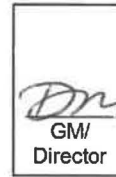


AGENDA INFORMATION

☒ Regular Meeting
☐ Other:

Date: OCT. 19, 2020
Date: _____



The District of North Vancouver REPORT TO COUNCIL

September 30, 2020
File: 08.3060.20/016.20

AUTHOR: Casey Peters, Senior Development Planner

SUBJECT: Bylaws 8451, 8452, and 8453: OCP Amendment, Rezoning, and Development Cost Charge (DCC) Waiver Bylaws for a Multi-family Residential Non-market Rental Development at 267 Orwell Street

RECOMMENDATION

THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8451, 2020 (Amendment 40)" is given FIRST reading;

AND THAT the "District of North Vancouver Rezoning Bylaw 1401 (Bylaw 8452)" is given FIRST reading;

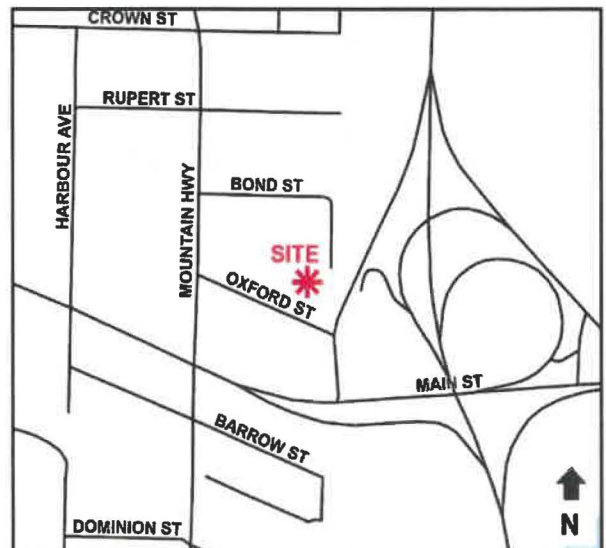
AND THAT the "Orwell Street Development Cost Charge Waiver Bylaw 8453, 2020" is given FIRST, SECOND, and THIRD readings;

AND THAT pursuant to Section 475 and Section 476 of the Local Government Act, additional consultation is not required beyond that already undertaken with respect to Bylaw 8451;

AND THAT in accordance with Section 477 of the Local Government Act, Council has considered Bylaw 8451 in conjunction with its Financial Plan and applicable Waste Management Plans;

AND THAT Bylaw 8451 and Bylaw 8452 be referred to a Public Hearing;

AND THAT Staff be directed to proceed with waiving any additional District of North Vancouver fees, subject to securing the affordable rental units in a lease agreement.



REASON FOR REPORT

Implementation of the proposed project requires Council's consideration of:

- Bylaw 8451 to amend the Official Community Plan designation (**Attachment B**);
- Bylaw 8452 to rezone the subject properties (**Attachment C**);
- Bylaw 8453 to waive Development Cost Charges (**Attachment D**); and
- Issuance of development permits.

The OCP Amendment Bylaw and Rezoning Bylaw are recommended for introduction and referral to a Public Hearing. The DCC Waiver Bylaw is recommended for first, second, and third readings. A Development Permit would be forwarded to Council for consideration if the rezoning proceeds.

SUMMARY

Terra Housing has applied on behalf of Sanford Affordable Housing Society to develop the existing seven single family lots on Orwell Street that are owned by the District of North Vancouver. The proposal is for a six-storey, 90-unit, non-market rental building.

The development site is located at the south end of the Lynn Creek Town Centre and is currently occupied by two single family houses in the north portion of the site. The remainder of the site is undeveloped and is currently used for construction staging for the site to the west (Adera's market rental building). The property is approximately 2,522 m² (27,151 sq. ft.) in area.

Phibbs Exchange bus loop is located to the east, an existing six-storey market rental building to the south, a six-storey market rental building to the west (under construction), and single family houses with future development potential to the north.



BACKGROUND

The District has identified this District-owned land at the corner of Orwell Street and Oxford Street as a potential site for a non-market rental building and has selected Sanford Affordable Housing Society as the operating partner. Council directed staff to prepare bylaws necessary for the purpose of permitting a six-storey building with low to moderate income rental housing. The Province has announced funding for the project from the Community Housing Fund.

EXISTING POLICY

Official Community Plan

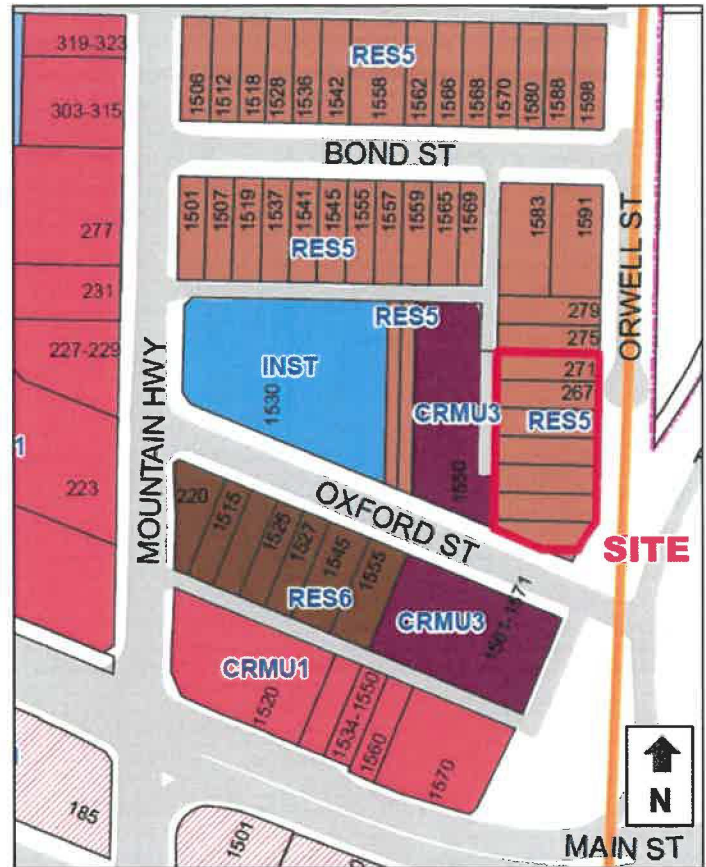
The Official Community Plan (OCP) designates the site as “Residential Level 5: Low Density Apartment” (RES5) which envisions medium-rise apartments at a density of up to approximately 1.75 FSR.

At approximately 2.65 FSR, the proposal does not comply with the Official Community Plan designation and an amendment to the OCP is required. Bylaw 8451 proposes to change the designation of the site to “Commercial Residential Mixed-use Level 3” (CRMU3) which permits density up to approximately 3.5 FSR.

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

- “Consider the use of District land, where appropriate, to contribute towards and leverage other funding for the development of social and affordable housing.”
- “Encourage and facilitate a wide range of multifamily housing sizes, including units suitable for families with an appropriate number of bedrooms, and smaller apartment units”;
- “Focus a higher proportion of affordable housing in designated growth areas”; and
- “Consider incentives such as reduced Development Cost Charges to facilitate affordable rental housing”.

“Lynn Creek Apartments” a 98 unit market rental apartment development to the south of the site was approved by Council in September 2014 with a density of approximately 3.02 FSR and six storeys in height. The “Creekstone Care Centre” seniors’ housing development to the west at the corner of Oxford Street and Mountain Highway was approved by Council in January 2018 with a density of approximately 3.1 FSR and seven storeys in height. “Pivot” an 88 unit market rental apartment development immediately to the west of the site, was approved by Council in September 2018 with a density of approximately 3.09 FSR and six storeys in height. OCP amendments were approved to accommodate each of these three developments.



OCP Designation Map

Implementation Plan

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

The Lynn Creek Plan anticipates multi-family residential development in the form of mid-rise apartments on this site, at a height of approximately three to five storeys. At six storeys, the proposal exceeds the heights anticipated for this site. The developments approved to the south and west of the site are also six storeys in height.

Rental and Affordable Housing Strategy

The proposed bylaws, if adopted, will permit development of the site for a six-storey building with low to moderate income rental housing. This responds to the following goals of the District's Rental and Affordable Housing Strategy (RAHS):

- Goal 1: Expand the supply and diversity of housing;
- Goal 2: Expand the supply of new rental and affordable housing; and
- Goal 6: Partner with other agencies to help deliver affordable housing.

The RAHS indicates that the 10 year (2016-2026) estimated demand for affordable rental units in the District is 600 to 1,000 units. To date, 298 units* have been created towards this goal and the proposal would create an additional 90 units. (*Source: *Pace of Development - 2019 Update*, July 12, 2020).

Council Directions, 2019-2022

The proposed bylaws respond to the following Council Priority Directions to 2022:

- Key Issue 2: Increasing Housing Diversity and Addressing Affordability

Projects that deliver rental housing for low and moderate income earners and for those in need of social housing have been identified as priorities.

Zoning

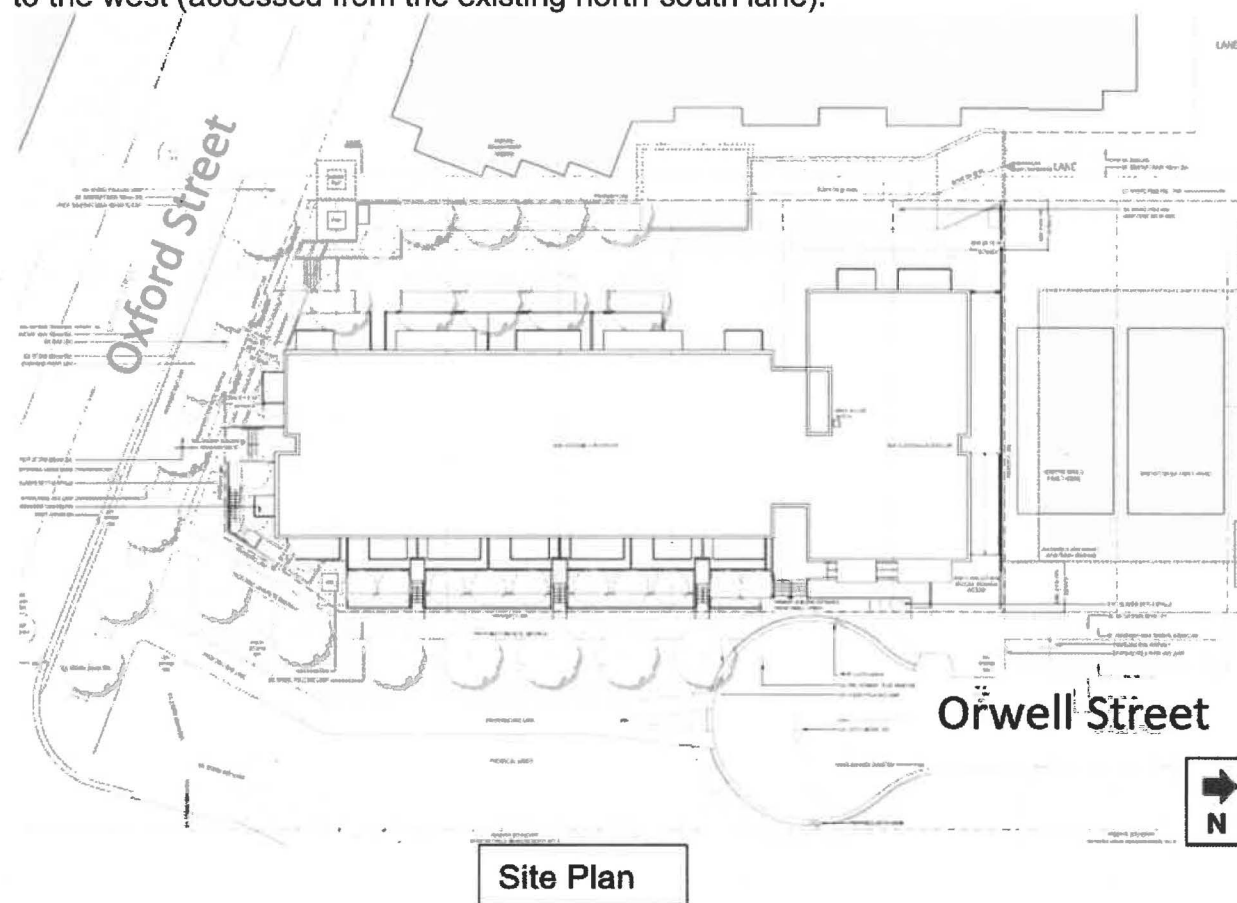
The subject properties are currently zoned Single Family Residential 6000 Zone (RS4) which allows for a maximum FSR of 0.35. Rezoning is required to accommodate the project and Bylaw 8452 proposes to create a new Comprehensive Development Zone 132 (CD132) tailored specifically to this project. The proposed CD132 zone prescribes permitted uses and zoning provisions such as a maximum density of 2.65 FSR, height, setbacks, and parking requirements.

ANALYSIS:

Site Plan and Project Description

The project consists of a 90-unit, six-storey, non-market rental building. The main pedestrian entrance to the building is from Orwell Street at the north end of the site and there is a secondary entrance on Oxford Street.

The project includes 68 parking spaces in a single-level garage. Access to the underground parking is from a ramp shared with the rental building under construction to the west (accessed from the existing north-south lane).



The units are a mix of one, two, and three bedroom units, ranging in size from approximately 48 m² to 96 m² (516 sq. ft. to 1,033 sq. ft.). The unit mix includes 52 one-bedroom units, 27 two-bedroom units, and 11 three-bedroom units with approximately 42% of the units as two and three bedroom layouts considered suitable for families.

The Ministry of Highways and Infrastructure (MOTI) in partnership with Translink is undertaking an upgrade to Phibbs Exchange. This project is currently in the design

phase and it is anticipated that the project will be tendered for construction in the Spring of 2021 with an anticipated construction period of 18 months. The Main Street/Dollarton Highway interchange work has already begun but it is not anticipated to impact the development site.

There is an existing informal park and ride located immediately to the east of the subject site at the end of the existing Orwell Street cul-de sac. The southern portion of this road is owned by the Province and the northern portion is owned by the District. It is anticipated that MOTI will use the provincially-owned portion of the park and ride for construction staging for Phibbs Exchange and that the District will permit the northern portion to be used for construction staging for the proposed non-market rental building.

Housing Affordability

Sanford Affordable Housing Society ("Sanford") will be the building operator and has partnered with Hollyburn Family Services Society who will be selecting tenants for 20 of the 90 units. The project was awarded capital funding with ongoing operating subsidy from BC Housing's Community Housing Fund, which was established to help communities with the supply of much-needed non-market rental housing. The District will retain ownership of the land and has entered into an Agreement to Lease with Sanford.

Should the Bylaws be adopted, the rental housing will be operated by Sanford as the non-profit housing provider pursuant to the long term ground lease.

As secured in the lease agreement, the rents would be as follows:

- 20% of units will be rented to people on social assistance, who will pay rent at "shelter rates" (which range from \$375 to \$660 per month, depending on family size).
- 50% of units will be rented to people whose annual household income is below the Housing Income Limits (HILs) for the applicable unit size. In 2019, the HILs were \$51,500 for a 1-bedroom unit, \$63,000 for a 2-bedroom unit, and \$90,500 for a 3-bedroom unit. Rents in this category will be geared-to-income, so that tenants pay 30% of gross annual income on rent.
- 30% of units will be rented to people with annual household incomes up to \$71,200 for 1-bedroom units, or up to \$104,440 for 2- and 3-bedroom units. These tenants will pay rent ranging from about \$1,650 per month for a 1-bedroom unit to \$2,450 per month for a 3-bedroom unit. These rents are based on 2019 income data.

For comparison, the table below includes 2019 median rental rates for Metro Vancouver and District of North Vancouver from CMHC's Rental Market Survey.

	Studio	1-bedroom	2-bedroom	3+ -bedroom
Metro Vancouver	\$1,200	\$1,350	\$1,600	\$1800
District of North Vancouver	\$1,248	\$1,538	\$2,000	\$1,931

The applicant notes there will be additional charges for the following:

- Parking: currently proposed to be \$60 per month for those tenants requiring parking
- Hydro: to be paid by tenant (exception is for social assistance tenants, in which case hydro is included in the rent as required by BC Housing)
- Internet, phone, cable, etc.: to be paid directly by tenants to communications service companies
- Laundry - pay per load in a shared facility (amount to be determined). It is anticipated that three-bedroom units will have in-suite laundry

There will be no additional charges for:

- Household storage
- Bicycle storage
- Hot water

Development Permits

The site is within the following Development Permit Areas:

- Form and Character of Multi-Family Housing
- Energy and Water Conservation and Greenhouse Gas Emission Reduction
- Protection from Natural Hazards (Creek Hazard)

a) Form and Character of Commercial, Industrial, and Multifamily Development

The proposal is in keeping with the Official Community Design Guidelines for Multi-Family Housing.



Corner of Oxford Street and Orwell Street - Looking North-West

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on June 11, 2020 and the Panel recommended approval of the project subject to resolution of the Panel comments.

Of note, the Panel indicated support for the project and stated that the design appears well-balanced and represents a modern approach to affordable housing.



Main Entrance on Orwell Street

The Panel identified a number of opportunities for exploration by the design team including:

- A review of the secondary entrance on Oxford Street to improve accessibility;
- Enhancements to the outdoor amenity space; and
- A review of the colours for siding and balconies.

The project design team is exploring ways to address these items, and a summary of the design responses will be included in a report to Council at the Development Permit stage.

b) Energy and Water Conservation and Greenhouse Gas Emission Reduction

The proposal as designed is consistent with the Official Community Plan Design Guidelines for Energy and Water Conservation and Greenhouse Gas Emission Reduction.

In accordance with the District's Construction Bylaw, this project is required to meet 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 proposes the following:

- Anticipated emissions of 6.4 kg of CO₂e per square meter per year. This results in emissions of approximately 44.4 tonnes for the building for one year (approximately 0.5 tonnes per dwelling unit per year).
- Low-flow plumbing fixtures to reduce water usage and energy consumption.
- Retention of rainwater from roofs and decks with slow release to the storm sewer to reduce the impact on District infrastructure.
- Electric baseboard heating in dwelling units.

c) Protection from Natural Hazards (Creek Hazard)

The proposal is in keeping with the Official Community Plan Design Guidelines for Protection from Natural Hazards (Creek Hazard). A flood hazard assessment report was submitted by Stirling Geoscience Ltd. and the building is designed in accordance with the recommendations of that report.

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

Accessibility

The proposal fulfils the requirements of the District's Accessible Design Policy for Multifamily Housing as all of the apartment units meet the 'Basic Accessible Design' criteria and 6.5% of the apartment units meet the 'Enhanced Accessible Design' criteria, exceeding the minimum requirement of 5%. A total of six units, including three 1-bedroom suites, two 2-bedroom suites and one 3-bedroom suites, will include 'enhanced accessible design' features. The project includes six accessible parking spaces and provides for barrier-free access from the lobby to the amenity spaces.

Vehicle Parking

All parking is proposed in a one-level underground garage with access to the underground parking shared with the rental building under construction to the west, and accessed from the existing north-south lane.

An easement has been registered that secures the location and design details of the ramp. The ramp will be constructed by the adjacent developer.

Parking proposed in the project is 0.65 spaces per dwelling unit with 0.1 spaces per dwelling unit for visitor parking. The project includes a total of 68 parking spaces. Parking requirements are reflected in the proposed CD132 zone.

The District's "Reduced Parking Rates for Multifamily Residential Developments Policy" would require 0.75 spaces per dwelling unit plus 0.1 spaces per unit for visitor parking which would result in a requirement for 77 spaces.

The District OCP includes statements related to reducing parking requirements including:

- Section 5.1 (8): Consider, where appropriate, reducing vehicle parking requirements for new developments in centres and corridors well served by transit to encourage alternate modes of transportation and increase housing affordability

- Section 7.2 (8): Support, where appropriate, parking reductions for purpose built market and affordable rental units
- Section 7.3 (3) Apply incentives (including, but not limited to density bonusing, pre-zoning and reduced parking requirements) as appropriate, to encourage the development of affordable housing

The applicant has submitted a Transportation Impact Assessment prepared by Bunt and Associates. The report notes that the proposed parking at 68 spaces will be adequate based on a review of observed parking demand documented by Translink and Metro Vancouver for non-market rental housing close to frequent transit.

Staff are supportive of the proposed parking rate as the site is adjacent to Phibbs Exchange and is well-served by transit. The Lynn Creek Town Centre includes numerous long-term transportation improvements for pedestrians and bicyclists.

Bicycle Parking and Storage

The proposal includes 117 bicycle spaces residents (1.25 spaces per unit) and 18 bicycle spaces for visitors (0.2 spaces per unit).

The indoor bicycle parking spaces will include 49 spaces in the underground parkade and 68 spaces in an at-grade bicycle room with direct outdoor access (secured and weather-protected). Visitor bicycle parking spaces are proposed adjacent to the building entrances on Orwell Street and Oxford Street. The requirements for the bicycle spaces are secured in the proposed CD132 zone.

The District's "Bicycle Parking and End-of-Trip Facilities Policy" was approved in December 2019 as the design for this project was nearing completion. The policy proposes the following rates for bicycle parking:

- A minimum of 1.5 spaces for a studio or one-bedroom unit
- A minimum of 2 spaces for a two or more bedroom unit

A total of 154 bicycle spaces would be required under this policy. Due to the site constraints and significant costs of constructing a second level in the underground garage, the project is not able to achieve the number of bicycle spaces suggested under this new District policy. It is noted that the proposed 18 bicycle spaces for visitors do meet the requirement in the District's bicycle parking policy, and staff believe the total of 135 bicycle spaces proposed for the project will be adequate.

Overall, the bicycle parking proposed, along with the proximity to transit service, will help to support alternate transportation options for residents and visitors to the project.

Off-site improvements

The project will extend the sidewalk, construct a separated two-way cycle facility, and boulevard improvements on Oxford Street to match what is currently being installed in front of the two developments to the west. In addition, Oxford Street will include street trees, curb, gutter and lighting. The project will also provide a new cul-de sac on Orwell Street with pedestrian and cycling infrastructure.

As review of the proposed civil works is still underway at this time, the estimated total value of off-site works (engineering and landscaping) is unknown and the full scope and value of required off-site construction will be determined through the detailed design work at the Building Permit stage.

Community Amenity Contribution

The District's Community Amenity Contribution (CAC) Policy outlines expectations for projects and includes a list of potential in-kind contributions that can be considered in lieu of a cash CAC including "land for, or provision of, affordable, rental or special needs housing." The proposal includes 90 non-market rental units that are secured in perpetuity which represents the in-kind amenity for this project.

Landscaping

A conceptual landscape plan has been submitted with the rezoning application showing landscaping along Oxford Street and Orwell Street with new street trees and privacy planting adjacent to the proposed Orwell Street patios.

The project also includes an outdoor amenity space for residents on the west side of the site. The space can be accessed via a gate on Oxford Street, a pedestrian path from Orwell Street along the north side of the building, or through the building with access from the lobby, indoor amenity room, and laundry room.

Exterior access to the amenity space is shown with blue arrows and interior access is shown with red arrows on the landscape plan below.



The outdoor amenity space includes urban agriculture, an outdoor dining area, moveable tables and chairs, and a children's play area with a climbing boulder.

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

Financial Impacts:

The District of North Vancouver anticipates supporting this project in the following ways:

- providing 0.25 hectares of land at a nominal fee of \$10/year;
- completing professional reports to address unique circumstances on the site;
- waiving the typical application fees for the OCP Amendment, Rezoning; and Development Permit (approximately \$23,000).

In addition the District will consider:

- waiving the Building Permit fees should the rezoning be supported by District Council. Staff estimate the building permit application fees at \$305,000;
- waiving the applicable Development Cost Charges estimated to be \$849,013.35; and
- supporting a property tax exemption for the non-profit society operating the units.

The District's housing reserve fund will support the waived fees and charges and other one-time costs associated with the project.

Concurrence:

The project has been reviewed by staff from the Environment, Building and Permits, Legal, Parks, Development Engineering, Community Planning, Urban Design, Finance, Real Estate and Properties, and the Fire Department.

The District of North Vancouver Rezoning Bylaw 8452 affects land lying within 800m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Infrastructure will be required after third reading of the bylaw and prior to bylaw adoption.

School District 44 was provided a copy of the application materials to ensure the School District is aware of these potential new residential units. No response was received from the School District.

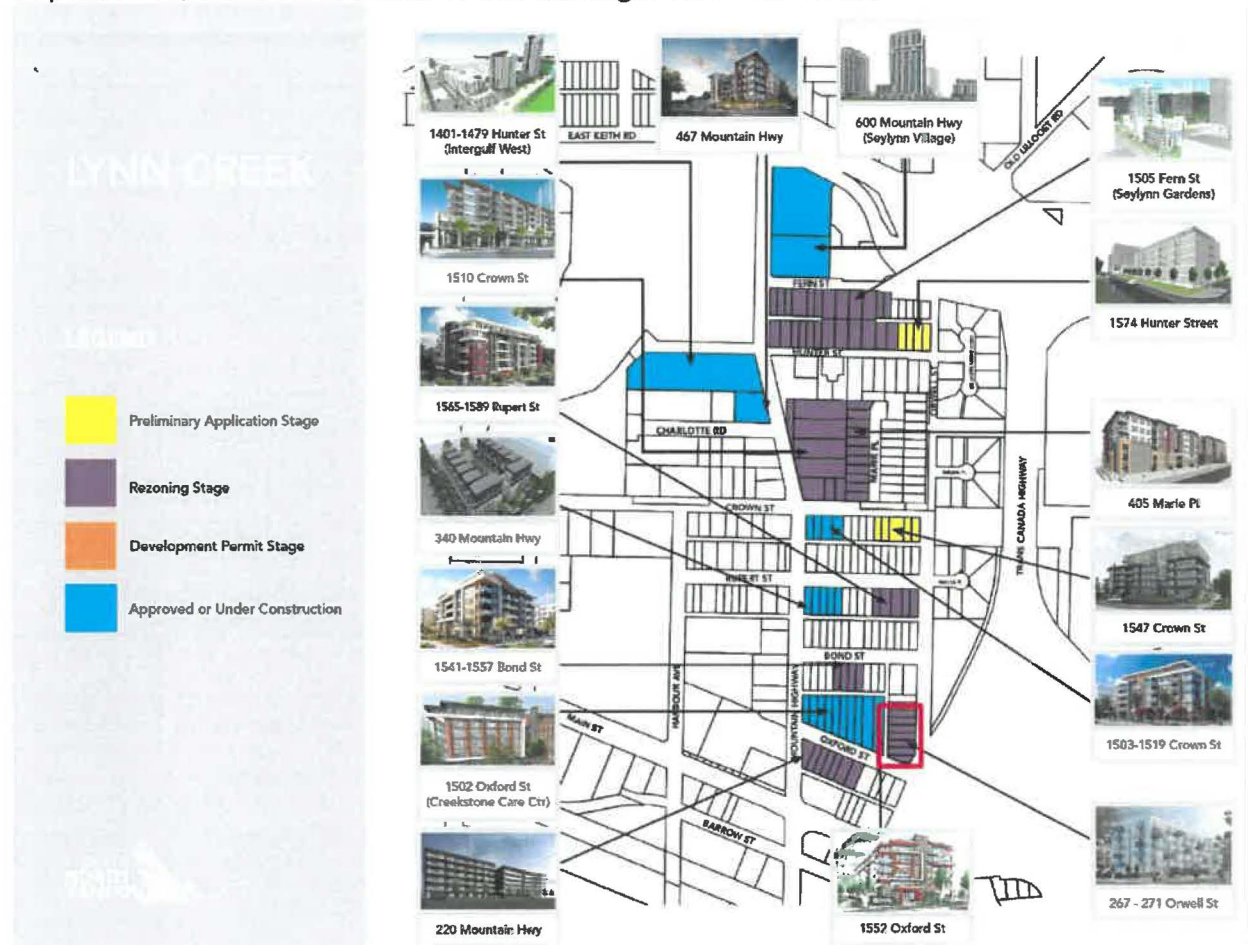
Construction Traffic Management Plan:

The site, outlined in red, is shown on the map on the following page in relation to other current and potential residential construction projects.

In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) as a condition of a Development Permit.

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 Oxford Street, with particular attention paid to impacts to bus movements. The plan is required to be approved by the District prior to issuance of a building permit.

In particular, the Construction Traffic Management Plan must:



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

Public Input

The applicant held a virtual Public Information Meeting between August 24 and September 21, 2020.

Approximately 450 notices were distributed to neighbours within 250m of the site which is in excess of the distance included in the District's policy on Non-Statutory Public Consultation for Development Applications. Two signs were placed on the property to notify passers-by of the meeting, and advertisements were placed in the North Shore News.

A webpage was established for the virtual Public Information Meeting on the District's website and included a video and display boards prepared by the applicant as well as information on the District's rezoning process and a context map. The virtual PIM allowed participants to ask questions which were posted with a response within two business days. Participants were also able to submit a comment form.



Photo of PIM sign on Orwell Street

A summary of the participation in the virtual meeting included:

- Project webpage on DNV.org: 314 unique visitors, 368 total
- PIM page: 107 unique visitors, 167 total
- Views of video: 73
- Virtual Q&A page: 33 unique visitors, 69 total
- Questions asked via Q&A form: 6
- Virtual feedback form: 39 unique visitors, 52 total
- Comments received: 3 via feedback form, 1 by email

A copy of the Q&A page from the webpage is attached. Questions were asked on a range of topics including:

- Definition of "below-market rental";
- Unit mix and the possibility of including 4-bedroom units;
- Clarification on what is included in the rent for the units; and
- District financial contributions.

Attachment E includes a copy of the questions and responses and a redacted set of comments.

Implementation

Implementation of this project will require an OCP amendment and a rezoning, as well as issuance of a development permit and registration of legal agreements.

Bylaw 8451 (Attachment B) amends the OCP designation for subject properties from RES5 to CRMU3.

Bylaw 8452 (Attachment C) rezones the subject site from RS4 to a new Comprehensive Development Zone 132 (CD132) which:

- establishes the permitted residential uses;
- establishes the maximum permitted floor area for the site;
- establishes setback and building height regulations; and,
- establishes parking regulations specific to this project.

Bylaw 8453, (Attachment D) authorizes the District to reduce the DCCs to 'zero'.

A legal framework will be required to support the project and it is anticipated that the lease agreement will be used to secure items such as the details of off-site servicing. Additional legal documents required for the project will include:

- subdivision plan to consolidate the site
- stormwater management covenant

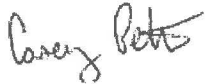
CONCLUSION:

This project assists in implementation of the District's Official Community Plan objectives and the Lower Lynn Town Centre Implementation Plan (Lynn Creek) and helps to fulfil District housing objectives. The rezoning proposal is now ready for Council's consideration.

Options:

The following options are available for Council's consideration:

1. Give Bylaws 8451 and 8452 First Reading, give Bylaw 8453 First, Second and Third Reading, refer Bylaws 8451 and 8452 to a Public Hearing, and authorize staff to waive any additional District fees (staff recommendation);
2. Give the bylaws no readings; or,
3. Return the bylaws to staff.



Casey Peters
Senior Development Planner

Attachments:

- A. Architectural and Landscape Plans
- B. Bylaw 8451 – OCP Amendment
- C. Bylaw 8452 – Rezoning
- D. Bylaw 8453 – DCC Waiver Bylaw
- E. Virtual PIM summary

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

06

ADDITIONAL INFORMATION 3D PERSPECTIVES



SOUTH EAST PERSPECTIVE

omb office of mcfarlane bigger
architects + designers

ORWELL NON-MARKET HOUSING
DETAILED PLANNING APPLICATION | 30 APRIL 2020

56

06

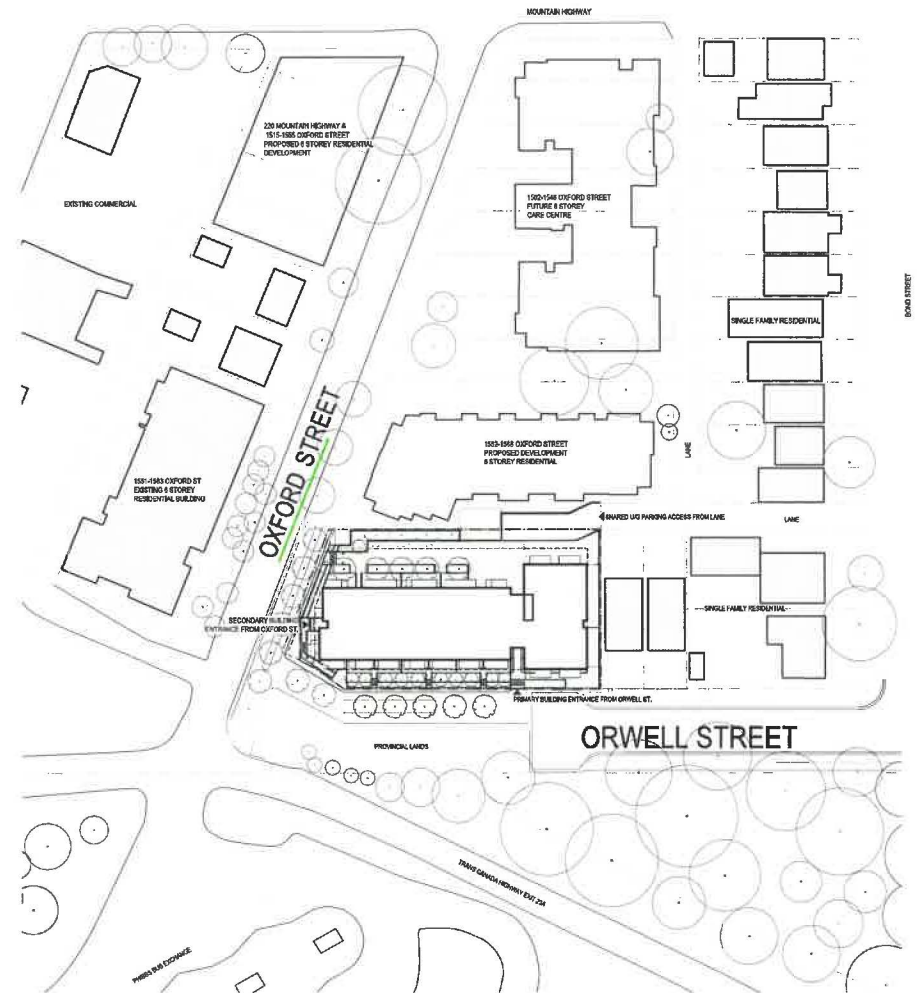
ADDITIONAL INFORMATION 3D PERSPECTIVES



ENTRANCE PERSPECTIVE

05

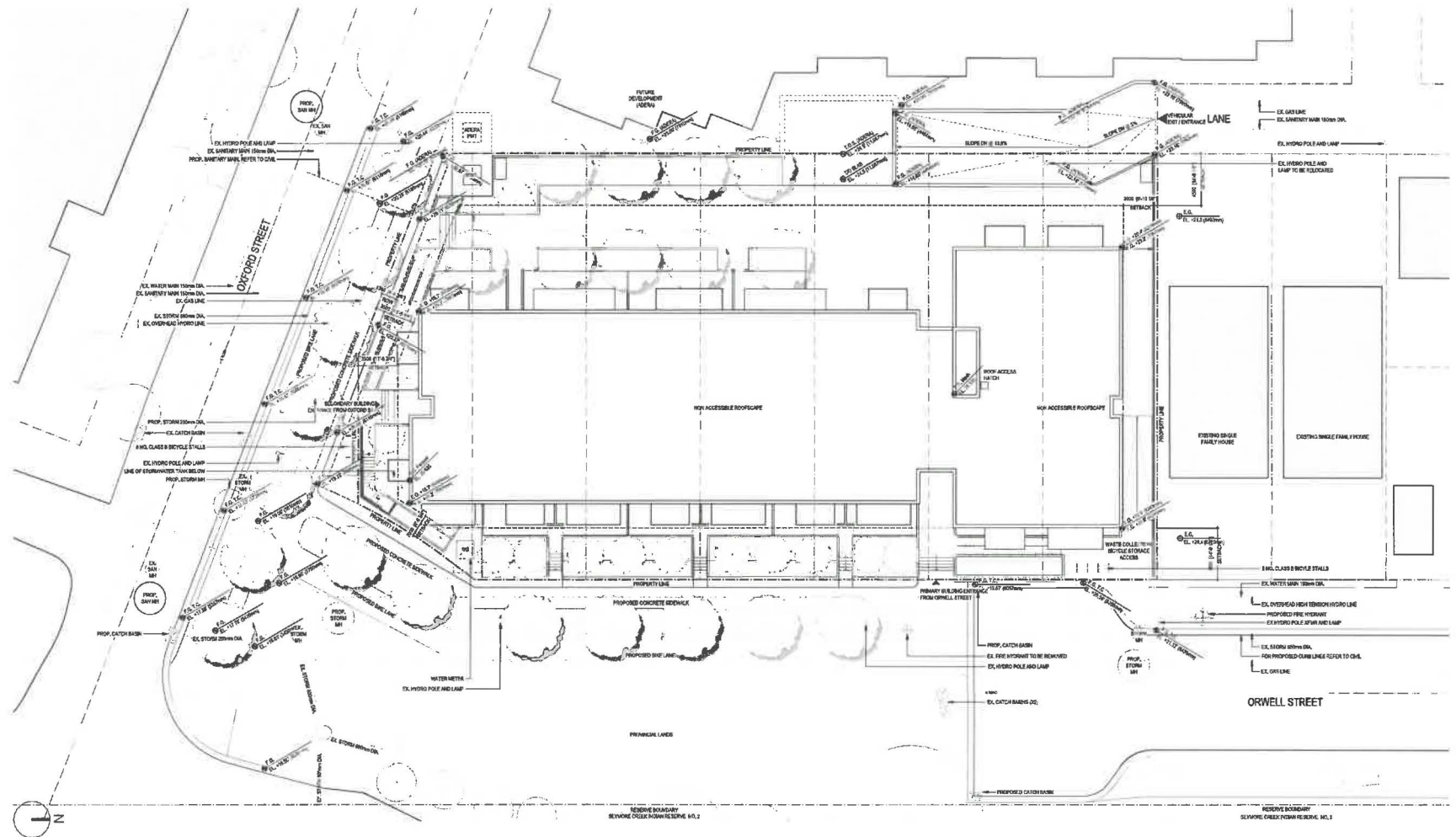
DESIGN PROPOSAL CONTEXT PLAN



omb office of mcfarlane biggar
architects + designers

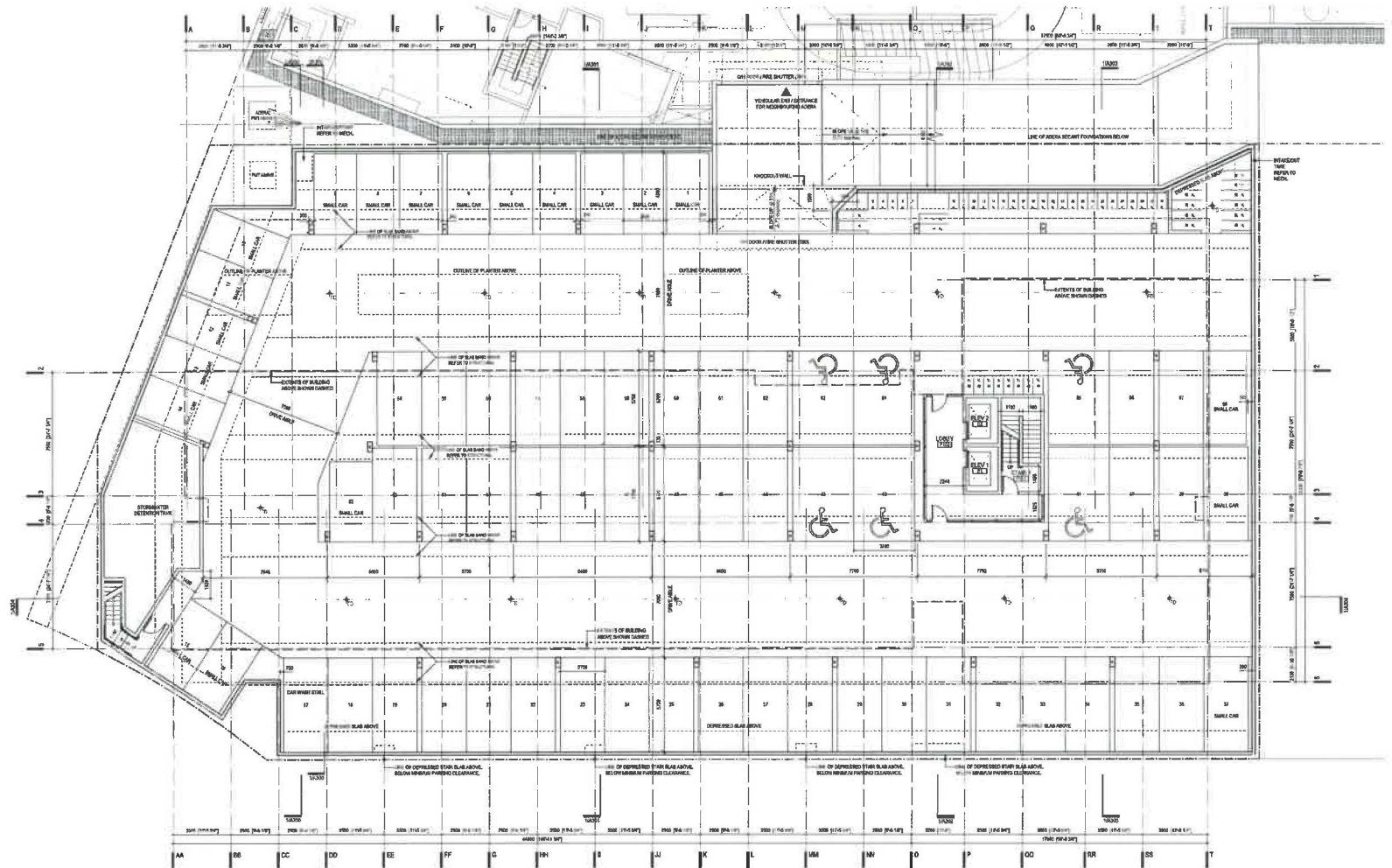
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DESIGN PROPOSAL SITE PLAN



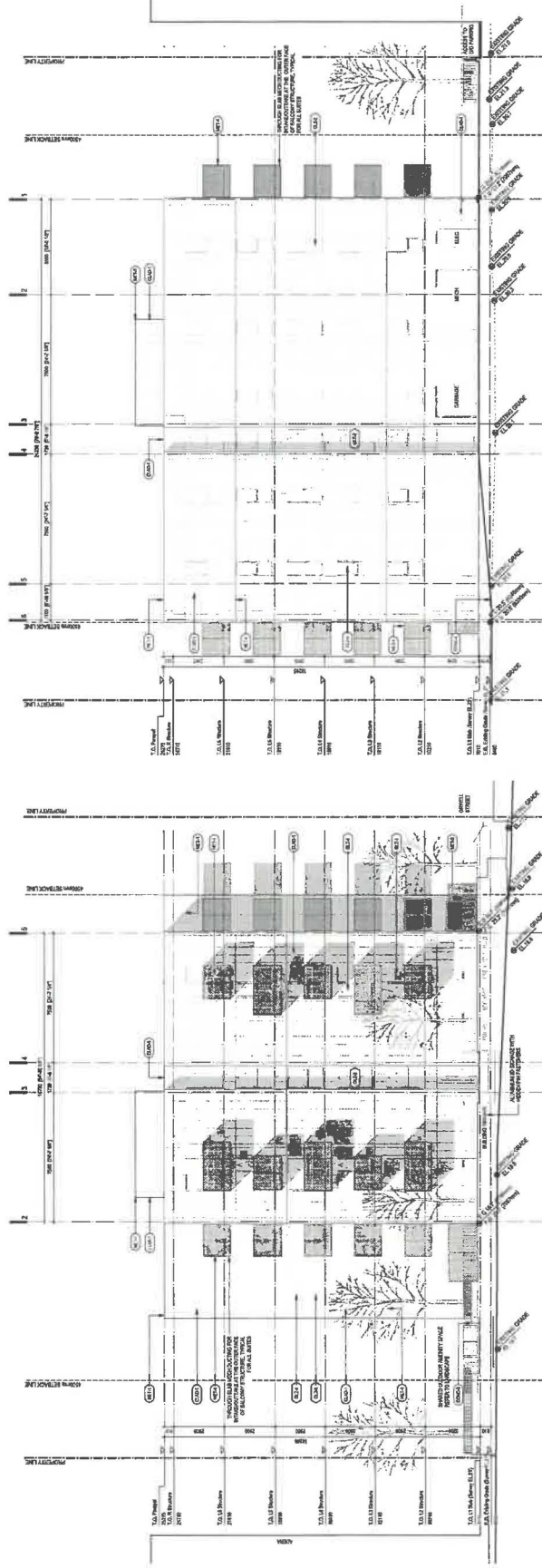
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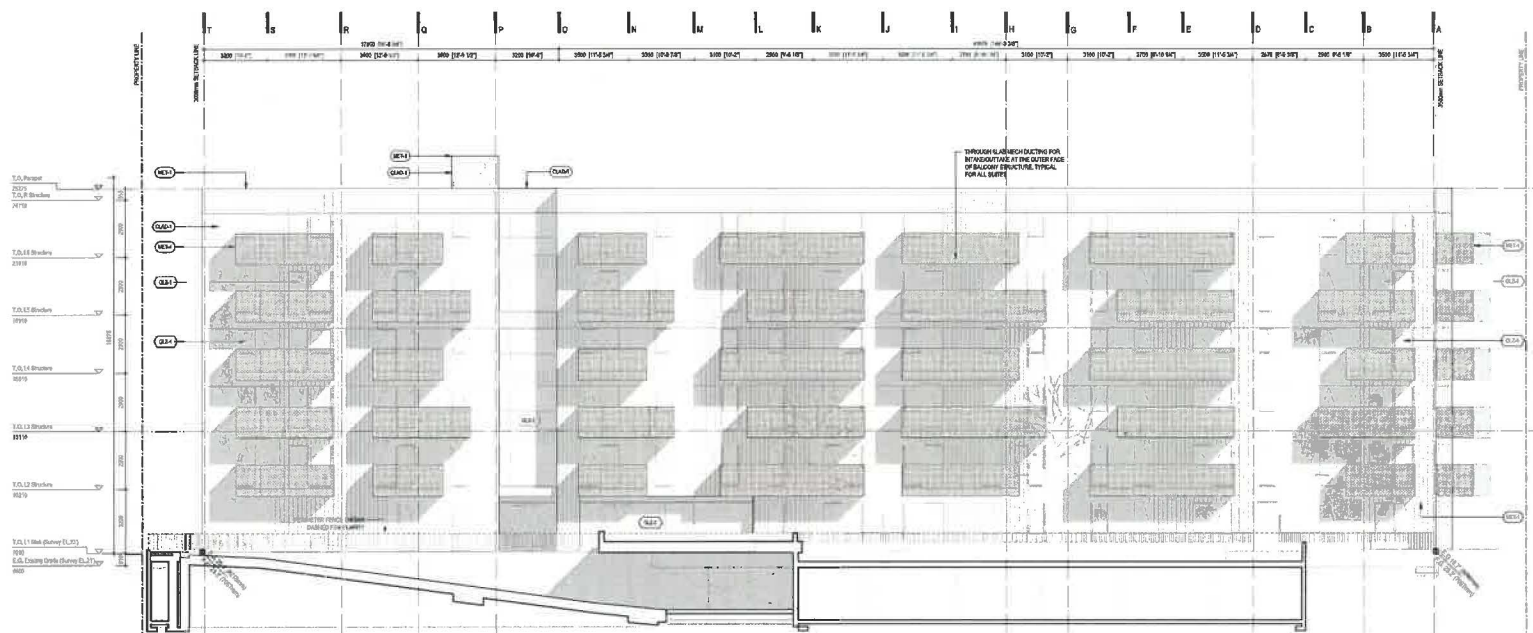
DESIGN PROPOSAL LEVEL P1 PLAN





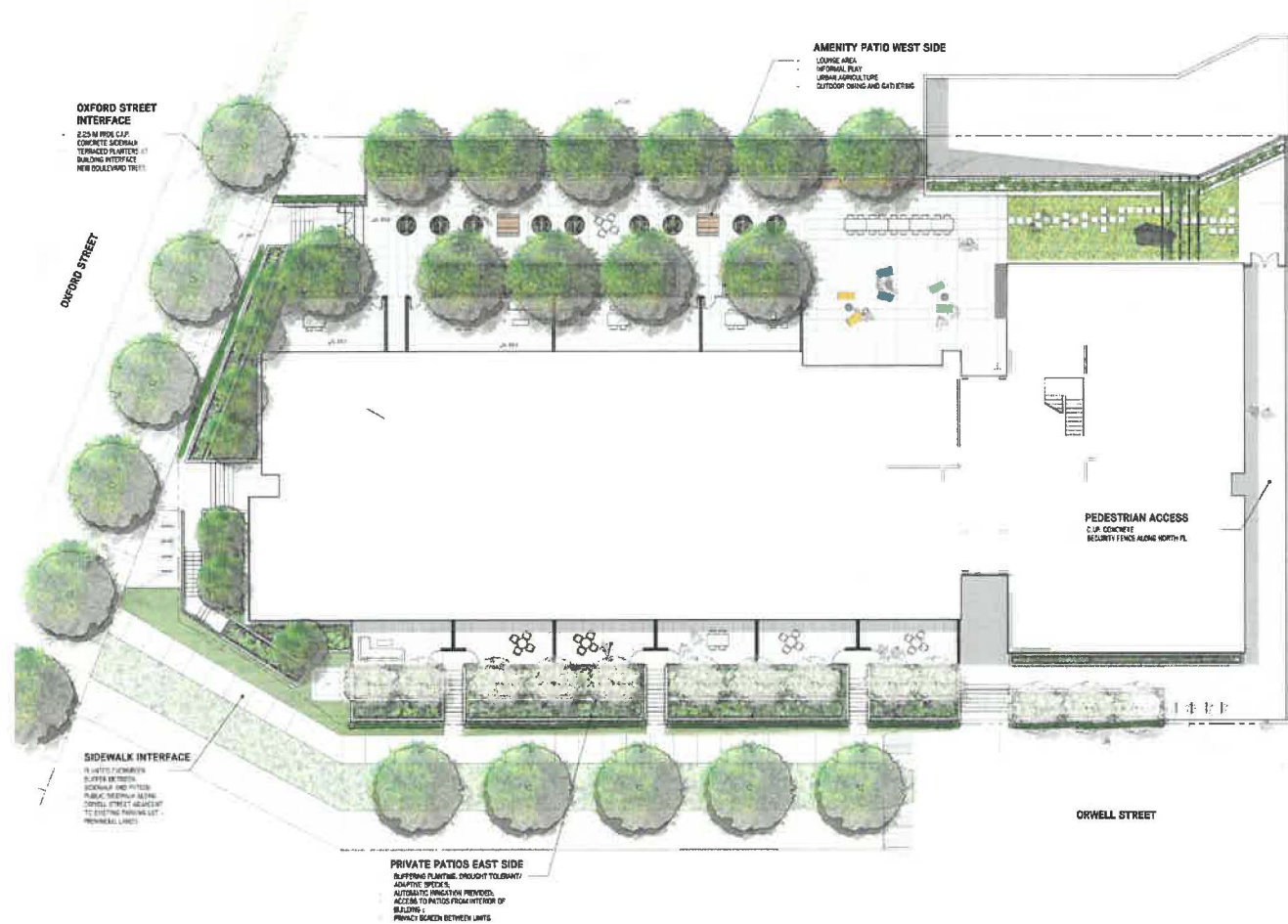
05 DESIGN PROPOSAL NORTH+ SOUTH ELEVATION





06

ADDITIONAL INFORMATION LANDSCAPE CONCEPT PLAN



HAPA

Landscape Architecture
Urban Design
433 - 370 West 4th Avenue
Vancouver BC, V5Y 1B6
604 681 4330
hapa@hapa.ca

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WEST FENCE LINE TO BE TYPICAL

NO.	DESCRIPTION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	

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SAHS Oxford Street

North Vancouver

Landscape
Concept Plan

Ground Level

DATE: 2020-03-10
PROJECT NO: 2020-03-10
DRAWING NO: L1.01

The Corporation of the District of North Vancouver**Bylaw 8451**

A bylaw to amend District of North Vancouver
Official Community Plan Bylaw 7900, 2011

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

Citation

1. This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8451, 2020 (Amendment 40)".

Amendments

2. District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:
 - a) Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from "Residential Level 5: Low Density Apartment" (RES5) to "Commercial Residential Mixed-Use Level 3" (CRMU3)

READ a first time by a majority of all Council members.

PUBLIC HEARING held

READ a second time by a majority of all Council members.

READ a third time by a majority of all Council members.

ADOPTED by a majority of all Council members.

Mayor

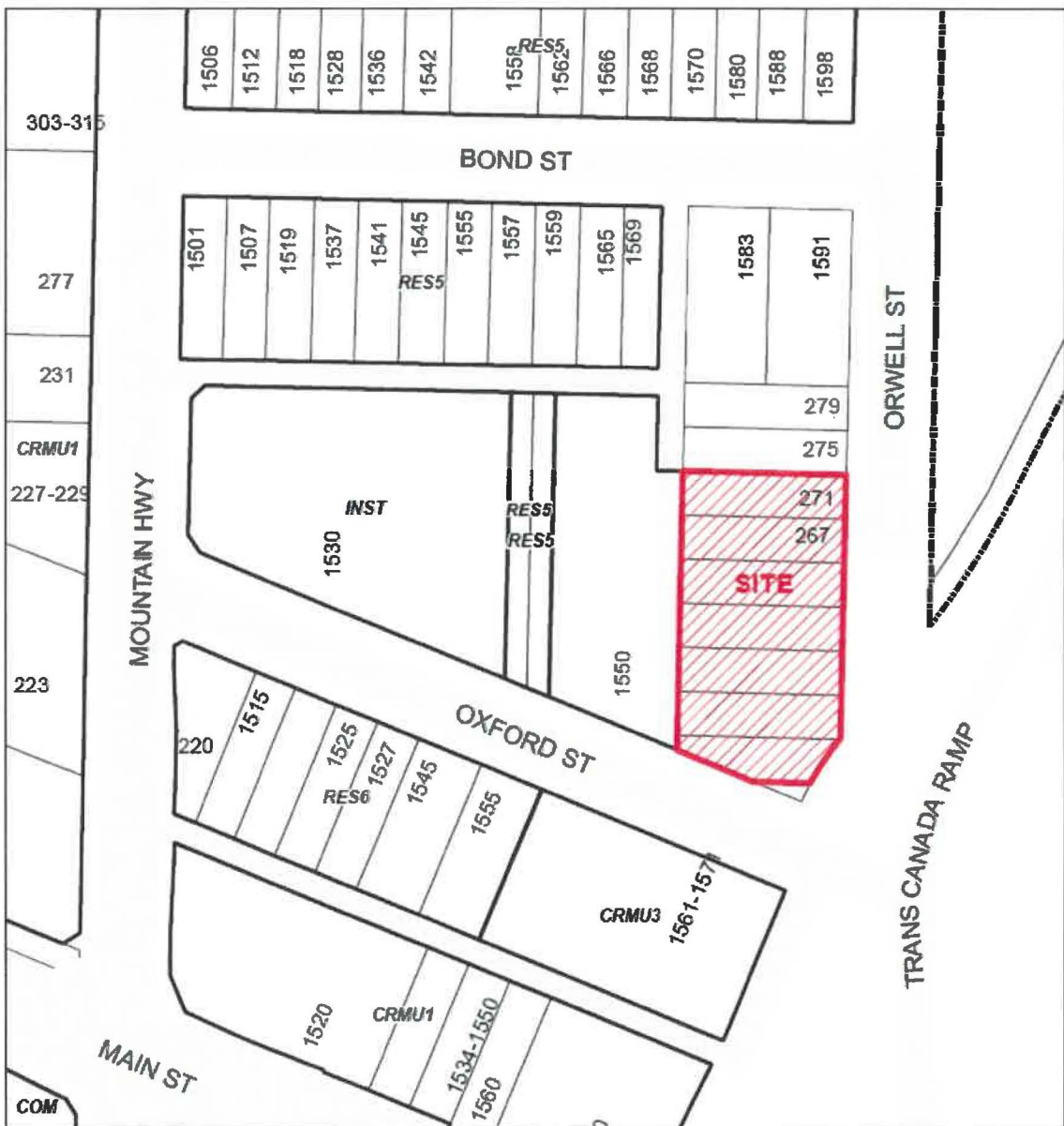
Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8451

The District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8451, 2020 (Amendment 40)



Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from "Residential Level 5: Low Density Apartment" (RES5) to "Commercial Residential Mixed Use Level 3" (CRMU3)



The Corporation of the District of North Vancouver**Bylaw 8452**

A bylaw to amend District of North Vancouver Zoning Bylaw 3210, 1965

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

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1401 (Bylaw 8452)".

2. Amendments

2.1 District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

- (a) Part 2A, Definitions is amended by adding CD132 to the list of zones that Part 2A applies to.
- (b) Section 301 (2) by inserting the following zoning designation:

"Comprehensive Development Zone 132 CD132"
- (c) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive of Schedule B:

"4B132 Comprehensive Development Zone 132 CD132

The CD132 zone is applied to:

- i) Lot I Block 42 District Lot 204 Plan 18318 (PID: 007-194-170);
- ii) Lot J Block 42 District Lot 204 Plan 18318 (PID: 007-194-196);
- iii) Lot 20 Block 42 District Lot 204 Plan 1340 (PID: 014-742-284);
- iv) Lot 21 Block 42 District Lot 204 Plan 1340 (PID: 014-742-292);
- v) Lot 22 Block 42 District Lot 204 Plan 1340 (PID: 014-742-306);
- vi) Lot 23 Block 42 District Lot 204 Plan 1340 (PID: 014-742-314); and
- vii) Lot 24, Except Part in Highway Plan 11, Block 42 District Lot 204 Plan 1340 (PID: 014-742-331).

4B 132 – 1 Intent

The purpose of the CD 132 Zone is to permit a medium-density residential development.

4B 132 – 2 Permitted Uses

The following *principal* uses shall be permitted in the CD 132 Zone:

a) Uses Permitted Without Conditions:

Not applicable

b) Conditional Uses:

Residential use

4B 132 – 3 Conditions of Use

a) ***Residential:*** *Residential uses* are only permitted when the following conditions are met:

- (i) Each dwelling unit has access to private or semi-private outdoor space;
- (ii) Balcony and deck enclosures are not permitted.

4B 132 – 4 Accessory Use

a) *Accessory uses* customarily ancillary to the principal uses are permitted.

4B 132 – 5 Density

a) The maximum permitted density is 6,563m² (70,644 sq. ft.) *gross floor area* and 90 units.

b) For the purpose of calculating *gross floor area* the following are exempted:

- i. Any floor areas below finished grade;
- ii. Amenity space to a maximum of 65m² (700 sq. ft.);
- iii. Mechanical and electrical rooms and shafts up to a maximum of 65m² (700 sq. ft.);
- iv. Above grade bicycle storage room(s) up to a maximum of 72m² (775 sq. ft.)
- v. Garbage room(s) up to a maximum of 53m² (570 sq. ft.)
- vi. The area of balconies and covered patios.

c) For the purposes of calculating FSR the lot area is deemed to be 2,522.37m² (27,150.54 sq. ft). being the site size at the time of rezoning.

4B 132 – 6 Setbacks

- a) Buildings shall be set back from property lines to the closest building face (excluding any partially exposed underground parking structure) as established by development permit and in accordance with the following regulations:

Setback	Buildings (Min Setback)
North	3.0m (9.8 ft)
East (Orwell St)	4.5m (14.7 ft)
West	4.5m (14.7 ft)
Southeast	2.0m (6.5 ft)
South (Oxford St)	3.5m (11.5 ft)

- b) Decks and patios are excluded from the setback requirement for the east, west, and south setbacks.
- c) No projecting features may be located within 2.0m (6.5 ft) of the north property line.

4B132 – 7 Height

The maximum permitted height is:

- a) Multi-family apartment building: 19.5m (64.0 ft);

4B 132 – 8 Coverage

- a) Building Coverage: The maximum building coverage is 50%.
- b) Site Coverage: The maximum site coverage is 60%.

4B 132 – 9 Landscaping and Storm Water Management

- a) All land areas not occupied by buildings, and patios shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- b) A 2m (6.6. ft) high screen consisting of a solid wood fence, or landscaping or a combination thereof, all with minimum 90% opacity, is required to screen from view:
- i) any utility boxes, vents or pumps that are not located underground and/or within a building; and

- ii) any solid waste facility(garbage, recycling, compost with the exception of temporary, at-grade staging areas) or loading areas that are not located underground and/or within a building.

4B 132 – 10 Parking, Loading and Servicing Regulations

a) Parking and loading are required as follows:

Use	Parking Requirement
Residential dwelling unit in a building designated rental in perpetuity by way of a housing agreement or legal covenant	0.65 spaces per unit
Visitor	0.1 spaces per unit

- b) Bicycle storage for residents shall be provided on the basis of 1.25 spaces per unit.
- c) Except as specifically provided in 4B132 - 10 (a) and (b) parking shall be provided in accordance with Part 10 of this Bylaw.”
- (d) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from Single Family Residential 6000 zone (RS4) to Comprehensive Development Zone 132 (CD132).

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “District of North Vancouver Rezoning Bylaw 1401 (Bylaw 8452)”
as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

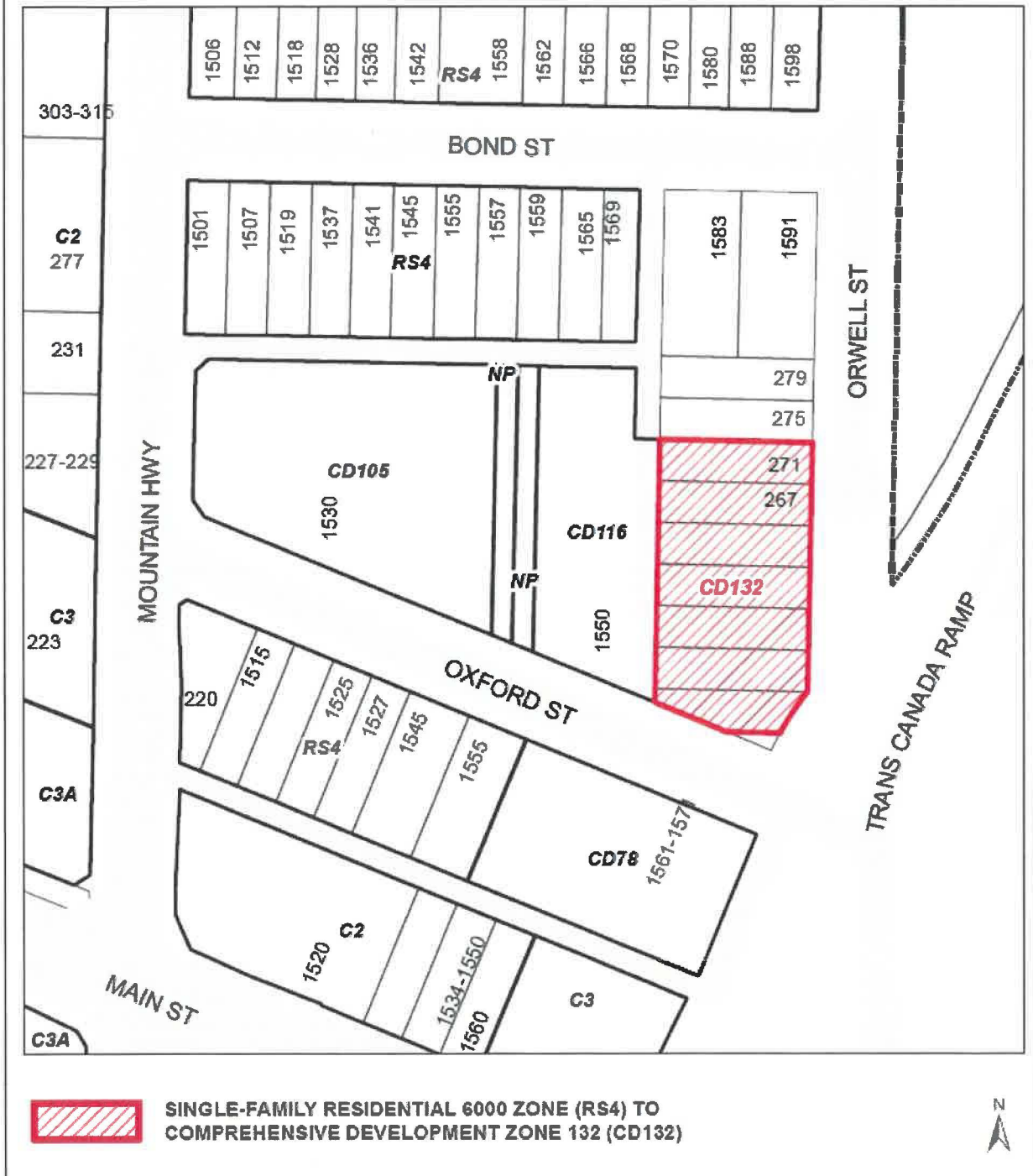
Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8452

BYLAW 8452

The District of North Vancouver Rezoning Bylaw 1401 (Bylaw 8452)



The Corporation of the District of North Vancouver

Bylaw 8453

A bylaw to waive Development Cost Charges

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

Citation

- 1) This bylaw may be cited as "Orwell Street Development Cost Charges Waiver Bylaw 8453, 2020".

Waiver

- 2) Development Cost Charges are hereby waived in relation to the Eligible Development proposed to be constructed on the site as shown outlined in red on the attached map (Schedule A), and the development cost charge rates for the Eligible Development are hereby set at zero.
- 3) For the purpose of this Bylaw "Eligible Development" means not more than 90 affordable rental housing units in a building not exceeding 6 storeys, where the affordable rental rate structure is secured by way of a lease agreement, affordable housing agreement bylaw, restrictive land use covenant or other measure acceptable to the Municipal Solicitor.

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8453



Virtual PIM: Q&A

When and how can we put our name on the list for low income senior rental housing in these buildings?

We would expect that the waitlist would be open about 6 months prior to the anticipated completion of the building. This building is not designated specifically for low income seniors, but all applicants will be able to apply through BC Housing.

Please fully define what is meant by "below market rental."

The District uses the term "below market rental" to refer to a rental unit that is secured (by bylaw or legal agreement) to be rented at rates lower than what the same unit would cost in a traditional (market) rental building.

Specifically for this building, below market rental rates will be allocated as follows:

- 20% of units will be rented to people on social assistance, who will pay rent at "shelter rates" (which range from \$375 to \$660 per month, depending on family size).
- 50% of units will be rented to people whose annual income is below the Housing Income Limits (HILs) for the applicable unit size. In 2019, the HILs were \$51,500 for a 1-bedroom unit, \$63,000 for a 2-bedroom unit, and \$90,500 for a 3-bedroom unit. Rents in this category will be geared-to-income, so that tenants pay 30% of gross annual income on rent.
- 30% of units will be rented to people with annual incomes up to \$71,200 for 1-bedroom units, or up to \$104,440 for 2- and 3-bedroom units. These tenants will pay a flat rent ranging from about \$1,650 per month for a 1-bedroom unit to \$2,450 per month for a 3-bedroom unit.* (*Numbers are based on 2019 figures)

Could consideration be given to adding some 4-bedroom units for larger families whose income is below housing income levels?

The development team has looked carefully at different scenarios for including 4-bedroom units. All scenarios result in a decrease in building efficiency due to higher construction costs per unit and / or the loss of overall number of units, resulting in increased operating and capital costs. In a project where affordability for tenants is paramount, we need to maximize efficiency to keep rents down.

What financial contribution is required by the District of North Vancouver at the start and on an annual basis?

The District of North Vancouver anticipates supporting this project in the following ways:

- DNV is providing the land at a nominal fee of \$10/year
- DNV is funding a portion of the required professional reports to support the project including an arborist report, environmental assessment, and geotechnical report
- DNV has waived the typical application fees for the OCP Amendment, Rezoning, and Development Permit
- DNV will consider waiving the Building Permit fee should the rezoning be supported by District Council

- District Council will consider a waiver of the applicable Development Cost Charges at the time of consideration of the OCP amendment and Rezoning Bylaw
- The non-profit society operating the units may apply for a property tax exemption, which would apply on an annual basis

How much allowance will be in place on the north side of your building, between the actual wall and the fence presently separating the buildings in place?

The setback on the north side of the building is proposed to be 3m (9.84 ft). The architect has considered the relationship with the property to the north and has designed the building without balconies on the north side and focused the views from those units to the east and west.

What are the hours and days of operation?

The District's Noise Bylaw regulates construction noise and is permitted from 7am-8pm, Monday to Friday, 9am-8pm on Saturdays, and not permitted on Sunday. <https://www.dnv.org/bylaws/noise-regulation-bylaw>

When would construction start?

It is anticipated that the project will be brought to Council for Bylaw consideration in late 2020. If the Bylaws are adopted and a Development Permit issued, then the project would proceed to a Building Permit. It is expected that construction would begin mid-2021.

What are the plans for construction parking? There's already an issue with parking in the area from construction workers.

The applicant has submitted a construction management plan with their application which is under staff review. This plan notes that Construction parking is currently being arranged by their contractor who are exploring opportunities with local businesses and churches to accommodate construction parking. Workers will be shuttled to and from parking locations.

What is the mix of apartments, 1-bedroom, 2-bedroom etc.?

The unit mix is 52 one-bedroom, 27 two-bedroom, and 11 3-bedroom

What additional fees apply, e.g. for parking, storage and utilities?

Additional fees will apply to the following:

- Parking – currently proposed to be \$60 per month for those tenants who require parking
- Hydro - to be paid by tenant (exception is for social assistance tenants, in which case hydro is included in the rent as required by BC Housing)
- Internet, phone, cable, etc. - to be paid directly by tenants to communications service companies
- Laundry - pay per load in shared facility (amount to be determined). It is anticipated that three-bedroom units will have in-suite washer/dryer

There will be no additional charges for:

- storage or bike storage
- hot water

What is the rationale for balconies? The building is located metres from a bus terminus which generates a huge amount of dust, diesel fumes, other exhaust etc. In addition, concrete balconies have another problem which is that they are a conduit for energy escape from the building increasing operating costs.

Balconies are generally considered a desirable design feature and are encouraged in the District's development permit guidelines as they provide people access to outdoor space from their own units. Neighbouring buildings in the area, including the Lynn Creek Apartment on the south side of Oxford Street have balconies. Balconies on the east side of the building are approximately 45 metres from the nearest bus bay, and while there may be some impacts arising from Phibbs Exchange for the proposed east-facing balconies, these impacts would be expected to vary during the day and all tenants will have the option to take advantage of access to a private balcony space.

In regard to the concern of dust, the bus loop is paved so the applicant team and staff are not overly concerned regarding this impact on these balconies. The applicant team acknowledges there may some impacts arising from transit vehicle exhaust which would be true on any project built adjacent to a major road

Regarding the concern around energy escape and operating costs, the building is wood frame construction and the applicant team notes that properly detailed balconies in wood framed buildings do not have a large impact on the energy performance of the building. Any heat loss through the balcony would be made up elsewhere in the design to ensure the project is still meeting energy modeling targets, which will be the same whether or not balconies are included. The balconies also act as shading for the glazing in the units below, thereby reducing heat gain in the summer.

Will the District be covering the costs for the adjacent pedestrian and bike way improvements? I've heard that typically developers pay for the cost of sidewalk and bike path upgrades in the immediate area, so if this is a non-profit venture, how do the improvements get funded, or do they just not happen?

Typically BC Housing projects include improvements to the area the immediately adjacent to the site. In this case, it is anticipated that a pedestrian connection, lighting, and bicycle path in the immediate area would be constructed as part of the project. BC Housing would not typically pay for improvements beyond the immediate area as any additional costs end up reflected in the rents and the ongoing operating subsidy.

I'd like to see included in the application the District's plan for Orwell Street in the immediate area, and the pedestrian and cycling infrastructure planned for making this block accessible and safe for its residents to get to and from, especially if they aren't driving.

Improvements in the Lynn Creek Town Centre are set out in the Lower Lynn Implementation Plan and Lynn Creek Town Centre Public Realm Guidelines (available here: <https://www.dnv.org/property-and-development/lynn-creek-town-centre>) and further details in the District's Development Servicing Bylaw.

Virtual PIM: Comments

1. We strongly support this project. It creates direly needed non-market and affordable housing through a strong partnership. Given the local area context, its development capacity and the strong demand and need for affordable housing on the north shore, the City should entertain providing greater density to the proponent.
2. Great project, but it's missing the \$105k-\$200k spectrum, and has no 4 beds, and I suspect the units are very small. This falls significantly short of the quality of life enjoyed by home owners.
3. Will there be other parks proposed in the area? I know there is Seylynn Park but it is difficult to access since the sidewalks especially on the East side of Mountain hwy between Rupert and Crown are not stroller or wheelchair friendly.

From: [REDACTED]
Sent: September 11, 2020 8:50 PM
To: Casey Peters
Subject: 267 & 271 Orwell Street

Follow Up Flag: Follow up
Due By: September 15, 2020 4:00 PM
Flag Status: Flagged

Dear Casey,

I wanted to send you a letter of support for 267 & 271 Orwell Street.

OMB is a fantastic choice by the applicant team, and they have put together an excellent, attractive proposal for a project that will have very tight budgetary constraints. This is a good, highly accessible location for transit oriented development, and an opportunity to increase the housing stock on the north shore for residents who desperately need it. The north shore has a disproportionate number of great people that don't have access to housing and this project fulfills that need in a location that does not have any adverse impacts to adjacent neighbourhoods or sensitive areas. I hope the District will approve in a timely manner so that housing dollars will be spent on the north shore in our community instead of across the water. This is a huge opportunity for mayor and council to reinvigorate this neighbourhood and bring in more jobs and tax dollars to the district while doing the right thing by providing below market housing.

Please approve this one!

Regards,

[REDACTED]