _____
☐ Other: _____



NORTH VANCOUVER **Recreation Facility & Amenity Assessment**

APRIL 2026



We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətał (Tsleil-Waututh), Skwxwú7mesh Úxwumixw (Squamish) and xʷməθkʷəṽəm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share and serve our community on these unceded lands.

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SUMMARY

The North Vancouver Recreation Facility and Amenity Assessment project was initiated in 2023 by the North Vancouver Recreation & Culture Commission (NVRC), funded by and in collaboration with the City of North Vancouver (CNV) and the District of North Vancouver (DNV). Its purpose is to provide a North Vancouver-wide assessment to help inform future indoor and outdoor facility and amenity planning in both municipalities.

The work confirms that North Vancouver residents are well served by recreation and sport facilities and amenities, that most residents are satisfied with existing facilities and amenities, and that service levels meet or exceed those of comparable municipalities.

This report summarizes the project's key findings, including survey results, utilization data, amenity distribution analysis, municipal initiatives and long-term planning considerations. The report confirms high satisfaction among North Vancouver residents, identifies strong and growing demand for recreation amenities, and outlines strategic opportunities to maximize community benefit.

INTRODUCTION

CNV and DNV recognize the vital role that recreation plays in fostering active, healthy lifestyles for people of all ages and abilities. The municipalities have made significant investments in the provision of indoor and outdoor facilities and amenities. These efforts include the building of many community recreation centres, as well as an extensive network of multi-use trails, sports courts and fields, and public spaces designed for both active and passive recreation. These investments have contributed to North Vancouver being recognized as one of the most desirable places to live in Canada (Globe & Mail Most Livable Cities 2024 & 2025) and to the health and well-being of residents.

Demand for recreation spaces and experiences is high and is expected to continue to grow with anticipated population increases. Municipalities must supplement public opinion with utilization data and expertise to prioritize needs, and to consider these needs within the context of a municipal role, all policies, priorities and financial realities. With a wide range of existing recreation and sport amenities, it is essential to determine where and when to invest to realize the greatest community benefit. Several key factors inform these decisions, including community demand, supply, usage data and broader municipal priorities.

The project was initiated to:

- Research leading practices and emerging trends.
- Collect North Vancouver-specific data on community satisfaction, socio-demographics, and the inventory, usage and geographic distribution of recreation and sport facilities/amenities.
- Inform future priorities based on anticipated growth, identified needs and available resources.





The project scope included an inventory assessment of a range of indoor amenities, including aquatics (lane, leisure, therapy), gymnasiums, fitness/wellness spaces, multipurpose rooms and ice surfaces, and outdoor amenities such as sports fields, ball diamonds, playgrounds, pickleball and tennis courts and skateboard parks. In this context, a facility is the overall building or site that houses multiple amenities (e.g., a community recreation centre like Harry Jerome or a park like Inter River Park), whereas an amenity is a specific feature within that facility or site (e.g., an arena, a tennis court or a sports field).

A consulting firm, RC Strategies, was retained to support the project by conducting research, gathering data and preparing a geospatial database of recreation amenities in North Vancouver.

In 2023, after the start of this project, the Province of British Columbia introduced a new housing strategy mandating greater densification and housing targets that guide

local planning, infrastructure, facilities and amenities. CNV and DNV were required to update their Official Community Plans (OCPs) and Zoning Bylaws in late 2025 to align with these requirements. More recent amendments to the Local Government Act will require further updates to both municipalities' OCPs and Zoning Bylaws by June 30, 2026. These changes will impact population distribution and demographics, which will in turn influence future demand for facilities and amenities. Understanding the implications of these changes is a critical next step in determining long-term priorities for recreation infrastructure.

The following sections outline the project's primary conclusions. The findings show that North Vancouver meets or exceeds almost all service levels of similar communities, that residents view amenities positively in terms of quality and quantity, and that demand for outdoor and indoor spaces is strong and growing, particularly during peak times. The section also highlights major initiatives, both completed and underway, that demonstrate a sustained commitment to enhancing this vibrant recreation and sport system.



1

SERVICE LEVELS AND SUPPLY

North Vancouver residents have access to a vast inventory of public indoor and outdoor recreation facilities and amenities. Each municipality owns and operates the outdoor amenities within its network of parks and public spaces, such as sports fields, playgrounds, sport courts, washrooms and trails. CNV and DNV also own the indoor recreation facilities within their jurisdictions and are responsible for the capital costs of their maintenance and renewal. The operation of CNV's and DNV's indoor facilities and the delivery of recreation and cultural programs and services are provided by NVRC, a joint entity of the two municipalities. NVRC's operating costs are also funded by the municipalities through a shared partnership agreement, of which 45% is recovered through user fees.

INVENTORY

In 2025, the City and District invested more than \$79 million in parks and recreation, providing services, operating facilities, maintaining and replacing infrastructure, and adding new amenities to meet the needs of a growing community. As part of this project, the consultant created a geospatial database for CNV's and DNV's recreation amenities. This database will support North Vancouver-wide spatial analysis for park and recreation planning and provides a visual representation of the assets and their distribution. The resulting maps of indoor and outdoor amenities are provided in Appendix 1. The inventory is current to 2026 and includes capital projects that are currently under construction and scheduled for completion in 2026. It should be noted that the inventory does not include the network of paved multi-use trails (such as the Spirit Trail) or the more than 300 kilometres of municipal park and wilderness trails.

North Vancouver's recreation facilities and amenities are well distributed across both municipalities. As shown on Maps 3 and 4 (Appendix 2), most residents live within a five-minute walk of an outdoor amenity and a 10-minute drive of a community recreation centre.

North Vancouver's indoor recreation facilities and amenities include:

- 10** indoor recreation facilities
- 7** indoor pools at 4 locations, plus up to 6,500 hours/year at Pinnacle Pool for NVRC lane swim programming
- 2** public arenas with seasonal ice and dry floor space, plus 3 ice sheets at Canlan Arena, with up to 2,800 hours/year for NVRC programming
- 6** fitness centres
- 6** gymnasiums (basketball, pickleball, badminton, volleyball)
- 9** indoor tennis courts
- 6** seniors-oriented multi-purpose spaces
- 6** youth-oriented multi-purpose spaces
- 2** courts that convert to racquetball/squash
- 1** squash court



North Vancouver's outdoor recreation facilities and amenities include:

- 83** playgrounds
- 48** sports fields (9 artificial turf, 32 grass, 7 gravel)
- 53** tennis courts
- 39** basketball courts
- 23** pickleball courts (16 dedicated, 7 shared)
- 7** spray parks
- 6** skateboard parks
- 3** lacrosse/ball hockey courts
- 3** running tracks
- 3** pump tracks
- 1** BMX track
- 1** disc golf course
- 1** outdoor ice rink

Comparison to other jurisdictions

North Vancouver provides as many or more public amenities than comparable Canadian communities of similar size and demographics (Appendix 3).

Direct comparisons with other Lower Mainland communities are difficult given varying geography, land use and populations. However, North Vancouver’s per capita supply of public recreation amenities generally meets or exceeds the regional averages (Appendix 4).



Notable comparisons per capita – North Vancouver vs municipalities in the region

Community recreation centres		Highest in region
Indoor amenities (swimming pools, ice sheets, fitness areas)		Meets or exceeds average
Sports fields	Artificial turf fields	Above average with new fields under construction at Handsworth Secondary School and Inter River Park
	Grass and gravel fields	Below average (excludes the 25+ gravel fields available for community use on School District property.)
Tennis courts (indoor and outdoor)		Above average
Pickleball courts	Dedicated courts	Above average
	Total courts (dedicated and shared indoor/outdoor)	Above average
Skateparks		Above average (second highest in the region)



2 COMMUNITY SATISFACTION

ENGAGEMENT METHODS

Through community engagement, the project team learned about residents' recreation preferences, amenity use patterns, participation barriers, satisfaction with current facilities and amenities, and opportunities for enhancements. This process included:

- A survey of over 150 organized groups that use recreation and sport facilities, distributed to representatives of community organizations, resulting in 41 group responses. NVRC, CNV and DNV also received supplemental information from groups through formal correspondence and meetings. A list of the organizations that responded is provided in Appendix 5.
- Discussion sessions and interviews were held with a variety of individuals and groups, including service partners, and representatives of equity-deserving communities, with 58 participants engaged.
- A random survey of North Vancouver residents, inviting 30,000 households to take part. A total of 963 responses from households were received, providing a representative community-wide perspective with a margin of error of $\pm 3.14\%$, 19 times out of 20.
- An open survey, identical to the random survey and available to anyone wishing to complete it. It received 1,478 responses.

NVRC also met with staff from the Sḵwx̱wú7mesh (Squamish) and səlilwətaɬ (Tsleil-Waututh) Nations to discuss barriers to participation, opportunities for additional collaboration, and plans for more infrastructure within their communities.

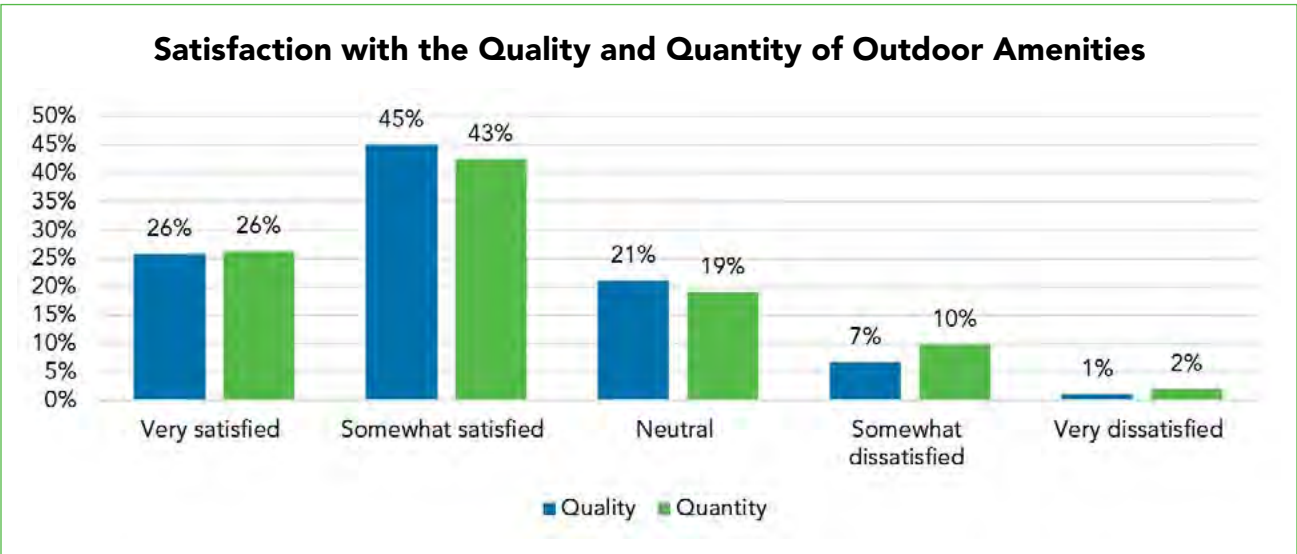
SURVEY RESULTS

The random survey results show that North Vancouverites are highly active: 80% of households participate in activities using indoor recreation facilities and amenities and 82% participate in activities using outdoor amenities in the community (Source: 2023 Project data – Representative Community Survey)

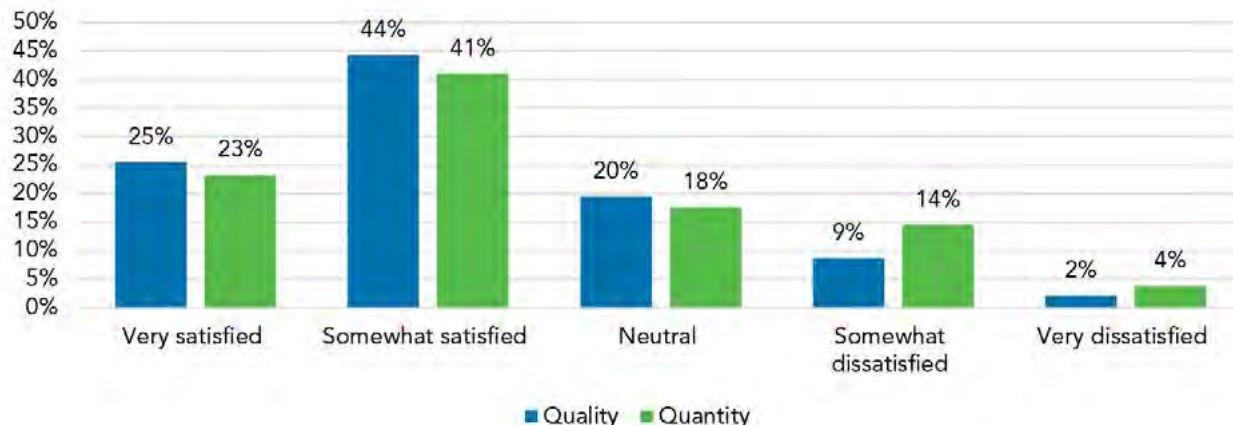
Surveyed households take part in a wide range of activities (Appendix 6), with the top four being:

- 1. **Outdoor physical activities (91%)** – walking, hiking, cycling, gardening or skateboarding
- 2. **At-home leisure activities (83%)** – reading and games
- 3. **Social activities (82%)** – getting together with friends and family
- 4. **Indoor physical activity (72%)** – working out in a gym or doing yoga

Households that used outdoor facilities most often visited paved multi-use trails, passive park spaces, beaches, and unpaved hiking trails. The survey responses indicated that residents were satisfied with the availability and quality of public facilities and amenities in North Vancouver. 69% were very satisfied or somewhat satisfied with the availability of outdoor amenities and 71% were highly satisfied or somewhat satisfied with the quality of those amenities. For indoor facilities and amenities, 64% were very or somewhat satisfied with the availability, and 69% were very or somewhat satisfied with the quality.

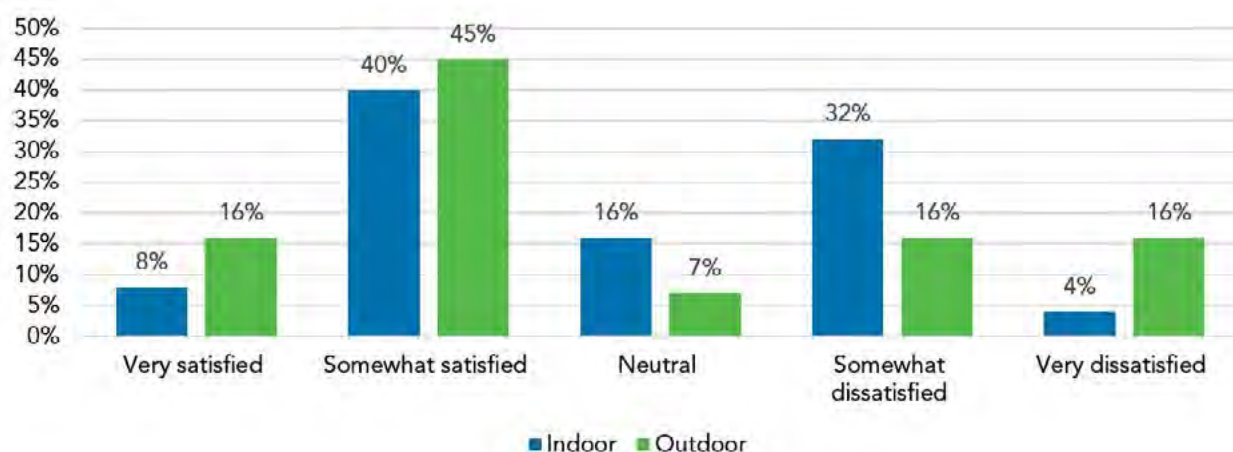


Satisfaction with the Quality and Quantity of Indoor Amenities



Organized recreation and sport groups deliver services that primarily rely on municipal facilities, such as fields, gymnasiums, pools, and arenas. The 2023 survey of organized groups indicates that demand for bookable space continues to rise, with 67% reporting increased membership and 76% offering year-round programming, beyond traditional seasons. With that growth, 80% of groups reported that they face challenges accessing enough amenity space for their regular activities, 54% noted difficulty securing spaces for special events, and 44% felt that current facility types do not fully meet their program needs. Despite access challenges, 61% are satisfied with the quality of outdoor facilities and 48% with indoor facilities. (Source: 2023 Project data – Organised Recreation and Sport Group Survey)

Organised Group Satisfaction with the Quality of Indoor and Outdoor Amenities





3 DEMAND

RECREATION TRENDS

The research identified several broad recreation and sport trends that influence demand for community recreation amenities in North Vancouver. These include:

Unstructured casual use: Residents increasingly look for informal, spontaneous activities in parks and open spaces, which require supporting amenities like shade, seating and signage that welcome casual use.

Popular outdoor amenities: The most desired outdoor amenities include outdoor pools, outdoor fitness equipment, beaches, trails, picnic areas and open spaces.

Sport participation trends: Interest is rising in pickleball, soccer, baseball, tennis, cricket, rugby, mountain biking, field hockey, basketball and disc golf.

Amenity rental demand: Increased demand for indoor and outdoor amenities, particularly fields, gymnasiums, pools and arenas, as organized group programs expand and activities extend beyond traditional seasons.

Equity-focused: With growing and more diverse populations, a greater focus is needed on equitable access to amenities and services in underserved neighbourhoods and by equity-deserving segments of the population.

Climate impacts: Environmental conditions, including more extreme weather and decreased air quality due to seasonal wildfires, are affecting the use of outdoor amenities. With longer term climate trends for hotter/dryer summers and increasingly rainy winters, there will likely be an increasing demand for indoor and covered outdoor amenities.

Technology in parks: Increasing use of smart park features (solar charging benches, EV stations, QR codes for education) and operational tech for maintenance efficiency.

Multi-use community hubs: Recreation facilities are evolving into integrated spaces combining aquatics, fitness, arenas, arts, social areas, libraries, early years/preschool spaces and low sensory spaces to maximize operational efficiency and provide formal and informal participation for families and individuals of all ages and abilities. Community recreation centres promote belonging and social connection; they serve as inclusive, accessible places to gather, connect and engage in activities that promote well-being.

Accessibility and inclusion: Universal change rooms, barrier-free design and spaces that accommodate all genders, abilities and cultural backgrounds have become standard in modern facilities.

Participation shifts: Increased demand for flexible, drop-in activities and spontaneous recreation spaces alongside traditional structured programs. For example, community living room spaces have been incorporated into recent facility designs, providing informal spaces for people to feel a part of the community without having to register for a program.

Operational pressures: Staffing shortages for lifeguards and swim instructors and volunteer fatigue are straining operations. With younger, less experienced staff and more public incidents, enhanced training in conflict resolution and decision making is needed.



FACILITY AND AMENITY USE

Operational and utilization information derived from NVRC's amenity bookings and indoor participation data confirms that demand for outdoor and indoor spaces during peak times is consistently high and continues to grow. The challenge is that most individuals and community groups share similar windows of availability: early mornings, late afternoons and evenings on weekdays, and then all day on weekends. This creates significant competition for indoor and outdoor amenities during peak times.



Indoor amenities: Most indoor amenities support a combination of uses, including casual public use, participation in NVRC programs and services, as well as exclusive use or rentals by community organizations, sports groups and individuals. As a result, pools, arenas, gymnasiums and multipurpose spaces are consistently in high demand. Balancing these different types of usage is complex and supported by policy-based allocation processes. For example, NVRC's swimming programs, that serve the entire local population, have a higher priority for pool use than third-party sport organization rentals. There is data on participation of these indoor spaces which helps inform programs and facility planning.

Outdoor amenities: Most outdoor amenities are available for casual public use and can either support multiple users at one time (playgrounds) or are available on a casual drop-in basis, such as sport courts. Public amenities that are available for exclusive use, such as sports fields, are managed through a fee-based permit process administered by NVRC, with a prioritization and allocations process based on approved policy and procedures. As a result, verifiable outdoor amenity usage data is limited to bookable amenities such as sports fields.



Sports fields: Artificial turf, grass fields and ball diamonds are used by many types of community and school sports, including soccer, field hockey, football, rugby, baseball, softball and ultimate. With increasing popularity and overlapping seasons, artificial turf and grass sports fields are consistently in high demand. Demand for gravel fields has been lower; however, with limited availability of artificial turf and grass field time, bookings for gravel fields have been increasing during peak times. Following the pre-season field allocation process, remaining available time on artificial turf fields is typically limited to 9am to 4pm on weekdays at non-school based sites, such as Fen Burdett, William Griffin or Kirkstone.



Sports courts: The North Vancouver Tennis Centre provides programs and access to nine bookable indoor tennis courts. These are the only public indoor courts on the North Shore. There is high demand for programs and court bookings throughout the year, but particularly during the winter months. To help meet the increasing demand, NVRC has expanded the Tennis Centre's hours of operation and implemented a priority registration system for North Vancouver residents.

Indoor pickleball programs are offered in several community recreation centres, and demand is consistently high. Like badminton, the smaller court size makes it possible to play pickleball in a gymnasium.

As outdoor sports courts are primarily used on a casual basis, usage data is limited to the hours booked by community sports organizations, primarily for tennis and pickleball. Public outdoor courts cannot be reserved for individual use and are on a first-come, first-served basis. The North Shore Tennis Society and North Shore Pickleball Club report that courts are in high demand from spring to fall, with usage shifting to more indoor play during the winter months. The reallocation of land in the City of North Vancouver that had previously provided access to eight public tennis courts has resulted in concerns from the tennis community.





4

MUNICIPAL PRIORITIES AND MAJOR INITIATIVES

CNV and DNV continue to make substantial investments in the planning and delivery of outdoor and indoor facilities and amenities to support community well-being and provide enhanced opportunities for participation in recreation and sport.

NORTH VANCOUVER-WIDE INITIATIVES

Outdoor fees and charges review: NVRC, CNV and DNV are working through a review of policies and practices regarding fees for booking of outdoor amenities. An updated approach to fees and charges that is fair, efficient and effective will help maximize use of existing assets and ensure appropriate cost recovery to support maintenance and replacement of high-demand bookable outdoor amenities, such as sports fields and sports courts. The plan is to provide recommendations in early 2027.

Indoor and outdoor allocation policy

review: The policy review will establish a principle-based framework for allocating indoor and outdoor spaces that ensures access is fair, transparent and aligned with community values. The framework will communicate clear priorities and seek to balance new and emerging groups and sports, while respecting the value of established user groups. The plan is to provide recommendations to the Commission in 2027.

NVRC facility accessibility assessments:

Supporting access and inclusion is a fundamental part of NVRC's mission to build healthy individuals, families and communities. NVRC is conducting an accessibility review of the facilities it operates to identify barriers and recommend priority improvements to the built environment. A future phase will include a review of programs and services. The plan is to provide recommendations for future capital budget submissions.

Adapted aquatics service plan: This plan builds on NVRC's solid foundation of aquatics services to foster participation, enhanced confidence, improved health and wellness outcomes and a stronger sense of belonging for all. It focuses on direct program delivery, leisure counselling, specialized staff training, investment in adaptive equipment, facility design and equipment enhancements and strategic partnerships. The plan is to begin implementation in 2027.



CITY OF NORTH VANCOUVER INITIATIVES

Harry Jerome Community Recreation Centre: Currently in the final stages of construction, this centre will open in mid-2026. It will provide new and enhanced accessible indoor and outdoor amenities to support community needs for activity, creativity, wellness, celebration and connection. Program elements include: 500-spectator NHL-sized arena, an expanded aquatics centre with a large leisure pool, 10-lane 25-meter lap pool, arts spaces and youth, early years and pre-school spaces. Key additions include a full-size gymnasium, extensive indoor/outdoor fitness spaces, a new skate park, outdoor playground, half-court basketball and a community kitchen. The Silver Harbour Seniors Activity Centre is located adjacent to the CRC.



Harbour Swimming Deck: This project will deliver an innovative new outdoor public swimming amenity space at Waterfront Park. The first of its kind in Burrard Inlet, the swimming deck will provide safe, accessible and free public access to Burrard Inlet, as well as 50-metre swimming lanes, a shallow pool and recreational jumping platforms. The project is expected to be complete in 2027.

Parks and Public Space Plan: A CNV Parks and Public Space Plan is in development that will establish a 10-year vision and recommendations for enhancements to meet community needs. The planning process will build on data collected through this project to determine appropriate service levels for parks and outdoor recreation amenities, develop an equity framework, develop a vision for a connected network of parks and public spaces, and identify priorities for enhancing community health and well-being.

Tennis Feasibility Study - Quick Starts: CNV will be assessing service levels, identifying opportunities to increase capacity and optimize existing courts, and exploring options for new tennis amenities. For 2026 CNV will be assessing the condition of existing courts and the feasibility of adding lights to the four courts at Ray Perrault Park.

New parks: New parks are being created to enhance access to public open space and outdoor amenities in Central Lonsdale. Topo Park was completed in 2025 and features a large lawn area, playground and climbing wall. A new park at 1600 Eastern Avenue is currently under construction and will provide a central green surrounded by a variety of playful features and a fenced off-leash area. It is scheduled to be completed in mid-2026.



Mahon Park skateboard plaza: Constructed in 2022, the skateboard plaza added a new public amenity to the site of the decommissioned outdoor pool. Four pickleball courts and a basketball court had previously been built on other portions of the site, creating a new community sport hub.

Disc golf: The course at Eastview Park is planned to be enhanced in 2026, providing more separation between golfers and casual park users. This will include the development of a new perimeter trail and forest and habitat improvements. Disc golf has seen significant growth in recent years, and the project aims to address increased community demand while reducing impacts on the neighbourhood and other park users.

Kings Mill Walk Park: This park is getting a major upgrade as part of the revitalization of the Harbourside neighbourhood and climate-resilient shoreline improvements. The park will feature an all ages play zone, outdoor fitness stations, beach volleyball court and off-leash dog area. The shoreline improvements and park renewal will take several years and are expected to begin early 2026.

DISTRICT OF NORTH VANCOUVER INITIATIVES

New community recreation centres: Over the last nine years, DNV has opened three new centres, providing a significant expansion in service levels and adding amenities to growing town centres.

- Delbrook Community Recreation Centre opened in 2017, replacing the old William Griffin and Delbrook Community Recreation Centres. With a lap pool and leisure pool, gymnasium, large fitness area and a variety of multi-purpose rooms, Delbrook has been the busiest indoor recreation facility in North Vancouver.
- Lions Gate Community Recreation Centre opened in 2022 in Lions Gate Town Centre. The new building provides a gymnasium, community living room, multi-purpose spaces, express library and home for NVRC's service partner, Capilano Community Services Society. In response to community feedback, NVRC is exploring the opportunity of adding a fitness centre in the future.
- Lynn Creek Community Recreation Centre opened in early 2025, replacing the former Seylynn Hall. The centre provides a gymnasium, community living room, multi-purpose spaces, childcare centre and access to library resources. The facility is in the new Lynn Creek Town Centre, next to the North Shore Spirit Trail, providing easy bike and pedestrian access to the surrounding neighbourhoods.



Artificial turf fields: DNV has made significant investments in artificial turf fields in the last five years, constructing the new field at Argyle Secondary School (2023), and installing new turf at William Griffin (2024) and Windsor Secondary School (2025). New fields are currently under construction at Inter River Park and Handsworth Secondary School, with completion in 2026. In the longer term, DNV is also planning to convert an existing gravel field to artificial turf.

Outdoor Sports Courts Optimization Strategy: This strategy focuses on identifying ways to maximize use of DNV's sport courts. In addition to enhancements to the existing inventory of tennis courts, the strategy recommends increasing the number of pickleball courts in appropriate locations where concerns about noise, parking and support amenities can be addressed. Given the low demand for lacrosse boxes, DNV is exploring the feasibility of constructing new pickleball courts on the underutilized former lacrosse court site in William Griffin Park.

Kirkstone skatepark: This skatepark was recently enhanced with lighting and improvements to skateable features to maximize use.

Disc golf: DNV is engaging with the North Shore Disc Golf Association to explore potential options for a new course.

New parks: The District is adding new parks and completing upgrades to existing park spaces in town centres, recognizing the importance of providing park space amenities near new housing and density. Belle Isle Park was opened in 2025, providing additional public open space and amenities in Lions Gate Town Centre. The park complements the plaza and spray park adjacent to the community recreation centre, and features a playground, outdoor exercise equipment and fenced off-leash area.

Construction of a new park on the former Delbrook Lands was also completed in late 2025. The site now includes a playground, spray park, pump track, basketball court with some skateboard features, walking circuit and washroom building. The existing lit tennis courts were also refurbished.





OPPORTUNITIES

Future recreation and sport capital project priorities will be determined after both municipalities finalize and adopt their Official Community Plans (OCPs), as these plans shape expectations for future growth and population density in accordance with new, provincially-mandated requirements for increased housing.

Until then, innovative planning and asset management offer opportunities to maximize facility use and community benefit.

COLLABORATIVE APPROACH TO PLANNING

This project has been advanced through a coordinated effort by CNV and DNV and has included the development of the first North Vancouver-wide geospatial inventory of public indoor and outdoor recreation assets. The results show that the history of collaboration between the municipalities has generated an extensive network of amenities and a high level of service. This approach leverages the unique and complementary characteristics of both jurisdictions to provide North Vancouver residents with a diverse range of recreation opportunities that function as one integrated system. The information gathered through this project provides the foundation for future analysis to identify long-term infrastructure priorities and is currently being used to support parks and recreation planning by both municipalities.



LEVERAGE INTERGOVERNMENTAL PARTNERSHIPS

Explore opportunities to collaborate with Skwxwú7mesh and səlilwətał Nations on shared amenities. The Skwxwú7mesh recently completed a new covered outdoor sports court (the first on the North Shore) and the səlilwətał is constructing a new artificial turf field.

School grounds and gymnasiums form an important part of the community's system of amenities, and the municipalities have partnered with the North Vancouver School District on a variety of projects from joint-use artificial turf fields to playground enhancements. There may be opportunities to establish new amenities on school sites (such as tennis courts) and to ensure gymnasium use is maximized.

MAXIMIZE USE

With growing populations, limited land and more people living in attached forms of housing with limited private outdoor space, it will be increasingly important to identify strategies to maximize the utility of existing facilities and parks amenities, while also exploring opportunities to enhance access to open space and recreation amenities near town centres. Adding lighting to existing outdoor amenities, such as sport courts, and increasing hours of operation, where possible, can be a cost-effective way of expanding capacity to meet growing needs.

Continuing the gradual conversion of gravel and grass sports fields to artificial turf is another way to expand capacity. North Vancouver's wet climate significantly reduces the utility of grass, and one artificial turf field provides the equivalent playing time of approximately 10 grass fields. As a result, North Vancouver has prioritized artificial turf fields over grass and gravel fields.

As the inventory of artificial turf fields increases, there may be opportunities to re-purpose some other fields to support other park uses. Given the high cost of acquiring land, and limited supply of flat terrain in North Vancouver, this approach could be part of a long-term strategy for meeting future community needs.

COMMUNITY PARTNERSHIPS

Some community sport organizations and clubs have expressed interest in exploring potential partnerships with the municipalities to fund the construction and operation of new indoor facilities or sport-specific outdoor amenities through capital contributions or loans, and user fee-based cost recovery. This approach was used for the initial construction and operation of what is now the North Vancouver Tennis Centre. There may also be opportunities for more public-private partnerships, such as the District-owned, privately operated Canlan Sports Arena. There may be opportunities to explore these types of partnerships in the future. The challenge, however, is that this approach requires access to public land, which is in short supply.

PLANNING FOR FACILITY RENEWAL

Ron Andrews and Karen Magnussen Community Recreation Centres require renewal or replacement in the next decade. Both facilities are near town centres and have been identified as priorities in DNV's Strategic Facilities Plan. Planning for these facilities will incorporate findings from this project.

ENHANCING FACILITY USE DATA COLLECTION

As technology continues to evolve, there are opportunities to implement new methods for collecting data on amenity usage. Outdoor recreation data collected by NVRC is currently limited to hours of use and number of permitted bookings for a few amenities. The current outdoor user fee and allocation process also makes it challenging to track actual usage versus scheduled usage, which is critical to effectively manage system capacity.

Community recreation centres track registration, admissions and amenity rentals. However, they lack data on which specific amenities are used by day pass holders or monthly pass holders, since these passes provide access to multiple amenities and activities. There is also no data on passive use of spaces such as community living rooms. Enhanced data collection on usage of public amenities can support evidence-based decisions on priorities for maintenance and renewal, align bookings with actual demand and ensure equitable access.





NEXT STEPS

The next steps will involve assessing the implications of the revised OCPs and anticipated population growth on recreation facility and amenity planning, defining appropriate service levels, identifying gaps and recommending infrastructure enhancements. While there is always a demand for more, both the technical analysis and engagement with users conducted through this project combined with anecdotal, daily feedback at facilities demonstrates that residents are well-served and satisfied with the diverse and extensive network of parks and recreation facilities and amenities in North Vancouver. Continuing a collaborative, North Vancouver-wide perspective to parks and recreation planning will help ensure that the supply of facilities and amenities is right-sized for the community.

Recreation facilities and amenities are highly used and valued by residents and provide many benefits to the entire community. As indoor and outdoor amenities age, and operation and construction costs escalate, there will be more pressure to focus and prioritize limited resources on maintenance and enhancement of existing assets. Another important consideration will be to provide outdoor and indoor amenities together, where possible.

Following CNV's OCP updates, the Parks and Public Space Plan will build from the information collected through this project to establish a new 10-year vision, with service levels and recommended outdoor recreation priorities for the community. The new Harry Jerome Community Recreation Centre will provide a world-class facility to meet community needs.

Anticipated updates to the District's Town and Village Centre Implementation Plans provide the opportunity to consider the integration of public amenities, such as parks.

With the long-term community and neighbourhood plans updated, DNV will be well-positioned to consider the scope and timing of enhancements to Ron Andrews and Karen Magnussen Community Recreation Centres.

Priority actions to expand and enhance the District's outdoor amenities include constructing new fields at Inter River Park and Handsworth Secondary School and implementing the Sport Court Optimization Strategy.





FINDINGS

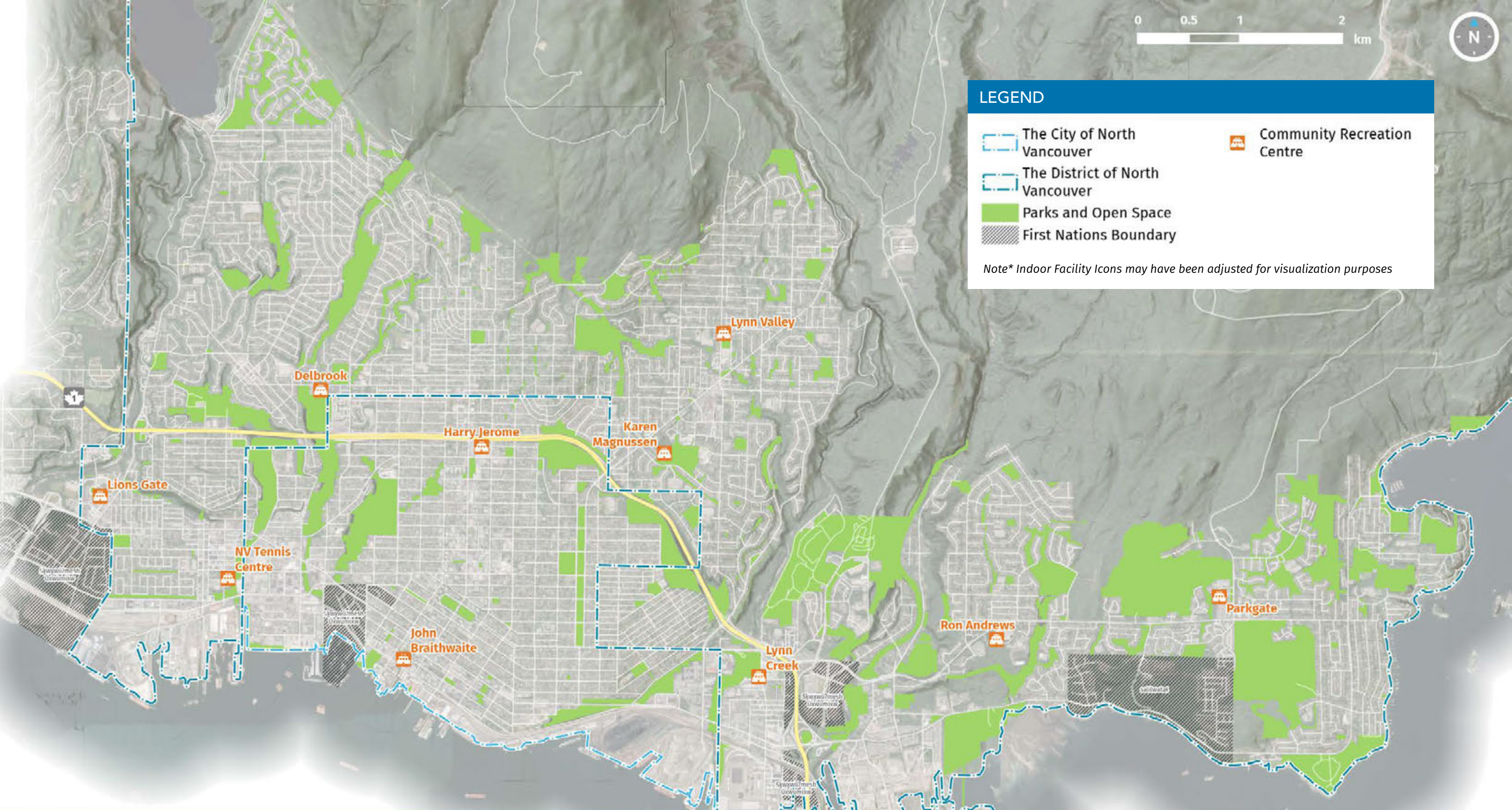
North Vancouver's recreation and sport system depends on four factors: community demand, amenity supply and distribution, operational realities, and the broader municipal planning context. Together, these factors define right-sized recreation and show that North Vancouver's facility network is diverse, equitable and well-positioned to serve both current and future needs.

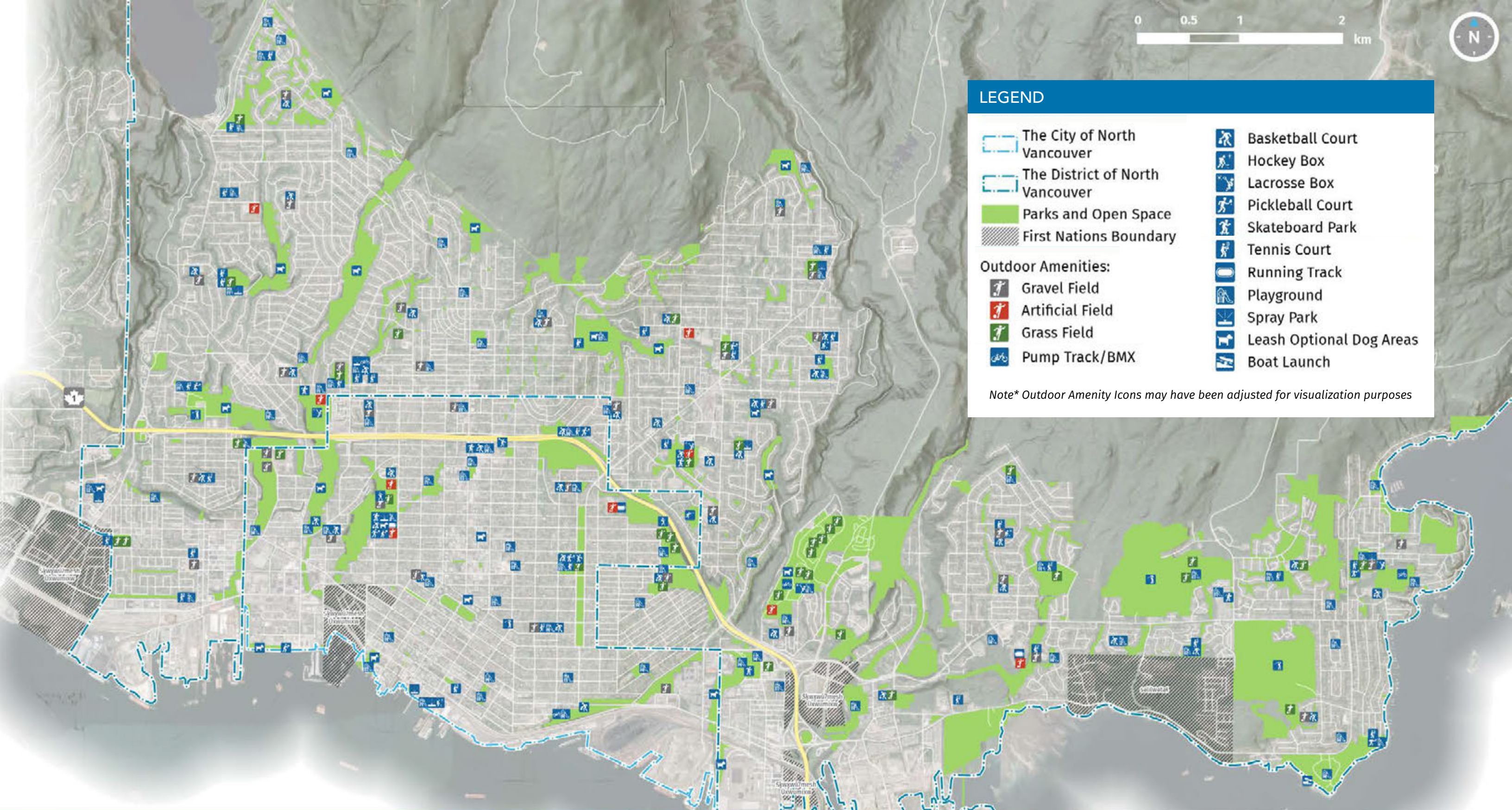
- 1. Community demand remains consistently high,** with residents participating in a wide range of indoor and outdoor recreation. Household survey data shows strong participation, reaffirming recreation as a core contributor to community health and wellbeing.
- 2. The supply, type and geographic distribution of amenities in North Vancouver is strong.** Across both municipalities, residents benefit from an extensive network of community recreation centres, parks, trails, courts, fields, pools and specialized amenities that function as one integrated system. Inventories demonstrate that most service levels meet or exceed those in comparable municipalities, and that the system is well distributed across neighbourhoods, ensuring relatively easy access for all. The diversity of amenities supports a wide range of interests, abilities and cultural activities.
- 3. Operational data shows how residents use the system,** underscoring both strengths and pressures. Peak time hours are busy and that is unlikely to change. However, the system functions within these challenges because of coordinated allocation practices, strong program delivery, and collaboration between CNV, DNV and NVRC.
- 4. The larger planning and policy environment is reshaping future needs.** Provincial housing legislation, updated OCPs, demographic changes, shifting trends and interests and aging facilities all influence long-term recreation planning. Both municipalities continue to invest strategically in infrastructure renewal such as new community recreation centres, sport courts, artificial turf fields and park improvements while incorporating equity, climate resilience, accessibility and intergovernmental partnerships into decision-making. These four commitments maximize the potential to be responsive to community evolution.

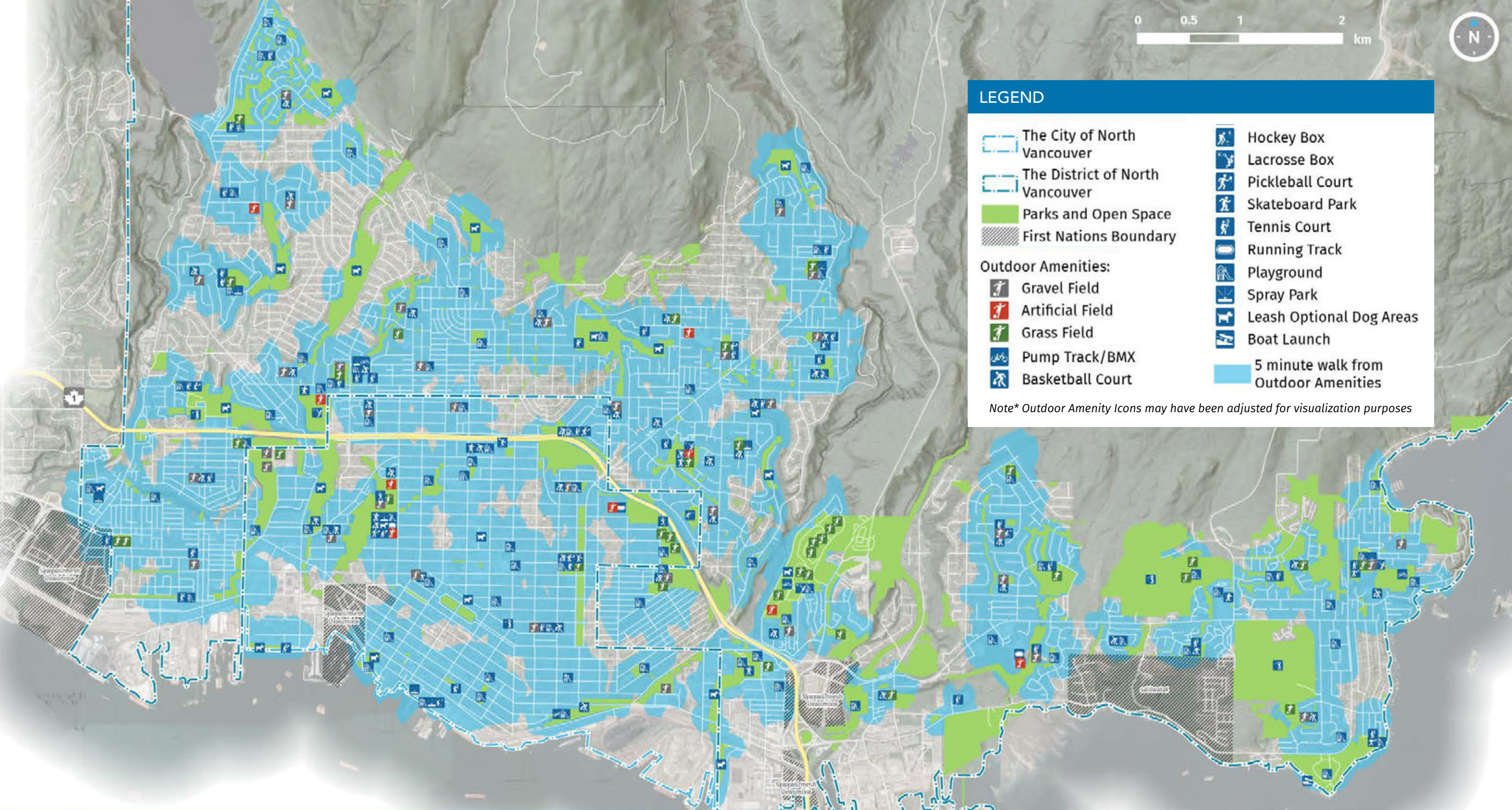


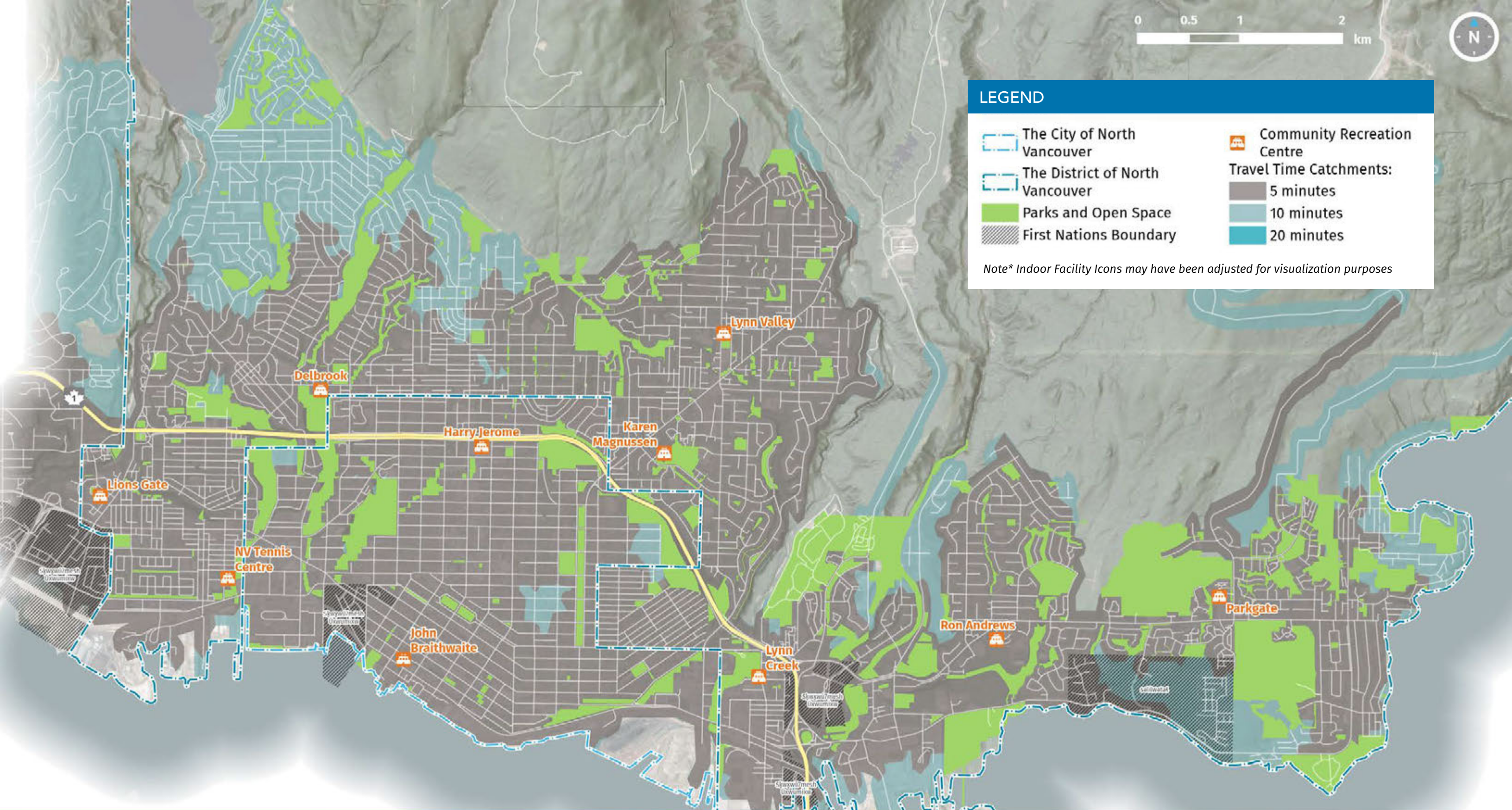
CONCLUSION

North Vancouver has a robust, right-sized system by national and regional standards; one that is comprehensive, diverse, geographically balanced and highly valued by residents. At the same time, the insights from this project illuminate opportunities to refine, enhance and future-proof the system through data-informed planning, partnerships and targeted upgrades. With a strong foundation and a coordinated municipal approach, North Vancouver is well-positioned to continue delivering an inclusive, resilient and adaptable recreation system that supports the health and vitality of its growing communities for decades to come.









APPENDIX 3: Municipal Comparisons

Prepared by: Project Research Consultant, RC Strategies.

This appendix summarizes municipal benchmarking comparing North Vancouver's recreation infrastructure to comparable Canadian communities.

For the purposes of this Assessment, municipalities studied were the City of Kelowna and the Regional District of Central Okanagan, the City of Victoria and the Capital Region District, and the City of Burlington and the Regional Municipality of Halton. These communities were selected due to population, context within a broader metropolitan area, and other community demographic characteristics.

Results are grouped into greater, similar, and lower supply categories.

Greater Supply

North Vancouver provides above-average supply in: Artificial turf fields, fitness/wellness facilities, multipurpose program rooms, basketball courts, indoor/outdoor tennis courts, pickleball courts, ball diamonds, parks, off-leash dog areas, cricket pitches, and lacrosse boxes.

Similar Supply

Supply levels are consistent for: Pools, gymnasiums, bike skills/pump/BMX tracks, disc golf, grass fields, spray parks, and skate parks.

Lower Supply

North Vancouver has fewer full-sized ice sheets compared to comparator municipalities but has the ice rink at The Shipyards for casual public use.

Benchmarking Considerations and Limitations

Benchmarking should be interpreted alongside demographic, geographic, and historical context. Facility counts do not reflect quality or usability. Municipalities track amenities differently; private/third-party facilities are excluded, and inventories may change over time.

Indoor Amenity Comparison

Amenity	Avg Qty	North Van Qty	Avg Ratio	NV Ratio
Pools	3	7*	37,696	36,572
Fitness / Wellness	3	6	37,696	24,381
Gymnasiums	9	6	12,565	16,254
Ice Sheets	6	5	18,848	29,258
Indoor Tennis Courts	3	9	37,696	16,254
Multipurpose Rooms	22	52	5,140	2,813

Outdoor Amenity Comparison

Amenity	Avg Qty	North Van Qty	Avg Ratio	NV Ratio
Ball Diamonds	33	48	3,427	2,760
Basketball Courts	11	43	10,281	3,751
Bike Pump/BMX Tracks	1	4	113,089	36,572
Cricket Pitches	1	2	113,089	73,144
Community Parks	88	141	1,285	1,038
Disc Golf Courses	1	1	113,089	146,288
Dog Off-Leash Areas	7	18	16,156	8,127
Lacrosse Boxes	1	3	113,089	48,762
Pickleball Courts	10	23	11,309	6,360
Skate Parks	5	6	22,618	24,381
Grass Fields	23	32	4,917	4,571
Artificial Turf Fields	3	9	37,696	16,254
Spray Parks	6	7	18,848	20,898
Tennis Courts	18	53	6,283	2,475

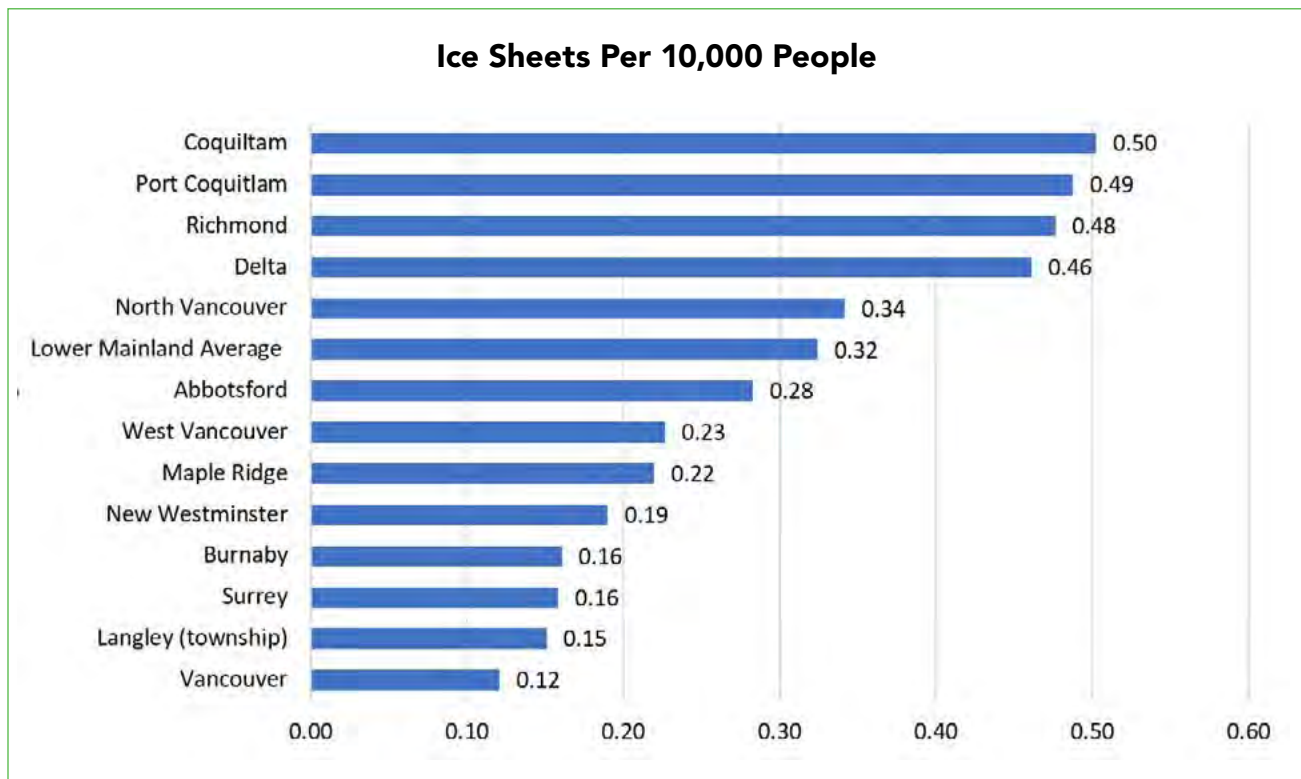
Municipal Comparators

	North Vancouver	Kelowna / RDCO	Victoria / CRD	Burlington / Halton
Population (2021)	58,120 / 88,168	144,576	91,867	186,948

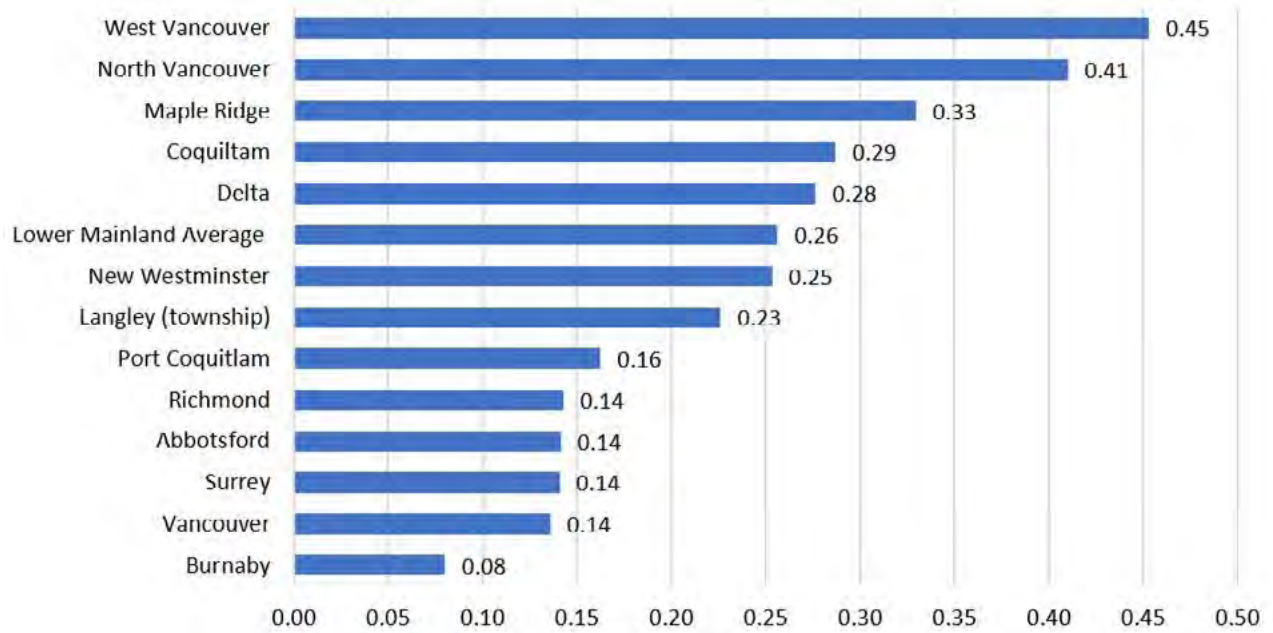
*Includes new Harry Jerome Community Recreation Centre

APPENDIX 4: Regional Comparisons

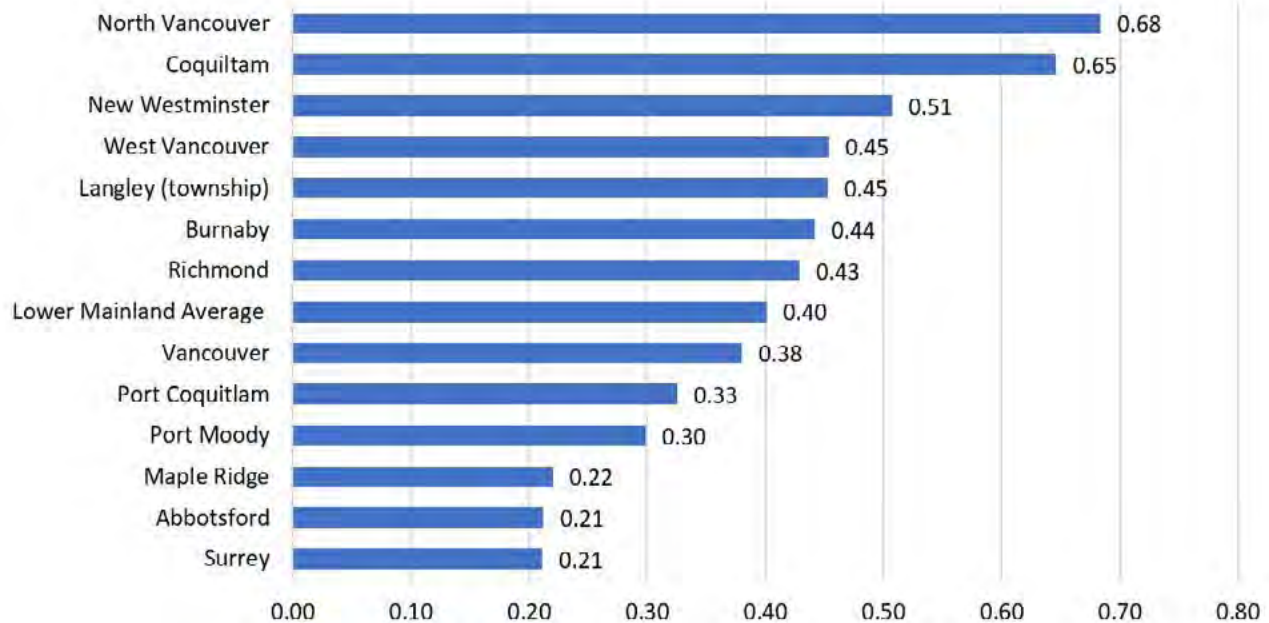
The following graphics compare the amount of recreation facilities and amenities in North Vancouver to other major communities in the Lower Mainland. The results utilise Canadian Census population data (2021), and online municipal recreation data to provide the number of amenities per 10,000 people.



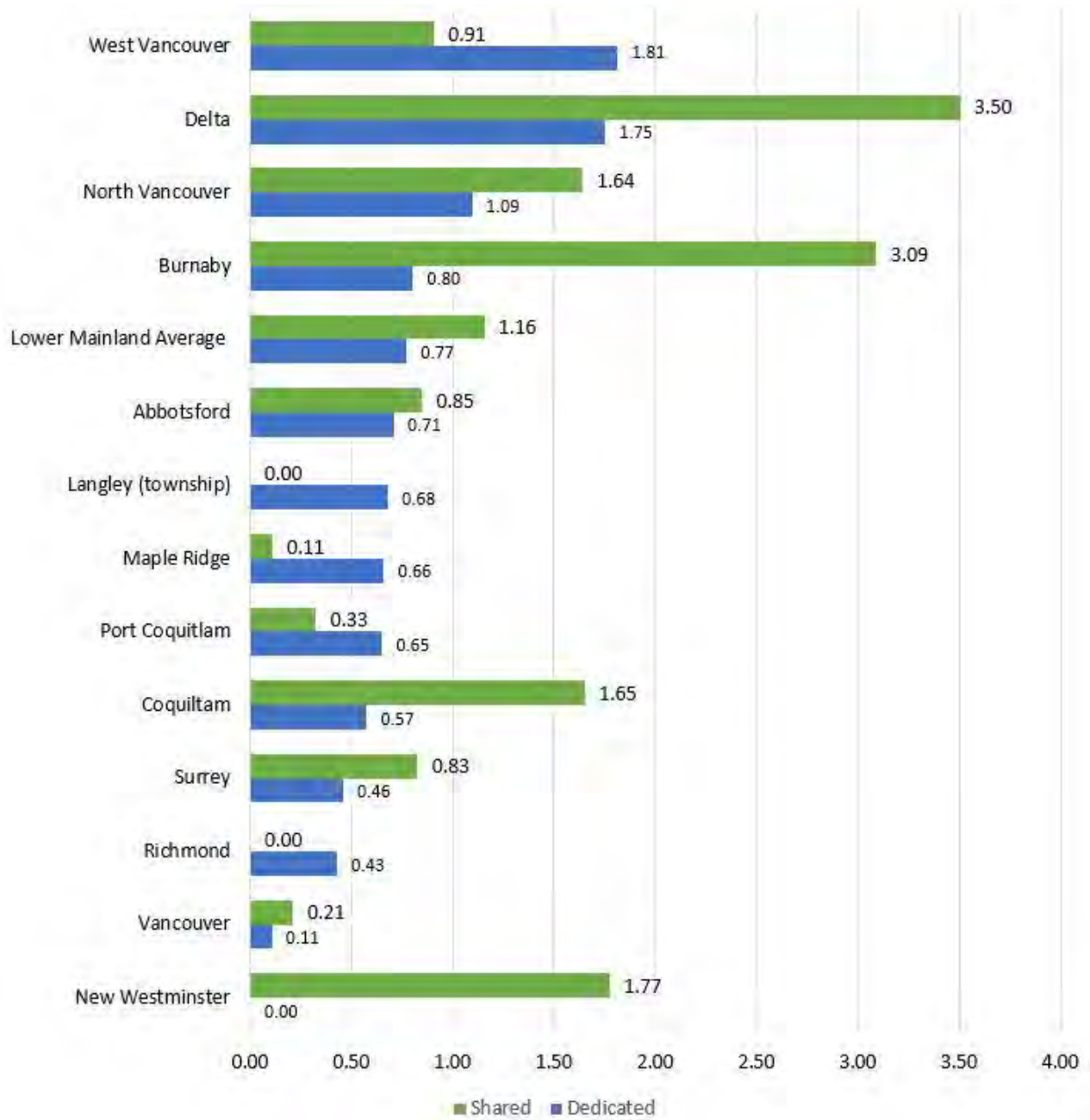
Skateparks Per 10,000 People



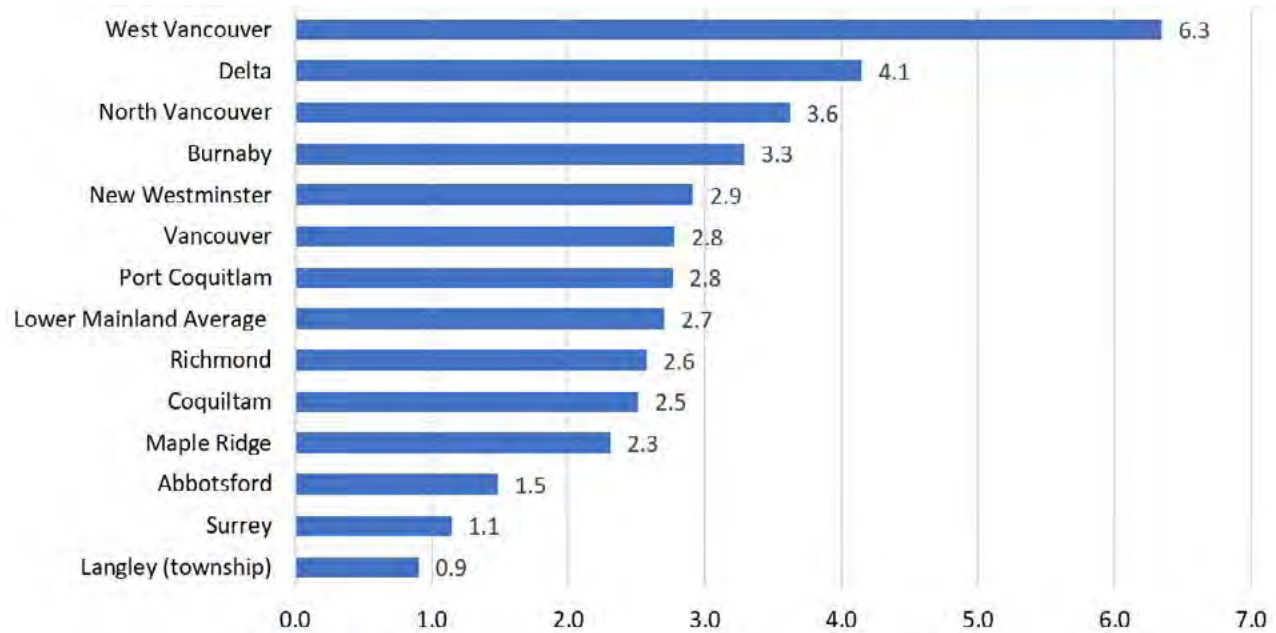
Community Recreation Centres Per 10,000 People



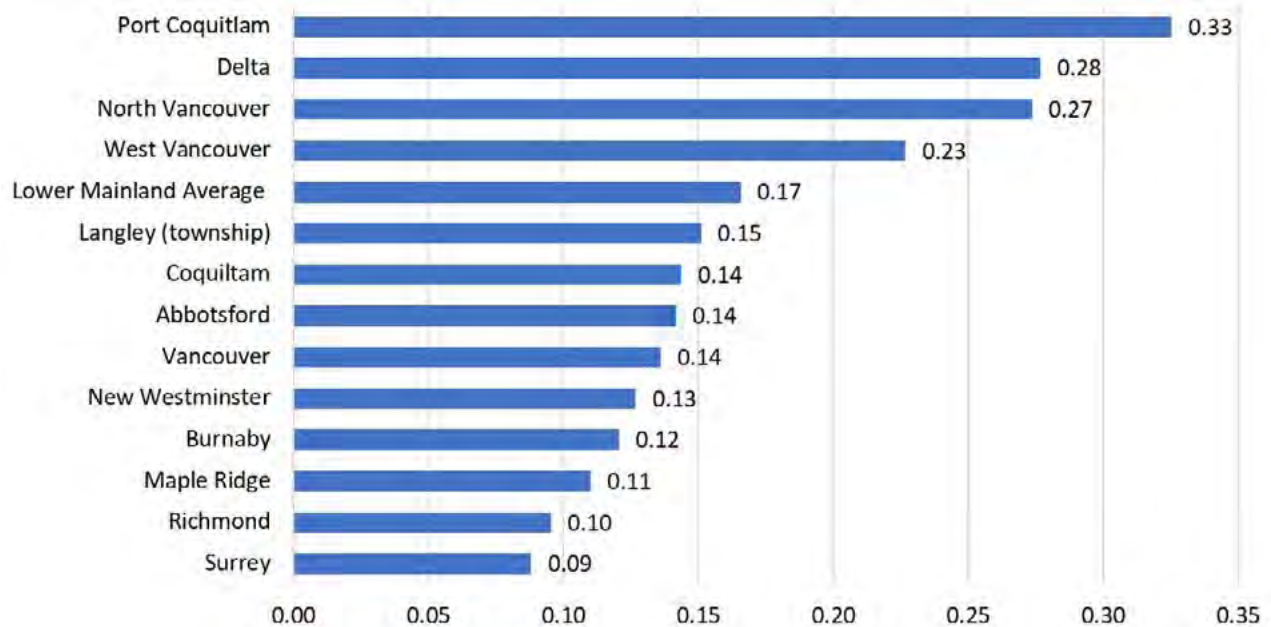
Pickleball Courts Per 10,000 People



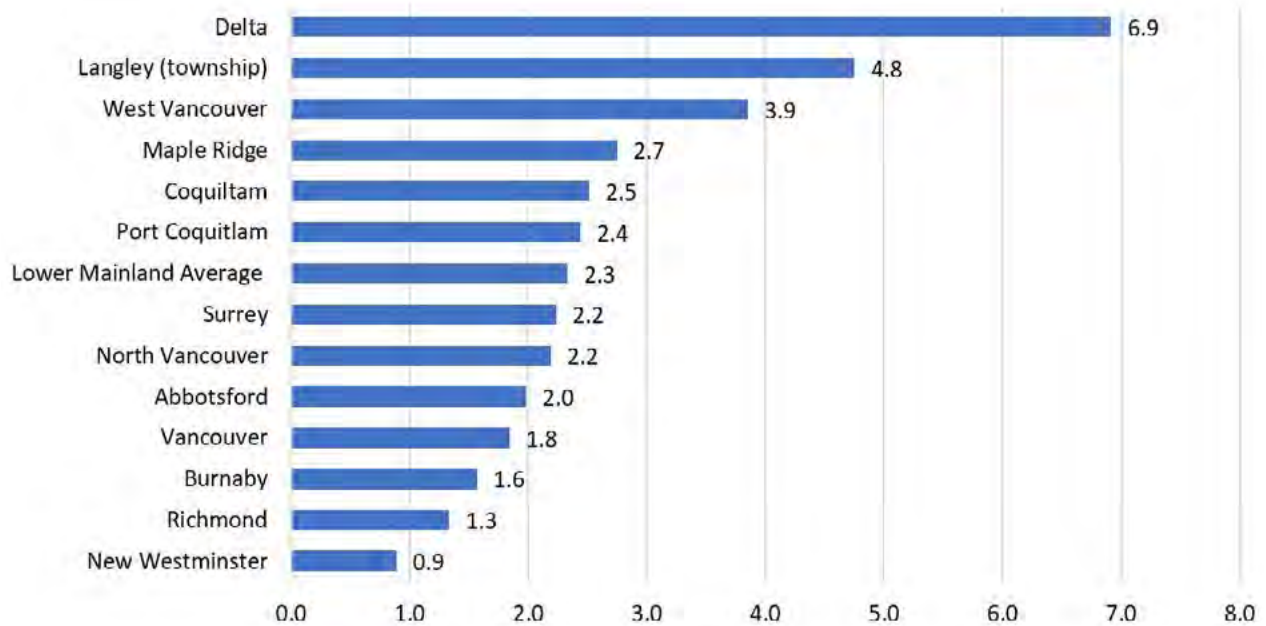
Outdoor Tennis Courts Per 10,000 People



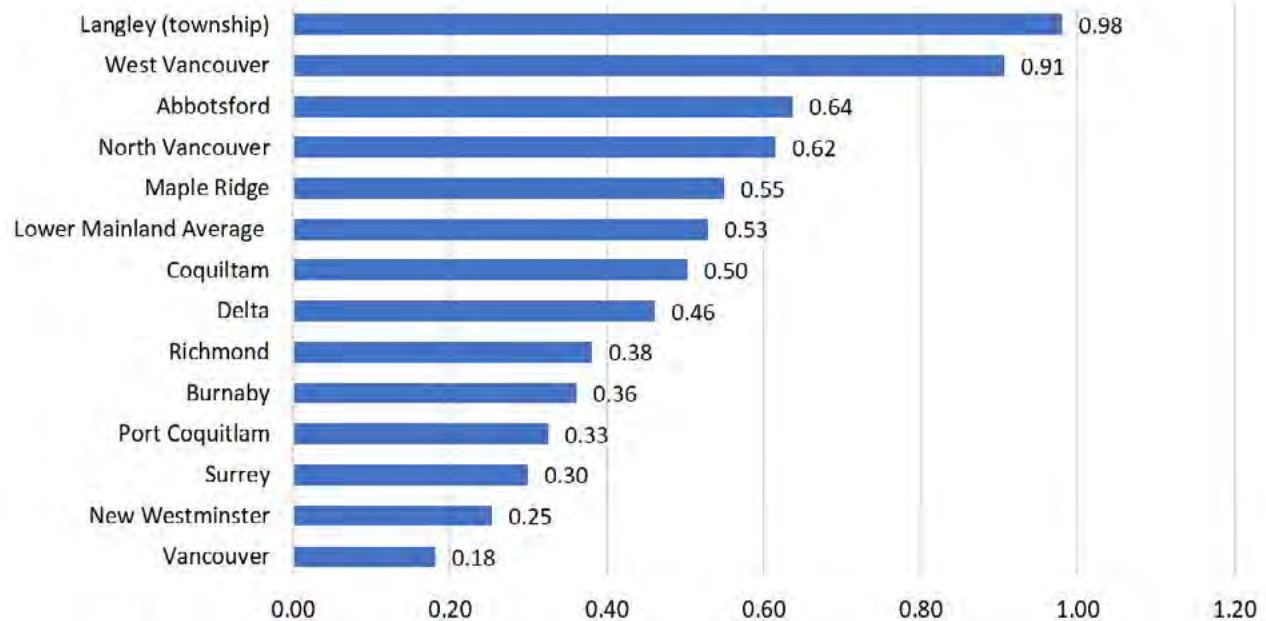
Indoor Pools Per 10,000 People



Grass Sports Fields Per 10,000 People



Artificial Turf Fields Per 10,000 People



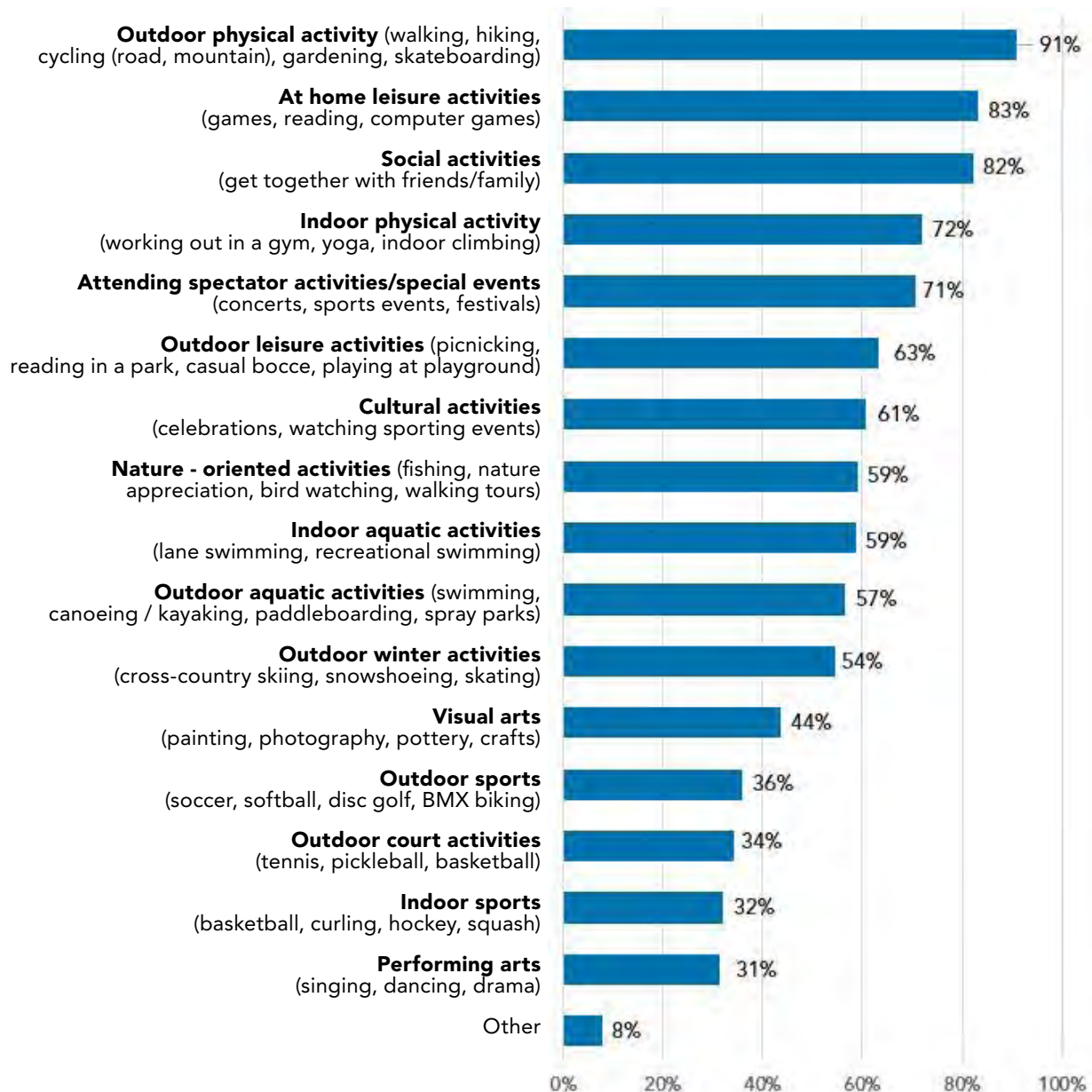
APPENDIX 5: Group Survey Participants

1. 604 Volleyball
2. Altus Arts Tennis Club
3. BCO Volleyball
4. British Columbia Rugby Union
5. Chena swim club
6. Colour the Trails Advocacy Inc
7. DEVO (Developmental Escape Velocity Organization)
8. Greater Vancouver Orienteering Club
9. Grouse mountain flying team
10. Grouse Mountain Tyee Ski Club
11. Inter River Community Association
12. Little Kickers North Shore
13. Norgate Park Community Association
14. North Shore Baseball Association
15. North Shore Basketball Academt
16. North Shore BMX (Inter-River BMX Association)
17. North Shore Curling Association
18. North Shore Disc Golf
19. North Shore Dolphins Dive Club
20. North Shore Equestrian Centre
21. North shore girls Fastpitch
22. North Shore Inline Hockey League
23. North Shore Mountain Bike Association
24. North Shore Pickleball Club
25. North Shore Seniors Slo-pitch Association
26. North Shore Tennis Society
27. North Shore Thirty Something Women's Soccer League
28. North Shore Titans Water Polo Club
29. North Shore Twins
30. North Vancouver FC
31. North Vancouver Minor Hockey Association
32. NorWesters Track and Field Club
33. NS Seniors Slo-Pitch League
34. Pemberton Heights Community Assoc.
35. Powerwest Volleyball Society
36. Roll Jiu Jitsu Academy
37. Spectrum Skateboard Society
38. STANS (Seniors Tennis Association of the North Shore)
39. SwimFaster Club
40. The Yoga Root
41. Vancouver North West Hawks AAA Hockey program

APPENDIX 6: Household Survey Recreation Activities

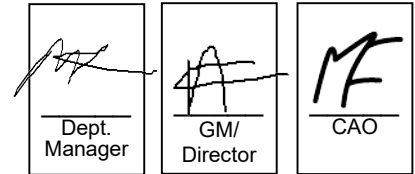
Source: 2023 Project Data: Representative Community Survey

Types of Recreation Activities that Household Members Participate In



☐ Info Package

Date:



The District of North Vancouver

INFORMATION REPORT TO COUNCIL

April 30, 2026

File: ENGIPG-964173360-170200

AUTHOR: Bivash Talukder, Senior Project Manager - Facilities**SUBJECT:** Fire Station #5 (Norgate) Replacement Project Update**REASON FOR REPORT:**

To provide Council with an update on the schedule and Class C cost estimate for the Fire Station #5 (Norgate) Replacement Project.

SUMMARY:

Following Council's receipt of the July 2025 *Information Report to Council - Fire Station #5 (Norgate) Replacement Project Update* (July 2025 IRTC), schematic design has now been completed. A recent cost estimate has validated the Total Estimated Cost (TEC) at \$30.5 million. Design development will continue throughout 2026, with a refined cost estimate expected by year-end. The public engagement process will begin once the newly elected Council has been briefed on the project in early 2027.

BACKGROUND:

The July 2025 IRTC (Attachment 1) confirmed that Fire Station #5 is well beyond its service life and no longer meets the operational requirements of the District of North Vancouver Fire and Rescue Service (DNVFRS). That update also established the existing Norgate site as the preferred long-term location for the replacement facility and identified Pemberton Park as the site for the temporary fire hall during construction. Options to integrate housing were explored but determined not to be feasible due to operational requirements and site constraints.

EXISTING POLICY:

The project is aligned with applicable District policies and plans by supporting DNVFRS strategic priorities, sustainable asset management and service delivery, climate ready municipal building requirements, required public information/engagement processes, zoning compliance, and Public Art Policy implementation. Below is a detailed list of applicable policy:

DNV Fire and Rescue Services Strategic Plan: The replacement of Fire Station #5 supports all of the major strategic priorities set out in the plan.

Cooperative Fire/Rescue Service Agreement: DNVFRS participates in a Cooperative Fire/Rescue Service Agreement that provides tri-municipal automatic aid on the North Shore and provides mutual aid to member municipalities of the Metro Vancouver area. While it is acknowledged that our neighbour municipalities will be growing at a similar or even greater rate to the DNV, only growth within the District was considered to define space requirements for the new fire station.

Asset Management Policy: The replacement of the fire station supports sustainable service delivery, with the appropriate service levels to residents, businesses, visitors, and the environment.

Climate Ready Municipal Buildings Policy: The new fire station will be designed to meet the requirements of this policy, including achieving a Zero Carbon Building (ZCB) design standard.

Public Information Meetings – District Fire Halls and Fire Training Centres: The design of the new fire station will be communicated to the public in alignment with this policy.

DNV Zoning Bylaw: The sites are owned by the District and are zoned industrial and park. The use of a building or structure as a District fire station or District fire training centre is permitted in all zones without any density, height or siting restrictions (Bylaw 3210, section 402).

Public Art Policy: The guiding principles, goals and procedures, including funding and implementation strategies, for the selection and management of a Public Art Program in this policy will be followed to incorporate public art into the new fire station. An allowance of \$100k has been included in the TEC.

ANALYSIS:

Staff have now completed the Schematic Design stage, with the replacement facility estimated at approximately 1,468 m² (15,800 ft²). The existing facility is 557 m² (6,000 ft²). The increased size reflects current code requirements, a dedicated fitness area, and an increase in capacity needed to serve the growing community into the future.

The proposed design includes three drive-through apparatus bays along with key operational spaces such as hose-drying areas, self-contained breathing apparatus (SCBA) servicing, and dedicated decontamination zones. These operational components are intentionally separated from the living quarters to enhance firefighter health, safety, and contamination control.

The living quarters are designed to support the needs of a full crew on shift and include kitchen and dining areas, dormitories, training space, washrooms, and areas for fitness, rest, and recovery following emergency responses. The facility also incorporates capacity for additional firefighters in the future, recognizing anticipated population growth and evolving emergency response needs within the Norgate neighbourhood for 50 years.

To maintain emergency response coverage during construction, DNVFRS operations will be temporarily accommodated at a temporary fire hall at Pemberton Park. Due to the construction and siting of the temporary fire hall, Pemberton Park will not be available for public use for three years starting in 2027. The park will be restored following completion and occupancy of the new Fire Station #5.

Timing/Approval Process:

Due to current workloads, staff capacity is significantly constrained, and the required public engagement process cannot be completed before the 2026 General Local Election.

Accordingly, the project schedule has been adjusted as follows:

- Public engagement in early 2027
- Tendering and award of construction contracts in early 2027
- Construction start in Summer of 2027

Under this revised schedule, completion of the new fire station is anticipated in Fall 2030. The decision to proceed with construction based on tendered pricing will take place during the next Council term in early 2027. Refer to Attachment 2 for a detailed project schedule.

Financial Impacts:

A Class C level cost estimate has confirmed the Total Estimated Cost (TEC) of the project at \$30.5M, consistent with the previous update. This estimate includes all major components of the project: construction of the temporary fire hall, restoration of Pemberton Park, demolition of the existing firehall, offsite improvements, and construction of the new replacement facility.

The current budget includes a 7% construction cost premium to achieve a ZCB design standard fire station. This will result in an all-electric building with improved building envelope, reduced overall energy use, and lower embodied carbon. While ZCB design standards carry an upfront capital premium, industry data suggests this cost is offset over time through reduced operating costs, resulting in savings or in some cases a positive return relative to a non-ZCB designed building. Operating costs for the new facility are anticipated to increase relative to the existing fire hall, with a preliminary estimate of \$50k annually. However, a more accurate estimate will not be known until detailed design is further advanced.

The updated project schedule reflecting the shift of public engagement and tendering activities to early 2027 has been accounted for within the TEC. Any escalation associated with the schedule adjustment has been offset by reductions in other project risks and allowances that have since been mitigated or refined, resulting in no net change to the overall TEC at this stage.

There is sufficient approved budget to continue with design development and cost estimates will continue to be refined as the design progresses and a Class B estimate is completed.

While more energy-efficient, the cost to operate this new facility is expected to be higher than the existing Fire Station due to its increased size.

Concurrence:

Consultation with District staff has taken place through a Preliminary Development Application process. Finance, Fire, and Climate Action & Parks have provided concurrence to this report.

A project steering committee was established consisting of the CAO and GMs from all key stakeholder Divisions, and update meetings are being held regularly.

Liability/Risk:

The existing fire station is well beyond the end of its useful life and does not meet modern standards for worker safety or current response needs. There is an increased risk of unplanned building system failure that could compromise DNVFRS' ability to respond to emergencies. Critical building renewal work would be required to maintain the existing Fire Station in operation beyond the next five years at a cost of more than \$2.5 million. The building is also located in a high-risk seismic zone (liquefaction). In the event of an earthquake, damage to the existing building is likely and could result in service disruptions. An investigation of the site for environmental contamination has been completed. The Province of BC has provided a Final Determination that the project site is not contaminated, and remediation requirements are no longer a project risk.

Social Policy Implications:

The replacement of Fire Station #5 supports all of the major strategic priorities set out in the DNV Fire and Rescue Services Strategic plan and the mission to provide exceptional service to the District.

Environmental Impact:

The new fire station will be designed, and if approved, constructed to meet the requirements of the *Climate Ready Municipal Buildings Policy*. The facility will be fully electric, significantly lowering greenhouse gas emissions. Its design will incorporate high-performance building standards, low-carbon materials, and energy-efficient systems, while also improving resilience to climate-related risks and supporting local biodiversity through sustainable site and landscaping strategies.

Two mature trees (Honey Locust and Japanese Maple) on the north end of the Park will be removed. All other trees on south and west areas of the site are planned to be retained. The Parks space will be restored upon completion of the new fire station.

Public Input:

District Policy: Public Information Meetings – District Fire Stations and Fire Training Centres, the design of the new Fire Station will be communicated to the public in alignment with this policy. A public engagement process will be undertaken as part of the design of the fire station which is anticipated to take place in early 2027. In the meantime, a public website will be posted shortly.

Conclusion:

The existing fire station is well beyond the end of its useful life expectancy and future building failures may compromise District Fire and Rescue Service's ability to respond to

SUBJECT: Fire Station #5 (Norgate) Replacement Project Update

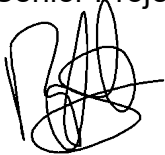
April 30, 2026

Page 5

emergencies. Schematic design has been completed, and the current Class C TEC of \$30.5 million remains aligned with expectations. Staff will continue design development and return to Council with an updated project status and a Class B cost estimate prior to public engagement in early 2027.

Respectfully submitted,

Bivash Talukder
Senior Project Manager, Facilities



Attachment 1: Previous IRTC (July 2025)

Attachment 2: Project Schedule

REVIEWED WITH:

☐ Sustainable Community	_____
☐ Development Services	_____
☐ Utilities	_____
☐ Engineering Operations	_____
☒ Parks	C.J. _____
☐ Environment	_____
☐ Facilities	_____
☐ Human Resources	_____

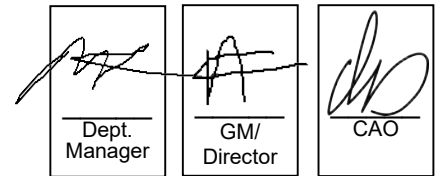
☐ Clerk's Office	_____
☐ Communications	_____
☒ Finance	RD _____
☒ Fire Services	MD _____
☐ ITS	_____
☐ Solicitor	_____
☐ GIS	_____
☐ Real Estate	_____

External Agencies:

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

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☐ Info Package	Date:
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The District of North Vancouver

INFORMATION REPORT TO COUNCIL

- CONFIDENTIAL -

July 11, 2025
 File: [ENGIPG-964173360-151770](#)

AUTHOR: Mathew Schofield, Senior Project Manager - Facilities

SUBJECT: Fire Station #5 (Norgate) Replacement Project Update

REASON FOR REPORT:

To provide Council with an update on the progress of the project to replace Fire Station #5 in Norgate.

SUMMARY:

Fire Station #5 is past its target service life and no longer meets the requirements of the District of North Vancouver Fire and Rescue Service (DNVFRS). A project to replace the existing facility is currently in the Planning and Design phase. The new fire station will be constructed on the existing site and the project will require a temporary fire station to be constructed in the adjacent Pemberton Park for the duration of the project. Once construction is complete (approximately 2 years), Pemberton Park will be returned to its current state. Provision of affordable housing is not included in the scope as it is not feasible on this site.

BACKGROUND:

Norgate Fire Station #5, situated at 1221 15th Street West, was constructed in 1972, and it has reliably served the community for over five decades. The building has exceeded its intended service life, and it no longer meets the operational requirements of DNVFRS (see Liability/Risk section for more detail). The Buildings Asset Management Plan (AMP) lists the facility as being in 'Very Poor – F' Physical condition. Functional and Demand/Capacity ratings are also below target. Refer to Table 1 for details.

Table 1: Asset Management Plan Details

Asset	FCI	Physical Condition		Demand/Capacity		Function	
		Target	Actual	Target	Actual	Target	Actual
FIRE STATION #5 - NORGATE	0.71	B	F	B	C	B	D

The existing fire station site is bordered by 15th Ave to the north, a lane to the east, Pemberton Park to the west, and a road allowance to the south. Refer to Appendix 1 for details.

EXISTING POLICY:

DNV Fire and Rescue Services Strategic Plan: The replacement of Fire Station 5 supports all of the major strategic priorities set out in the plan.

Asset Management Policy: The replacement of the fire station supports sustainable service delivery, with the appropriate service levels to residents, businesses, visitors, and the environment.

Climate Ready Municipal Buildings Policy: The new fire station will be designed and constructed to meet the requirements of this policy.

Public Information Meetings – District Fire Halls and Fire Training Centres: The design of the new fire station will be communicated to the public in alignment with this policy.

DNV Zoning Bylaw: The sites are owned by the District and are zoned industrial and park. The use of a building or structure as a District fire station or District fire training centre is permitted in all zones without any density, height or siting restrictions (Bylaw 3210, section 402).

ANALYSIS:Site Selection:

A project to replace the existing facility was initiated in 2021. Alternative sites were investigated, based on criteria provided by the DNVFRS. The criteria included a suitable site size to accommodate the fire station, appropriate access and egress for emergency vehicles and a location that would meet response times. Possible sites, including those that were listed on the market to be sold, were reviewed; however, no suitable sites were found. The existing site, including the temporary use of Pemberton Park during construction, was determined to be the best fit. Refer to Appendix 2 for details on sites that were considered as part of the site selection analysis.

Inclusion of Housing:

Council has directed staff to consider the inclusion of affordable housing in new construction projects. As such, the project team investigated the feasibility and options for including affordable housing as part of the fire station replacement scope. Options for both adjacent standalone facilities and as a combined facility were investigated as illustrated in Appendix 3. (Note that the housing structures are shown in yellow and the fire station in red.)

Option A considered locating housing in a standalone building adjacent to the new fire station, which would be rebuilt on the area currently occupied by the tennis courts. This option preserved the unopened road allowance and avoided the need for underground parking. However, it resulted in the permanent loss of the tennis courts and left a highly

constrained footprint that compromised the function of both the housing and the fire station. Additionally, there was no room to accommodate a temporary fire station on-site during construction, which would require relocation of fire services and add considerable cost and complexity.

Option B involved closing the unopened road allowance to create space for all three components: the fire station, housing, and reinstated tennis courts. This configuration required underground parking and would be delivered in two phases. While it accommodated all uses on-site, it resulted in the permanent loss of the road allowance, including mature trees and a potential future road connection or utility corridor. It also did not allow for an on-site temporary fire station, which would again require relocation of fire services and add considerable cost and complexity. It would also involve complex staging and utility relocation.

Option C explored the idea of constructing housing above the fire station in a combined facility with underground parking. This compact design preserved the tennis courts and the road allowance, but would significantly increase costs and delay the project due to its complexity. It would require securing funding and partnerships, interim renovations to the existing fire station, and a longer construction schedule. Like the other options, it did not provide a solution for temporary fire operations on-site during construction.

In all three cases, the inclusion of housing introduced trade-offs that undermined critical elements of the fire station project, including operational continuity, delivery timelines, public amenities, and long-term flexibility. None of the options were able to accommodate the temporary fire station on-site, which is essential for maintaining uninterrupted emergency services. For these reasons, staff recommend proceeding with the fire station replacement and reinstatement of the tennis courts, while preserving the road allowance and continuing to explore separate opportunities for housing in the area.

Additionally, it should be noted that the Fire Hall #5 site is not included in the MOU between the District and BC Housing. In recent conversations, BC Housing staff noted that there are currently no funding opportunities or partnerships that have been identified for a project of this nature. They further shared findings that combined fire hall/housing projects in the region had high comparative costs and poor satisfaction from residents.

Therefore, the inclusion of housing on this site, as either a separate standalone facility or as part of a combined facility, is not recommended and is not included in the next phase of project planning and design. Housing, in combination with other facility replacement projects, will continue to be explored on future projects in accordance with Council policy to consider the use of District land, where appropriate, for social and affordable housing.

Pemberton Park / Temporary Fire Station

Pemberton Park is located directly adjacent to the existing building on the west side of the site (See Appendix 1) and has been determined to be the best site for a temporary fire station to be installed while the new fire station is constructed on the existing building's footprint. Pemberton Park includes some green space, but the primary use is the tennis court. There are two (2) additional courts located approximately three blocks south of Pemberton Park on Welch street. There are six trees in the park with trunks greater than

0.5m in diameter, and every effort will be made to protect them during construction. Removal of landscape beds and ornamental trees on the frontage of 15th Ave will be required to allow road access for the temporary fire station. After the new building is open and the temporary fire station has been removed, Pemberton Park will be restored to its current condition and uses. Refer to Appendix 4 for the preliminary site study showing the layout and construction sequencing.

Road Allowance:

A road allowance is located immediately to the south of the existing site. The road allowance contains some underground services but is primarily serving as additional greenspace between the existing fire station, Pemberton Park and Norgate Elementary School. The road allowance area is not required for the new fire facility and is recommended to be preserved for future road connections and utility corridors that may be needed to support future development of the area. There are 15 trees in the road allowance. As no construction is required in the road allowance as part of this project, these trees will be retained and protected from damage during construction.

Fire Station Design

District staff are performing a detailed space programming review to determine the extent of the of the new facility. It is anticipated that the size of the replacement facility will be larger than the existing fire station as design best practices and DNVFRS operational needs have changed significantly since the original building was designed. Consideration will also be given to projected growth in the area. More details on the new fire station size and program will be provided in the next update to Council.

Timing/Approval Process:

Considering the age and overall condition of the existing fire station, staff are continuing with design development. Staff will return to Council with design options prior to community engagement currently estimated to take place in early 2026. The current project schedule shows tender in late 2026 and completion in mid-2029. The decision to proceed with tender and construction will take place during the next Council term.

Concurrence:

Consultation with District staff has taken place through a Preliminary Development Application process. Senior staff have been consulted for input and concurrence. Parks, Community Planning and Housing, Fire, Finance, Utilities, Engineering Design, and Transportation Engineering departments were consulted and have provided concurrence.

Financial Impacts:

While the detailed space program is still being determined, preliminary cost estimates indicate that with the inclusion of a temporary fire hall and restoration of Pemberton Park, the Total Estimated Cost (TEC) of the project could reach \$30.5M. There is sufficient budget to proceed with the facility design as the 5-year Capital Plan includes \$15M for this project. As the design progresses, consideration towards right-sizing the facility and balancing affordability will be prioritized. It is expected that additional funding will be required in order to construct the facility.

Considering future growth in the Lions Gate / Lower Capilano area, DNVFRS is planning for increased capacity for Fire Station 5. If detailed space programming confirms these needs, approximately one-third to one-half of the project is expected to be funded by development, through an amendment to the development cost charges (DCC) bylaw.

Housing, while not deemed to be feasible for inclusion in this project, would significantly increase construction costs by 30-50%, depending on factors like the number of units, underground parking, number of stories and impact to schedule.

Liability/Risk:

The existing fire station is well beyond the end of its useful life and does not meet modern standards for worker safety or current response needs. There is an increased risk of unplanned building system failure that could compromise DNVFRS' ability to respond to emergencies. Critical building renewal work would be required to maintain the existing Fire Station in operation beyond the next five years at a cost of more than \$2.5 million. The building is also located in a high-risk seismic zone (liquefaction). In the event of an earthquake, damage to the existing building is likely and could result in service disruptions.

An investigation of the site for environmental contamination is underway. The use of the site, the surrounding businesses and the presence of an underground storage tank in the past makes the site at risk for contamination which would require remediation prior to occupancy of the new facility.

Social Policy Implications:

The replacement of Fire Station 5 supports all of the major Strategic Priorities set out in the DNV Fire and Rescue Services Strategic plan and the mission to provide exceptional service to the District.

Environmental Impact:

The new fire station will be designed and if approved, constructed to meet the requirements of the *Climate Ready Municipal Buildings Policy*. The new station would be 'all electric' which will contribute to the reduction of GHG emissions from building operations.

Mature trees on south and west areas of the site are planned to be retained. The Parks space will be restored upon completion.

Public Input:

District Policy: Public Information Meetings – District Fire Stations and Fire Training Centres, the design of the new Fire Station will be communicated to the public in alignment with this policy. A public engagement process will be undertaken as part of the design of the fire Station.

Conclusion:

The existing fire station is well beyond the end its useful life expectancy and future failures in the building may compromise District Fire and Rescue Service's ability to respond to emergencies. OCP Land Use and Implementation Plan in this area require the facility to be

SUBJECT: Fire Station #5 (Norgate) Replacement Project Update

July 11, 2025

Page 6

expanded to maintain fire and rescue service levels in the Lions Gate / Lower Capilano community.

Staff will proceed with the design of a new fire station on the existing site and return to Council with an update and a cost estimate prior to community engagement in early 2026.

Respectfully submitted,



Mathew Schofield
Senior Project Manager, Facilities

Appendix 1: Location of Fire Station 5

Appendix 2: Alternative sites

Appendix 3: Housing Studies

Appendix 4: Preliminary Site Study

REVIEWED WITH:

☒ Community Plng & Hsg	_____
☒ Development Services	_____
☒ Utilities	_____
☒ Engineering Services	_____
☒ Parks	_____
☐ Environment	_____
☐ Facilities	_____
☐ Human Resources	_____

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

External Agencies:

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

Appendix 1: Location of Fire Station 5

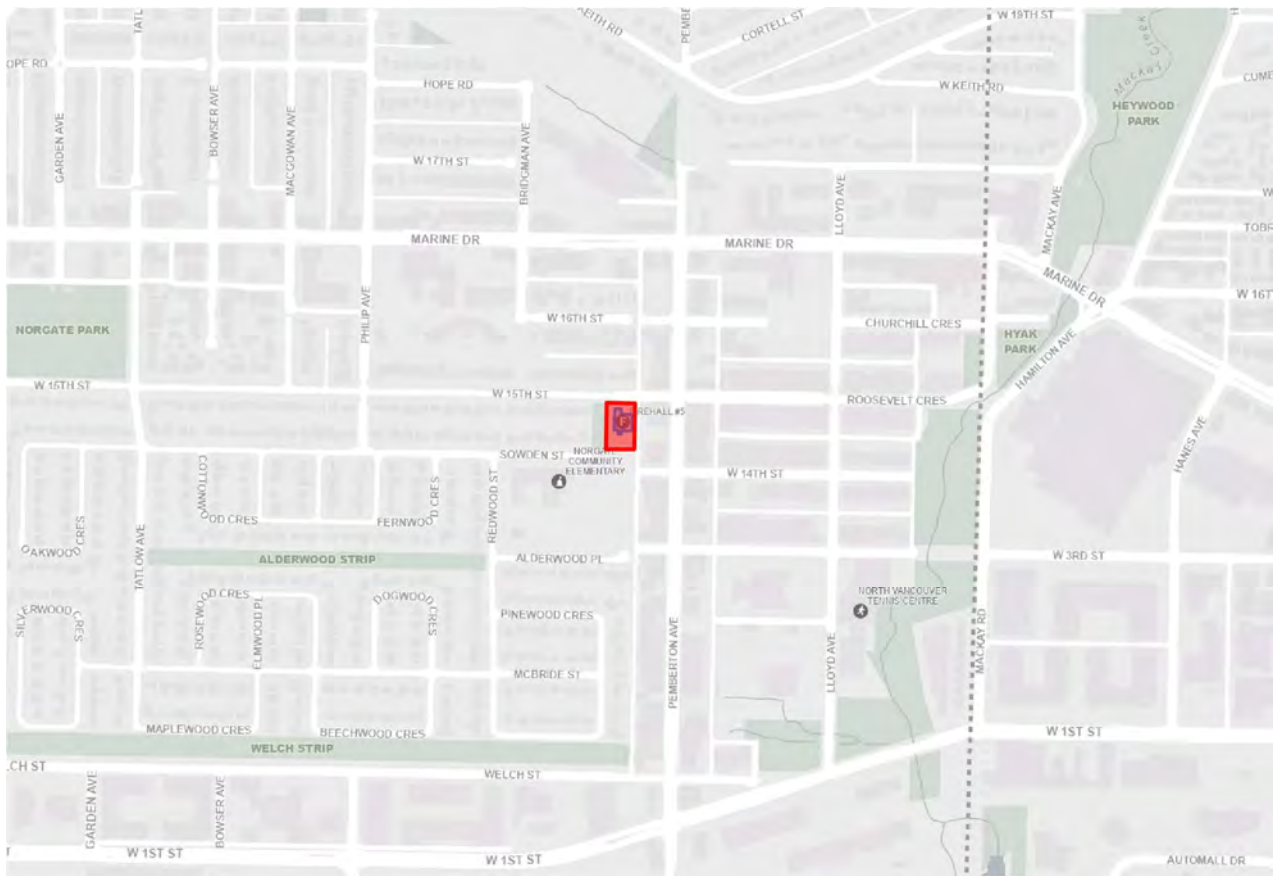


Figure A1.1 - Fire Station 5 (1221 15th Street West) and surrounding area



Figure A1.2 Legend:
 Red: Fire Station site
 Green: Pemberton Park
 Blue: Road Allowance

Figure A1.2 – Fire Station 5 site components

Appendix 2: Alternative sites

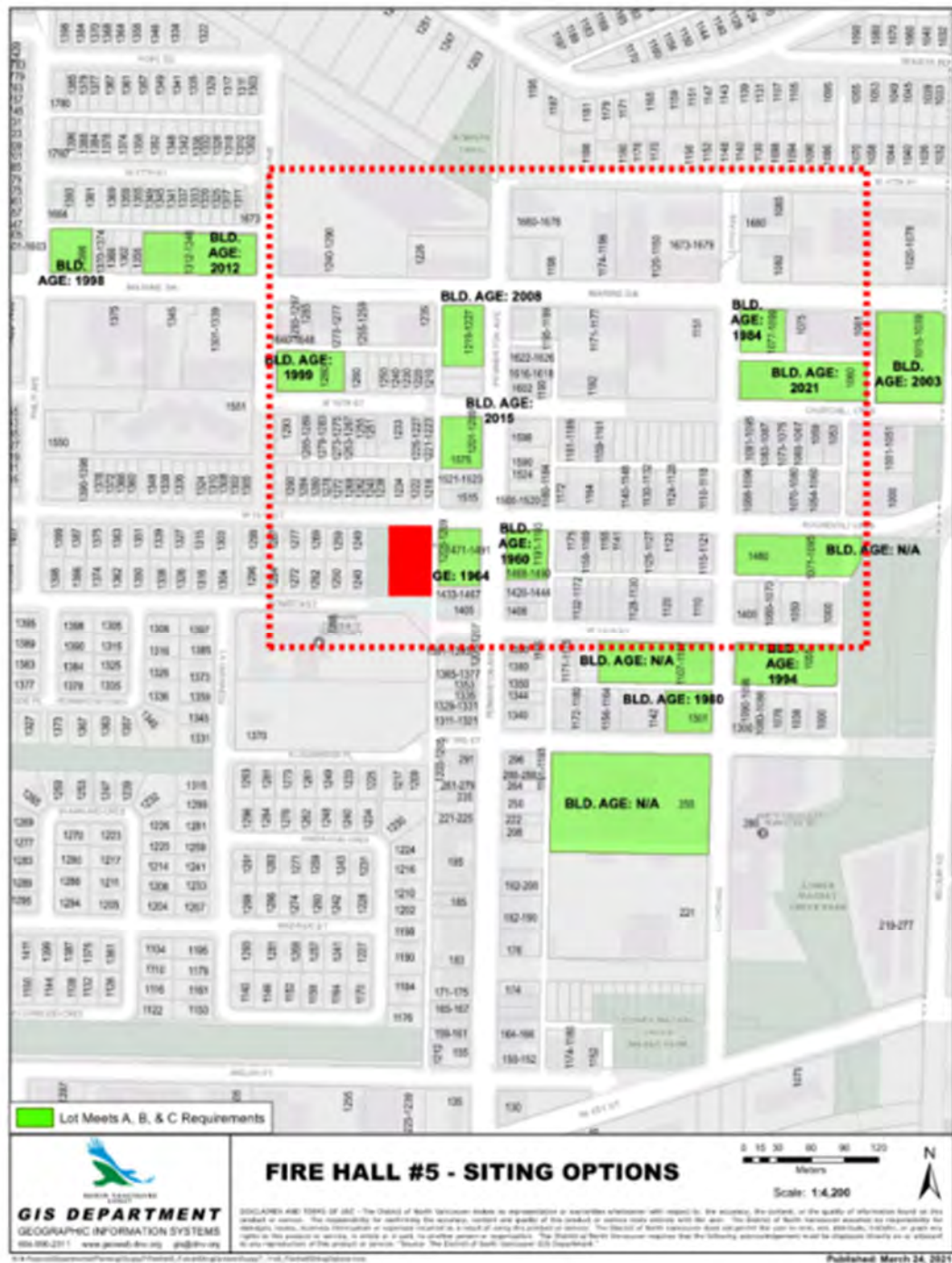


Figure A2.1: Site Options

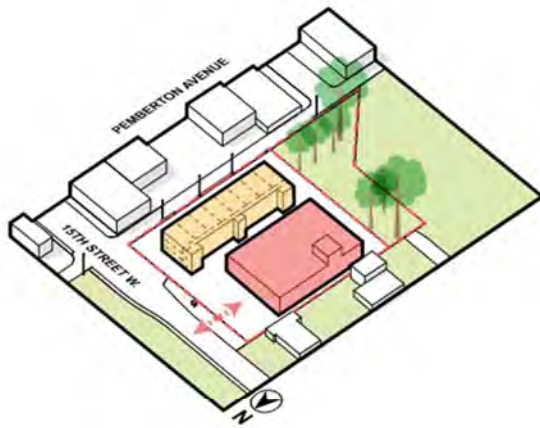
Figure A2.1 Legend:

Red block: Fire Station site

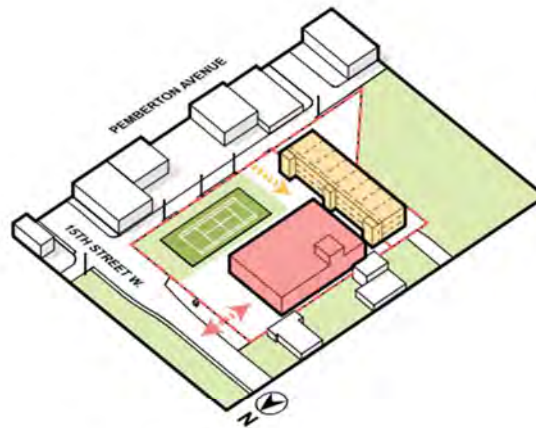
Green Block: Alternative sites investigated

Red Dotted Line: Response time boundary

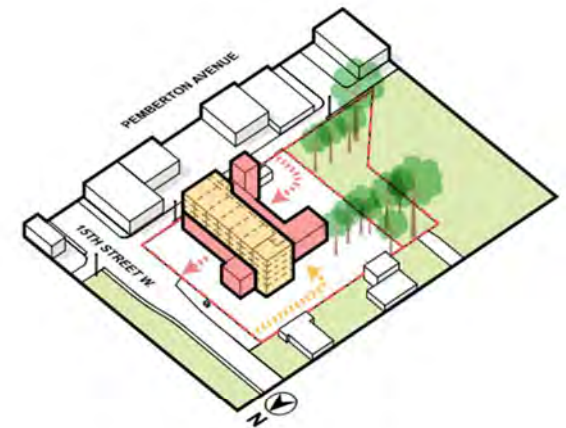
Appendix 3: Housing Studies



**A. HOUSING ADJACENT
TO FIRE HALL**

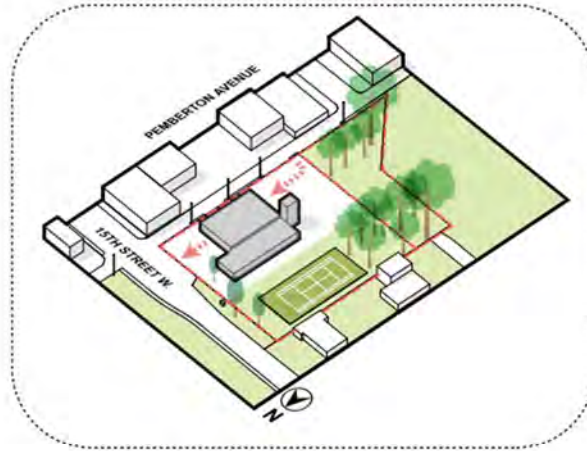


**B. HOUSING ON
ROAD ALLOWANCE
WITH UNDERGROUND PARKING
(IN 2 PHASES)**

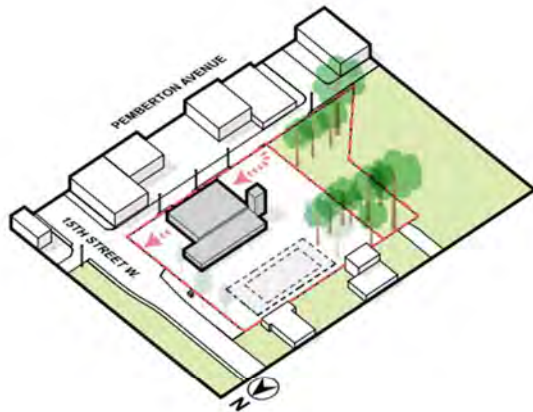


**C. HOUSING ABOVE FIRE HALL
WITH UNDERGROUND PARKING
(IN 1 PHASE)**

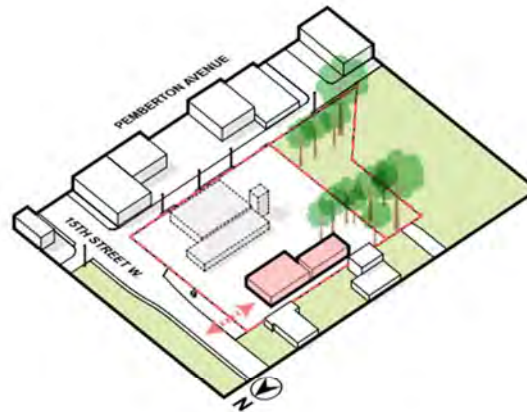
Appendix 4 - Preliminary Site Study



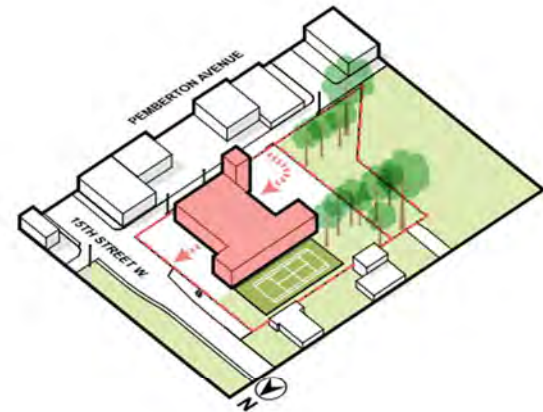
EXISTING CONDITION



1 REMOVE TENNIS COURT



2 CONSTRUCT TEMPORARY FIRE HALL,
DEMOLISH EXISTING FIRE HALL
ONCE TEMPORARY HALL IS COMPLETED



3 CONSTRUCT NEW FIRE HALL,
REMOVE TEMPORARY FIRE HALL
ONCE CONSTRUCTION OF
NEW FIRE HALL IS COMPLETE,
REINSTATE TENNIS COURT

Attachment 2: Project Schedule

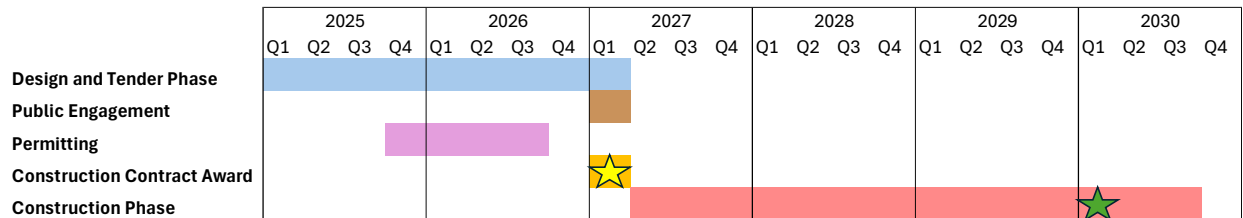


Figure A2.1 – Overall Project Schedule (as of March 2026)

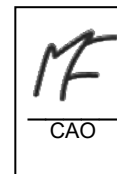
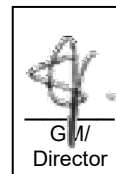
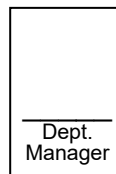
Notes:

- Yellow star represents a major funding commitment point
- Green star represents occupancy of the new fire station
- Parks restoration will take place after occupancy

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☐ Info Package

Date:



The District of North Vancouver

INFORMATION REPORT TO COUNCIL

May 4, 2026

File: 12.6360.01/001.000

AUTHOR: Naizam Jaffer, Section Manager, Park Operations**SUBJECT:** Boating Safety Initiatives at Whey-ah-Wichen Park and Inter-Agency Coordination**RECOMMENDATION:**

That Council receive the report entitled “**Boating Safety Initiatives at Whey-ah-Wichen Park and Inter-Agency Coordination**” for information purposes.

REASON FOR REPORT:

To provide Council with an update on boating safety initiatives planned for the 2026 boating season, including implementation of a new 5-knot speed zone at Whey-ah-Wichen Park by the Vancouver Fraser Port Authority (VFPA), multi-agency boating safety events including VFPA boating blitzes, the return of the ICBC/RCMP Project Wave program, installation of a Kids Don't Float lifejacket loaner board in partnership with the Royal Canadian Marine Search and Rescue (RCMSAR), and additional public education signage initiatives supported through community partners such as MADD Canada.

SUMMARY:

Whey-ah-Wichen Park is one of the District's busiest waterfront parks and a key regional boating destination. The District's Park Ranger Service (Rangers) have been engaged with the VFPA, DNV Fire and Rescue Services, North Vancouver RCMP, RCMSAR, and other partners to support boating safety initiatives for the 2026 season.

This year, the VFPA is proceeding with implementation of a 5-knot speed zone around the boat launch area, supported by signage, updated boating communications, and coordinated compliance activity.

VFPA is a federal port authority established under the *Canada Marine Act* and is responsible for managing navigation-related harbour practices within the Port of Vancouver's jurisdiction, including Burrard Inlet. VFPA implements operational measures such as designated speed

zones through its Port Information Guide and related public notices, supported by on-water patrol presence and coordination with enforcement partners.

Similar 5-knot speed zones have been implemented in other high-use areas within port waters, including Deep Cove and Port Moody.

Additional initiatives include VFPA Safe Boating Blitz events, a Safe Boating Awareness Week event, the return of ICBC/RCMP Project Wave, installation of a Kids Don't Float lifejacket loaner board, and supplementary public education messaging supported through partners such as MADD Canada.

BACKGROUND:

Whey-ah-Wichen Park is a high-use waterfront park that includes a public boat launch and experiences heavy seasonal boating activity. As a result, the District faces ongoing safety concerns related to vessel speed, wake impacts, swimmer and paddlecraft safety, and enforcement limitations.

The June 2025 tragic boating incident off Whey-ah-Wichen Park underscores the need for enhanced boating safety measures and strengthened inter-agency coordination.

EXISTING POLICY:

These boating safety initiatives align with the District of North Vancouver Official Community Plan (Bylaw 7900) by supporting safe access to parks and waterfront recreation areas and strengthening partnerships with external agencies responsible for marine transportation and public safety.

These efforts also align with the Corporate Plan 2023–2026 by supporting community safety, improving coordination with external partners, and reinforcing stewardship of high-use public recreation assets.

ANALYSIS:

Rangers have been working with VFPA Harbour Patrol, DNV Fire and Rescue Services, and the North Vancouver RCMP to support boating safety initiatives in Burrard Inlet and Indian Arm, with a particular focus on Whey-ah-Wichen Park. This includes coordination, information sharing, and operational planning through VFPA-led multi-agency boating safety meetings involving federal agencies, policing partners, and marine response organizations.

The District is also supporting development of a joint public safety signage program, including the installation of QR-code-based signage that directs users to VFPA boating safety rules and information (Appendix A).

Implementation of a 5-Knot Speed Zone

The VFPA is establishing a formal 5-knot speed zone around the Whey-ah-Wichen Park boat ramp and float area. VFPA is a federal port authority established under the *Canada Marine Act* and is responsible for managing navigation-related harbour practices within the Port of Vancouver's jurisdiction, including Burrard Inlet. VFPA implements operational measures such as designated speed zones through its Port Information Guide and related public notices, supported by on-water patrol presence and coordination with enforcement partners.

The proposed design is consistent with the Deep Cove Deep Anchorage Area (DAA) speed zone and the model implemented in Port Moody and includes a defined zone extending approximately 250 metres from the launch and dock area (Appendix B). The speed zone is intended to reduce vessel speeds in proximity to swimmers, paddlecraft users, and boat launch activity.

The speed zone will be included in the next update of VFPA's Port Information Guide, currently being prepared through a notice of assessment and a 30-day consideration period that began the week of April 27, 2026. Subject to public feedback, VFPA anticipates implementation between late May and early June 2026. Once that process is complete, speed zone signage will be installed on the foreshore, with Burrard Inlet marker buoys anticipated to follow in 2027.

Implementation will be supported through signage, updated boating publications, public messaging, and increased on-water patrol presence during peak boating season. The District's Communications Department will support amplification of key safety messaging through District channels over the summer season.

Enforcement

VFPA has confirmed that enforcement of marine speed restrictions within Burrard Inlet is undertaken by federal and marine enforcement agencies, including Transport Canada, VFPA Harbour Patrol, Vancouver Police Department Marine Unit, and the RCMP Marine Units (North Vancouver, Port Moody, Coquitlam, and Richmond Detachments). Compliance activity will be dependent on operational availability and deployment priorities. VFPA will support implementation through signage, communications, and on-water presence, and will continue to work with enforcement partners to align the speed zone with existing enforcement frameworks.

Boating Safety Events (2026)

VFPA has scheduled twelve (12) Safe Boating Blitz events for the 2026 season, including multiple blitzes planned at Whey-ah-Wichen Park. These blitzes will occur across June, July, and August and are intended to support boating compliance checks, public engagement, and education. VFPA, in conjunction with agency partners, is also planning a Safe Boating Awareness Week event scheduled for May 16, 2026, at the Gallant Wharf in Deep Cove. The event is organized on behalf of the Canadian Safe Boating Council and is intended to promote public awareness at the start of the boating season.

The RCMP and ICBC are spearheading the return of the Project Wave boating safety initiative in 2026, with potential dates in June, July, and August at Whey-ah-Wichen Park. Project Wave is expected to involve coordinated enforcement and education activity, including boating compliance checks and public-facing safety messaging.

In addition to permanent MADD signage at Whey-ah-Wichen and Gallant wharves, Parks is coordinating with MADD Canada to support temporary public education signage and volunteer engagement during scheduled boating safety outreach events, reinforcing messaging related to responsible boating behaviour.

Kids Don't Float Lifejacket Loaner Board

Rangers are working with RCMSAR to install a Kids Don't Float lifejacket loaner board at Whey-ah-Wichen Park. This initiative will provide free access to properly sized personal flotation devices (PFDs) at a high-use waterfront site and supports preventative public education by improving access to safety equipment.

FINANCIAL IMPACTS:

Enforcement of the proposed 5-knot speed zone will be undertaken by federal and marine enforcement agencies, including Transport Canada, VFPA Harbour Patrol, and various RCMP Marine Units, consistent with existing practices in Burrard Inlet.

Therefore, no new resources or costs are anticipated for the District.

LIABILITY/RISK:

These initiatives are intended to reduce public safety risk through on-the-water speed reduction measures, education, and inter-agency coordination. Collectively, these actions support reduced likelihood of serious injury or fatality at a high-use waterfront site.

SOCIAL POLICY IMPLICATIONS:

These initiatives support community safety and public well-being by promoting safe recreational use of public waterfront spaces. Education, enforcement coordination, and improved access to safety equipment support safer participation for families, youth, and visitors.

The Kids Don't Float program also supports equitable access to public recreation by reducing barriers to obtaining appropriate PFD equipment.

ENVIRONMENTAL IMPACT:

The 5-knot speed zone is expected to reduce wake and vessel turbulence in the immediate vicinity of Whey-ah-Wichen Park. Reduced wake may help minimize shoreline erosion and disturbance to the foreshore and nearshore environment, including sensitive intertidal areas and habitat used by juvenile fish and other marine species. Boating safety education and

compliance initiatives also reinforce responsible marine recreation practices, including appropriate conduct around marine mammals.

CONCLUSION:

A number of boating safety initiatives are planned for summer 2026 at Whey-ah-Wichen Park in partnership with VFPA, DNV Fire and Rescue Services, North Vancouver RCMP, and RCMSAR. This includes a new 5-knot speed zone, VFPA-led Safe Boating Blitz events and Safe Boating Awareness Week programming, ICBC/RCMP Project Wave initiative, and installation of a Kids Don't Float lifejacket loaner board to strengthen preventative safety education and improve access to PFDs for children and other vulnerable users.

Respectfully submitted,



Naizam Jaffer
Section Manager, Park Operations

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

Appendix A



Appendix B



☐ Info Package

Date:


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

May 4, 2026

File: [CAPPARKS-313193949-31110](#)**AUTHOR:** Graham MacInnes, Parks Designer**SUBJECT:** Seylynn Park Phase 2 Planning: Temporary Pilot Park**REASON FOR REPORT:**

To inform Council about the one-year pilot park at Seylynn Park, and how the results and targeted neighbourhood feedback will be used to refine the Phase 2 design before full construction scheduled for 2027.

SUMMARY:

The District is advancing the second phase of design and development for Seylynn Park. Phase 1 was completed in 2020. Funding for Phase 2 design, engagement, and construction was approved in 2024 and is funded through development charges to support park amenities in the growing Lower Lynn Town Centre, where many new residents live in apartments with limited access to private green space. As part of this next phase, the District is undertaking additional targeted neighbourhood engagement to ensure the updated design responds to neighbourhood growth and evolving recreational needs.

To support this work, a one-year pilot park will be installed in spring 2026 within the future Phase 2 area. Public feedback will be collected throughout the pilot. The pilot will include seating areas, planters, an informal kids bike route, and a multiuse sports area with table tennis. Installing these amenities in advance of detailed design and construction will allow the District to test their use, gather community input, and make refinements. If well received, temporary amenities could be made permanent or be reused elsewhere.

BACKGROUND:

Seylynn Park is a 3-hectare neighbourhood park that features a large oval lawn, seating areas, rain gardens, a paved promenade, skate bowl, small play area, and connections to the Spirit Trail. It also includes riparian and forested areas along Lynn Creek. The park supports a wide range of community uses, such as children's summer camps, fitness programs, and the Live and Local concert series, and is relied upon by nearby residents for daily outdoor recreation.

With 2,496 completed and approved units and a projected demand of 3,000 units by 2030, Lynn Creek Town Centre is growing quickly. Nearly 70% of dwellings in the town centre are

high-rise apartments (five storeys or more) with limited access to private green space, meaning many residents depend on Seylynn Park as their primary outdoor “backyard”.

The park has undergone several planning and redevelopment stages:

- 2015: Lower Lynn Town Centre Implementation Plan recommends re-envisioning Seylynn Park.
- 2015: Seylynn and Bridgman Parks Master Plan is completed.
- 2018: Seylynn Park detailed concept plan is prepared.
- 2020: Phase 1 construction is completed, including the oval lawn, seating areas, rain gardens, paved promenade, and Spirit Trail connections.
- 2024: Funding is approved for community engagement, design work and construction for Seylynn Park Phase 2.
- 2025: Seylynn Community Recreation Centre is demolished, allowing for Phase 2 development of the park to proceed.

EXISTING POLICY:

The pilot park for Seylynn Park Phase 2 aligns with several key District plans and strategies:

- Official Community Plan (2011): Calls for updating and adapting local parks to meet evolving community needs and demographics.
- Parks and Open Space Strategic Plan (2012): Recommends reviewing and upgrading Seylynn Park to better address local recreational demands.
- Lower Lynn Town Centre Implementation Plan (2015): Supports a redesign of Seylynn Park to ensure it effectively serves current and future users.
- Seylynn and Bridgman Parks Master Plan (2015):
 - Envisions Seylynn Park as “a community hub with a wide range of recreation amenities.”
 - Recommends a multi-purpose sports court with a basketball hoop that can also function as an event plaza.
 - Recommends a fenced dog off-leash area nearby.
- Outdoor Sports Courts Strategy (2025): Identifies the need for additional basketball courts in District parks near town and village centres, including the Lynn Creek Town Centre.
- People, Dogs and Parks Strategic Plan (2026): Identifies Seylynn Park as a priority site for a fenced dog off-leash area.

ANALYSIS:

Temporary Pilot Park:

A temporary pilot park will be installed in spring 2026 for approximately one year within the Pilot/Phase 2 area. The District will provide opportunities for public feedback throughout the pilot's duration to better understand the community's values and to help test and refine amenities and programming. See Appendix 1 for examples of other temporary pilot park projects.

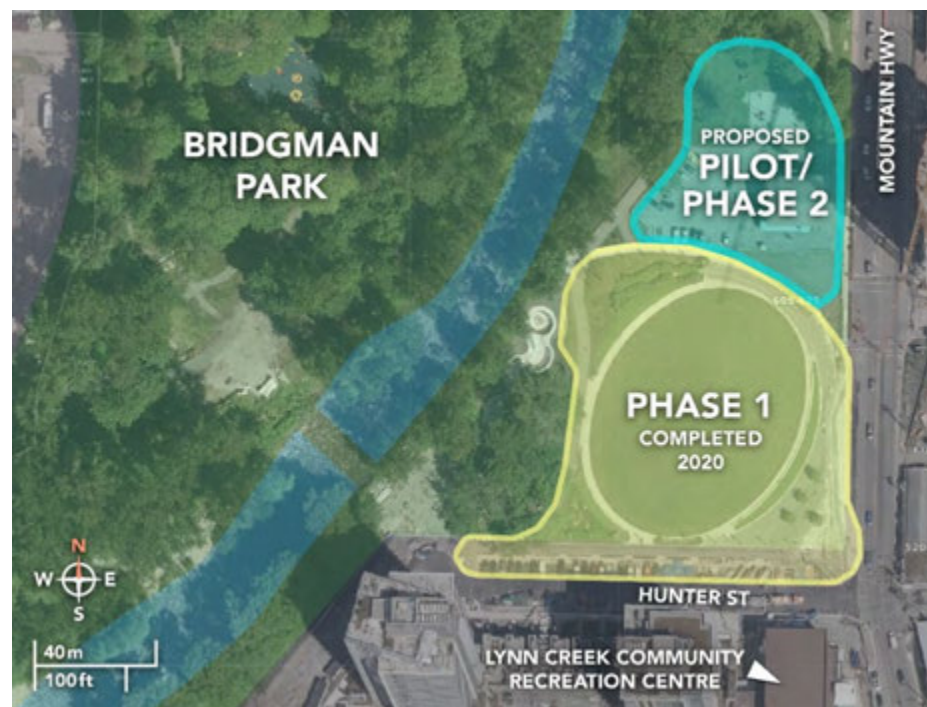


Figure 1: Location of Seylynn Park Phase 2 and Pilot Park

The temporary pilot park will incorporate the following elements:

- Multi-use area with games table (table tennis), basketball net, lockable storage bin with various small lawn games (with a key available at the Lynn Creek Community Rec Centre), and the existing asphalt painted with colourful artistic designs, half-court basketball lines, and kids' bike route.
- Flexible seating areas with Adirondack style chairs (secured to deter theft), picnic tables with umbrellas (including an accessible table), and planters with trees and shrubs (to provide a visual buffer and greenery).
- The existing playground equipment (in the fenced area) will remain for the duration of the temporary pilot.

- A misting station may be considered depending on the availability of a suitable product and nearby location (in proximity to utility connection).



Figure 2: Seylynn Park – Existing Conditions



Figure 3: Temporary Pilot Park Concept (Artist Rendering)

Public Input:

Targeted neighbourhood feedback will be collected throughout the duration of the year-long pilot period. On-site signage will invite park users and residents of the Lynn Creek neighbourhood to provide feedback on the District's website. All responses will be timestamped to help staff understand how community sentiment evolves as new features are introduced.

Parks staff will also run pop-up information sessions on-site at the park, to answer questions and collect informal feedback on the pilot park and encourage visitors and residents to provide feedback.

Ongoing review of this input will help determine what's working well or not and highlight desired permanent features. Towards the end of the pilot period, staff will prepare an engagement summary report to consolidate community input and inform the draft Seylynn Park Phase 2 design.

NVRC (North Vancouver Recreation and Culture Commission) will be engaged at key milestones before and during the pilot to gather their perspectives on what is working well, any challenges observed, and opportunities for improvement. Their feedback will help shape the Phase 2 design.

PNEAC (Parks and Natural Environment Advisory Committee) will be consulted to review community input and provide feedback on the emerging Phase 2 design.

Following the pilot and development of the draft Phase 2 design, an additional engagement phase is planned to share the draft concept plan and proposed permanent amenities. This may include a community open house or pop-up events in Seylynn Park to present the design, gather input, and provide an opportunity for staff to answer questions. Community feedback from this phase will be used to refine and finalize the Seylynn Park Phase 2 design.



Figure 3: Public engagement will occur at the "consult" level of the District's engagement spectrum.

TIMING/APPROVAL PROCESS:

Pilot park amenities will be installed in spring 2026 and will remain in place for approximately one year. Park amenities could be reused. Public input will be gathered throughout the pilot period to monitor success and to collect input.

Council will receive updates at key milestones, including at the launch of the first and second rounds of community engagement, as well as following the completion of the draft concept plan for Phase 2 in summer/fall 2026.

Construction for Seylynn Park Phase 2 is anticipated to begin in 2027.

CONCURRENCE:

Parks Operations, Communications and NVRC were consulted in preliminary planning. Communications reviewed this report.

FINANCIAL IMPACTS:

Budget for the Seylynn Park Phase 2 design (and construction) was approved through the 2025–2030 Financial Plan.

Capital funding for Seylynn Park Phase 2 engagement (including temporary pilot park) and detailed design was approved in 2024 (approximately \$313,000). Construction funding of \$2.8 million is included in the 2027 budget.

CONCLUSION:

The temporary pilot park provides an opportunity to test and refine future park amenities and gather meaningful and targeted neighbourhood feedback in real time. It responds to the needs of the growing Lynn Creek Town Centre and aligns with multiple District plans and strategies.

Input collected throughout the pilot will directly inform the development of the Seylynn Park Phase 2 design, which will be shared with Council and the community before the design is finalized. Construction of Phase 2 is anticipated to begin in 2027.

Respectfully submitted,



Graham MacInnes, Parks Designer

REVIEWED WITH:			
☐ Business and Economic ☐ Bylaw Services ☐ Clerk's Office ☐ Climate and Biodiversity ☒ Communications CG ☐ Community Planning ☐ Development Engineering ☐ Development Planning ☐ Engineering Operations ☐ Environment ☐ Facilities	☐ Finance ☐ Fire Services ☐ GIS ☐ Human Resources ☐ Integrated Planning ☐ ITS ☐ Parks ☐ Real Estate ☐ Review and Compliance ☐ Solicitor ☐ Utilities	External Agencies: ☐ Library Board ☐ Museum and Archives ☐ NSEM ☐ NS Health ☐ NVRC ☐ RCMP ☐ Other:	

APPENDIX 1:

Precedent Temporary Pilot Parks



Figure 4: Bridge Street Pop-up Park, City of Delta



Figure 5: Pop-up Plaza at Maple and 4th Avenue, City of Vancouver



Figure 6: Concord Community Pop-up Park, City of Vancouver



Figure 7: Village Park Community Centre Pop-up, Town of Comox

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☐ Info Package

Date:



The District of North Vancouver INFORMATION REPORT TO COUNCIL

May 12, 2026

File:

AUTHOR: Carolyn Grafton, Director of Communications and Community Relations**SUBJECT:** FIFA World Cup 2026 – District of North Vancouver Readiness and Resourcing Context**REASON FOR REPORT:**

At the direction of the CAO, the purpose of this Information Report is to advise Council of anticipated operational considerations related to the FIFA World Cup events taking place in the region from June 11 to July 19, 2026, and to outline the District of North Vancouver's current capacity to prepare for and respond to potential impacts associated with increased visitor volumes.

SUMMARY:

Vancouver is a host city for the FIFA World Cup in 2026, and it will be the first time a World Cup is hosted in North America. With games scheduled over 39 days in 16 host cities across three countries, it is the first time a World Cup has been hosted in this manner. Therefore, a precedent for crowds and impact on surrounding municipalities is difficult to determine.

While no matches or official FIFA events are planned within the District of North Vancouver, the proximity of the District to Vancouver and our popular visitor destinations, access to the Sea to Sky corridor and Vancouver Island, and the City of North Vancouver's fan zone at the Shipyards may result in impacts such as increased traffic, increased park usage, and heightened demand for municipal services.

The District is expected to experience localized increases in visitor volumes and demand near key destinations and access routes. Under current resources, staff will manage this period similarly to other peak summer days, responding to issues as they arise.

At present, there is no approved budget or dedicated resourcing allocated for proactive planning, staffing, or inter-agency coordination specific to FIFA World Cup-related impacts. As a result, the CAO has directed that the majority of District work associated with potential World Cup impacts will be reactive, focused on responding to issues as they arise within

existing staff resources and approved work plans. The District will continue to use established summer operating practices, such as monitoring conditions, responding to service requests and issues as they arise, and escalating through existing inter-agency and emergency management processes when required.

BACKGROUND:

Over 39 days in June and July 2026, Vancouver will host FIFA World Cup matches and related activities. Events of this nature typically generate increased regional travel, tourism activity, and public interest, including informal viewing events, celebrations, and pressure on transportation networks.

ANALYSIS:

Within existing budgets and staffing levels, District efforts related to the World Cup will be limited to:

- monitoring regional conditions and issues as they emerge
- responding to operational, enforcement needs or communications needs on a case-by-case basis
- participating in regional coordination only where required and within existing capacity
- general operational readiness and preparedness for unforeseen emergencies (in collaboration with NSEM)

This approach relies on established summer operating practices and existing inter-agency/emergency management protocols to respond to issues as they arise.

No dedicated planning, enhanced monitoring, or resource pre-deployment is planned for District staff at this time.

While the District anticipates increased visitor volumes in peak tourism areas during the tournament period, the operational approach is expected to align with the District's standard response for other high-demand summer days (e.g., sunny long weekends). Service response will remain focused on monitoring conditions and addressing issues as they arise within existing resources. Potential increases in service demand at key destination parks will be managed using existing scheduling frameworks, while operating within existing approved seasonal budgets and resource allocations. Depending on visitor volume, residents may notice impacts on the park system including increased litter, trail erosion, increased pressure on washrooms, and slower service request response times.

Staff have considered the sequencing and timing of planned capital work (e.g., watermain replacements and paving) to manage local disruption where feasible; however, the District is not proposing to defer capital work entirely during the tournament period or to incur additional costs (such as night work) solely to mitigate possible impacts. Work will continue in

accordance with approved work plans, contractual requirements, and asset management priorities.

This approach reflects current financial constraints and priorities approved through the District's existing financial plan. Council is aware of the shuttle arranged through partners and the Economic Development Office through an information report entitled *Lonsdale to Grouse Tourism Shuttle Pilot Project - Summer 2026*.

The City of North Vancouver is planning a series of FIFA World Cup–related fan activations and public viewing events at the Shipyards during the 2026 tournament period. Known as the Uber Eats Canada Soccer House North Vancouver, it will be the official fan home for Canada Soccer during the 2026 FIFA World Cup.

Based on information shared with District staff through inter-agency coordination and RCMP briefings, these activations are expected to include organized game-day events and additional programming. The City is currently planning for crowd management, public safety, traffic, security, and first responder access, including close coordination with the RCMP and on-site policing during the event period. District Fire and Rescue Services is participating in FIFA-related meetings with City Fire, and in tabletop exercises with RCMP and West Van police. NSEM is involved in the City's planning efforts, and any activation of the Emergency Operations Centre (if an emergency arises) will be supported by all North Shore municipalities, as required, based on established practices.

CNV's activations are expected to drive additional impacts across the North Shore, such as

- spillover parking and traffic
- increased use of trails, parks, and viewpoints outside the City
- increased service demand in both West Vancouver and the District

Concurrence:

Senior executives have reviewed, contributed and concurred with this report.

Financial Impacts:

There is no funding currently allocated for proactive World Cup-related planning or resourcing. Service response will remain focused on monitoring conditions and addressing issues as they arise within existing resources.

Liability/Risk:

In preparation for FIFA, and as part of broader summer seasonal preparedness, NSEM will be leading refresher training with key municipal staff in the coming weeks to better prepare should an EOC activation be required. An inventory of staff availability is also being prepared to ensure adequate availability and coverage should an emergency arise.

Conclusion:

The District of North Vancouver may experience the indirect effects of hosting a major international event regionally. Under current staffing and budget conditions, the District's

response to any FIFA World Cup-related impacts will be reactive in nature, consistent with established peak-season operations and existing emergency management protocols.

Respectfully submitted,

Carolyn Grafton
Director, Communications and Community Relations

REVIEWED WITH:			
☐ Business and Economic	_____	☐ Finance	_____
☐ Bylaw Services	_____	☒ Fire Services	<u>MD</u>
☐ Clerk's Office	_____	☐ GIS	_____
☐ Climate and Biodiversity	_____	☐ Human Resources	_____
☐ Communications	_____	☒ Integrated Planning	<u>DM</u>
☐ Community Planning	_____	☐ ITS	_____
☐ Development Engineering	_____	☒ Parks	<u>CJ</u>
☐ Development Planning	_____	☐ Real Estate	_____
☒ Eng Infra Services	<u>PC</u>	☐ Review and Compliance	_____
☒ Eng Pub Works	<u>NC</u>	☐ Solicitor	_____
☐ Facilities	_____	☐ Utilities	_____

External Agencies:

☐ Library Board	_____
☐ Museum Archives	and _____
☐ NSEM	_____
☐ NS Health	_____
☐ NVRC	_____
☐ RCMP	_____
☐ Other:	_____

☒ Info Package

Date:


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver INFORMATION REPORT TO COUNCIL

May 19, 2026

Case: PLN2026-00006

File: 08.3060.20/006.26

AUTHOR: Jon Maselli, Development Planner**SUBJECT: 3526 Everglade Place – Virtual Public Information Meeting****REASON FOR REPORT:**

The purpose of this report is to inform Council of an upcoming virtual Public Information Meeting (PIM) for a detailed planning application at 3526 Everglade Place.

SUMMARY:

Steven Bailey and Katie Johnson have applied to redevelop the property at 3526 Everglade Place. The proposal involves the relocation, restoration, and permanent protection of the existing heritage building known as the Perry Residence (designed by Arthur Erickson in 1963 and listed on the District's Community Heritage Register), and the subdivision of the site into three single-family lots. Two new single-family homes are proposed on the two new lots, with the relocated Perry Residence on the third.



To accommodate the proposal, the application requires a Heritage Revitalization Agreement (HRA) and a Heritage Designation Bylaw. A Public Hearing will be required prior to bylaw adoption.

The applicant is holding the required Public Information Meeting (PIM) in a virtual format. The staff report to Council for consideration of the HRA will include a summary of the input received. Council will also receive a copy of all public correspondence collected.

PUBLIC INFORMATION MEETING DETAILS:

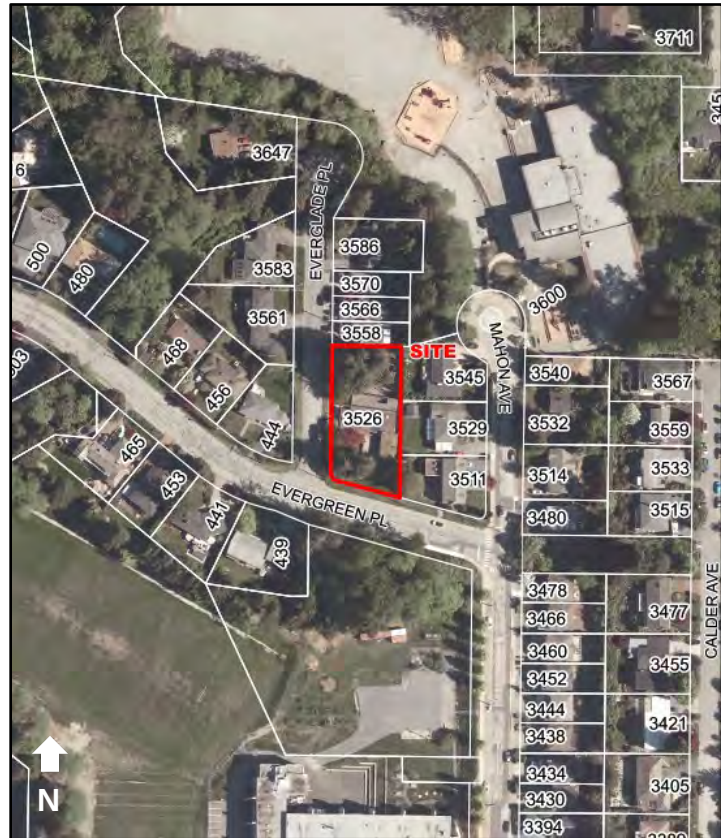
Website will be live for viewing, Q&A, and comments: **June 3 to June 17, 2026**

Web link: www.DNV.org/Public-Meeting

SITE AND SURROUNDING AREA:

The subject site is located on Everglade Place, within a neighbourhood characterized by low-density detached residential development. The site is approximately 1,650 m² (17,800 ft²) in area and is currently occupied by the Perry Residence, a 1963 single-family home designed by architect Arthur Erickson. The home is listed on the District's Community Heritage Register and does not have formal heritage protection. Formal protection would be secured through the proposed Heritage Designation Bylaw.

Surrounding properties consist of single-family homes characteristic of the Delbrook neighbourhood. Braemar Elementary School is located within a five-minute walk to the northeast of the site, and Mountainside Secondary School is located within a five-minute walk to the south. Directly adjacent properties on all sides are single-family residential.



The site is currently designated Residential Level 2: Detached Residential (RES2) in the Official Community Plan, which typically envisions housing up to approximately 0.55 FSR. The site is currently zoned Single-Family Residential Delbrook (RSD) under the Zoning Bylaw.

Under the *Local Government Act*, a Heritage Revitalization Agreement (HRA) is a regulatory tool similar to a rezoning, which can vary uses, heights, densities, and other zoning provisions for the purpose of heritage preservation. An HRA Bylaw is required to accommodate the proposed subdivision and to secure the relocation, retention and restoration of the existing heritage building. The blended density across the three proposed lots is consistent with the RES2 designation, and an OCP amendment is not required.

PROJECT DESCRIPTION:

As part of the Heritage Revitalization Agreement (HRA), the Perry Residence is proposed to be relocated within the property to a newly created southern lot, where it would be restored and permanently protected through a Heritage Designation Bylaw.

The application proposes to subdivide the existing property into three single-family lots:

- **Lot 1:** One new two-storey, three-bedroom single-family home at a proposed Floor Space Ratio (FSR) of approximately 0.78;
- **Lot 2:** One new two-storey, three-bedroom single-family home at a proposed FSR of approximately 0.78; and
- **Lot 3:** The relocated and restored Perry Residence at a proposed FSR of approximately 0.36.

The blended FSR across the three lots is approximately 0.54. Vehicle access and off-street parking for all three homes is proposed via Everglade Place.

The HRA Bylaw would vary the following provisions of the underlying RSD zone to accommodate the proposed subdivision and the relocation of the heritage home: minimum lot area; minimum lot width; minimum lot depth; FSR; building height; building depth; building coverage; and setbacks.

The applicant has submitted a Statement of Significance and a Heritage Conservation and Maintenance Plan, both prepared by a qualified heritage professional. These documents identify the character-defining elements of the Perry Residence and the conservation measures required to preserve them.

FORMAT OF MEETING:

The format of the virtual PIM includes a webpage with details on the application, visual materials (in lieu of display boards), and a short video prepared by the applicant team (in lieu of an in-person presentation).

The virtual PIM will be live for a two-week period, from June 3 to June 17, 2026. During this time, a Q&A function on the webpage will allow staff and the applicant to respond to questions from interested community members. Comments will also be accepted through the webpage during this period.

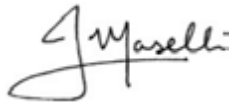
The staff report to Council for consideration of the HRA will include a summary of the input received. Council will also receive a copy of all public correspondence collected.

PUBLIC NOTIFICATION:

In accordance with District's Non-Statutory Public Consultation for Development Applications, the notification for the meeting includes:

1. 94 notification flyers sent to owners and occupants within 100 metres (328 ft) of the site (Attachments 1 and 2);
2. One bi-directional notification sign installed on the subject property along the Evergreen Place frontage (Attachment 3);
3. A newspaper advertisement placed in two editions of the North Shore News (Attachment 4); and
4. Notification sent to the Delbrook Community Association and Norwood/Queens Community Association.

Respectfully submitted,



Jon Maselli
Development Planner

Attachments:

1. Notification Flyer with Process Flowchart
2. Notification Mailout Radius Map
3. Notification Sign and Installation Location
4. Newspaper Advertisement

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 _____	☐ Planning _____	

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ATTACHMENT 1
NOTIFICATION FLYER WITH PROCESS FLOWCHART

NOTICE OF A VIRTUAL PUBLIC INFORMATION MEETING IN YOUR NEIGHBOURHOOD

ARTHUR ERICKSON - PERRY ESTATE

3526 EVERGLADE PLACE, NORTH VANCOUVER

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

ABOUT THE PROPOSAL

We are proposing the preservation and restoration of the Arthur Erickson-designed Perry Residence located at 3526 Everglade Place.

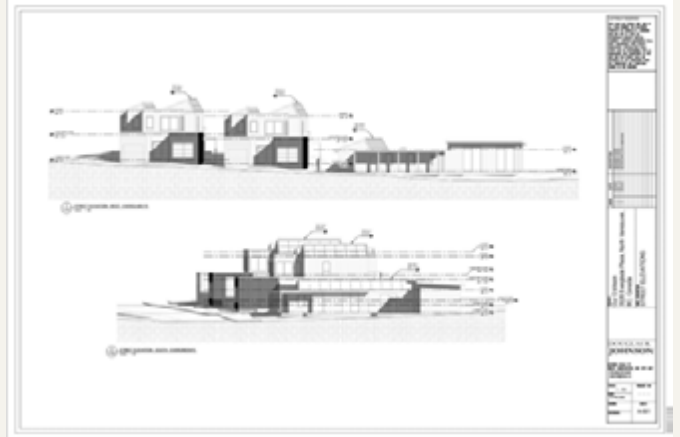
To facilitate this preservation, we have submitted a development application for a Heritage Revitalization Agreement and Subdivision of the existing property into three individual lots.

The heritage home will be relocated to the newly created southern lot, restored, and permanently protected through a Heritage Designation Bylaw. Two new single-family homes are proposed to be constructed on the remaining two northern lots. Vehicle access and off-street parking for all three homes will be provided via Everglade Place.

The home is currently experiencing ongoing deterioration due to water ingress impacting multiple areas of the structure.

Without timely intervention, the home will continue to deteriorate, putting its long-term preservation at serious risk.

This proposal aims to create a viable path to restore and preserve the home.



VIRTUAL PUBLIC INFORMATION MEETING

A two-week public input opportunity will be held through the District of North Vancouver's platform.

This is an opportunity for neighbours to share their feedback and ask questions to the applicant regarding the development proposal.

MEETING DATES

June 3 to June 17, 2026

Please visit www.DNV.org/public-meeting to access the virtual two-week meeting.

IMPORTANT NOTE:

This is not a Public Hearing. No decisions on the proposal will be made at this stage.

FOR MORE INFORMATION, PLEASE CONTACT:

Steven Bailey, Home Owner
steven.bailey818@gmail.com
(604) 362 4547

Jon Maselli, Development Planner
masellij@dnv.org
(604) 990 2411 ext. 7199 **734**

DEVELOPMENT REVIEW PROCESS

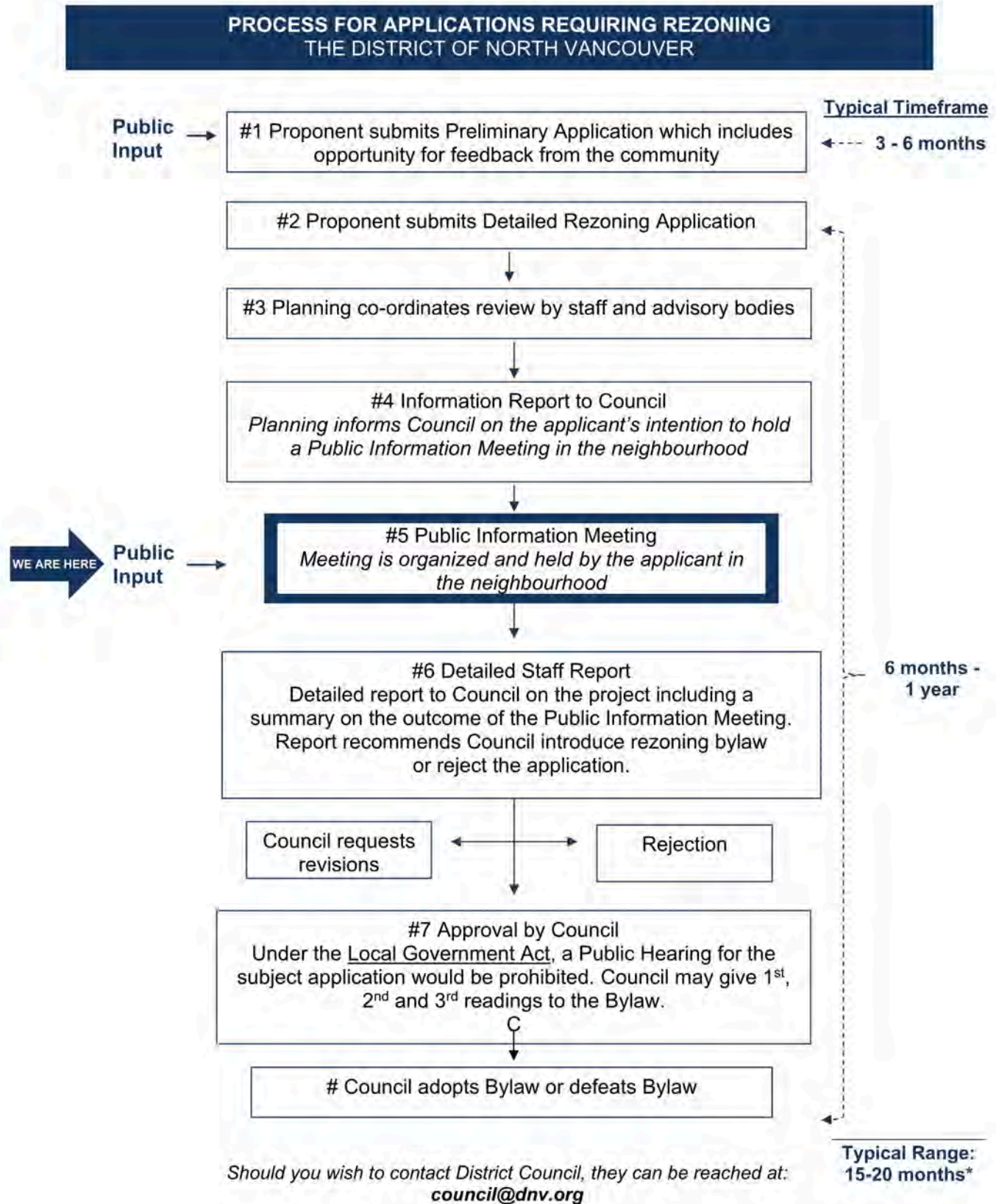
Flowchart provided on next page.

SITE CONTEXT MAP

Map provided on next page.

DEVELOPMENT REVIEW PROCESS FLOWCHART

Note: A Heritage Revitalization Agreement is a regulatory tool that functions as a rezoning and follows the same review process outlined in this flowchart.



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

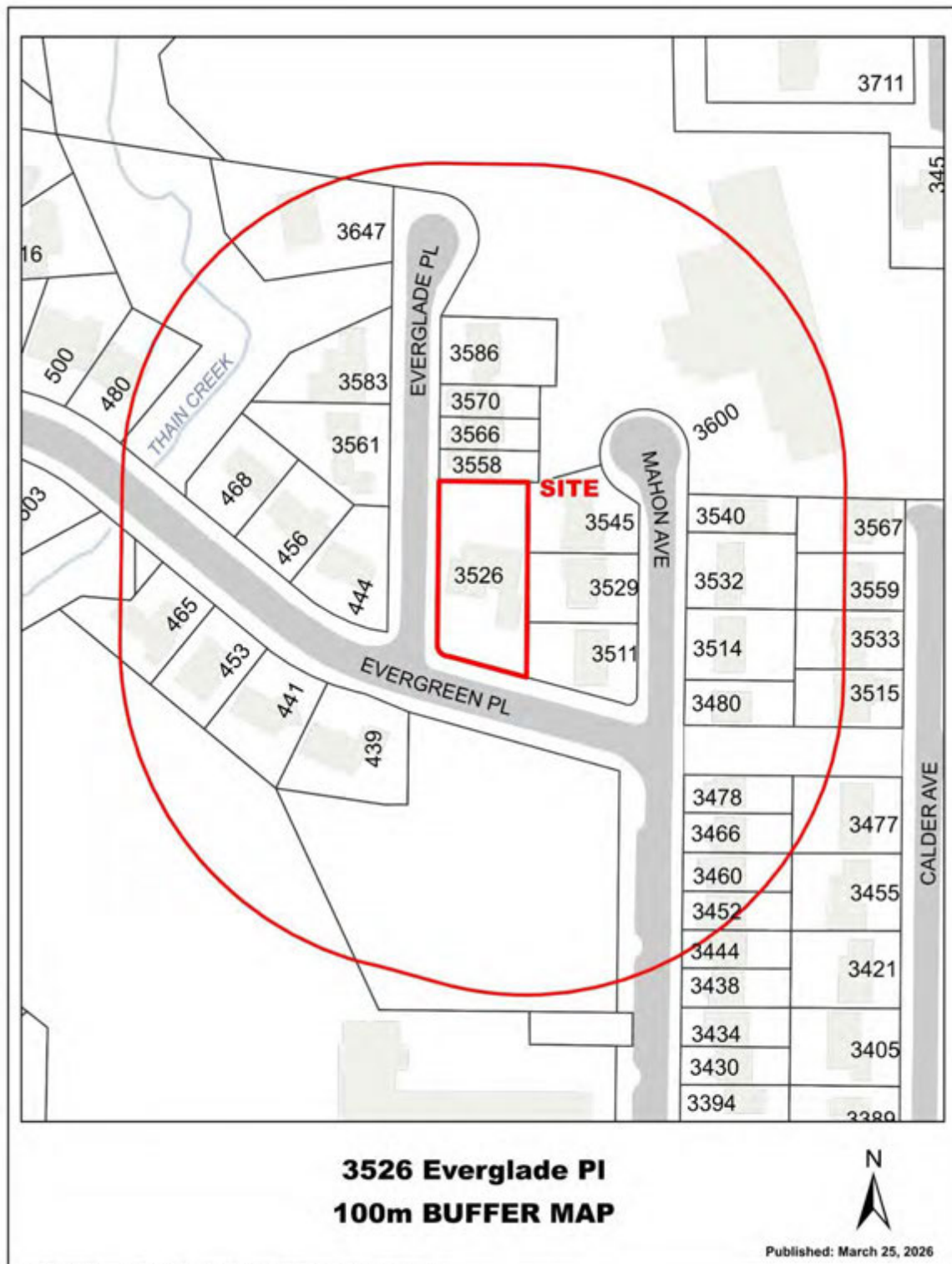
Document: 3181034

SITE CONTEXT MAP



3526 Everglade Place, North Vancouver

ATTACHMENT 2
NOTIFICATION MAILOUT RADIUS MAP



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Development Proposal

Participate virtually
June 3 to June 17 at
DNV.org/public-meeting

Information is preliminary
and subject to change

- 1** Heritage Revitalization Agreement
- 3** single-family lots
- 2** new single-family homes

PUBLIC INFO MEETING

PUBLIC HEARING

739



ATTACHMENT 4
NEWSPAPER ADVERTISEMENT

Development Proposal

PUBLIC INFO MEETING

Participate virtually June 3-17 at [DNV.org/public-meeting](https://dnv.org/public-meeting)

PROPOSAL: 3526 Everglade Place



- 1** Heritage Revitalization Agreement
- 3** single-family lots
- 2** new single-family homes

WE ARE HERE

PUBLIC INFO MEETING

PUBLIC HEARING

Contact: Steven Bailey & Katie Johnson
steven.bailey818@gmail.com, 604-362-4547

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☒ Info Package

Date: May 20, 2026


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver INFORMATION REPORT TO COUNCIL

May 20, 2026

Case: APP2026-00300

AUTHOR: Mina Sami, Development Planner**SUBJECT:** 1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort Development Plan**REASON FOR REPORT:**

The District has received a referral from BC Parks for the “Mt. Seymour Resort - Ski Resort Development Plan” at 1700 Mt. Seymour Road. This report is intended to provide Council with information regarding this plan.

SUMMARY:

BC Parks, the agency responsible for the development and management of provincially owned park lands, has referred the Mt Seymour Resort’s “Mt Seymour Resort - Ski Resort Development Plan” to the District for preliminary review and assessment. The plan includes expanding the resort area and activities to a four-season operation, with increased capacity, services, and infrastructure over the next 60 years.



Location of Mt Seymour Ski Resort and Aerial Image of Current Operations

PROPOSAL:

Mt Seymour Resort is located in the District of North Vancouver, outside its Urban Containment Boundary, and on lands within Mount Seymour Provincial Park. The Ski Resort Development Plan (SRDP) ([Attachment 1](#)) for Mt Seymour Resort describes the proposed transformation of

SUBJECT: 1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort Development Plan

May 20, 2026

Page 2

the current ski resort into a regional, all-season, mountain recreation destination for Metro Vancouver. The SRDP outlines the resort's long-term, phased expansion and its diversification into a mix of year-round mountain and recreation facilities, including enhanced ski terrain, summer activities, overnight accommodations, wellness amenities, shops, cafes, and integrated transportation solutions, accommodating approximately 6,765 guests at peak periods.

The following table highlights key proposed changes over the next 60 years, with actual buildout influenced by market demand and other factors:

Category	Existing Condition	Proposed Condition
Peak Balanced Resort Capacity	2,641 visitors (including 1,700 skiers)	6,765 visitors (including 5,200 skiers) (+156%)
Controlled Recreation Area (CRA)	230 hectares	334 hectares (+45%)
Ski Trails	41	97
Ski Lifts	4	14
Ski Terrain	42 hectares	157 hectares (+270%)
Summer Operations	Eco-adventure camps (July–August), self-guided hiking, sightseeing, and wildlife viewing	Expanded four-season recreational programming including cross-country mountain biking trails, aerial adventure park, zip lines, wildlife viewing, disc golf, events and festivals, via ferrata, skywalk, alpine slide, suspension bridge, and expanded hiking, trail running, and backcountry backpacking opportunities
Parking	823	Approximately 40% increase in parking supply
Gondola	None	Proposed gondola connection (with base at yet to be determined location) and associated infrastructure
Mountain Spa	None	Proposed mountain spa facility (size and capacity to be determined through future detailed design)
Year-round Accommodation	None	Approximately 200 overnight guests/day
Built Floorspace	32,177 sq. ft.	126,595 sq. ft. (+290%)
Annual Potable Water Use	7.8 million litres	19.3 million litres (+147%)
Snowmaking System Water Demand	Not known	Approximately 79 million litres annually
Sewage System	Existing 170 m ³ wastewater treatment plant (WWTP)	Significant upgrade/expansion/replacement of the wastewater treatment system and related infrastructure required to support projected demand
Power Infrastructure	Existing infrastructure servicing current operations	Electrical infrastructure upgrades required to meet current and projected demand

**SUBJECT: 1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort
Development Plan**

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ANALYSIS

The SRDP outlines a long-term vision for an important local ski resort.

This plan has been reviewed with District's internal departments, including Zoning Bylaw Rewrite Project team, Community Planning, Parks Planning, Environmental Protection, Building Inspection, Property Use, Fire Department, Economic Development, and Development Engineering and Engineering Services staff.

It has been assessed against current District policies and bylaws, including but not limited to the Official Community Plan (OCP), the Regional Growth Strategy (Metro 2050), the Parks and Open Spaces Strategic Plan, the Natural Areas Trail Strategy and the Economic Development Strategy.

In summary, staff generally support the long-term vision as outlined in the SRDP. As the north shore continues to grow, its role in regional recreation and conservation will continue to evolve. Staff stress however, that there are signification potential impacts to the District and its residents that must be taken into consideration.

Key impacts include but may not be limited to:

- Transportation impacts associated with increase in guests;
- Utility impacts related to increasing demand for water, sanitary, and stormwater services;
- The potential for increased urbanization and intensification of development outside the Urban Containment Boundary;
- Potential impacts associated with expanded lift-accessed mountain biking, including increased pressure on existing unauthorized trails and the potential for further informal trail development extending into District of North Vancouver lands, particularly on the east side of the mountain;
- Potential impact related to Environmental Development Permit Areas (DPAs), including Slope and Wildfire Hazards, Protection of the Natural Environment, and Streamside Protection, as all development phases are expected to trigger one or more of these requirements; and,
- Potential impact related to wildfire risk, including the need for on-site fire protection measures such as fire suppression equipment and trained resort personnel capable of initiating a limited initial response until Fire Department resources arrive, particularly during extended dry summer periods when wildfire risk is elevated.

Should Mt Seymour seek to obtain permission to connect to the District's municipal services, District staff would evaluate their proposal including policy implications, regulatory requirements, impact assessment, estimated costs and timelines, then seek Council's direction on options

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BC Parks is the lead agency in evaluating the proposal. As a result of a comprehensive public engagement led by BC Parks, including consultation with First Nations and NSEM, additional issues or impacts may be identified.

NEXT STEPS

Staff will be providing District staff's consolidated response to the referral from BC Parks regarding the SRDP.

Should Mt Seymour Resort proceed with components of the SRDP, they are advised to submit a preliminary application, including a complete drawing set, servicing and infrastructure drawings, a transportation study, and professional environmental reports, among other supporting materials, for staff review. This is to enable an assessment of the potential impacts of the proposed expansion into the surrounding area, particularly with respect to the development of outdoor recreation areas and associated accessory uses, provided that such uses do not contribute to increased urbanization outside the Urban Containment Boundary.

PUBLIC CONSULTATION

BC Parks has initiated inter-agency engagement with First Nations and local governments. As part of the ongoing process, BC Parks will lead the upcoming public engagement process from May 26 to June 25. District staff have sought information of a detailed scope of engagement and how BC Parks plans to share engagement results with the District. If this information is forthcoming, staff will update Mayor and Council.

CONCLUSION

The BC Parks referral for the Mt Seymour Ski Resort Development Plan (SRDP) involves the proposed expansion of the resort area and activities to a four-season operation, with increased capacity, services, and infrastructure. It is a long-term vision document at this time.

Staff generally support the plan while emphasizing that local and environmental impacts as well as infrastructure demands must be taken into consideration. Further, if the first phase of a phased development proposal was contemplated, staff recommend that a preliminary application be submitted for District review.

Respectfully submitted,



Mina Sami
Development Planner

Attachments:

**SUBJECT: 1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort
Development Plan**

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1. [Mt. Seymour Resorts Ski Resort Development Plan \(SRDP\)](#)

**SUBJECT: 1700 Mt Seymour Road – BC Parks Referral on Mt Seymour Resort Ski Resort
Development Plan**

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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 _____	

Mt Seymour Resort Ski Resort Development Plan

February 2025



All photos credit of Mt Seymour Resort Ltd., unless otherwise attributed.

Planning for

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TERRITORY ACKNOWLEDGEMENT

Mt Seymour Resort acknowledges that it operates on the unceded territories of the səlilwətał (Tseil-Waututh), Skwxwú7mesh (Squamish), and xʷməθkwəyəm (Musqueam) Nations.



Executive Summary

Introduction

The Ski Resort Development Plan (SRDP) for Mt Seymour Resort (MSR) describes the proposed transformation of this successful ski area into the mountain recreation gateway for Metro Vancouver. The SRDP describes the Resort's phased expansion, its diversification into a mix of high-quality all-season mountain and recreation facilities and attractions in a well-balanced and integrated fashion, and growth into the premiere mountain recreation destination in Metro Vancouver. The SRDP was completed by Brent Harley and Associates Inc. (BHA) with input from Mt Seymour Resort Ltd., BC Parks, Tsleil-Waututh Nation, Squamish Nation, and local stakeholders. The purpose of the SRDP is to provide a conceptual roadmap for the preferred development at Mt Seymour Resort. This development has been designed to improve the quality of the guest experience at MSR in an environmentally and economically sustainable fashion. The SRDP is the foundation from which MSR's vision, goals, and objectives can be achieved.

The Planning Process

In January 2017, Brent Harley and Associates were retained to create a new SRDP to guide the long-term development of MSR. The Resort developed a comprehensive vision for MSR as the foundation for the SRDP, recognizing the strong demand for an accessible, family-oriented, all-season mountain recreation experience on Vancouver's North Shore. BHA then undertook a detailed terrain analysis of the study area, confirming the technical viability of expanding and upgrading the mountain's alpine skiing and snowboarding experience and the development of summer recreational activities. BHA also completed an in-depth analysis of the base area, its size, layout, and orientation. BHA tied these analyses together to create a series of potential development concepts for expanding and upgrading the mountain facilities and amenities in balance and integrating them with an improved base area. The development concepts were refined through collaboration with Mt Seymour Resort Ltd. to arrive at the preferred concept presented in the BHA Ski Resort Development Plan for Mt Seymour Resort.

The Vision

Visioning sessions, led by BHA, established that MSR has a strong reputation as a family-oriented, beginner-friendly resort with the best snow on the North Shore Mountains. The variety of beginner and novice ski terrain and a consistent, deep snowpack have made MSR the place to go for new skiers, young and old.

Building on these positive qualities, Mt Seymour Resort is envisioned as:

Metro Vancouver's starting gate to mountain recreation.

Mt Seymour Resorts Ltd., the owner of Mt Seymour Resort, recognizes that its position within a Provincial Park places it in a unique position within both the ski industry and the parks system. It understands that to realize its vision, it must be aligned with the vision of Mount Seymour Provincial Park.



BC Parks states that their role is:

To protect the legacy of our natural heritage for future generations to enjoy as past generations have.

Mt Seymour Resort Ltd. will work with BC Parks, First Nations, local stakeholders, and members of the public to realize the complementary visions for Mt Seymour Resort and Mount Seymour Provincial Park. To do so, the following goals and objectives guided the creation of the Mt Seymour Resort SRDP.

- Ensure the long-term viability of Mt Seymour Resort by improving existing recreation activities and diversifying recreation activities and facilities through all four seasons.
- Address capacity and access issues related to the ski area and the Provincial Park.
- Resolve Controlled Recreation Area (CRA) boundary conflicts in collaboration with BC Parks and Metro Vancouver.
- Upgrade existing water and sewage systems to meet growing visitation and support the development of snowmaking infrastructure.

Existing Resort

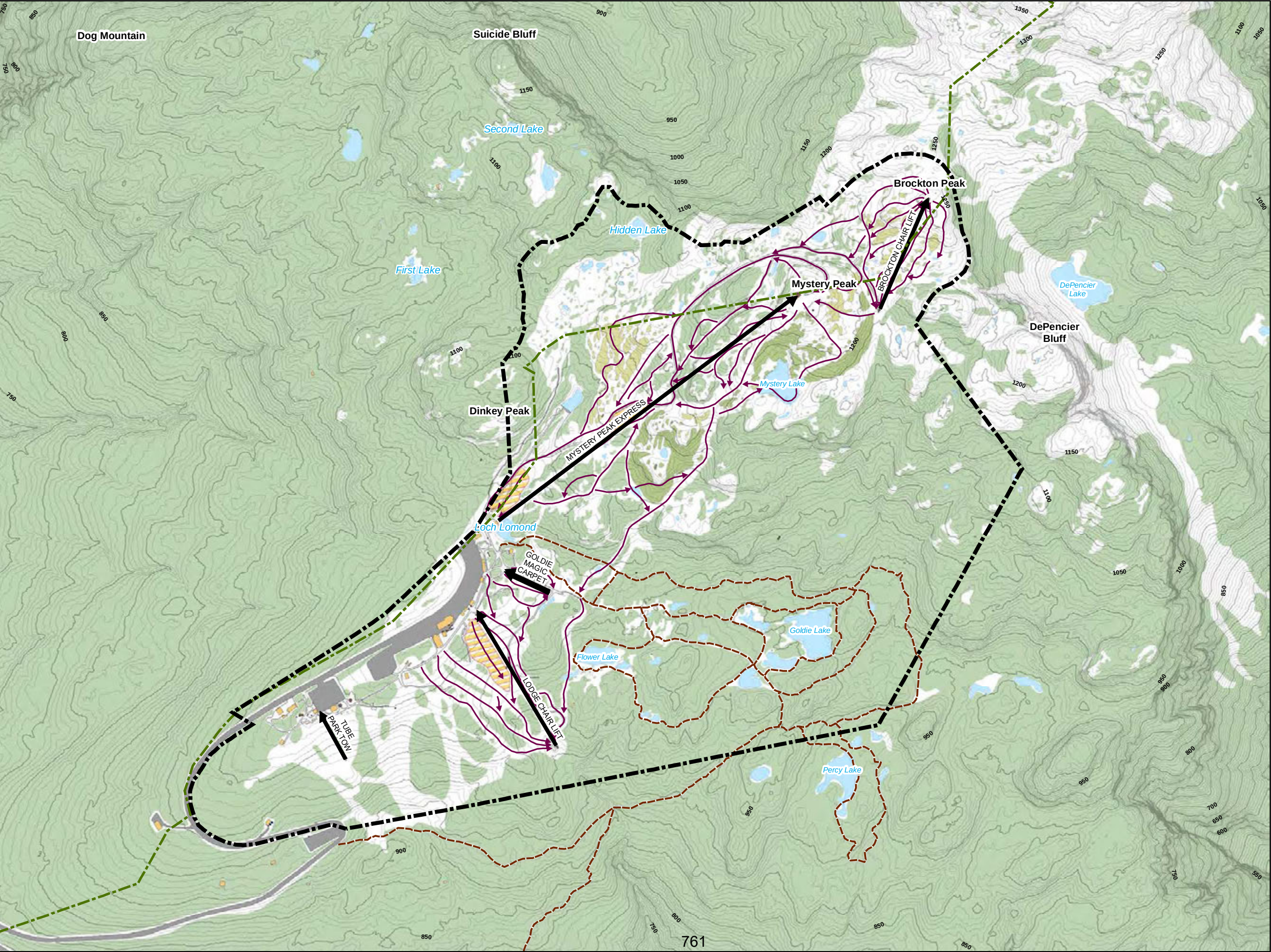
Location

Mt Seymour Resort is located within Mount Seymour Provincial Park in North Vancouver, BC. The Resort sits on the eastern edge of the North Shore Mountains below the peak of Mt. Seymour and overlooks the Metro Vancouver region. It is approximately a 30-minute drive from downtown Vancouver and within a 1.5-hour drive of all areas of Metro Vancouver.

Existing Facilities

Mountain Facilities

The current mountain facilities at Mt Seymour Resort (Figure E-1) consist of 4 lifts servicing 41 trails (plus gladed ski trails and terrain parks) contained within their Controlled Recreation Area (CRA), an area of approximately 230 hectares (570 acres). The CRA area also contains MSR's snowshoe trail network, consisting of 11 trails (5.6 km) and two sliding areas.



Legend

- Mt Seymour CRA
- Mt. Seymour Provincial Park
- Existing Lifts
- Existing Terrain Parks
- Existing Ski Trails
- Existing Snowshoe Trails

Planning by:



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1:10,000

0 100 200 400 Meters

Existing Resort

Figure E-1

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The skiing facilities at MSR have a Peak Comfortable Carrying Capacity (PCCC) of 1,701 skiers¹. The Peak CCC is a measure of the optimum number of skiers who can utilize a resort during its busiest period while being guaranteed a pleasant recreation experience and not causing a decline in the quality of the surrounding environment. Given the high demand for alpine skiing at MSR, its proximity to Metro Vancouver, and its vision for the future, BHA applied the highest acceptable skier densities in its analysis.

The analysis of the existing ski trails found an oversupply of beginner and novice terrain and a lack of intermediate, advanced, and expert terrain. Mt Seymour Resort has committed to addressing this imbalance by developing new ski terrain.

The capacity of the available alpine skiing, additional winter activities (e.g., snowshoeing) and passive visitors resulted in a Peak Balance Resort Capacity (Peak BRC) of 2,641 visitors at MSR. The Peak BRC is the total number of guests the Resort's facilities can accommodate during the busiest period of a day, while respecting the site's environmental limits and preserving a high-quality guest experience. The Peak BRC is the foundation for determining the appropriate scale of base area development (e.g., built space, parking).

Base Area Facilities

The existing base area at Mt Seymour Resort extends along the Lodge Ridge connecting the Mystery Peak Express in the north with the Enquist Lodge in the south. BHA's analysis of these facilities, as they relate to the Peak BRC, found that the amount of built space for ski patrol/first aid and administration is well provided. However, compared to industry standards, space for washrooms, restaurant/dining, rentals, and ski school are underserved. As these are crucial to a positive visitor experience, the SRDP evaluates and illustrates the opportunities to expand or upgrade base area.

Parking

The day-use parking lots at Mt Seymour Resort have a capacity of 823 cars. At full capacity, the parking areas have space for approximately 1,646 guests (based 2 people per vehicle, determined from recent vehicle surveys). Recent experience has shown that parking capacity is insufficient to meet current demand. Through the SRDP, as Mt Seymour Resort expands, parking capacity will expand, additional programs and active management will be employed, and alternative transport options explored to create a balance with the resort's recreation capacity and improve the guest experience.

¹ For simplicity, any reference to skiing in the SRDP implies both skiing and snowboarding.

Site Analysis

The Mountain and the Base

BHA analyzed the physical characteristics of the study area in terms of slope, elevation, and aspect to gain an understanding of the alpine skiing development potential and its capability to support additional all-season resort activities, physically and environmentally. BHA identified several areas that hold significant promise for the upgrade and expansion of winter activities and the development of summer activities. Notably, slopes within the CRA to the southeast of the Mystery Peak Express present a significant opportunity to increase the amount of intermediate and advanced ski terrain. Further, the ski terrain above De Pencier Lake could add a new dimension to the Resort, offering long intermediate ski runs and gladed areas currently lacking at MSR. Finally, the surrounding Mount Seymour Provincial Park offers summer and winter backcountry adventure opportunities, which MSR can support, enhancing the recreation opportunities and promoting Mt Seymour Resort as a wilderness gateway on the North Shore.

Ski Resort Development Plan

The Mt Seymour Resort Ski Resort Development Plan (SRDP) describes the proposed transformation of MSR from a local ski area into a standout all-season regional resort. It is divided into two principal parts – the mountain facilities and the base area facilities.

Mountain Facilities

Mountain facilities are the on-mountain recreation trails, equipment and infrastructure developed to complement the natural landscape and environment in which they are built. They are the tools visitors and guests utilize to enjoy their escape to the mountains. The SRDP defines the proposed facilities that Mt Seymour Resort can support, now and in the future. In the winter, these include ski lifts and trails, snowshoeing, and tubing, while in the summer, opportunities will include hiking, wildlife viewing, zip lining, aerial adventure experiences, and mountain biking, all complemented by year-round glamping, cabin, and spa experiences.

Mountain Facility Goals and Objectives

Winter Season

The primary mountain development goals for MSR as they relate to winter facilities are to:

- Continue to offer terrain that reinforces the diverse needs of families and provides something for everyone, from traditional ski runs to gladed terrain for all ability levels.
- Continue to offer terrain designed to encourage skier skill progression.
- Provide intermediate/entry-level gladed ski trails that are 'feathered' into advanced gladed ski trails, supporting skier skill progression.
- Realize efficiencies within the existing terrain through modifications, upgrades, and infill.
- Continue to upgrade the ski lift system to cater to a high-density family skiing experience.

- Develop exciting new terrain that will inspire the market.
- Preserve, develop, and enhance the ski to/ski from capabilities of the base area.
- Develop a comprehensive snowmaking system utilizing state-of-the-art technologies to ensure a reliable snowpack, especially at lower elevations.
- Improve and expand on-mountain facilities to cater to the diverse needs and expectations of skiers in each area of the mountain.
- Provide exciting and compelling alternative winter activities for guests, such as snowshoeing and tubing, recognizing families' diverse needs and interests.

Summer Season

The primary mountain development goals for MSR as they relate to summer facilities are to:

- Plan for, design, and develop an accessible mountain biking trail system, an aerial adventure park and zip lines unique to Mt Seymour Resort.
- Plan and design various overnight options, from glamping to cabins, that are welcoming and accessible to all and provide a range of wilderness experiences.
- Consider and develop additional recreational opportunities in and around Mt Seymour Resort, including facilities and activities like a via Ferrata, a skywalk, an alpine slide, and a suspension bridge.
- Preserve, enhance, and expand on the trails catering to hiking, trail running, and backcountry backpacking trails staged from Mt Seymour Resort.
- Explore the opportunities to develop additional summer attractions, facilities, festivals, events, and celebrations based out of the Base Area.



Guests heading up Mystery Peak Express after a fresh snowfall.

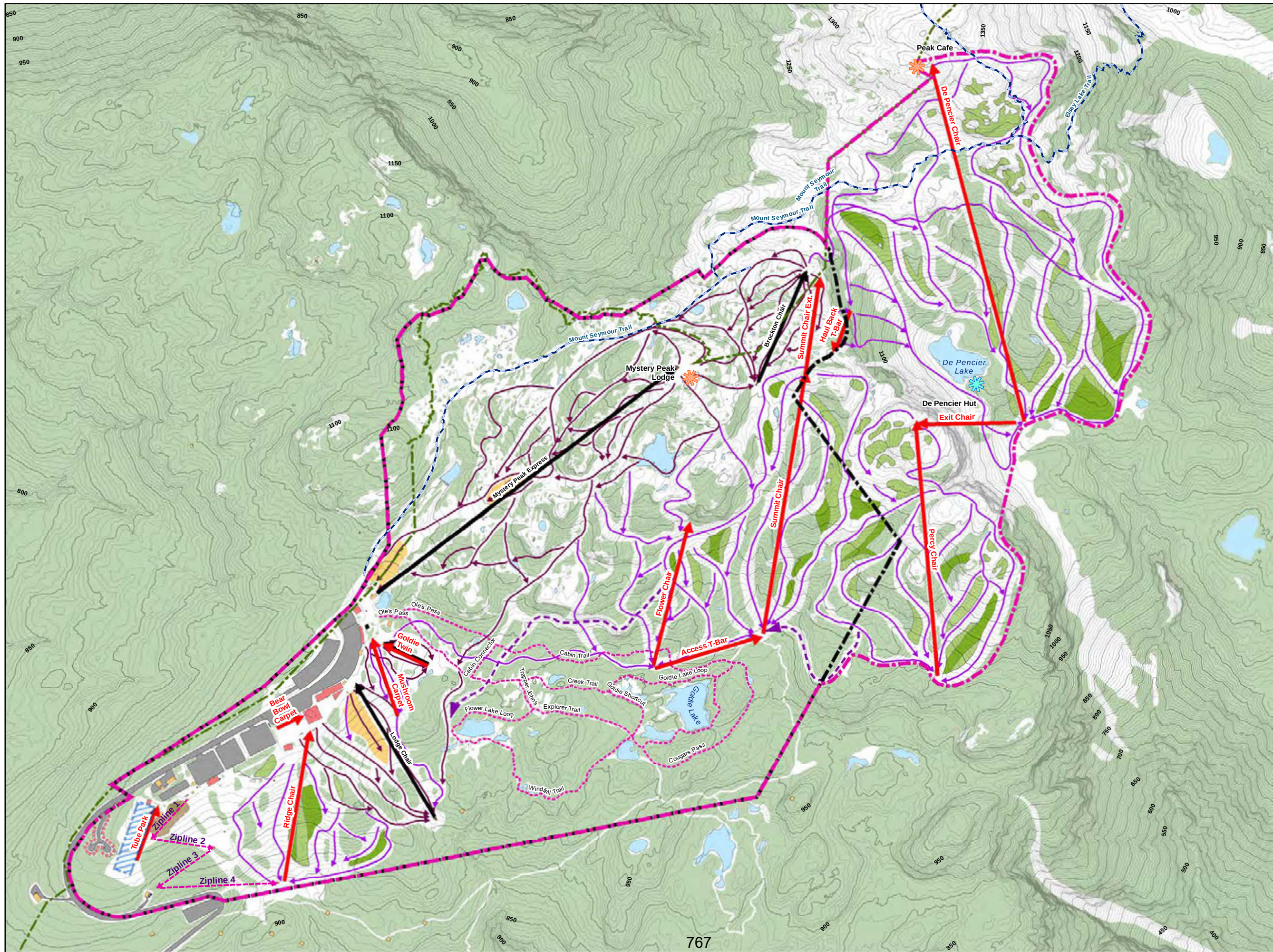
Lift and Trails

At the buildout of the SRDP, Mt Seymour Resort will consist of 14 ski lifts servicing 97 ski trails, plus gladed ski trails and terrain park areas (Figure E-2). Of these, 5 lifts will service existing terrain, 6 lifts will offer access to new areas, and 3 will facilitate skier circulation. This represents an additional 122 hectares (301 acres) of newly developed ski terrain and will bring Mt Seymour Resort's total developed ski terrain to approximately 164 hectares (405 acres). With the planned increases to the intermediate, advanced, and expert terrain, the ski terrain available will more closely align with the distribution of the skier skill classes in the skier marketplace and respond to increasing demand for alpine skiing in the Metro Vancouver region. At buildout, the Peak Comfortable Carrying Capacity, or the number of guests that can be accommodated during the busiest period of the day while ensuring a positive experience and respecting the environmental limits of the landscape, will be approximately 5,200 skiers.

Summer Attractions

Mt Seymour Resort has excellent potential to realize its summer activity goals. The SRDP describes a comprehensive Summer Plan. This includes adding an accessible mountain biking trail network, an expanded hiking network, and wildlife viewing and sightseeing opportunities. Additional summer facilities include the adventure park with zip lines near the Enquist Lodge, and glamping and cabin opportunities. Further, as base area facilities develop, MSR will actively engage in summer-use programming to accommodate festivals, concerts, camps, and weddings.





Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour Existing CRA
- Proposed CRA
- Mt Seymour Provincial Park
- Existing Terrain Parks
- Existing Lifts
- Proposed Lifts
- Proposed Access
- Proposed Ski Runs
- Existing Ski Runs
- Existing Winter Backcountry Access Routes
- Existing Snowshoe Trails

Proposed Buildings

Summer Use Areas

- Aerial Adventure

Winter Activities

- Potential Tube Park

Proposed Glading

- Dense Glading
- Thin Glading

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Planning by:



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Mount Seymour
Resort at
Buildout

Figure E-2

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Peak Balanced Resort Capacity

At buildout, the alpine skiing facilities will have a Peak CCC of approximately 5,200 skiers. The expansion of the snowshoeing and tubing, as well as overnight and passive visitors will add another 1,200 guests for a Peak BRC of approximately 6,400 visitors during the busiest periods.

Base Area Facilities

The proposed improvements and expansion of the base area at MSR have been designed to complement the mountain's attributes and planned on-mountain facilities. Base area projects will be gradually developed, in balance with the creation of additional skiing and associated mountain resort attractions.

Built Space

Built space requirements are driven by the Peak BRC of the Resort's facilities. At buildout, MSR must be able to provide for the needs of approximately 5,200 visitors during its busiest period of the day. The types of built space need to complement the needs and expectations of visitors and will range from amenities such as restaurants, bars, and retail shops to services such as ski school, rental, and day lockers to administrative space needed to manage the resort itself. As Mt Seymour Resort grows in reputation and visitation, these facilities must be expanded and enhanced to meet visitors' expectations. At buildout, the amount and composition of skier-related space will reflect the needs of skiers and visitors, totalling approximately 90,500 ft² of built space. The proposed base facilities will take place within the footprint of the existing base area, parking, and staging area, complemented by select on-mountain cafes and huts. The focus of the upgrades will be to complement and provide for the needs of day-use guests.

Base Area

The proposed improvements and expansions of the base area at MSR have been developed to service and complement the adjacent mountain facilities. When completed, the base area will provide a visitor-centred experience supported by restaurants, a pub, rentals, and guest services. The layout of the core of the base area has been designed to support easy movement to and from mountain facilities, spatially separating visitors from vehicles and parking areas to create an intimate and family-oriented atmosphere with stunning views of the Fraser Valley.

Development Summary

The following table summarizes the key elements and improvements in the Mt Seymour Ski Resort Development Plan.

Mt Seymour Resort SRDP Summary			
	Existing Conditions	Proposed Development	Potential Total Buildout
Controlled Recreation Area (Hectares)	235	99	334
Ski Lifts			
Carpet Lifts	1	2	3
T-Bars	0	2	2
Double Chairs	2	3	5
Triple Chairs	0	0	0
Fixed Quads	0	3	3
Detachable Quads	1	0	1
Total Lifts	4	9	14
Ski Trails	41	56	97
Skiable Terrain (Hectares)	42	115	157
Peak Comfortable Carrying Capacity - CCC	1,701	3,599	5,300
Additional Winter Activities – Capacity			
Snowshoe	200	50	250
Tubing	300	100	400
Glamping/Cabins	0	200	200
Total Additional Capacity	500	350	850
Additional Passive Guests	440	175	615
Peak Balanced Resort Capacity - BRC	2,641	4,124	6,765
Facility-Related Built Spaces (sq. ft.)	32,177	94,419	126,595

Implementation Plan

The resort marketplace, visitation trends, economic conditions, and the priorities of MSR will drive the pace of the implementation of the MSR Ski Resort Development Plan. However, the SRDP identifies a series of short-term implementation priorities to set the Plan in motion. These are:

- Secure approvals and initiate construction of a comprehensive snowmaking system;
- Secure approvals and initiate construction of two new beginner carpets, the Summit Chair and access lifts, and associated ski terrain;
- Develop a mountain bike trail network associated with the Lodge and Goldie lifts;
- Secure approvals and initiate the relocation of the tube park and the development of the adventure park, which will include zip lines;
- Secure approvals and initiate the development of a disc golf course near the Goldie pod;
- Complete the planning, secure approvals, and initiate the development of the glamping, cabins, and spa experience;
- Design and secure approvals to expand the built space in the base area (e.g., 3 Peaks Lodge) to address the needs of guests and staff; and,
- Complete the planning and secure approvals for the realignment and expansion of the parking and drop-off areas.

On a longer timeframe, implementation strategies would include, but are not limited to:

- Pursue the development of new ski terrain (e.g., Percy and De Pencier Chairs).
- Complete the planning and approvals for and construction of on-mountain day lodges (e.g., Mystery Peak Lodge, Peak Café);
- Pursue the development of via Ferratta routes, the Skywalk, and suspension bridge;
- Complete the planning and approvals for an access gondola, connecting the development at the base of the mountain with MSR; and,
- Continue gradually redeveloping the base and staging area, expanding skier services and parking capacity to meet demand.

Each of these planned development components aligns directly with the vision of MSR becoming the all-season mountain recreation gateway for Metro Vancouver.



1 INTRODUCTION

The BHA Ski Resort Development Plan for Mt Seymour Resort has been developed to realize the resort's vision as *Metro Vancouver's starting gate for mountain recreation*, where guests are offered *fun, safe, and enriching experiences*. It builds on Mt Seymour Resort's strong reputation as a fun, family-oriented ski area and recognizes the unique opportunities and responsibilities that come from its location within Mount Seymour Provincial Park.

Initiated in January 2017, the Ski Resort Development Plan planning process developed a clear vision for the Resort. It progressed from an initial analysis of existing facilities and capacities, identifying challenges and opportunities, to a series of preliminary concepts, which were then refined and synthesized into a proposed preferred concept for Mt Seymour Resort.

The Ski Resort Development Plan establishes a clear and well-defined course of action to achieve projects that enhance the existing winter recreation activities, capitalize on the area's all-season recreational potential, and preserve and showcase the significant natural values of the surrounding parkland guided this design process. The preferred resort concept presented in the SRDP achieves this and serves to guide the development of the Resort for the foreseeable future.



1.1 PROJECT OVERVIEW

Mt Seymour Resort is a regional ski resort in North Vancouver, British Columbia, located atop the North Shore Mountains, overlooking the Metro Vancouver region. The BHA Ski Resort Development Plan (SRDP) for Mt Seymour Resort describes an exciting opportunity for the Resort to enhance its winter experience and expand its summer activities. Supporting the all-season mountain development, the existing base area will be transformed to create a mountain village experience designed to cater to the needs and expectations of guests while realizing operational efficiencies.

The SRDP for Mt Seymour Resort describes the planning process, demonstrates the technical analyses, and details the proposed ski area enhancements, summer uses, and base area plans. The overall intent of the SRDP is to reinforce Mt Seymour Resort's well-established reputation as a family-oriented ski area with the best snow on the local Vancouver mountains while providing a blueprint for future improvements. The SRDP will guide the development of a four-season ski area that caters to the growing population of outdoor recreationists in Metro Vancouver while respecting and supporting the ecological integrity of Mount Seymour Provincial Park.

1.2 THE PROPONENT

Mt Seymour Resort (MSR) is owned and operated by Mt Seymour Resorts Ltd., a Vancouver-based family-run organization that prides itself on MSR's welcoming, family-oriented atmosphere. Since 1984, Mt Seymour Resorts Ltd. has invested in developing MSR, revitalizing aging infrastructure, adding base area amenities, and improving the guest experience.

1.3 PLANNING PROCESS

In January 2017, Brent Harley and Associates Inc. (BHA) was engaged to develop the SRDP for Mt Seymour Resort. The SRDP planning process was initiated by inventorying the existing conditions in the ski area. BHA created concepts based on a clear development vision for the future, the characteristics and potential of the terrain, the area's natural attributes, and the history and culture of MSR.

Building upon the opportunities inherent in the local terrain and recognizing the growing market demand in Metro Vancouver for an accessible, family-oriented mountain resort experience, a comprehensive vision for the Resort was created, and detailed conceptual planning was undertaken. BHA and the MSR team identified opportunities and weaknesses of the existing mountain and base area offerings, with the results of this process providing the foundation for the SRDP that will guide the implementation of these all-season plans, both on the mountain and in the base area, well into the future.

BHA carefully reviewed and completed an initial analysis of the mountain's undeveloped potential within a study area centred on MSR's existing Controlled Recreation Area to improve and upgrade the skiing and snowboarding product and fully incorporate summer-use recreation facilities and attractions. The objective was to consider existing developments, opportunities for infill expansion, and expansion into new terrain that would improve the balance of the offering, reflecting changes in the expectations of the guest marketplace.



With the analysis complete, BHA determined the Peak Comfortable Carrying Capacity (CCC) of the existing and potential lift-serviced ski terrain. The cumulative capacity of the attractions - alpine skiing and snowboarding, tubing, and snowshoeing - enabled BHA to determine the resort's peak period capacity. In addition, BHA explored the possibility of diversifying the winter product, differentiating the area from other 'typical' ski areas, and offering various other outdoor activities.

Complementing the winter-oriented development, in support of the goal to transition MSR into an all-season resort, a full range of summer-season recreation activities, including hiking, sightseeing, a learn-to-ride lift-serviced mountain bike trail network, an aerial adventure park, and other summer pursuits, were explored. This would expand the year-round opportunities and the reputation of the Resort as a recreation gateway for Metro Vancouver and support the sustained financial viability and success of the Resort well into the future.

The results of these analyses, the opportunities and constraints facing MSR, were presented and discussed with Mt Seymour Resorts Ltd., BC Parks, the Tsleil-Waututh First Nation, and the Squamish First Nation. These discussions influenced the project's vision, goals, and objectives.

With the vision, goals and objectives defined, BHA undertook a detailed planning exercise, refining and synthesizing the initial concepts through an iterative process into a preferred concept. The preferred concept represents the realization of MSR's vision, goals, and objectives and forms the foundation for the proposed developments at Mt Seymour Resort. It is illustrated and described in detail in Section 4 of the SRDP.

1.4 MT SEYMOUR RESORT VISION, GOALS, AND OBJECTIVES

Mt Seymour Resort's Ambition Statement guided the development of the SRDP:

We exist to create wow experiences in a mountain environment for all skillsets and abilities, all year round.

Invested in the local community and committed to environmental stewardship, we operate from a context of integrity, treating our guests, staff, and stakeholders like part of our family. We are beloved by Vancouverites, both Canadian newcomers and long-time locals alike, and this is demonstrated by our reviews, retention, and our revenue. We have a reputation as the #1 family-owned urban resort in North America, and we've developed innovative processes that have created sufficient capacity to comfortably host a 100% increase in volume.

The Mt Seymour way is about 'we can'. Our team is aligned and empowered to succeed in their roles, whether seasonal or year-round. We are bold and courageous when making decisions that fulfill our purpose, and we are aligned in doing what it takes to get there together.

In support of this Statement, Mt Seymour has made the following commitments:

To First Nations we promise: to maintain mutually beneficial working relationships on your unceded territory

To BC Parks we promise: to go above-and-beyond our operational mandate to support the Park

To the Community we promise: to make the experience of having Mt Seymour in your background a positive one; we will maximize the value of our visitors to your businesses and employ locals as much as possible.

To our Partners we promise: to be bold when establishing our expectations and holding partners and ourselves to account, to mutually succeed.

To our Guests we promise: a safe environment, to treat you like family, and to create exceptional guest experiences. To be honest and keep you up-to-date. To uphold our standards of care.

To our Staff we promise: to treat you like the Seymour family. To be clear on our expectations of you, to be organized, and to ensure you are trained to be successful in your role. A safe and healthy working environment, an opportunity to enjoy the outdoors and have fun.

The expansion and changes contemplated in this plan have been developed to fulfill the Ambition Statement and Commitments. This Ski Resort Development Plan has been designed to further the reputation of MSR as a family-oriented ski area with the best snow on the North Shore Mountains while developing a balanced all-season mountain experience and attracting visitors from across the Metro Vancouver region.

Supporting the stated Vision, Mt Seymour Resort's Goals and Objectives include the following:

- Ensure the long-term viability of Mt Seymour Resort by improving existing recreation activities and diversifying them throughout all four seasons. To that end, MSR will look to:
 - o Incorporate all-season amenities and facilities.
 - o Incorporate non-motorized mechanized recreation opportunities (e.g., mountain biking).
 - o Incorporate on-mountain accommodation.
 - o Expand and improve alpine skiing and snowshoeing opportunities.
- Address capacity and access issues as they relate to the ski area and the Provincial Park
 - o Clarify management responsibilities with BC Parks and Metro Vancouver
 - o Expand parking capacity for resort guests.
 - o Improve and implement alternative transportation strategies to reduce parking capacity requirements, vehicle traffic, and environmental impacts.
 - o Address liability and management issues related to control of the CRA.
- Resolve Controlled Recreation Area (CRA) boundary conflicts with BC Parks and Metro Vancouver
- Support upgrading existing water and sewage systems by BC Parks to meet growing visitation.

1.5 SKI RESORT DEVELOPMENT PLAN GOALS AND OBJECTIVES

The primary goal of this planning process is to create a new Ski Resort Development Plan for MSR that will guide the ongoing development of the Resort. It must reflect the:

- Defined Ambition Statement, Commitments, Goals and Objectives.
- Unique development opportunities at MSR, reinforcing the established resort ambience and experience offered.
- The Resort's unique position within the BC Parks system and the ski industry.
- Changes in the mountain resort marketplace and guest expectations.
- Requirements and expectations of Mt Seymour Resorts Ltd.
- Requirements of BC Parks and the BC Parks Ski Area Policy.

The intent of this project is to:

Create a Ski Resort Development Plan for Mt Seymour Resort that establishes a clear and well-defined course of action to achieve projects that enhance the existing winter recreation activities and capitalize on the area's all-season recreational potential.

Building on this, the goals and objectives of the Ski Resort Development Plan are:

- Distinguish Mt Seymour Resort from other regional ski areas, highlighting the Resort as a special and unique place that complements the environment.
- Define and incorporate the all-season recreation opportunities within the existing Controlled Recreation Area and the surrounding study area.
- Be planned to respect, preserve, and showcase the natural values of the Controlled Recreation Area.
- Optimize development and operational efficiencies.
- Build upon and expand base area amenities to cater to a growing user base.
- Be planned and designed as an economically self-sustaining enterprise.
- Establish a well-defined course of action that successively guides future mountain and base area development.



2 EXISTING RESORT CONTEXT

Located on the doorstep of Metro Vancouver, a region of 2.4 million residents, Mt Seymour Resort (MSR) has seen a rapid growth in visitation in recent years as demand for outdoor recreation experiences has risen. Its proximity to a vibrant outdoor recreation community and its setting within a Provincial Park have led MSR to occupy a unique position within the BC Parks system and the regional skier marketplace. The Resort can blend opportunities for high-quality alpine resort experiences, immersive and authentic wilderness experiences, and the protection and celebration of the surrounding parklands.

Currently, MSR offers downhill skiing and snowboarding, complemented by an ever-popular tube park and snowshoe trail network within a 235-ha Controlled Recreation Area. Skiers can access over 41 ski trails and 4 terrain parks via 4 chairlifts, amounting to 42 ha of skiable terrain. Viewed in relation to the marketplace, MSR has an abundance of novice and beginner terrain but a lack of advanced and expert ski terrain.

Analysis of the existing ski trails and recreation opportunities determined that MSR can comfortably accommodate 1,701 skiers, while popular secondary winter activities, such as snowshoeing and tubing, led to a Peak Balanced Resort Capacity of 2,641 guests per day. Complementing the recreation opportunities available, the base area is well-positioned to meet the needs of day-use guests, offering a restaurant, cafeteria, and pub along with a comprehensive equipment rental service, ski school, and administrative and maintenance facilities. However, there are opportunities to expand the base area facilities and associated parking and operational efficiencies, realize efficiencies in space use, and better connect the Resort to neighbouring municipalities.



2.1 LOCATION & ACCESS

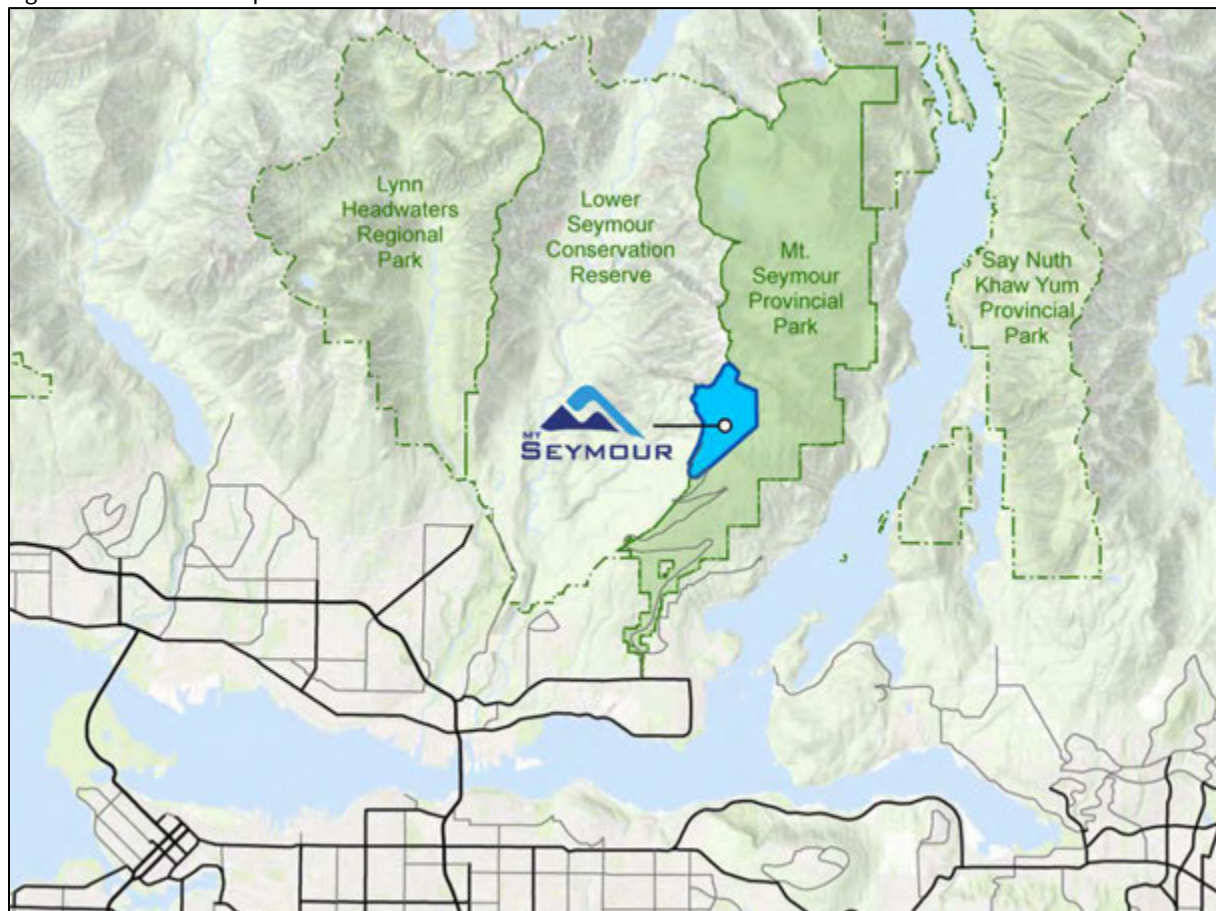
Mt Seymour Resort is located within Mount Seymour Provincial Park in North Vancouver, BC. The Resort sits on the eastern edge of the North Shore Mountains below the peak of Mt. Seymour, overlooking the Metro Vancouver region (Figure 2-1). It is approximately a 30-minute drive from downtown Vancouver and within a 1.5-hour drive of all areas of Metro Vancouver.

Mt Seymour Resort is easily accessible via Mount Seymour Road from the District of North Vancouver. The approximate driving times from representative local municipalities are presented in Table 2-1.

Table 2-1: Drive Times to Mt Seymour Resort

Location	Drive Time (minutes)
North Vancouver, BC	20
Vancouver, BC	45
Surrey, BC	55
Maple Ridge, BC	65

Figure 2-1. Context Map



2.2 REGIONAL CONTEXT

The Metro Vancouver region is home to 2.4 million people dispersed across 21 municipalities, an electoral area, and a Treaty First Nation. It is situated between the Coastal Mountain Range, the Salish Sea, and the border with the United States of America. The area is a gateway for the rest of the Province, with a diversified economy and an ever-growing population.

Metro Vancouver is a major transportation and economic hub for the Province of British Columbia (B.C.). Its close ties to major cities along the Pacific Rim have made the region a focal point for international commerce, acting as a distribution centre for Canadian and international products. The vibrancy of trade has led to a strong, diversified economy that has grown significantly in recent years.

The region has also become a gateway for international travellers. The Province's natural beauty and rich culture have led B.C. to become a premiere destination for travellers seeking cultural, nature-based, or adventure tourism experiences. As tourism has grown, so have the facilities and amenities needed to support their visits.

A strong economy and beautiful natural setting have driven rapid population growth over the past 3 decades. Since 1990, the regional population has grown from 1.6 million people to 2.4 million people, with the population expected to surpass 3 million by 2030². The increase in population has spurred further economic growth, demand for outdoor recreation experiences, and the development of a diverse range of tourism offerings.

2.3 FIRST NATIONS

Mt Seymour Resort resides within the asserted traditional territory of the Tsleil-Waututh, Squamish, and Musqueam First Nations in British Columbia. These Nations have lived in and around what is now called Metro Vancouver for millennia. Mt Seymour Resort has engaged with all the Nations through the SRDP development process, providing early concepts and soliciting feedback on how the SRDP could best address any resulting concerns or potential opportunities.

Over the last several years, Mt Seymour Resort and Tsleil-Waututh Nation have worked together on various projects and programs to strengthen the connection between them and between the Tsleil-Waututh Nation members and the resort area. These activities include a traditional welcoming ceremony at the beginning of each season, the incorporation of Tsleil-Waututh art on resort passes, collaboration on the curriculum for outdoor education programs, support of the Nation's ski and snowboard club, and coordination regarding the investigation of archaeological and cultural values following Tsleil-Waututh Nation protocols.

Mt Seymour Resort is committed to maintaining and strengthening its working relationship with First Nations. It will work with them and BC Parks to preserve traditional use in the CRA, conserve culturally significant sites, integrate their culture and history into the guest experience at MSR, and pursue projects that help achieve the shared goal of sustained prosperity.

² BC Stats (2017). Sub-Provincial Population Projections – P.E.O.P.L.E 2016 (Aug 2016). Retrieved from: <https://www.bcstats.gov.bc.ca/apps/PopulationProjections.aspx>

2.4 REGIONAL RECREATION DEMAND

The demand for outdoor recreation activities has exceeded the recent population growth rate in the Metro Vancouver region. Over the past 20 years, participation in recreational activities in the Metro Vancouver region has increased by approximately 110%³. On average, a resident of Metro Vancouver participates in an outdoor recreation activity 41 times a year, with most activities pursued in the summer (>1 activity per week). These activities are primarily day-use, with visitors seeking experiences within 1.5 hours from home².

As the demand for recreational activities has grown, so has the diversity of experiences being sought. Traditionally, activities that were accessible and presented low barriers to entry have been the most popular². However, interest in skill-demanding activities, such as cycling, skiing, and snowboarding, has significantly increased in recent years².

The future growth of skiing and snowboarding will expand an already large and active skiing community. Metro Vancouver is home to approximately 274,000 skiers⁴, who spend 2.1 million days skiing each year⁵. This equals a third of all days skied in the province of British Columbia annually³ and confirms a strong demand for skiing in the Metro Vancouver region.

2.5 ADJACENT LAND AND RESOURCE USE

Mt Seymour Resort is surrounded by parkland administered by BC Parks, the District of North Vancouver, and the Metro Vancouver Regional District. These areas are used extensively for recreational activities all year round. In the summer, the area offers numerous walking, hiking, and mountain biking trails and opportunities for camping and wildlife viewing, the same time, in the winter, snowshoeing and backcountry skiing are increasingly popular.

Mt Seymour Resort occupies a 235 ha Controlled Recreation Area (CRA) within Mount Seymour Provincial Park. The Park is approximately 3,509 ha, with trails linking lower elevations to local peaks. Say Nuth Khaw Yum Provincial Park, a collaboration between BC Parks and the Tsleil-Waututh First Nation, resides immediately east of Mount Seymour Provincial Park.

The District of North Vancouver manages lands just south of Mount Seymour Provincial Park. This is a major area for mountain biking, hiking, and dog walking in Metro Vancouver. The trail networks here are interconnected with those in the Park and allow visitors to connect to MSR by foot if desired.

On its western side, MSR shares a border with the Lower Seymour Conservation Reserve, which is managed by the Metro Vancouver Regional District. Several hiking trails that originate in Mt Seymour Resort cross over into Metro Vancouver lands, though most local hikers do not distinguish between the two areas.

³ Metro Vancouver & Fraser Valley Regional District (2011). Regional Outdoor Recreation Opportunities Study. Retrieved from: <http://www.metrovancouver.org/services/parks/learn/plans-and-reports/research/Pages/default.aspx>

⁴ Canadian Ski Council (2016). *Stats & Facts: Ski and Snowboard Industry 2014-15*. Retrieved from: <https://www.skicanada.org/wp-content/uploads/2016/.../2014-15-Facts-and-Stats.pdf>

⁵ Assumes 7.5 days skied per skier per year (Canadian Ski Council, 2017).

2.6 PROVINCIAL LEGISLATIVE FRAMEWORK

The terms by which Mt Seymour Resorts Ltd. operates within Mount Seymour Provincial Park are established in its Park Use Permit (PUP). The intent of PUPs is to manage and mitigate the impacts of commercial activity within the parks system and ensure activities align with the goals and objectives of BC Parks and the specific park in question. The PUP for MSR was issued in 1984 for 50 years and has been revised as needed over subsequent years.

In addition to the PUP, development at MSR is guided by the BC Parks Ski Resort Policy. The policy was created as a framework to guide ski resort development within the Provincial Parks and address management concerns not included in other policies or legislation. The Ski Resort Policy calls for the creation of a Ski Resort Development Plan to convey the current state of the resort as well as planned developments or improvements to BC Parks and the broader public. Ski Resort Development Plans illustrate the Resort's recreational benefits to the public, its long-term viability, environmental mitigation measures, how plans align with park management objectives, and reflect stakeholder interests and aspirations. The Ski Resort Policy is applied to decisions on planned ski resort developments or improvements with consideration of the Parks Act, the Park's Class, and Management Plan, as well as the needs of other PUPs within the park.

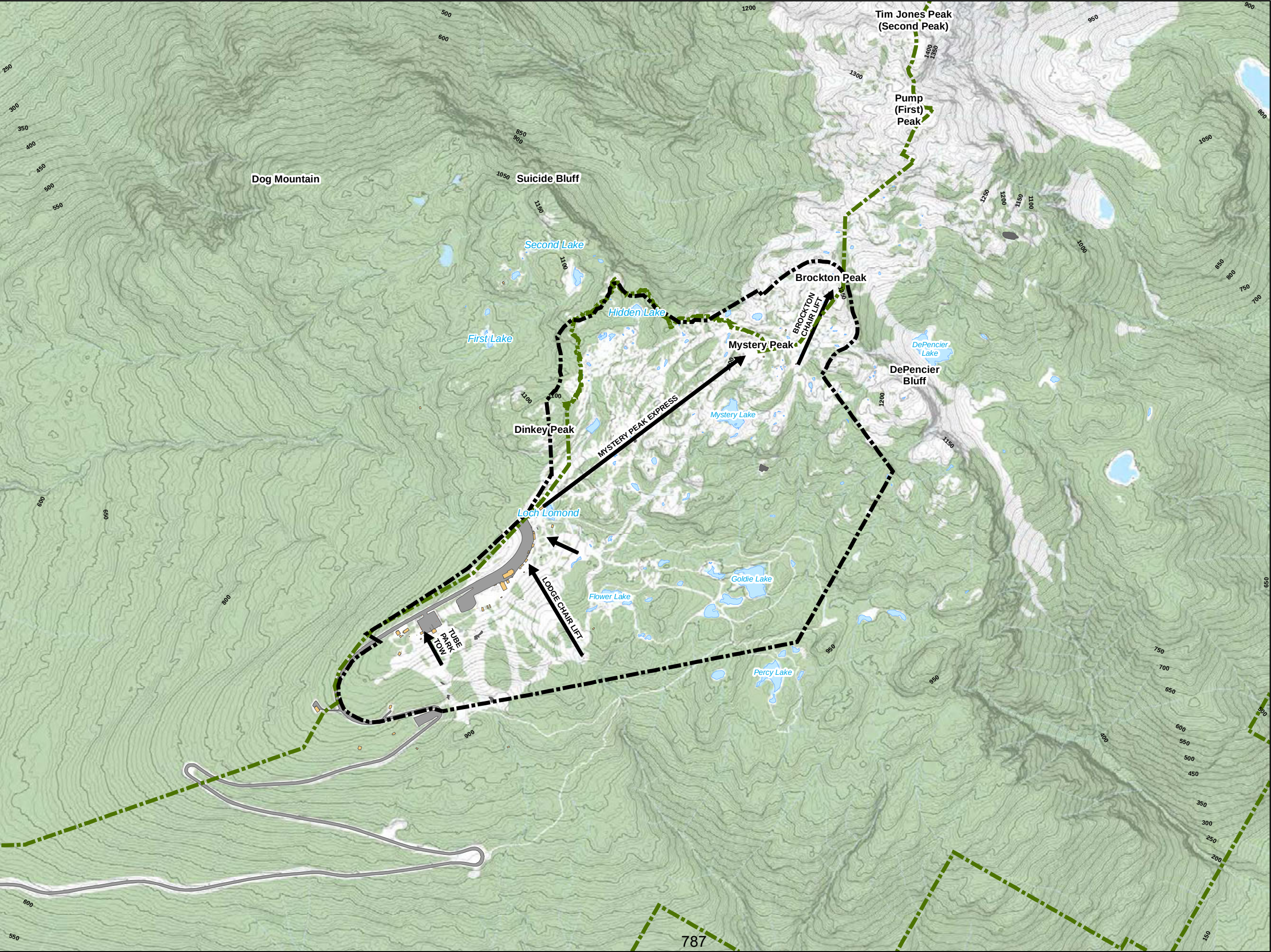
2.7 MT SEYMOUR RESORT STUDY AREA

For the BHA Ski Resort Development Plan for Mt Seymour Resort, the lands surrounding Mt Seymour Resort's Controlled Recreation Area (CRA) have been considered part of the Study Area (Figure 2-2). While not under the authority of Mt Seymour Resorts Ltd, it was important to consider adjacent land use and contextual factors that may influence the future direction of MSR.

Within the BC Parks system, a Controlled Recreation Area refers to an area within which the resort owner/operator controls use and access as per their Park Use Permit to facilitate the continued viability of the resort and the provision of high-quality recreation experiences for the people of British Columbia. In the case of Mt Seymour Resort, the lands outside their CRA are managed by BC Parks or the Metro Vancouver Regional District.

There are two ongoing issues centred on the CRA: the delineation of management responsibilities and its physical extent. Currently, MSR has been left responsible for members of the public crossing through the CRA and the efforts needed to ensure adequate provision of facilities and elements of their safety and enjoyment. This lies beyond the scope of their Park Use Permit and has placed additional strain on operational resources. Through the SRDP, MSR will look to define and clarify management roles and responsibilities to better serve resort guests and park users.

Second, the alignment of the CRA boundary under the terms of MSR's current Park Use Permit extends beyond the park boundaries into lands managed by the Metro Vancouver Regional District. The overlap between jurisdictions has created confusion and complications for all sides, ultimately limiting the effective use of lands within the CRA. Accordingly, parallel with the approval of the SRDP, the boundaries of the CRA, Provincial Park, and Metro Vancouver lands should be aligned.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour CRA
- Mt. Seymour Provincial Park
- Existing Lifts
- Existing Vegetation
- Lakes

Planning by:



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Mt Seymour
Study Area

Figure 2-2

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2.8 HISTORIC CONTEXT

The history of MSR is interwoven with the history of skiing on the North Shore Mountains. In the early 1900s, pioneer skiers would make the trip over to the slopes of Mt. Seymour from Vancouver. The great ski terrain they found led them to develop ski cabins through the 1920s and 1930s, giving rise to the first commercial ski operations on Mt. Seymour in the late 1930s. At the same time, residents recognized the ecological and recreational value of the area, and Mount Seymour Provincial Park was created in 1936 to preserve these values for generations to come.

Over the following decades, the area's popularity grew and was supported by terrain improvements, the installation of the first permanent ski lifts and base area amenities, and the completion of a public paved road in 1973. This period of development and expansion was carried out while the Province of British Columbia owned the ski area. In 1984, the Provincial Government sought to divest itself of the ski resorts operating in Provincial Parks. The Woods family purchased the ski area infrastructure at Mount Seymour Provincial Park and signed a 50-year PUP intending to create a family-oriented skiing experience true to the skiing history and culture of Mount Seymour.

2.9 ENVIRONMENTAL CONTEXT

2.9.1 ENVIRONMENTAL SETTING

Mt Seymour Resort resides within the Pacific Ranges Ecoregion and Southern Pacific Ranges Ecoregion. The Resort contains areas of the Coastal Western Hemlock biogeoclimatic zone characterized by biologically rich, temperate rainforests and the drier, hardier Mountain Hemlock biogeoclimatic zone at higher elevations (>1,000m). Stands of old-growth forests still exist in pockets within the CRA, and valuable wetland habitat populates the subalpine area.

Table 2-2. Biogeoclimatic Zones in Mt Seymour Resort

Biogeoclimatic Zone	Subzone	Label	Area (ha)
Coastal Western Hemlock	Very Wet Maritime	CWH vm 2	128.7
Mountain Hemlock	Moist Maritime	MH mm 1	101.9

2.9.2 CLIMATE AND WEATHER

Using data collected on-site and weather models, BHA calculated that MSR has a mean annual temperature of 5.7°C, with seasonal averages ranging from -2.7°C to 17.2°C. Winter temperatures (December to February) range from -4.5°C to 2.3°C, while summer temperatures (June to August) range from 6.9°C to 17.8°C.

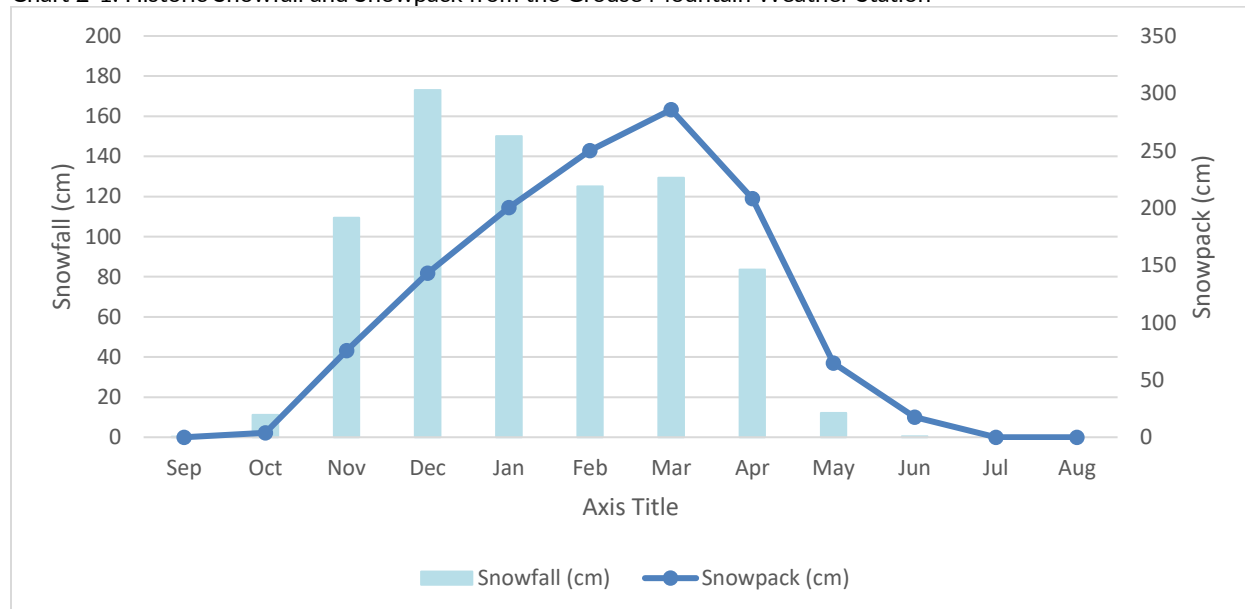
These temperatures align with historical weather data from the Grouse Mountain Weather Station (Table 2-3). The weather station is located approximately 10 kilometres west of MSR, at an elevation of 1,103m. As detailed in Table 2-3, the mean annual temperature at the Grouse Mountain site is 5.4°C, with seasonal averages ranging from -0.5°C to 13.8°C. Like MSR, winter temperatures range from -2.8°C to 2.5°C, while summer temperatures range from 6.3°C to 17.5°C.

Table 2-3. Historical Weather Data (1976 – 2006) – Grouse Mountain Weather Station (1,103m)

Month	Mean Max Temp (°C)	Mean Min Temp (°C)	Mean Temp (°C)	Total Rain (mm)	Total Snow (cm)	Total Precip. (mm)	Snowpack (cm)
Jan	1.7	-2.8	-0.5	139.3	150.1	290.0	200.4
Feb	2.5	-2.6	-0.1	97.1	125.0	214.3	250.1
Mar	3.4	-1.7	0.9	83.9	129.3	209.6	285.8
Apr	6.7	0.4	3.5	73.8	83.6	158.9	208.2
May	10.0	3.4	6.7	153.3	12.1	164.9	64.8
Jun	13.3	6.3	9.9	155.7	0.4	156.0	17.5
Jul	17.1	9.4	13.2	94.8	0.0	94.8	0.0
Aug	17.5	10.2	13.8	114.6	0.0	114.6	0.0
Sep	14.5	7.8	11.2	160.6	0.2	160.8	0.0
Oct	8.6	3.3	6.0	267.3	11.2	278.9	3.8
Nov	3.4	-1.0	1.2	294.3	109.4	396.0	75.7
Dec	1.3	-3.1	-1.0	134.4	173.1	305.2	143.1
Average	8.3	2.5	5.4	-	-	-	-
Total	-	-	-	1,769.1	794.5	2,544.0	-

Overall, annual precipitation at MSR (2,440 mm) is comparable to other mountains along the North Shore (Grouse Mountain - 2,544 mm, Hollyburn Ridge – 2,593 mm). During winter, approximately 75% of this precipitation falls as snow. On average, each year, MSR receives more than 725 cm of snowfall. This allows MSR to maintain a snowpack of approximately 255 cm throughout the ski season. Referencing historical weather data from the weather station, the area receives significant snowfall between November and April, with a snowpack suitable for skiing extending from the end of November to the end of April (approx. 140 days). Historic snowfall and snowpack data from the Grouse Mountain Weather Station are presented in Chart 2-1.

Chart 2-1. Historic Snowfall and Snowpack from the Grouse Mountain Weather Station



The local topography has a strong influence on temperatures and precipitation. MSR's position on the North Shore Mountains, adjacent to the Pacific Ocean, results in masses of warmer, moist air moving in from the ocean. This leads to warmer average temperatures relative to ski resorts found further inland. Additionally, the North Shore Mountains force this warmer, wet air up, which in turn causes the air mass to cool and results in significant levels of precipitation.

2.9.3 WILDLIFE

Mount Seymour Provincial Park was created partly to preserve the area's rich biodiversity for future generations. The area is home to several large mammals and a rich diversity of birds, including the Canada jay and the Steller's jay. A selection of the species found in Mount Seymour Provincial Park is listed in Table 2-4.

Table 2-4. Species Found at Mount Seymour Ski Resort

Common Name	Scientific Name
Mammals	
Coyote	<i>Canis latrans</i>
Black-Tail Deer	<i>Odocoileus hemionus</i>
Black Bear	<i>Ursus americanus</i>
Bobcat	<i>Lynx rufus</i>
Douglas Squirrel	<i>Tamiasciurus douglasii</i>
Pine Marten	<i>Martes americana</i>
Birds	
Canada (Grey) Jay	<i>Perisoreus canadensis</i>
Common Raven	<i>Corvus corax</i>
Stellar's Jay	<i>Cyanocitta stelleri</i>
Black-Capped Chickadee	<i>Poecile atricapillus</i>
Golden-Crowned Kinglet	<i>Regulus satrapa</i>
Red-Breasted Sapsucker	<i>Sphyrapicus ruber</i>
Sooty Grouse	<i>Dendragapus fuliginosus</i>
Pine Siskin	<i>Spinus pinus</i>

2.9.4 SENSITIVE AND ENDANGERED SPECIES

Critical habitat for the Marbled murrelet, *Brachyramphus marmoratus*, has been identified at lower elevations below MSR. The Marbled murrelet is a blue-listed species in BC and registered as Threatened under the Species at Risk Act. While no occurrences have been noted and no potential habitat has been found within the CRA, MSR will work with BC Parks to ensure all sensitive or endangered species in the area are protected and preserved.



2.10 EXISTING MOUNTAIN FACILITIES

2.10.1 INTRODUCTION

The primary winter attractions at MSR are the lift-serviced alpine skiing and snowboarding. Snowshoeing and tubing are secondary attractions, complementing the Resort's offering. In the summer, MSR offers eco-adventure camps for youth, and the area is open to the public for hiking, sightseeing, and wildlife viewing.

The following section describes Mt Seymour Resort in its current configuration. Below, the existing skier capacity, the existing distribution of ski terrain in relation to the skier marketplace, the balance between uphill and downhill capacity, and the capacity of secondary winter and summer activities are detailed and discussed.

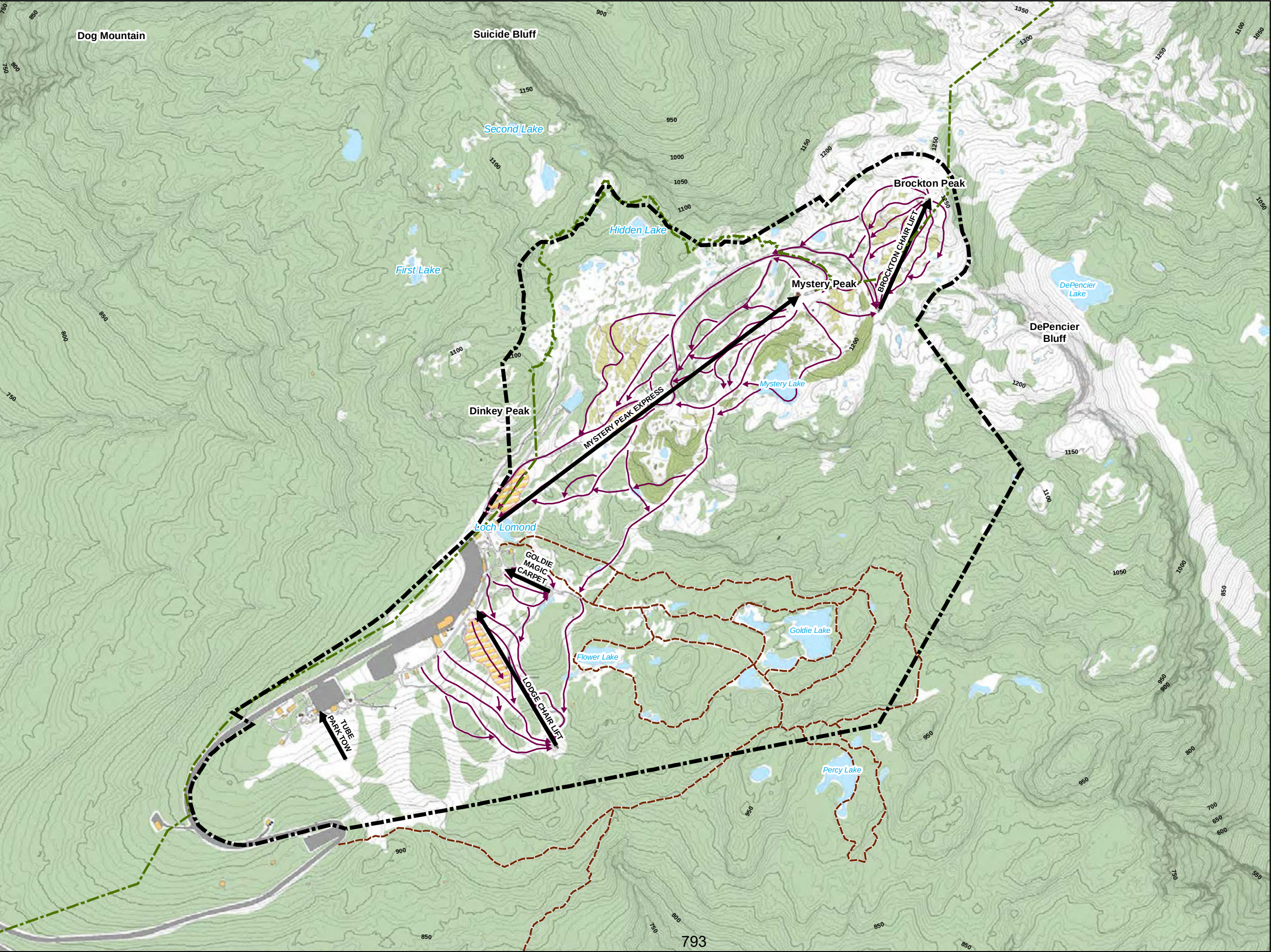
2.10.2 SKIING AND SNOWBOARDING

The existing lift-serviced mountain facilities comprise 4 ski lifts that access 41 ski trails over approximately 42 hectares (103 acres) (Figure 2-3a, 2-3b, 2-3c). Skiing and snowboarding are offered on the predominantly southern-facing slopes of Brockton and Mystery Peak and depend entirely on natural snowfall. These facilities have a Peak Comfortable Carrying Capacity (CCC) of approximately 1,701 skiers/boarders.

Peak Comfortable Carrying Capacity (Peak CCC) the optimum number of skiers/snowboarders who can utilize the resort during the busiest period of the day while being guaranteed a pleasant recreational experience without causing a decline in the quality of the environment. At MSR, visitation throughout the day typically occurs in three waves – morning, afternoon, and evening – with guests spending an average of 4 hours skiing. The capacity of the lifts, trails, and facilities at MSR must be aligned with the busiest of these periods. At MSR, the morning period has typically been the busiest, followed closely by the afternoon, with the evening typically being the least busy. As such, Peak CCC is set by the visitation experienced in the morning at MSR.

The Peak CCC of a lift-serviced resort results from analyzing and comparing its Uphill CCC and Downhill CCC for that period. The uphill capacity is a function of ski lift characteristics, the length of the guest's visit, and access. The downhill capacity is a function of the skiable area and acceptable skier densities defined by the skier skill class and the resort's target market. Ideally, Uphill and Downhill CCC are in balance for each chairlift and the entire resort, though this is rarely achieved. As such, the Peak CCC for the Resort is determined as the lower of Uphill CCC and Downhill CCC to ensure that both thresholds are respected, and the guest experience is never compromised.

The estimation of the Peak CCC is the most important planning criterion for a resort. Based on the proper identification of the mountain's true capacity, all other related skier service facilities, such as restaurants, retail outlets, guest services, and parking can be planned.



- Legend**
-  Mt Seymour CRA
 -  Mt. Seymour Provincial Park
 -  Existing Lifts
 -  Existing Terrain Parks
 -  Existing Ski Trails
 -  Existing Snowshoe Trails

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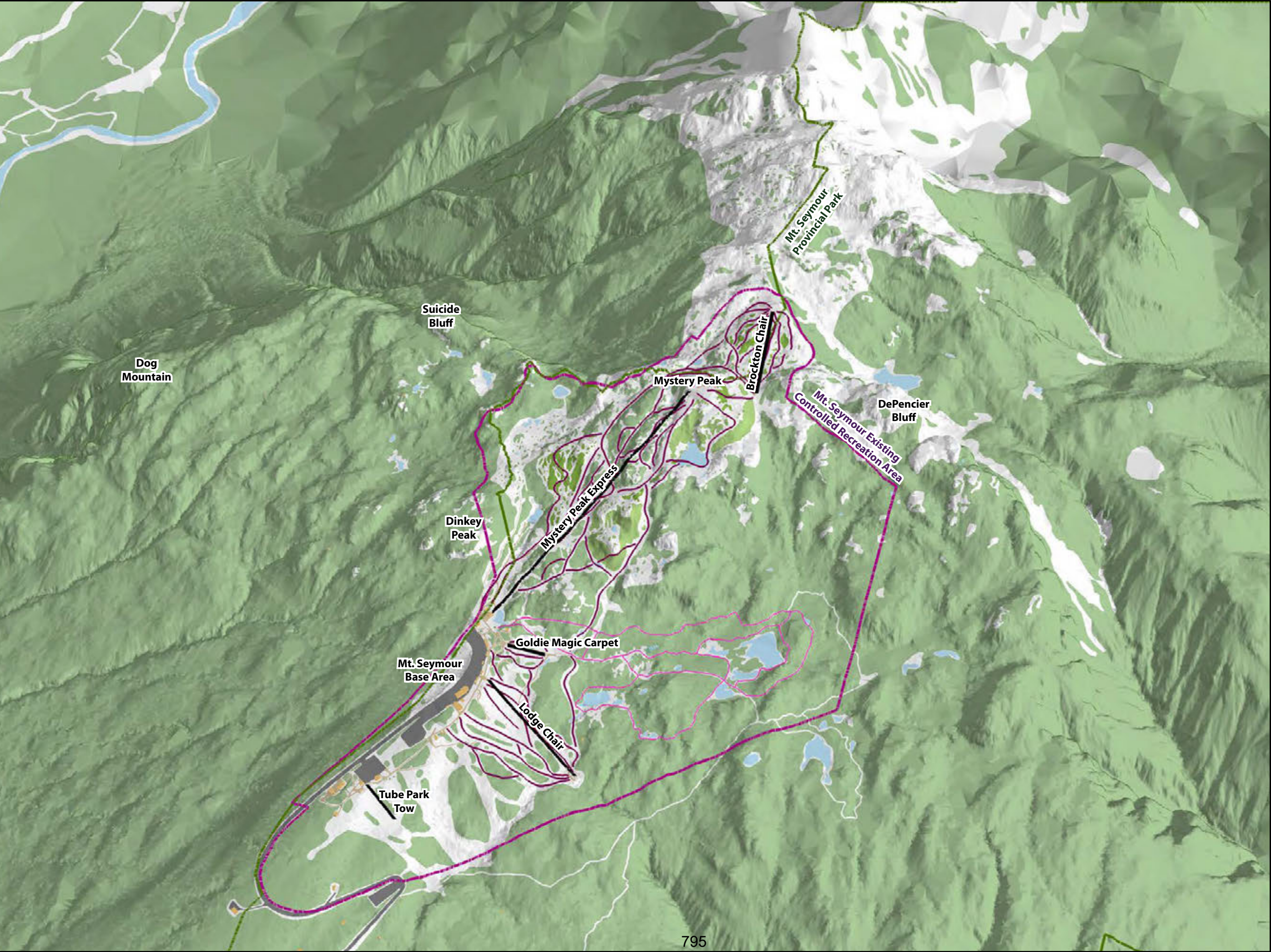
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Existing Resort

Figure 2-3

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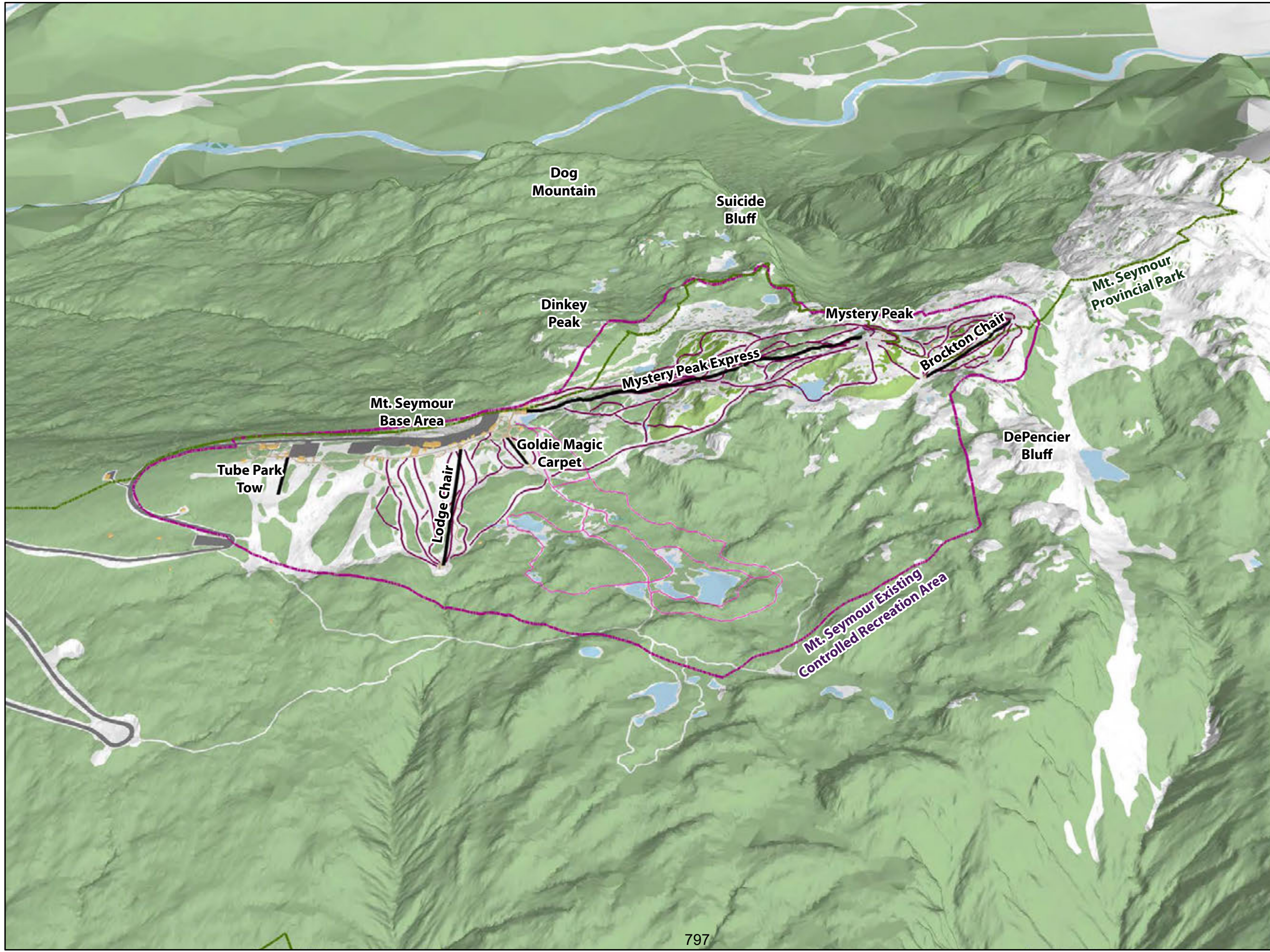
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Existing Resort
3D View

Figure 2-3b

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Mt. Seymour Resort
Resort Development Plan
2024

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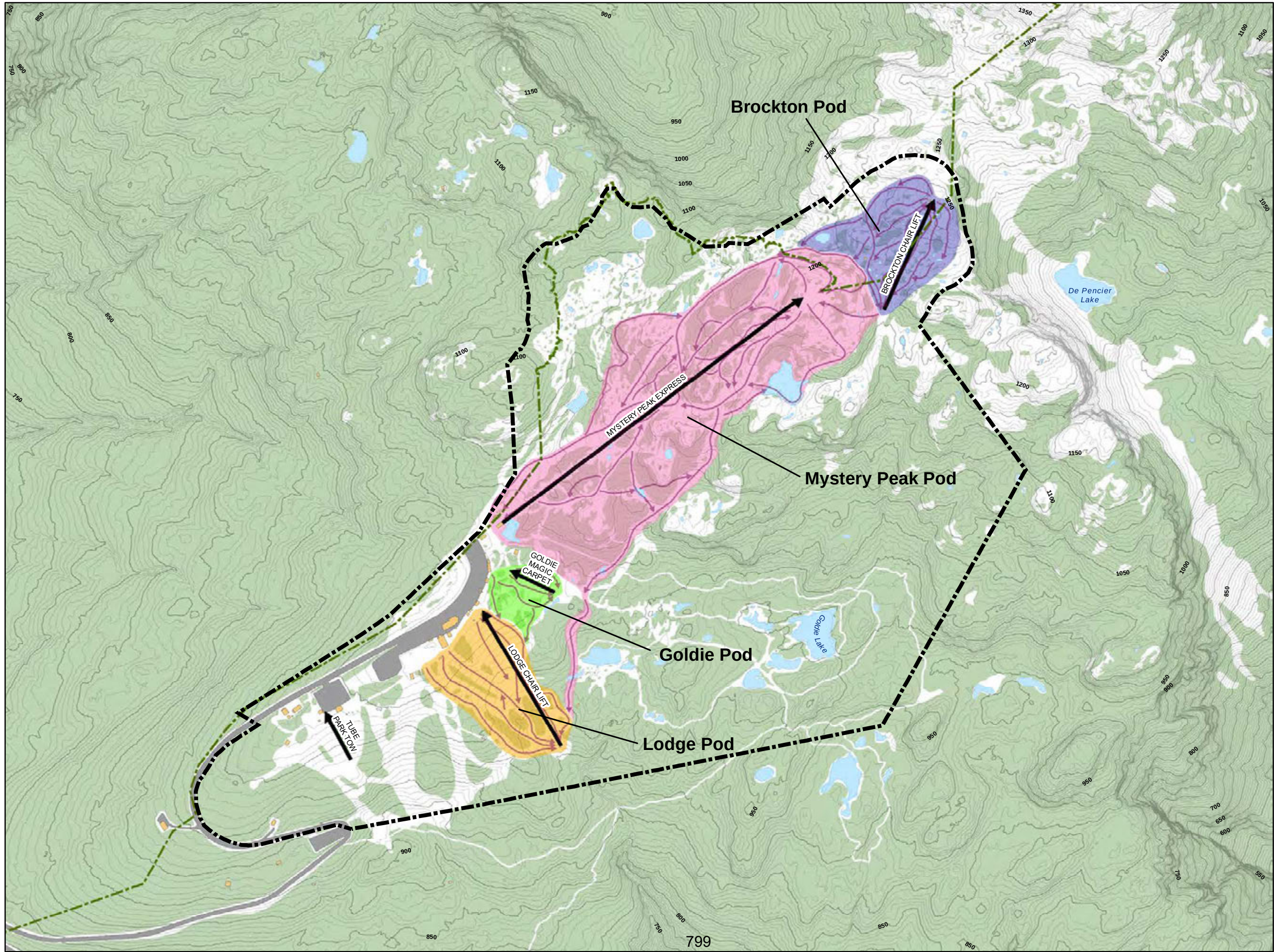
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Existing Resort
3D View

Figure 2-3c

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Mt. Seymour Resort
Resort Development Plan
2024

Legend

Mt Seymour CRA

Mt. Seymour
Provincial Park

Existing Lifts

Existing Ski Pods

Brockton Pod

Goldie Pod

Lodge Pod

Mystery Peak Pod

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Meters

Existing Ski Pods

Figure 2-4

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2.10.3 EXISTING UPHILL CAPACITY

Mt Seymour Resort has 4 uphill conveyances, including 1 high-speed quad chairlift, 2 fixed-grip quad chairlifts, 1 double chairlift, and 1 carpet lift. In addition, the Resort runs a magic carpet to service the tube park, but this is not considered in Uphill CCC calculations as it does not service skiers.

The Uphill CCC for each lift is calculated by considering the vertical serviced, the lift capacity, the typical length of a guest visit (4 hrs), the lift loading efficiency, access reduction and the vertical skier demand as determined by the mix of skier types using the lift. The cumulative Uphill CCC for each lift yields the total Uphill CCC for the resort.

The ski lifts at MSR have a peak period uphill capacity of approximately 1,715 skiers. Figure 2-4 and Table 2-5 illustrate and specify the existing chairlifts at MSR.

Table 2-5. Summary of Uphill CCC

Lift Name	Lift Type	Vertical Drop (m)	Slope Length (m)	Hourly Capacity (Theor.)	Hourly Capacity (Actual)	Weighted Vertical Demand	Loading Efficiency	Guest Visit (hrs)	Access Reduction	Uphill CCC
Brockton Chair	D	75	341	1,200	1,200	1,938	95%	4	0%	176
Goldie Magic Carpet	MC	31	129	1,500	1,500	844	80%	4	0%	176
Mystery Peak Express	D4C	205	1,072	2,200	1,800	1,451	85%	4	1%	902
Lodge Chair	D	86	433	2,000	1,600	1,078	90%	4	0%	460
Total			1,975	6,900	6,100					1,715

2.10.4 EXISTING DOWNHILL CAPACITY

Mt Seymour Resort offers 41 ski trails, several gladed areas, and four terrain parks amounting to over 42 ha of skiable terrain. Of these, 13 trails and all four terrain parks are open until 9 p.m. every day for night skiing.

To accurately analyze MSR's downhill capacity, BHA created a detailed 3D terrain model of the study area. The existing trail network was overlaid onto a 5-metre contour topographic mapping and organized into groups of trails or 'pods' associated with each ski lift. Trails that cross into one or more pod areas are generally associated with the lift at which they return. Some ski pods may be associated with one or more lifts depending on the flow and layout of the mountain.

With the network of existing ski trails assembled by ski pod, BHA categorized the existing ski trails by skier ability level. The North American standard for classifying ski trails is easiest (green circle), more difficult (blue square), and most difficult (black diamond). BHA further classified the existing ski trails based on the criteria detailed in the BC All Season Resort Guidelines (ASRG) (Table 2-6).

Table 2-6: Ski Trail Classification by Gradient

Skill Class	Range of Acceptable Gradients (%)
Beginner	8 - 15
Novice	15 - 25
Low Intermediate	25 - 35
Intermediate	35 - 45
Advanced	45 - 60
Expert	60 - 80
Extreme	80+

A detailed list of the existing ski runs at MSR is presented in Table 2-7, and Figure 2-5 illustrates the existing ski trails inventory at MSR. It is worth noting that the classification of the ski trails using the ASRG criteria may differ from the ski trail classification applied by MSR. To ensure consistency with the broader ski industry and skier marketplace, BHA utilizes the ASRG criteria for the ski trail analysis.



Table 2-7. Existing Ski Trail Network

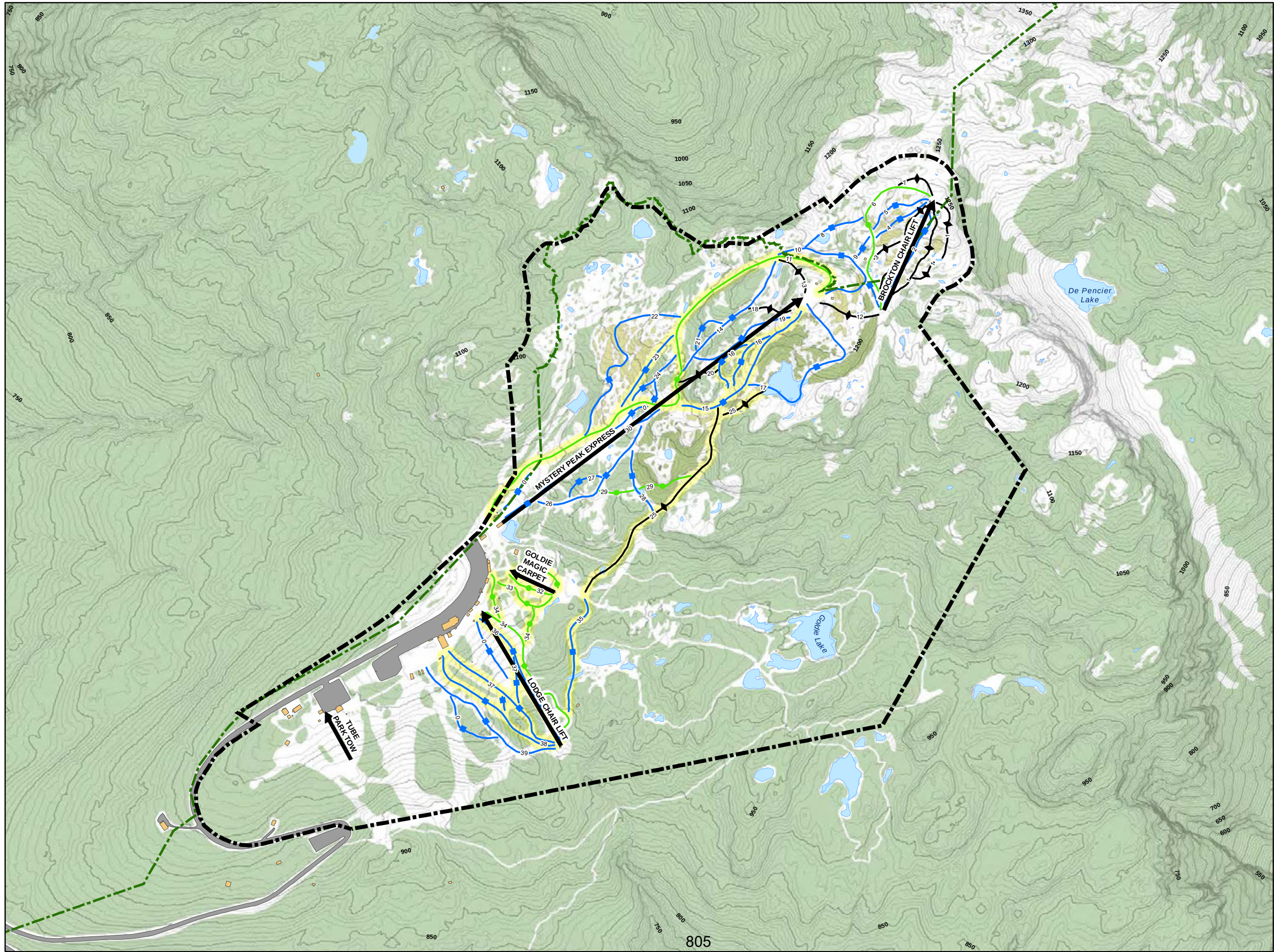
Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Brockton Chair (POD BR)							
BR1	Exit 22	77	23	14	15	0.1	Novice
BR2	Sammys Express	195	30	23	20	0.4	Novice
BR3	Upper Sterns Stairway	185	59	24	40	0.7	Intermediate
BR4	Lower Sterns Stairway	83	21	16	35	0.3	Novice
BR5	Sterns Stairway	310	58	23	25	0.8	Intermediate
BR6	Hang Ten	332	54	23	25	0.8	Intermediate
BR7	Maverick	199	36	29	25	0.5	Low Intermediate
BR8	Sammy J	185	70	32	15	0.3	Advanced
BR9	Lower Cliff House	89	24	16	30	0.3	Novice
BR10	Brockton Gully	507	46	15	15	0.8	Intermediate
BR11	Sunshine Ridge	127	30	24	35	0.4	Novice
BR12	Cliff House	287	75	25	20	0.6	Advanced
BR13	Lower Backdoor	76	16	12	10	0.1	Novice
Int Glade						0.2	Int Glade
Adv Glade						0.6	Adv Glade
Total Skiable Area						6.8	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Goldie Magic Carpet (POD GC)							
GC1	Goldie Meadows	144	17	14	35	0.5	Novice
GC2	Lower Rookies	99	17	13	20	0.2	Novice
GC3	Mushroom	192	16	10	15	0.3	Novice
GC4	Flower Basin	135	14	13	30	0.4	Beginner
GC5	Upper Rookies	127	20	12	10	0.1	Novice
Total Skiable Area						1.5	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Mystery Peak Express (POD MP)							
MP1	Devils Drop	127	67	34	15	0.2	Advanced
MP2	Lower Unicorn	343	27	14	20	0.7	Novice
MP3	Upper Boomerang	155	50	18	10	0.2	Intermediate
MP4	Sling Shot	189	30	14	15	0.3	Novice
MP5	Crowfoot	122	41	20	10	0.1	Low Intermediate
MP6	Gun Barrel	401	30	13	15	0.6	Novice
MP7	Tower Line	538	37	19	30	1.6	Low Intermediate

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
MP8	Upper Unicorn	141	45	23	15	0.2	Intermediate
MP9	Unicorn	687	45	23	25	1.7	Low Intermediate
MP10	Upper Earls	61	22	20	15	0.1	Novice
MP11	Earls	183	44	22	15	0.3	Low Intermediate
MP12	Petes Run	560	22	16	20	1.1	Novice
MP13	Elevator Shaft	250	30	20	25	0.6	Novice
MP14	Nutcracker	134	66	40	15	0.2	Advanced
MP15	Looper Express	325	82	32	20	0.7	Expert
MP16	Mystery Lake	544	38	13	30	1.6	Low Intermediate
MP17	Friendly Nut House	192	37	25	20	0.4	Low Intermediate
MP18	Northlands	476	37	22	25	1.2	Low Intermediate
MP19	Wonger	132	32	19	10	0.1	Novice
MP20	Velvet Gully	413	30	17	20	0.8	Novice
MP21	Noels Flight	139	54	36	15	0.2	Intermediate
MP22	Backdoor	419	43	13	10	0.4	Low Intermediate
MP23	Manning	1,462	31	15	20	2.9	Novice
MP24	Scooter	180	42	27	35	0.6	Low Intermediate
MP25	Lower Boomerang	98	14	13	25	0.2	Beginner
MP26	Lower Friendly Nut House	175	27	17	25	0.4	Novice
MP27	Upper Northlands Terrain Park	117	25	17	35	0.4	Novice
MP28	Lower Northlands Terrain Park	125	17	12	50	0.6	Novice
Int Glade						1.8	Int Glade
Adv Glade						1.9	Adv Glade
Exp Glade						3.3	Exp Glade
Total Skiable Area						25.6	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Lodge Chairlift (POD L)							
L1	Rookies	470	26	17	30	1.4	Novice
L2	Trapper Johns Cut	129	18	15	15	0.2	Novice
L3	Seymour 16s Cut	38	12	12	40	0.2	Beginner
L4	Cabin Trail	471	33	19	25	1.2	Novice
L5	Seymour 16s	435	37	20	30	1.3	Low Intermediate
L6	Trapper Johns	415	34	21	35	1.5	Novice
L7	Chucks Place	422	29	20	25	1.1	Novice
L8	Young Guns	184	30	25	45	0.8	Novice
Total Skiable Area						7.6	



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour CRA
- Mt. Seymour Provincial Park

- Existing Lifts
- Existing Vegetation

Existing Ski Trails

Class

- Beginner
- Intermediate
- Advanced
- Lighted Ski Trails

Existing Glading

- Thin Glading
- Dense Glading

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0 100 200 400 Meters

Existing Lifts,
Trails, and
Glading

Figure 2-5

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Ski trail capacity is a function of the acceptable density of skiers per hectare, rated by skier skill class. Typically, the range of acceptable densities for ski trails by skill class is as follows:

Table 2-8: Acceptable Densities of Ski Trails for Various Skill Classes

Skill Class	Skier Density/Ha*	MSR Applied Density/Ha
Beginner	35 - 75	75
Novice	30 - 60	60
Low Intermediate	20 - 40	40
Intermediate	15 - 30	30
Advanced	10 - 20	20
Expert	5 - 10	10

*The acceptable density of skiers on gladed trails is generally 15% to 30% of the comparable skier skill class, depending on the spacing of the trees and the acceptable densities of the trails around them.

Successful regional resorts on the periphery of major metropolitan centres excel at balancing an authentic mountain experience with high visitor demand. While urban skiers are willing to accept higher densities in exchange for the convenience created by the ease of access, regional resorts must ensure the skiing experience is not degraded through overuse. Where demand for skiing is very high, it is best to set acceptable trail densities to the highest level to ensure the resort develops and maintains the capacity to handle high demand well into the future.

It should be noted that the preferred and acceptable skier densities have decreased in recent years (for all skill classes). The advent of shaped skis, combined with snowboarding's relatively easy learning curve, has enabled a larger number of skiers to negotiate steeper and more adventuresome slopes sooner and with greater control than ever before. What was considered "experts-only" terrain ten years ago is now accessible to a much broader segment of the skiing population. This has often resulted in faster speeds and greater ski trail congestion. In addition, new terrain has opened in traditionally too steep areas to ski or ride.

The issue of what is acceptable, what is expected, and what is desirable must be carefully considered. Regional ski resorts, such as MSR, must continually assess the demands of the skier marketplace and adjust the winter experiences on offer accordingly.

Mt Seymour Resort is a regional resort serving a large, expanding day-use skier marketplace. Demand for skiing at MSR is characterized by large fluctuations between weekdays and weekends, with many visitors travelling to MSR on peak weekends. Accordingly, while acceptable densities during the week are likely low, urban skiers are likely to accept a far more crowded skiing experience on peak weekends.

Aligned with the high skiing demand created by its proximity to Metro Vancouver and its vision for the future, BHA applied high skier densities to the analysis (see Table 2-8).

By applying these densities to the trail and gladed areas existing at MSR, BHA calculated the capacity of existing ski trails. Table 2-9 outlines the trail attributes, highlighting skier skill classes and capacity within each Ski Pod and for the entire existing ski trail development at MSR. The total existing trail capacity is 1,701 skiers at one time.

Table 2-9. Existing Downhill CCC of Mt. Seymour Ski Resort

Pod	Vertical (m)	Skiable Area (ha)	Downhill Capacity by Skill Class						Total Downhill Capacity
			Beginner	Novice	Low Intermediate	Intermediate	Advanced	Expert	
Brockton Chair (POD BR)	75	7	0	95	20	95	22	0	232
Goldie Magic Carpet (POD GC)	18	2	30	67	0	0	0	0	98
Mystery Peak Express (POD MP)	205	26	18	526	319	35	23	20	941
Lodge Chair (POD L)	86	8	11	367	52	0	0	0	430
Totals		42	60	1,055	391	130	45	20	1,701

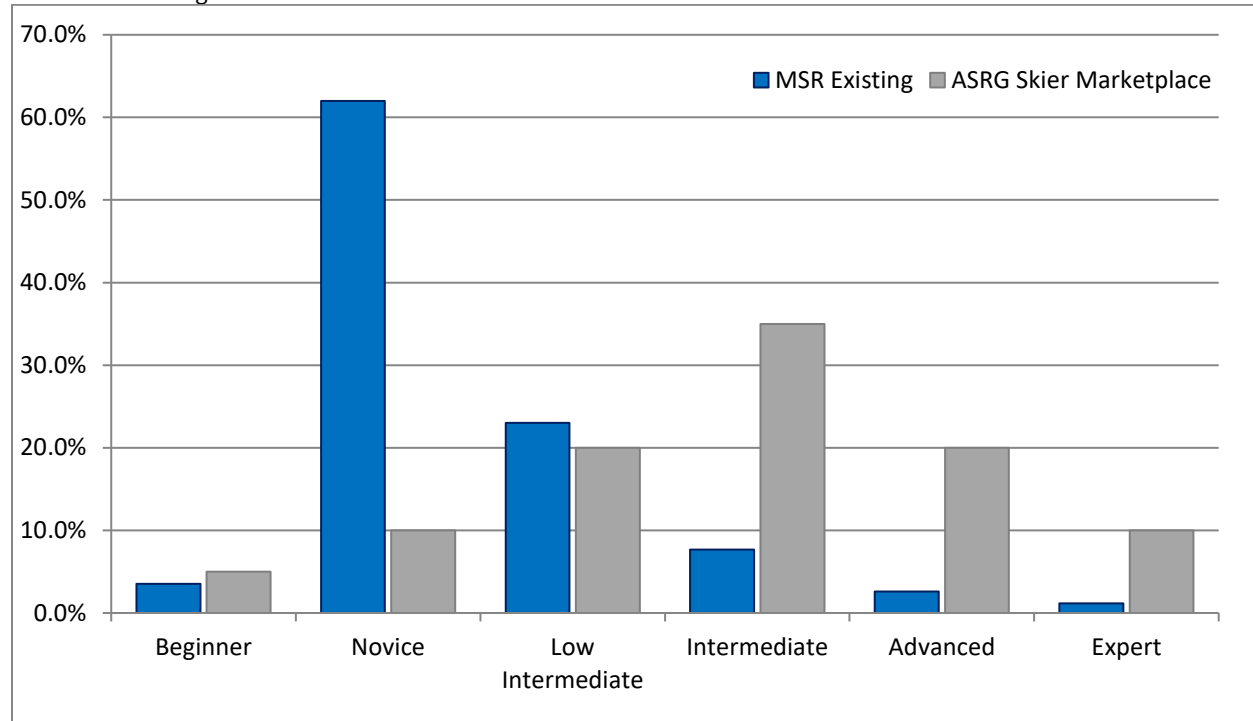
2.10.5 EXISTING TERRAIN DISTRIBUTION ANALYSIS

The existing ski trails were assessed in terms of their consistency with the accepted distribution of the skier marketplace. As defined in the All Season Resort Guidelines, the accepted distribution is used as a benchmark to compare existing and proposed skier distribution within this plan. This is illustrated in Table 2-10 and Chart 2-2.

Table 2-10. Existing Terrain Distribution by Skier Skill Class

Market Distribution	Skier Marketplace	MSR Existing Distribution
Beginner	5%	3.5%
Novice	10%	62.0%
Low Intermediate	20%	23.0%
Intermediate	35%	7.7%
Advanced	20%	2.6%
Expert	10%	1.2%

Chart 2-2. Existing Skier Distribution



Regarding whom the existing ski area development caters, 65.5% of the terrain serves Novice and Beginner skiers, 30.7% serves Low Intermediate and Intermediate skiers, and just 3.8% is suited to Advanced and Expert skiers. It is important to note that skier marketplace distribution is typically 15% Beginner, 55% Intermediate and 30% Advanced. As illustrated in the Chart above, the results of the analysis clearly show that, when MSR is compared to the skier marketplace, it has an insufficient offering of intermediate, advanced, and expert terrain. Future terrain development and expansions (see Section 4.0) have been designed to address this imbalance.

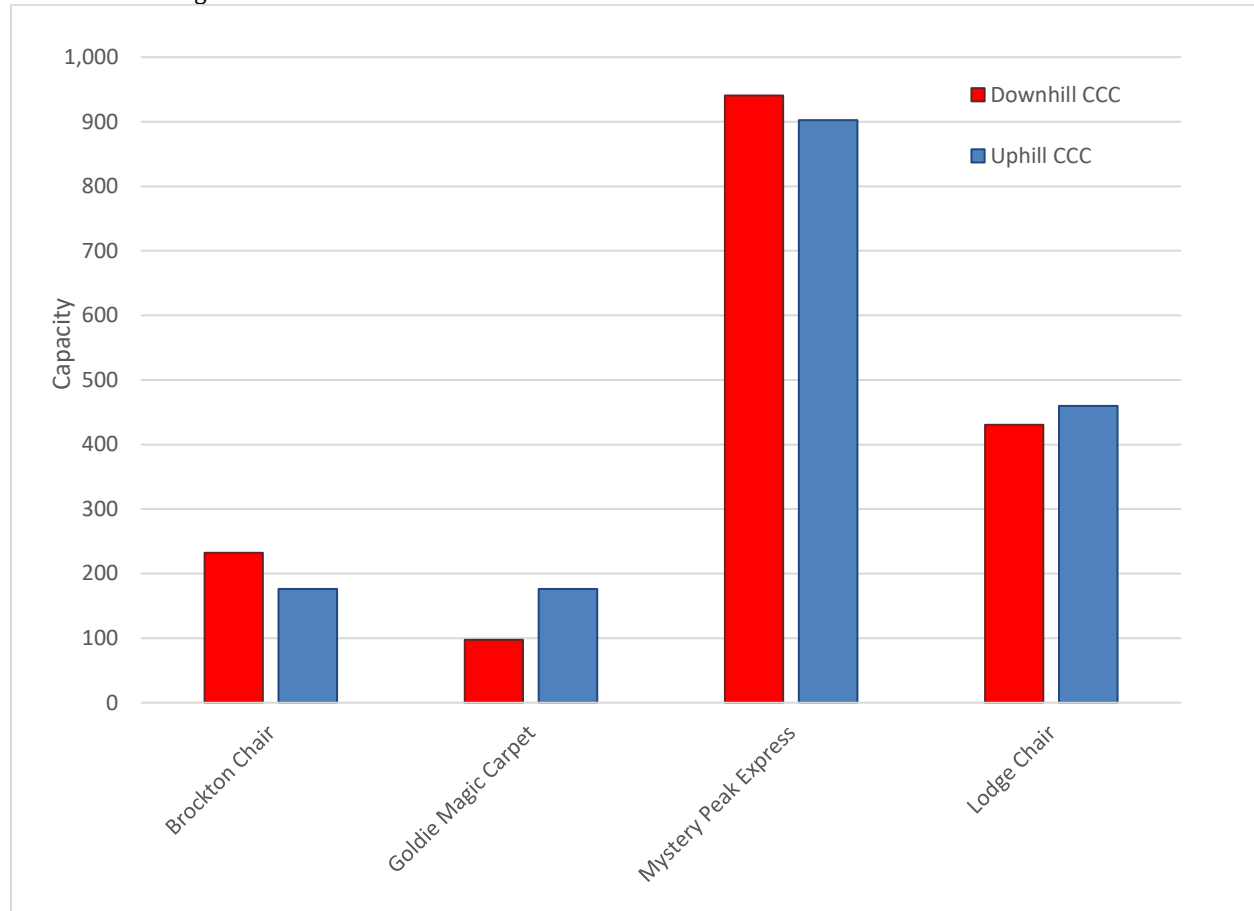
2.10.6 EXISTING LIFT BALANCE ASSESSMENT

At a well-balanced ski resort, the downhill capacity of the ski trails should match the Uphill CCC of the ski lifts, resulting in a balanced ski product. This should hold over the entire resort and for each ski pod area. By comparing the Uphill CCC and Downhill CCC for each pod, BHA identified points of imbalance. Subsequently, improvements can be made to rectify the imbalances and improve the overall quality of experience at the resort. Table 2-11 and Chart 2-3 outline MSR's existing lift and trail balance.

Table 2-11. Uphill and Downhill CCC

Lifts	Uphill CCC	Downhill CCC
Brockton Chair	176	232
Goldie Magic Carpet	176	98
Mystery Peak Express	902	941
Lodge Chair	460	430
	1,715	1,701

Chart 2-3. Existing Lift Balance Assessment



As illustrated, overall, the lift capacities of the existing ski lifts at MSR are reasonably close to downhill CCC. However, the Brockton Chair currently underserves the terrain it accesses based on the acceptable skier densities. From the skier's perspective, less crowded slopes are a benefit, which is offset by fewer runs due to the lower relative uphill capacity. In contrast, the Goldie Magic Carpet has more uphill than downhill capacity. However, as this lift is dedicated to beginner skiers less concerned with crowding, this imbalance is not as pressing as it might appear (Chart 2-3).

2.10.7 EXISTING PEAK COMFORTABLE CARRYING CAPACITY

As illustrated in Table 2-10, based on the existing lift configuration, the peak period uphill capacity of the ski lifts is 1,715, and the downhill capacity of the ski trails is 1,701. As the downhill capacity of the trails is surpassed by the uphill capacity of the lifts, the Peak CCC of MSR's existing facilities is set at 1,701 skiers. Utilizing the lower of the two values as the resort Peak CCC ensures that neither the Uphill nor Downhill CCC is exceeded.

2.11 ADDITIONAL ACTIVITIES AND THE BALANCED RESORT CAPACITY

At resorts such as MSR, where the focus is primarily on skiing and snowboarding, calculating the lift and trail capacities becomes the most important planning variable. However, additional attractions that add to the overall demand for and capacity of the resort must also be accounted for. In today's competitive tourism market, it is becoming increasingly necessary for resort developers to provide a variety of on-mountain activities that complement and enhance the proposed area's alpine skiing product. The capacity of additional facilities and attractions, such as snowshoeing and tubing, must be calculated and added cumulatively to determine the total carrying capacity of the resort.

The concept of carrying capacity must incorporate and achieve a sense of balanced land use without overwhelming the site's physical or environmental limitations. Likewise, the perceived experience must be integrated into the determination of capacity. That is, the expectations of the target market must be accounted for.

Just as there are limits to growth in terms of the actual size that an attraction can reach before it compromises the site's environmental integrity, there are thresholds beyond which the number of users, or the mix of user types, compromises the quality of experience that a resort offers. Again, a balance must be determined and adhered to. The objective is to calculate a "Balanced Resort Capacity".

The definition of the Peak Balanced Resort Capacity (BRC) is the optimum number of visitors that can utilize a resort's facilities during the resort's busiest period of the day in such a way that their recreational expectations are being met while the integrity of the site's physical and socio-cultural environment is maintained all year round. This number functions as the baseline figure to establish the annual capacity potential and utilization rates, as well as all development and market projections for the resort on a seasonal basis. Most importantly, the Peak BRC becomes the cornerstone when calculating the appropriate base area facilities (e.g., restaurant seating and washrooms) to be developed at the resort.

Snowshoeing

Mt Seymour Resort maintains a network of 12 snowshoeing trails (5.6 km) adjacent to their downhill skiing operations. Visitors can rent snowshoes and take a range of snowshoe tours designed to get guests of all skill levels out into the mountains. The popularity of snowshoeing in Metro Vancouver has grown rapidly in recent years and is expected to continue. Snowshoeing offers guests unfamiliar or uncomfortable with skiing or snowboarding an accessible and fun opportunity to experience nature in the winter. Snowshoeing accounts for approximately 200 additional guests at the resort at its busiest.

Tubing

Tubing offers families and those new to winter outdoor recreation opportunities to experience the mountain environment and play in the snow. It represents an easy entry point to engage with winter mountain recreation activities, requiring little equipment or skill. Tubing accounts for approximately 300 additional guests at the Resort at its busiest. It is important to note that the existing tube park is relatively small and steep, and often at capacity on weekends. Section 4 of the SRDP presents an alternative alignment with greater capacity and gentler grades.

Passive Guests

In addition to the active visitors, non-participating guests must be considered when determining the space use requirements and parking at the Resort. This includes parents, grandparents, or families that have come to watch their children learn to ski in the Bear's Den or hired drivers of group excursions to the mountain. Due to its proximity to the population of Metro Vancouver, and the sizeable number of residents unfamiliar with skiing and snowplay, this number equates to another 15% to 25% of guests at MSR. Previous surveys at MSR indicate that 20% of guests at a given time are passive guests.

Existing Summer Activities

Mt Seymour Resort hosts eco-adventure camps every summer, providing unique and immersive wilderness experiences to youth (ages 5-14) from across the region. Camps run each week from early July to late August. The on-mountain area is also open to the public throughout the summer and offers a range of self-guided hiking, sightseeing, and wildlife viewing options. Both the ski trails and snowshoeing trails have proven to be popular routes for locals from Metro Vancouver seeking a summer day in the mountains.

The success of MSR to this point has relied predominantly on winter recreation activities. However, as part of the planning process and to reaffirm the Vision for MSR, the activities on offer need to be expanded to all seasons. The details of the summer resort experience are discussed further in Section 4.

2.12 EXISTING PEAK BALANCED RESORT CAPACITY

The BRC of the activities and attractions at a resort is the baseline for determining all necessary supporting facilities such as restaurants, equipment rental, retail outlets, resort services, parking, day-use facilities, and services. Adding the capacity of the attractions and passive guests, the BRC at MSR is calculated to be 2,641 guests per day (Table 2-12).

Table 2-12. Existing Peak Balanced Resort Capacity

Total Mtn CCC	1,701
Additional Activities (Winter)	
Snowshoe	200
Snowplay (Tubing/Tobogganing)	300
Total Additional	500
Total Facility Capacity	2,201
Add Passive Guests (20% of Capacity)	440
BRC	2,641

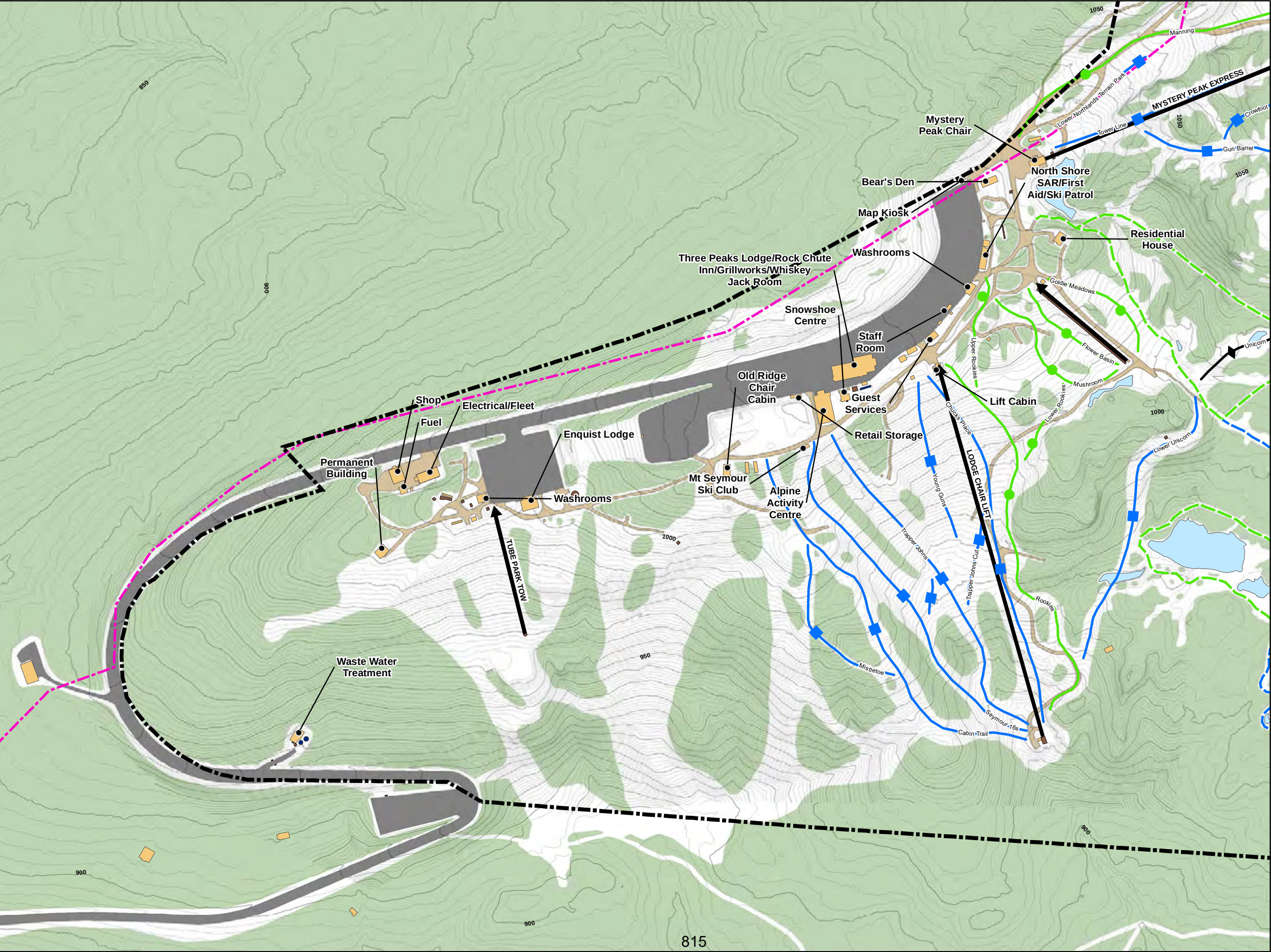
2.13 EXISTING BASE AREA

2.13.1 EXISTING SKIER-RELATED BUILT SPACE

Skier-related built space provides the expected and required services for a ski resort to function properly during the skiing day. These services include all built space (e.g., restaurants, retail, equipment rental, washrooms, ski patrol, lockers, resort information, administration, etc.) catering to day-use skiers.

The core of the MSR base area consists of the Three Peaks Lodge, Alpine Activity Centre, and Enquist Lodge, which serve day-use guests throughout their day. The rest of the base area includes parking lots, guest services, the snowshoe centre, ski patrol, and the maintenance building (Figure 2-6).





Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Controlled Recreation Area
- Mt. Seymour Provincial Park
- Existing Lifts
- Existing Ski Trails
- Class
 - Beginner
 - Intermediate
 - Advanced
- Existing Snowshoe Trails
- Difficulty
 - Beginner
 - Intermediate
 - Advanced

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Base Area
Existing
Conditions

Figure 2-6

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The built space at MSR, including restaurants, bars, rental, retail, washrooms, and guest services, totals about 32,000 square feet (Table 2-13).

Table 2-13. Space Use Inventory (ft²)

Service/Function	Alpine Activity Centre	Enquist Building	Three Peaks Lodge	Guest Services	Patrol Hut	The Hut	Snowshoe Centre	Bear's Den	Ridge Cabin	Washroom Buildings	Staff Room (Trailer)	Storage Containers	Total (sq. ft.)
Restaurants and Related Facilities													
Restaurant Seating	0	1,110	2,472	0	0	0	0	0	0	0	0	0	3,582
Kitchen/Scramble	341	200	1,191	0	0	0	0	0	0	0	0	0	1,732
Bar/Lounge Seating	0	0	1,216	0	0	0	0	0	0	0	0	0	1,216
Subtotal	341	1,310	4,879	0	0	0	0	0	0	0	0	0	6,530
Retail													
Equipment Rental/Repair	5,195	0	0	0	0	0	1,025	298	0	0	0	0	6,518
Retail	110	0	0	0	0	400	0	409	0	0	0	0	919
Subtotal	5,305	0	0	0	0	400	1,025	707	0	0	0	0	7,437
Skier Services													
Washrooms	325	185	486	0	0	0	0	0	0	1,900	0	0	2,896
Ski School	117	0	0	0	0	0	0	0	0	0	0	0	117
Ski Patrol/First Aid	0	0	0	0	1,037	0	0	0	0	0	0	0	1,037
Public Lockers	26	0	0	0	0	0	0	442	0	0	0	0	468
Ticket Sales	115	50	0	387	0	0	0	0	0	0	0	0	552
Subtotal	583	235	486	387	1,037	0	0	442	0	1,900	0	0	5,070
Operations/Storage													
Administration	2,121	600	1,300	184	77	0	0	81	0	0	0	0	4,363
Employee Lounge / Lockers	250	300	0	25	0	0	0	94	0	0	500	0	1,169
Subtotal	2,371	900	1,300	209	77	0	0	175	0	0	500	0	5,532
Back of House													
Mechanical/Furnace	476	147	361	50	70	24	56	72	57	101	0	0	1,412
Storage Space	650	400	336	372	236	65	65	65	1,100	65	0	1,400	4,754
Circulation, Walls, Waste	486	150	368	51	71	24	57	73	58	103	0	0	1,442
Subtotal	1,613	696	1,065	473	377	113	178	210	1,214	270	0	1,400	7,608
Total Ski Related Space	10,213	3,141	7,729	1,069	1,491	513	1,203	1,534	1,214	2,170	500	1,400	32,177

2.13.2 SPACE USE REQUIREMENTS

To determine an appropriate mix and amount of built space, BHA compared the existing space use inventory to industry standards for ski resorts similar to MSR. Further, an MSR-specific perspective was applied to the space use analysis to incorporate actual and perceived base area strengths and weaknesses. Overall, the objective is to identify any gross area deficiencies in the existing development that should, once corrected, make MSR a more balanced, enjoyable, and successful operation.

The space use requirements are directly related to the resort's Peak BRC. On average, utilizing an existing Peak BRC of 2,641 visitors at one time, the current 32,000 ft² of developed space is only approximately 59% of what should be in place to balance the base area facilities with the capacity of the on-mountain attractions (Table 2-14).

Table 2-14. Space Use Analysis (ft²)

		Peak CCC	1,701	
		Peak BRC	2,641	
Service/Function	Existing Space (sq ft)	Space Required (sq ft)	Difference (sq ft)	% of Required
Restaurants and Related Facilities				
Restaurant	3,582	11,372	-7,790	32%
Kitchen/Scramble	1,732	5,231	-3,499	33%
Bar/Lounge	1,216	2,843	-1,627	43%
Subtotal	6,530	19,446	-12,916	34%
Retail				
Equip Rental/Repair	6,518	9,887	-3,369	66%
Retail Sales	919	2,274	-1,355	40%
Subtotal	7,437	12,161	-4,724	61%
Skier Services				
Washrooms	2,896	2,911	-15	99%
Ski School	117	1,190	-1,073	10%
Ski Patrol/First Aid	1,037	915	122	113%
Public Lockers	468	1,648	-1,180	28%
Ticket Sales	552	549	3	100%
Subtotal	5,070	7,214	-2,144	70%
Operations				
Administration	4,363	3,639	724	120%
Employee Lockers	1,169	2,746	-1,577	43%
Subtotal	5,532	6,385	-853	87%
Back of House				
Mechanical/Furnace	1,412	2,712	-1,300	52%
Storage	4,754	3,164	1,590	150%
Circulation, Walls, and Waste	1,442	3,616	-2,175	40%
Subtotal	7,608	9,493	-1,885	80%
Total Built Space	32,177	54,699	-22,522	59%

This analysis suggests that specific base area functions can be improved. Future base area development should address key areas such as the restaurant and kitchen, and washrooms.

Restaurant, Pub, and Kitchen

At present, MSR offers approximately one third the space needed for restaurants, pubs and kitchens. This includes cafeterias, coffee shops, restaurants, 'brown bag' lunchrooms and the supporting food preparation and service space. Aside from a place to refuel between runs or activities, these areas form the primary space to socialize and enjoy the mountain environment. Further, a range of food and beverage services, from coffee shops to restaurants, can be a major contributor to the financial sustainability of resort operations. The lack of restaurant, pub, and kitchen space was addressed to the greatest degree possible in the Resort Concept presented in Section 4.

Ski School

MSR is where Vancouver learns to ski and its ski school programs are a core part of its services to guests, its operational viability, and its reputation and identity within the regional marketplace. Providing sufficient space for guests and the administration of programming is key to a well-functioning ski school. Based on the current experience at MSR, it should increase the space dedicated to the ski school by approximately 1,000 ft².

Rentals

The rental area at MSR often operates above its capacity, and the lack of space is evident in Table 2-14. Ski rentals go hand in hand with ski school programs and MSR's focus on learning and skier skill progression. To meet existing demand and continue to support the ski school and skiers, MSR needs to nearly double its existing rental area. The additional space will not only allow for more equipment and a greater range of equipment but also provide an improved and expedited experience for guests eager to get out on the slopes.

Employee Lockers and Lounge

The staff community at MSR is central to its identity and ability to continue to provide a quality guest experience. Whether it is the parking attendants, ski instructors, lift attendants, or kitchen team, their interactions with guests come to define the experience for guests. Ensuring staff have a comfortable place to rest, fuel up, and transition at the beginning and end of their shifts is critical to supporting them so they can support the guests. Currently, staff space is at a premium, and MSR should add approximately 1,500 sq ft. to support its workforce.

2.13.3 EXISTING PARKING

The day-use parking lots currently have a capacity for approximately 823 cars at any time (Table 2-15). From past surveys, MSR has established that on average each car contains 2 resort guests. At 2 people per car, this equates to 1,646 resort guests at any time on a full day. This does not include parking stalls outside the CRA dedicated to Park users. These are the jurisdiction of BC Parks, and while MSR manages these lots under contract from BC Parks, it cannot prescribe parking expansions or the reorganization of lots beyond its CRA.

Experience shows that the parking lots in their existing configurations are insufficient on peak days throughout the winter. The reservation system implemented by MSR works to reduce pressure on parking by limiting guest visits to 4 hours during peak periods. This window aligns with the typical length of stay at MSR, so it does not place an undue constraint on most guests. While the reservation system effectively reduces MSR's current parking challenges, the growing interest in winter and summer recreation at MSR and the potential to capitalize on that interest with new and expanded terrain will place increasing pressure on the limited parking areas. The base area concept in Section 4 addresses parking demand through lot expansion, incentivization of ridesharing/carpooling, continued active management by MSR, increased shuttle access, and the opportunity for a gondola to the developed areas at the foot of the mountain.

Table 2-15. Existing Parking Capacity

Location	Car Capacity	Guest Capacity
P2	170	340
P3	165	330
P4	420	840
P5	68	136
Total	823	1,646

2.13.4 EXISTING BASE AREA EXPERIENCE

The existing resort base area at MSR is dominated by the parking areas, with day-use facilities lining the eastern edge of the main parking lots. Skier services stretch from the Bear's Den children's area to the Three Peaks Lodge, approximately 350 m away. The Enquist Lodge operates as a satellite base for the tubing area, approximately 350 m south of the Three Peaks Lodge. The linear layout of the base area buildings results in a disjointed visitor experience, with skiers having to walk extended distances between lifts and services. In turn, this requires an inefficient duplication of services.

As MSR evolves, it will be important to develop the base area into a centralized focal point to the greatest degree possible and develop fully serviced satellite base areas, isolate pedestrians from vehicle traffic and ideally create a mountain village ambience. The built form of the base area should attempt to follow the natural flow of pedestrian traffic, recognizing the "desire lines" of movement to and from primary amenities. Further, where possible, base area facilities and lift and trail alignment should complement each other to allow easy access and egress to on-mountain and village base facilities. The lack of available flat land constrains upgrades and expansion at the existing base area. This leads to a need to redevelop existing built space to create the desired base area. The base area improvements detailed in Section 4 of this SRDP have been designed to address these challenges and deliver an improved guest experience.



3 SITE AND CONTEXT ANALYSIS

The physical, environmental, and climatological realities of Mt Seymour Resort's Controlled Recreation Area and surrounding lands were assessed using advanced GIS tools. The results indicate that MSR has significant potential to expand its current on-mountain offerings and bring ski terrain distribution closer to the skier skill classes in the skier marketplace. The terrain in the east of the existing CRA offers the potential to link contiguous areas of intermediate and advanced ski terrain with considerable vertical drop. Further, slopes just north of the CRA, above De Pencier Lake, offer a large area of intermediate and advanced terrain with the promise of long ski runs. However, the projected impacts of climate change on winter snowfall stress the importance of mitigation strategies, such as snowmaking, and adaptation strategies, such as the expansion of summer and shoulder season recreation activities as critical pieces of any future development. These realities influenced the various analyses completed below.



3.1 INTRODUCTION

BHA analyzed the MSR study area to assess the development potential for the existing Resort. Given the defined project goals and objectives, a study area of approximately 500 hectares (1,235 acres) was identified. A digital terrain model was created using a combination of high-level topographic mapping with 20-metre contour information and more detailed mapping with 5-m contour information. Subsequent analyses were completed to initiate and guide the mountain and base area planning processes.

3.2 MOUNTAIN TERRAIN ANALYSIS

BHA analyzed the MSR study area in terms of slope, elevation, and aspect to understand the winter and summer development potential. The map analyses, combined with historical weather data and site visits, culminated in an understanding of the study area's capacity to support expanded, four-season recreational activities physically and environmentally.

The initial assessments examined the terrain, analyzed the slope and elevation profiles, and considered associated linkages. Multiple concepts were prepared to identify potential ski pod and lift locations at this stage. A coarse analysis of these potential pods was then conducted to get a general idea of the possible capacities. The results of the analysis identified potential areas of expansion and redevelopment. Moreover, the initial analysis indicated that developing this terrain would improve the skier distribution of MSR by providing much-needed advanced and expert ski terrain, enabling the Resort to match the accepted market distribution of skier skill classes more closely.

Given the potential to diversify available skiable terrain, the design team began to identify potential ski area trail alignments, lift configurations and gladed skiing opportunities. Summer opportunities were also identified to explore the potential to accommodate downhill and cross-country mountain biking, hiking, and sightseeing.

The following sections highlight the results of the terrain analyses on which these assessments were founded. Section 4.0 details the resultant all-season mountain and base area concepts for MSR.

3.2.1 MOUNTAIN SKI SLOPE ANALYSIS

The Mountain Slope Analysis divides the topography of the study area into a range of skiable gradients as they relate to each of the primary skier skill classes (Figure 3-1). These are as follows:

Table 3-1. Ski Slope Gradients by Skill Class

Skill Class	Acceptable Low Gradient (%)	Acceptable High Gradient (%)
Beginner	8	15
Novice	15	25
Low Intermediate	25	35
Intermediate	35	45
Advanced	45	60
Expert	60	80
Extreme	80	+

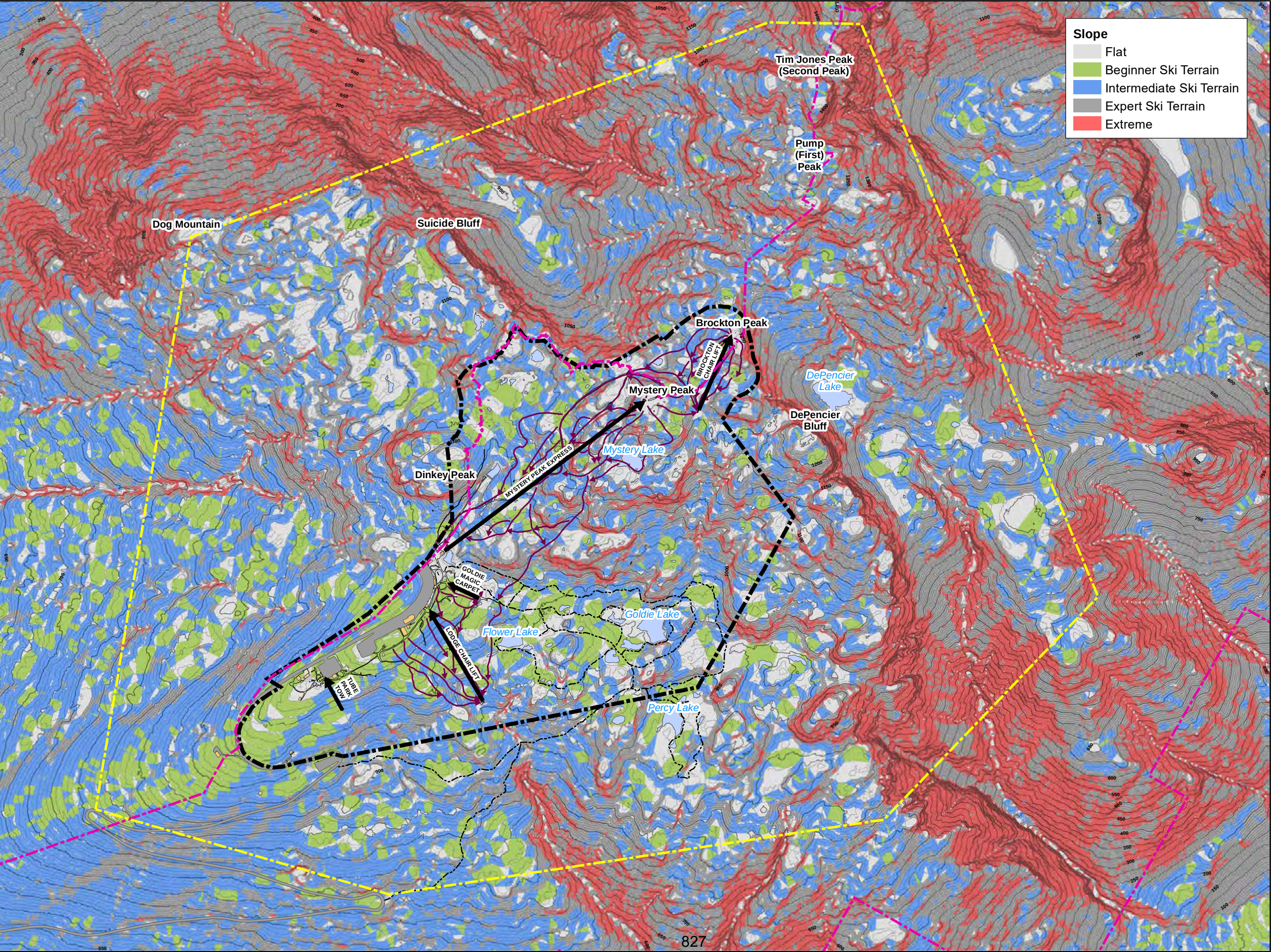
The slope analysis is layered over the existing lift and trail configuration, the base area development, and the CRA Boundary. The resultant analysis describes the general character of the land, illustrating that the study area has a well-balanced mix of terrain.

Overall, the study area contains a diverse mix of ski terrain. The slopes stretching south down the mountain towards the District of North Vancouver are dominated by gentle beginner and intermediate terrain, punctuated by steeper slopes where streams or creeks exist. To the north, a thick band of extreme ski terrain, denoting cliffs, stretches east-west across the entire study area, effectively tracing the existing CRA boundary. Beyond this band, there are pockets of intermediate to extreme ski terrain on the southern slopes of First Peak, extending down to De Pencier Lake.

Within the CRA, the slopes east of the base area contain a balance of beginner and intermediate terrain. The existing Lodge Chair accesses much of the contiguous areas of intermediate terrain, though there are also pockets to the south of that Chair that may be viable as ski terrain. Towards Goldie Lake, the terrain eases to beginner or flat slopes. This may be suitable for beginner skiing if it can be effectively integrated into a ski pod, but it is also ideal for the existing snowshoe trail network.

The terrain radiating from Mystery Peak occupies the full range of slope classes. To the west and southwest, there are areas of beginner and intermediate terrain. The terrain to the south, southeast, and east is characterized by bands of expert and extreme slopes, with sizeable pockets of intermediate terrain forming 'steps' down the mountain. The terrain off Brockton Peak is much the same, with the lands within the CRA containing intermediate terrain broken up by bands of expert and extreme slopes. Its northwestern slopes also hold intermediate terrain with small areas of expert and extreme slopes, while the northeast is dominated by the larger cliff band noted earlier.

Closer to the base area, viewing the slope analysis in terms of tube park improvement or relocation, there is a significant opportunity for development on the terrain immediately below the maintenance area.



Slope

- Flat
- Beginner Ski Terrain
- Intermediate Ski Terrain
- Expert Ski Terrain
- Extreme

MT SEYMOUR
Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Study Area
- Mt Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts
- Existing Ski Trails
- Existing Snowshoe Trails

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Mountain Slope Analysis

Figure 3-1

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3.2.2 MOUNTAIN BIKE SLOPE ANALYSIS

A Mountain Bike Slope Analysis was undertaken to help identify lands with a suitable gradient for mountain bike trails (Figure 3-2 and Table 3-2). The analysis involves colour-coding the topographic features within the MSR study area based on bikeable slope gradients. The following table defines the gradients in terms of their desirability for downhill mountain bike park development.

Table 3-2 Mountain Bike Slope Gradients

Type of Terrain	Description	Acceptable Low Gradient (%)	Acceptable High Gradient (%)
Flat	Try to Avoid. Drainage will be an issue.	0	5
Preferred	Best range for skill parks, trail hubs, trail intersections, climbing turns and all development of trails suited to all skill levels.	5	25
Possible	Maximum preferred grade for switchbacks	25	40
Generally Avoid	Switchbacks will require retaining structures.	40	55
Avoid	Too steep for use as mountain biking trails.	55	+

A review of the Analysis indicates that while the uneven topography of the area will present challenges to trail development, there are several large areas with high potential for mountain biking. The slopes in the southern half of the study area are relatively smooth, with moderate pockets of Preferred and Possible terrain separated in areas by small bands of terrain classified as Generally Avoid and Avoid. In contrast, the northern half of the study area is characterized by irregular patches of all slope types. Small to moderate-sized pods of Preferred terrain exist and are often connected by Possible terrain.

Within the CRA, the lands east of the base area, extending from the Tube Park Tow through to Goldie Lake, are dominated by Preferable and Possible slopes. Small areas of steeper terrain exist but can be easily avoided. The analysis also highlights the opportunity to utilize the snowshoeing/hiking trail network as part of a mountain bike trail network.

Further north, there is also a large area of Preferred and Possible terrain west of Mystery Peak Express. While pockets of unfavourable terrain exist near the top terminal of the Express, they can be addressed through careful planning and trail construction, and the area would create an attractive lift-serviced mountain biking opportunity. Further, this Preferred/Possible area extends outside the CRA to the plateau above Suicide Bluff, surrounding several small lakes. This area already contains a trail network used by hikers and may be amenable to cross-country mountain biking.

3.2.3 MOUNTAIN ELEVATION ANALYSIS

The Elevation Analysis (Figure 3-3) slices the study area's topographic features into 25-metre increments. This analysis effectively illustrates the height and “flow” of the land.

The study area is dominated by Mystery Peak (1,228 m), with Brockton Peak (1,265 m) rising just to the north. Suicide Bluff and De Pencier Bluff radiate west and east of Mystery Peak, respectively, forming a height of land from which the elevation declines as it moves southward. First Peak rises to 1,391 metres north of the CRA and overshadows De Pencier Lake, approximately 200 metres below.

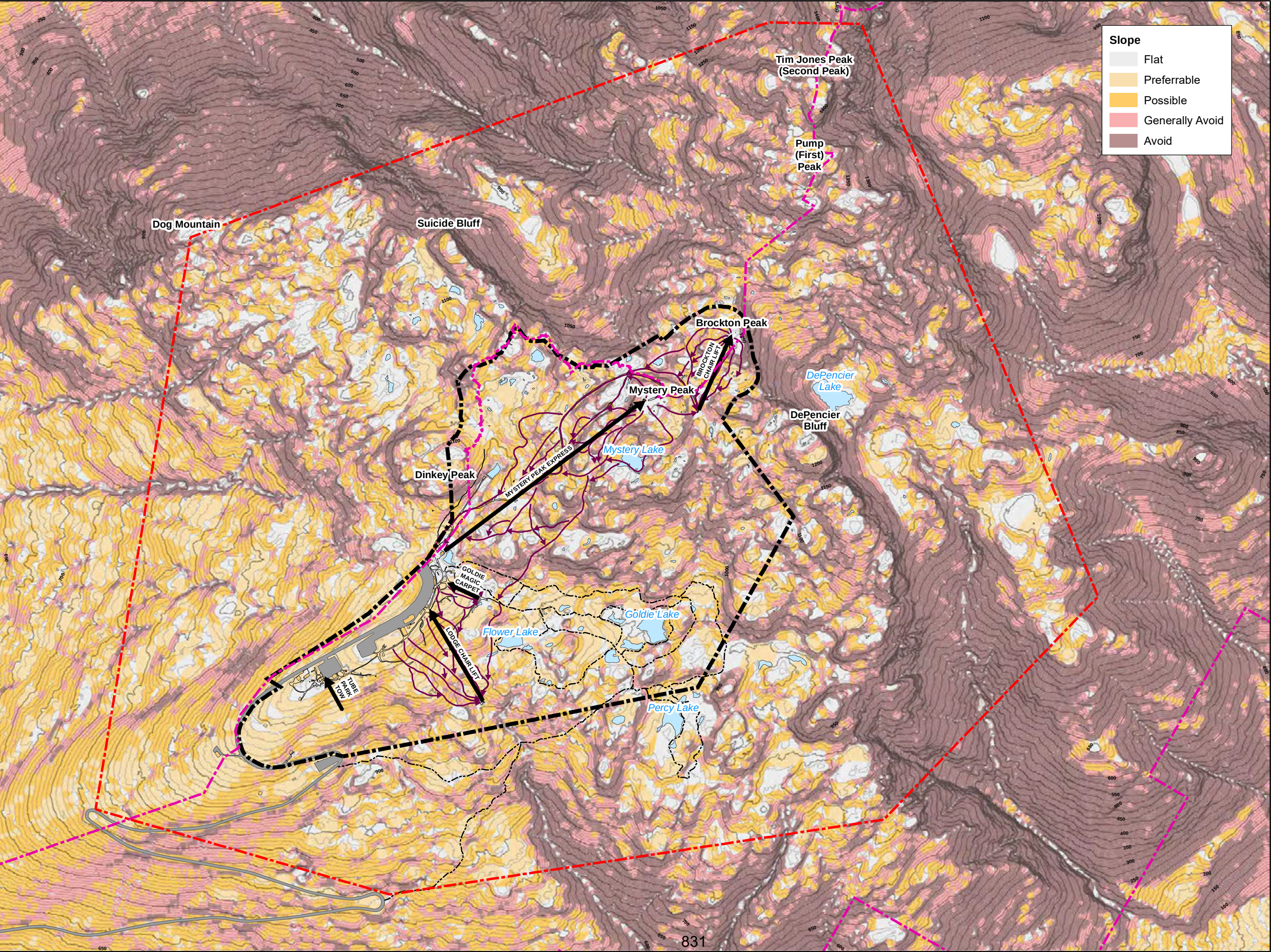
The base area sits on a relatively flat finger of land (~1,025 m) extending southward from the side of Mystery Peak. From this flat area, the terrain to the west descends quickly, while the decline of terrain to the south and east is more gradual. Further to the east, the land around Flower and Goldie Lakes is relatively flat, forming a small bench.

The highest point within MSR is the top terminal of the Brockton Chair Lift at 1,265 metres (4,150 feet) elevation. The lowest-developed ski terrain is at 935 metres (3,068 feet), providing a total skiable vertical of 330 metres (1,083 feet).

Mt Seymour Resort's highest elevation is comparable to other resorts in the region, while its lowest skiable terrain is considerably higher (Table 3-3). The elevation of the lowest skiable terrain provides a buffer against low snowfall years or warmer temperatures. However, the higher elevation also results in lower skiable vertical relative to other locations in the region.

Table 3-3. Resort Area Elevation and Skiable Vertical

Resort	Lowest Skiable Terrain (m)	Peak Elevation (m)	Vertical (m)
Mt Seymour Resort	935	1,265	330
Cypress Mountain Resort	830	1,440	610
Grouse Mountain Resort	850	1,250	400



Slope

- Flat
- Preferable
- Possible
- Generally Avoid
- Avoid

Legend

- Study Area
- Mt Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts
- Existing Ski Trails
- Existing Snowshoe Trails

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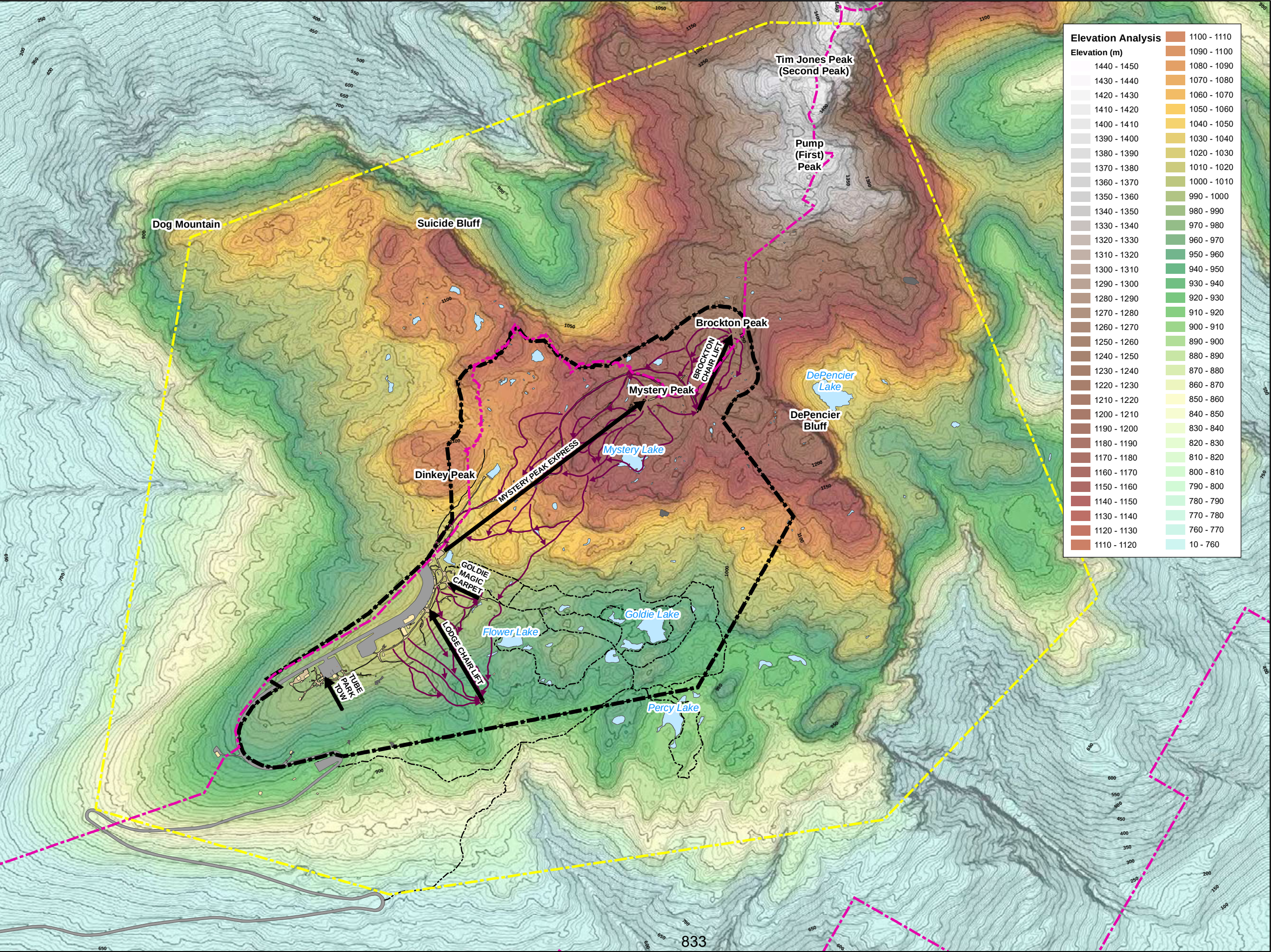
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**Mountain Bike
Slope Analysis**

Figure 3-2

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Elevation Analysis	
Elevation (m)	
1440 - 1450	1100 - 1110
1430 - 1440	1090 - 1100
1420 - 1430	1080 - 1090
1410 - 1420	1070 - 1080
1400 - 1410	1060 - 1070
1390 - 1400	1050 - 1060
1380 - 1390	1040 - 1050
1370 - 1380	1030 - 1040
1360 - 1370	1020 - 1030
1350 - 1360	1010 - 1020
1340 - 1350	1000 - 1010
1330 - 1340	990 - 1000
1320 - 1330	980 - 990
1310 - 1320	970 - 980
1300 - 1310	960 - 970
1290 - 1300	950 - 960
1280 - 1290	940 - 950
1270 - 1280	930 - 940
1260 - 1270	920 - 930
1250 - 1260	910 - 920
1240 - 1250	900 - 910
1230 - 1240	890 - 900
1220 - 1230	880 - 890
1210 - 1220	870 - 880
1200 - 1210	860 - 870
1190 - 1200	850 - 860
1180 - 1190	840 - 850
1170 - 1180	830 - 840
1160 - 1170	820 - 830
1150 - 1160	810 - 820
1140 - 1150	800 - 810
1130 - 1140	790 - 800
1120 - 1130	780 - 790
1110 - 1120	770 - 780
	760 - 770
	750 - 760

Legend

- Study Area
- Mt Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts
- Existing Ski Trails
- Existing Snowshoe Trails

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Mountain Elevation Analysis

Figure 3-3

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3.2.4 MOUNTAIN ASPECT ANALYSIS

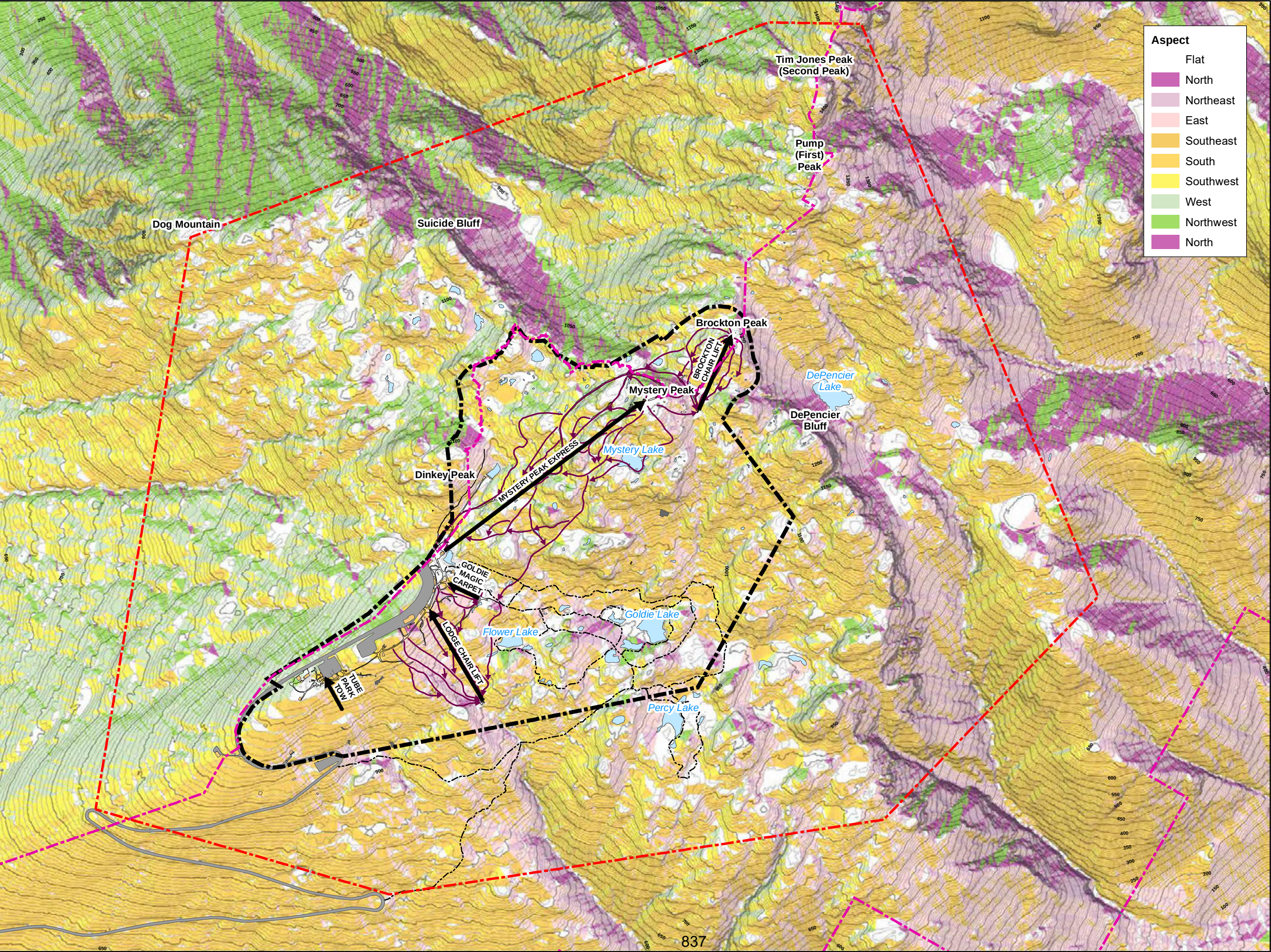
The Aspect Analysis involves colour-coding the topographic features of the study area to illustrate the orientation and geographical exposure with respect to the eight points of the compass (Figure 3-4). Northern exposures receive reduced direct sunlight, so they are better suited for snow retention and, therefore, ski trail development. Southern exposures can prove problematic as ski terrain due to reduced snow retention capabilities and a greater probability of snowpack reliability problems. However, southern orientations are more desirable for base area developments and on-mountain lodges.

Ski trails with a high degree of solar exposure can minimize the resultant “solar burnout” through careful design, including detailed grading (e.g., angling trails away from direct exposure), reduced trail width (e.g., maximizing shade from edge vegetation), and erosion control (e.g., directing melt waters away from the trails).

The study area is dominated by south and southeast-facing slopes. In the south, outside the CRA, there are areas with western orientation, while the northern slopes of Suicide and De Pencier Bluffs face to the north and northwest.

The majority of MSR’s skiable terrain is south or southeast-facing. Of the existing ski terrain, the areas accessed by the Lodge Chair are at the greatest risk of solar burnout due to limited tree cover and a southern aspect. The terrain available from Mystery Peak Express and Brockton Chair area is also south-facing, but tree cover limits solar exposure. The base area at MSR sits on the top of a flat ridge, ensuring that amenities, such as restaurants and the pub, receive sunshine throughout the day.





- Legend**
- Study Area
 - Mt Seymour Provincial Park
 - Controlled Recreation Area
 - Existing Lifts
 - Existing Ski Trails
 - Existing Snowshoe Trails

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Mountain Aspect Analysis

Figure 3-4

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3.3 BASE AREA TERRAIN ANALYSIS

The resort's guest capacity is directly tied to the staging capacity of the base area lands. To determine the staging capacity for MSR, the slope of the study area was analyzed using detailed contour data, and the mountain aspect and elevation analyses described above were integrated to determine the best potential base area layouts and concepts.

3.3.1 BASE AREA SLOPE ANALYSIS

The Slope Analysis of the base lands study area was completed and is illustrated in Figure 3-5. As indicated, the slopes of the lands were categorized based on their physical capability to support specific types of development.

The grey areas represent areas with less than 5% slope. Generally, this land is ideal for all types of built development (e.g., base lodge/village development; high, medium, and low-density residential; parking lots; settlement ponds). However, it is important to note that these same areas, because they are flat, limit the ski-in/ski-out qualities and skier circulation. In addition, these lands can be wet and environmentally sensitive, adding to the development challenges.

Lands with slopes between 5% and 10% (yellow) surrounding the 'flat' lands (less than 5%) have significant development potential. With minimal grading, these lands can all be tied together into a contiguous development opportunity.

The green-coloured slopes represent areas with terrain greater than 10% but less than 20% slope. These lands may be utilized for built development, subject to more difficult access issues. While they are generally too steep for base area staging capabilities and high-density development, they are still conducive to more creative design and architectural strategies.

Slopes between 20% and 30% gradients (light blue) are lands where base area development becomes more challenging. The key to entertaining such development is both vehicular access and establishing parking in an economically viable fashion. The benefits of development on these slopes usually include ski-to/ski-out capabilities, unrestricted views, and good solar access.

The dark blue colour represents areas with slopes between 30% and 40. The benefits of big views and excellent solar access can offset the challenges of developing on these slopes.

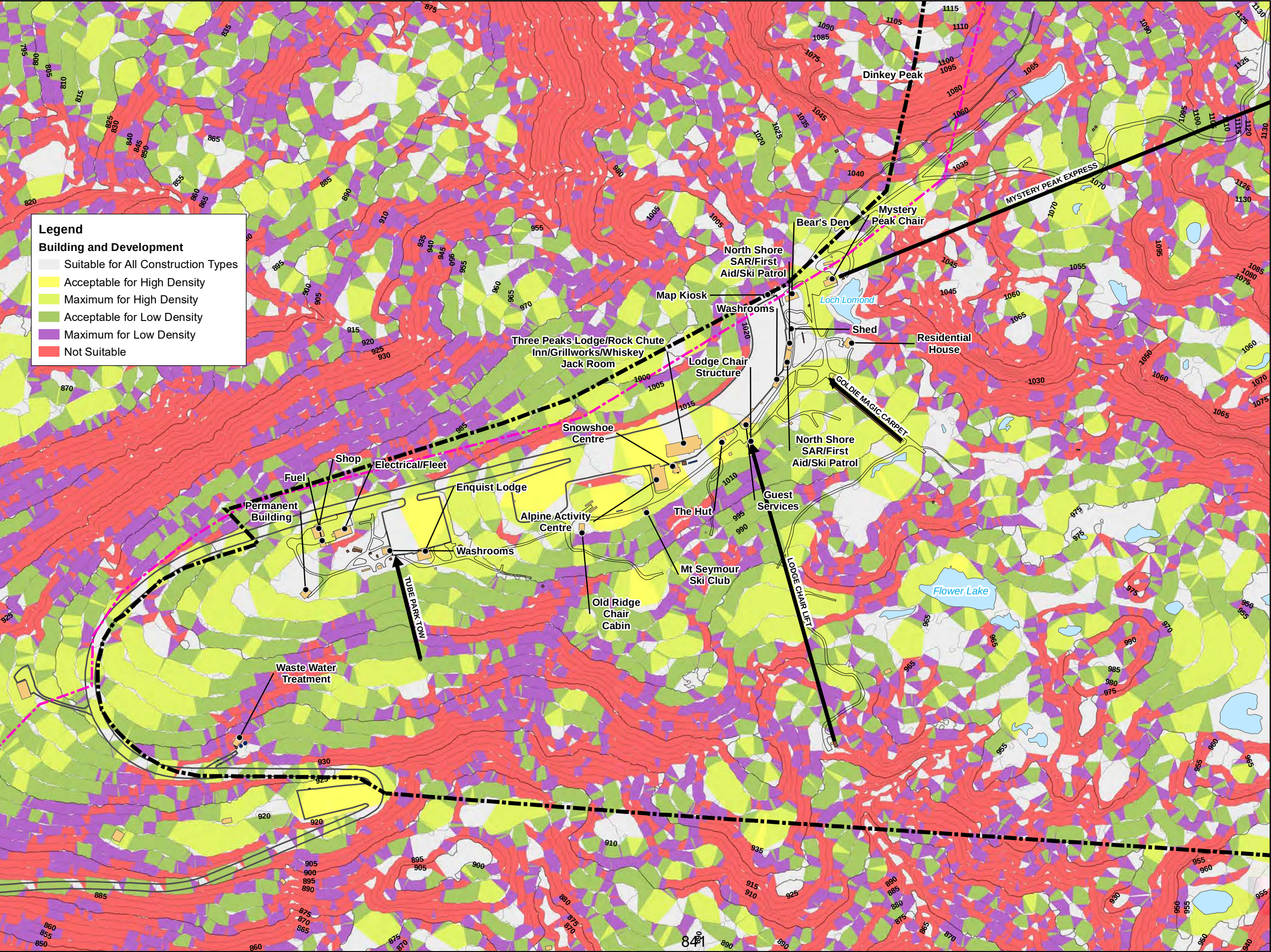
Finally, red-coloured areas represent slopes greater than 40%. Unless special circumstances prevail, these areas should largely be avoided due to the difficulties of access and the expense of building.

It should be noted that any proposed base area development, whether for additional amenities or accommodation, will adhere to the relevant regulations detailed in MSR's Park Use Permit, the BC Parks Ski Resort Policy, and the BC Parks Fixed-Roof Accommodation Policy.

Table 3-4. Base Area Slope Gradients

Slope	Building and Development Potential Use
0 - 5%	Capable of accommodating all types of base area development with limited grading. Typically, identifying parking potential as well as lands that may be wet and environmentally sensitive to development.
5 - 10%	Capable of accommodating all types of base area development with minimal grading.
10 - 20%	Lands that will require some grading to accommodate development. Upper limits to base area/village development.
20 - 30%	Upper limits to development with grading.
30 - 40%	Upper limits to development.
40%+	The terrain is generally too steep for development. However, some development may be possible, depending on reasonable access and geotechnical considerations.

Based on these slope classifications, much of the land within the study area is unsuitable for base-area development. The ridge on which the current base-area amenities are located is the largest, contiguous area of land with high development potential. Beyond the Enquist Lodge, the southern end of this ridge holds lands suitable for further low-density development. Similar opportunities for low-density development are available on the lands surrounding the Goldie Magic Carpet, though integration with the existing ski product may present challenges.



Legend

Building and Development

- Suitable for All Construction Types
- Acceptable for High Density
- Maximum for High Density
- Acceptable for Low Density
- Maximum for Low Density
- Not Suitable

Legend

- Mt. Seymour Provincial Park
- Controlled Recreation Area
- Existing Lifts

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**Building and Dev
Slope Analysis**

Figure 3-5

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4 SKI RESORT DEVELOPMENT PLAN

The BHA Ski Resort Development Plan details the proposed improvement and expansion of Mt Seymour Resort over the next 60 years, capitalizing on significant opportunities to improve the on-mountain and base area guest experience. On the slopes, the proposed development of five new ski lifts and realignment of the tube park will result in an additional 122 ha of skiable terrain, with a significant increase of intermediate terrain. This would bring the distribution of ski runs into better alignment with the skier marketplace.

Complementing the expansion of on-mountain terrain, skier-related built space will expand in response to increasing visitation. The base area will develop around a central, more walkable, pedestrian-scale core offering a full range of skier services. Further, Mt Seymour Resort will develop on-mountain day lodges that provide essential skier services and scenic views of the region.

Together, the expansion of ski terrain and the base area will see the Peak Balanced Resort Capacity rise from 2,641 to approximately 6,700 guests, fulfilling Mt Seymour Resort's vision as the starting gate for recreation in Metro Vancouver, strengthening its family-oriented reputation and realizing the ski area's full recreation potential.

The implementation plan establishes the path to achieving all the proposed improvements and expansions. It details a well-defined course of action to guide development at Mt Seymour Resort.



4.1 INTRODUCTION

The BHA Ski Resort Development Plan (SRDP) for Mt Seymour Resort (MSR) describes the proposed transformation of this already successful regional ski area into the starting gate for mountain recreation in Metro Vancouver. The following section describes the various components and elements of the SRDP. It is divided into two primary pieces - the improvement and expansion of the mountain facilities and recreation amenities and the transformation of the base area. Each is detailed below in terms of its proposed resort buildout condition.

The SRDP is focused on developing a diverse mix of high-quality all-season mountain and recreation facilities and attractions. To be successful, these will be designed to reflect the expectations of existing and future day-use guests. The size and scale of the base area facilities will reflect the Peak Balanced Resort Capacity of those mountain recreation facilities and attractions, providing the appropriate combination of support facilities and services to meet the guests' needs during their visit.

Section 4.11 defines a phased implementation of the mountain facilities included in the SRDP. However, it must be noted that any redevelopment or expansion of MSR will only be initiated when market conditions, ongoing resort utilization, and resort area trends all indicate a business case for doing so. Further, the order of certain projects may be revised based on these same factors.

The Ski Resort Development Plan is structured as follows:

- Section 4.2 details the BHA Ski Resort Development Plan and Resort Recreation.
- Section 4.3 describes the Other Resort Attractions.
- Section 4.4 discusses the proposed Summer Resort Activities
- Section 4.5 presents the Amenities available through all Four Seasons
- Section 4.6 outlines the content and relationship between the attractions regarding the Peak Balanced Resort Capacity at Buildout.
- Section 4.7 specifies the scale and scope of the associated Resort Base Area.
- Section 4.8 describes the basic requirements regarding Service and Infrastructure.
- Section 4.9 describes the proposed realignment of the Controlled Recreation Area boundary.
- Section 4.10 assesses Climate Change in the CRA and the project's potential Economic Impact.
- Section 4.11 describes the Ski Resort Development Plan Implementation Strategy.

4.2 MOUNTAIN DEVELOPMENT PLAN

Based on the detailed Inventory and Analysis of the mountain terrain (See Sections 2 and 3) and its physical capability to support additional development, MSR has a significant opportunity to enhance the skiing and snowboarding experience.

Utilizing the completed analyses as a foundation, BHA completed a more comprehensive and detailed assessment of technical opportunities and constraints. These resulted in the creation of a series of development concepts from which the Preferred Resort Concept was derived. This Preferred Resort Concept became the basis for the BHA Ski Resort Development Plan for MSR. This section details the extent of ski area development proposed for MSR's mountain facilities expansion. It illustrates the configuration of all proposed lifts, trails and gladed ski trails at buildout and demonstrates the associated capacities and market distribution of ski terrain.

4.2.1 MOUNTAIN DEVELOPMENT GOALS

The BHA Ski Resort Development Plan provides the blueprint to define, describe, protect, and develop MSR's alpine environment such that it anticipates and capitalizes on evolving market trends, establishes a unique and distinctive character, and ultimately is fundamentally about 'mountain play' on a year-round basis.

The defined vision for the resort was guided by the BC Parks Ski Resort Policy and design criteria detailed in the Province of British Columbia's All Season Resort Guidelines (ASRG). High skier densities were applied during the design process to reflect changes in expectations of the marketplace and MSR's desire to be the mountain recreation gateway for the Metro Vancouver region. Further, the planning process addressed the need for a diverse summer product that complements the attributes of the surrounding parklands, attractions and facilities, catering to the growing market demand and guest expectations for an accessible, environmentally aware recreation offering.

Building on the identified goals and objectives of the Resort (see Section 1), the following development goals were envisioned for the mountain area, divided by season and type of activities:

Winter Season – Skiing and Snowboarding

- Continue to offer terrain that reinforces the diverse needs of families and provides something for everyone, from traditional ski runs to gladed terrain for all ability levels.
- Continue to offer terrain designed to encourage skier skill progression.
- Provide intermediate/entry-level gladed ski trails that are 'feathered' into advanced gladed ski trails, supporting skier skill progression.
- Realize efficiencies within the existing terrain through modifications, upgrades, and infill.
- Continue to upgrade the ski lift system to cater to a high-density family skiing experience.
- Develop exciting new terrain that will inspire the market.
- Preserve, develop, and enhance the ski to/ski from capabilities of the base area.
- Develop a comprehensive snowmaking system utilizing state-of-the-art technologies to ensure a reliable snowpack, especially at lower elevations.
- Improve and expand on-mountain facilities to cater to the diverse needs and expectations of skiers in each area of the mountain.
- Provide exciting and compelling alternative winter activities for guests, such as snowshoeing and tubing, recognizing families' diverse needs and interests.

Winter Season – Other Activities

- Provide alternative winter activities for guests, recognizing the diverse needs of families, such as snowshoeing and tubing.

Summer Season

- Plan for, design, and develop a cross-country mountain biking trail system, an aerial adventure park and zip lines unique to Mt Seymour Resort.
- Plan and design various overnight options, from glamping to cabins, that are welcoming and accessible to all and provide a range of wilderness experiences.
- Consider and develop additional adventure tourism opportunities in and around Mt Seymour Resort, including facilities and activities like a via Ferrata, a skywalk, an alpine slide, and a suspension bridge.
- Preserve, enhance, and expand on the trails catering to hiking, trail running, and backcountry backpacking trails staged from Mt Seymour Resort.
- Explore the opportunities to develop additional summer attractions, facilities, festivals, events, and celebrations based out of the Mount Seymour Base Area.

4.2.2 PRELIMINARY WINTER TERRAIN CAPACITY ANALYSIS

After synthesizing the results of the various analyses, several conceptual alternatives for ski trail and lift development were explored. Well-integrated skiing potential was identified within several pods, each complemented by other mountain attractions and supported by and balanced with the proposed base area facilities.

Ski pods are defined by the characteristics of the terrain and the potential skier type (e.g., beginner, intermediate, advanced, and expert.). The shape of the ski pods was delineated by the height and flow of the land and skiable terrain present, with ski runs radiating out from an upper elevation and returning naturally to a lower focal point. The areas identified were tied to a skier skill class and potential lift terminal locations. This terrain analysis illustrates the potential to develop the much-needed intermediated, advanced, and expert skiing.

The total area of potential skiable terrain within the MSR study area is approximately 500 hectares (1,235 acres). To account for unskiable areas, slopes over 80% and under 8% were removed. Typically, the skiable terrain within a ski pod ranges from 25% to 50% of the total area. According to these preliminary analyses, the MSR study area could develop approximately 110 hectares (272 acres) of additional ski terrain (using 35% trail development per unit of potentially skiable terrain). Additional gladed ski terrain could be developed on an additional 15% of the expansion area.

Applying a high skier density to each pod, the skiable terrain identified within the study area can support approximately 4,000 skiers during peak periods. Although these results were preliminary, they indicate that there was enough potential for expanding and improving skiable terrain, leading to the recommendation to complete a more detailed analysis of the opportunities inherent within the study area.

Once established, the skiing experience will be a well-balanced product that continues to adhere to MSR's established family-oriented reputation and culture. If the MSR study area's potential is



fully developed and realized, it is not hard to imagine Mt Seymour Resort as the standout ski destination in the Metro Vancouver region.

4.2.3 PROPOSED MOUNTAIN DEVELOPMENTS

The following section details and illustrates each proposed ski pod contained in the SRDP (Figure 4-1 and 4-1b). Together, they represent the realization of the vision for Mt Seymour Resort and the potential for all-season recreation within the study area.

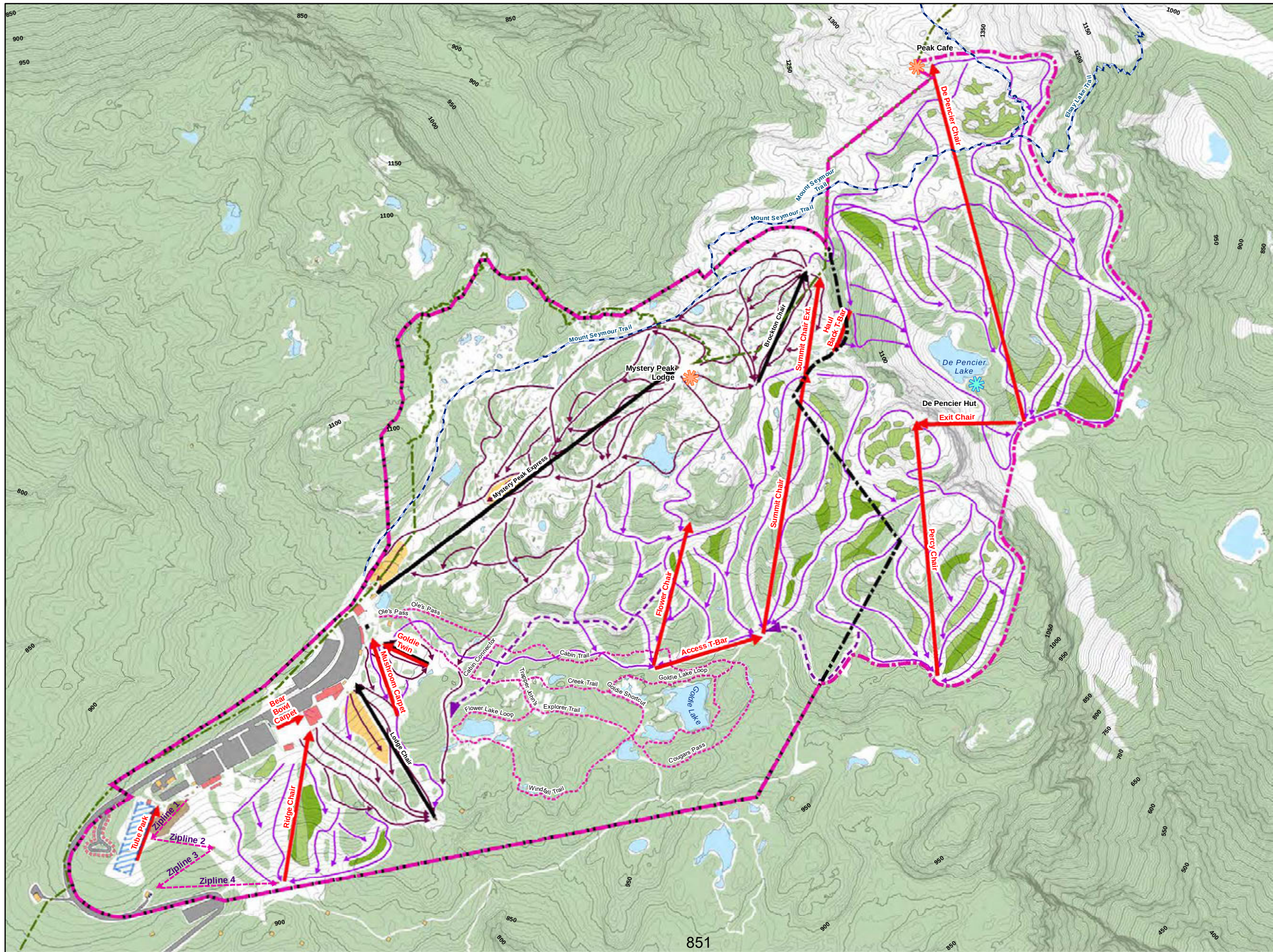
Ridge Chair (Pod A)

The proposed Ridge Chair represents the reactivation of previously established ski terrain that has become underutilized and once redeveloped, will work effectively in concert with the Lodge Chair Pod to support beginner to intermediate skier skill progression. The slopes in this ski pod are ideal for low intermediate and intermediate skiers, and their relatively short length makes them perfect for those skiers who are still building their confidence but looking to challenge their skills. The proximity of this lift to the rental and ski school buildings makes it very accessible to newer skiers and well-suited to ski school lessons. Finally, adding the ski terrain in this ski pod will also increase the intermediate ski terrain offered at MSR, bringing it closer to the distribution of skiers in the skier marketplace.

Summit and Percy Chairs (Pod B and C)

The proposed Summit and Percy Chairs will add to MSR's intermediate and advanced ski terrain and bring the overall distribution of ski terrain at the ski area more in line with that found in the skier marketplace. The unique, undulating topography of the slopes will result in remarkably playful and dynamic ski terrain featuring natural bumps, rolls, and banks sought after by experienced skiers. The Summit Chair includes a mid-station and connection to the top of the Brockton ski pod, allowing skiers to lap the Summit pod, combine the Summit and Brockton pods for a longer run, or transit into the De Pencier pod. Adding this new, dynamic terrain will only strengthen the ski experience at MSR, appealing to the currently underserved segment of experienced skiers.

The Summit Access T-Bar and the Flower Chair provide access to the lower terminal of the Summit Chair via the proposed access trail. The Flower Chair will also function as a small, self-contained ski pod. The T-Bar and Flower Chair serve a critical role in, first, reducing demand on the Mystery Peak Express as the sole point of access to the northern areas of the resort and, second, providing redundant access to the Summit, Percy, Brockton, and De Pencier Chairs should the Mystery Peak Express encounter a mechanical issue.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour Existing CRA
- Proposed CRA
- Mt Seymour Provincial Park
- Existing Terrain Parks
- Existing Lifts
- Proposed Lifts
- Proposed Access
- Proposed Ski Runs
- Existing Ski Runs
- Existing Winter Backcountry Access Routes
- Existing Snowshoe Trails
- Proposed Buildings
- Summer Use Areas
 - Aerial Adventure Park
- Winter Activities
 - Potential Tube Park
- Proposed Gliding
 - Dense Glading
 - Thin Glading
- Proposed Mountain Lodges
 - Restaurant/Cafe
 - Warming Hut

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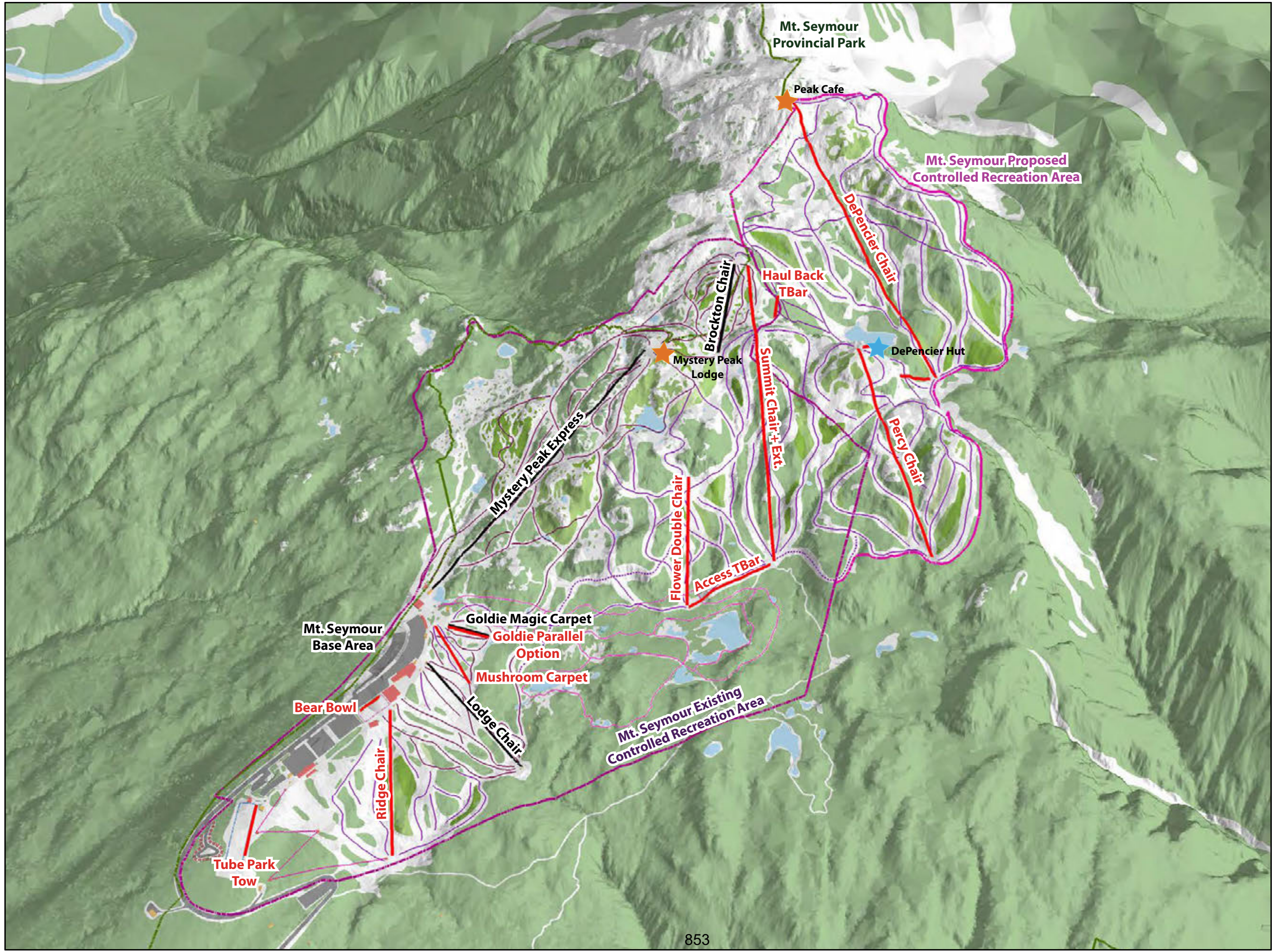
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Mount Seymour
Resort at
Buildout

Figure 4-1

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Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour Existing CRA
- Proposed CRA
- Mt Seymour Provincial Park
- Existing Terrain Parks
- Existing Lifts
- Proposed Lifts
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Mount Seymour
Resort at
Buildout

Figure 4-3

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De Pencier Chair (Pod D)

The proposed De Pencier Chair represents a significant expansion to the ski terrain at MSR, adding 50 ha of intermediate and advanced ski terrain to the ski area. Further, this terrain will add a new dimension to the ski experience at MSR, replicating the long runs found on the Mystery Peak Express but on the intermediate and advanced ski terrain currently lacking at MSR. Much of the ski terrain sits at a relatively high elevation and is oriented to the east, limiting solar exposure, which preserves the snowpack and snow quality. The De Pencier ski pod will offer spectacular 270° views of Metro Vancouver and the Indian Arm from its peak. Its location will provide skiers with a sense of backcountry adventure and escape while being lift-serviced and attached to MSR.

Skiers exiting the De Pencier pod will use a short Haul Back T-Bar or the Exit Chair. The former connects skiers with the Brockton ski pod, while the latter brings them into the Summit ski pod. Together, the return lifts support easy and effective skier circulation, whether during the day in response to changing conditions or at the end of the day when skiers return to the base area.

Mushroom Carpet (Pod F)

The proposed Mushroom Carpet adjacent to the popular Goldie Carpet will reinforce MSR's family-oriented, beginner-friendly reputation. It has been designed as the last step in beginner skier skill progression before guests graduate to ski lifts and longer, more challenging runs. The Mushroom Carpet also provides additional uphill capacity in the increasingly popular Goldie beginner area, with longer runs and additional ski terrain, supporting the growth of MSR's ski school programs.

Tube Park

As planned, the existing Tube Park will be relocated and expanded in the CRA, south of and below the Enquist parking area. With some grading, the new alignment will facilitate ideal Tube Park gradients, making for an exciting, easy-to-use winter activity. It will provide amazing views of Metro Vancouver and maintain easy access to and from the Enquist Lodge and parking area. The increased capacity and improved quality of experience will address the growing demand for snowplay. It is anticipated that the iconic views offered by the new alignment will become a defining feature of Mt Seymour Resort.

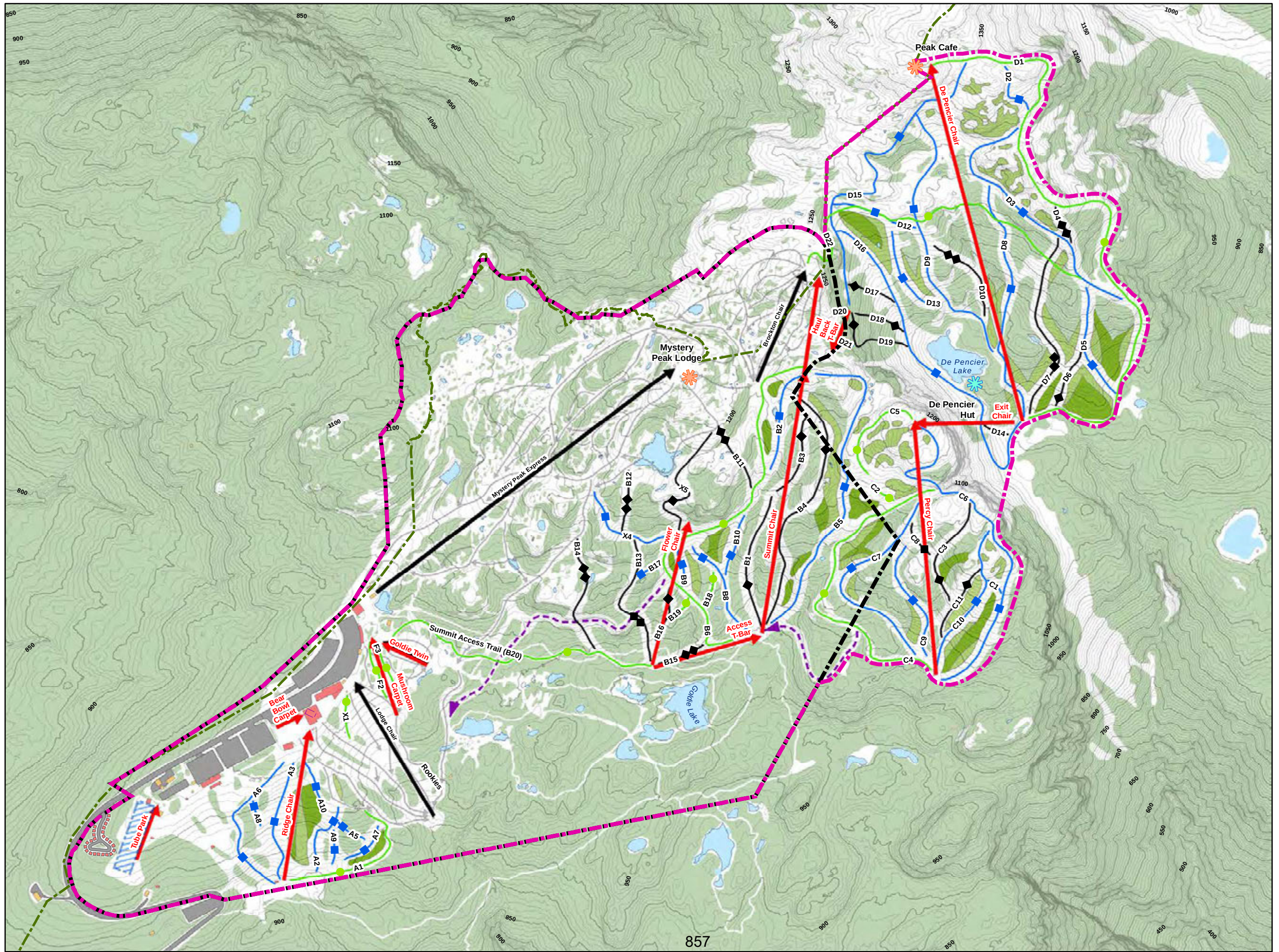


4.2.4 PROPOSED SKI TRAIL DEVELOPMENT

The proposed development at MSR includes the realignment of some existing terrain use and the addition of the new ski area terrain. The following sections detail the specific nature and characteristics of the Ski Resort Development Plan in its proposed 'buildout' form.

The existing and proposed ski lifts and trails (Figure 4-1) graphically illustrate the proposed transformation of the mountain as it relates to the existing lift and trail development. This is further enhanced by the description of the proposed ski trails by skier skill class in Figure 4-2 and Table 4-1. Each ski trail or trail segment has been identified by an alphanumeric code, which identifies the trail on all associated mapping and within the geospatial and statistical databases. The general extent of proposed gladed areas has been included to indicate potential gladed terrain (see Section 4.2.5).

Mt Seymour Resorts recognizes the ecological, cultural, and recreational value of the surrounding parkland and strives to ensure its integrity. To that end, MSR will not plan for any development within ecologically or culturally sensitive areas and ensure that any development adjacent to these areas has negligible impact. Further, MSR will work with stakeholders, BC Parks, the Metro Vancouver Regional District, and the District of North Vancouver to ensure the health of the adjacent public lands for the enjoyment of all British Columbians.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed CRA
- Mt Seymour Existing CRA
- Mt Seymour Provincial Park
- Proposed Vegetation
- Existing Lifts
- Proposed Lifts
- Proposed Access Trails

Proposed Ski Trails

Class

- Beginner
- Intermediate
- Advanced

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Proposed Ski Trails
by Skier Class

Figure 4-2

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Table 4-1. Proposed Ski Trails at Buildout

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Ridge Chair						
A1	638	33	18	35	2.2	Novice
A10	155	24	19	35	0.5	Low Intermediate
A2	230	43	36	35	0.8	Low Intermediate
A3	363	39	32	35	1.3	Low Intermediate
A4	584	19	11	35	2.0	Novice
A5	96	50	33	35	0.3	Intermediate
A6	471	59	26	35	1.6	Intermediate
A7	150	38	27	35	0.5	Low Intermediate
A8	78	46	38	35	0.3	Intermediate
A9	107	50	49	35	0.4	Intermediate
Int Glade	0	0	0	0	3.0	Int Glade
Total Skiable Area					13.0	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Summit Chair						
B1	638	33	18	35	1.4	Advanced
B10	155	24	19	35	0.5	Intermediate
B2	230	43	36	35	1.2	Intermediate
B3	363	39	32	35	0.9	Advanced
B4	584	19	11	35	2.7	Advanced
B5	96	50	33	35	3.4	Intermediate
B6	471	59	26	35	4.5	Novice
B7	150	38	27	35	1.5	Novice
B8	78	46	38	35	1.2	Intermediate
B9	107	50	49	35	0.6	Low Intermediate
X4*	329	43	23	35	1.2	Low Intermediate
X5*	476	75	31	35	1.7	Advanced
Int Glade	0	0	0	0	6.4	Int Glade
Total Skiable Area					27.3	

*Access Trails

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Percy Chair						
C1	57	37.79	33.05	35	0.2	Low Intermediate
C10	468	59.2	34.93	35	1.6	Intermediate
C11	250	68.66	48.1	35	0.9	Advanced
C2	81	27.18	23.15	35	0.3	Novice
C3	332	65.58	28.71	35	1.2	Advanced
C4	960	38.48	20.95	35	3.4	Novice
C5	309	32.17	22.06	35	1.1	Novice
C6	1,111	95.21	30.6	35	3.9	Low Intermediate
C7	660	89.12	22.96	35	2.3	Intermediate
C8	111	35.96	30.14	35	0.4	Advanced
C9	369	50.91	28.17	35	1.3	Intermediate
Int Glade	0	0	0	0	7.0	Int Glade
Total Skiable Area					23.5	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
De Pencier						
D1	1,977	77.22	30.97	35	6.9	Novice
D10	301	99.85	48.77	35	1.1	Expert
D11	231	19.85	13.19	35	0.8	Novice
D12	251	43.16	21.22	35	0.9	Low Intermediate
D13	291	52.76	38.45	35	1.0	Intermediate
D14	84	68.2	51.81	35	0.3	Advanced
D15	1,821	60.17	27.11	35	6.4	Intermediate
D16	1,056	80	24	30	3.2	Intermediate
D17	158	80	51	30	0.5	Advanced
D18	176	80	66	30	0.5	Advanced
D19	286	100	53	30	0.9	Advanced
D2	171	41.89	35.8	35	0.6	Low Intermediate
D20	65	100	120	30	0.2	Advanced
D3	822	58.36	27.91	35	2.9	Intermediate
D4	130	80.36	61.1	35	0.5	Expert
D5	361	56.74	43.2	35	1.3	Intermediate
D6	196	68.95	45.69	35	0.7	Advanced
D7	597	86.84	41.85	35	2.1	Expert
D8	751	73.54	33.2	35	2.6	Intermediate
D9	862	78.94	33.63	35	3.0	Intermediate
Int Glade	0	0	0	0	14.5	Int Glade
Total Skiable Area					50.6	

Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
Mushroom Carpet						
F2	115	18	11	35	0.4	Novice
F3	42	18	10	35	0.1	Novice
Total Skiable Area					0.5	



4.2.5 PROPOSED GLADED SKI TERRAIN

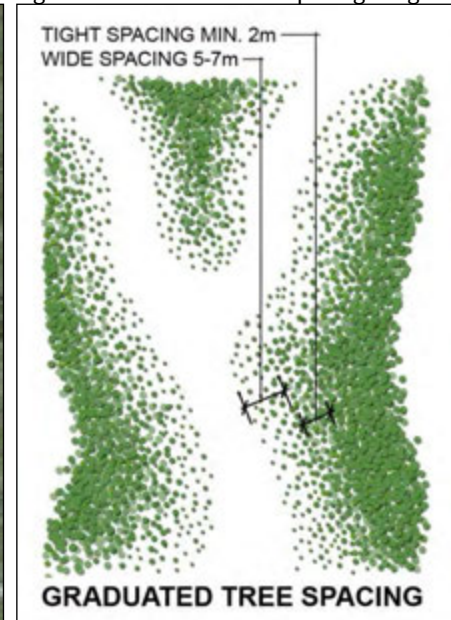
By buildout, gladed skiing on the mountain will be expanded from the current 7.8 hectares to over 38.8 hectares (see Figure 4-4).

As proposed, the gladed ski terrain will be developed using a feathering technique initiated from the ski run edges. As illustrated in Figures 4-3a and 4-3b, the typical layout would see a gladed edge moving into the trees from the clear cut of the ski trail. The tree spacing initially would be wide (5 to 7 metres). Tree separation would decrease progressively, closing to a minimum of 2 metres. The lower branches of gladed trees should also be limbed to 3 metres above the maximum snow depth, depending on tree species, to facilitate clear paths for skiers and boarders.

Figure 4-3a. Illustrative Example of Glading

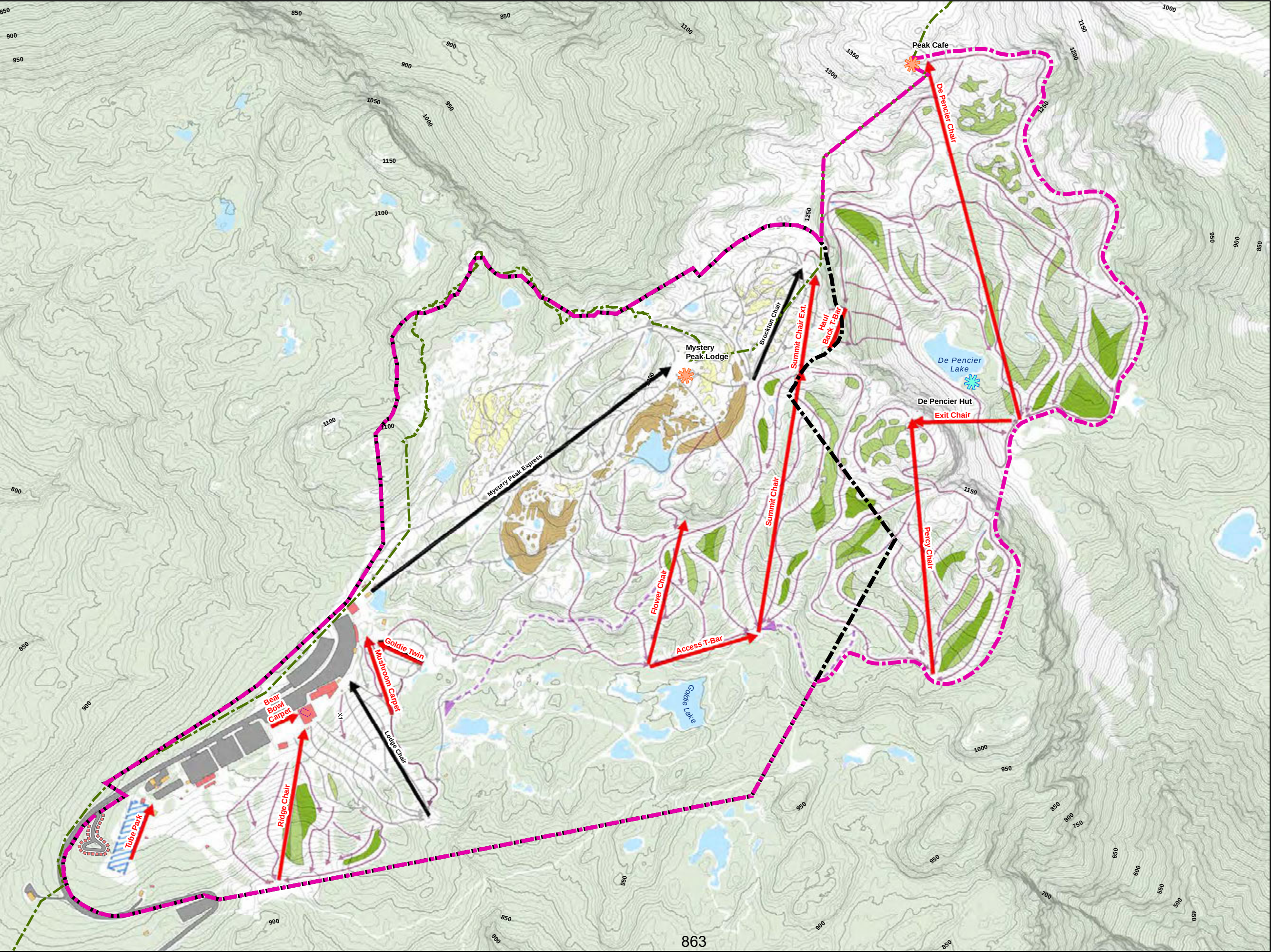


Figure 4-3b. Gladed Tree Spacing Diagram



Glading can deliver ecological and recreational benefits. Feathering forest edges by thinning encourages a brushy transition zone between the opening and the denser stand, which promotes food growth and improves wildlife habitat. In addition, the feathered edge protects against wind blowdown and provides better visual quality across the forest stand.

From the guest's perspective, feathering the edges of ski trails provides an excellent skills development opportunity by making a semi-gladed transition zone between the fully cut ski run and the denser gladed areas in between runs. Feathering the edges of runs and glading in between runs will provide great adventure terrain for all ability levels and encourage all ability levels to progress to new levels of enjoyment.



- Legend**
- Proposed CRA
 - Mt Seymour Existing CRA
 - Mt Seymour Provincial Park
 - Existing Lifts
 - Proposed Lifts
 - Existing Ski Runs
 - Proposed Ski Runs
- Existing Glading**
- Thin Glading
 - Dense Glading
- Proposed Glading**
- Dense Glading
 - Thin Glading

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Proposed Glading
at Buildout

Figure 4-4

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4.2.6 DOWNHILL CAPACITY

By applying the appropriate acceptable densities to the ski trails and gladed areas in terms of skiers per hectare, the total downhill capacity of the existing and proposed development at MSR was calculated. Table 4-2 outlines the downhill capacity of the trails by skier skill class within each pod for the entire ski area. In total, the buildout ski trail capacity is 5,300 skiers.

Table 4-2. Downhill Capacity of Trails by Skier Class

Pod	Vertical (m)	Skiable Area (ha)	Downhill Capacity by Skill Class						Total Downhill Capacity
			Beginner	Novice	Low Intermediate	Intermediate	Advanced	Expert	
Existing									
Brockton Chair (POD BR)	75	7	0	95	20	95	22	0	232
Goldie Magic Carpet (POD GC)	31	2	30	67	0	0	0	0	98
Mystery Peak Express (POD MP)	205	26	18	526	319	35	23	20	941
Lodge Chair (POD L)	86	8	11	367	52	0	0	0	430
Existing Totals		42	60	1,055	391	130	45	20	1,701
Proposed									
Ridge Chair (POD A)	111	13	-	257	126	109	-	-	491
Summit Chair (POD B)	252	35	-	403	131	255	146	48	982
Percy Chair (POD C)	254	23	-	284	164	227	49	-	723
De Pencier Chair (POD D)	244	50	-	464	59	755	57	36	1,370
Mushroom Carpet (POD F)	34	0.5	-	33	-	-	-	-	33
Proposed Total		122	-	1,440	479	1,345	251	84	3,599
PROPOSED + EXISTING TOTAL		163	60	2,495	870	1,476	295	104	5,300

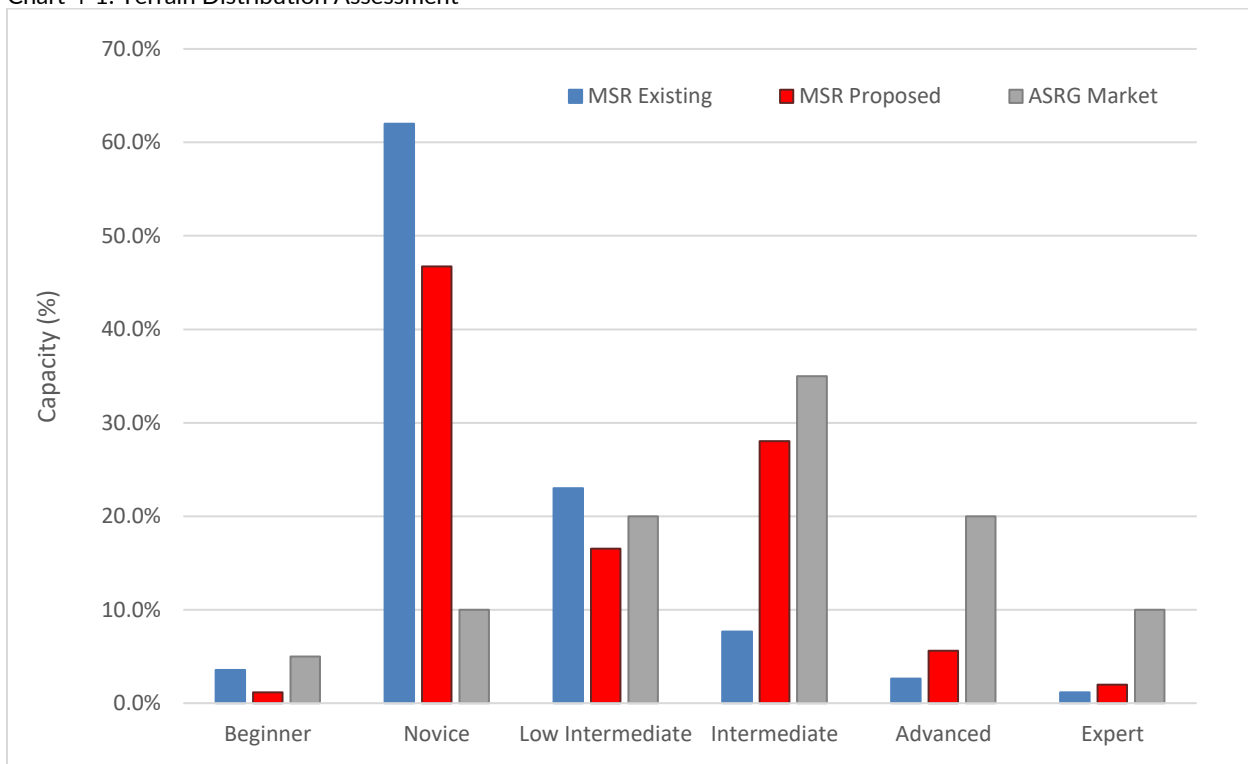
4.2.7 ALPINE TERRAIN DISTRIBUTION

The design of the ski trails was carefully planned to ensure that the proposed development of the ski terrain closely approximates the distribution of the skier marketplace. The terrain distribution assessment is important to ensure that currently accepted market segmentation is represented in the ski trail network. Table 4-3 and Chart 4-1 illustrate the overall distribution assessment of the proposed buildout condition at MSR. They also compare the proposed distribution to the existing and market distributions. This demonstrates that the proposed trail development at buildout provides a much more balanced product than what is currently offered.

Table 4-3. Terrain Distribution Assessment

Market Distribution	Mt Seymour Existing	Mt Seymour Proposed	ASRG Market
Beginner	3.5%	1.1%	5%
Novice	62.0%	47.1%	10%
Low Intermediate	23.0%	16.4%	20%
Intermediate	7.7%	27.8%	35%
Advanced	2.6%	5.6%	20%
Expert	1.2%	2.0%	10%

Chart 4-1. Terrain Distribution Assessment



As illustrated above, the proposed ski terrain expansion will significantly increase the proportion of intermediate ski terrain available, which is currently lacking at MSR. Importantly, this is the largest segment of the skier marketplace and one that every resort should cater to. Similarly, though not to the same degree, the proposed expansion will increase the proportion of advanced ski terrain offered at MSR. Beginner, novice, and low intermediate ski terrain will continue to dominate the ski runs available at MSR, aligned with their reputation and to maintain their position as the resort where Vancouverites learn to ski.

4.2.8 PROPOSED SKI LIFT INVENTORY & UPHILL CAPACITY

Directly related to the goal of balancing the skier skill class distribution with the market distribution, the downhill capacity of the ski terrain needs to be in balance with the uphill capacity of the ski lifts. To achieve this, the mountain plan must also anticipate skier movement and circulation patterns over the course of the ski day. This involves detailed disbursement modelling and staging analysis to ensure that skiers on slopes, lifts, lift lines, and support facilities are accounted for. From this, the appropriate capacity of uphill infrastructure is determined.

The proposed ski lift system has been planned to act as the uphill balance to the downhill capacity of the alpine trail network. Table 4-4 illustrates the specific characteristics, capacities, and design parameters for each existing and proposed ski lift. At buildout, MSR will have increased their ski lift inventory from 4 to 14 ski lifts. Figure 4-1 illustrates the existing and proposed ski lifts at buildout.

Table 4-4. Existing and Proposed Ski Lifts

	Lift Type	Vertical Drop (m)	Slope Length (m)	Hourly Capacity (Theor.)	Hourly Capacity (Actual)	Weighted Vertical Demand	Loading Efficiency	Guest Visit (hrs)	Access Reduction	Uphill CCC
Existing										
Brockton Chair	2C	75	341	1,200	1,200	1,938	95%	4	0%	176
Goldie Magic Carpet	MC	31	128	3,000	2,200	844	80%	4	0%	259
Mystery Peak Express	D4C	205	1,027	2,200	2,200	1,451	95%	4	20%	936
Lodge Chair	2C	86	423	2,000	1,600	1,078	90%	4	0%	460
Total Existing			1,919	8,400	7,200					1,830
Proposed										
Ridge Chair (POD A)	2C	122	435	1,200	1,200	1,524	95%	4	0%	365
Summit Chair + Extension (POD B)	4C	282	994	2,400	2,200	2,091	95%	4	11%	998
Percy Chair (POD C)	4C	224	700	2,000	1,500	1,826	95%	4	0%	699
De Pencier Chair (POD D)	4C	402	1,018	2,400	1,900	2,078	90%	4	0%	1,324
Mushroom Carpet (POD F)	T	30	114	1,200	1,000	1,000	95%	4	0%	125
Flower Chair*	2C	130	402	1,200	800	-	-	-	-	-
Summit Access T-Bar*	T	33	310	1,200	800	-	-	-	-	-
De Pencier Return T-Bar*	T	30	114	1,200	800	-	-	-	-	-
De Pencier Exit Chair*	2C	249	263	1,200	1,000	-	-	-	-	-
Total Proposed			4,442	14,000	11,500					3,511
Total (All)			6,361	22,400	18,700					5,342

*These are transportation lifts and do not contribute to overall uphill capacity

BHA calculated the ski lifts' Peak Uphill CCC in alignment with industry and market trends that aim to provide a higher-density, family-oriented product. BHA calculated the proposed lift and trail capacities for buildout conditions using these design criteria. Combining the existing Peak Uphill CCC and the proposed additions results in a Peak Uphill CCC number of 5,342 skiers per day at buildout.

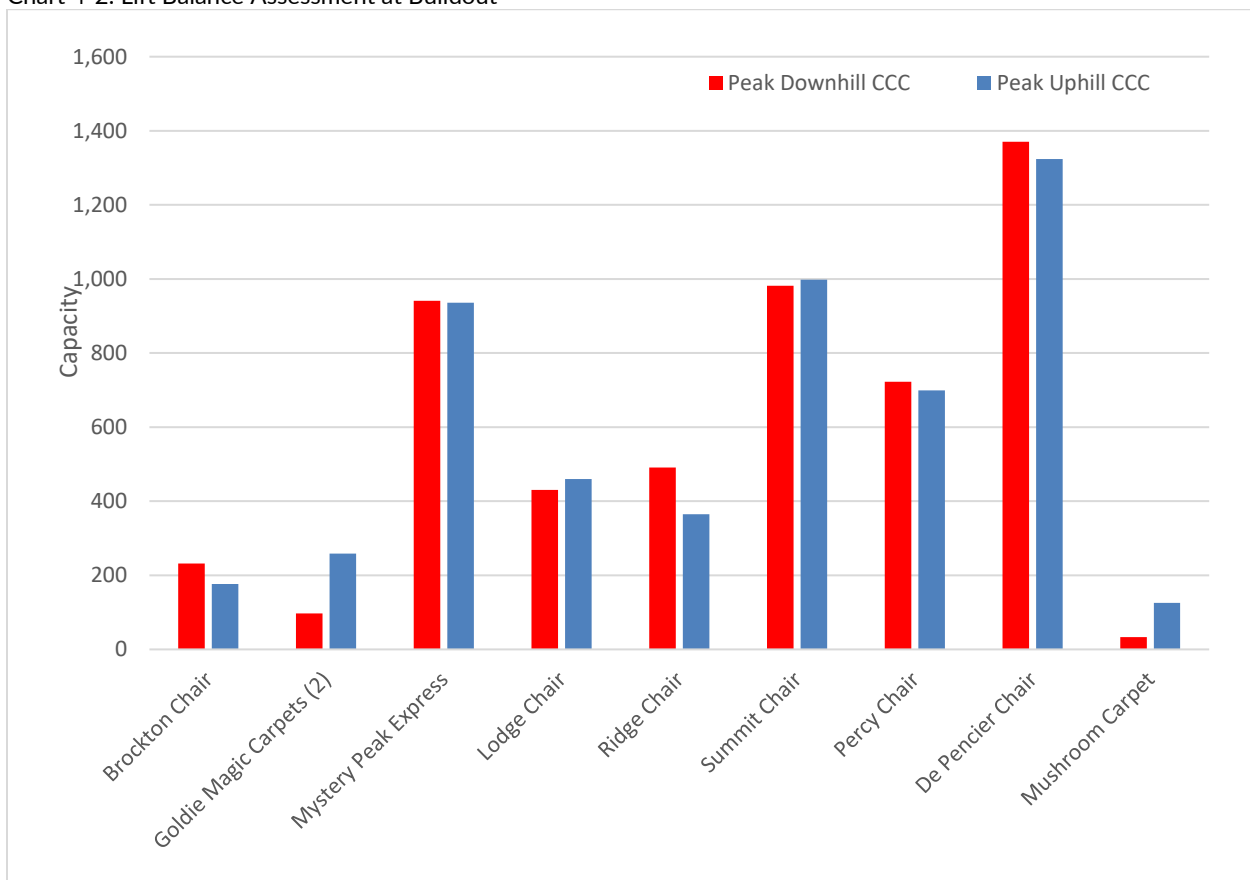
4.2.9 PROPOSED LIFT BALANCE ASSESSMENT

The following summary demonstrates the balance between the proposed capacity of the lift infrastructure and the capacity of the associated trails:

Table 4-5. Peak Comfortable Carrying Capacity by Ski Pod

Lifts	Peak Uphill CCC	Peak Downhill CCC
Brockton Chair	176	232
Goldie Magic Carpet	259	98
Mystery Peak Express	940	941
Lodge Chair	460	430
Ridge Chair	365	491
Summit Chair	935	982
Percy Chair	699	723
De Pencier Chair	1,324	1,370
Mushroom Carpet	125	33
Total	5,342	5,300

Chart 4-2. Lift Balance Assessment at Buildout



As illustrated, the SRDP will address existing imbalances in ski pod capacity, and the proposed ski terrain expansion will balance uphill and downhill capacity while ensuring efficient circulation throughout the ski area.

4.2.10 PROPOSED PEAK COMFORTABLE CARRYING CAPACITY

As detailed previously, the Peak Comfortable Carrying Capacity (CCC) measures the optimum number of skiers who can utilize the resort during its busiest period while being guaranteed a pleasant recreational experience without causing a decline in the quality of the physical or socio-cultural environment. It is a dynamic number that considers the use of the mountain throughout the day.

As illustrated in Table 4-5, based on the proposed lift configuration, the uphill capacity of the proposed and existing lifts is 5,342 skiers. As the uphill capacity of the lifts (5,342) surpasses the downhill capacity of the trails (5,300), the CCC of MSR's proposed facilities is set at 5,300 skiers and snowboarders during the resort's busiest period. Utilizing the lower of the two values as the resort Peak CCC ensures that neither the Peak Uphill nor Peak Downhill CCC is exceeded.



4.3 OTHER RESORT ATTRACTIONS

In the past, MSR's winter activities have been focused on lift-accessed alpine skiing. However, increasing effort has been placed on providing complementary attractions, such as snowshoeing and tubing, and supporting activities on the surrounding parklands. Looking to the future, MSR understands that it will need to develop and improve a diverse range of alternative winter activities.

4.3.1 OTHER WINTER ACTIVITIES

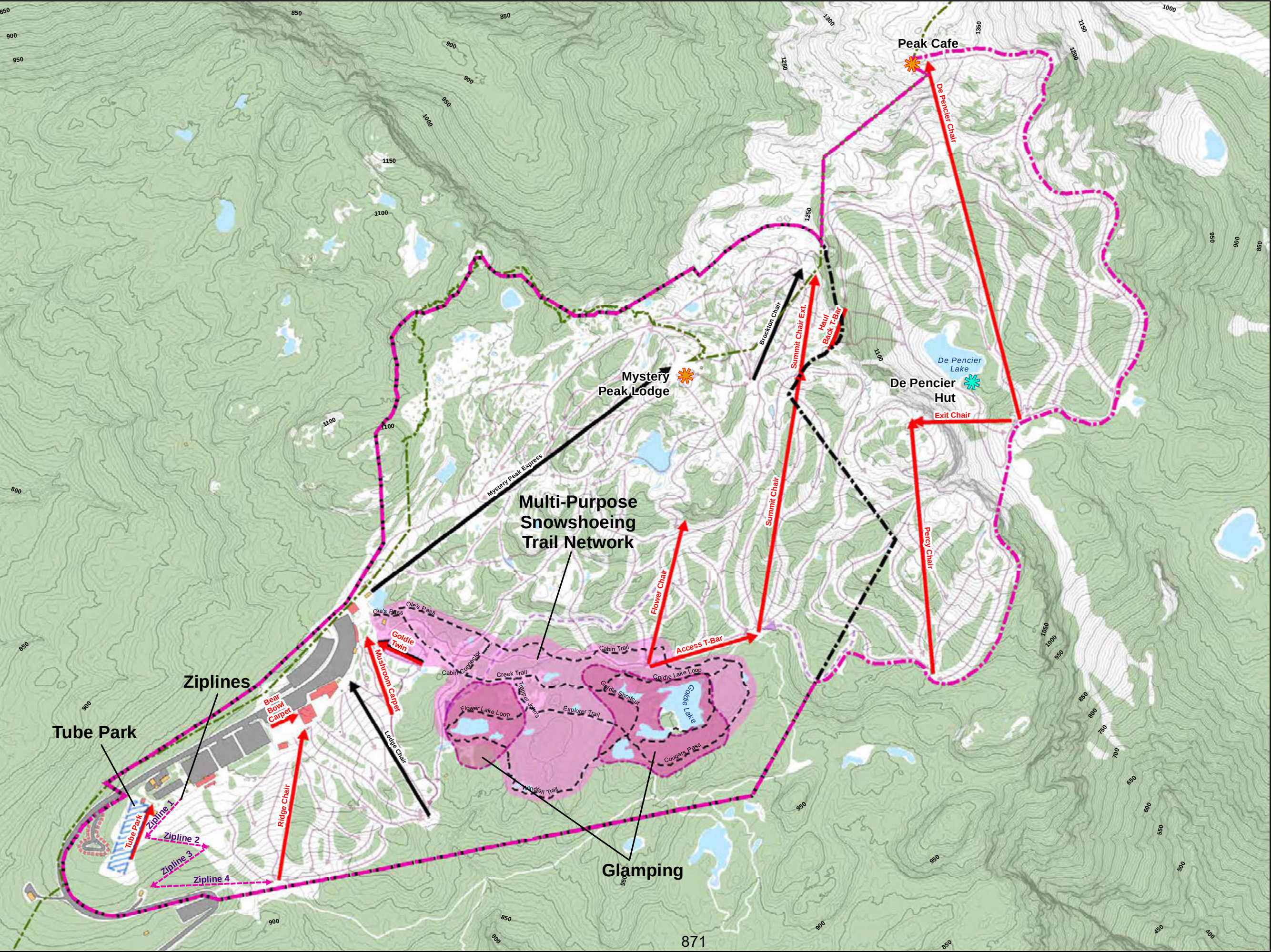
Snowshoeing

As part of MSR's transition into an all-season resort, the Discovery Snowshoe Trails system will be improved and expanded as appropriate with new multi-purpose trails. Further, opportunities to develop scenic viewpoints as new destinations and a wilderness warming hut around the Goldie Lake area will be explored. The area is easily accessible from the Three Peaks Lodge and the primary parking and staging areas. The expanded snowshoeing trail network is anticipated to attract 250 guests to MSR.

Tubing

As described in Section 4.2.3 the Enquist Tube Park and tobogganing area at Mt Seymour Resort will be relocated to slopes just south of the Enquist Lodge. The improved and larger tube park will result in an increased user capacity, which is anticipated to attract 400 guests.



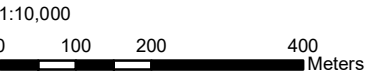


- Legend**
- Proposed CRA
 - Mt Seymour Existing CRA
 - Mt. Seymour Provincial Park
 - Existing Ski Runs
 - Proposed Ski Runs
 - Existing Snowshoe Trails
- Winter Use Areas**
- Multi-Purpose Trail Network
 - Proposed Glamping
- Proposed Mountain Facilities**
- Restaurant/Cafe
 - Warming Hut

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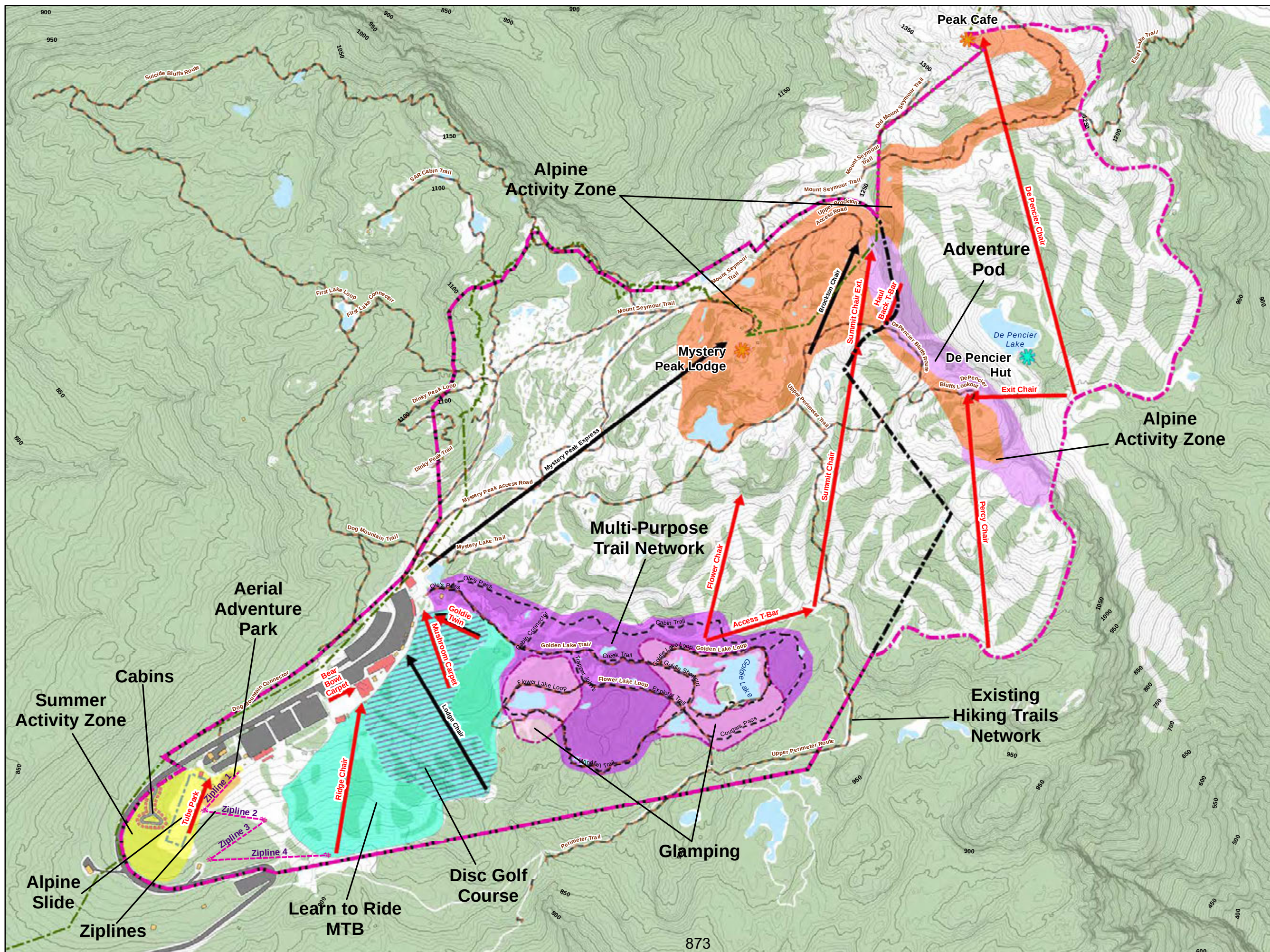
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Other Resort Attractions

Figure 4-5

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Legend

-  Proposed CRA
 Mt Seymour Existing CRA
 Mt. Seymour Provincial Park
 Existing Snowshoe Trails
 Existing Hiking/Pedestrian Trails

Summer Use Areas

-  Aerial Adventure Park
-  Disc Golf Course
-  High Alpine Activity Zone
-  High Elevation Adventure Pod
-  Learn to Ride MTB
-  Multi-purpose Trail Network
-  Summer Activity Zone
-  Proposed Glamping

Proposed Mountain Facilities

- | | |
|---|-----------------|
|  | Restaurant/Cafe |
|  | Warming Hut |

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Summer Use Plan

Figure 4-6

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4.4 PROPOSED SUMMER RESORT ACTIVITIES

As planned, the summer season at MSR will grow in prominence and importance at the Resort over time. It is anticipated that this will include cross-country mountain biking, aerial adventure, zip lines, alpine slide, via Ferrata, hiking and sightseeing. While further study and design are needed, the locations for the proposed summer resort activities will be located within one of three areas: High Alpine Activity Zone, Multi-purpose Trail Network, or the Summer Activity Zone. The summer resort activities are illustrated in Figure 4-6.

Mountain Biking

Through the SRDP, the Lodge, Ridge, and Goldie pods will be developed to support beginner, family-oriented, learn-to-ride mountain biking. Mt Seymour Resort recognizes that the mountain biking experience on the mountain's lower slopes offers world-class intermediate to expert trail experiences and is not looking to duplicate them. Instead, the mountain biking experience envisioned is designed to complement the established facilities at MSR, introduce people to the sport, be accessible to all experience levels and age groups, and be compatible with existing hiking and sightseeing offerings. The primary trails will be geared to cater to beginner and novice mountain bikers of all ages.

Following well-proven design, the trails within the network will form a hierarchy in terms of rider skill, with the wider, flatter trails acting as the primary, beginner-friendly routes, with secondary, and tertiary trails branching off, each offering a progressively more difficult mountain biking experience. This approach to trail design is intuitive to guests, allows them to easily identify the skill level required for a given trail, and effectively separates riders of different skill levels and experiences.

MSR will adapt the Lodge Chair and possibly the proposed Ridge Chair to support mountain bikes, creating a lift-serviced mountain bike experience. It will also pursue opportunities for Class 1 e-Mountain Bikes (pedal assist) within the proposed trail network to make the trails more accessible to a range of guests. All the required equipment will be available through a rentals program and bike camps and lessons will be available through a mountain bike school.

Further study and design remain to be completed and may result in one-way or single-use trails (e.g., hikers only, mountain bikers only). Trail development will always respect and preserve important culturally and environmentally sensitive areas.

Alpine Activity Zone

Mt Seymour Resort is a popular destination for hikers, sightseers, and trail runners. Building on this, in addition to the proposed Multi-purpose Trail Network, MSR will look to develop an accessible trail network on the top of Mystery Peak and neighbouring summits along the De Pencier Bluff. Accessible via the Mystery Peak Express, the trail network would feature options for all ages, including those with mobility issues or small children, all the way up to challenging singletrack trails that may require ropes and chains to navigate. Paired with interpretive programming, views across Metro Vancouver and the Fraser Valley, and the proposed Mystery Peak Lodge, it will come to be the heart of MSR's summer alpine activities.



The Resort is uniquely positioned to cater to summer guests looking to escape the urban rush and experience the amazing views available throughout the area. Moving forward, through the SRDP, Mt Seymour Resort will work to enhance the trail user's experience by creating new destinations and viewpoints. These include the proposed on-mountain lodges (Sec. 4.7.4), strategically located at high points along De Pencier Bluff with uninterrupted views of the region, and offering essential services (e.g., washrooms, food, and beverage).

Adventure Zone

Within the CRA, MSR will look to develop several via Ferrata routes around De Pencier Bluff. A via Ferrata, or "iron road", is a well-defined alpine climbing route travelling through exposed areas. The climbing route is equipped with fixed, manmade structures to increase ease and security for climbers, and trained climbers typically guide groups. Mt Seymour Resort intends to develop via Ferrata routes that cater to all experience, confidence, and physical ability levels. Additionally, MSR will look to develop the De Pencier Skywalk, a horseshoe-shaped bridge that will extend out from De Pencier Bluff, offering guests an 'over the edge' experience and unparalleled views. Lastly, MSR is exploring options to develop a mountaintop suspension bridge as part of a condensed, high alpine trail network easily accessible from one of the proposed on-mountain lodges.

Summer Activity Zone

The Summer Activity Zone would be developed in concert with the relocation of the Tube Park. It would feature an aerial adventure park, zip lines, and an alpine slide. The alpine slide would use the Tube Park slopes during the summer, with a synthetic sliding surface installed seasonally. The aerial adventure park and zip lines would be integrated into the surrounding forests and could operate year-round.

An aerial adventure experience combines wilderness hikes with playground activities in a playful, family-oriented atmosphere. Tree-top walks, rope ladders and swings allow visitors to explore the forests and challenge their nerve and skills. A multiple-lined zip line course offers visitors a unique perspective on the surrounding landscapes and the rush of whisking through trees.

As envisioned, these facilities would be centred on and themed around the wilderness experience, with built structures seamlessly integrated into the forests in an unobtrusive manner intended to immerse guests in the forest. Interpretive signage would be developed and placed throughout the experience, highlighting features of the forest rarely seen by guests, and guided walks hosted by naturalists could be developed.

Base Village Programming

With its forest setting and stunning views of the Metro Vancouver region, MSR will expand its current event offerings to become a hub for mountain festivals, events, concerts, meetings, conferences, weddings, and general celebrations. The proximity of the Resort to a large urban population opens unique opportunities for evening and weekend events, such as a summer concert series or film screenings. Events and festivals would be organized to complement the other proposed summer and winter activities, allowing guests to remain engaged in the mountain experience while resting after participating in the other physical and recreational activities. Mt Seymour Resort anticipates that they could host events ranging from 50 to 2,000 guests at one time.

All programming would be based out of the existing and proposed base area facilities, utilizing Day Lodges, parking areas, or ski trails as attraction spaces as needed.

4.5 PROPOSED ALL-SEASON RESORT AMENITIES

Glamping

Glamorous camping, or 'Glamping', sits between car camping and cabins along the outdoor accommodation spectrum. Glamping is an all-season attraction that can provide a cool respite in the summer and a warm cabin feel in the winter while retaining a rustic wilderness experience. It involves semi-permanent tents or Yurts that are installed without the need for a permanent foundation. These structures can be outfitted with wood-burning stoves, power, water, and sewer, depending on the climate and the desired experience.

At MSR, the forests surrounding the Multi-purpose Trail Network have been identified as an ideal location for a glamping experience. This area features a series of lakes and undisturbed forests and is easily accessible via the existing trail network. Further, it is far enough removed from the base area to separate guests from the sights and sounds of ongoing resort operations and guest activity, thereby maintaining a wilderness ambience while close enough to allow easy travel to and from base area amenities. Operating year-round, upon arrival, guests would be transported to their sites by shuttle or snowcat. Once settled, they could step out their front door onto the trail network for a hike or bike ride or organize transport back to the base area for a day of skiing (winter) or aerial adventure play (summer).

As planned, the glamping experience would complement existing and proposed recreation activities and act as an attraction in and of itself. As such, it is anticipated that the glamping experience will attract an additional 100 guests per day in all four seasons. As such, though further detailed design is required, MSR is planning to develop approximately 20 tent/Yurt pads suitable for varying sizes of groups (e.g., 2 to 8) and desired experiences (e.g., rustic to supported).

Cabins

To complement the proposed glamping experience, MSR proposes a small enclave of small, self-contained cabins that offer all essential amenities, including water, heating, and power, with an added level of comfort compared to the yurts. These cabins would be conveniently located next to the Tube Park, allowing easy access to winter tubing and summer activities like the aerial adventure park and ziplines. At peak times, the cabins are expected to accommodate up to 100 guests per day.

Mountain Spa

To further diversify resort attractions and appeal to a wide range of guests, MSR plans to develop an all-season mountain spa experience. A Mountain spa combines professional spa services and treatments found in a typical spa with a relaxed mountain setting, and demand for these experiences has only grown in recent years.

Though a final site has not yet been identified and is dependent on further study, as envisioned, the mountain spa would be located near the base area core and the associated utilities, and paved

roads to facilitate guest access. The spa would maximize the feeling of seclusion and immersion in nature, integrated into the mountains and forests, with views extending across Metro Vancouver.

Guests could integrate their spa experience with various other activities (e.g., skiing, snowshoeing/hiking, mountain biking) and the proposed glamping or dedicate their day to relaxation in the mountains. The spa would also offer treatments, such as massage, and opportunities to host related activities, such as yoga, will be explored.

Given the growing popularity of these experiences and the significant potential at MSR offered by its wilderness setting and views of the region, the addition of a mountain spa is anticipated to attract 75 guests per day throughout the year.

4.6 PEAK BALANCED RESORT CAPACITY AT BUILDOUT

As MSR matures, the capacity of the winter attractions will still exceed the proposed capacity of the summer attractions. As such, the effective Peak Balanced Resort Capacity (Peak BRC) of MSR is the capacity of alpine skiing, snowshoeing and other winter attractions plus additional passive guests. Table 4-6 shows that this equates to 6,765 visitors during its busiest period.

Table 4-6. Peak Balanced Resort Capacity at Buildout

Total Mtn CCC	5,300
Additional Activities (Winter)	
Snowshoe	250
Snowplay (Tubing/Tobogganing)	400
Glamping/Cabins	200
Total Additional	850
Total Facility Capacity	6,150
Passive Guests (10% of Capacity)	615
BRC	6,765

4.7 BASE AREA DEVELOPMENT

The BHA Ski Resort Development Plan for the proposed improvements of the base area developments at MSR has been designed to complement the mountain's attributes and proposed development opportunities. These developments will be undertaken gradually to remain balanced with the expansion of additional skiing and mountain resort attractions. The following describes the details of the various base area developments, the rationale behind them, and their relationships with the skiing and all-season attractions at MSR.

4.7.1 BASE AREA DEVELOPMENT GOALS

Specific to MSR's Base Area, the following development goals were applied to guide the details of the development plan:

- Develop the base area at MSR in a comprehensive and integrated fashion that caters to day-use guests.
- Ensure that all development respects environmentally sensitive areas and limits its environmental footprint and impact.
- Balance base area facilities with the Peak Balanced Resort Capacity.
- Encourage a more pedestrian-friendly base area environment.
- Provide enough parking to satisfy the full requirements of all peak period visitation.
- Improve the quality of all base area elements at MSR in a year-round capacity.

4.7.2 BASE AREA PLANNING CRITERIA

The appropriate size and scale of development of the base area facilities are directly linked to the capacity, location, and scope of the resort attractions. The Balanced Resort Capacity (BRC) ultimately defines the size of MSR in terms of the number of visitors that can be expected at buildout. It is important to remember that this is a static picture of the finished resort in the future. In practice, the proposed development will be pursued in a series of phases leading from existing conditions to the buildout state.

The Peak BRC for MSR was calculated as 6,400 visitors per day. This defines the number of people that need to be catered to in terms of their expectations for a satisfying resort experience. By extension, this defines the total amount and type of built space that needs to be put in place. It also defines the infrastructure (e.g., sewer, water, and power) and parking requirements for the resort.

4.7.3 BUILT SPACE REQUIREMENTS

At buildout, MSR must have enough built space to provide for the needs of approximately 6,700 guests during the peak period on any given day. The types of built space necessary to provide for the needs and expectations of the guests range from restaurants, bars, rental and repair shops, guest services, ski school, patrol/first aid, and lockers to resort administration and employee facilities. Specific space use requirements for MSR are listed in Table 4-7. The total requirements at buildout are compared with the existing development to provide a sense of the scale of development necessary for MSR to be in balance in the future.

Table 4-7. Space Use Requirements for Buildout

		Peak CCC	5,300	
		Peak BRC	6,765	
Service/Function	Existing Space	Space Required	Difference	% of Required
Restaurants and Related Facilities				
Restaurant	3,582	29,127	-25,545	12%
Kitchen/Scramble	1,732	12,525	-10,793	14%
Bar/Lounge	1,216	5,097	-3,881	24%
Subtotal	6,530	46,749	-40,219	14%
Retail				
Equip Rental/Repair	6,518	17,970	-11,452	36%
Retail Sales	919	5,825	-4,906	16%
Subtotal	7,437	23,796	-16,359	31%
Skier Services				
Washrooms	2,896	9,071	-6,175	32%
Ski School	117	2,881	-2,764	4%
Ski Patrol/First Aid	1,037	2,852	-1,815	36%
Public Lockers	468	5,134	-4,666	9%
Ticket Sales	552	1,198	-646	46%
Subtotal	5,070	21,137	-16,067	24%
Operations / Storage				
Administration	4,363	7,809	-3,446	56%
Employee Lockers	1,169	5,134	-3,965	23%
Subtotal	5,532	12,943	-7,411	43%
Back of House				
Mechanical / Furnace	1,412	6,277	-4,865	22%
Storage	4,754	7,324	-2,570	65%
Circulation, Walls, and Waste	1,442	8,370	-6,928	17%
Subtotal	7,608	21,971	-14,363	35%
Total Built Space (Sq Ft)	32,177	126,595	-94,419	25%

As illustrated, as MSR develops to buildout, approximately 94,400 square feet will need to be added for the resort to be in balance with and complement the Peak BRC of 6,700 guests per day. This will bring the total amount of built space for facilities to approximately 126,500 square feet.

These numbers are intended to guide the content, type, size, and scale of facilities to be established at MSR. In the final analysis, the specifics of the base area facilities will be designed and located to meet the needs of guests and the realities of MSR. The pace of the development will be market-driven and tied to improvements and expansion of the skiing and resort attractions.

4.7.4 BASE DEVELOPMENT AREAS

The Ski Resort Development Plan for Mt Seymour Resort details the planned transformation of the base and staging areas in a manner that complements and is in balance with the proposed on-mountain developments, addresses existing and future challenges, and optimizes the use of the base area lands. The guest's experience, needs, and desired movement patterns guided the base area planning process. It resulted in a guest-oriented base area that is aligned with the vision for MSR as the starting gate for recreation.

The planned transformation of the MSR base area includes the addition of approximately 94,400 sq. ft. of built space designed to house skier services and oriented to create a pedestrian-scaled base area experience (Figure 4-7). The proposed buildings are centrally located, limiting the need for guests to walk between skier services (e.g., ski school and equipment rentals). It will also see the redevelopment of the parking and staging area to create additional capacity, improve bus access, and create an effective drop-off/pick-up area.

4.7.5 MOUNTAIN FACILITIES

There are a variety of facilities key to the successful operation of any mountain resort. The degree of impact and influence each has on the resort offering is tied directly to the envisioned type of product. Specific to MSR, the size, scale and scope of the area dictates primary operational considerations including day lodges, ski patrol, snowmaking, night skiing, grooming, and maintenance.

On Mountain Day Lodges

The existing day lodges, the Three Peaks Lodge and Enquist Lodge, offer an array of food and beverage services, and room for guests to enjoy a meal and warm up. However, the current space available to guests will be insufficient to meet projected demand. Further, at present the lodges are isolated spatially from high-use areas, notably the Mystery Peak Express and the proposed De Pencier Chair. With the intent to both meet guest expectations and create options throughout the resort, the SRDP proposes the addition of three new on-mountain facilities: the Mystery Peak Lodge, Peak Café, and De Pencier Hut.

- Mystery Peak Lodge

The Mystery Peak Lodge is planned for the flat land just southeast of the upper terminal of the Mystery Peak Express. Its primary role would be to provide skier services sought by guests during their ski day (e.g., food and beverage, washrooms), as well as space for mountain operations (e.g., ski patrol, storage).



The Mystery Peak Express is currently the most popular ski pod at MSR, providing access to the largest pod of ski terrain. However, its lower terminal is approximately 350 m from the Three Peaks Lodge, forcing skiers to walk to access skier services (e.g., food and beverage, washrooms). Relatedly, as MSR grows, the day lodge space at the resort will have to increase by approximately 50,000 sq. ft.

While additional capacity will be added to the existing lodges, developing a new lodge at the top of the Mystery Peak Express as part of efforts to address these challenges creates ski-in/ski-out facilities with greater skier access, provides spectacular views of Metro Vancouver, and can easily be developed as an all-season facility, supporting summer use activities, such as hiking, or serving as a setting for events, such as weddings.

- Peak Café

As proposed, the De Pencier Chair and associated ski terrain will surpass the Mystery Peak Chair in capacity, and the unique ski terrain it will create (see Sec. 4.2.3) is anticipated to become a primary destination for skiers. However, the characteristics that make the De Pencier Chair an attraction will also make it somewhat isolated from existing and proposed lodge facilities. The proposed Mystery Peak Lodge would be the closest facility but would still require skiers to leave the De Pencier ski pod.

To address this, MSR is proposing to develop a small, café-style lodge near the upper terminal of the De Pencier Chair. It would provide similar advantages as the Mystery Peak Lodge, proactively addressing issues of guest access to essential skier services (e.g., washrooms, food, and beverage) and providing panoramic views of the region. Further, if desired, the Peak Café could operate year-round, serving as a hiking destination in the summer or an events space.

As envisioned, the Peak Café would not be of the same scale as the Three Peaks Lodge or the proposed Mystery Peak Lodge. Instead, it would offer limited food and beverage services (e.g., soup and baked goods), washroom facilities, and a mix of indoor and patio seating. Space would also be provided to support ski patrol and mountain operations within the De Pencier ski pod.

- De Pencier Hut

In contrast to the Mystery Peak Lodge and Peak Café, the De Pencier Hut is planned as a warming hut, only offering washrooms and a heated seating area. Located next to De Pencier Lake, near the lower terminal of the De Pencier Chair, it is intended to serve as a place to rest and warm up and will complement the space provided by the Peak Café, ensuring there is adequate on-mountain built space in the De Pencier ski pod.

At present, the De Pencier Hut is planned to be a winter-only hut as no summer activities or programming are planned for the area.



Mt. Seymour Resort
Resort Development Plan
2024

- Legend**
- Controlled Recreation Area
 - Proposed CRA
 - Mt. Seymour Provincial Park
 - Existing Snowshoe Trails
 - Proposed Lift
 - Existing Lift
 - Existing Ski Runs
 - Proposed Ski Runs
 - Proposed Buildings
 - Proposed Parking

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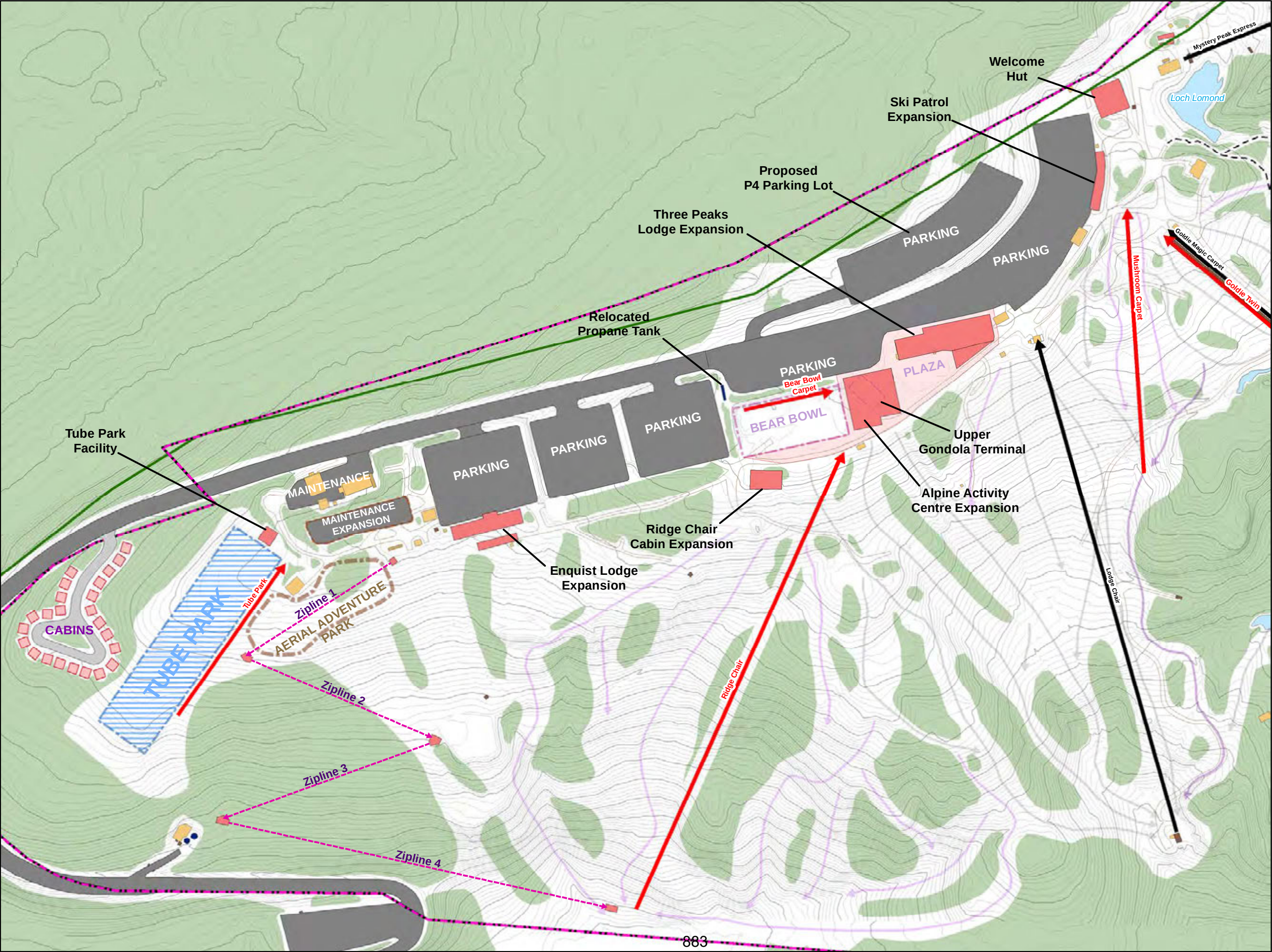
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Proposed Base
Area at
Buildout

Figure 4-7



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Three Peaks Lodge and The Plaza

The Plaza and the associated expansion of the Three Peaks Lodge will realize the need for a distinct, pedestrian-focused base area at MSR. Effectively isolated from the parking areas and vehicle traffic by the revised base area buildings, The Plaza will feature as a multipurpose space, offering expansive patio seating, including covered/heated options, serviced by the expanded Three Peaks Lodge, food trucks, or outdoor beer garden. Picnic tables, Adirondack chairs, and café tables would be arranged appropriately, accentuated by fire pits for cold nights or family marshmallow roasts, and a stage for live music or events (e.g., film screenings). It would be easily transitioned to support an array of festivals or events, with booths or tables ringed around the perimeter. And it would provide some of the best views found anywhere in Vancouver, the entire space offering a panoramic view of the Fraser Valley.

Ski Patrol

The phased development of ski patrol facilities is a key component of a well-planned and effectively managed mountain operation. Design considerations include the need to provide on-snow, emergency toboggan access to medical facilities and vehicular and ambulance access to injured or sick guests. Mt Seymour Resort's existing ski patrol facilities will be maintained and expanded as needed to provide timely and effective application of first aid and rescue services. As planned, developing the Mystery Peak Lodge and Peak Café would also provide storage space for these services.

Night Skiing

Mt Seymour Resort offers night skiing on 13 runs split between the Mystery Peak Express and Lodge Chair. Current power infrastructure can support additional night skiing and, as planned, would be extended to the Ridge, Summit, and Percy ski pods. However, the expansion of night skiing will be considered based on resort visitation, operational realities, and MSR's priorities.

Grooming

Ski trail grooming is required to create ski terrain suitable for beginner, novice, and intermediate skiers, and to develop early-season snowfall into a suitable snowpack that will last for the season. Mt Seymour Resort's well-established grooming program is based out of the existing maintenance yard, south of the base area. As new ski terrain is developed, MSR will adjust and expand, where needed, their ski grooming capabilities to ensure that skiers have access to sufficient groomed ski terrain and that grooming activities can be completed in a timely, efficient fashion.

Maintenance

The existing maintenance facility at the south end of the base area will remain the primary maintenance facility, and it will be incrementally expanded to provide more space and storage to match the Resort's needs as it expands.

4.7.6 SNOWMAKING

The winter snowpack on the North Shore Mountains is expected to decline and become less predictable because of climate change. Mt Seymour Resort will require a snowmaking system to offset increasing climate variability and ensure a reliable snowpack during the ski season. As planned, the snowmaking system would be designed and scaled to cover existing and proposed ski trails open for night skiing (Fig. 4-8). The intention will be to first deploy snowmaking to high-use and vulnerable areas at lower elevations, such as the Goldie Pod and the proposed Bear Bowl and Tube Park, and gradually expand the system to cover higher-elevation terrain, such as Mystery Peak Express and the proposed Summit and Percy Chairs. This will help ensure that MSR will be open for early-season skiing and activities through to early spring.

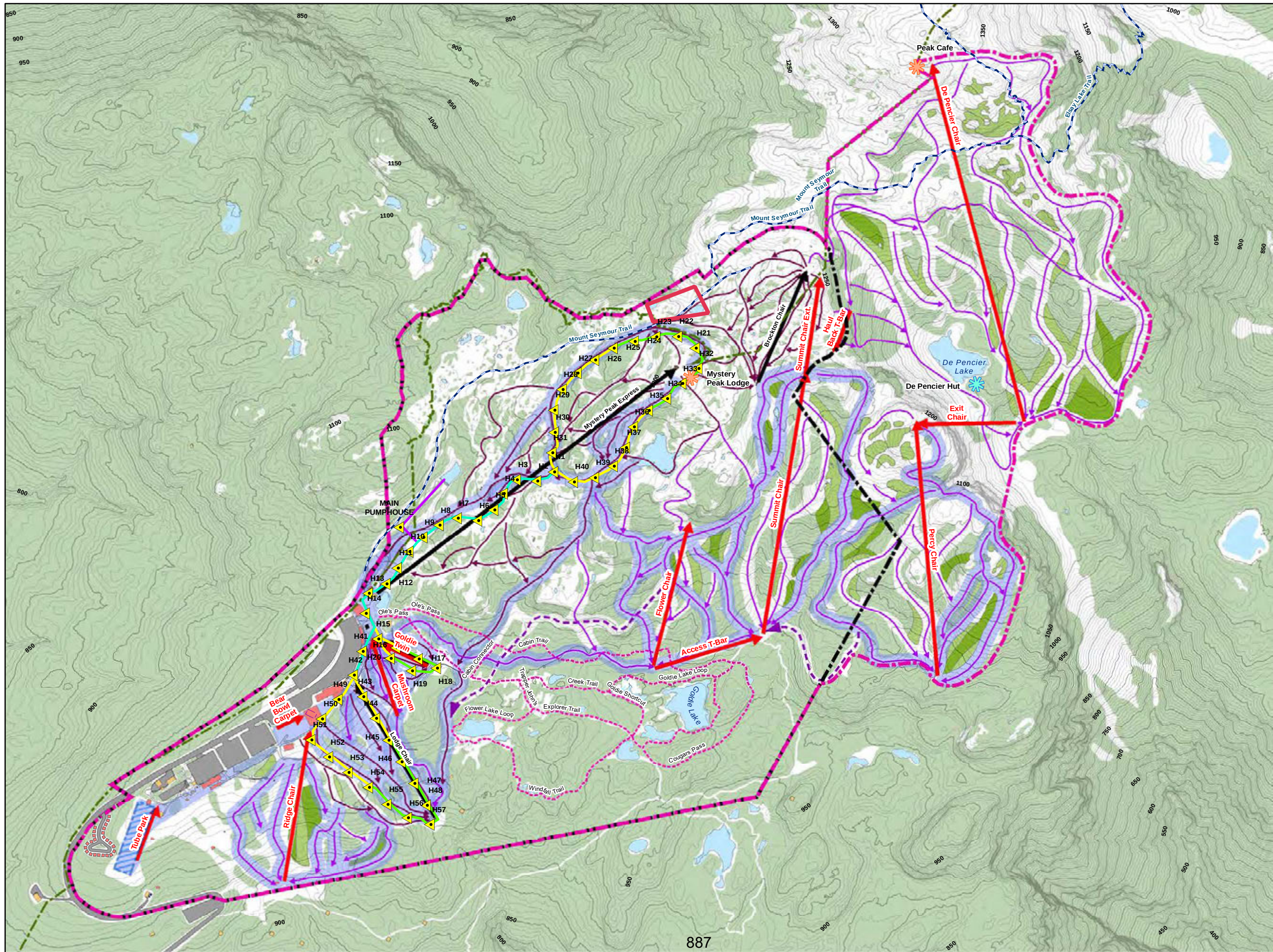
4.7.7 PROPOSED PARKING

With the growing popularity of the Mount Seymour area, parking capacity has become a growing challenge for MSR. With the envisioned changes to the mountain and base area lands, the pressure on parking will only increase. MSR's strategy to address growing parking demand is not limited to an expansion of the parking area but is also focused on affecting behaviour change in guests and promoting transportation methods that increase rider density (e.g., shuttles, ridesharing) and eliminate the need for vehicles (e.g., links with public transit, shuttles, gondola). Further, MSR recognizes that this challenge affects the whole of Mount Seymour Provincial Park and surrounding lands managed by Metro Vancouver Regional District. Building on past collaborations, MSR will work with BC Parks and the Regional District to develop alternative travel options to MSR.

Based on buildout conditions, MSR will need to accommodate 6,700 guests during its busiest periods. It will meet this requirement through:

- A 40% increase in the parking area and improved organization of the parking area.
- Continued active management by MSR and the application of a reservations system and time windows to limit the number of vehicles at one time.
- Implement an incentivization program for ridesharing/carpooling, which could include priority parking and access, and discounts on food and drinks, among others.
- Increased shuttle frequency from regional pick-up points.
- Increased parking for buses serving groups or charters (e.g., schools).
- Development of a gondola with access from the development at the foot of the mountain.

These actions are projected to address the anticipated future parking demand at MSR.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Mt Seymour Existing CRA
- Proposed CRA
- Mt Seymour Provincial Park
- Existing Lifts
- Proposed Lifts
- Proposed Access
- Proposed Ski Runs
- Existing Ski Runs
- Existing Winter Backcountry Access Routes
- Existing Snowshoe Trails
- Proposed Buildings
- Proposed Snowmaking
 - Potential Snowmaking Pond Area for Investigation
 - Proposed Snowmaking Hydrants
- Winter Activities
 - Potential Tube Park
- Proposed Glading
 - Dense Glading
 - Thin Glading
- Proposed Mountain Lodges
 - Restaurant/Cafe
 - Warming Hut

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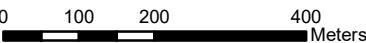


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Proposed Snowmaking
Buildout

Figure 4-8

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4.7.8 ALTERNATIVE TRANSPORTATION – MT SEYMOUR GONDOLA

As part of efforts to address the current and future parking challenges at Mt Seymour Resort for activities in the Resort, Mount Seymour Provincial Park, and on lands managed by Metro Vancouver, MSR will work with these partners to study the possibility of a gondola extending from the lower elevations of Mount Seymour to the expanded resort base area.

Gondolas are increasingly being employed in resort and recreation contexts where onsite parking capacity is limited or where additional vehicles would detract from the desired experience. The development of a gondola at MSR would address parking capacity issues at the resort and reduce traffic on Mount Seymour Road. However, it would need to be developed in conjunction with additional traffic mitigation measures (e.g., shuttles and additional offsite parking).

The concept of a gondola connecting the lower elevations of Mount Seymour with the MSR base area was explored in a survey of Park users (*Mount Seymour Provincial Park Access and Development Study*, 2018). The results indicate that this proposal was polarizing among respondents, with approximately half strongly in favour and half strongly opposed. Addressing the concerns of those opposed will be integral to any further design work with this option.

As seen in Figure 4-7, the proposed base area has been designed to integrate a gondola terminal at a future stage. Further, based on the physical realities of the larger area, BHA developed three potential gondola alignments that demonstrate the potential of this transportation option. The pros and cons of the lower terminal locations remain to be fully explored in collaboration with BC Parks, partners, First Nations, stakeholders, and the public.

4.7.9 SUSTAINABILITY CHARACTERISTICS

The ongoing development at MSR will adapt and implement sustainability best practices. The intent is to ensure that the development of all elements of the resort are environmentally sensitive, designed to maintain the ecological integrity of the setting and to mitigate all impacted areas. Aside from being the right thing to do, MSR recognizes that any guest patronizing the resort is escaping their day-to-day realities. They are invariably most interested in visiting a place that has respect for the special qualities of its setting. To that end, MSR will:

- Incorporate design guidelines that include green building objectives, criteria, and minimum standards.
- Incorporate resort-wide sustainable procurement strategies.
- Incorporate a bear-aware management strategy.
- Use riparian habitat protection best practices on all watercourses.
- Restore damaged riparian habitat from previous development.
- Incorporate a trail development plan to avoid the removal of large and old-growth trees and enable appropriate on-the-ground trail alignment adjustments.
- Incorporate soil erosion best practices to minimize the loss of valuable topsoil and associated vegetation.
- Plan and design to minimize requisite grading.
- Utilize renewable energy systems (e.g., solar, geothermal) when possible.

4.8 SERVICING AND INFRASTRUCTURE

4.8.1 INTRODUCTION

As the development of MSR is pursued, the water, sewer and power utilities will need to be improved and upgraded. In all cases, state-of-the-art technologies should be applied to keep environmental impacts to an absolute minimum. Following the direction of the current Park Use Permit, BC Parks is responsible for the capital costs of these utilities, while MSR is responsible for their operation and maintenance. The team at MSR will continue to collaborate with and support BC Parks as it plans and implements the needed upgrades.

4.8.2 WATER

Potable water at MSR is provided by a local reservoir and monitored regularly to ensure Provincial water quality standards are met. At present, based on records from the 2023/24 season, MSR guests use approximately 7.8 million litres of water annually, or 27 L/guest. Detailed engineering has not been completed, but assuming the same per capita usage, projected potable water demand at MSR will increase to 19.3 million litres of water annually. However, with the application of water-saving technologies (e.g., faucets, toilets, kitchen appliances) and the elimination of leaks through infrastructure upgrades, the total water demand will likely be significantly less than this estimate. MSR will continue to work with BC Parks on the review and design of future water systems.

In addition to potable water, the proposed snowmaking system will generate water demand as it is gradually brought online. At buildout, the total area of the ski terrain covered will be approximately 37.7 ha (Fig. 4-8) and is projected to require approximately 79 million litres of water annually during winter. No additives will be used to support the snowmaking process. Further study in support of water licences will be required to establish minimum stream flows and preserve aquatic and riparian ecological values within and downstream of the CRA.

4.8.3 SEWAGE

Mt Seymour Resort is serviced by a 170 m³ wastewater treatment plant (WWTP) that was installed by BC Parks around 1956. The system had been in operation well beyond its intended design life, and a recent assessment of the WWTP concluded that it should be replaced. Despite its age, the current WWTP and related wastewater infrastructure have enough capacity to meet the short-term projected growth in visitation for both Mount Seymour Provincial Park and MSR. However, significant improvements to MSR's wastewater treatment system will require the renewal and expansion of current infrastructure. BC Parks has initiated a process to review, plan, design, and install a new WWTP.

4.8.4 POWER

Mt Seymour Resort receives its power via a transmission line running up the mountain from the adjacent District of North Vancouver. The current transmission line (12.5 kV), as well as the substation in the base area, will need to be upgraded to meet current and projected demand. MSR has initiated conversations with Fortis BC to assess demand and the opportunities to upgrade its on-mountain substation.

4.8.5 FIRE PROTECTION

Mount Seymour Provincial Park is required to have a Wildfire Management Plan under the BC Parks Conservation Policy (2014). However, one does not exist at this time but will be developed as part of the larger Park Management Plan for Mount Seymour Provincial Park, which is currently being drafted.

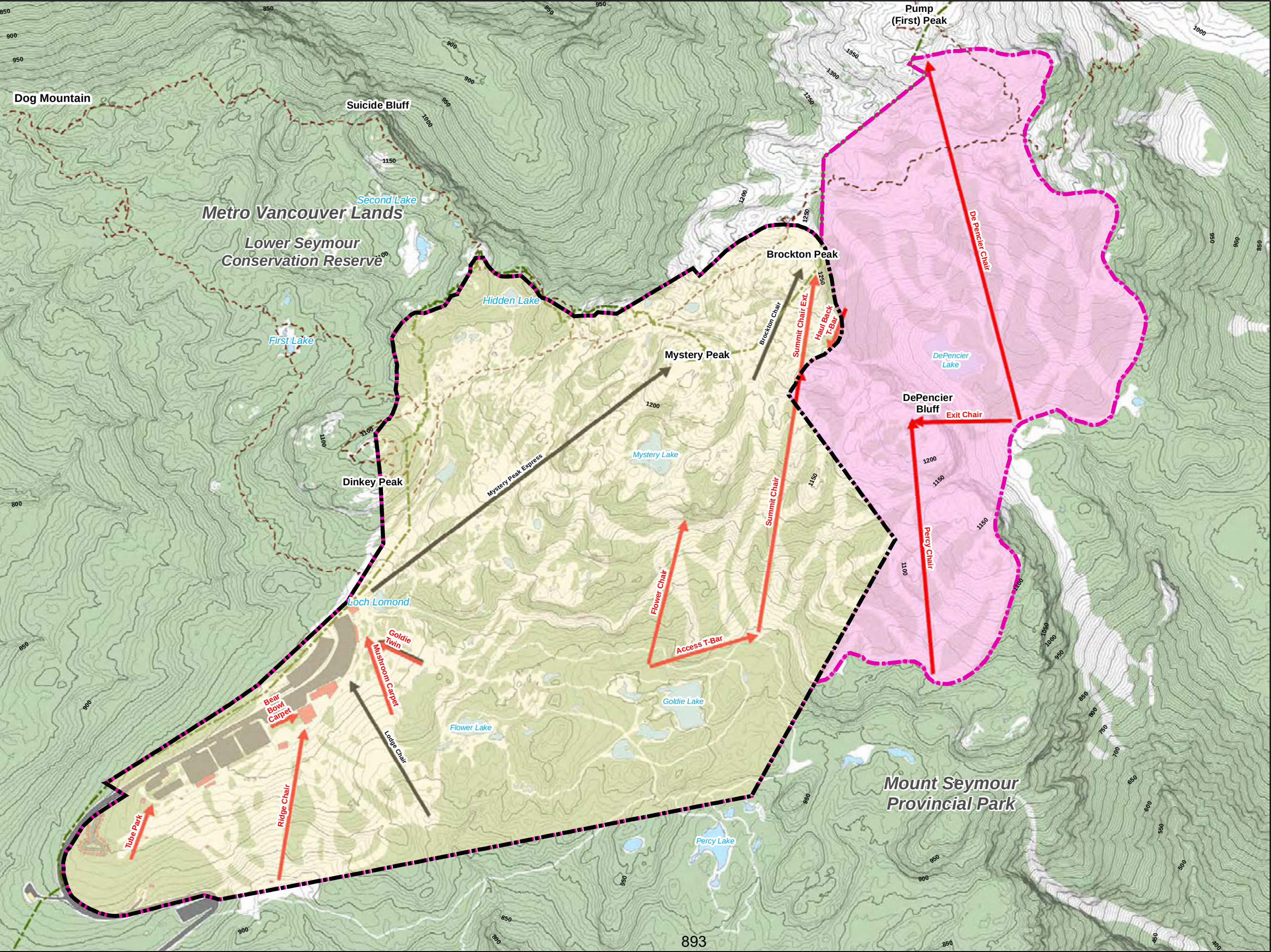
Wildfire response for Mt Seymour Resort is provided by the BC Wildfire Service, which is tasked with managing, preventing, and mitigating forest fires on Crown land within the Province of BC.



4.9 PROPOSED ADJUSTMENT OF THE CONTROLLED RECREATION AREA BOUNDARY

Under the terms of the current Park Use Permit, the current Controlled Recreation Area (CRA) Boundary extends beyond the park boundaries into lands managed by the Metro Vancouver Regional District. The overlap between jurisdictions has created confusion and complications for all sides, ultimately limiting the effective use of lands within the CRA. Accordingly, parallel with the approval of the SRDP, the boundaries of the CRA, Park, and Metro Vancouver lands should be brought into alignment.

As illustrated in Figure 4-9, the existing CRA is approximately 235 ha (580 acres). However, the CRA boundary must be expanded to approximately 334 ha (825 acres) to include the proposed ski terrain. The developments proposed in the SRDP depend on whether the CRA is expanded or maintained in its current form. The boundaries are included here to indicate the existing extent of the CRA and its potential expansion, but it is recognized that any boundary realignment will require discussion between Mt Seymour Resort Ltd. and BC Parks and will follow BC Parks' Provincial Protected Area Boundary Adjustment Policy, Process and Guidelines.



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Existing Lifts
- Proposed Lifts
- Mt Seymour Existing CRA
- Proposed Ski Area
- Mount Seymour Provincial Park
- Existing Hiking/Snowshoe Trails

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Mount Seymour
Administrative
Boundaries

Figure 4-9

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4.10 CLIMATE AND ECONOMIC ASSESSMENT OF PROPOSED DEVELOPMENT

4.10.1 CLIMATE ASSESSMENT

The growing influence of climate change presents a challenge to ski areas across British Columbia. Changes to temperature and precipitation regimes will alter the timing and amount of annual snowfall, influencing the length of the season and the quality of the guest experience. These changes threaten MSR's existing alpine skiing and snowplay offerings but may also provide opportunities for expanded spring and summer recreation activities. A greater understanding of the potential impacts of climate change and the resulting implications for MSR is needed.

To assess future climate change at Mt Seymour Resort and its potential impacts, projections were generated for Mean Winter Temperature, Winter Degree Days $< 0^{\circ}\text{C}$, and Mean Winter Snowfall to 2085 using the ClimateBC online tool⁶. Projections were based on two future climate scenarios, or Representative Concentration Pathways (RCP). Representative Concentration Pathways are greenhouse gas concentration scenarios that capture a range of possible greenhouse gas emissions. They were developed as part of the International Panel on Climate Change's Fifth Assessment Report (IPCC AR5) and are intended to help with climate change modelling and projections. There are four RCPs: 2.6, 4.5, 6, and 8.5. These values refer to the projected radiative forcing (heat gained from the sun minus heat lost to space) in the year 2100 relative to pre-industrial levels. For instance, the RCP4.5 scenario equates to $4.5\text{W}/\text{m}^2$ greater than pre-industrial levels in 2100. Recent analysis indicates that radiative forcing increased from $2.16\text{W}/\text{m}^2$ in 1990 to $3.03\text{W}/\text{m}^2$ in 2016⁷. As such, the RCP2.6 scenario is unlikely to be realistic. For this analysis, the RCP4.5 and RCP8.5 were chosen as they provide a realistic range of climate change projections following the IPCC AR5.

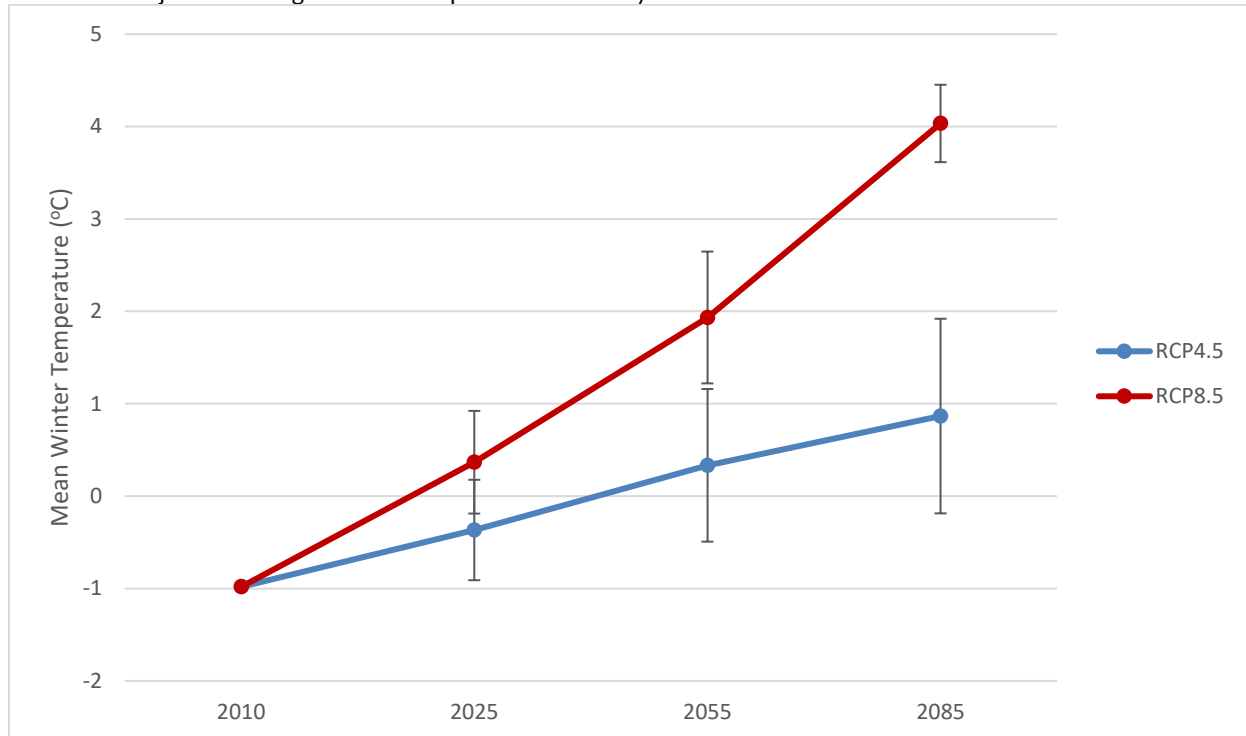
The charts presented below represent the averages of three climate change models (CanESM2, CNRM-CM5, and HadGEM2) calculated by the ClimateBC tool. Taking the average of multiple climate change projections, or ensemble mean, helps to account for model uncertainty, in turn lending confidence to model projections. Model uncertainty, calculated as the standard deviation of model projections, is represented by the error bars in the following charts. The projections included here focus on the winter season (Dec. – Feb.) as this season is critical to the viability of winter recreation activities at MSR. Values for 2010 were derived from recorded weather data for the 2001 - 2010 period.

Of note, the projections are made at 30-year intervals extending to 2085. However, decisions regarding the development and management of MSR take place on much shorter timescales, reflecting dynamic changes in the ski industry and skier marketplace. Thus, the SRDP must address current realities but also include the flexibility to adapt to climate trends that are realized over decades.

⁶ http://www.climatewna.com/ClimateBC_Map.aspx

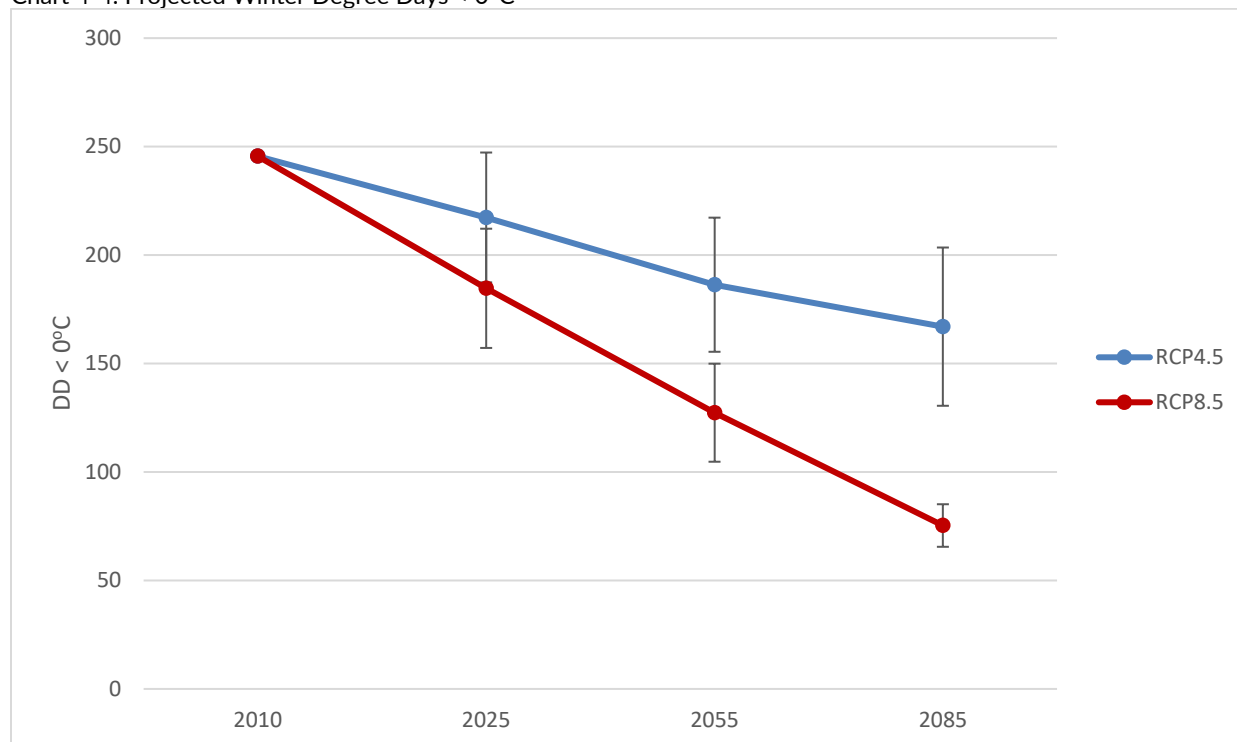
⁷ Butler, J. H. & Montzka, S. A. (2017). THE NOAA ANNUAL GREENHOUSE GAS INDEX (AGGI). Retrieved from: <https://www.esrl.noaa.gov/gmd/aggi/aggi.html>

Chart 4-3. Projected Average Winter Temperature at Mt Seymour Resort



The average winter temperature at MSR is projected to increase considerably in the coming decades, regardless of the scenario (Chart 4-3). Under the RCP4.5 scenario, the average winter temperature is projected to rise by approximately 2°C by 2085, while the RCP8.5 scenario indicates that the average winter temperature will rise by approximately 5°C by 2085. Uncertainty surrounding both projections is notable, with the RCP4.5 and RCP8.5 showing a range of 2°C and 0.8°C in 2085, respectively. Of note, while average minimum winter temperature at Mt Seymour Resort will also increase, it is well below the average winter temperature illustrated in Chart 4-3 and will continue to support natural snowfall, albeit in reduced amounts as time progresses.

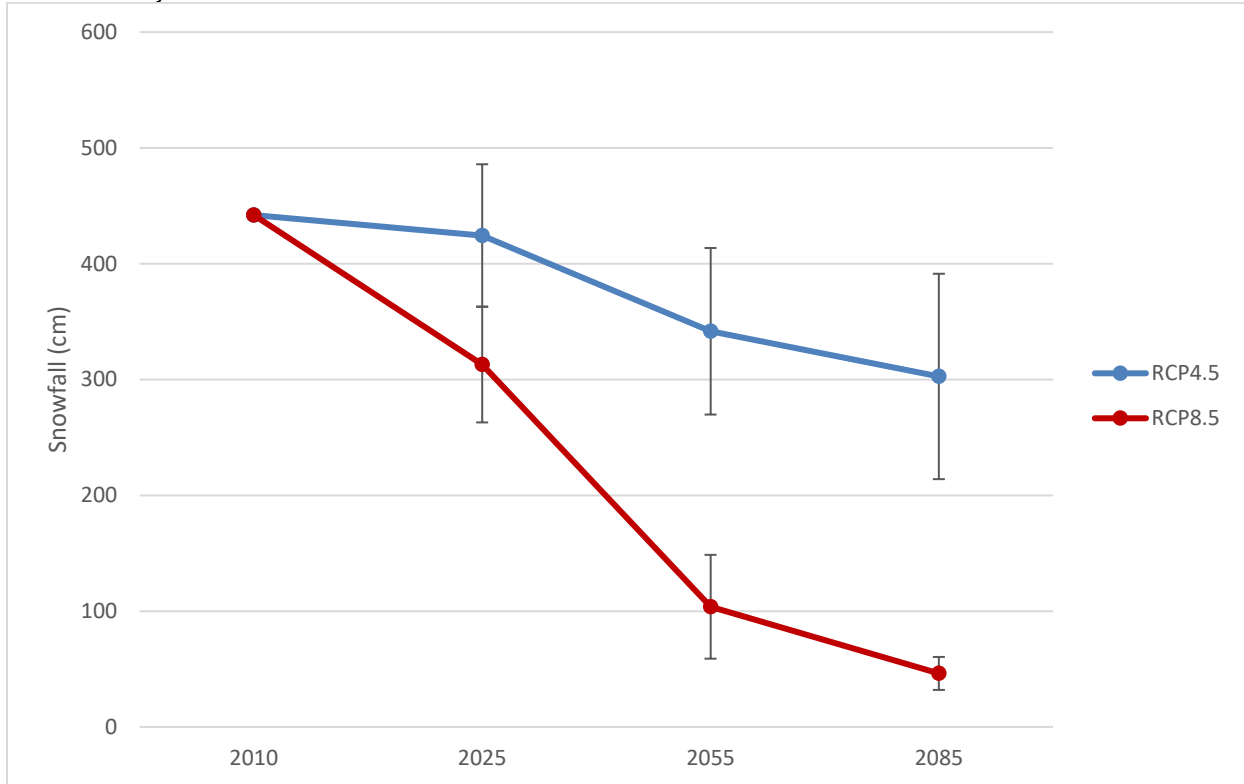
Chart 4-4. Projected Winter Degree Days < 0°C



Degree days are a measure of how long (in days) and how much (in degrees) the temperature sits above or below a temperature threshold. For example, looking at degree days less than 0°C, if the temperature over five days was -5°C, 3°C, -1°C, 4°C, and -2°C, Degree Days < 0°C would equal 8 (-5°C + -1°C + -2°C).

As can be seen in Chart 4-4, the number of degree days below 0°C is projected to decline significantly at MSR in the coming decades. The RCP4.5 scenario projects that degree days below 0°C will decrease by approximately 80 by 2085, while degree days below 0°C are projected to drop by approximately 175 by 2085 in the RCP8.5 scenario. Uncertainty surrounding the RCP4.5 scenario is considerable and increases at later dates. Conversely, uncertainty around the RCP8.5 is greatest at earlier dates, and smallest in 2085.

Chart 4-5. Projected Mean Winter Snowfall



Under the RCP4.5 scenario, average winter snowfall at MSR is expected to initially remain somewhat stable before declining by approximately 150 cm (Chart 4-5) in 2085. In contrast, projections for the RCP8.5 scenario have snowfall steadily declining by over 400 cm by 2085, with a notable decline from 2010 to 2025. The RCP4.5 projection is qualified by significant uncertainty, which increases with time, while uncertainty surrounding the RCP8.5 scenario declines over time.

Examining these three metrics together, if these projections are realized, MSR will undoubtedly face the challenge of ensuring adequate snow for winter activities, such as skiing, snowshoeing, and tubing. This stresses the need for adaptation measures, such as snowmaking, to address uncertainty in annual snowfall and the development of recreational opportunities in all seasons (detailed in Sec. 4.4 and Sec. 4.2.10, respectively). These efforts will help ensure that MSR remains a viable starting gate to wilderness recreation for the Metro Vancouver region for decades.

4.10.2 SKIER MARKETPLACE IN METRO VANCOUVER

The ski resorts in British Columbia offer unsurpassed, world-class mountain experiences. Unsurprisingly, the province has developed a strong and stable skier marketplace. It is estimated that there are 670,000 skiers in BC, or 14.5% of the population, well above the national participation rate of 11.5%⁸. This group has remained active over the past decade, with visits to ski resorts in BC remaining stable and averaging just under 6 million visits annually³.

⁸ Canadian Ski Council (2016). *Stats & Facts: Ski and Snowboard Industry 2014-15*. Retrieved from: <https://www.skicanada.org/wp-content/uploads/2016/.../2014-15-Facts-and-Stats.pdf>

The trends in visitation at MSR mirror those of the province. Visits to MSR have remained stable in past years, with the resort receiving an average of 290,000 visits annually over the past 5 years.

One reason for MSR's continued success is its proximity to the Metro Vancouver region and its active skiing community. Metro Vancouver is home to approximately 274,000 skiers who spend an average of 2.1 million days skiing each year⁹. This represents a third of all days skied in British Columbia³. The region has also experienced a rapid uptake in recreational participation more broadly. Over the past decade, participation in recreational activities has doubled, and residents are looking to more challenging activities, such as skiing, snowboarding, and cycling¹⁰.

Mt Seymour Resort has also maintained a unique position within the local ski area industry. It has developed features and facilities to appeal to young families, youth, and adults and cultivated a fun, family-oriented, beginner-friendly atmosphere. As such, the mountain draws skiers learning to carve their first turns, those introducing their children to the sport, and those pushing their skills past the beginner slopes. In contrast, other ski areas in the region have positioned themselves by offering "big mountain" experiences more commonly found in BC's interior or as winter recreation hubs with diverse recreational offerings with less focus on alpine skiing and tubing. Mt Seymour Resort sets itself apart and continues to draw guests from all over the Metro Vancouver region.

The core group of skiers visiting MSR falls into three broad categories: Children (age 5-12) and Youth (age 12-18), Young Adults (age 18-28), and Young Families (children under 12). Together, these groups comprise approximately 71% of the skier marketplace in British Columbia (18% - Children and Youth, 36% - Young Adults, and 17% - Families)³.

The composition of these groups has changed in recent years, with more new Canadians and first-generation Canadians taking part in alpine skiing and tubing. A growing number of children learning to ski are first-generation Canadians whose parents did not have the opportunity to ski in their youth. MSR has found that a child's participation can be a family affair, with parents and grandparents often visiting to watch the child learn to ski. This allows MSR to engage those unfamiliar with the mountain experience and cultivate a love for winter play. Further, by engaging prospective skiers at an early age, it allows them to become life-long participants. It is common to hear of skiers returning to MSR to teach their children how to ski on the same slopes where they took their first turns.

Looking to the future, a large and active skiing community and a growing interest in recreation activities in the Metro Vancouver region will support the viability of MSR. With a well-defined ski product, distinct from other resorts in the region, and a strong reputation, MSR is well-positioned to adapt to changing trends in the ski industry and grow into a vibrant all-season resort.

4.11 PHASED DEVELOPMENT

The gradual development of MSR over the length of its 60-year Park Use Permit is envisioned to occur over four or more phases (Figure 4-10a to 4-10d). Each phase is a self-contained product,

⁹ Assumes 7.5 days skied per skier each year (Canadian Ski Council, 2017).

¹⁰ Metro Vancouver & Fraser Valley Regional District (2011). Regional Outdoor Recreation Opportunities Study. Retrieved from: <http://www.metrovancouver.org/services/parks/learn/plans-and-reports/research/Pages/default.aspx>



effectively able to function as a finished resort offering with both the mountain and the base area development complementing each other. The phases will be triggered based on demand from the skier marketplace.

Phase One will include:

- Twinning of the Goldie Magic Carpet to improve uphill capacity.
- Development of the Mushroom Carpet adjacent to and integrated with the Goldie ski pod.
- Development of the lift-serviced mountain bike trail network in the Lodge, Ridge, and Goldie pods.
- Development of Summer Activity Zone, including Aerial Adventure Park and Ziplines.
- Development of Disc Golf in the Goldie pod.
- Removal, or Replacement and Upgrade of the Brockton Chair.
- Development of Summit Chair, access lifts, and associated ski terrain.
- Development of the initial phase of a comprehensive snowmaking system.
- Development of the proposed Cabins and Glamping areas.
- Expanded and improved space in the base area (e.g., Food and Beverage, Rentals).
- Realigned, expanded, and improved parking area.

Phase Two will include:

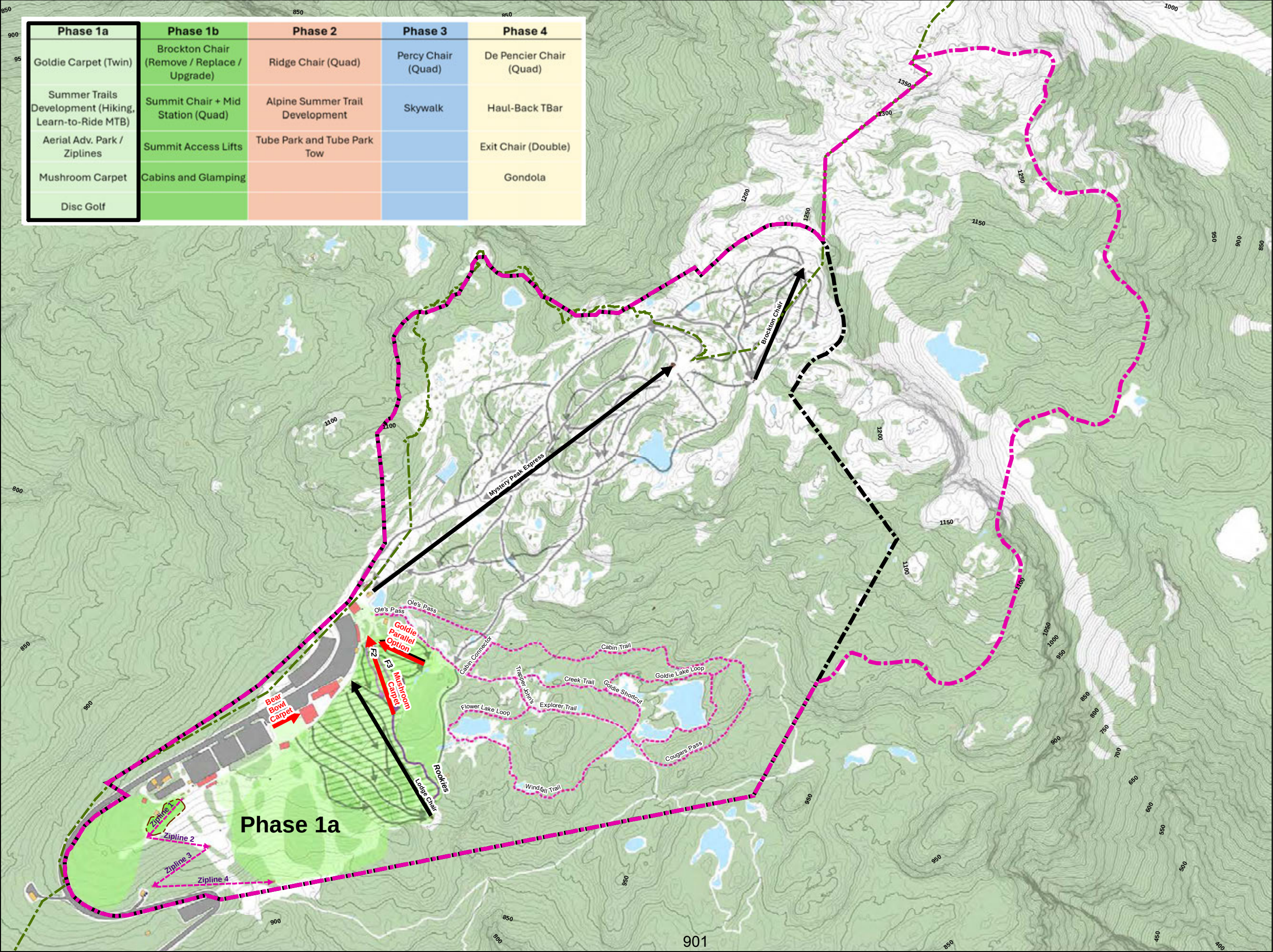
- Relocation of the Tube Park and Tube Park Tow, and development of the Alpine Slide.
- Development of the Ridge Chair and associated ski terrain.
- Development of Mystery Peak Lodge and the Alpine Activity Zone, including hiking trails.
- Expansion of the comprehensive snowmaking system.
- Expanded and improved space in the base area (e.g., Food and Beverage, Rentals).
- Realigned, expanded, and improved parking area.

Phase Three will include:

- Development of the Percy Chair and associated ski terrain.
- Development of the Adventure Zone, including the De Pencier Skywalk.
- Expansion of the comprehensive snowmaking system.
- Expanded and improved space in the base area.

Phase Four will include:

- De Pencier Chair, related Exit Chair, and Haul-Back T-Bar with associated ski terrain.
- Development of the Peak Café and De Pencier Hut.
- Development of the Mt Seymour Gondola.
- Expanded and improved space in the base area.



Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Buildings
- Proposed Parking
- Aerial Adventure Park

Proposed Phasing

Phasing Plan

- Phase 1

Planning by:



4-1005 Alpha Lake Road,
Whistler, BC, Canada V8E 0H5
Tel: 604 932 7002
email: bha@brentharley.com
website: www.brentharley.com

Prepared for:



Mt. Seymour Resort Ltd.
1700 Mt. Seymour Road
North Vancouver, BC, Canada V7G 1L3
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email: snow@mtseymour.ca
website: www.mtseymour.com

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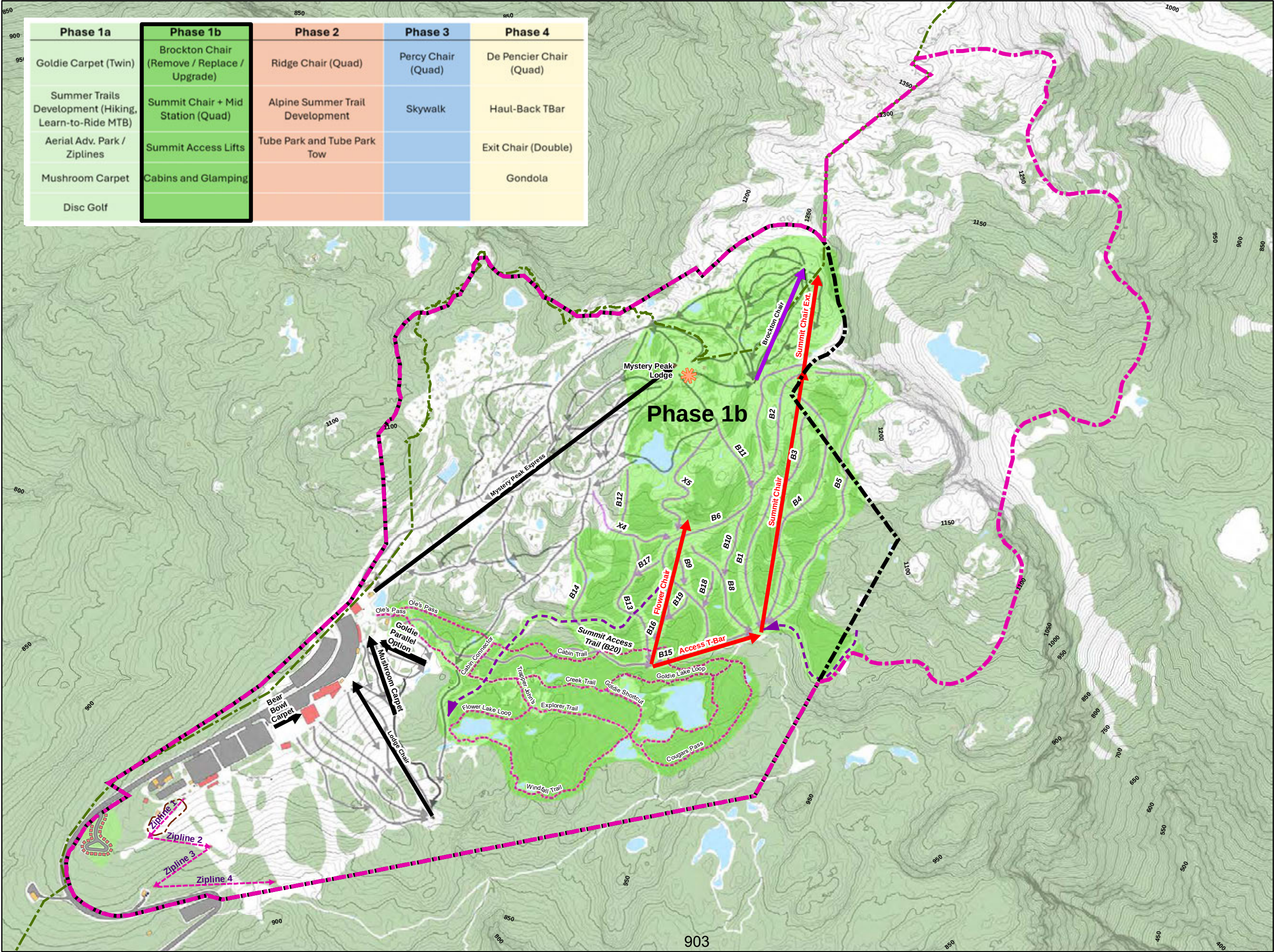
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Mount Seymour
Resort
Phase 1a

Figure 4-10a

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Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed Lift
- Existing Lift
- Lifts to be Upgraded/Replaced
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Access Trails
- Proposed Buildings
- Proposed Parking

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Proposed Phasing

Phasing Plan

- Phase 1b

Planning by:



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Prepared for:



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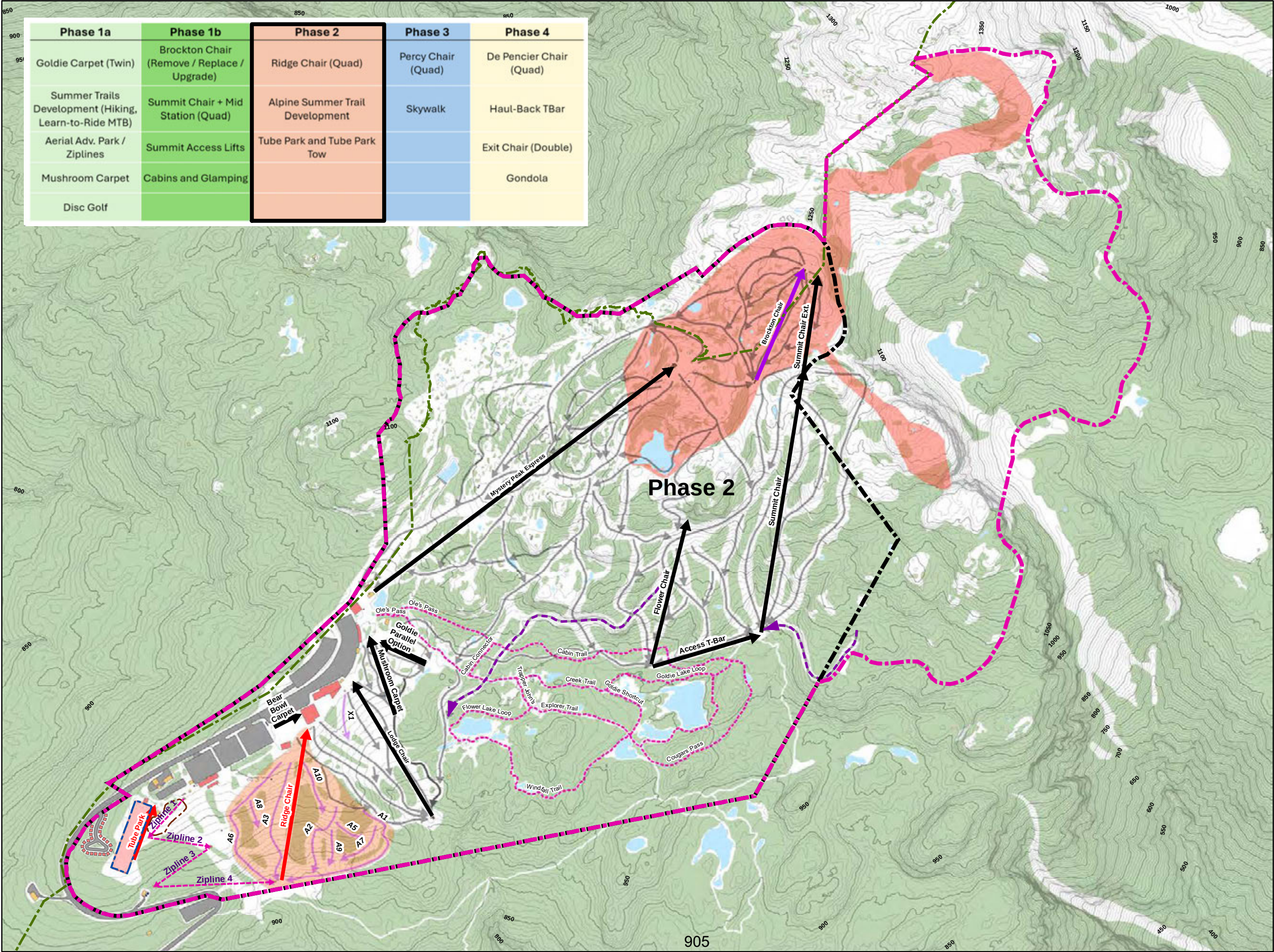
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Mount Seymour
Resort
Phase 1b

Figure 4-10b

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Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Lifts to be Replaced/Upgraded
- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Access Trails
- Proposed Buildings
- Proposed Parking

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Proposed Phasing

- Phasing Plan
- Phase 2

Planning by:



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email: bha@brentharley.com
website: www.brentharley.com

Prepared for:



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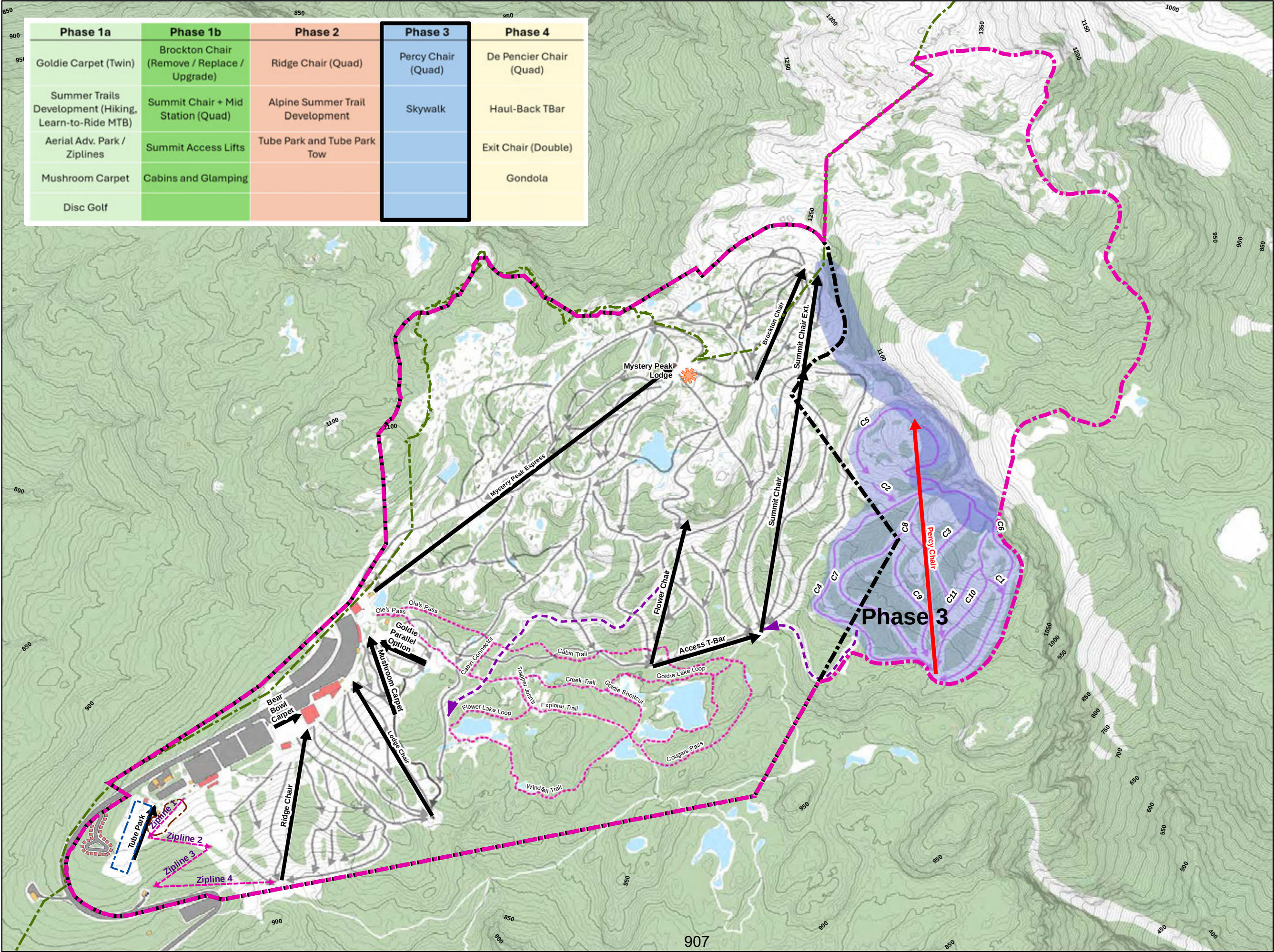
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Mount Seymour
Resort
Phase 2

Figure 4-10c

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Phase 1a	Phase 1b	Phase 2	Phase 3	Phase 4
Goldie Carpet (Twin)	Brockton Chair (Remove / Replace / Upgrade)	Ridge Chair (Quad)	Percy Chair (Quad)	De Pencier Chair (Quad)
Summer Trails Development (Hiking, Learn-to-Ride MTB)	Summit Chair + Mid Station (Quad)	Alpine Summer Trail Development	Skywalk	Haul-Back TBar
Aerial Adv. Park / Ziplines	Summit Access Lifts	Tube Park and Tube Park Tow		Exit Chair (Double)
Mushroom Carpet	Cabins and Glamping			Gondola
Disc Golf				



Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Access Trails
- Proposed Buildings
- Proposed Parking

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Proposed Phasing

Phasing Plan

- Phase 3

Planning by:



4-1005 Alpha Lake Road,
Whistler, BC, Canada V8E 0H5
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Prepared for:



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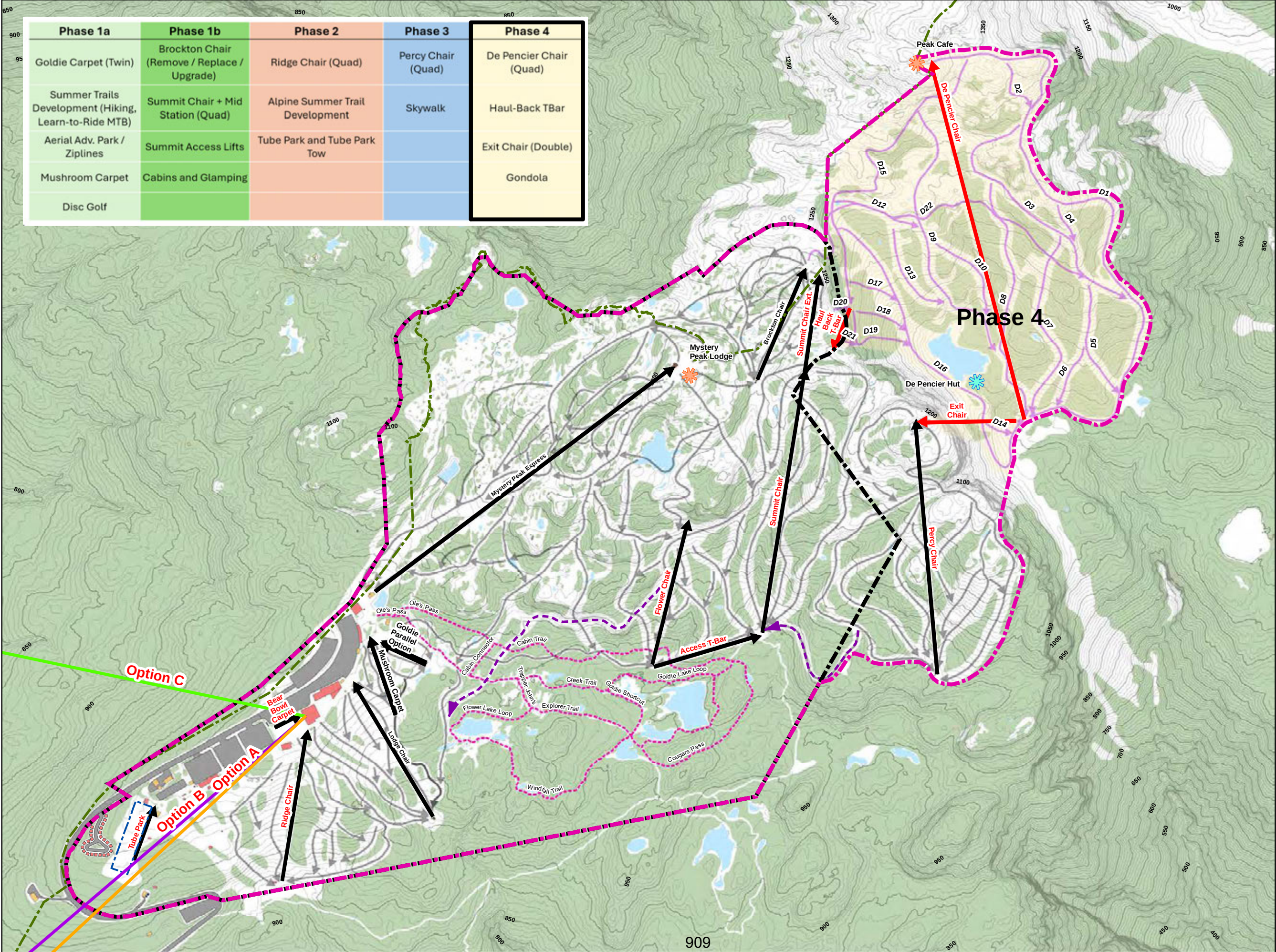
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Mount Seymour
Resort
Phase 3

Figure 4-10d

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Mt. Seymour Resort
Resort Development Plan
2024

Legend

- Proposed Lift
- Existing Lift
- Existing Ski Runs
- Existing Snowshoe Trails
- Proposed Ski Runs
- Proposed Access Trails
- Proposed Buildings
- Proposed Parking

Proposed Mountain Lodges

- Restaurant/Cafe
- Warming Hut

Proposed Phasing

- Phasing Plan
- Phase 4

Planning by:



4-1005 Alpha Lake Road,
Whistler, BC, Canada V8E 0H5
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Prepared for:



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Mount Seymour
Resort
Phase 4

Figure 4-10e

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5 APPENDIX





BRENT HARLEY & ASSOCIATES
Brent Harley and Associates Inc.
#4 – 1005 Alpha Lake Road
Whistler, BC
V8E 0H5
604.932.7002
bha@brentharley.com
www.brentharley.com



Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:

Sean
Rooney

Digitally signed by
Sean Rooney
DN: cn=Sean Rooney,
ou=Users
Reason: I am the
author of this document
Location:
Date: 2025-05-27
15:17:27-05

Manager:

Michael
Toland

Digitally signed by
Michael Toland
DN: cn=Michael Toland,
ou=Users
Reason: I am approving
this document
Location:
Date: 2025-05-27
13:45:07-05

CAO Notified:

Mike
Fox

Digitally signed by Mike Fox
DN: cn=Mike Fox, cn=CAO,
ou=City of North Vancouver,
ou=Executive Services
Reason: I am approving this
document
Location:
Date: 2025-05-28 09:02:47-05

CREATED BY: Daniel Cifarelli

REQUESTED BY: Areva Living on Oxford St.

DESCRIPTION OF WORK: Sanitary replacement in Mountain Hwy

LOCATION: 220 Mountain Hwy

START DATE: June 1, 2026

END DATE: June 11 2026

DAYS OF THE WEEK	EXTENDED HOURS		OVERNIGHT
Monday – Friday	8:00 pm	to 6:00 am	✓
Saturday	8:00 pm	to 6:00 am	✓
Sunday		to	

ADDITIONAL INFORMATION:

To replace the sanitary main on Mountain Hwy between Main St and Oxford St. 3 of 4 travel lanes will need to be closed. This work is scheduled to take place at night to mitigate significant disruptions to traffic during the day. Mountain Hwy north bound will be fully closed and detoured to Harbour Ave .

IMPACT:

EXPECTED IMPACTS:			
✓ trucking	concrete works	✓ generators	✓ lighting
✓ pumps	✓ compaction	✓ hydro-vac	✓ paving
✓ excavators	✓ traffic delays/detours	✓ sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

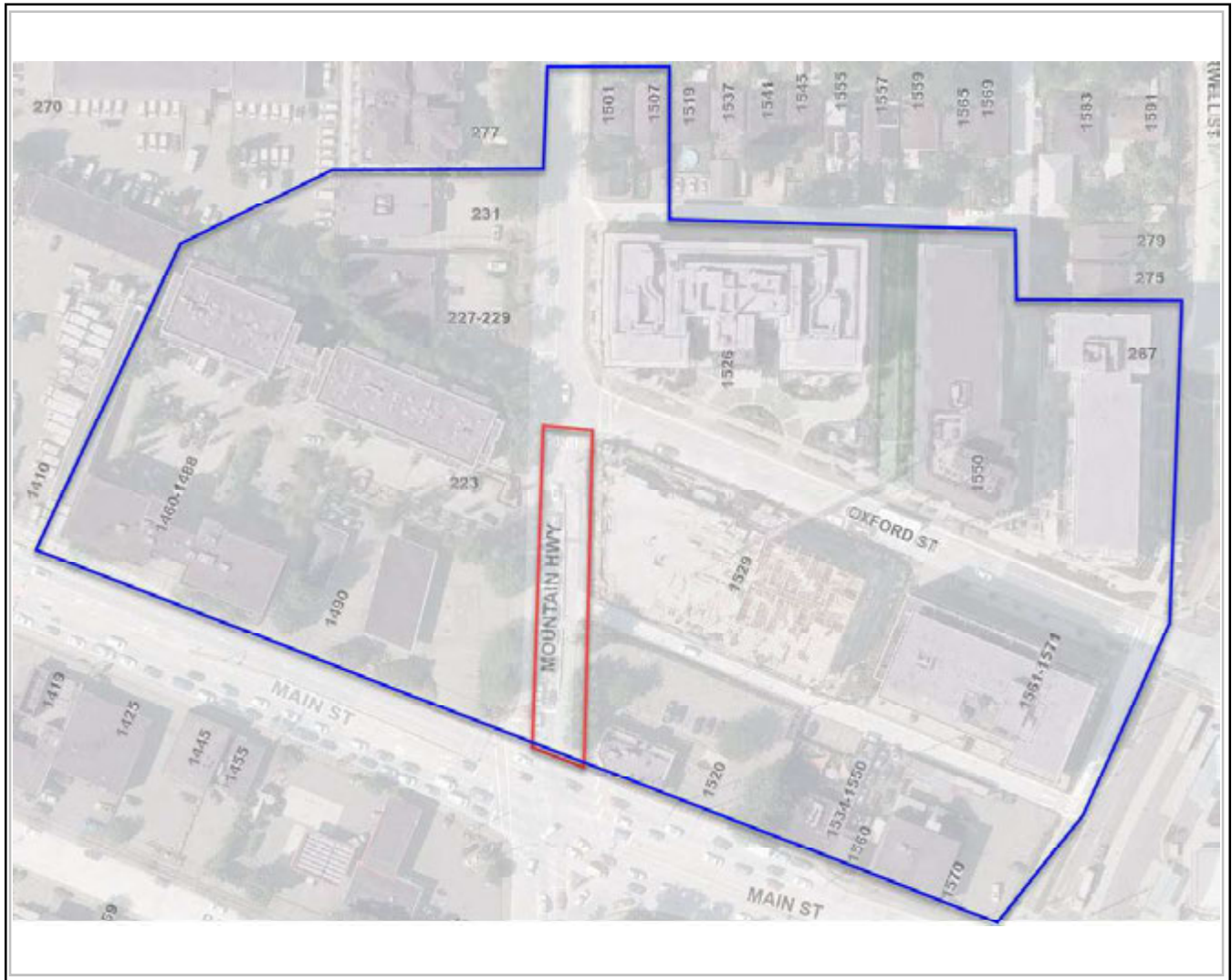
The developer is required to notify all impacted neighbours. To mitigate the louder works, saw cutting will take place at the start of shift just after 7pm. If a vibrator truck is required they will be required to source a newer noise dampened unit. Paving will occur at the end of each shift approximately just before 6am. Bypass pumps may be required and if so will need to be shrouded.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**

This noise exemption is being requested with short notice due to the number of meetings with the developer, consultants and contractor, engineering coordination, and with FIFA upcoming. The Ministry is still reviewing the traffic management plan which impacts Main St, so a delay in commencement date is still a possibility.



Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.



CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on Site

LOCATION: 1510 Crown St

START DATE: August 8, 2026

END DATE: August 8 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	to	
Saturday	5:00 am to 10:00 pm	
Sunday	to	

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Due to the nature and availability of concrete, the dates may change.
The developer is required to notify all impacted residents for each concrete pour outside of regular construction hours.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**



Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:
Sean Rooney
Digitally signed by Sean Rooney
DN: cn=Sean Rooney, o=District of North Vancouver, ou=Engineering Public Works, email=sean.rooney@northvan.ca, c=Canada
Date: 2025.05.25 15:54:27-07

Manager:
Michael Toland
Digitally signed by Michael Toland
DN: cn=Michael Toland, o=District of North Vancouver, ou=Engineering Public Works, email=michael.toland@northvan.ca, c=Canada
Date: 2025.05.25 15:41:07-07

CAO Notified:
Mike Fox
Digitally signed by Mike Fox
DN: cn=Mike Fox, o=District of North Vancouver, ou=Engineering Public Works, email=mike.fox@northvan.ca, c=Canada
Date: 2025.05.25 15:03:07-07

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on Site

LOCATION: 1510 Crown St

START DATE: June 13, 2026

END DATE: June 13, 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	to	
Saturday	5:00 am to 10:00 pm	
Sunday	to	

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Due to the nature and availability of concrete, the dates may change. The developer is required to notify all impacted residents for each concrete pour outside of regular construction hours.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**



Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:

Sean
Rooney

Digitally signed by
Sean Rooney
DN: cn=Sean Rooney,
ou=Users
Reason: I am the
author of this document
Location:
Date: 2025-05-25
14:54:07-05

Manager:

Michael
Toland

Digitally signed by
Michael Toland
DN: cn=Michael Toland,
ou=Users
Reason: I am approving
this document
Location:
Date: 2025-05-25
14:47:07-05

CAO Notified:

Mike
Fox

Digitally signed by Mike Fox
DN: cn=Mike Fox, cn=CAO,
ou=City of North Vancouver,
ou=Executive Services
Reason: I am approving this
document
Location:
Date: 2025-05-28 09:07:07-05

CREATED BY: Daniel Cifarelli

REQUESTED BY: Marcon Construction

DESCRIPTION OF WORK: Concrete pour on Site

LOCATION: 1510 Crown St

START DATE: July 18, 2026

END DATE: July 18 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	to	
Saturday	5:00 am to 10:00 pm	
Sunday	to	

ADDITIONAL INFORMATION:

Please note: The pump trucks will be on site at 5:00 to set up and remove fences, but the pour (louder portion of the work) will not start until 6:00-6:15. The volume of concrete cannot be provided during a weekday due to traffic conditions and concrete plant restrictions. Large volume pours must be poured on weekends and must be poured continuously to meet structural requirements.

IMPACT:

EXPECTED IMPACTS:			
trucking	✓ concrete works	generators	✓ lighting
✓ pumps	compaction	hydro-vac	paving
excavators	traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Due to the nature and availability of concrete, the dates may change.
The developer is required to notify all impacted residents for each concrete pour outside of regular construction hours.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

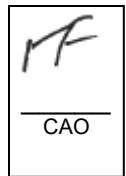
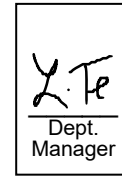
MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**

☐ Info Package

Date:



The District of North Vancouver INFORMATION REPORT TO COUNCIL

May 28, 2026

File: [PPPCP-376181117-20869](#)**AUTHOR:** Aylin Tavakoli, Housing Planner**SUBJECT:** Vancouver Coastal Health North Shore Services**REASON FOR REPORT:**

The purpose of this report is to provide Council with information received from Vancouver Coastal Health (VCH) regarding current and anticipated health services on the North Shore.

SUMMARY:

In response to District staff inquiries, VCH indicated several impactful and ongoing initiatives on the North Shore. These included seniors' care, such as respite services and long-term care expansion, and the development of a vision for the Lions Gate Hospital campus. The East Keith Road supportive housing project, which includes five complex care beds funded by VCH, is the only project on the North Shore specifically focused on mental health and substance use. Given the District's aging population, housing pressures, and evolving care needs, ongoing coordination and advocacy with health partners will continue to be essential.

BACKGROUND:

To better understand current and emerging health service priorities on the North Shore, District staff reached out to Vancouver Coastal Health. Information requests focused on the planning of specific housing and services that have been raised by Council and the community:

- treatment and recovery services;
- abstinence-based programs and involuntary care;
- complex care and dementia care models;
- seniors' long-term care; and
- broader regional health system planning.

The District's [2024 Interim Housing Needs Report](#) identifies a 20-year need for 22,369 housing units and highlights the need for housing options that supports:

- aging in place;
- accessibility and disability needs;
- homelessness response; and

- varying levels of care and support.

These priorities align with the [2018 Dementia-friendly North Shore Action Plan](#), which promotes more inclusive policies, services, programs, and built environments for people living with dementia and other cognitive impairments.

The 2024 Interim Housing Needs Report also identifies:

- a 15% core housing need rate among seniors (compared with 12% across the broader community); and
- approximately 1,022 households on the BC Housing waitlist in 2023 (District and City of North Vancouver), including 490 senior households.

The Province's [Housing Target Order](#) requires the District to deliver 2,838 net new completed housing units over five years (October 1, 2023 - September 30, 2028). As of September 2025, the District had completed 832 net new housing units and has 3,108 multi-family units in stream.

The District's [Official Community Plan](#) and [Corporate Plan](#) further recognize that local need extends beyond housing supply to include appropriate support options for seniors, persons with disabilities, and residents experiencing cognitive, mental health, substance use, or other vulnerabilities.

On March 2, 2026, Council approved a proposed scope and work plan for the District to develop an [Ageing & Older Persons Strategy](#). The Strategy will provide a 10-year framework to enhance quality of life for older residents and the broader community in areas of social wellbeing, connected supports, mobility and access, and housing to support ageing in place.

ANALYSIS:

Overview of Health System Context

The District's housing priorities are closely linked to the availability of health and social supports that enable residents to remain safely and appropriately housed. VCH is an important regional partner in delivering these supports, alongside BC Housing and other service providers.

Seniors, Long-Term Care and Dementia-Related Needs

Several initiatives are underway on the North Shore:

City of North Vancouver:

- [Paul Myers and Shore Family Respite Centre](#)
 - o Part of the North Shore Neighbourhood House redevelopment.
 - o 89 affordable rental housing units.
 - o 18 overnight respite care units and 25 adult day program spaces.
 - o Occupancy is anticipated summer of 2026.

West Vancouver:

- 525 Clyde Avenue (former Capilano Care Centre) - *on hold*
 - o The property was purchased by VCH and is undergoing redevelopment exploration
 - o A demolition permit for the site was issued on March 31, 2026.
- [Inglewood Care Centre Redevelopment](#)
 - o Total of 725 units of seniors housing ranging from specialized care to independent living
 - o Phase 1: increasing long-term care beds from 230 to 364.
 - o Phase 2: seniors' independent living (200 units) and seniors' rental housing (161 units).
 - o Public Hearing scheduled for June 23, 2026.
- [Kiwanis Village West](#)
 - o An adult day program, opened in early April 2026, servicing approximately 20 participants, including people living with dementia and other neurocognitive conditions.
- Baptist Housing Redevelopment
 - o Municipal approval (rezoning) is anticipated in early June 2026.
 - o Project proposal includes:
 - Phase 1: 134 net new long-term care (LTC) beds.
 - Phase 2: Seniors' housing units offered at 20% below market rates.

Mental Health, Substance Use, Addiction Treatment, and Complex Care

The District contains a range of supportive housing options, including safe houses, youth housing, second-stage housing, and group homes, many of which are operated by non-profit community service providers. These homes support individuals with diverse needs to live safely and successfully within the community. Related to addictions supports, staff note that there are currently two supportive recovery homes in the District, operated by Turning Point, providing a total of 19 beds for both men and women.

The East Keith Road supportive and complex care housing project is currently the only confirmed upcoming initiative on the North Shore that includes complex care within a supportive housing model. The project is being delivered in partnership with BC Housing, and Vancouver Coastal Health and is intended to help address local needs related to homelessness and complex health challenges. Construction is anticipated to begin in late 2026 - early 2027.

The project will be delivered as low-barrier supportive housing, consistent with BC Housing's Housing First approach. Tenancy is not contingent on abstinence, and on-site supports will include staffing, building management, and connections to health and substance use services.

Lions Gate Hospital and Broader North Shore Health Planning

Vancouver Coastal Health is leading the [Health Vision Lions Gate Hospital](#) project, which aims to support long-term planning for the future of the Lions Gate Hospital (LGH) campus.

Phase 1 engagement (completed in spring 2024) included a public online survey, as well as engagement with residents, community partners, staff, medical staff, and Squamish and Tsleil-Waututh Nations. Key themes identified include:

- Improved access, coordination, and system capacity across the continuum of care;
- Increased demand for mental health and substance use services;
- Growing need for seniors' care and aging-in-place supports; and
- Stronger integration between hospital and community-based services.

While focused on the hospital campus, the process also identified broader system pressures that influence demand for community health services.

Collaboration and Partnership

The District's work is grounded in strong cross-sector collaboration across planning, housing, social policy, and health. This is done in recognition that housing needs are closely linked to factors such as life stage, disability, mental health, addictions, homelessness, affordability, and access to services. Steady progress has been made in advancing housing supply and approving supportive housing projects, working in partnership with senior governments and agencies including Vancouver Coastal Health and BC Housing. These collaborations continue to strengthen alignment between housing initiatives and health and social service planning.

Financial Impacts:

This report is informational in nature and has no immediate financial implications for the District of North Vancouver. Any future financial implications would depend on whether additional health-related initiatives require municipal approvals, land use decisions, servicing, infrastructure coordination, or partnership commitments.

Social Policy Implications:

Access to a continuum of health and support services - including mental health, substance use, aging, disability, and complex care - is critical to supporting residents' well-being and their ability to remain safely and appropriately housed. These issues are closely linked to the District's housing priorities, homelessness response, and broader goal of fostering a healthy, inclusive and resilient community.

Conclusion:

While investment continues in seniors' care and hospital system planning on the North Shore, there remains a need to further support and expand community-based services. Housing demand and demographic trends identified in the District's 2024 Interim Housing Needs Report reinforce the importance of aligning housing delivery with accessible and appropriate health and social supports. The District will continue working with Vancouver

Coastal Health, BC Housing, and other partners to support integrated approaches that enable residents to age in place and remain safely and appropriately housed.

Respectfully submitted,



Aylin Tavakoli
Housing Planner

REVIEWED WITH:		
☐ Business and Economic _____	☐ Finance _____	External Agencies: ☐ Library Board _____ ☐ Museum and Archives _____ ☐ NSEM _____ ☐ NS Health _____ ☐ NVRC _____ ☐ RCMP _____ ☐ Other: _____
☐ Bylaw Services _____	☐ Fire Services _____	
☐ Clerk's Office _____	☐ Golf _____	
☐ Climate and Biodiversity _____	☐ Housing <u>7A</u> _____	
☐ Communications _____	☐ Human Resources _____	
☐ Community Planning _____	☐ Integrated Planning _____	
☐ Development Engineering _____	☐ ITS _____	
☐ Development Services _____	☐ Parks _____	
☐ Engineering Infrastructure _____	☐ Real Estate _____	
☐ Engineering Public Works _____	☐ Solicitor _____	
☐ Environment _____	☐ Transportation _____	
☐ Facilities _____		

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Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:

Sean
Rooney

Digitally signed by
Sean Rooney
DN: cn=Sean Rooney,
ou=Users
Reason: I am the
author of this document
Location
Date: 2026.05.29
14:25:07.00

Manager:

Michael
Toland

Digitally signed by
Michael Toland
DN: cn=Michael Toland,
ou=Users
Reason: I am approving
this document
Location
Date: 2026.05.29
14:25:07.00

CAO Notified:

Mike
Fox

Digitally signed by Mike
Fox
DN: cn=Mike Fox,
ou=Users
Reason: I am approving
this document
Location
Date: 2026.05.29
14:25:07.00

CREATED BY: Sean Ramsden

REQUESTED BY: Darwin Construction

DESCRIPTION OF WORK: Utility Works - Storm Connection

LOCATION: 1080 Marine Drive

START DATE: June 4, 2026

END DATE: June 9, 2026

DAYS OF THE WEEK	EXTENDED HOURS	OVERNIGHT
Monday – Friday	8:00 PM to 6:00 AM	✓
Saturday	to	
Sunday	to	

ADDITIONAL INFORMATION:

Darwin Construction's civil contractor, AC Civil Contracting Ltd. is constructing storm main upgrades for the development at 1080 Marine Drive. The works will involve crossing Lloyd Ave at the north end intersection of Marine Drive and a closure to the westbound curb lane of Marine Drive. Due to traffic volumes on Marine Drive this work has been scheduled for four overnight shifts.

IMPACT:

EXPECTED IMPACTS:			
✓ trucking	concrete works	generators	✓ lighting
pumps	✓ compaction	✓ hydro-vac	✓ paving
✓ excavators	✓ traffic delays/detours	✓ sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**

The contractor has provided late notice for this work. DNV Engineering is expediting approval in order to avoid works running into the FIFA World Cup window. The contractor expects to complete the work over three night shifts between June 4th and June 7th; however, one additional night shift may be required June 8th to 9th. The schedule is subject to change. An update to Mayor and Council will be provided if the contractor has to reschedule the work.

☐ Info Package

Date:


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

May 28, 2026

File: ENGOPS-778840599-1895

AUTHOR: T. Madigan, Section Manager - Fleet & Solid Waste**SUBJECT:** Fuel Price Impacts to the District's Operational Budget**REASON FOR REPORT:**

To inform Council of the financial impact of sustained and volatile fuel price increases on the District's operating budget to support the upcoming Financial Plan amendment. The report also outlines mitigation measures being implemented and considered.

SUMMARY:

Fuel prices in 2026 have increased significantly beyond the assumptions used in the adopted Financial Plan, resulting in a projected \$430,625 operating shortfall within Fleet Services.

The increase reflects external market conditions and was not reasonably foreseeable during budget development. The 2026 in-year impact will be funded through the operating budget contingency in 2026 and incorporated into the spring Financial Plan amendment, with any remaining variance addressed through the year-end update.

In parallel, staff are implementing and assessing mitigation strategies to manage cost pressures and improve cost recovery, including enhanced fuel monitoring, operational efficiency measures, and reviewing cost allocation approaches to better align fuel costs with departmental consumption.

Sustained fuel price increases are also expected to increase costs for other petroleum-based materials such as tires, asphalt, lubricants, and plastics, which are anticipated to place additional pressure on operating and capital budgets.

BACKGROUND:

Fuel is a critical input for a wide range of District services, including solid waste collection, operations, and emergency response, and fleet operations. The 2026 operating budget was developed during a period of comparatively stable global fuel markets, with price assumptions reflecting historical averages and forward-looking forecasts available at that time. Since early 2026, geopolitical developments in the Middle East have materially altered global energy markets leading to supply disruptions, elevated insurance and freight costs,

and precautionary market behaviour that has quickly translated into higher crude oil and refined fuel prices and increased volatility worldwide.

EXISTING POLICY:

Council establishes operating budgets, reserve funds, and their permitted uses through the annual Financial Plan and associated reserve fund bylaws. The operating budget contingency is intended to address unforeseen and unavoidable cost pressures that arise within a fiscal year and were not reasonably anticipated during budget development.

Fleet currently operates under a centralized fuel and fleet cost model. Fuel costs are integrated in set vehicle rates at the start of the year. These rates directly impact operational budgets as the set rate provides cost certainty to the users. Fuel costs are developed through fleet usage, historical fuel usage and projected annual fuel costs.

ANALYSIS:

Fuel prices have increased approximately 35% in 2026 due to geopolitical disruptions affecting supply and transportation, resulting in significantly higher and more volatile pricing than assumed in the 2026 Financial Plan and a projected \$430,625 operating shortfall within Fleet Services.

Fuel price increases have resulted in:

- Higher-than-budgeted fuel expenditures.
- A projected operating deficit within Fleet Services for 2026, as approved funding is insufficient to fully recover actual fuel costs.

Finance has confirmed that the 2026 fuel-related deficit will be funded from the operating budget contingency, as the increase represents an external shock that could not be fully mitigated within existing operating budgets.

Fleet Services is assessing options to better align fuel costs with departmental consumption and improve cost recovery transparency, including:

- Allocating fuel costs more directly to departments based on actual consumption.
- Enhancing fuel usage monitoring and efficiency (including electrification) initiatives.
- Incorporating higher and more volatile fuel price assumptions into future budget development.

Future Outlook

Energy market authorities, including the IEA and the U.S. Energy Information Administration (EIA), expect continued volatility through the remainder of 2026, with fuel prices reflecting ongoing geopolitical risk and uncertainty around the duration and scope of Middle East supply disruptions. While emergency stock releases and partial rerouting of supply have moderated prices intermittently, sustained stability is not anticipated in the near term.

Looking ahead, global agencies project that fuel prices will remain structurally higher and more volatile than pre-2026 norms due to:

- Increased geopolitical risk in key energy-producing regions.
- Tighter refined product markets, particularly for diesel.
- Higher costs associated with transportation, insurance, and regulatory compliance across fuel supply chains.

These conditions suggest that fuel-related cost pressures are likely to persist and should be explicitly considered in future multi-year financial planning. In addition to rising fuel prices driven by oil supply disruptions, potential shipping lane closures in the Strait of Hormuz are expected to increase costs for petroleum-based products such as tires, plastics, lubricants, and asphalt. They may also lead to higher prices and longer lead times for manufacturing supplies and other imported materials due to disruptions in global shipping routes. Strategic planning will be required to address potential operational budget shortfalls and support long-term financial sustainability.

Financial Impacts:

Fuel costs in 2026 are projected to exceed budget by \$430,625 due to sustained price increases. This risk will be partially offset using the operating budget contingency in 2026 and incorporated into the spring Financial Plan amendment, with any final variance addressed through the year-end financial update. Any future cost increases will be adjusted through the services supported by Fleet and include updated assumptions around fuel prices, cost allocations and cost recovery.

The tables below compare budgeted fuel costs with updated projections based on current market conditions:

BUDGETED 2026 FUEL EXPENSE			
TYPE	PROJECTED LITRES	PROJECTED ANNUAL PRICE PER LITRE	TOTAL COST
DIESEL	422,500	1.85	\$781,625
GAS	260,000	1.65	\$429,000
TOTAL			\$1,210,625

PROJECTED 2026 FUEL EXPENSE			
TYPE	PROJECTED LITRES	PROJECTED ANNUAL PRICE PER LITRE	TOTAL COST
DIESEL	422,500	2.50	\$1,056,250
GAS	260,000	2.25	\$585,000
TOTAL			\$1,641,250

The Financial Plan amendment will formally incorporate this adjustment within the District's approved budget

The primary risks associated with elevated fuel prices include ongoing budget volatility, pressure on service delivery, and reduced flexibility to absorb other unplanned costs. These risks are partially mitigated using reserves in 2026 and through future changes to cost recovery and budgeting practices.

Conclusion:

Global fuel price increases driven by the ongoing Middle East conflict have had a direct and material impact on the District's operational budget in 2026. Actual fuel costs have surpassed original projections, creating a deficit within Fleet Services. It is projected the deficit will be \$430,625. The shortfall will be addressed through the operating budget contingency in 2026, while staff pursue longer-term solutions to improve cost allocation/recovery, transparency, and budget resilience in future years.

Respectfully submitted,



Tom Madigan
Section Manager – Fleet & Solid Waste

REVIEWED WITH:

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

☒ Info Package	Date: June 11, 2026
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The District of North Vancouver INFORMATION REPORT TO COUNCIL

June 9, 2026

AUTHOR: Brianne Labute, Community Planner

SUBJECT: Current Housing Market Conditions and Inclusionary Zoning Update

REASON FOR REPORT:

To provide an update on current housing market conditions and implications for the Inclusionary Zoning (IZ) work.

BACKGROUND:

In 2024, the Province introduced inclusionary zoning (IZ) as a new tool to enable local governments to secure affordable and special needs housing through the adoption of an inclusionary zoning bylaw. IZ allows municipalities to specify both the required proportion of inclusionary housing units and the level of affordability, with these parameters set by Council. The introduction of IZ was part of a broader package of legislative changes aimed at streamlining development approvals, increasing transparency for developers and the community and reducing the need for rezonings.

At the [December 8, 2025 Council workshop](#), staff presented a proposed IZ approach to secure below-market rental housing¹ through private developments in the District's four key growth centres. This approach, summarized below, was informed by a preliminary financial feasibility analysis completed in early 2025.

Proposed Development Requirement: Built IZ Units

- 10% of residential gross floor area set aside as IZ units; and
- Rents set at 20% below DNV median rents.

Alternatives to Providing Built IZ Units

- 1) Purpose-Built Market Rental Option
 - 100% market rental projects at market rates with no inclusionary requirement
- 2) Cash In-Lieu Option
 - Available for projects providing fewer than 10 IZ units (in select growth centres)

¹ Below-market units are delivered through development and have rents that are set at below-market levels (e.g., 20% below DNV rents). These units have no ongoing subsidies from government.

At the workshop, Council expressed general support for continuing to explore IZ and requested that staff update the financial feasibility analysis to reflect current market conditions and inform additional options, including adding an inclusionary requirement for 100% market rental projects. Council also expressed interest in expanding the cash in-lieu program across all four growth centres, as well as understanding the potential revenue outcomes produced by projects of various sizes.

ANALYSIS:

Key Considerations

Since the initial workshop with Council, two key conditions have changed:

- 1) Council direction on growth management; and
- 2) Market conditions affecting development.

Council Direction on Growth Management

As part of the 2025 Official Community Plan (OCP) update, staff initially presented three potential scenarios to accommodate the District's housing needs (concentrating growth in key centres, expanding centres or distributing growth throughout the District). More detail on these scenarios can be found in the [February 24, 2025 Council report](#).

Some pre-zoning was anticipated under these scenarios to align the zoning with future OCP land use designations. Pre-zoning is a key factor in enabling inclusionary zoning as it grants additional density in advance, which is usually necessary to offset affordability requirements. Implementing IZ alongside pre-zoning helps ensure opportunities to secure affordable housing are not lost when multi-family sites redevelop or when additional as-of-right density is granted.

Council later directed staff to prepare another option, referred to as Option B, that continues housing growth as envisioned in the current OCP (i.e., no changes to current growth plans). Option B did not include any pre-zoning (see [October 20, 2025 Council report](#) for more information). Under this approach, most development is expected to proceed through site-specific rezoning applications, where affordable housing contributions are determined through case-by-case negotiations. As a result, the effectiveness of IZ as a tool to achieve affordable units is more limited compared to scenarios that include pre-zoning.

Current Market Conditions

The financial feasibility analysis completed in early 2025 to inform the proposed inclusionary zoning approach showed limited feasibility for IZ. This analysis no longer reflects current market conditions. To better understand emerging trends, staff retained Coriolis Consulting to provide an updated market review (**Attachment 1**). Key findings indicate that conditions for new residential development have weakened due to:

- Flat or declining population growth;
- Increased inventory of unsold new homes;
- Rising rental vacancy rates;
- Declining sales prices and rent rates;

- Reduced pre-sale activity for strata units; and
- Increased construction costs.

Given these conditions, an updated financial feasibility analysis is expected to show even less favourable outcomes than the previous analysis. The *Local Government Act* requires that Council consider the results of the financial feasibility analysis when adopting an inclusionary zoning bylaw and whether the proposed requirements may deter residential development. Challenging market conditions limit which IZ options are realistic, including adding inclusionary requirements for 100% market rental projects. Proceeding with an IZ program at this time may risk impeding the pace of development and reducing the number of new housing units built in the District.

Continuation of Current Approach to Secure Below-Market Housing

Without an IZ program, the District will continue to secure below-market housing through site-specific negotiations at the time of rezoning. This negotiated process between the District and a developer involves the granting of additional development rights (e.g., increased density or height beyond what existing zoning permits) in exchange for public benefits, such as affordable housing and amenities. During this process, staff evaluate the proposal against community plans, policy objectives and financial feasibility and engage in discussions with the applicant to secure contributions that address local priorities.

Since adoption of the Official Community Plan in 2011, the rezoning process has facilitated the delivery of:

- 1,359 market rental units;
- 91 below-market rental units; and
- 537 social and supportive housing units².

Additional rental and affordable units have an approved rezoning or are under the development permit process, building permit process and/or construction. In some cases, the District has secured cash in-lieu of affordable housing, which continues to be leveraged to support affordable housing projects, typically in partnership with other agencies.

This approach has enabled Council to negotiate below-market housing contributions that correspond to the scale of development and site-specific economic conditions. Through this case-by-case review, Council has generally been able to secure affordable housing outcomes while accounting for project viability. As a result, the mix and level of affordability can vary across projects, reflecting differing contexts while supporting broader housing objectives at the same time.

Inclusionary Zoning as Part of Future Work

IZ is a useful tool in certain circumstances. It establishes clear expectations for below-market housing in new developments. This includes the amount, tenure, affordability levels and term (duration) of the inclusionary units. Similarly, the transition from negotiated Community

² Data from the District of North Vancouver as of May 31, 2026.

Amenity Contributions to set Amenity Cost Charges³ established a consistent per unit contribution that would be collected from residential land use types and spent on specified amenities.

Future implementation of an IZ program would also support the District's broader objective of streamlining and improving the development approvals process. This would be achieved by eliminating or reducing the potential need for lengthy site-by-site negotiations for below-market housing.

Given current policy direction and market conditions, however, staff do not recommend advancing an IZ program at this time. Inclusionary zoning could be reconsidered through future planning processes such as the review and update of the Town and Village Implementation Plans (subject to further Council discussion). These plans help guide development in their respective centres, including any changes to land uses or densities. These policy updates could support future discussion on whether pre-zoning is appropriate. IZ is most effective when accompanied by pre-zoning to ensure projects are financially feasible to deliver.

Future work may also consider pairing IZ with a density bonus (DB) program to encourage additional below-market housing to be delivered on a site. Inclusionary zoning would apply to base density, while density bonus would apply to density above and beyond the base density (see **Attachment 2** for an example). A key difference between the two tools is IZ is mandatory, and DB is optional for the developer (i.e., more density in exchange for below-market housing).

FINANCIAL IMPLICATIONS:

Should Council adopt an inclusionary zoning program in the future, it will standardize the amount of below-market units or cash in-lieu contributions the District can expect to secure from a project. Cash in-lieu funds would be put in a dedicated housing reserve, enabling the District to leverage these funds to support affordable housing projects through land acquisition and partnerships with non-profits and/or other levels of government.

Under the *Local Government Act*, inclusionary zoning units are exempt from Amenity Cost Charges. The District would need to address this funding gap in its financial plan to ensure there are sufficient funds to support the demand on amenities created by the occupancy of the new IZ units. The District would also have to consider the ongoing administrative costs of monitoring housing agreements, performing regular financial feasibility analyses and potentially managing multiple reserve funds for cash in-lieu payments.

CONCLUSION:

Current market conditions do not support implementing an inclusionary zoning program at this time, particularly in the absence of increased density that pre-zoning could enable. There is potential to revisit IZ when future planning work, such as updates to the Town and Village Centre Implementation Plans, have been completed. Future consideration of inclusionary

³ Amenity Cost Charges (ACCs) help fund the cost of amenities needed to support increased population growth and housing supply. Revenue generated from ACCs cannot be used for affordable housing.

zoning could also consider a density bonus program to maximize the amount of below-market housing secured on a site.

In the interim, the District will continue to secure below-market housing through site-specific rezonings. While this approach provides flexibility, a future IZ program could improve consistency, transparency and predictability for both the development industry and the community.

Respectfully submitted,



Brianne Labute,
Community Planner

ATTACHMENTS:

Attachment 1: Market Context for New Home Development and the Implications for Inclusionary Zoning Memo

Attachment 2: Inclusionary Zoning and Density Bonus on the Same Site

REVIEWED WITH:		
☐ Business and Economic _____	☐ Finance _____	External Agencies: ☐ Library Board _____ ☐ Museum and Archives _____ ☐ NSEM _____ ☐ NS Health _____ ☐ NVRC _____ ☐ RCMP _____ ☐ Other: _____
☐ Bylaw Services _____	☐ Fire Services _____	
☐ Clerk's Office _____	☐ Golf _____	
☐ Climate and Biodiversity _____	☐ Housing <u>TA</u> _____	
☐ Communications _____	☐ Human Resources _____	
☐ Community Planning _____	☐ Integrated Planning _____	
☐ Development Engineering _____	☐ ITS _____	
☐ Development Services _____	☐ Parks _____	
☐ Engineering Infrastructure _____	☐ Real Estate _____	
☐ Engineering Public Works _____	☐ Solicitor _____	
☐ Environment _____	☐ Transportation _____	
☐ Facilities _____	_____	

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MEMORANDUM



DATE: 8 April 2026

TO: Brianne Labute, District of North Vancouver

FROM: Blair Erb, Coriolis Consulting Corp.

RE: Market Context for New Home Development and the Implications for Inclusionary Zoning

1.0 Background

The District of North Vancouver often negotiates the provision of affordable rental units as part of the rezoning and approvals process for new apartment projects.

To help streamline the approvals process and create clarity for applicants, the District is evaluating the opportunity to introduce inclusionary zoning bylaw requirements that would apply to new multifamily projects in the District. An inclusionary zoning bylaw would specify the required share of affordable rental housing in a new project, the maximum rental rates permitted for these units and the types of projects that are subject to the bylaw requirements. So, this would reduce the number of applications that involve negotiations about the provision of affordable housing.

However, an inclusionary zoning bylaw will only result in new affordable rental units if new apartment projects are financially viable. Affordable rental units reduce the value of a completed project which can impact project viability (particularly in the absence of increased permitted density or an offsetting reduction in municipal levies). Therefore, it is important to consider and evaluate the financial feasibility of new multifamily development as part of implementing a new inclusionary bylaw.

A key factor that impacts financial feasibility is the market context for new projects. So, the District asked Coriolis to provide an overview of current market conditions in the new home market and comment on the likely implications for the viability of new projects.

2.0 Market Context

Market conditions in Metro Vancouver and North Vancouver are currently very difficult for developers planning new market housing. Some of the key challenges include:

1. **Demographics.** According to Statistics Canada, between Q4 2019 and Q4 2024, BC's population grew by an average of about 110,000 people per year. However, between Q4 2024 and Q4 2025 BC's population declined by about 14,000. This is a sudden reversal from historic trends and is due primarily to changes in Federal government immigration policies that were implemented in 2024, which aim to reduce the number of non-permanent residents in the country. Our understanding is that this may be the first time the yearly population of BC has ever declined (annual data is not available prior to 1950).

Data for Metro Vancouver (from BC Stats) indicates that the region's population and the District's population followed a similar pattern of flat or declining population during 2025. Estimates from BC Stats indicate that Metro Vancouver's population grew by about 5,260 between 2024 and 2025 (0.17% growth) and the District of North Vancouver's population declined by about 1,083 (negative 1.09%). Population

growth is a key driver of demand for new housing. Given the lack of population growth over the past year or so, demand for new housing is currently very low.

2. Standing inventory of new homes. The inventory of new homes that are complete but unoccupied in Metro Vancouver has been rising over the past year or so as new projects have been completed. Based on data from Zonda Urban, as of Q1 2026, we estimate there are approximately 3,500 new strata apartments that are completed and unsold in Metro Vancouver (this is up from about 1,000 completed and unsold strata units two years ago). In addition, there are about 2,900 new rental apartment units at projects that are completed but not rented. So, the total standing inventory of new unoccupied apartment units is about 6,400 in the region.

Under the current low population growth environment, we expect the standing inventory of vacant new apartment units to continue to grow over the next year or so as additional projects are completed which are currently under construction.

3. Increasing rental vacancy. A combination of a surge in new rental completions plus low population growth has led to a sharp increase in the rental vacancy rate in Metro Vancouver. According to CMHC, Metro Vancouver's rental apartment vacancy rate increased from 1.6% in late 2024 to 3.7% in late 2025. This is the highest vacancy rate in the region since the late 1980's.
4. Declining sales prices and rent rates. Residential values and apartment rents have been declining over the past year or more. According to the Real Estate Board of Greater Vancouver, the benchmark value of an apartment unit in Metro Vancouver declined by about 6.8% between February 2025 and February 2026. The annual price decline was similar in North Vancouver at 5.6%.

Rent rates have also been declining. According to Rentals.ca, the average asking rent declined by 7.2% in Vancouver between February 2025 and February 2026.

5. Lack of presale activity. Lenders typically require developers to achieve significant presale targets (often about 60% or more) before advancing the project financing that is required to proceed with the construction of a new strata apartment project. However, activity in the presale market is currently limited and has been declining. In Q4 2025, we estimate that there were about 600 apartment presales in Metro Vancouver. This was down from about 2,900 units in Q4 2023.

Apartment unit values are not increasing, so there is no urgency for potential buyers to acquire a presale unit to lock in the price. This, coupled with a lack of demographic driven demand (no population growth), has resulted in little market interest in presale units. This makes it very difficult for strata apartment developers to obtain project financing.

6. Project costs. Construction costs increased rapidly between 2021 and 2024. Cost increases have slowed significantly over the past year or so, but total costs still remain high and have not declined materially despite a slowing housing market. For example, according to Stats Can, apartment construction costs increased by about 2.0% in Vancouver between Q4 2024 and Q4 2025. In addition, government levies have been rising. The District increased DCC rates and introduced a new ACC rate in 2024 and 2025 while Metro Vancouver adopted large increases to its DCC rates.

Overall, there is currently little demand for new market housing in Metro Vancouver and in North Vancouver, which has led to an increasing inventory of unoccupied units, declining apartment prices, declining rents at new projects, and increasing vacancy. Therefore, the potential revenue generated by new apartment projects

has been declining. This has not been accompanied by declining project costs¹. Therefore, the financial viability of new apartment development is significantly more challenging than it was 12 to 24 months ago.

3.0 Implications

Market conditions in the Metro Vancouver and North Vancouver new home market are currently very challenging and have been deteriorating over the past 12 to 24 months. Introducing new inclusionary zoning bylaw requirements would further impact development viability under current market conditions.

The District may want to consider delaying the implementation of an inclusionary zoning bylaw until market conditions stabilize and improve.

However, this does not mean that proposed projects that are currently seeking rezoning approval cannot provide affordable rental units as part of a negotiated rezoning process. The financial ability of a project seeking rezoning approval to incorporate affordable housing units in the current market context will depend on a number of factors that vary from project to project such as: whether there is a proposed increase in density (beyond the current OCP density), the proposed tenure (rental or strata), and whether other contributions from the project (such as amenity contributions) are calibrated to account for the impact of the affordable units (rather than applying bylaw ACC rates).

¹ Over time, the cost to acquire apartment development sites could decline due to the deteriorating viability of new development, although the cost cannot go below the market value supported by the existing use (e.g. older house or older commercial building). This would help off-set declining revenues. However, for developers that have already acquired property, it is not possible to reduce land acquisition costs.

Example of Inclusionary Zoning and Density Bonus on the Same Site

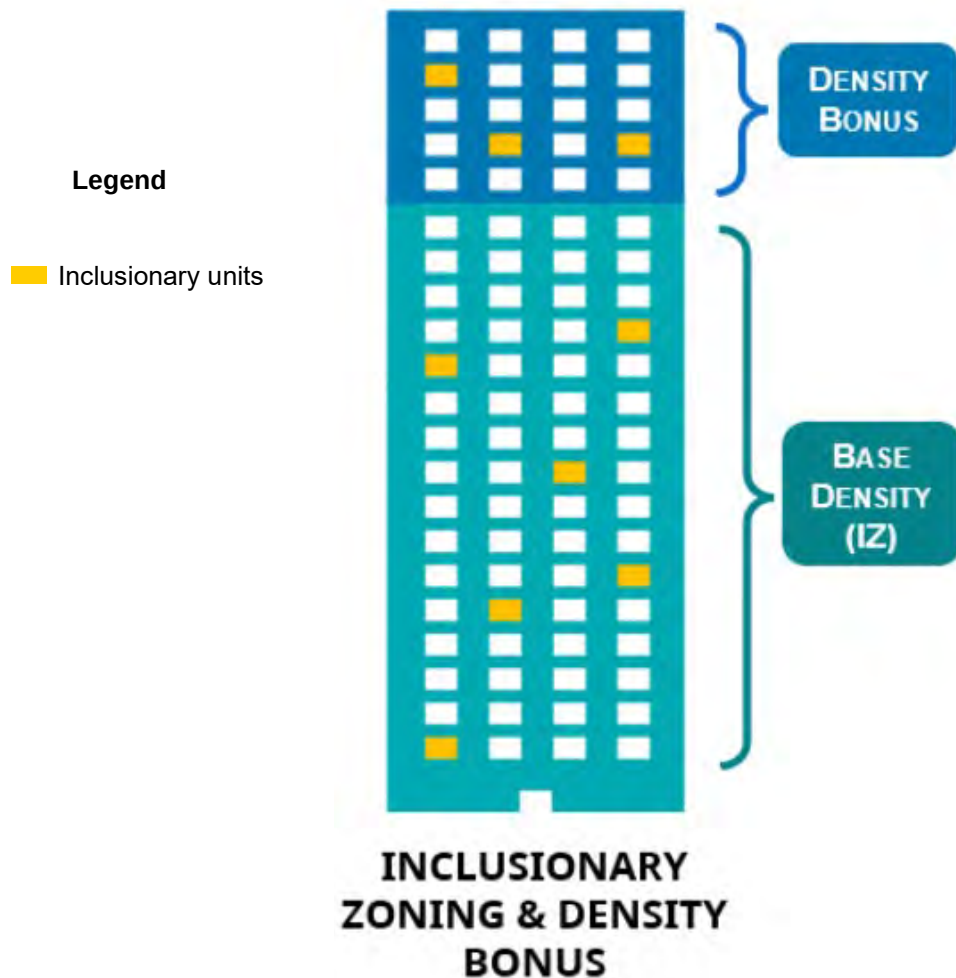
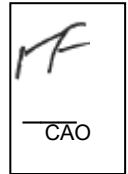


Figure 1: Inclusionary units (shown in yellow) secured by Inclusionary Zoning and Density Bonus as part of the same development. Note: These Inclusionary units are shown for illustrative purposes only. The number of units and their location within the building would be determined by bylaw and through site-specific proposals.



The District of North Vancouver REPORT TO COUNCIL

May 28, 2026

AUTHOR: Eirikka Brandson, Community Planner

SUBJECT: Poverty Reduction Partnership Update

REASON FOR REPORT:

This report provides an update on the mobilization of the Poverty Reduction Partnership, including progress on implementation of the Poverty Reduction Strategy, current funding, and formalization of the partnership through a Memorandum of Understanding.

SUMMARY:

Work is underway to establish a collaborative Poverty Reduction Partnership across the North Shore. Progress to date includes developing governance structures, securing funding, and beginning early implementation activities aligned with the Poverty Reduction Strategy. The District's role in the partnership is to facilitate, coordinate and convene partners to support collaborative action and the advancement of poverty reduction initiatives.

BACKGROUND:

In 2020, the Province of BC provided funding through the Poverty Reduction Planning and Action Program, administered by UBCM.

The North Shore received \$75,000 to develop a regional Poverty Reduction Strategy in partnership with the City of North Vancouver and the District of West Vancouver. An interim [report](#) was presented to Council in June 2022.

An additional \$150,000 supported the creation of the [North Shore Solutions Navigator Program](#), launched in November 2022 and delivered by North Shore Neighbourhood House.

Council endorsed the [Poverty Reduction Strategy](#) on [March 13, 2023](#).

In total, the North Shore received \$225,000 through this program. The Solutions Navigator Program has since demonstrated strong outcomes by supporting residents with complex needs. It continues to operate through a shared funding model with the City of North Vancouver, with the District's support provided through a core grant.

An information report with an update on the Poverty Reduction Strategy was provided to Council in [December 2024](#).

EXISTING POLICY:

Corporate Plan (2023-2026)

- Goal: Enhance transportation and mobility
- Goal: Address the housing crisis and the community's housing needs
- Goal: Foster Community Wellbeing, Culture, and Safety

Official Community Plan (2011)

- Social Well-Being objective – to foster a safe, socially inclusive and supportive community that enhances the health and well-being of its residents.

[North Vancouver Recreation and Culture Commission Strategic Plan \(2025\)](#)

- Goal: Provide accessible programs and services to enhance the health and well-being of individuals and families.
- Goal: Promote community connections and a strong sense of belonging.

[North Shore Poverty Reduction Strategy \(2023\)](#)

The North Shore Poverty Reduction Partnership is a collaborative initiative working to implement the 10-year Strategy to reduce poverty on the North Shore through four shared priority areas.

Rental, Social and Affordable Housing Task Force Final Report (2021)

- Goal: Partner with other agencies to help deliver affordable housing.

[Child Care Action Plan \(2020\)](#)

The Plan identifies four goals and 29 actions to enhance child care services in the District over a 10-year period.

[Coalition of Inclusive Municipalities](#)

On December 7, 2020, the District of North Vancouver approved joining this Coalition, and endorsed the Common Commitments, with an agreement to develop a Plan of Action accordingly.

[Truth and Reconciliation Commission of Canada Calls to Action \(2015\)](#)

On December 7, 2020, Council supported implementation of the municipal-specific Truth and Reconciliation Commission of Canada Calls to Action

Food Security and Food Systems

North Shore Food Charter - Endorsed by Council in 2013

[Regional Food System Action Plan](#) - Endorsed by Council in 2016

ANALYSIS:

Partnership Development

Mobilization of the North Shore Poverty Reduction Partnership (NSPRP) commenced in 2024 with the bringing together of a wide range of organizations and community members.

This was in alignment with Action 1.1 of the Poverty Reduction Strategy which aims to create a structure with diverse representation, including:

- Indigenous communities;
- people with lived experience of poverty;
- non-profit and service providers;
- youth and newcomers; and
- business and community partners.

This work takes time and coordination, as partners align priorities and build a shared approach. In early 2025, progress on formalizing the partnership slowed due to changes in consulting support. More time was also needed to develop an acceptable and suitable governance framework. A new consultant has since been engaged, and work has resumed.

Governance Structure and Role of District

The NSPRP is a community-driven partnership and leadership table dedicated to implementing the Poverty Reduction Strategy through advocacy, coordination, shared accountability and collective action. It brings together more than 30 community organizations across the North Shore, alongside government agencies (i.e. Vancouver Coastal Health, RCMP), First Nations and the North Shore municipalities. Given the regional nature of service delivery and the community's collaborative approach to addressing the interconnected dimensions of poverty across the North Shore, this governance model is both necessary and strongly supported by partners.

Attachment 1 provides the key partnership documents that will guide its membership:

- Unity Charter – articulates the partnership's shared values and purpose.
- Terms of Reference – sets out the partnership's structure and decision-making.
- Memorandum of Understanding – describes roles and commitments of partner participation.

The District supports the partnership through participation at the Steering Committee level (alongside the City of North Vancouver and District of West Vancouver, who will all be signatories to the MOU), funding support for the NSPRP Coordinator position¹, and in-kind contributions (i.e. staff time). The District also acts as the financial host for the partnership through June 2027, administering the Community Prosperity Fund, as described in the next section.

¹ The District of North Vancouver has committed funding of \$40,000 annually for the Coordinator position through to 2030. This part-time role supports both the North Shore Homelessness Task Force and the North Shore Poverty Reduction Partnership, with approximately 20 hours per week shared between the two initiatives.

The partnership will deliver a report and presentation every two years to each of the three municipal Councils, as well as to the governing bodies of the Squamish and Tsleil-Waututh Nations. These presentations are intended to share updates on progress made toward the Strategy's priorities. They will highlight emerging gaps or challenges in implementation and identify opportunities where Council direction or support may help advance shared commitments.

Funding Update

In September 2024, a grant was received from Community Prosperity Fund for the Poverty Reduction Partnership. This funding is directed to the non-profit sector and does not provide direct municipal operating funding. The District submitted the application on behalf of the partnership. The North Shore Neighbourhood House was a co-applicant given its role in delivering the [Solutions Navigator program](#)² and broader poverty reduction initiatives.

The Community Prosperity Fund is a \$25 million provincial investment supporting poverty reduction and social inclusion across British Columbia. Funding decisions were made by local community foundations, including the North Shore Community Foundation and the West Vancouver Community Foundation, both of which endorsed the collaborative, cross-sector approach of the proposed partnership.

The funding received supports implementation of the North Shore Poverty Reduction Strategy through coordinated action across key priorities including governance, service access, inclusion, housing supports, communications, intergovernmental coordination, and joint funding applications.

An initial \$25,000 was allocated to support early implementation of the partnership, including development of key partnership documents.

Implementation Priorities and Monitoring

The next phase will focus on further mobilizing partners to advance implementation, strengthen coordination, and adapting to evolving community needs and changing local conditions over time.

Four working groups are being established to advance key priorities of the Strategy:

1. Data and Shared Measurement (Priority 1: Continue to Work Together)
2. Service Access and Navigation (Priority 2: Enhance Access to Services)
3. Inclusion and Belonging (Priority 3: Create a More Inclusive North Shore)
4. Housing, Food and Transit Advocacy (Priority 4: Address the Cost of Living)

Monitoring will include the development of key indicators to track progress against a 10-year baseline. In addition, development of a North Shore Community Profile (Action 6.1 in the Strategy) is being explored to provide a shared evidence base on social, health, and economic conditions. This profile would complement a monitoring dashboard by integrating

² Solutions Navigator program supports North Shore residents to access housing, food, basic needs and community services.

key datasets and contextual information to support a more complete understanding of community well-being over time.

Early indicators under consideration (and data sources) include:

- number of people experiencing homelessness (Point-in-Time Count)
- households spending over 30% of income on housing (Statistics Canada)
- kindergarten readiness (Human Early Learning Partnership)
- children living below the Official Poverty Line (Statistics Canada)
- child care spaces (VCH licensing and local government data)
- cost of a nutritious food basket (Health Canada)
- residents with a family doctor (Statistics Canada)
- unemployment rate (Statistics Canada)
- households in core housing need (Statistics Canada)
- sense of belonging (Vital Signs)
- health and wellness (Vital Signs)

Timing/Approval Process:

The partnership is expected to formally adopt its Terms of Reference in mid-June 2026. At that time:

- the District will confirm its participation;
- governance structures will be finalized; and
- implementation efforts will continue to expand.

Concurrence:

Finance has reviewed the report.

Financial Impacts:

The Poverty Reduction Partnership has \$235,000 in Community Prosperity Fund funding available to support implementation through June 2027.

The District also provides in-kind support through staff coordination and a part-time Coordinator position, totalling approximately 20 hours per week. This support is shared between the Poverty Reduction Partnership (10 hours per week) and the North Shore Homelessness Task Force (10 hours per week).

The partnership will continue to pursue external funding opportunities and may return to Council with future funding requests to support ongoing implementation, if required.

Social Policy Implications:

The Poverty Reduction Partnership will strengthen collaboration across governments and community organizations. It supports more coordinated, inclusive, and effective responses to poverty by:

- improving access to services;
- identifying gaps in supports;
- aligning efforts across sectors; and

- advancing equity and inclusion.

Over time, this work is expected to contribute to stronger social outcomes and improved quality of life for North Shore residents.

Conclusion:

The Poverty Reduction Partnership represents an important step toward a more coordinated and community-drive approach to addressing poverty. It brings together over 30 cross sector partners, including municipalities, First Nations, service providers, and people with lived experience, to implement the 10-year Poverty Reduction Strategy.

Continued collaboration, supported by shared governance documents (Unity Charter, Terms of Reference, and MOU), working groups focused on key priorities, and ongoing monitoring through common indicators, will strengthen implementation. With support from the Community Prosperity Fund and municipal participation, the partnership is well positioned to improve coordination, enhance service access, and support stronger long-term community outcomes.

Respectfully submitted,



Eirikka Brandson
Community Planner

REVIEWED WITH:			
☐ Business and Economic _____ ☐ Bylaw Services _____ ☐ Clerk's Office _____ ☐ Climate and Biodiversity _____ ☐ Communications _____ ☐ Community Planning _____ ☐ Development Engineering _____ ☐ Development Planning _____ ☐ Engineering Operations _____ ☐ Environment _____ ☐ Facilities _____	☐ Finance _____ ☐ Fire Services _____ ☐ GIS _____ ☐ Human Resources _____ ☐ Integrated Planning _____ ☐ Housing <u>TA</u> _____ ☐ ITS _____ ☐ Parks _____ ☐ Real Estate _____ ☐ Review and Compliance _____ ☐ Solicitor _____ ☐ Utilities _____	External Agencies: ☐ Library Board _____ ☐ Museum and Archives _____ ☐ NSEM _____ ☐ NS Health _____ ☐ NVRC _____ ☐ RCMP _____ ☐ Other: _____	

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North Shore Poverty Reduction Partnership

Who We Are

The North Shore Poverty Reduction Partnership is a collective of organizations, governments, Nations, and people with lived experience working together to reduce poverty on the North Shore. We came together to implement the North Shore Poverty Reduction Strategy 2023–2033, a 10-year commitment to meaningful, systems-level change. The vision is to build a movement that reduces poverty and removes barriers to services, based on the values of creating an inclusive, equitable, anti-racist, thriving, and just community.

We are a leadership table, not a service delivery body. Our work is to change the conditions that create and sustain poverty — through advocacy, coordination, shared accountability, and collective action.

What We Believe

Poverty on the North Shore is real and affects over 10% of the North Shore population (based on the 2021 Census). Poverty is not just a lack of income. It is the absence of housing, food, health, safety, and the opportunity to be part of a community. It is shaped by systemic barriers, structural inequality, and the ongoing legacy of colonization. It is experienced differently depending on who you are and where you come from, and it carries shame and stigma that no one should have to bear.

Poverty is not a choice and it is not inevitable. No one deserves to be poor.

We believe every person has a right to live with dignity; to have their basic needs met, to participate in community life, and to exercise agency over their own circumstances. Housing, food, income, and access to essential services are rights, not privileges. This is the partnership’s fundamental approach to poverty. Our work is grounded in justice, not charity.

We believe the North Shore community has the capacity, the relationships, and the collective will to reduce poverty.

We believe reducing poverty requires the whole community working together under a shared commitment.

What We Stand For

Equity

We direct resources and attention based on need. We recognize that poverty does not affect all people equally. Overlapping and compounding barriers shape people’s access to resources and opportunity requiring targeted action and support.

Reconciliation

The experience of poverty among Indigenous peoples on the North Shore is inseparable from the ongoing legacy of colonization. We are committed to advancing the Truth and Reconciliation Commission’s Calls to Action through our work, and to building relationships grounded in respect, trust, and shared purpose.

We commit to learning from and centring Indigenous ways of being, doing and knowing, and to work in meaningful partnership to advance culturally grounded approaches to addressing poverty.

Nothing About Us Without Us

We are committed to creating the conditions for meaningful participation and leadership by people with lived experience, including removing financial and logistical barriers to involvement. Decisions that affect people living in poverty must be informed and shaped by those people.

Upstream Action

We focus on the conditions that create poverty, not only its symptoms. This means engaging with policy, systems, and the decisions that shape housing, income, services, and opportunity on the North Shore. It means advocating to other levels of government when change requires action beyond local jurisdiction.

Collective Accountability

No single organization can reduce poverty on its own. We are accountable to each other, to the people we serve, and to the community. We measure progress, report publicly, and hold ourselves and each other to our commitments.

Openness and Courage

Meaningful collaboration requires more than goodwill. We commit to building a partnership where candour is possible and disagreement is handled with respect. We are hard on issues and soft on people. We move at the speed of trust.

What We Are Working Toward

Our vision is a North Shore without poverty.

We are guided by four priorities:

1. **Work together:** build and sustain the relationships, structures, and shared practices needed for coordinated collective action
2. **Enhance access to services:** support the social services sector and improve how residents access the services they need
3. **Create a more inclusive North Shore:** reduce barriers to participation in community life, address stigma, and build connections across difference
4. **Address the cost of living:** advocate for systemic change on housing, income, food, transit, and health care

These priorities are grounded in the North Shore Poverty Reduction Strategy 2023–2033, which is the foundation this partnership is built on and the document that guides our work.

Our Commitment

By joining this partnership, we commit to working together in the spirit of these values with honesty, respect, and a shared sense of purpose. We acknowledge that our organizations bring different perspectives, different capacities, and different relationships to this work. We commit to holding those differences with care, and to returning, when things are difficult, to what we share: the belief that the North Shore can be a community where everyone has what they need to live with dignity.

TERMS OF REFERENCE

North Shore Poverty Reduction Partnership

Effective Date: [Date] — Reviewed annually

PREAMBLE

The North Shore Poverty Reduction Partnership (NSPRP) was formed to implement the North Shore Poverty Reduction Strategy 2023–2033, which has been endorsed by the City of North Vancouver, District of North Vancouver, District of West Vancouver, Squamish Nation and Tsleil-Waututh Nation. The partnership's values and shared commitments are set out in the NSPRP Unity Charter. The expectations of Partner organizations are set out in the Memorandum of Understanding. This document governs the partnership's structure, decision-making, and operations.

1. PURPOSE

Vision: A North Shore without poverty.

Mission: Build a movement that reduces poverty and enhances access to services.

Scope

The partnership is responsible for:

- implementing, monitoring, and promoting the North Shore Poverty Reduction Strategy
- coordinating systems and policy-level action across member organizations
- collective advocacy on shared priorities
- tracking and publicly reporting on progress against the strategy's indicator framework

The partnership is not responsible for:

- direct service delivery to individuals experiencing poverty
- revisiting or revising the foundational framework of the 2023 strategy
- duplicating the North Shore Homelessness Task Force (NSHTF)'s operational coordination function

The strategic vs. operational distinction between the NSPRP and the NSHTF will be communicated actively to new members, at the first meeting of each year, and in all partnership recruitment materials.

2. PEOPLE

Membership

Membership is available at two levels. Membership in both tiers is voluntary and open to any organization, public agency, institution, or individual that supports the North Shore Poverty Reduction Strategy.

Partners have a formal relationship with the partnership documented through a signed MOU. Partners:

- attend full partnership meetings,
- hold voting rights in the steering committee general seat selection process,
- are eligible to serve on the steering committee, and
- participate in at least one working group annually.

Partner representatives should be leaders in their organizations who can influence decision-making and action. Partners should provide a primary contact, as well as an alternate contact for back up.

Contributors and Allies participate without a formal MOU. Participation is flexible and expected to shift as organizational circumstances change. They may:

- attend full partnership meetings,
- join working groups, and
- contribute expertise or capacity on specific initiatives.

Sovereign Nation Partners refer to Skwxwú7mesh Úxwumixw (Squamish) and səliłwətał (Tsleil-Waututh) Nations. Their engagement is governed by a nation-to-nation protocol developed in partnership with each Nation. Each Nation holds a dedicated steering committee seat outside the general membership structure.

References in this document to “governments” include the three municipalities and the two Nations as distinct sovereign entities.

Coordinator

The coordinator role is one or more paid staff positions funded by the partnership’s fiscal host(s). The current position is staffed by one person at a maximum of 10 hours per week. This may be periodically reviewed with the Chair of the steering committee and the fiscal host(s).

The coordinator reports to the steering committee and is responsible for:

- **Meeting Coordination:** Organize and support Steering Committee and full partnership meetings, including agenda setting, facilitation, minute taking and follow-up on action items.
- **Annual Plan Development:** provide administrative support to the Steering Committee chair and collaborate with steering committee members and working groups to produce the Annual Action Plan.
- **Community Representation:** represent the North Shore Poverty Reduction Partnership at community meetings and participate in regional poverty reduction activities, as needed.
- **Reporting and Advocacy:** track progress on the annual action plan, prepare the Annual Report, present findings to diverse audiences as needed, and identify funding opportunities.
- **Communication:** support communication activities for the Partnership, as defined in the Communication Protocol below.
- **Partnership Development:** maintain strong relationships among members of the Partnership and track participation at each membership level. Maintain relationships with the fiscal host(s) and external stakeholders.

The coordinator acts on decisions made by the steering committee within the scope of their role. The coordinator does not hold independent decision-making authority on matters of strategic direction.

Templates to support the coordinator are available:

- [Meeting Agenda](#)
- [Meeting Minutes](#)
- [Annual Action Plan and Report](#)

Fiscal Host

The fiscal host is any organization that holds funds on behalf of the North Shore Poverty Reduction Partnership. There may be more than one fiscal host that supports the Partnership.

The fiscal host acts on the direction of the steering committee in all financial matters affecting the partnership and has no independent authority over partnership funds. (See Financial Oversight section)

Lived Experience

TO BE DEVELOPED: *The process by which people with lived experiences inform the work of the partnership will be developed with input from the Partnership. The feedback received via a feedback survey will be shared with the steering committee for their decision within the first six months of the partnership's operation.*

3. Process

Full Partnership Meetings

The full partnership meets twice yearly: an Annual General Meeting and a mid-year check-in. Full partnership meetings are the venue for:

- receiving and discussing the Annual Action Plan and progress reports
- reviewing the Annual Report
- holding the steering committee to account
- ratifying ToR amendments and major structural decisions
- conducting the steering committee general seat nomination and vote process

Hybrid participation is a standard option at all meetings.

New members are invited to review the Unity Charter, MOU and Terms of References to orient them to the NSPRP's mandate and governance.

Steering Committee

The steering committee is the partnership's primary governance body. It holds decision-making authority on behalf of the full membership between full partnership meetings.

Composition: 11 seats, structured as follows:

- **7 general seats:** filled through an open nomination and vote process
- **2 First Nations seats:** filled by appointment by Skwxwú7mesh Úxwumixw and Tsleil-Waututh Nation respectively, in accordance with each Nation's own governance processes
- **1 health authority seat:** filled by a representative from Vancouver Coastal Health (VCH)
- **1 municipal seat:** all three municipalities may attend Steering Committee meetings but they will have one collective vote.

Term: Members serve two-year terms, renewable once. After two consecutive terms, a member must take at least one year off before serving again. The coordinator tracks terms and notifies the partnership when seats are approaching renewal.

Chair: Appointed by the steering committee for a two-year term. The Chair sets the agenda, chairs meetings, and may delegate responsibilities as required. When representing the partnership publicly, the Chair acts on the direction of the steering committee and reports back on any representations made. The Chair does not make public commitments on behalf of the partnership without prior steering committee authorization.

Chair honorarium: The Chair receives an annual honorarium. The amount is set by the steering committee and disclosed to the full partnership at the AGM. Where the Chair is employed by a Partner organization, the honorarium is paid to that organization. Where the Chair is an individual without organizational affiliation, the honorarium is paid directly to the Chair. The honorarium is reviewed annually by the steering committee.

Accountability: The steering committee is accountable to the full partnership and reports on its decisions at each full partnership meeting.

Meetings: The steering committee meets at minimum once per quarter. Additional meetings may be called by the Chair or by any three steering committee members with at least 7 days notice. Meetings may be held in person, virtually, or in hybrid format.

Quorum: 51%

Authority: The steering committee:

- approves the Annual Action Plan,
- approves working group mandates,
- makes operational decisions,
- oversees the coordinator,
- manages conflicts of interest,
- surfaces and responds to strategic risks, and
- proposes amendments to the Terms of Reference or major structural decisions.

ToR amendments and major structural decisions require full partnership approval at a scheduled meeting.

Steering Committee Selection

Only the 7 **general seats** are filled through an open nomination and vote process:

- Nominations open 30 days before the AGM and close 14 days before the AGM
- The coordinator circulates the full slate of nominees, including a brief statement of interest from each, to all Partners no later than 10 days before the AGM
- Voting opens when the slate is circulated and closes at the end of the AGM
- Voting is conducted asynchronously through a secure method designated by the coordinator
- Each Partner organization holds one vote
- Results are announced at the AGM and confirmed in writing within 5 days
- Where only one nominee stands for a seat, that nominee is acclaimed without a vote
- In filling general seats, the partnership should seek geographic and sectoral diversity; no single sector or organizational type should hold a majority of general seats

The First Nations seats are filled by appointment by each Nation. **The VCH seat** will also be filled by appointment by VCH. **The municipal seat** is filled in discussion with the three municipalities.

Interim vacancies: The remaining steering committee members may appoint an interim member to fill any vacant seat until the next AGM.

Working Groups

Working groups are open to all partners, contributors, allies, and external contributors. Overlapping participation across groups is expected and encouraged.

Four working groups are aligned to the strategy's four priorities:

1. **Data and Shared Measurement** (Priority 1: Continue to Work Together)
2. **Service Access and Navigation** (Priority 2: Enhance Access to Services)
3. **Inclusion and Belonging** (Priority 3: Create a More Inclusive North Shore)
4. **Housing, Food and Transit Advocacy** (Priority 4: Address the Cost of Living)

Each working group requires a steering committee-approved mandate, a designated lead, a defined meeting cadence, and regular reporting to the steering committee on progress against the Annual Action Plan. Working groups hold decision-making authority within the scope of their approved mandate. Decisions outside that scope are escalated to the steering committee.

New working groups may be established and existing ones dissolved by the steering committee, with notice to the full partnership.

Annual Action Plan

The coordinator develops the Annual Action Plan in consultation with working groups and the steering committee. The steering committee approves the plan before it is presented to the full partnership at the AGM.

The Annual Action Plan specifies for each priority area: goals and objectives, planned activities, responsible party, timeline, and resources required.

The steering committee reviews progress at each full partnership meeting. Where actions are not advancing the strategy's priorities, the steering committee adjusts the plan and assigns accountability for follow-through.

Decision-Making

Decisions of the steering committee and full partnership are made by a simple majority of those present and voting, unless otherwise specified in this document. The coordinator records all decisions in writing and circulates them to relevant members within 5 days.

Fundraising Protocol

TO BE DEVELOPED: *The process by which funding is sought to support the work of the partnership and how funded organizations are held accountable will be developed by the coordinator in consultation with the steering committee within the first six months of the partnership's operation. Until that process is in place, the District of North Vancouver will maintain oversight of the funding secured through the Community Prosperity Fund.*

Communications Protocol

TO BE DEVELOPED: *A communications protocol will be developed by the coordinator in consultation with the steering committee within the first six months of the partnership's operation. The protocol will define how steering committee decisions are communicated to the full membership between meetings, how working group progress is shared, and how information about funding decisions is disclosed before commitments are finalized.*

Dispute Resolution

TO BE DEVELOPED: *A dispute resolution process will be developed by the coordinator in consultation with the steering committee within the first six months of the partnership's operation. Until that process is in place, disputes are referred to the steering committee Chair for facilitated resolution.*

Amending this Document

Amendments to this Terms of Reference may be proposed by the coordinator in collaboration with the steering committee. Amendments are put to the full partnership for ratification by asynchronous vote, with a minimum 14-day voting window. Ratification requires a simple majority of Partners voting. Amendments are limited to once per calendar year. All Partners are notified of proposed amendments at least 21 days before the voting window opens.

Financial Oversight

The partnership's funds are held and managed by a fiscal host under an agreement with the steering committee. The fiscal host acts on the direction of the steering committee in all financial matters affecting the partnership and has no independent authority over partnership funds.

The fiscal host is responsible for:

- receiving and disbursing partnership funds,
- maintaining financial records,
- producing financial statements for review by the steering committee,
- managing the relationship between the Partnership and its funders
- complying with the Fundraising protocol.

The three municipalities are responsible for any municipal grant funding committed to the partnership.

Skwxwú7mesh Úxwumixw and Tsleil-Waututh Nation manage their own resources in accordance with their own governance processes.

Funding decisions that affect the partnership's direction or Annual Action Plan are communicated to the steering committee before commitments are finalized. The fiscal host presents an annual financial report to the full partnership at the AGM.

Code of Conduct

Partners and steering committee members will:

- disclose individual or organizational conflicts of interest that may affect participation in specific decisions
- not use their position to obtain employment
- respect the process by which decisions are made
- maintain confidentiality of internal deliberations

The partnership acknowledges the structural dynamic where the three municipalities fund many of the community organizations also sitting at the table. The steering committee is responsible for monitoring this dynamic and maintaining conditions for all members to participate openly. Community organizations are not prevented from advocating on issues within their mandate, including where their views differ from those of municipal members.

Confidentiality and Advocacy

Internal deliberations are confidential. Partners speak in their organizational capacity on issues relevant to their mandate without requiring Chair authorization. Chair authorization is required only when a Partner speaks as an official representative of the full partnership on a matter of formal partnership position.

4. Performance

Accountability

The partnership tracks progress against the indicator framework in the North Shore Poverty Reduction Strategy 2023–2033 (pages 30–32). The steering committee selects the indicators to be tracked each year from the strategy's indicator framework, with input from the Data and Shared Measurement working group. The selection is reviewed annually to ensure it remains aligned with the partnership's current priorities and the strategy's four priority areas. The coordinator tracks the selected indicators and reports annually.

The Annual Report is prepared by the coordinator in collaboration with the Steering Committee and working group members. It is approved by the steering committee, presented to the full Partnership and shared publicly. It includes progress against the Annual Action Plan, a financial summary, and key considerations for activities planned for the coming year.

Reporting to Elected Councils and Nation Governments

Every two years, the partnership will present findings to the councils of the City of North Vancouver, District of North Vancouver, and District of West Vancouver, and to the governing bodies of Skwxwú7mesh Úxwumixw and Tsleil-Waututh Nation. The purpose of these presentations is to report on progress against the strategy’s priorities, surface gaps in implementation, and identify areas where council or Nation government action is needed to advance shared commitments.

Presentations are to be scheduled by the coordinator and delivered by the Steering Committee Chair or designates. Each jurisdiction receives the same core report.

Risk Management

The steering committee is responsible for monitoring and managing the following strategic risks:

Capacity: Participation expectations are flexible. No organization is penalized for reduced engagement during periods of constraint.

Purpose drift: The 2023 strategy is not open for revision through the partnership process. The steering committee redirects efforts that move toward re-examining the strategy’s foundations.

Philosophical divide: The partnership acknowledges that members hold different views about poverty. Working groups allow organizations to contribute at the level most aligned with their mandate.

Municipal alignment: The steering committee surfaces differences in municipal priorities early and escalates unresolved alignment issues before they affect collective action.

NSPRP/NSHTF confusion: Managed through onboarding and other communications.

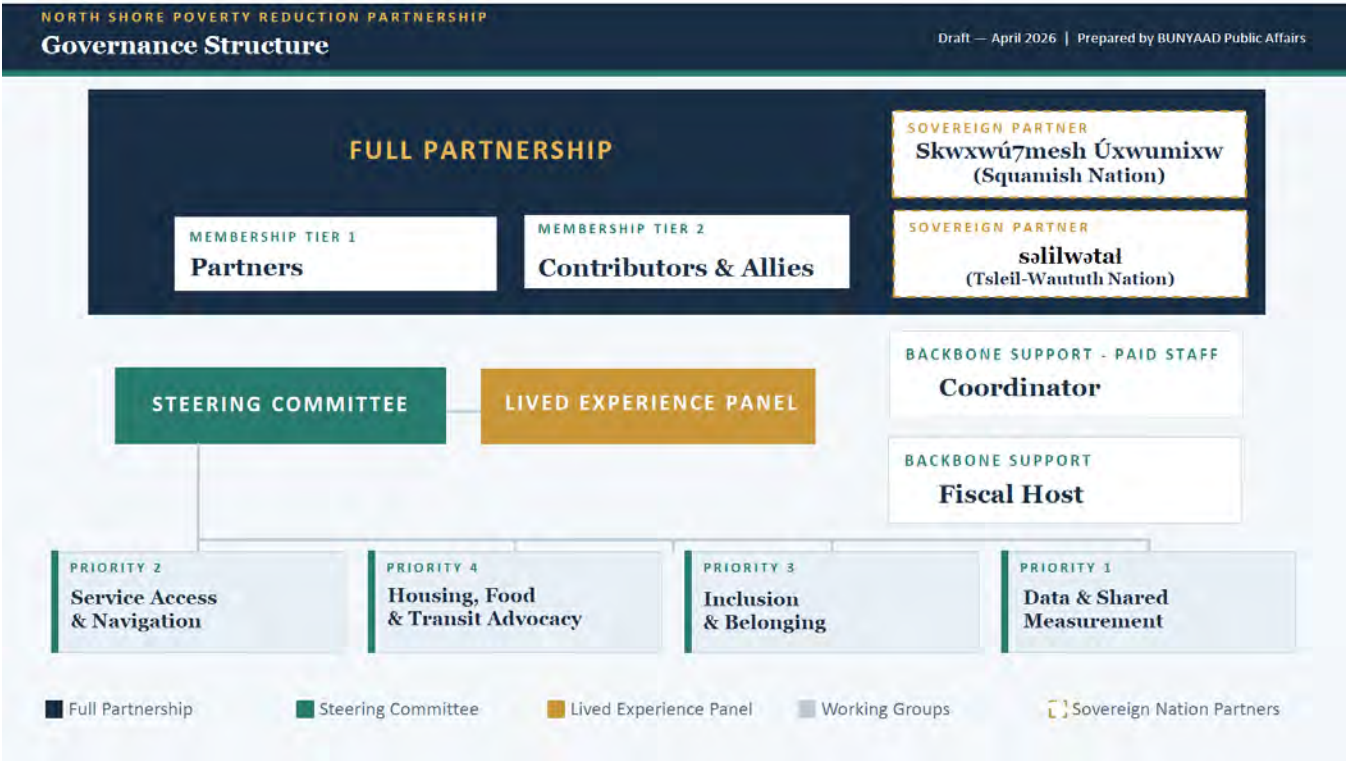
Organizational Signatories

This section captures the names, titles, and organizations of all Partners who have signed an MOU with the NSPRP.

FIRST NAME	LAST NAME	TITLE	ORGANIZATION

APPENDIX

Governance Structure Diagram



MEMORANDUM OF UNDERSTANDING - DRAFT

North Shore Poverty Reduction Partnership

Between	North Shore Poverty Reduction Partnership
And	[Organization Name]
Effective Date	[Date of signing]
End Date	December 31, 2033

Purpose

This Memorandum of Understanding formalizes **[insert Organization Name]**'s participation in the North Shore Poverty Reduction Partnership (NSPRP) as a Partner. It describes the shared commitments that underpin the partnership relationship and the expectations that come with Partner status.

Participation is grounded in the following:

- NSPRP Unity Charter, which articulates the partnership's shared values and purpose,
- NSPRP Terms of Reference, which sets out the partnership's structure and operating principles.

For the purpose of this MOU, the NSPRP Partners comprises of all the groups listed in Schedule A who have signed this MOU in counterparts (the "Partnership").

The NSPRP exists to implement the North Shore Poverty Reduction Strategy 2023–2033 through coordinated, systems-level action. This MOU does not create a legal or financial obligation between the parties. It is a statement of intent and mutual commitment.

What the Partnership Commits To

The NSPRP will:

- Provide all partners with timely information about partnership activities, decisions, and progress
- Ensure all partners have meaningful opportunity to participate in working groups and full partnership meetings
- Protect all partners' right to independent voice
- Ensure lived experience is structurally supported within the partnership's governance
- Communicate in ways that foster transparency and accountability
- Report publicly on progress against the strategy's indicator framework on an annual and three-year basis
- Abide by the most current NSPRP Terms of Reference

What the Partner Commits To

The partner will:

- Participate in at least one working group annually, contributing organizational expertise and capacity toward the Annual Action Plan
- Attend full partnership meetings (twice yearly), or send a designated representative when attendance is not possible
- Stay informed of partnership activities and publicly support the partnership's goals
- Uphold the values and commitments set out in the NSPRP Unity Charter
- Disclose any individual or organizational conflicts of interest that may affect participation in specific partnership decisions
- Respect the confidentiality of internal partnership deliberations while retaining full freedom to advocate publicly on issues aligned with the strategy and Unity Charter
- Participate in the steering committee nomination and vote process by casting a vote for general seats
- Notify the coordinator if they are unable to participate in the partnership's activities

Duration and Withdrawal

This MOU is effective from the date of signing until December 31, 2033, aligning with the North Shore Poverty Reduction Strategy 2023–2033.

Any signatory may withdraw at any time with 30 days written notice to the partnership coordinator.

Partners may adjust the level of its participation without penalty by informing the coordinator.

Sustained disengagement over 12 months without communication may result in a conversation about transitioning to Contributor/Ally status.

Amendments

This MOU may be amended by mutual written agreement. Substantive changes to the partnership's Terms of Reference or Unity Charter that affect the commitments described here will be communicated to all Partners before taking effect.

Signatories

On behalf of [Organization Name]:

Name: _____

Title: _____

Date: _____

On behalf of the North Shore Poverty Reduction Partnership:

Name: Josie Kanu

Title: Coordinator, North Shore Poverty Reduction Partnership

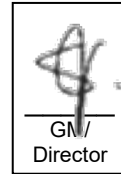
Date: _____

Note: For MOUs signed after the NSPRP Steering Committee is constituted, the signatory on behalf of the partnership will be the Chair of the Steering Committee.

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☐ Info Package

Date:



The District of North Vancouver INFORMATION REPORT TO COUNCIL

June 10, 2026

AUTHOR: Adam Vasilevich, Section Manager, Parks Planning, Design, and Development

SUBJECT: Artificial Turf Fields Update

REASON FOR REPORT:

The purpose of this report is to inform Council of current District artificial turf field (ATF) operational hours and capacity with two new fields, Inter River and Handsworth, opening in 2026.

SUMMARY:

Inter River Park artificial turf field is now open for use, and it is anticipated that Handsworth Secondary field will be available for use in late 2026. Field hours are specific to location and generally operate from 7am-11pm. District staff, together with North Vancouver Recreation and Culture staff, are working with local sport clubs to optimize sport field use and address any site-specific issues.

DISCUSSION:

By the end of 2026, the District will have the following ATF fields available for sport organizations, with operating hours as follows:

Argyle:	7am-10pm
Inter River:	7am-11pm
Kirkstone:	7am-10pm
William Griffin:	7am-11pm
Windsor:	7am-11pm
Handsworth:	7am-11pm (when ATF is ready for use)

Based on conversations with existing user groups, NVRC staff anticipate substantial demand for booking space at the two new fields, particularly during the traditional peak times of weekday evenings and all day on weekends.

Bookings vary in terms of the intensity of use of the field (in other words, how many people are using the field at the same time). Higher intensity of use means more people on the field at once, which increases demand on nearby facilities like washrooms and parking.

Expanding the District's ATF inventory with the new fields Inter River and Handsworth provides additional capacity and the opportunity to work with sport groups to shift higher intensity bookings with higher parking demands to newer fields where parking is in greater supply.

District Staff and North Vancouver Recreation and Culture staff are asking sports user groups to move higher intensity field bookings to the new ATFs, Inter River and Handsworth, and lower intensity field bookings to William Griffin Field. This may help alleviate some of the parking pressures experienced around the Delbrook Recreation Centre and William Griffin Field.

Information being shared with the sports groups is as follows:

- The new ATFs will bring more capacity and more sport groups will be accommodated.
- The number of participants using a field at the same time (intensity) has a direct impact on the demand for support facilities, such as parking and washrooms.
- Redistributing high intensity field bookings to the fields best able to handle those uses will help mitigate some of the site specific issues.
- The entire network of sports fields can be considered for optimization.

NVRC staff are meeting directly with the high use sports groups to hear about site specific challenges and will work together to address issues in preparation for the 2026-2027 sports season.

Concurrence:

This report was reviewed by Engineering Infrastructure Services, Communications, and the North Vancouver Recreation and Culture staff.

Conclusion:

Staff anticipates the opening of the two new ATFs in 2026 will help resolve field capacity issues. District staff and NVRC staff will work with sports clubs to optimize use at each location.

Respectfully submitted,



Adam Vasilevich
Section Manager, Parks Planning, Design and Development

REVIEWED WITH:					
☐ Sustainable Community	_____	☐ Clerk's Office	_____	External Agencies:	
☐ Development Services	_____	☐ Communications	SS	☐ Library Board	_____
☐ Utilities	_____	☐ Finance	_____	☐ NS Health	_____
☐ Engineering	RB	☐ Fire Services	_____	☐ RCMP	_____
Infrastructure Services	_____				
☐ Parks	_____	☐ ITS	_____	☐ NVRC	MH
☐ Environment	_____	☐ Solicitor	_____	☐ Museum & Arch.	_____
☐ Facilities	_____	☐ GIS	_____	☐ Other:	_____
☐ Human Resources	_____	☐ Real Estate	_____		_____

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☐ Info Package

Date:

 Dept.
Manager

 PC
GM/
Director

 MF
CAO

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

June 16, 2026

File: ENGES-1988111058-112691

AUTHOR: Wendelin Jordan, P. Eng.
Section Manager, Engineering, Planning and Design

SUBJECT: **Geotechnical Investigation along Riverside Drive – Retaining Wall Stability Assessment**

REASON FOR REPORT:

To inform Council of potential safety concerns related to a retaining wall along the District-owned lot between 1981 and 2109 Riverside Drive and the need for a detailed geotechnical investigation, including drilling on the roadway. Temporary parking and access restrictions are required to support this work and ensure public safety.

SUMMARY:

Concerns have been raised by both staff and residents regarding the condition of a retaining wall supporting Riverside Drive adjacent to the Seymour River, between 1981 and 2109 Riverside Drive. A preliminary engineering review has been completed and has identified signs of deterioration. The location of the site is shown in Figure 1 below:



Figure 1: Approximate Location of the Retaining Wall

**SUBJECT: Geotechnical Investigation along Riverside Drive – Retaining Wall
Stability Assessment**

June 16, 2026

Page 2

Given the potential risk to the roadway, the District has initiated a detailed geotechnical investigation to better understand slope stability conditions and determine appropriate next steps. This detailed investigation will:

1. Determine whether there is a risk of continued ground movement in this area, and whether this could lead to localized structural issues and/or damage to the roadway.
2. Assess whether any worsening conditions could disrupt access for residents and emergency services on this section of Riverside Drive (given it is the only access to the neighbourhood).
3. Identify whether any District or third-party utilities are at risk (e.g. storm, water, sanitary, hydro, telecommunication).

The investigation will include geotechnical drilling along the retaining wall within the Riverside Drive right-of-way and provide the information needed to confirm the level of risk and guide future repair or replacement options. The site investigation is expected to be completed in the coming weeks.

BACKGROUND:

The retaining wall (referred to as 'District Asset WALL00408') is located along Riverside Drive near Seymour River Heritage Park. It is approximately 96 metres long and was constructed around 1970. The wall consists of vertical steel beams with horizontal timber panels (a common older wall type) and supports the edge of the roadway and sidewalk.

Below the wall, the ground slopes steeply down toward the Seymour River, dropping approximately 22 metres. While the wall itself is relatively low in height (about 1.8 metres in some areas), it supports the upper portion of a much larger slope system that helps stabilize the roadway.

EXISTING POLICY:

Development Servicing Bylaw 8145 establishes requirements for slope stability and mandatory design provisions for retaining wall systems in the District of North Vancouver. In line with regulatory and engineering standards, the design and inspection of any retaining wall or structure exceeding 1.2 m in height above finished ground must be undertaken and certified by a qualified professional engineer.

In accordance with Engineers and Geoscientists British Columbia (EGBC) professional practice guidelines, a detailed quantitative slope stability assessment is required where qualitative indicators of slope instability are present in proximity to infrastructure supporting public safety.

ANALYSIS:

Observed Conditions

Recent observations identified visible deformation along the roadway edge, including settlement and slumping of the guardrail. Comparison with historical imagery indicates that these conditions have worsened over time, confirming ongoing ground movement.

The most affected portion of the wall is approximately 25 metres in length and is showing multiple signs of distress, including:

- Misaligned and tilted steel elements;
- Inconsistent spacing between structural components; and
- Limited or ineffective connection between wall elements.

These conditions mean the wall may not be reliably supporting the roadway and surrounding ground.

Overall, the structure does not appear to meet modern engineering standards for permanent retaining walls. As a result, its ability to safely retain soil and support the roadway is uncertain until further analysis is done.

Geotechnical Investigation

To understand the severity of the situation, the District (via direction from the Municipal Engineer) has initiated a detailed geotechnical investigation in line with established engineering standards, which will include drilling and sampling of soils, assessment of groundwater conditions, installation of monitoring equipment (if required), and engineering analysis of slope stability. This work will confirm the level of risk and support the development of repair or replacement options.

Impacts on Neighbourhood Access

Riverside Drive is the sole access route for residents and emergency services in this area. Following engineering recommendations and until the geotechnical investigation has been completed, temporary parking restrictions are in effect and construction fencing with warning signage has been installed to reduce public access.

During the geotechnical investigation, single lane alternating traffic will be required, resulting in minor traffic disruptions. These measures are necessary to ensure worker and public safety and allow equipment to access the site.

Financial Impacts:

The detailed geotechnical investigations will require a budget of approximately \$70,000 and will be funded from the Operating Budget Contingency (out of the Risk Management Reserve) which is maintained for unforeseen and urgent works of this nature.

**SUBJECT: Geotechnical Investigation along Riverside Drive – Retaining Wall
Stability Assessment**

June 16, 2026

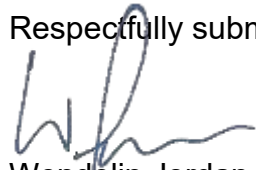
Page 4

Conclusion:

The initial observations and preliminary geotechnical assessment indicate that the retaining wall along Riverside Drive is experiencing deterioration and ongoing movement, which may pose a risk to roadway stability.

A detailed geotechnical investigation is underway to confirm the level of risk, ensure public safety, and identify appropriate next steps. Temporary restrictions are required to safely complete this work. The results will inform decisions regarding repair or replacement of the retaining wall. Any capital requirements will be brought forward through the appropriate planning process.

Respectfully submitted,



Wendelin Jordan, P. Eng.

Section Manager, Engineering, Planning and Design

REVIEWED WITH:

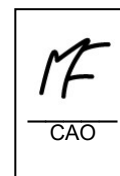
☐ Sustainable Community	_____
☐ Development Services	_____
☐ Utilities	_____
☐ Engineering Operations	_____
☐ Parks	_____
☐ Environment	_____
☐ Facilities	_____
☐ Human Resources	_____

☐ Clerk's Office	_____
☐ Communications	_____
☒ Finance	<u>RD</u>
☐ Fire Services	_____
☐ ITS	_____
☐ Solicitor	_____
☐ GIS	_____
☐ Real Estate	_____

External Agencies:

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

AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Committee of the Whole	Date: _____



The District of North Vancouver INFORMATION REPORT TO COUNCIL

June 17, 2026

File:

AUTHORS: Heather Turner – Director, Recreation & Culture
North Vancouver Recreation & Culture Commission

SUBJECT: North Vancouver Recreation & Culture 2025 highlights infographic

This report presents a visual recap of NVRC's achievements and impact in 2025. The accompanying infographic provides a snapshot of the reach and meaningful contributions of programs and services to customers and the broader community.

The infographic supports the organization's strategic objective of encouraging residents to recognize and appreciate the value of community recreation and the arts. It also highlights the significant contributions of staff and volunteers in delivering these services and outcomes.

The infographic will be distributed widely across NVRC's network, including Councils, staff and volunteers, customers, and the broader community. In the coming days, key highlights will be shared through multiple channels, including:

- NVRC's website and social media platforms
- Digital screens within community centres
- Upcoming email newsletters

Residents are encouraged to connect with NVRC through its social media platforms, including Instagram, Facebook, and LinkedIn, and to subscribe to email newsletters via the Newsletters section of the NVRC website to stay informed of updates and initiatives.

This report is intended to provide an informative overview of NVRC's impact and to support ongoing awareness and engagement across the community.

RESPECTFULLY SUBMITTED:

Heather Turner
Director, Recreation & Culture

REVIEWED WITH:		
☐ Sustainable Community Dev. _____	☐ Clerk's Office _____	External Agencies:
☐ Development Services _____	☐ Communications _____	☐ Library Board _____
☐ Utilities _____	☐ Finance _____	☐ NS Health _____
☐ Engineering Operations _____	☐ Fire Services _____	☐ RCMP _____
☐ Parks _____	☐ ITS _____	☐ Recreation Com. _____
☐ Environment _____	☐ Solicitor _____	☐ Museum & Arch. _____
☐ Facilities _____	☐ GIS _____	☐ Other: _____
☐ Human Resources _____	☐ Real Estate _____	

2025 year in review

Top 5 drop-ins

1 Swimming

2 Fitness

3 Skating

4 Parent participation playtime

5 Open Gym

Top 5 book-a-visits

1 Stretch

2 AquaFit

3 Strength

4 Cardio

5 Masters swim



8 Artists in residence

50

Artist in residence workshops

35 grants awarded
\$980,596
arts & culture grants



220 public art pieces in North Vancouver



7 new public art pieces



45 NVRC community events with 13,095 attendees



81 art & culture workshops



41,547 Centennial Theatre audience members



153 active/booked days at Centennial Theatre



6,462 camp participants

7,300 volunteer hours from 132 volunteers



690 financial assistance recipients

141,925 rental hours (park, plaza, field, meeting room, gym, pool, arena)



70,489

monthly passes sold

7,541 tennis program registrations



767,580 active pass holder visits



2,501 free pass donations to non-profit community groups/schools



366,009 program & activity registrations



8,586 programs offered



41,687 book-a-visit/book-a-court programs offered

288,468 drop-in admissions



949 staff members

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AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____



The District of North Vancouver

INFORMATION REPORT TO COUNCIL

May 27, 2026

File: ENGFAC-1776684901-206951

AUTHOR: Michael Gamble, Manager - Civic Facilities

SUBJECT: Lynn Valley Library Refresh Project Update

REASON FOR REPORT

The purpose of this Information Report is to provide Council with an overview of the Lynn Valley Library Refresh project, which is currently in the early planning stage, and to advise of the proposed use of Strategic Facilities Plan Provision funding. This work supports Council's direction to proactively manage facility risk, maintain service levels, and extend the useful life of priority assets.

SUMMARY

Lynn Valley Library is a high-use community facility that remains in fair condition but is entering a mid-life stage where targeted investment is required to maintain reliability, functionality, and service quality.

A major renewal project is being initiated to proactively address aging building components, improve accessibility and space functionality, and reduce the risk of service disruption over the next 10–15 years. The project is in its early planning stage, and the scope and cost will be refined through conceptual design.

A preliminary Class Z Total Estimated Cost (TEC) of approximately \$2 million has been identified for core lifecycle renewal work. In addition, potential functional improvements are being considered to enhance flexibility, accessibility, and alignment with evolving library service needs. These improvements will be informed by the North Vancouver District Public Library Space Needs Assessment (2025–2050), which is expected to be brought forward by NVDPL for Council consideration.

Conceptual design will translate these broader strategic directions into site-specific options for the Lynn Valley Library. Any additional functional scope will be subject to Council direction and may increase the TEC up to approximately \$5 million.

BACKGROUND

The Lynn Valley Library & North Commercial building is located at 1277 Lynn Valley Road in the District of North Vancouver. Constructed in 2007, the three-storey facility is approximately 53,000 square feet and includes public library space along with ground-oriented commercial units. Parking is provided through the shared underground Lynn Valley Village parkade.

The Buildings Asset Management Plan (AMP) lists the facility as being in “Fair – C” physical condition. Functional and demand/capacity ratings are also below target. Refer to Table 1 for details.

Table 1 - Building Condition Summary

Asset Name	Physical Condition	Physical Condition	Functional Condition	Functional Condition	Demand / Capacity	Demand / Capacity
	Actual	Target	Actual	Target	Actual	Target
Lynn Valley Village - Library & North Commercial	C	B	C	B	C	B

ANALYSIS

As a mid-life asset, Lynn Valley Library presents an optimal opportunity for proactive renewal. Targeted reinvestment at this stage supports continued service delivery, mitigates the risk of accelerated deterioration, and reduces the need for more costly interventions in the future.

Strategic Facilities Plan Alignment

Council established a Strategic Facilities Plan Provision (Provision) in the 2026-2030 Financial Plan. This project aligns with Council’s direction for the Provision, which prioritizes investment in facilities expected to be retained long-term. This project:

- Addresses renewal needs at the appropriate lifecycle stage;
- Maintains service continuity in a high-use facility;
- Improves functionality without triggering major capital expansion; and
- Protects long-term asset value within existing infrastructure

Deferring renewal would increase the likelihood of accelerated deterioration, higher long-term capital costs, and unplanned service disruption.

Project Scope

The project is currently in the pre-design phase. Detailed scope will be defined through conceptual design.

At this stage, the project is anticipated to include:

Lifecycle Renewal: Targeted renewal of aging building systems and interior elements that are approaching end-of-life. Specific components and priorities will be confirmed through technical assessments and design development.

Functional Improvements: Enhancements to space utilization, accessibility, and flexibility to support evolving library services. These potential improvements will be informed by the North Vancouver District Public Library Space Needs Assessment (2025–2050), which identifies system-wide service gaps and increasing demand for flexible programming space, study areas, and accessible environments.

The Library Space Needs Assessment will be advanced by NVDPL and presented to Council to establish broader service and space priorities. Conceptual design for the Lynn Valley Library Refresh project will then translate these directions into site-specific options for Council consideration, prior to confirming final project scope.

Schedule

The project is scheduled to begin conceptual design in 2026, with construction targeted to begin in 2027. Actual construction start and sequencing will depend on scope refinement that will occur in the conceptual design phase.

Timing/Approval Process:

The Strategic Facilities Plan Provision enables the District to advance high-priority facility renewal projects where the need for investment is well established, but full scope and cost certainty will continue to evolve through early planning and design.

Staff propose allocating funding at this stage, prior to completion of conceptual design as there is a high degree of confidence that renewal work is required.

Early allocation of funding through the Financial Plan Amendment provides greater certainty within the near-term financial plan, enables timely planning and coordination, and reduces the risk of reactive or unplanned expenditures.

Project scope, cost, and delivery approach will be refined through conceptual design, with any required adjustments brought forward through future Financial Plan updates.

Concurrence:

Finance and Library staff have provided concurrence.

Financial Impacts:

- The project has an approved budget of \$250K for planning and conceptual design.
- \$2.0M has been identified within the Strategic Facilities Plan Provision for lifecycle renewal, with \$1.75M proposed for allocation through the upcoming Financial Plan Amendment to support construction.
- At this early stage, the total estimated cost is based on a high-level (Class Z) estimate and carries a high degree of uncertainty. While the base renewal scope is expected to

align with the current Provision allocation, additional functional improvements are being explored through conceptual design.

- These improvements will be informed by community feedback, patron surveys, and the Library Space Needs Assessment (2025–2050), which identifies evolving service and space requirements. The Assessment is expected to be brought forward separately for Council consideration.
- Any functional enhancements will be subject to Council direction and may be incorporated into the project scope. If advanced, the total project cost could increase to approximately \$5.0M.
- The project is expected to result in modest operating cost increases, estimated at approximately \$20K annually, to be refined through the design process.

Five-year Capital Plan (\$000's)				
Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
Lynn Valley Library Refresh	250	1,750	2,000	20
Strategic Facilities Plan - Provision (Balance)	23,717	(1,750)	21,967	
Total (net impact)	23,967	-	23,967	20

Liability/Risk:

If renewal work is deferred, the District may face:

- Increased maintenance demands and reactive repair costs;
- Gradual decline in user experience and functionality; and
- Potential service disruptions due to localized system failures

While risks are not immediate or critical, proactive investment now reduces the likelihood of more significant and costly interventions in the future.

Social Policy Implications:

Lynn Valley Library plays an important role in providing accessible public services, community space, and educational and cultural resources. Maintaining continuity of service supports equitable access, particularly for residents who rely on local, transit-accessible facilities.

Environmental Impact:

Lynn Valley Library is a high energy-consuming, all-electric facility where building renewal provides an opportunity to deliver environmental co-benefits aligned with District policy. Improvements to system efficiency and building performance are expected to reduce electricity consumption and support more efficient use of the electrical grid.

Enhanced thermal performance and system reliability will also improve resilience to extreme weather, strengthening the Library's role as a publicly accessible community refuge during extreme heat events and periods of poor air quality.

Public Input:

No public engagement has been undertaken for this project to date. In addition to receiving regular ongoing patron feedback, the NVDPL issues a Library Experience Survey every two years. Feedback regarding the Lynn Valley Library will inform the conceptual design phase. Should construction activity impact library operations, appropriate communication and mitigation measures will be developed.

Conclusion:

The Lynn Valley Library Renewal project represents a proactive, mid-life reinvestment in a key facility that is expected to continue serving the community long term. Advancing this project will maintain service levels, reduce the risk of system failure, and extend the useful life of the facility. The project is in early planning and conceptual design will refine scope, cost, and delivery approach prior to further capital commitments if needed.

This approach aligns with the District's asset management strategy to invest at the optimal lifecycle stage while maintaining flexibility for long-term financial planning.

This report provides Council with advance notice in preparation for inclusion in the upcoming Financial Plan Amendment.

Respectfully submitted,



Michael Gamble
Manager, Civic Facilities

REVIEWED WITH:

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

☐ Clerk's Office	_____
☐ Communications	_____
☒ Finance	<u>RD</u>
☐ Fire Services	_____
☐ ITS	_____
☐ Solicitor	_____
☐ GIS	_____
☐ Real Estate	_____

External Agencies:

☒ Library Board	<u>JVD</u>
☐ NS Health	_____
☐ RCMP	_____
☐ NVRC	_____
☐ Museum & Arch.	_____
☐ Other:	_____

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AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____



The District of North Vancouver INFORMATION REPORT TO COUNCIL

May 27, 2026

File: ENGIPG-964173360-171949

AUTHOR: Lynsey Rafferty, Senior Project Manager, Facilities

SUBJECT: Capilano Library Refresh Project Update

REASON FOR REPORT

The purpose of this Information Report is to provide Council with an overview of the Capilano Library Refresh project. This report outlines the proposed use of Strategic Facilities Plan Provision funding, consistent with Council's direction to manage facility risk and sustain service delivery. This allocation will be brought forward as part of an upcoming Financial Plan Amendment.

SUMMARY

Despite past investments, Capilano Library is an aging facility with declining physical condition, functionality, and capacity, and is now at increasing risk of service disruption due to end-of-life building systems.

A risk-based interim, or "bridge" renewal project has been initiated to address life-safety priorities, replace end-of-life building systems, and improve basic functionality and accessibility, allowing the library to remain operational for the next decade, while recognizing that a long-term replacement decision will be required in the future.

The project has a Total Estimated Cost (TEC) of \$4.8 million and is aligned with the Strategic Facilities Plan Provision approach of making targeted, time-limited investments to sustain service delivery and manage asset risk within the existing capital plan. Without this investment, the risk of service disruption, reactive maintenance, and reduced operational efficiency will continue to increase.

BACKGROUND

Capilano Library is an important community asset located in the heart of Edgemont Village, serving a high-use catchment area. Constructed in 1959, with an addition completed in 1985, the two-storey, 17,000-square-foot facility is the District's oldest and second largest library branch. The building has undergone limited upgrades over time including seismic work

completed in 2009, which addressed a key life-safety risk. Most other major building systems are now at or near end of life.

The Buildings Asset Management Plan (AMP) lists the facility as being in 'Poor – D' Physical condition. Functional and demand/capacity ratings are also below target. Refer to Table 1 for details.

Table 1 - Building Condition Summary

Asset Name	Physical Condition Actual	Physical Condition Target	Functional Condition Actual	Functional Condition Target	Demand / Capacity Actual	Demand / Capacity Target
Capilano Library	D	B	D	B	C	B

ANALYSIS

From an asset management perspective, Capilano Library is due for replacement. However, replacement is not currently funded or scheduled within the 2026-2030 Financial Plan. Given that replacement planning and delivery typically spans a decade, interim investment is required to avoid service disruption, rising reactive maintenance costs, and elevated safety and liability risks.

Accordingly, an interim, or “bridge” renewal project has been included in the 2026-2030 Financial Plan that is intended to extend the facility's safe and functional service life while preserving flexibility for future replacement decisions. Conceptual design has been completed and is ready to proceed to detailed design and construction.

Strategic Facilities Plan Alignment

Council established a Strategic Facilities Plan Provision (Provision) in the 2026-2030 Financial Plan to support building renewal that manages risk and sustains service delivery while longer-term planning decisions are developed. This project aligns with that direction by:

- Targeting risk-based renewal rather than expansion;
- Limiting investment to scope that preserves service continuity; and
- Avoiding decisions that would preclude future replacement or relocation

Project Scope

The project scope has been refined and consolidated into two categories:

Required Lifecycle Renewal

Includes non-discretionary life-safety, code and accessibility upgrades; select finish refreshes; and replacement of end-of-life building systems required to maintain safe operation and prevent service interruptions.

Functional Improvements

Includes limited functional and durability improvements undertaken concurrently to improve usability, public safety and reduce lifecycle costs, without expanding service.

Lower-priority aesthetic or discretionary enhancements have been excluded, as they can be deferred without impact to safety or operations.

Schedule

The project is scheduled to complete detailed design in 2026, with construction anticipated to begin in early 2027.

TIMING/APPROVAL PROCESS

Confirmation of funding through the Financial Plan Amendment is required to maintain the schedule and mitigate the risk of system failure and cost escalation.

CONCURRENCE

Libraries and Finance have provided concurrence.

FINANCIAL IMPACTS

- A Class B cost estimate of approximately \$4.8M has been developed.
- The project has an approved budget of \$1.7M for planning and conceptual design, of which \$720K is committed. This funding is sufficient to complete design and tendering; however, additional funding is required to proceed to construction. Staff propose to allocate the remaining \$3.3M from the Strategic Facilities Plan Provision through the upcoming Financial Plan Amendment.
- The project is expected to result in modest operating cost increases, estimated at approximately \$20K annually, to be refined through the design process.

Five-year Capital Plan (\$000's)				
Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
Capilano Library Refresh	1,717	3,283	5,000	20
Strategic Facilities Plan - Provision (Balance)	36,000	(3,283)	32,717	
Total (net impact)	37,717	-	37,717	20

LIABILITY/RISK

Without this investment, the risk of system failure, service disruption, and potential temporary closure will continue to increase.

SOCIAL POLICY IMPLICATIONS

Capilano Library plays an important role in providing public library service to the community. It is an inclusive space heavily used by residents, families, youth and seniors from all cultural backgrounds, regardless of socioeconomic status. Maintaining continuity of service supports equitable access, particularly for residents who rely on local, transit-accessible facilities.

ENVIRONMENTAL IMPACT

This project focuses on renewal rather than new construction, extending the physical life of an existing asset and deferring the carbon impacts associated with demolition and replacement.

The project includes several climate action improvements that will reduce energy use, lower greenhouse gas emissions, and strengthen the building's resilience during extreme weather events. Renewing the aging mechanical systems, will improve reliability and ensure the library can continue serving the community as a cooling and clean-air refuge during periods of extreme heat and poor air quality.

PUBLIC INPUT

No public engagement has been undertaken as the project is limited to asset renewal and does not change service levels or use. Should construction activity impact library operations, appropriate communication and mitigation measures will be developed.

CONCLUSION

The Capilano Library Refresh project represents a prudent, risk-based investment that maintains service continuity, manages asset risk, and aligns with the Strategic Facilities Plan Provision approach.

This report provides Council advance notice in preparation for inclusion in the upcoming Financial Plan Amendment.

Respectfully submitted,



Lynsey Rafferty
Senior Project Manager, Facilities

REVIEWED WITH:

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

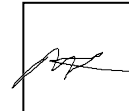
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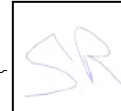
External Agencies:

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

☐ Info Package

Date:


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

May 27, 2026

File: ENGIPG-964173360-173653

AUTHOR: Bivash Talukder, Senior Project Manager - Facilities**SUBJECT:** Fire Station #2 (Lynn Valley) Major Renewal Project Update**REASON FOR REPORT:**

The purpose of this Information Report is to provide Council with an overview of the Fire Station #2 (Lynn Valley) Major Renewal Project. This report also outlines the proposed use of Strategic Facilities Plan Provision funding, consistent with Council's direction to manage facility risk and sustain service delivery. This allocation will be brought forward as part of an upcoming Financial Plan Amendment.

SUMMARY:

Fire Station #2, located at 1110 Lynn Valley Road, is a critical operational facility for the District of North Vancouver Fire and Rescue Services (DNVFRS). Constructed in the 1980s, the 11,000 sq. ft. two-level station is in poor overall condition. It has benefited from selective system renewals in recent years. However, the facility must remain in service for an estimated further 10-15 years until replacement is feasible.

An interim, or "bridge" renewal project has been initiated to address end-of-life building components, improve health, safety, privacy, and functionality for firefighters, and enhance resilience, energy performance, and climate readiness. The scope is intentionally limited to renewal and functional improvements necessary to maintain safe, reliable service delivery while preserving flexibility for a future replacement project.

A preliminary Total Estimated Cost (TEC) of \$4.5 million has been identified at a Class Z level, based on high level assumptions. As the project advances through conceptual design, both scope and cost will be refined and may change. Without this investment, the risk of service disruption, reactive maintenance, and reduced operational efficiency will continue to increase.

This project reflects the broader condition of the District's aging building portfolio and funding constraints previously identified to Council, and is intended as an interim investment to manage risk and sustain service delivery.

BACKGROUND:

Fire Station #2 serves the Lynn Valley Town Centre and surrounding areas and remains an essential part of the District's emergency response network. The facility includes three back-in apparatus bays fronting Fromme Road, living and operational spaces on the main floor, and former administrative and meeting areas on the lower level accessed from Lynn Valley Road. Parking is accommodated via a small structure behind the building.

While key systems such as the fire alarm, roof, and portions of the HVAC system have been renewed in recent years, broader renewal is required to ensure continued safe operation, address evolving firefighter health and safety standards, and modernize functional layouts. Without this investment, the risk of service disruption, reactive maintenance, and reduced operational efficiency will continue to increase.

The Buildings Asset Management Plan (AMP) lists the facility as being in 'Poor – D' Physical condition. Functional and Demand/Capacity ratings are also below target. Refer to Table 1 for details.

Table 1 - Building Condition Summary

	Physical Condition	Physical Condition	Functional Condition	Functional Condition	Demand / Capacity	Demand / Capacity
Asset Name	Actual	Target	Actual	Target	Actual	Target
Fire Station #2 - Lynn Valley	D	B	D	B	B	B

These conditions are consistent with the broader portfolio trends and funding pressures previously identified through Strategic Facilities Plan work and Council reporting.

ANALYSIS:

From an asset management perspective, full replacement is the preferred long-term solution; however, Fire Station #2 replacement is not currently funded or scheduled within the approved Capital Plan. Replacement planning and delivery typically spans a decade or more and targeted interim investment is required to avoid service disruption, escalating reactive costs, and elevated safety and liability risks.

Strategic Facilities and Policy Alignment

Council established a Strategic Facilities Plan Provision (Provision) in the 2026-2030 Financial Plan to support building renewal that manages risk and sustains service delivery while longer-term planning decisions are developed. This project aligns with that direction by:

- Targeting risk-based renewal rather than expansion;
- Addressing functional deficiencies that affect firefighter health, safety, and privacy;
- Improving energy performance, indoor air quality, and climate resilience; and
- Avoiding decisions that would preclude future replacement, relocation, or redesign of the facility.

Project Scope

The project is currently in the pre-design phase, and detailed scope definition will occur through upcoming conceptual design work.

At this stage, the project is anticipated to include two broad categories:

Lifecycle Renewal - High-level planning assumptions include targeted renewal of building systems and interior elements that are approaching end-of-life. Specific components and priorities will be confirmed through technical assessments and design development.

Functional Improvements - Early planning considerations include the following opportunities:

- Assessment and refresh of firefighter sleeping areas and washrooms;
- Selective interior renewal of living spaces to address privacy, health, and functional requirements;
- Selective demolition and “make-good” work on the lower level to enable interim use or prepare the area for a future fit-out; and
- Identification and incorporation of upgrades required under the BC Building Code.

The renewal scope has been deliberately defined to stabilize building performance and manage near-term risk, without establishing the long-term solution for Fire Station #2. In this context, this work is consistent with interim, or “bridge” renewal investment intended to extend the service life of the facility for a defined period while longer-term decisions are advanced.

Note: Scope elements listed above are indicative only and will be refined as part of the conceptual design process.

Schedule

The project is scheduled to begin conceptual design work in 2026, with Construction work targeted for 2027. Actual construction start and sequencing will depend on scope refinement that will occur in conceptual design phase.

Timing/Approval Process:

The project is currently in the consultant procurement and early design phase. Schematic design and the development of a Class C cost estimate will inform subsequent design development and construction timing. Construction sequencing and timing will be structured to ensure no disruption to emergency response operations.

The Strategic Facilities Plan Provision enables the District to advance high-priority facility projects where the need for reinvestment is well established, while allowing scope and cost certainty to be refined through early design.

For the Fire Station #2 renewal project, consistent with Council’s approved Financial Plan and the inclusion of the Strategic Facilities Plan Provision, staff are proposing to allocate funding in advance of completed conceptual design. This facility has been identified as a

high dependence asset requiring near-term investment to maintain service reliability and manage risk. While cost estimates remain preliminary, there is a high degree of confidence that the work will be required.

Early allocation of funding through the Financial Plan Amendment provides greater certainty within the near-term financial plan, enables timely planning and coordination, and reduces the risk of reactive or unplanned expenditures. Scope, cost, and delivery approach will be refined as design advances, with updates brought forward through future Financial Plan amendments.

Concurrence:

Consultation with District staff has occurred and will continue throughout the project. Facilities and DNVFRS staff are working collaboratively to define operational requirements and confirm phasing approaches. Input from Finance, DNVFRS, and Climate Action staff will be incorporated as the project advances.

Financial Impacts:

- The project is in early pre-design. The total estimated cost is approximately \$4.5M based on a high-level estimate that will be refined as design progresses.
- A \$500K budget is approved for planning and design and is expected to be sufficient to complete the conceptual design phase. Additional funding will be required before construction can proceed.
- \$4.0M has been identified within the Strategic Facilities Plan Provision and will be advanced through the upcoming Financial Plan Amendment to support construction.
- The project is expected to result in modest operating cost increases – driven by improvements in privacy, health, and maintenance practices – are expected to result in operating cost increases estimated at approximately \$20K annually, to be confirmed through design.
- The renewal is expected to extend the service life of the facility by approximately 10–15 years.

Five-year Capital Plan (\$000's)				
Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
Fire Hall #2 (Lynn Valley) Major Renewal	500	4,000	4,500	20
Strategic Facilities Plan - Provision (Balance)	32,717	(4,000)	28,717	
Total (net impact)	33,217	-	33,217	20

Liability/Risk:

If the project does not proceed, the District faces increasing risk associated with aging building systems, functional deficiencies, and potential unplanned failures that could impact emergency response capability. Typical risks associated with renovating an operational, aging facility remain; however, these risks are considered manageable through careful phasing, detailed design, and coordination with DNVFRS operations.

Social Policy Implications:

The major renewal at Fire Station #2 supports all of the major strategic priorities set out in the DNV Fire and Rescue Services Strategic Plan and the mission to provide exceptional service to the District. Fire Station #2 plays a vital role in supporting public safety and emergency services within Lynn Valley. The project supports firefighter health and wellbeing while maintaining reliable emergency response for residents, businesses, and visitors.

Environmental Impact:

This project focuses on renewal rather than new construction, extending the physical life of an existing asset and deferring the carbon impacts associated with demolition and replacement.

Depending on the scope, upgrades may reduce energy use, support electrification, improve indoor environmental quality, and enhance resilience during extreme weather and air quality events.

Public Input:

No public engagement is proposed at this stage, as the project scope is limited to asset renewal and does not involve service expansion or change in use. Should construction activities affect day-to-day operations or surrounding areas, appropriate communications will be developed.

Conclusion:

The Fire Station #2 Major Renewal project represents a prudent, risk-based investment to maintain essential emergency response services while planning for a future facility replacement. The proposed scope balances safety, functionality, climate objectives, and cost control, ensuring the facility can continue to serve the community reliably over the next decade while Council considers future replacement options. This reflects broader portfolio challenges previously identified to Council, including an aging building inventory, increasing reinvestment needs, and funding levels that do not fully address long-term requirements.

This approach aligns with sound asset management practices by addressing needs at the optimal time, before systems fail, while preserving flexibility for long term planning.

This Information Report is provided to ensure Council is informed of the project scope, intent, and anticipated next steps.

Respectfully submitted,



Bivash Talukder
Senior Project Manager, Facilities

REVIEWED WITH:

☐ Sustainable Community	_____
☐ Development Services	_____
☐ Utilities	_____
☐ Engineering Operations	_____
☐ Parks	_____
☐ Environment	_____
☐ Facilities	_____
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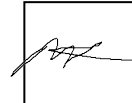
☐ Clerk's Office	_____
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☐ ITS	_____
☐ Solicitor	_____
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☐ Real Estate	_____

External Agencies:

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

☐ Info Package

Date:


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

May 27, 2026

File: ENGIPG-964173360-173646

AUTHOR: Bivash Talukder, Senior Project Manager - Facilities**SUBJECT:** District Hall Renewal Project Update – May 2026**REASON FOR REPORT:**

The purpose of this Information Report is to inform Council of the rationale, scope, budget, and planned delivery approach for the District Hall Renewal Project. This report also informs Council of the allocation of project funding from the Strategic Facilities Plan Provision that will be completed in the forthcoming Financial Plan Amendment.

SUMMARY:

The District Hall requires renewal of key infrastructure systems that are at or beyond end-of-life. While the broader Hall Renewal Project continues to advance through planning and design, several critical systems require immediate action to maintain safe and reliable operations.

Staff are proposing a phased approach under which only an initial phase would proceed at this time, focused on high-priority life-safety systems and critical HVAC repairs using available Strategic Facilities Plan Provision funding, while the broader major renewal project continues through design. Deferring this initial phase would increase the risk of system failure, service disruption, and unplanned reactive expenditures in a facility that supports core municipal functions.

In parallel, preliminary high-level options studies are underway to evaluate potential approaches for a future District Hall facility, recognizing long-term capacity constraints and growth projections. The full renewal scope, budget, and delivery approach will be brought back to Council in Q1 2027, at which time Council will have the opportunity to determine whether to proceed with the broader renewal program and/or accelerate replacement planning for District Hall.

The Total Estimated Cost (TEC) for the initial phase of critical life safety systems renewal and immediate repairs is approximately \$5.0 million. The broader major renewal project remains in design, with a preliminary TEC currently anticipated to be up to \$29M, subject to

refinement through design. The full scope, cost, and delivery approach will be refined and presented to Council in Q1 2027 for direction.

This approach balances immediate risk mitigation with the need to make a well-informed, long-term investment decision for District Hall.

In addition, in 2021, the Government of British Columbia passed the Accessible British Columbia Act, known as the Accessible BC Act. To ensure alignment with the Act and improve accessibility, it is necessary to identify, remove, and prevent barriers to participation in community and public life for people with disabilities.

The Accessible BC Act identifies a set of guiding principles for improving accessibility including the principle of Universal design. This entails creating, building, and maintaining services and environments that can be accessed, understood, and used to the greatest extent possible by all people. While critical life safety modifications are being considered for District Hall, it provides an opportunity to upgrade existing infrastructure to newly developed standards which meet accessibility requirements and improve the physical accessibility of public infrastructure and spaces within our community.

BACKGROUND:

The Hall was originally constructed in 1957 and is now over 68 years old. A significant renovation was completed in 1994 that expanded the facility to accommodate work and meeting spaces for approximately 170 staff. Today, the Hall serves approximately 300 staff, within a hybrid work environment.

The District's Buildings Asset Management Plan (AMP) indicates many of the building systems are in need of renewal. The physical condition of the building is listed as 'D - Poor' in the AMP. Function and Demand ratings for the building are also below the targets set in the AMP (refer to Table 1).

Table 1: Building Condition Summary

Asset Name	Physical Condition Actual	Physical Condition Target	Functional Condition Actual	Functional Condition Target	Demand / Capacity Actual	Demand / Capacity Target
DNV Municipal Hall	D	A	B	A	C	B

Over the last 5 years, a number of projects have been completed to replace end-of-life central systems such as air handling units and the heating and cooling plant. The renewal of other end-of-life building systems with components located within occupied areas was delayed due to the COVID-19 pandemic. In 2023, a renewal project was initiated to address the remaining systems.

As we continue to adapt to the post-pandemic hybrid nature of our workplace and the changing demographic of our workforce, there has been ongoing demand for additional workstations and workspace reconfigurations from all departments which has required some limited ad-hoc changes. This led to the decision to expand the scope of the Hall Renewal project to consider possible interior upgrades to align with modern workforce expectations, ensure staff well-being, and maintain organizational performance.

ANALYSIS:

From an asset management perspective, replacement of District Hall would be the most cost-effective means of addressing its long-term functional and capacity requirements. However, replacement is not currently funded and would require a separate, long-term planning and funding strategy. Given that replacement planning and delivery typically spans a decade, interim investment is required to avoid service disruption, rising reactive maintenance costs, and elevated safety and liability risks.

Accordingly, a major renewal project has been included in the 2026-2030 Capital Plan that is intended to extend the facility's safe and functional service life while preserving flexibility for future renewal and/or replacement decisions. The major renewal project is currently in design; however, staff recommend that an initial phase proceed at this time to address the most urgent risks while the broader scope, budget, and long-term strategy continue to be refined.

The proposed initial phase is intended to stabilize the facility in the near-term and address urgent operational and life-safety risks, while preserving flexibility for Council to return in Q1 2027 to determine whether to proceed with the broader major renewal program or accelerate replacement of District Hall. This initial phase is expected to reduce the risk of near-term system failures and improve operational reliability while longer-term decisions are finalized.

Based on current asset management assumptions, if the District proceeds only with renewal at the presently contemplated scope, the building would still be expected to require replacement in approximately 10-15 years, unless the scope of reinvestment is significantly expanded.

Strategic Facilities Plan Alignment

Council established a Strategic Facilities Plan Provision (Provision) in the 2026-2030 Financial Plan to address emerging risks in priority facilities where renewal is required ahead of full replacement. This project aligns with that direction by:

- Targeting risk-based renewal rather than expansion;
- Addressing critical life-safety system renewals such as emergency generator, fire alarm, and specialty sprinkler systems;
- Reactive repairs to address immediate risks (e.g., HVAC failures); and
- Avoiding decisions that would preclude future replacement or relocation

Project Scope

At this time, staff are proceeding only with an initial phase focused on the most urgent life-safety systems and immediate repairs. This includes the replacement of the emergency generator and urgent upgrades to HVAC, fire alarm, and sprinkler systems.

The broader District Hall Renewal Project, currently in design, includes renewal of other critical building infrastructure and targeted functional upgrades required to maintain safe, reliable, and code-compliant operations. The broader project also includes functional upgrades to address current code and legislative requirements, improve accessibility, and enhance the overall performance of the facility.

In parallel with near-term renewal work, staff are undertaking preliminary, high-level options analysis to inform long-term planning. This work is exploratory in nature and is intended to support future Council direction, not to advance a preferred option.

Schedule

Design work for the broader District Hall Renewal Project is currently underway and will continue through 2026. In the interim, only the initial phase of critical works will proceed with construction. An updated scope, budget, delivery approach, and long-term options analysis will be presented to Council in Q1 2027, at which time Council will be asked to determine whether to proceed with the broader renewal program and/or accelerate replacement planning.

Timing/Approval Process:

The Strategic Facilities Plan Provision (Provision) enables the District to advance high-priority facility projects where the need for reinvestment is well established, while allowing scope and cost certainty to be refined through early design.

For the District Hall Renewal Project, staff are proposing to allocate funding from the Provision for an initial phase consisting of critical life-safety building components in advance of completed detailed design for the broader project. The Hall supports core municipal functions and requires near-term investment to maintain operational reliability, ensure life safety compliance, and manage the increasing risk associated with aging systems.

While cost estimates for the broader project remain preliminary, there is a high degree of confidence that these base building renewal works will be required. This approach enables immediate mitigation of operational and safety risks while preserving flexibility for future Council decisions in Q1 2027 on whether to proceed with the broader major renewal program and/or accelerate replacement planning.

Confirmation of funding through the Financial Plan Amendment is required to maintain schedule and mitigate risk of system failure and cost escalation. The overall project scope, cost, and delivery approach will continue to be refined as design advances, with further updates brought forward through future Financial Plan updates.

Concurrence:

Consultation with District staff has occurred and will continue throughout the project. Finance and Corporate Services have provided concurrence.

Financial Impacts:

- The Hall Renewal project has an approved budget of \$3.4M. Staff propose to allocate an additional \$5.0M from the Strategic Facilities Plan Provision through the upcoming Financial Plan Amendment (July).
- Initial critical works will be advanced using a combination of existing approved funding and Provision allocation, allowing early action without delaying for full project approval.
- The remaining renewal scope will continue through design and will be brought forward to Council in Q1 2027 with an updated cost estimate, funding strategy, and long-term options. At that time, Council will determine whether to proceed with the broader renewal program and/or accelerate replacement planning.
- Based on the current scope, the building is expected to require replacement within approximately 10-15 years, unless reinvestment is significantly expanded.
- The project is expected to result in modest operating cost increases, estimated at approximately \$20K annually, to be confirmed through design.

Five-year Capital Plan (\$000's)				
Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
District Hall Renewal Project	3,400	5,000	8,400	20
Strategic Facilities Plan - Provision (Balance)	28,717	(5,000)	23,717	
Total (net impact)	32,117	-	32,117	20

Liability/Risk:

Delaying renewal of base building systems presents a growing risk of outages, health and safety concerns, and service disruption. Several systems are already failing. For example, the committee room HVAC system has failed, resulting in loss of cooling and requiring meetings to be relocated. The building is also experiencing ongoing water infiltration at the atrium and perimeter glazing, driven by deteriorated window gaskets.

More broadly, lighting quality and thermal comfort across the Hall are poor, with frequent occupant complaints. Continued deferral will increase reliance on reactive maintenance, escalate costs, and heighten the risk of service disruption. Proactive renewal is required to stabilize operations and maintain safe building performance.

Social Policy Implications:

This work supports the commitments outlined in the District's [2023-2026 Accessibility Plan](#), specifically the priorities identified in the Implementation Plan. Informed by staff and public feedback, Goal #5 aims to improving the physical accessibility of public infrastructure and spaces within our community, including ensuring that all public-facing indoor areas offer accessible options for interaction.

District Hall serves as both a central workplace and an important civic facility for the public, advisory committees and community groups. As such, accessibility remains a key consideration in its infrastructure upgrades, planning and design. Removing, preventing and mitigating barriers within this facility helps advance the District's commitments under Goal #5 and responds to accessibility feedback regarding the Hall's public and workspaces, benefitting both staff and all members of the community. It also supports compliance with the mandate of the *Accessible BC Act (ABCA)*, which calls on local governments to support the full and equal participation of individuals who interact with municipalities and their services.

Investment in the renewal of the Hall supports staff safety, inclusion, and well-being, while enabling the delivery of a high-quality and barrier-free service to the community. These investments reflect the District's commitment to maintaining an accessible, safe, efficient, and comfortable work environment for staff, Council, and the public while also ensuring compliance with WorkSafeBC regulations and provincial legislation.

Environmental Impact:

System upgrades are expected to reduce greenhouse gas emissions, improve energy efficiency, and align with the District's climate readiness objectives.

Public Input:

No public engagement is proposed at this stage, as the project scope is limited to asset renewal and does not involve service expansion or change in use. Should construction activities affect day-to-day operations or surrounding areas, appropriate communications will be developed.

Conclusion:

Advancing only the initial phase of critical base building systems now represents a prudent, risk-based approach that addresses urgent operational and life-safety needs while maintaining progress on the broader Hall Renewal Project currently in design. This approach preserves flexibility for Council to consider in Q1 2027 whether to proceed with the broader renewal program and/or accelerate replacement planning for a future District Hall facility.

Respectfully submitted,



Bivash Talukder
Senior Project Manager - Facilities

REVIEWED WITH:

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

☒ Clerk's Office SW
☐ Communications _____
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☐ Fire Services _____
☐ ITS _____
☐ Solicitor _____
☐ GIS _____
☐ Real Estate _____

External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ [NVRC](#) _____
☐ Museum & Arch. _____
☐ Other: _____

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Date:


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Manager


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Director


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The District of North Vancouver

INFORMATION REPORT TO COUNCIL

June 17, 2026

File: ENGIPG-964173360-175857

AUTHOR: Michael Gamble – Manager, Civic Facilities**SUBJECT:** East Cates Park/Whey-ah-Wichen Washroom Replacement**REASON FOR REPORT:**

The purpose of this report is to provide Council with an overview of the planned replacement of the East Cates Park/Whey-ah-Wichen Washroom facility (also known as Little Cates washroom) and to advise of the proposed use of Strategic Facilities Plan Provision funding for detailed design and construction. This allocation will be brought forward as part of the upcoming Financial Plan Amendment.

SUMMARY:

The East Cates Park/Whey-ah-Wichen Washroom (East Washroom) is a small, standalone facility serving the Little Cates picnic and beach area. The building is at end-of-life and no longer meets current expectations for accessibility, functionality, or reliability.

Consistent with asset management and Strategic Facilities Plan principles, replacement has been identified as the preferred approach, as continued investment in renewal would not represent good long-term value.

The project is currently in the early planning stage and conceptual design will begin in 2026 to develop site-specific options, confirm scope, and refine cost estimates. Staff will continue to advance project planning and will keep Council informed through future updates as appropriate.

A preliminary Class Z Total Estimated Cost (TEC) of approximately \$2.0 million has been established. As this is an early-stage estimate, costs carry a high degree of uncertainty, and costs will be refined through conceptual design, including efforts to identify potential efficiencies and cost reductions.

BACKGROUND:

Cates Park/Whey-ah-Wichen includes several aging park service buildings constructed between the 1960s and 1980s. These facilities were built to standards that predate current building code, seismic, accessibility, and servicing requirements.

The East Washroom building (c.1975) provides basic seasonal washroom service to the eastern portion of the park. The facility is approximately 387 ft² and supports recreation use in a lower-intensity park area.

The Buildings Asset Management Plan (AMP) lists the facility as being in “Very Poor – F” Physical condition. Functional and demand/capacity ratings are also below target. Refer to Table 1 for details.

Table 1: Building Condition Summary

Asset Name	Physical Condition	Physical Condition	Functional Condition	Functional Condition	Demand / Capacity	Demand / Capacity
	Actual	Target	Actual	Target	Actual	Target
Cates Park East Washrooms (Little Cates)	F	C	D	B	D	C

EXISTING POLICY:

This report is guided by the District’s Asset Management Policy, the Strategic Facilities Plan, and the 2026–2030 Financial Plan. The Cates Park/Whey-ah-Wichen Master Plan (2006) identifies that the East Washroom building at Little Cates is in need of upgrading, and affirms that washroom facilities are needed at this location. The Cates Park/Whey-ah-Wichen co-management agreement with the Tsleil-Waututh Nation is also relevant to ongoing planning and delivery considerations.

ANALYSIS:

The East Washroom is at the end of life and no longer provides reliable, accessible, or code-compliant service. Condition assessments note several key deficiencies, including:

- Significant lifecycle deterioration and deferred maintenance;
- Extensive accessibility limitations;
- Lack of mechanical ventilation and lighting; and
- Reliance on portable washrooms during the off-season.

From an asset management perspective, replacement is the preferred approach. While limited short-term maintenance could allow continued operation, renewal would not address fundamental deficiencies and would likely trigger significant code, accessibility, and servicing upgrades without resolving core functional limitations. Renewal would result in a high-cost intervention with limited service life extension and constrained functional improvement.

Strategic Facilities Plan Alignment

Council established a Strategic Facilities Plan Provision in the 2026–2030 Financial Plan to support priority facility renewal that manages risk and sustains service delivery while longer-term planning decisions are developed. This project aligns with that direction by:

- Planning proactively for facilities nearing end of life;
- Managing risk through timely replacement rather than reactive repair; and
- Aligning facility investment with long-term service needs.

Replacement of the East Washroom reflects the risk-based and service-based approach of the SFP, recognizing that even lower-intensity park amenities require reliable and accessible infrastructure to support public use.

Project Approach

The project will be advanced as a replacement initiative beginning in 2026 with project scoping and conceptual design by:

- Assessing site servicing and infrastructure requirements;
- Exploring potential configurations appropriate to site conditions and service requirements;
- Confirming accessibility, durability, and maintenance considerations; and
- Developing a Class C cost estimate.

Conceptual design will translate service needs and site conditions into options for review prior to advancing to detailed design and construction in 2027-2028.

Timing/Approval Process:

The project is currently in the pre-design phase with conceptual design to be completed in 2026 and detailed design and construction anticipated in 2027-2028.

Concurrence:

Parks and Finance have provided concurrence with this report. The project is being advanced in collaboration with TWN under the co-management agreement.

Financial Impacts:

The project has an approved budget of \$217,000 for planning and conceptual design, with detailed design and construction anticipated to be funded from the Strategic Facilities Plan Provision.

The current Class Z TEC is \$2.0 million for the replacement of this building (including demolition). At this early stage, the project estimate carries a high degree of uncertainty. Costs will be refined through conceptual design, including efforts to identify potential efficiencies and cost reductions. Staff intend to recommend that Council allocate the remaining \$1.8 million to this project through the upcoming Financial Plan Amendment.

Operating costs are expected to increase due to the introduction of electrical and mechanical systems as part of the new building, with preliminary impacts estimated in the range of \$20,000 annually. These estimates will be refined through design.

Five-year Capital Plan (\$000's)

Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
East Cates Park Washroom	217	1,783	2,000	20
Strategic Facilities Plan - Provision (Balance)	21,967	(1,783)	20,184	
Total (net impact)	22,184	-	22,184	20

Liability/Risk:

If replacement is deferred, the District may face:

- Increased maintenance and operational challenges;
- Ongoing reliance on temporary servicing solutions; and
- Risk of service disruption due to building failure;

While the service provided is not critical in the context of the broader facilities portfolio, it remains an important public amenity. Replacement reduces operational risk and improves reliability, user experience, and accessibility.

Social Policy Implications:

The East Washroom supports public access to park space, including beach, picnic areas, and a highly used tennis court facility. Replacing the facility provides an opportunity to improve accessibility and inclusivity, aligning with broader District goals.

Environmental Impact:

Replacement provides an opportunity to incorporate improved building performance, water efficiency, and climate resilience measures.

Design will consider durable, low-maintenance materials and servicing approaches appropriate for a waterfront and partially off-grid context. While the District's Climate Ready Municipal Building Policy will be used as guidance, third party certification will not be pursued for this small facility.

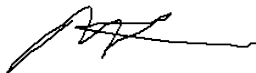
Conclusion:

The East Washroom facility is at end-of-life and no longer meets current standards for accessibility, functionality, or reliability. Renewal is not recommended as it would require significant investment without resolving underlying limitations.

Staff are proceeding with early planning for a replacement facility. Conceptual design in 2026 will refine scope and cost, with implementation planned for 2027-28.

This approach aligns with the District's asset management strategy and Strategic Facilities Plan direction to proactively address aging infrastructure and manage service risk in a structured and cost-effective manner.

Respectfully submitted,



Michael Gamble
Manager, Civic Facilities

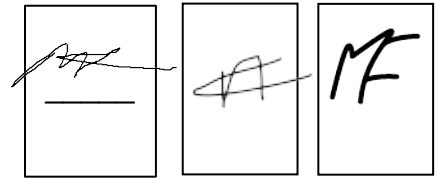
REVIEWED WITH:

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

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☐ Info Package

Date:



The District of North Vancouver

INFORMATION REPORT TO COUNCIL

June 17, 2026

File: ENGIPG-964173360-175845

AUTHOR: Lynsey Rafferty, Senior Project Manager, Facilities**SUBJECT:** West Cates Park/Whey-ah-Wichen Washroom Replacement**REASON FOR REPORT**

The purpose of this Information Report is to provide Council with an overview of the Cates Park/Whey-ah-Wichen West Washroom Replacement project and to advise of the proposed use of Strategic Facilities Plan Provision funding. This allocation will be brought forward as part of an upcoming Financial Plan Amendment.

SUMMARY

The existing washroom and concession facilities that serve the west side of Cates Park/Whey-ah-Wichen are aging assets that are at or near end of life and no longer meet current expectations for accessibility, reliability or building performance. A replacement project is being advanced to address these core service and infrastructure risks in one of the District's highest-use destination parks.

Staff are proposing a phased approach to replacement. The first phase would deliver a new consolidated public washroom facility to serve the western area of the park along with supporting site infrastructure and demolition of the two existing buildings (washroom/concession and washroom/caretaker house).

The second phase could expand the building footprint to include a concession facility or other food services and would be brought forward separately as a subsequent phase once scope, operating model, and funding are further defined. Work will also continue to be coordinated with Tsleil-Waututh Nation (TWN) and plans for the future addition of a longhouse at Cates Park/Whey-ah-Wichen.

A preliminary Class C Total Estimated Cost (TEC) for the first phase has been established at approximately \$6.9 million. As this estimate reflects an early stage of design development, costs will be further refined as the project progresses. A preliminary Class C TEC indicates that the full concession build-out would increase the total project cost to approximately \$8.8 million, depending on scope, market conditions, and timing.

The phased approach prioritizes delivery of the most critical infrastructure needs while providing time to further evaluate the concession and food service options without committing Council to those investments at this stage.

BACKGROUND

Cates Park/Whey-ah-Wichen is a high-use waterfront destination and one of the District's most significant recreational assets. The park's existing washroom and concession facilities were constructed between the late 1950s and 1980s and support a range of visitor services in a high-demand area. The primary washroom building serving the west side of the park was constructed in 1959, with a concession addition completed in 1980. There is an additional washroom and caretaker facility that was constructed in 1980. This building no longer functions as a residence and is currently used by Parks staff as a ranger station. These facilities collectively provide core amenities to park users but were developed under standards that predate current building code, seismic standards, accessibility, and servicing requirements.

The buildings no longer meet current expectations for life safety, accessibility, seismic performance, or building envelope integrity. The Buildings Asset Management Plan (AMP) lists the facility as being in 'Poor – D' Physical condition. Functional and demand/capacity ratings are also below target. Refer to Table 1 for details.

Table 1 - Building Condition Summary

Asset Name	Physical Condition	Physical Condition	Functional Condition	Functional Condition	Demand / Capacity	Demand / Capacity
	Actual	Target	Actual	Target	Actual	Target
Cates Park Washrooms and Caretaker House	D	C	D	B	D	D
Cates Park Concession & Washrooms	D	C	D	B	F	B

EXISTING POLICY:

This report is guided by the District's Asset Management Policy, the Strategic Facilities Plan, and the 2026–2030 Financial Plan. The Cates Park / Whey-ah-Wichen Park Master Plan (2006) identifies the concession/washroom building as in poor condition, end of its useful life, and identified for redevelopment. The Cates Park/Whey-ah-Wichen co-management agreement with Tsleil-Waututh Nation is also relevant to ongoing planning and delivery considerations.

ANALYSIS

The existing Cates Park/Whey-ah-Wichen washroom facilities serving the west side of the park are at end of life and no longer provide reliable, accessible, or code-compliant service in a high-use destination park.

Condition assessments note several key deficiencies that indicate that the washroom facilities are no longer able to meet current service expectations, including:

- significant lifecycle deterioration and deferred maintenance;
- extensive accessibility limitations; and
- reliance on portable washrooms during peak-season.

From an asset management perspective, replacement is the preferred approach. While limited short-term maintenance could allow continued operation, renewal of the washroom facilities would not address fundamental deficiencies and would likely trigger significant code, accessibility, and servicing upgrades without resolving core functional limitations.

As a result, renewal would represent a high-cost intervention offering limited service life extension and marginal improvement in service outcomes.

Strategic Facilities Plan Alignment:

Council established a Strategic Facilities Plan Provision in the 2026–2030 Financial Plan to support priority facility renewal that manages risk and sustains service delivery while longer-term planning decisions are developed. This project aligns with that direction by:

- replacing end-of-life public washroom infrastructure in a high-use destination park;
- addressing accessibility, reliability, servicing, and building-performance risks;
- limiting the initial investment to the priority washroom replacement scope; and
- preserving flexibility for future food-service, and Longhouse-related decisions.

The proposed replacement west washroom facility will incorporate modern systems that improve reliability, accessibility, and overall user experience. While this may result in modest increases in some operating costs compared to the existing buildings, these changes are consistent with current standards and are required to achieve expected levels of service in a high-use public facility. The District will also realize ongoing operating savings from discontinuing the use of portable toilets at this location.

Phased Delivery Strategy

A phased delivery approach is recommended to address the most critical infrastructure needs while preserving flexibility for future Council decisions on food-service components.

Phase 1 – West Washroom Replacement (Priority):

Phase 1 focuses on the delivery of a new consolidated public washroom facility to address immediate service and risk requirements. Key components include:

- Construction of a new consolidated public washroom facility (approximately 15 stalls, compared to the existing 13 toilets and 4 urinals);
- Demolition of the existing washroom, concession, and caretaker buildings following commissioning of the new facility;
- Installation of servicing infrastructure sized to support future expansion of the building to include food services. Servicing infrastructure will also be sized to support a future longhouse;
- Coordination with lift station upgrades and underground servicing.

The facility will be designed to maintain flexibility for future food-service or cultural/community components without committing Council to those investments at this stage.

Phase 2 – Concession / Food Service (Future Consideration):

A subsequent phase may include the provision of food services, such as a permanent concession facility. Staff will bring forward options informed by funding availability, market demand, and operational considerations for Council's consideration.

The phased approach provides flexibility to reduce immediate capital requirements, maintain optionality, and confirm long-term service needs prior to Council committing to further investment at this stage.

Future Park Additions: Longhouse

The Cates Park/Whey-ah-Wichen Park Master Plan (2006) contemplates the potential development of a longhouse (called "feast house" in the plan) as a cultural and community gathering space within the park. Site planning and archaeological investigations completed to date have included the area where the proposed longhouse would be located. This component remains outside the current project scope and would be advanced separately.

Servicing and utility capacity will be designed to support potential future expansion, providing flexibility for additional phases.

TIMING/APPROVAL PROCESS:

The project is advancing through detailed design for Phase 1, with construction anticipated to begin in 2027–28. Confirmation of the proposed \$3.344 million allocation is required through the upcoming Financial Plan Amendment. This would increase the approved budget to \$6.9 million and is necessary to maintain schedule, manage cost escalation risk, and proceed with the priority washroom replacement scope.

Concession food-service options for the second phase will be brought forward separately to Council in early 2027 for consideration once scope, operating model, cost and funding requirements are better defined.

This phased approach enables Council to consider additional investment separately before committing to the full project scope.

CONCURRENCE:

Finance and Parks have provided concurrence with this report. The project is being advanced in collaboration with TWN under the co-management agreement.

FINANCIAL IMPACTS:

The project has an approved budget of \$3.556 million for preliminary design, with detailed design and construction anticipated to be funded from the Strategic Facilities Plan Provision. The most recent Class C cost estimate identifies a total project cost of \$8.8 million for a full washroom and concession building (including demolition of the existing buildings) reflecting current scope, market conditions, and servicing requirements.

Phase 1 focuses on delivery of the washroom facility and supporting infrastructure. The Phase 1 TEC is currently estimated at approximately \$6.9 million, including demolition of

existing structures (approximately \$300K). This phase represents the core investment required to address immediate service and infrastructure risks.

The Strategic Facilities Plan Provision has earmarked an additional \$3.34 million for the replacement of this building (including demolition) based on earlier cost estimates. Staff intend to recommend that Council allocate \$3.34 million to this project through the upcoming Financial Plan Amendment.

A phased delivery approach allows the District to prioritize essential infrastructure while limiting upfront capital investment and retaining flexibility to refine the preferred concession model.

Phasing reduces immediate budget pressures while preserving the ability to achieve the full build-out over time.

Increased operating costs are expected due to the requirements associated with maintaining modern building systems, with preliminary impacts estimated in the range of \$20,000 annually. These estimates will be refined through design.

Five-year Capital Plan (\$000's)

Program / Project	Current Budget	Change	Revised Budget	Tax Levy Impact
Cates Park Concession (PH1)	3,556	3,344	6,900	20
Strategic Facilities Plan - Provision (Balance)	20,184	(3,344)	16,840	
Total (net impact)	23,740	-	23,740	20

LIABILITY/RISK:

If the full project is deferred, risks include:

- facility failure and service disruption
- increased maintenance and emergency repair costs
- additional costs to maintain a failing building
- reduced accessibility and park usability
- operational reliance on temporary facilities

The phased approach mitigates these risks by addressing the most critical infrastructure first.

Failure of the existing facilities would likely result in emergency repair or replacement requirements, reduced park usability, reputational impacts, and temporary reliance on portable washrooms.

SOCIAL POLICY IMPLICATIONS:

Cates Park/Whey-ah-Wichen is a major community and regional destination, and reliable washroom facilities are essential to supporting equitable access, maintaining public health

and safety, enabling year-round park use, and enhancing the overall tourism and visitor experience. The park is co-managed with the TWN and has been identified as a priority in the annual park work plan that was developed together between DNV and TWN.

ENVIRONMENTAL IMPACT:

Replacement provides an opportunity to incorporate improved building performance, water efficiency, and climate resilience measures.

The design will consider durable, low-maintenance materials and servicing approaches appropriate for a waterfront facility. While the Climate Ready Municipal Building Policy will be used as a guide, third-party certification will not be pursued for this small facility.

CONCLUSION:

The existing Cates Park/Whey-ah-Wichen washroom facilities serving the west side of the park are at their end of life and no longer meet current standards for accessibility, functionality, or reliability. Renewal is not recommended as it would require significant investment without resolving underlying deficiencies or meeting long-term service needs.

Staff are advancing a phased replacement project, with Phase 1 focused on delivering a new consolidated west washroom facility for this high-use destination park. A future phase, including potential expansion of the building footprint to include a concession, will be brought forward separately for Council consideration.

This approach aligns with the District's asset management strategy and Strategic Facilities Plan direction to proactively address aging infrastructure, maintain service continuity in a high-use park, and manage risk in a structured and cost-effective manner.

Respectfully submitted,



Lynsey Rafferty
Senior Project Manager, Facilities

REVIEWED WITH:

☐ Sustainable Community	_____
☐ Development Services	_____
☐ Utilities	_____
☐ Engineering Operations	_____
☒ Parks	<u>CJ</u>
☐ Environment	_____
☐ Facilities	_____
☐ Human Resources	_____

☐ Clerk's Office	_____
☐ Communications	_____
☒ Finance	<u>RD</u>
☐ Fire Services	_____
☐ ITS	_____
☐ Solicitor	_____
☐ GIS	_____
☒ Real Estate	<u>JR</u>

External Agencies:

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



Noise Regulation Bylaw Exemption

This form is to notify Council that a **Noise Regulation Bylaw Exemption** has been requested and has been authorized by the General Manager of Engineering Public Works.

GM:

Nicola
Chevallier

Digitally signed by Nicola
Chevallier
DN: cn=Nicola Chevallier,
c=CA, o=District of North
Vancouver, ou=Engineering
Public Works,
email=nicola.chevallier@nv.ca,
serial=1, reason=I am approving this
document
Date: 2026.06.22 14:44:27-08

Manager:

Mike
Clarke

Digitally signed by Mike
Clarke
DN: cn=Mike Clarke,
c=CA, o=District of North
Vancouver, ou=Engineering
Public Works,
email=mike.clarke@nv.ca,
serial=1, reason=I am approving
this document
Date: 2026.06.22
14:45:07-08

CAO Notified:

Mike
Fox

Digitally signed by Mike Fox
DN: cn=Mike Fox, o=District of
North Vancouver, ou=Engineering
Public Works,
email=mike.fox@nv.ca,
serial=1, reason=I am approving this
document
Date: 2026.06.22 14:50:47-08

CREATED BY: Matt Dasilva

REQUESTED BY: Matt Dasilva - Construction Department

DESCRIPTION OF WORK: Milling and Paving Works

LOCATION: Lynn Valley Road (Fromme Road to Mountain Hwy)

START DATE: June 28, 2026

END DATE: July 10, 2026

DAYS OF THE WEEK	EXTENDED HOURS		OVERNIGHT
✓ Monday – Friday	8:00 pm	to 7:00 am	✓
✓ Saturday	5:00 pm	to 7:00 am	✓
✓ Sunday	7:00 pm	to 7:00 am	✓

ADDITIONAL INFORMATION:

One lane of traffic will be maintained in each direction while crews work on the opposite side of the median. Please note that the extended work hours noted above do not represent continuous construction activity. The extended hours are to provide project flexibility and allow the work to be completed as efficiently as possible. Work will be scheduled and coordinated to minimize impacts to residents, pedestrians, transit users, and other municipal stakeholders wherever practicable.

IMPACT:

EXPECTED IMPACTS:			
✓ trucking	concrete works	generators	✓ lighting
pumps	✓ compaction	hydro-vac	✓ paving
excavators	✓ traffic delays/detours	sawcutting	other (see below)

OTHER IMPACTS AND MITIGATION MEASURES:

Temporary traffic pattern changes will be implemented during construction activities to facilitate the safe and efficient movement of traffic. Where possible, work with the greatest potential to impact traffic operations will be undertaken outside of peak travel periods. Project updates will be communicated through Changeable Message Signs (CMS), the DNV website, and social media channels. Notification letters have also been distributed to directly affected properties.

NOTIFICATION:

The developer/contractor will notify neighbouring residents of the upcoming work – in addition to a description of the expected noise levels – prior to work commencing.

MAP:

Work area (in red) and notification area (in blue)

**ADDITIONAL INFO:**

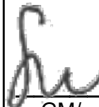
DNV Construction Managers will oversee this project to ensure that work proceeds as efficiently as possible and to address resident concerns as they arise.

It is anticipated that the work will be completed within the requested construction window of June 28 to July 10, 2026. Inclement weather, unforeseen conditions, or other unexpected circumstances may extend the schedule as required.

☐ Info Package

Date:


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver INFORMATION REPORT TO COUNCIL

June 16, 2026

AUTHOR: Genevieve Lanz, Chief Election Officer

SUBJECT: 2026 General Local Election Public Awareness Strategy

REASON FOR REPORT:

This report provides Council with an update on the public awareness strategy for the 2026 General Local Election.

SUMMARY:

The 2026 General Local Elections will be held across all local governments in British Columbia on **Saturday, October 17, 2026**.

Legislation requires all local governments to provide:

- one advance voting opportunity on **Wednesday, October 7, 2026**, and
- a second advance voting opportunity on a date established by bylaw.

The District will offer:

- a second advance voting opportunity on **Saturday, October 10**, and
- an additional (third) advance voting opportunity on **Monday, October 12**.

Under Sections 58 and 59 of the *Local Government Act*, Council appoints the Chief Election Officer (CEO), who is responsible for administering all aspects of the election, including, election operations (for the election of Mayor, six Council members, and four School Trustees), statutory notices and public awareness activities.

To maintain neutrality, the CEO and the District must not engage in or comment on election issues or campaign discourse. The focus of all election-related communication is to raise awareness amongst residents, specifically to ensure the public:

- knows when, where, and how to vote, and
- has access to accurate, timely information required to participate.

Consistent with other impartial election bodies (e.g., Elections BC and Elections Canada), District awareness activities:

- provide factual information only

- do not promote issues, candidates, or reasons to vote

All election communications are official District records and are subject to the *Freedom of Information and Protection of Privacy Act* and records management requirements. These materials may also be relevant in the event of a judicial recount or election challenge.

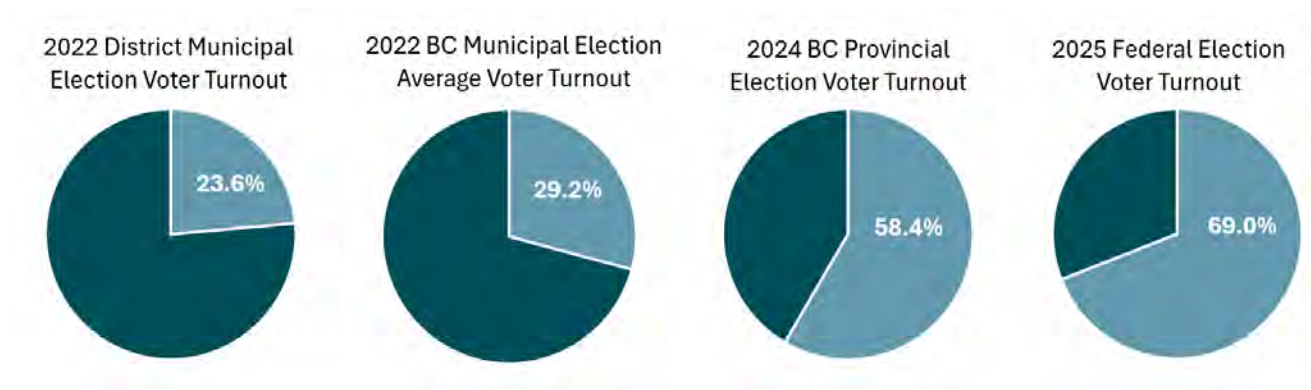
Voter Turnout

According to CivicInfo BC:

- District voter turnout in 2022 was 23.6%,
- The B.C. municipal average voter turnout was 29.2%.

Local municipal turnout is significantly lower than both provincial and federal elections:

- 58.4% in the 2024 B.C. provincial election
- 69% in the 2025 federal election.



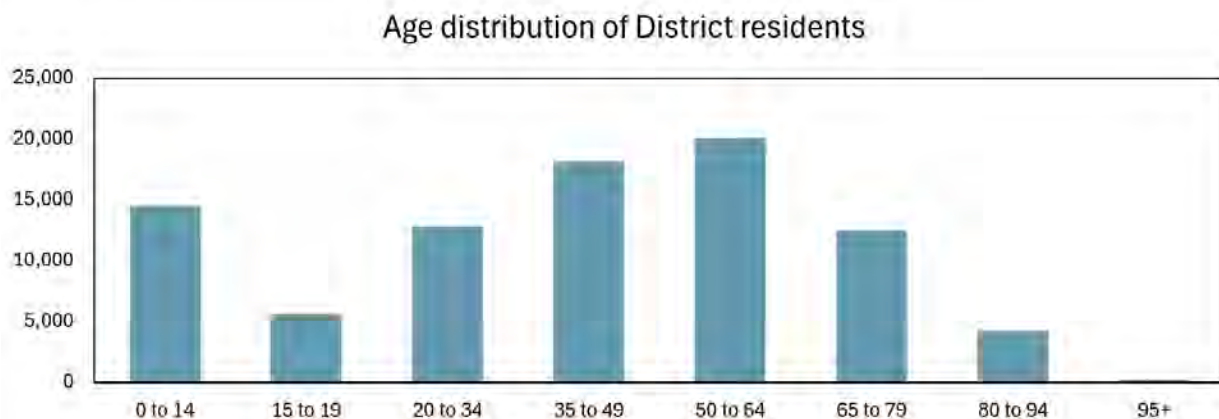
In the District's General Local Election, voting is conducted by anonymous ballot. As a result, the District does not collect voter demographic data, and individual characteristics (e.g., age, gender) are not recorded.

This approach is standard under the *Local Government Act* and is designed to protect voter privacy. Consequently, the District cannot analyze voting patterns by demographic group.

To inform outreach efforts, the District relies instead on **Census data** to better understand its population.

District Demographics (2021 Census)

- Total population: ~88,168
- Eligible voters (2022): 66,411



These demographics help inform targeted awareness activities.

2026 Election Awareness Activities

The following is an overview of the District's planned awareness activities for the 2026 General Local Election.

Election Webpage (DNV.org)

The 2026 General Local Election webpage has been live since March and is regularly updated. It includes voter registration information, voting dates and locations, mail ballot details and candidate information. New for 2026 is a selection of "*Hot Topics*" for candidates, intended to provide prospective candidates with factual information on District-related projects and issues.

Following the close of the nomination period, candidates will have the opportunity to submit a photo and a brief statement to be posted on the District's website, including links to their social media accounts and campaign websites. The District will also advertise "All Candidates" meetings hosted by community associations and other organizations on DNV.org.

Candidate Information Sessions

The District has also changed how it engages with prospective candidates. The Chief Administrative Officer held a number of candidate information sessions to discuss what it means to be a council member. Additionally, candidate information sessions are scheduled for June 25th and July 22nd to be held in a hybrid format. This is a change from 2022, when the candidate information session was held following the close of the nomination period but prior to the deadline to withdraw. The intent is to reach individuals who may have questions about running for council prior to the nomination period.

Statutory Notification

As required by the *Local Government Act*, the District will publish notifications in the local newspaper advertising legislative requirements for candidates, voters, scrutineers, and any non-binding public opinion or referendum questions.

Print Advertising and Direct Outreach

As in previous elections, the District will make election materials (brochures, posters and postcards) available at municipal facilities, including recreation centres and libraries. There will also be an election brochure mailout to all households in the District. Staff are adding a separate, targeted mailout to residents who live on streets that straddle the border between the City of North Vancouver and the District of North Vancouver to clarify voting jurisdiction.

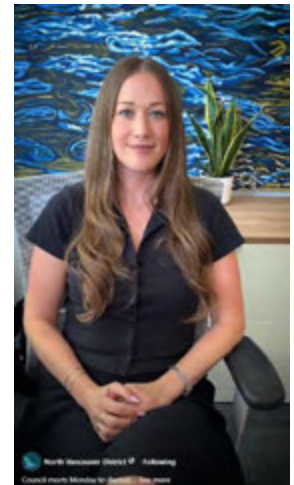
As in the past, staff will target students at Capilano University to ensure they are aware of the upcoming election and know how to participate. Staff will also provide election-related information to School District 44 for inclusion in parent newsletters. Each election, staff also collaborate with səlilwətał (Tsleil-Waututh) and Skwxwú7mesh Úxwumixw (Squamish) Nations to encourage Indigenous and non-Indigenous electors living on reserve to vote. Additionally, staff will reach out to community resource organizations and local cultural group newspapers to seek opportunities to advertise the election in as many diverse ways possible.

Social Media

The District has a social media content strategy designed to promote public awareness of the 2026 election. This comprehensive strategy will share information on voting, candidacy, and election jobs; use targeted advertising to reach underrepresented groups, particularly younger voters; and include short-form video content – similar to the videos introduced this year to promote council meetings.

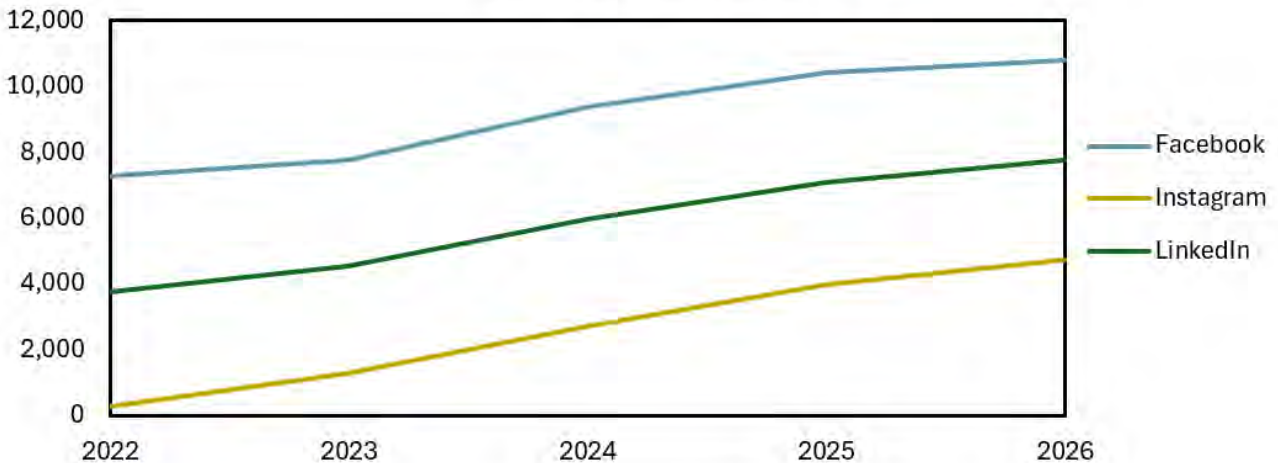
The District's social media channels continue to grow, providing an opportunity to reach a greater number of residents. Below is a snapshot of the growth we've seen on the District's social media channels over the last few years:

- [Facebook](#): 77% increase in followers from 2019-2025
- [Instagram](#): 211% increase in followers from 2023-2025 (launched in November 2022)
- [LinkedIn](#): 269% increase in followers from 2019-2025



*Council meeting
promotion video*

Social Media Followers



***I Voted* Campaign**

On general voting day, voting sites will have “I Voted” stickers and selfie stations so voters can share their pride for participating in the democratic process with their peers and families.

Advertising

In addition to the required statutory notices, the District will run a supplemental advertising campaign on transit shelters, street banners, and fleet vehicles.

Other Advertising

The District is partnering with the City of North Vancouver and the District of West Vancouver to increase the visibility of election messaging and to share advertising costs.

CIVIX Student Vote 2026

The District is pleased to continue supporting [CIVIX](#) in administering the Student Vote in District schools for the 2026 General Local Elections. CIVIX is designed to foster the development of active and informed citizens by engaging youth before they reach voting age. The Student Vote is described as an experiential learning program that engages students in the democratic process by casting ballots for official candidates in a parallel election.

In addition to the Student Vote program, we have contacted high schools located within the District to seek student volunteers for general voting day in exchange for volunteer hours. This will be advertised to high school students in September in advance of general voting day.

Concurrence

This information report has been reviewed by Communications.

Financial Impacts

At the present time, the approximate budget is \$50,000.

CONCLUSION:

SUBJECT: 2026 General Local Election Public Awareness Strategy 2026 General Local
Election Public Awareness Strategy

June 16, 2026

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In conclusion, the aforementioned advertising activities are planned to raise public awareness of the 2026 General Local Elections, educate voters and candidates, and convey information to the public in a neutral yet comprehensive way.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Genevieve Lanz', written in a cursive style.

Genevieve Lanz
Chief Election Officer

REVIEWED WITH:

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

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

External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ [NVRC](#) _____
☐ Museum & Arch. _____
☐ Other: _____

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