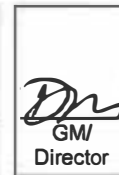


AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>Dec 2, 2019</u>
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver

REPORT TO COUNCIL

November 18, 2019

File: 08.3060.20/051.18

AUTHOR: Emel Nordin, Development Planner

SUBJECT: 3155 and 3175 Canfield Crescent – 8 Unit Townhouse Project - Detailed OCP Amendment and Rezoning Application

RECOMMENDATION

THAT Council provide direction to staff regarding the consideration of an OCP amendment and rezoning application for an eight unit townhouse project.

REASON FOR REPORT

The applicant proposes to redevelop two existing single-family residential lots to create an eight unit townhouse development comprising four two-storey buildings. The proposal is consistent with the Edgemont Plan which envisioned an OCP amendment to allow for multi-family housing on the subject site.

Implementation of the proposed project, will require Council's consideration of bylaws to amend the Official Community Plan (OCP) and rezone the subject properties.

In light of Council's direction to undertake a targeted review of the Official Community Plan (OCP), staff are seeking direction from Council with respect to next steps for this application.

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

1. Proceed – "THAT Staff be directed to prepare bylaws based on the applicant's OCP amendment and rezoning application";
2. Revise – "THAT Council is not supportive of the OCP amendment and rezoning application as proposed, and requests that the applicant revise their application";
3. Reject – "THAT Council is not supportive of the OCP amendment and rezoning application and that the application be rejected"; or
4. Defer – "THAT Council's consideration of the OCP amendment and rezoning application be deferred until after the targeted review of the Official Community Plan".

ANALYSIS

Site and Surrounding Area

The development site is 1,330 m² (14,316 sq. ft.) in area and is comprised of two single-family residential lots located at 3155 and 3175 Canfield Crescent.

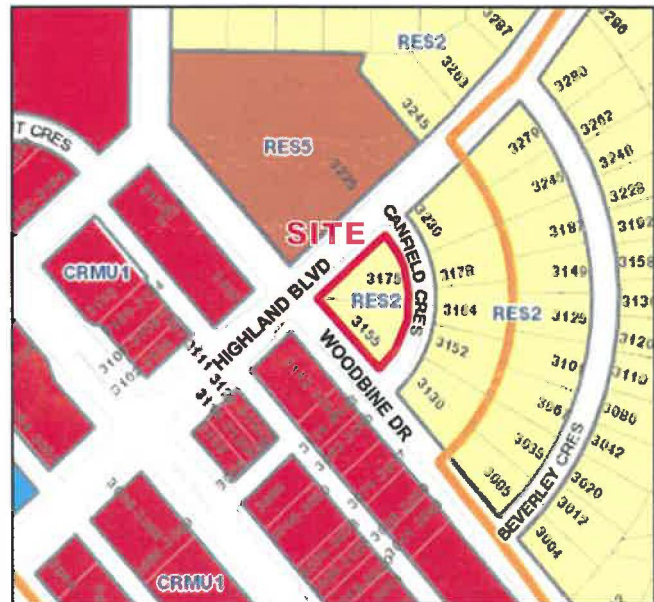
The site is located at the east corner of Highland Boulevard and Woodbine Drive and is bordered by Canfield Crescent to the east. Surrounding properties include single-family residential homes to the east, Amica Edgemont Village (seniors' independent living and care facility) to the northwest on Highland Boulevard, and commercial and mixed-use properties to the west and south along Woodbine Drive.



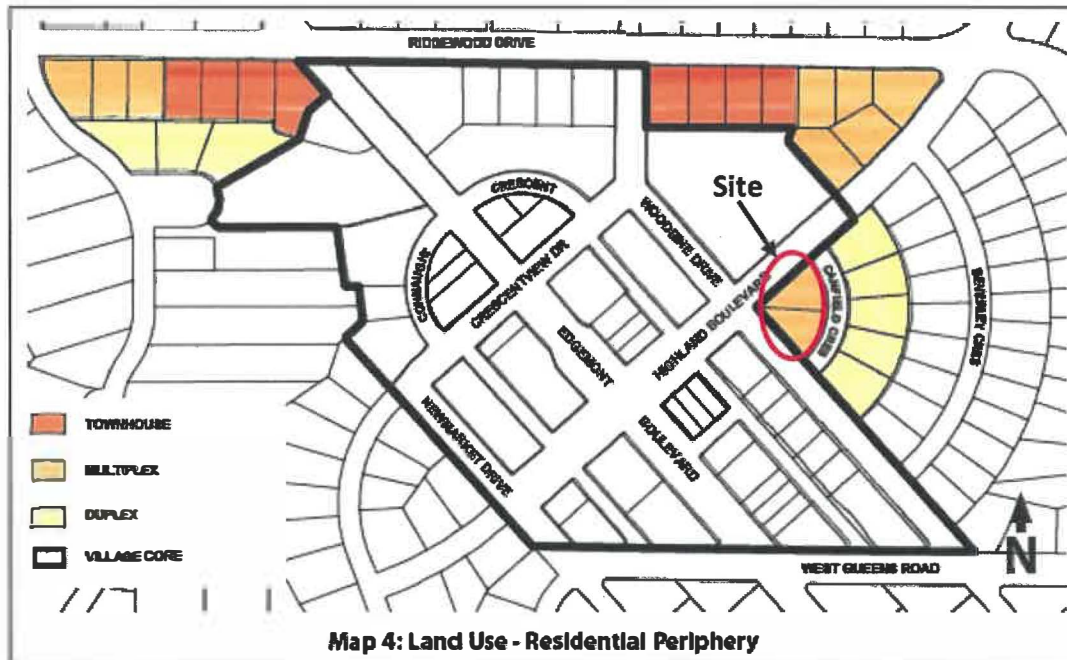
Land Use Designation and Edgemont Village Centre: Plan and Design Guidelines

The subject site is designated as “Residential Level 2: Detached Residential (RES2)” in the OCP. Development in this designation is normally permitted up to approximately 0.55 FSR.

In 2014, after extensive community consultation, Council adopted the “Edgemont Village Centre: Plan and Design Guidelines” (the Edgemont Plan). The purpose of the plan is to help guide development and regulate the design of buildings and public realm improvements in and around Edgemont Village Centre.



As outlined in the Edgemont Plan, and indicated on the map below, the residential periphery area includes the sensitive introduction of a wider range of housing types ranging from duplexes, to multiplexes (triplexes and fourplexes), and townhouses. The applicant’s proposal for eight townhouse units at 0.8 FSR, is consistent with the Edgemont Plan.



As the Edgemont Plan is a policy and was never adopted into the OCP, an OCP amendment is required to change the designation of the lots to “Residential Level 3: Attached Residential (RES3)”, with a density of up to 0.8 FSR and designate the site as a Development Permit Area for Form and Character of Multi-Family Development, and Energy and Water Conservation and Greenhouse Gas Emission Reduction.

The proposal addresses the intent of the housing diversity policies in Section 7.1 of the OCP by providing units suitable for families and encouraging a range of multi-family housing sizes (Policy 7.1.4). The units are all three bedroom floor plans, which will be attractive to both families and downsizers. These units respond to Goal #2 of the OCP to “encourage and enable a diverse mix of housing types...to accommodate the lifestyles and needs of people at all stages of life.”

Zoning

The subject properties are currently zoned Single Family Residential Edgemont Zone (RSE) which allows for a maximum density of 0.35 FSR + 350 sq. ft. Rezoning to a new Comprehensive Development (CD) Zone is required to accommodate the project.

PROPOSAL

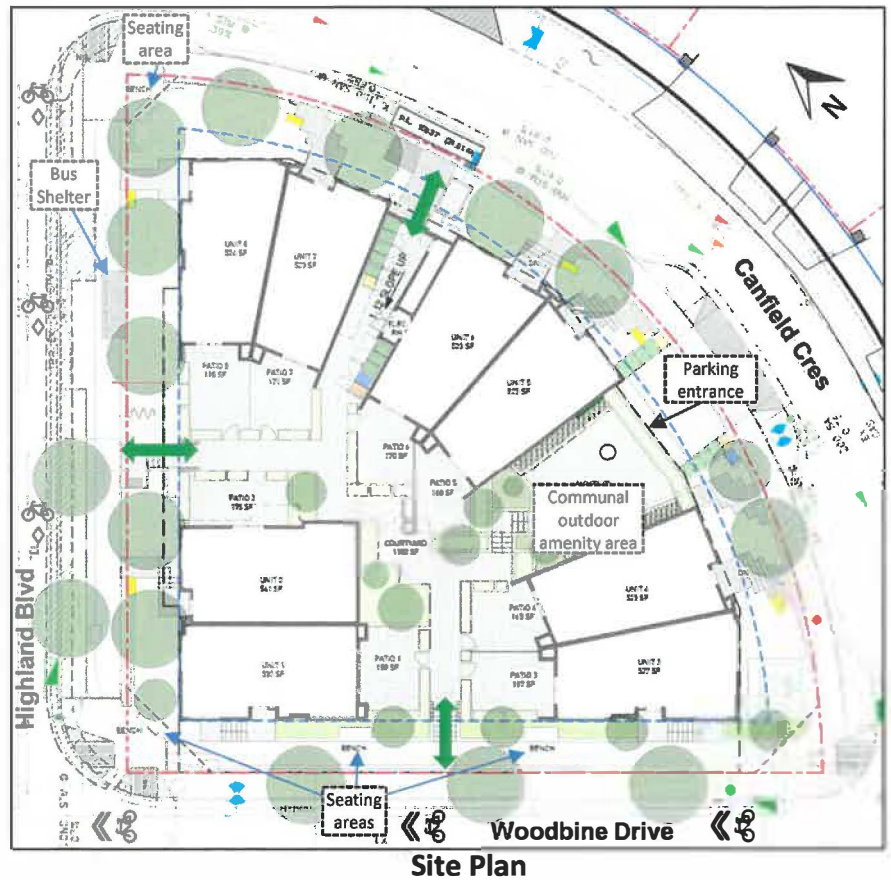
Site Plan and Project Description

The proposal is for an eight unit townhouse development in four two-storey buildings over a single level of underground parking. Units are proposed to have roof decks with associated access stair and landing enclosures.

The townhouses are sited around a central courtyard. Each unit has a door to the street and includes private outdoor space. A communal outdoor amenity space is located in the middle of the site fronting Canfield Crescent. The units are all three bedroom layouts ranging in size from 129.6 m² (1,395 sq. ft.) to 136.3 m² (1,467 sq. ft.). All units have basements or mudrooms on the parkade level with internal staircases that provide access to the main floor of each unit.

Access to the underground parking garage is proposed from Canfield Crescent. The driveway ramp will be covered overhead by a communal outdoor amenity area which will have a landscaped edge to soften the view from Canfield Crescent.

The subject site slopes approximately 0.9 m (3 ft.) from the corner of Highland and Canfield to the corner of Woodbine and Canfield. The proposed building design and layout respond to the site's topography and triangular shape.



Site Plan



Aerial view – conceptual rendering only

The four duplex buildings have been configured so that unit entrances and landscaped front yards provide a residential street presence on all three frontages.

A pedestrian corridor through the central courtyard provides connections from all three fronting streets with an accessible entrance to the courtyard from Canfield Crescent.



View of central courtyard – conceptual rendering only

Green Building Measures

The District’s Construction Bylaw requires Part 9 buildings (residential developments up to 3 storeys in height) to achieve Step 3 of the BC Energy Step Code. The applicant has considered the District’s draft Community Energy and Emissions Plan (CEEP) and Council’s recent declaration of a Climate Emergency and is striving to redesign the project to achieve Passive House certification or Step 4 as alternative compliance paths to the BC Energy Step Code. In addition, the applicant is exploring building systems with zero fossil fuel use. For reference, Passive House is comparable to Step 5 of the Step Code for Part 9 buildings and is a leading model of enhanced energy efficiency.

In order to achieve Passive House certification, it is anticipated that building design modifications will be required in order to satisfy increased roof and wall insulation requirements. Revisions to the design will only be made as required to achieve Passive House standards and will not significantly impact the overall character of the current project. If Council supports advancing this application for bylaw consideration, the applicant will work with staff to determine the feasibility of achieving the requirements of the Passive House standard while still meeting the applicable District design guidelines. In the event that it is not feasible to achieve a Passive House design, the applicant has committed, at a minimum, to achieve Step 4 of the BC Energy Step Code.

While not exhaustive, the following is a list of some of the energy efficiency components that are applicable to both Step 4 and Passive House compliance:

- Triple-paned windows
- Enhanced wall and roof insulation
- Enhanced insulation in parkade conditioned living space
- Enhanced exterior air barrier

- Heat Recovery Ventilation
- Electric air source heat pumps as primary heating and cooling

The applicant has indicated a commitment to working with the District to design a project with enhanced energy efficiency. In addition, the concept of a fossil fuel free project has been raised, and the applicant has proposed to explore the inclusion of mechanical systems within the project that do not rely on fossil fuel energy sources.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on September 13, 2018 and the Panel recommended approval of the project subject to resolution of the Panel comments. The applicant has addressed the Panel's comments by reconfiguring the interior site landscaping to provide a functional inner courtyard with a clear and accessible path of travel through the site; creating well-defined courtyard entrances bordered by planters and a trellis; expanding the communal amenity area; and modifying the exterior cladding material by increasing the use of vertical wood siding. Further, as outlined previously in this report, the applicant is proposing to revise the project to achieve either Passive House certification, or, at a minimum, Step 4 of the BC Energy Step Code, efforts that are consistent with an ADP recommendation to consider additional sustainable building options.

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



View from Canfield Crescent – conceptual rendering only

Accessibility

As noted in the District's Accessible Design Policy for Multifamily Housing, ground-oriented multi-family developments are expected to provide 15% basic accessible units, where it is feasible to do so, and to explore the provision of enhanced accessible design features.

Due to the constraints of the site, the two-level townhouse unit form, and the layout of the units, the applicant has noted that it is not feasible to provide 15% of units that meet all basic accessible design features. However, the applicant has designed two units (25% of the development) to include the majority of the “basic” accessible design features, and one unit has been designed to include a number of the “enhanced” accessible design features.

Vehicle Parking

All parking is proposed in a one-level underground garage accessed through a driveway ramp from Canfield Crescent. The Zoning Bylaw requires 16 parking stalls for residential use (including visitor parking) and the applicant is proposing to meet the Zoning Bylaw requirement of two parking stalls per dwelling unit. The proposed parking rate is supported by the conclusions of the traffic and parking study completed by the applicant and responds to community concerns regarding availability of parking in Edgemont Village.

Four Level 2 EV charging stations will be provided in the parking garage, each of which can service four vehicles, and will provide Level 2 EV charging to all 16 parking stalls. This exceeds the minimum requirement for 20% of spaces to include Level 1 EV electrical outlets.

One universal parking stall will be provided.

While no designated visitor parking stalls are proposed within the parking garage, the proposal includes the addition of parking pockets on the Canfield Crescent frontage which will provide approximately six new on-street parking spaces for use by visitors or the public. There is currently no formal on-street parking on either side of Canfield Crescent.

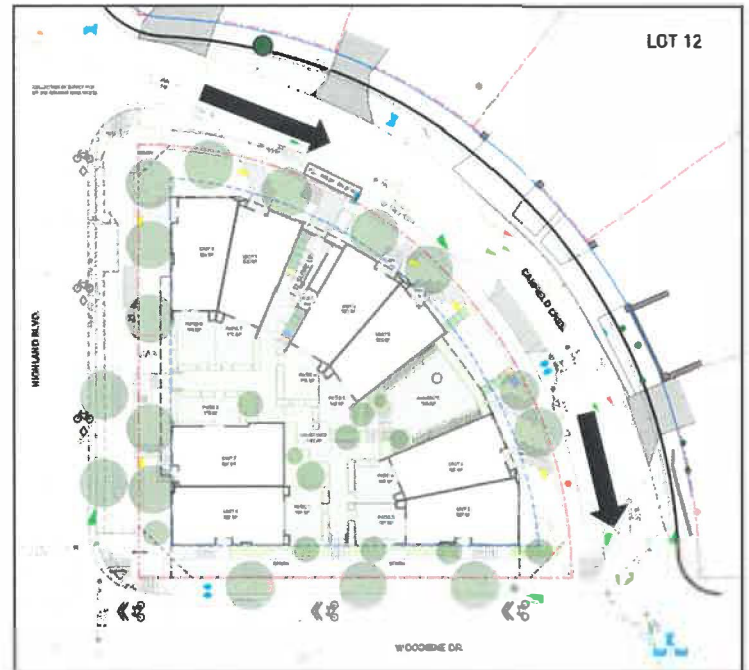
Bicycle Parking and Storage

The proposal includes private storage areas for each unit in the underground parking garage. Each private storage area will include space for two bicycles, for a total of 16 Class 1 secure bicycle parking spaces. Each unit will also have one EV-ready bike stall for a total of 8 EV-ready bike stalls. Four Class 2 visitor bicycle parking spaces are proposed to be located adjacent to the pedestrian entrance on Highland Boulevard. Bicycle parking as proposed complies with existing District requirements. In addition to bicycle parking, a bicycle repair area is proposed in the underground garage.

Off-site Improvements

The application proposes a number of improvements to the street frontages which include street light upgrades, street tree planting, and curb, gutter and paving improvements along the roadways adjacent to the development. Existing overhead hydro lines along Woodbine Drive will be undergrounded and an existing storm main on Highland Boulevard will be relocated to allow for street tree planting on this frontage.

Following consideration of feedback received from residents of Canfield Crescent regarding safety and accessibility, review of the applicant's Transportation Assessment, and review of the existing road conditions, the District's Transportation group has approved the conversion of Canfield Crescent to a one-way southbound street from Highland Boulevard to Woodbine Drive as requested by residents. This proposal includes the reconstruction and widening of Canfield Crescent to accommodate a one-way southbound vehicle travel lane, as shown on the adjacent map, that is accessible to emergency and service vehicles, and parking pockets along the west side of the street on the project site frontage.



Canfield Crescent as one-way southbound street

Pedestrian improvements along the site frontages include:

- A new sidewalk and planted boulevard along Woodbine Drive
- A new sidewalk along Canfield Crescent
- A wider sidewalk and planted boulevard along Highland Boulevard
- Accessible wheelchair let-downs at each of the three corners of the site

The proposal includes a public seating area at the corner of Highland Boulevard and Woodbine Drive as part of a land dedication at that corner. Additional public seating at the corner of Highland Boulevard and Canfield Crescent and benches along the Woodbine Drive frontage which will be secured through a right of way.

Active transportation improvements include a dedicated northbound bicycle lane on Highland Boulevard and a shared northwest-bound bicycle/vehicle travel lane on Woodbine Drive, in accordance with the Edgemont Plan.

The proposal includes upgrades to the existing transit stop on Highland Boulevard, located adjacent to the site, to include a wheelchair pad, bus shelter and bench in accordance with Translink's "Universally Accessible Bus Stop Design Guidelines".

The estimated total value of off-site engineering works is \$747,206.

The project will pay Development Cost Charges at the applicable rate at the date of Building Permit submission should the OCP amendment and rezoning be approved.

Landscaping

A conceptual landscape plan (as shown below) has been submitted with the application showing a central landscaped courtyard, communal outdoor amenity area, private patios and roof decks, and landscape improvements around the perimeter of the site.

The communal amenity area is proposed to include a heavily planted edge facing Canfield Crescent to assist in softening the view of the underground parkade ramp entrance, as well as planter boxes and a green wall. Private roof decks will feature tall planter boxes around the perimeter to provide privacy for residents and a lush green streetscape for adjacent properties.

Concrete planters are proposed along the edge of the building fronting Woodbine Drive, which will frame the individual unit entries and shared pathway, and soften the interface between the development and the public realm.

Landscaping is utilized to define the corners of the site adjacent to proposed public seating areas and to provide a natural buffer between the new transit shelter on Highland Boulevard and adjacent units. Trees are proposed around the perimeter of the site, both on-site and within the new boulevards on Woodbine Drive and Highland Boulevard.



Conceptual landscape plan

Should the OCP amendment and rezoning proposal proceed, a more detailed review of landscape issues will be included in the development permit report.

Community Amenity Contribution

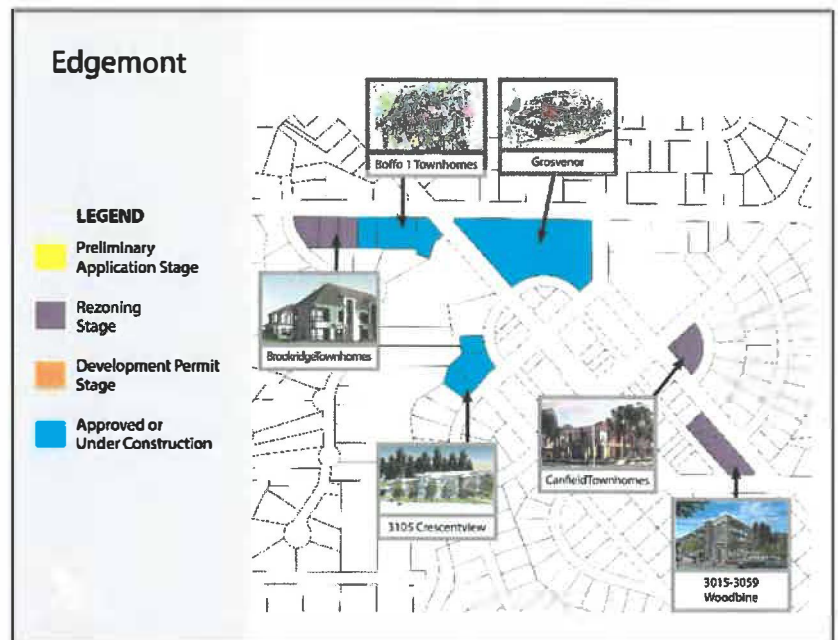
The District’s Community Amenity Contribution (CAC) Policy outlines expectations for contribution for projects which result in an increase in density. Should the OCP amendment and rezoning proceed, a CAC of \$172,782 (based on 2019 rates) will be included in the CD Zone. It is anticipated that the CACs from this development will be directed toward the affordable housing fund; park and trail improvements; public art; or other public realm infrastructure improvements.

Construction Traffic Management Plan

Should the OCP amendment and rezoning proceed and in order to reduce development’s impact on pedestrian and vehicular movements, the applicant will be required to provide a Construction Traffic Management Plan (CTMP) as a condition of a development permit. The plan must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement along Woodbine Drive, Highland Boulevard and Canfield Crescent. The plan is required to be approved by the District prior to issuance of a building permit.

The site is shown in relation to other multi-family residential construction projects and potential development projects in the image to the right.

The Grosvenor project has partial occupancy with final paving of fronting streets anticipated to be completed in Spring 2020. The Boffo 1 townhomes project has occupancy and the developer is currently working with District staff to complete final off-site improvements. The building permit for the 3105 Crescentview project is currently under review and, once issued, construction of the project is anticipated to take approximately 15 months to complete.



Any CTMP for the subject development at Canfield Crescent would be required to take into account scheduled construction at nearby sites in Edgemont Village.

Concurrence

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

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

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

Public Input

The applicant held a facilitated Public Information Meeting on September 26, 2018. Notices were distributed to neighbours in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications. Two signs were placed on the property to notify passersby of the meeting, and advertisements were placed in the North Shore News. A webpage was established for this project on the District's website.

The meeting was attended by approximately 31 residents. The majority of community members expressed support for the project, with a few voicing concerns.

Some positive comments provided regarding the proposal include:

- The project is well-designed and has made good use of a difficult site
- The proposal reflects the anticipated transition between the commercial core and the adjacent residential area
- Appreciation of the consideration given to both the design within the surrounding neighbourhood and limiting impacts on adjacent properties
- The development would bring more needed multi-family housing options to the area, suited for families and downsizers
- The proposed sidewalk, bus stop and bike lane upgrades would be a big improvement for the neighbourhood
- The site is close to existing good public transit services

A key concern raised by residents was regarding the existing condition of Canfield Crescent and a desire to convert Canfield Crescent to a one-way street. Canfield Crescent is a short and narrow crescent-shaped local road that currently serves seven single-family homes. Residents of Canfield have noted issues with limited visibility, high occurrence of non-local vehicle traffic, and unofficial on-street parking, all of which contribute to a perception of an unsafe environment for pedestrians, cyclists and local traffic. Following consideration of an official request to the District from the residents of Canfield Crescent, review of the applicant's Transportation Assessment, and review of the existing road conditions, the District's Transportation group has approved the conversion of Canfield Crescent to a one-way southbound street from Highland Boulevard to Woodbine Drive.

As part of this proposal, Canfield Crescent will also be widened to provide a 6 m wide travel lane that is accessible to emergency and service vehicles, and parking pockets on the west side of the street on the development site frontage. The applicant has consulted with neighbours regarding the impacts that these improvements may have on their property frontages and will continue to work with neighbours to address concerns.

Implementation

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

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

CONCLUSION

This project is consistent with the Edgemont Village Centre: Plan and Design Guidelines and has responded to public input received. The applicant is an early adopter of a higher level of green building features than is required by the District's draft Community Energy and Emissions Plan (CEEP). The information in this report has been prepared to provide information to Council early in the application review process and to seek Council's direction on how to proceed with the project review.

Options:

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

1. Proceed – "THAT Staff be directed to prepare bylaws based on the applicant's OCP amendment and rezoning application";
2. Revise – "THAT Council is not supportive of the OCP amendment and rezoning application as proposed, and requests that the applicant revise their application";
3. Reject – "THAT Council is not supportive of the OCP amendment and rezoning application and that the application be rejected"; or
4. Defer – "THAT Council's consideration of the OCP amendment and rezoning application be deferred until after the targeted review of the Official Community Plan".

Respectfully submitted,



Emel Nordin
Development Planner

Attachments:

- A. Detailed Application Drawing Package

**SUBJECT: 3155 and 3175 Canfield Crescent – 8 Unit Townhouse Project - Detailed OCP
Amendment and Rezoning Application**

November 18, 2019

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			REVIEWED WITH:			
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<input type="checkbox"/> Permits and Licences			<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
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