

AGENDA ADDENDUM

PUBLIC HEARING

Tuesday, May 15, 2012

7:00 p.m.

Council Chamber, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



NORTH VANCOUVER
DISTRICT

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Public Hearing

**7:00 p.m.
Tuesday, May 15, 2012
Council Chamber, Municipal Hall
355 West Queens Road, North Vancouver**

AGENDA ADDENDUM

THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

4. SUBMISSIONS FROM THE PUBLIC

- 4.1 Letter: Unknown – Submitted at Public Hearing**
- 4.2 Letter: Margaret McLaughlin**
- 4.3 Letter: Eric Cornthwaite**
- 4.4 Letter: Lynn Valley Community Association**
- 4.5 Letter: North Vancouver School District**
- 4.6 Letter: Jack Bellingham**
- 4.7 Petition: John and Diane Washington**
- 4.8 Letter: Suzanne Mazoret**

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Public Hearing – District Hall – Council Chamber
Tuesday May 15, 2012 – 7:00

Wendel Footpath

-
- I AM IN FAVOR OF HOMES BEING BUILT ON THE SITE, BUT NOT TO A CONNECTOR PATH THROUGH WENDEL.
 - Safety is the key issue. Wendel is a cul-de-sac with a smaller than normal roundabout due to the incline of the properties at the end of the street. There are 14 homes, 30 cars, 1 motorcycle, 7 dogs, and 13 kids (10 children between the ages of 1 – 9 years old and 3 young teens). There are no sidewalks. Garbage trucks, delivery trucks, and service vehicles quite often have to back out of the cul-de-sac when vehicles are either in their way or parked on the roundabout. Due to the configuration of the properties of the homes exiting directly on the roundabout, residents actually have to back up and out of their homes, significantly adding to the safety issue. And when the four new homes are built? Add a possible 6-8 cars to the equation.
 - We chose Wendel because of the cul-de-sac and the great location to raise our families.
 - The fence went up at the end of the cul-de-sac 13 years ago due to teens and vandalism. It alleviated the problem significantly, but we are still experiencing vandalism and loitering by teens today. In addition, there is already foot traffic, joggers, skateboarders, and mountain bikers trying to get through the fenced area. Putting in a footpath will put us back to where we were 13 years ago.
 - Between 8:15 and 8:45am is peak time for traffic during weekdays in the area, when Wendel residents drive off to work and kids in surrounding neighborhoods head to school. Out of curiosity, on Monday I counted the additional student traffic that the footpath would bring to Wendel – 118 student walkers, 11 skateboarders, and 8 cyclists come off Chaucer or head north on Fromme, plus the congestion of the constant convoy of cars heading north on Fromme to drop off kids. Add this to Wendel residents leaving the cul-de-sac during this busy time and you have an accident waiting to happen. AND AS A MATTER OF INTEREST,
 - On evening and weekends, visibility is decreased due to resident vehicles parked on the street – yet another added safety concern.
 - The footpath will make Wendel cul-de-sac a main access. Wendel is a street which is not only narrower than some of the neighboring streets in the vicinity, but more importantly, has no sidewalks. It will increase the flow of foot traffic, joggers, skateboarders, mountain bikers, dogs, and especially teens, drugs, and vandalism.
 - Argyle School's plans to rebuild will allow for an alternative option with the connector routing north beside the playing fields and green space, AND DOWN FROMME TO CHAUCER, HAVING THE USE OF SIDEWALKS ON EITHER SIDE OF FROMME.
 - Given the above, and if you and your family lived on Wendel, which option would you support?

THANK YOU.

Public Hearing Meeting 05152012

Application: File: 3060-20-62.11

3053-59 EDMONTON BOULEVARD

Good evening, Mayor Walton and Councillors,

My name is Margaret McLaughlin and ^{I have lived} live for over 60 years in the Edgemont area. I am currently living on ^{the} 3rd floor of 3088 Highland Blvd facing East and the building project will severely impact me. I am not against the developer and ^{do} have my concerns to share with you.

Are you aware this is a building (Highland House) for residents over 55? Are you also aware that there are 3 residents over 90 and most of the residents are in their 80's. Disruption like this is a concern to them and anything you can do to lessen their anxiety would be appreciated. Have you visited Highland House or have coffee ~~or shopping?~~ ^{or shopped in the area?}

I want to share my thoughts on Kevington Building Corporation's proposal of ^{the} three-storey commercial and office building and Steven Petersson's Development Planner report.

- 1) The project is a three-storey mixed commercial and office building that steps down to a mix of one and two-storey commercial buildings next to it is a residential/commercial building toward Queens Road and Edgemont Boulevard. It would become FIRST three storey mixed commercial and office building. It would become one of the TOP building heights on Edgemont Blvd. (3 story buildings: 46 feet high, from ground to top of roof) in the Edgemont Village. Also it would block the views to most one and two story commercial buildings on the Edgemont Boulevard. This proposed building will be higher than Highland House building and other

residential buildings which are three storey's. Who knows, we might see the future rezoning building developments change to fit the proposed plan? Is this the MASTER plan?

- 2) Steven Petersson, Development Planner reported to the Council on March 9, 2012 and ~~it~~^{he} stated "This proposal is well considered for the site and has been well received by the community (approximately 22 people)." Do you know who these 22 people are? Are these people working in the business area or living ^{near by} next few blocks? If so, I understand the businesses were supportive of the proposal but they don't live ~~on~~ⁱⁿ the Edgemont Village, however they need people to go to their business. I was never given the chance to express my approval or disapproval.
- 3) Setbacks: Adjacent Residential Neighbour - Highland House is adjacent and West of the development site. The proposed building features a 1.8m (6 ft.) setback from the property line on both upper storeys. These factors would affect the property values of two suites West of the development (2nd and 3rd floor of Highland House). I don't think 6 feet will solve the impact of natural light and suggest having 10/12 feet setback or move third floor to meet the existing third floor of Highland House. Suggest keeping the buildings all at the same sight lines however some consideration of changes might be looked at.
- 4) Please note there are concerns re: traffic in the lane with this new development and noise. A traffic study needs to be done. Can you have the entrance to this building off of another road as Queens Road?
- 5) The noise and pollution while this building is being built will be extremely disruptive (because of increased dirt, regular cleaning of the deck and windows on the east side need be taken care of while the building is being constructed). What

that compensation can be given and made to the condo owners
this building will severely impact?

- 6) The height of the wall that faces my condo is clearly too high and not far enough away...12 feet from my deck is not acceptable. It could lose some light and a view from my deck that looks East.

In conclusion, I am asking you reconsider the proposed plan for the above reasons. The new construction height should be in accordance to meet the existing three storey's residential buildings in Edgemont Village. I hope the developer ^{will} listen this matter.

Thank you for taking your time in listening to my concerns.

Margaret McLaughlin

Ack. Sent:	<input type="checkbox"/> Fax	<input type="checkbox"/> Mail	<input type="checkbox"/> Email
<input checked="" type="checkbox"/> Info Pk	<i>May 16/12</i>	<input type="checkbox"/> Mailboxes	
<input type="checkbox"/> Future Agenda Item		<input checked="" type="checkbox"/> APT	<i>May 15</i>
<input type="checkbox"/> Staff to Report to Council			
<input type="checkbox"/> Staff to Respond & Advise Council			
<input checked="" type="checkbox"/> Staff for Information Only	<i>BAB</i>		
File #	<i>08.3060.20/063. Ownership Plan</i>		
Project #		RCA #	<i>12-242</i>
DM #			

11. May 2012 .

Eric Cornthwaite
2708 Violet Street
North Vancouver
V7h1h1



Ack. Sent:	<input type="checkbox"/> Fax	<input type="checkbox"/> Mail	<input type="checkbox"/> Email
<input checked="" type="checkbox"/> Info P	May 16/12	<input type="checkbox"/> Mailboxes	
<input type="checkbox"/> Future Agenda Item		<input checked="" type="checkbox"/> A PH	May 15
<input type="checkbox"/> Staff to Report to Council			
<input type="checkbox"/> Staff to Respond & Advise Council			
<input checked="" type="checkbox"/> Staff for Information Only	BAB		
File #	08.3060.20/063.00	Ownership Plan	
Project #		RCA #	2-242
DM #			

To whom it may concern:

Approximately three years ago, we were asked if we approved of the building of houses with basement suites on lots that previously had one house. The proposal was to build two or three houses on lots of sold homes that were built in the sixties. I sent a letter stating that our street could not accommodate the amount of cars that would be using the street if these houses were allowed to have tenants. Each house would probably have four cars, as most people are a two car family. My letter was ignored. I did not receive any reply nor did anyone else on Violet street. We had pointed out that the street has no sidewalks. It is very narrow. Our own house does not have a legal back alley. It is two ruts in the ground and is not paved. The garbage trucks do not use the rutted alley.

The builders were allowed to put three houses next to our dwelling, where there previously, was one house. We now have six people using the street to park cars. Each house does have a two car garage, but as one might suspect, these are used as storage units. There is parking behind the garages and some people use it but not all comply and park on the street. I mentioned in my previous paragraph, there are no side walks. There are also two day care centers on our street. Yesterday I watched as a car, zoomed down the street and a youngster was running across to her house. Thankfully, she was not hit. People also use Violet Street as a short cut to Emerson. They are able to miss two lights if they use our street. There are cars parked on both sides of our street so the actual driving area, is very narrow.

We had also phoned the city regarding the building of the three

houses next to our house. There was no inspection of building codes. In fact, the builder was on a bulldozer, in the rain, moving an electrical wire off the road. We mentioned there were heritage trees on the lot and they were all removed.

This nightmare could have been lessened, but as no one noted our initial concerns, it has come to fruition.

Before a child is killed, We would like speed bumps and enforcement of cars, that have suitable parking in the rear of their houses, to park in the appropriate area. Our street is not a freeway but it has managed to resemble one.

I had also requested three years ago, that someone from the district of North Vancouver, come and physically note the layout of our street prior to the building of these homes. No one came or we would not have this problem.

I realize money is made on these homes that are built. Is it a good thing for Violet Street? Ask the people who have day care with children under five years of age and the pensioners who have to walk down the street to get to their homes.

We would appreciate some attention to this matter. It appears that something drastic has to happen to attract the attention of people who make decisions without careful deliberation.

Eric Cornthwaite





Lynn Valley Community Association

Mollie Nye House, 940 Lynn Valley Road, North Vancouver, B.C. V7J 1Z7, <http://lvca.ca/>

May 14, 2012

Mayor & Council
DISTRICT OF NORTH VANCOUVER
355 West Queens Road
North Vancouver, BC V7N 4N5

Dear Mayor and Council:

Re: Proposed Development at 1131 Frederick Rd.

The Lynn Valley Community Association (LVCA) has supported this townhouse development as proposed because:

- it meets the intent of the 1998 Lynn Valley Local Area Plan and the 2011 District OCP,
- the enhancement of the riparian area is commendable, and
- the trail connection between Baird Rd. and Wendel Pl. links the Town Centre to Hunter Park and Princess Park. The Hastings Creek trail has long been identified as the backbone of the pedestrian trail system in Lynn Valley.

However, LVCA is aware that residents of Wendel Pl. have strong objections to the proposed trail connection, and that Council has requested alternative routes be looked at. On May 9th the LVCA Plan Monitoring Group met with Staff and some of the concerned residents, and while the discussion was amicable and wide-ranging, we were not able to find a mutually satisfactory solution.

Given that this matter is now at Public Hearing, LVCA feels that the best approach for the District to pursue is to ensure increased connectivity, a clearly stated policy of the District's 2011 OCP. While LVCA can accept the possibility of a northerly route that would avoid Wendel Pl. by traversing school property, we remain convinced that the best routing for the connection west to Hunter park is a well-lit, well-designed pedestrian pathway on the alignment in the developer's proposal.

LVCA respectfully offers the following reasons for our position:

- 1) We believe Wendel Pl. is a "naturally direct" route and will thus be used as a route whether or not an official trail exists. We understand this has been the case in the past, despite SD 44's major installation of chain-link fencing in response to previous resident concerns. We would expect this use to continue.
- 2) A northerly route would require commitments from School District 44 which have not been made. LVCA would object strongly to Council relying solely on an option which is "not yet real." We would also want to be sure that potential impacts on the residents at 3420 - 3464 Fromme Rd. had been fully considered.
- 3) A northerly route would end mid-block on Fromme Rd, requiring a detour south to Wendel / Chaucer. We do not see this as connectivity, and also have some concern that it will tend to foster a jaywalking safety hazard, in addition to confusing the trail route. In contrast, the

Wendel Pl. route leads straight to an existing intersection and crosswalk, providing the safest route for crossing Fromme Rd.

- 4) We acknowledge Wendel Pl. residents' concerns that the proposed trail might increase vandalism or drug dealing next to their homes. However LVCA believes proper design of the trail and its edges, along with regular pedestrian traffic and occasional enforcement measures, may actually reduce rather than increase the level of such activity.
- 5) LVCA also empathizes with residents' concerns over increased congestion and potential for conflicts arising from the undersized Wendel Pl. cul-de-sac and long, steep panhandle driveways. However, we believe slow-moving vehicles in a congested cul-de-sac pose less risk to pedestrians than those moving much faster on Fromme Rd. LVCA still believes it may be possible to find an improved configuration for the Wendel Pl. cul-de-sac which could accommodate the proposed trail.

LVCA believes that pedestrian links will assume much greater importance in the future, and we support the strong parks and trails policies in the new OCP. We hope that Council will see the long-term wisdom of fully implementing those policies, which were developed through much public input, effort and expense. At this time, LVCA respectfully asks that Council ensure trail options are not abandoned until this matter can be examined to the fullest extent.

Please feel free to contact me at president@lvca.ca if you have any questions or concerns.

Sincerely,

Eric Miura,
President

April 27, 2012

Steven Petersson, MCIP
Development Services
The District of North Vancouver
355 West Queens, North Vancouver BC V7N 4N5

Dear Steven:


Re: Proposed Relocation of Trail at Argyle

I wish to acknowledge our general understanding regarding the preferred future alignment of the trail over North Vancouver School District (NVSD) property at Argyle Secondary School. This future trail would be possible if the school is replaced in the manner suggested in the feasibility study carried out in 2011. The Ministry of Education has the final say on the design and timing of any replacement project, so NVSD cannot guarantee that a specific design will be followed or when the construction project will occur.

The preferred option proposed in the feasibility study is full replacement on the field to the east of its current location. The sport fields would then be relocated on the west side of the site fronting onto Fromme Road. Ideally, a new trail would proceed in an east-west direction from where it now ends in the forested area (proposed to be deeded to the District of North Vancouver) to Fromme Road.

Please contact me if you require additional information.

Yours truly,


Ian Abercrombie, MAIBC
Director Facilities and Planning
(604) 903-4612
iabercrombie@nvstd44.bc.ca

IA/mg

cc: Irene Young, Secretary Treasurer, SD#44
James Fox, Wedgewood Ventures Ltd.

J.B.
1125, WENDEL PL.,

SORRY NOT TO MAKE TONIGHTS
MEETING, HAVE BEEN TO 2
PREVIOUSLY BUT UNABLE TO BE
HERE TONIGHT.

I AM IN FAVOUR OF HOMES
BEING BUILT ON THE SITE,
BUT NO TO A CONNECTOR PATH.

I HAVE WALKED FROM THE
PROPOSED NEW BRIDGE WITH STOP
WATCH, S ROUTE TO ROAD
CROSSING ON FROMNE ROAD AT
WENDEL AND CHAUSER, ALSO N
ROUTE MOSTLY ON SCHOOL
PROPERTY FROM BRIDGE TO CROSSING,
A DIFFERENCE OF 1M 32 SEC.

A DIFFERENCE OF 1-2 MINS
IN A TRAIL CONNECTOR BETWEEN
THE ENDS OF THE OFFICAL

DISTRICT TRAILS, TOWN CENTRE TO
HUNTER PARK AND POINTS
FURTHER ON, NO BIG DEAL IN
TIME FACTOR.

I AM A BIG USER OF TRAILS
MYSELF AND BIKE RIDERS,
FAMILY WALKERS, JOGGERS AND
DOG WALKERS USE THEM.

I FEEL A GOOD CONNECTOR
TO THE N SIDE WILL BE A
BETTER FIT THAN A NARROW
FOOTPATH COMING INTO THE
END OF WENDEL PLACE, WHICH
HAS SAFETY HAZARDS PLUS
WITH SCHOOL RELOCATION WOULD
CAUSE A GREAT INFUX OF
TRAFFIC INTO THE CUL DE SAC.

THANK YOU
J. B.



We, the undersigned residents, petition the Corporation of North Vancouver to not allow the relocation of the footbridge currently situated at the northern portion of the Argyle School parking lot to the proposed relocation site at the end of Baird Road.

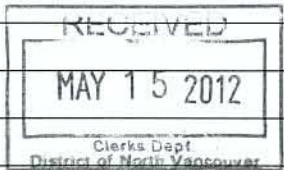
	Name	Residential Address	Signature
1	Diane Washington	3348 BAIRD RD.	(D Washington)
2	John Washington	3348 Baird	J Washington
3	Frances Lauritzen	3355 Baird Rd	Frances Lauritzen
4	Klaus Lauritzen	3355 Baird Rd	Klaus Lauritzen
5	S. Chubbs	3363 Baird Rd	S. Chubbs
6	Harriet Tennant	3363 BAIRD RD	Harriet
7		TENNANT	
8	DAVID FREESTONE	3352 BAIRD RD	David Freestone
9	CONDACE FREESTONE	BAIRD RD	Condace Freestone
10	Graham O'Neill	3340 BAIRD RD	G. O'Neill
11	John McKelvey	3340 BAIRD RD	J McKelvey
12	Jack Gillick	3340 BAIRD RD	J Gillick
13	Warren Washington	3348 Baird RD	W. Washington
14	Elaine Tam	1181 Ronayne Rd.	Elaine Tam
15	Jason Tam	1181 Ronayne Rd	Jason Tam
16	MICHAEL TAM	1181 Ronayne ROAD	Michael Tam
17	Julie Park	1177 Ronayne Rd.	Julie Park
18	Kevin Park	1177 Ronayne Rd.	Kevin Park
19	Carol Williams	1188 Ronayne Rd	C Williams
20	GIOVANNI ZEPPELO	3292 Baird Rd	G Zeppelo
21	Maggie Wilson	3364 Baird Rd	Maggie Wilson
22	Peter Lauritzen	3355 Baird Rd.	P Lauritzen
23	Helen Wilson	3364 Baird Rd.	Helen Wilson
24	Charles Wilson	3364 Baird Rd	C Wilson
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RECEIVED
MAY 14 2012
Reception
District of North Vancouver

RECEIVED
MAY 15 2012
Clerks Dept
District of North Vancouver

We, the undersigned residents, petition the Corporation of North Vancouver to not allow the relocation of the footbridge currently situated at the northern portion of the Argyle School parking lot to the proposed relocation site at the end of Baird Road.

	Name	Residential Address	Signature
1	Jon Wytrwal	3373 Baird Rd, NV	Jon Wytrwal
2	Tom Wytrwal	3373 Baird Rd N.V.	Jon Wytrwal
3	Julie Wytrwal	3373 Baird Rd NV	Julie Wytrwal
4	Fred Wytrwal	3373 Baird Rd. NV	Fred Wytrwal
5	KIRK TAKEI	3367 Baird Rd. NV.	Kirk Takei
6	Krista Takei	3367 Baird Rd NV	Krista Takei
7	Stanton Guy	3366 Baird Rd, NV.	Stanton Guy
8	DR. STEPHEN WILLIAMS	1182 ROWAYNE Rd NV	Stephen Williams
9	SHIRLEY WILLIAMS	1182 ROWAYNE Rd, NV	Shirley Williams
10	GERALD BAIER	1176 ROWAYNE RD NV	Gerald Baier
11	Kirsten Cramer	1176 Rowayne Rd NV	Kirsten Cramer
12	JEFF CALVERT	3368 BAIRD RD.	Jeff Calvert
13	Alicia Greenfield	7368 Baird Rd.	Alicia Greenfield
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May 1, 2012

To: Mayor and Council

Re: Wendel Place/Argyle South Parking Lot Development

I have just found out that the Public Hearing on this matter is scheduled for May 15, 2012. As I will be away and unable to attend, I take this opportunity to express my views on this development now.

I fully support the Development Proposal that was reviewed by Council on April 2, 2012. This support includes the proposed east/west trail connection linking Wendel Place and Baird Road. If this connection is not put into place at the time of development, the opportunity will be lost forever.

As a long term resident of Lynn Valley and one who walks frequently in the neighbourhood, I was upset when the current fence between Wendel Place and the Argyle Parking Lot was put in place several years ago. As a participant in the LVOCP process in the 1990's, I supported the rezoning of the parking lot property as a way of having a development that would open the route to public access again.

The LVOCP process identified several linear trails in Lynn Valley that would enhance public use and connectivity in the valley. The Hastings Creek Trail is one of those trails. Because there are private properties crossing Hasting Creek, the creek only has parallel trail routes for part of its length and relies on road access to link the various trail sections. I welcomed the prospect of development that would include the east/west trail corridor and which would go a long way to improving the Hastings Creek corridor for the public. The Grouse Wood area is a good example of where this has been successfully done.

Concern has been expressed about cited pedestrian safety concerns on Wendel Place. However, the alternate route suggested through Ronayne Road is more dangerous to pedestrians than Wendel Place – it has more houses and driveways, no side walks and it is a through street with more traffic going in both directions. Wendel Place would be the safer alternative for pedestrians and it is also the most direct link to the Chaucer Street entrance to Hunter Park/Hastings Creek Trail.

The other alternative suggestion, to route the trail through Argyle School when it is rebuilt, is also not a direct link and it is not at all guaranteed that the School District would agree to such a trail through its property in the future (likely not before 2015). In addition, creating and maintaining trails is not the School District's mandate and it would be unfair to delegate this DNV responsibility to them.

I understand there have been issues with student and illegal activities but closing streets or trails or access is not the way to deal with such issues. The school administration should be involved to resolve student issues and the RCMP should be involved to deal with illegal activities. Studies have shown that public places such as trails that have regular usage, both frequent and random, by the general public, tend to discourage unwanted behaviours. Added housing, visibility, and usage of the trail corridor should deter illegal activities as proven in many other places.

I hope Council will reconsider this matter and support this development **with** the direct east/west trail, linking Baird Road and Wendel Place remaining in place. This natural trail link will respect the original intentions of the LVOCP and will benefit the overall community.

Thank you.

Suzanne Mazoret
1380 Doran Road
North Vancouver, B.C. V7K 1M9