

AGENDA ADDENDUM

REGULAR MEETING OF COUNCIL

Monday, June 23, 2014

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



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355 West Queens Road, North Vancouver

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THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

6. ADOPTION OF MINUTES

6.3 June 17, 2014, Public Hearing

Recommendation:

THAT the minutes of the June 17, 2014 Public Hearing be received.

9. REPORTS FROM COUNCIL OR STAFF

9.5 Bylaw 8061 and 8062: Grouse Inn Mixed Use Development 2010 Marine Drive File No. 08.3060.20/012.14

Recommendation:

THAT the "District of North Vancouver Rezoning Bylaw 1310 (Bylaw 8061)" is given SECOND and THIRD Readings;

AND THAT "Housing Agreement Bylaw 8062, 2014" is given SECOND and THIRD Readings.

9.15 170-2270 Dollarton Highway – Deep Cove Brewers and Distillers - Endorsements to a Liquor Licence Application for Brewery Lounge/Special Event Area File No. 08.3060.20/022.14

Recommendation:

THAT the June 19, 2014 report of the Community Planner, entitled 170-2270 Dollarton Highway – Deep Cove Brewers and Distillers – Endorsement to Liquor Licence for a Brewery Lounge and Special Event Area – Notification Response, be received for information.

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MINUTES

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**DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING**

REPORT of the Public Hearing held in the Council Chambers of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Tuesday, June 17, 2014 commencing at 7:05 p.m.

Present: Mayor R. Walton
Councillor R. Hicks
Councillor D. MacKay-Dunn
Councillor L. Muri
Councillor A. Nixon

Absent: Councillor R. Bassam
Councillor M. Little

Staff: Mr. B. Bydwell, General Manager – Planning, Properties, and Permits
Mr. J. Gordon, Manager – Administrative Services
Ms. J. Paton, Manager – Development Planning
Ms. L. Brick, Confidential Council Clerk
Ms. T. Smith, Transportation Planner
Mr. T. Guppy, Community Planner

Bylaw 8061: The District of North Vancouver Rezoning Bylaw 1310

Purpose of Bylaw:

The proposed bylaw will rezone Grouse Inn and adjacent former gas station site. The proposal includes two residential towers, a restaurant, commercial building, and gateway plaza.

1. OPENING BY THE MAYOR

Mayor Walton welcomed everyone and advised that the purpose of the Public Hearing was to receive input from the community and staff on the proposed bylaw as outlined in the Notice of Public Hearing.

2. INTRODUCTION OF BYLAWS BY CLERK

Mr. James Gordon, Manager – Administrative Services, introduced the proposed bylaw and advised that all those who consider that their interest in property may be affected by the proposed bylaw are welcome to speak.

3. PRESENTATION BY STAFF

Presentation: Tamsin Guppy, Community Planner

Ms. Tamsin Guppy, Community Planner, advised that the applicant is seeking permission to rezone 2.6 acres, which include the Grouse Inn and former Esso gas station, at the corner of Capilano and Marine Drive. The proposal includes two residential towers, a restaurant, a commercial building, a new gateway plaza, and a park. The proposal is in keeping with the OCP, will have a maximum of 280 units and a 2.5 Floor Space Ratio (FSR) with a commercial floor area of 23,000 sq. ft. at grade.

Ms. Guppy reviewed the vision for the Lower Capilano Village Centre Plan highlighting:

- Bridging the community and providing a connection to the community on both sides of Capilano Road;
- Commercial space which serves the immediate neighbourhood;
- A new network of open space;
- Road improvements for now and the future;
- The right mix of housing in the right place; and,
- High rises located in key areas to maximize sunlight to the public areas.

Ms. Guppy commented on the height of the proposed buildings noting that in the Community Implementation Plan the interior building is proposed as being 20 stories and the corner building is proposed as being 22 stories; the applicant is proposing changing the building heights to 19 and 23 stories to create a distinction between the two buildings. Staff advised that this change will reduce the impact of building height and shading away from the heart of the community, park spaces, and existing single family neighbourhoods.

Staff advised that the proposal meets the current adaptable housing guidelines; as the guidelines are currently under review, the applicant will have the option of adopting the new standards or using the existing guidelines when the policies change.

The commercial component includes:

- At grade commercial space which will provide the services needed in the Lower Capilano Village Centre and help with animating the streets to provide vibrancy; and,
- Three stories of office space which can be converted to live-work or residential units if required, thereby allowing up to 18 additional residential units, increasing the site's total residential units from 262 to 280 units.

Staff advised that the Community Amenity Contribution will be \$4,562,500 which can be used for public facilities, improvements to parks, public art, or affordable housing projects in the area.

The project includes residential visitor parking and commercial parking in a public parking lot in P1, this parkade level will have higher floor to ceiling heights to accommodate taller vehicles and include approximately 150 spaces.

At this time the applicant is proposing 1.7 parking spaces per unit (393 spaces in total) in this development; a reduction in parking spaces may be requested by the applicant during the detailed design stage after a detailed transportation study has been completed.

Ms. Tegan Smith, Transportation Planner, provided an overview of the transportation issues studied as part of the Implementation Plan work, highlighting:

- A transportation study has been completed in advance of the Implementation Plan approval;
- The proposed road network provides circulation options for getting around in the village centre; and,
- The plan adds capacity at Capilano Road and Marine Drive intersection by adding lane improvements and a dedicated left turn lane.

Staff also worked extensively with TransLink to develop a strategy to better integrate transit into the Lower Capilano Village Centre which includes:

- Creating a more central transit hub at the crossroads where the south bound 246 and 247 bus routes to travel down McGuire Avenue and onto Lions Gate Bridge; and,
- Monitoring of the area by TransLink and an increase in service over the last couple of years.

Staff noted that bike lanes are planned for the Village Centre and the surrounding area for all ages and abilities and that there will be extensive pedestrian improvements.

Turning to the project-specific transportation improvements, Ms. Smith noted traffic improvements include:

- A new signalized intersection at Capilano and Curling Road;
- A new left turn lane on Capilano Road southbound onto Marine Drive, which will improve traffic flow and reduce wait times by 3 minutes;
- Improved signal coordination; and,
- Improved safety.

Regarding pedestrian and cycling improvements, Ms. Smith noted the new road allocation for bike lanes, and wider sidewalks buffered by street trees.

Transit service at the site was discussed and it was noted that there are over 25 buses per hour westbound at the stop next to the project on Marine Drive. Transit service is also anticipated to be improved still further under the Mayors' Plan and will include the addition of new B Line service. The project will be providing an improved bus stop with shelter and an easy pedestrian connection to the bus stop.

Staff advised that 48% of the site will be provided for public access, park land, sidewalks, and road improvements; there will be a left turn bay implemented on Capilano Road at Curling Road.

Staff confirmed that they have communicated the District's expectations for construction traffic management to the proponent; staff advised that the proponent is working to ensure that the construction site does not disrupt peak traffic and must be contained on the site. Staff expects that the proponent will submit a construction management plan for the project and it will be coordinated with the other construction sites in the area.

In response to a query from Council staff advised that the proposal includes an open plaza space and a small portion of land which will become part of a larger park as more developments are constructed in the future. It was noted that there are several trails and parks in the area which can be easily accessed by residents of the development. Staff are working on developing a network of pocket parks within the Village Centre which will each offer different themed play opportunities.

Staff advised that the office units on the upper floors of the commercial building could be converted to live work or residential if the market does not support office, and that the bylaw provides for this conversion, giving the potential for 18 additional residential units beyond the 262 currently proposed.

4. PRESENTATION BY APPLICANT

Presentation: Foad Rafii, Rafii Architects and Michael Geller, Planning Consultant

Mr. Michael Geller, Planning Consultant, and Mr. Foad Rafii, Rafii Architects, spoke on behalf of the applicant. Mr. Geller reviewed the community feedback which has been received including comments on traffic, views, property value, amount of development in the area, and project coordination.

Mr. Geller advised that the proposal complies with the desires of the OCP and has integrated commercial and retail space with the residential component.

Mr. Geller advised that the number one issue which the proponent has addressed is to minimize the affect the proposal will have on traffic; if the traffic problems in the area can't be addressed, the units will not sell. The proposal has implemented a system for truck loading and created a dedicated main entrance to the development. The traffic study indicates that the project will add 2% to the traffic in the intersection on Capilano Road, and will add 5% at the Curling Road intersection. He advised that the road dedications from the site will result in significant overall area transportation improvements.

Mr. Geller advised that the project will include:

- Electric car facilities and car share parking spaces;
- Outside plantings to make the buildings more livable which will be maintained by the Strata Councils;
- A variety of store fronts using various materials which will fit in with the village feel;
- A proper plaza with a fountain and natural wood features; and,
- A double row of trees along Capilano Road and Marine Drive which will help to transform the intersection.

View analysis proves that the Woodcroft views will not be blocked, just changed, and have provided a view, to scale, of what the building will look like from Woodcroft.

Mr. Geller confirmed that the project will have an onsite construction plan and will not need to use the roadways for construction purposes. The development is to be implemented in a two phase project and will ensure that access will be available to the site throughout. Construction traffic management principles will be implemented to maintain access for contractors, pedestrians, on site storage, and advance notice of traffic impact work will be provided to the neighbourhood.

Mr. Geller advised that the Community Amenity Contribution will be \$4,562,500 and \$2,365,000 for Development Cost Charges in addition to the land which is being provided for roadways and park.

5. REPRESENTATIONS FROM THE PUBLIC

5.1 Mr. Don Peters, 600 Block West Queens Road: COMMENTING

- Spoke on behalf of the Community Housing Action Committee;
- Opined that there is only one mention in the staff report of affordable housing options;
- Urged that affordability be included in the proposal; and,

- Proposed that Council set aside 25% of the CAC's and direct it towards the development of below market housing in this neighbourhood.
- 5.2 Mr. Michael Vingarzan, 2000 Block Fullerton Avenue: OPPOSED**
- Spoke in opposition to the proposed development;
 - Expressed concern regarding the development of high density towers on the site;
 - Commented that the density will increase traffic issues in the neighbourhoods; and,
 - Expressed concern that the views from his building will be affected and reduce his property value.
- 5.3 Ms. Val Moller, 2000 Block Fullerton Avenue: COMMENTING**
- Commented that she likes the proposed development, but encouraged that the two towers be lowered;
 - Commented that the level of development on the North Shore is intense and should be monitored; and,
 - Commented on the traffic issues at Capilano Road and urged that traffic management plans be implemented.
- 5.4 Mr. Doug Curran, 2000 Block Curling Road: IN FAVOUR**
- Spoke in support of the proposed development;
 - Commented on the developers approach to working with the community; and,
 - Urged that Council adopt the proposal.
- 5.5 Ms. Sue Lakes-Cook, 200 Block West 4th Street: OPPOSED**
- Expressed concern with the saleability of the units;
 - Noted that there are not a lot of units or amenities in the development for families; and,
 - Requested that staff install an air quality monitoring device at the corner of Capilano and Marine Drive.
- 5.6 Mr. Hazen Colbert, 1100 Block East 27th Street: COMMENTING**
- Opined that the application is incomplete and should address affordable housing and parking; and,
 - Commented on the traffic issues on Capilano Road and Marine Drive.
- 5.7 Mr. Matthew Dalzell, 1700 Block Medwin Place: IN FAVOUR**
- Commented on the saleability of the adjacent building, in which he owns a unit, and suggested Council consider increasing the density for them as well.
- 5.8 Mr. Armin Eslanpour, 2000 Block Fullerton Avenue: IN FAVOUR**
- Opined that the development will create a village feeling for the area; and,
 - Suggested that the project will provide affordable housing for him.
- 5.9 Ms. Behnaz Arabian, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that the development will be welcomed by the community.

- 5.10 Mr. Elaa Aki, 2800 Block Capilano Road: IN FAVOUR**
- Spoke in support of the proposed development;
 - Commented that the traffic improvements will benefit the community; and,
 - Queried what the improvement percentage will be in traffic from the additional traffic lanes.
- 5.11 Ms. Carol Milne, 200 Block Osborne Road: OPPOSED**
- Spoke in opposition to the proposed development;
 - Commented that there is an abundance of condos and construction in North Vancouver; and,
 - Encouraged a moratorium on condos on the North Shore.
- 5.12 Mr. Farhad Ebrahimi, 2000 Block Marine Drive: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that the FSR granted to the developer is not enough.

The meeting recessed at 8:44 pm and reconvened at 8:49 pm.

- 5.14 Mr. Kevin Saffari, 2000 Block Fullerton Avenue: OPPOSED**
- Commented that the lack of visitor parking will be problematic;
 - Opined that there are lots of amenities and stores in the neighbourhood;
 - Commented that the proposal will increase the traffic congestion in the area; and,
 - Commented on the impact the proposal will have on views to the neighbourhood.
- 5.15 Mr. Barry Bakhtiar, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in favour of the proposed development;
 - Opined that many of the occupants may be residents of the District who are downsizing; and,
 - Commented that Woodcroft has set up a bus service for seniors to reach Park Royal Mall.
- 5.16 Mr. Iraj Babaei, 1400 Block Bewicke Avenue: IN FAVOUR**
- Spoke in support of the proposed development;
 - Is a frequent user of the Capilano and Marine Drive intersection and opined that the development will be an improvement in the District; and,
 - Commented that the project is designed with customers in mind as it provides adequate parking for the retail units.
- 5.17 Mr. Walter Hajen, 3700 Block Rutherford Crescent: OPPOSED**
- Spoke in opposition to the proposed development;
 - Commented on the traffic congestion on the North Shore;
 - Queried if the only improvement from the project will be an additional turning lane; and,
 - Spoke in opposition to more densification on the North Shore.
- 5.18 Mr. Soroush Ahmadpour, 800 Block Clements Avenue: IN FAVOUR**
- Spoke regarding affordable housing on the North Shore; and,
 - Spoke in support of the proposed development;

- 5.19 Mr Masih Alaeitafti, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in support of the proposed development;
 - Spoke regarding traffic issues on Marine Drive, commenting that the left turn lane will improve congestion;
 - Opined that creating a community which is inviting to youth and the elderly is a benefit; and,
 - Requested that staff review the parking requirements to ensure that it is adequate.
- 5.20 Mr. Rudy Voser, 1800 Block Belle Isle Place: COMMENTING**
- Spoke regarding the FSR for the proposed development; and,
 - Opined that when so much land is set aside for roads and park, the density is squeezed, and that it is better to have two tall towers than shorter fatter buildings and no public land.
- 5.21 Ms. Doris Wong, Garden Avenue: IN FAVOUR**
- Spoke in support of the proposed development commenting that the area is in need of redevelopment; and,
 - Spoke in support of the transit in the area and walkability of the area.
- 5.22 Ms. Farah Ghafari, District Resident: IN FAVOUR**
- Spoke in favour of the proposed development; and,
 - Commented on the livability of having shops in the neighbourhood.
- 5.23 Mr. Bernie Teague, District Resident: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that there is a need for a community centre development in the area.
- 5.24 Mr. Gordon Wylie, District Resident: IN FAVOUR**
- Commented that the OCP identifies where density is need in the District; and,
 - Opined that parking may be less of a factor in the future than it is currently.
- 5.25 Mr. Mike Riely, 1800 Block Glenaire Drive: IN FAVOUR**
- Commented that to stop a development because of traffic issues is not advisable;
 - Commented that transit is a benefit to commuters; and,
 - Urged that people re-examine their use of vehicles.
- 5.26 Mr. Kevin Saffari: SPEAKING FOR A SECOND TIME**
- Commented on the growth north of North Vancouver which affects the traffic on the North Shore;
 - Opined that new developments will not alleviate traffic congestion on the North Shore; and,
 - Commented on the negative impact of the proposed high-rise buildings on the residents of Woodcroft.
- 5.27 Mr. Doug Curran: SPEAKING FOR A SECOND TIME**
- Commented on the downward trend of car ownership; and,
 - Encouraged that transit be improved in the area.

5.28 Mr. Iraj Babaei: SPEAKING FOR A SECOND TIME

- Commented that there is support for the project in Woodcroft; and,
- Opined that the home prices in Woodcroft will not be affected by the proposal.

5.29 Mr. Corrie Kost, 2800 Block Colwood Drive: COMMENTING

- Expressed concern that the proposed bylaw was vague in some areas;
- Urged Council to include specifics such as the square feet allocated for outdoor space and size of storage lockers;
- Commented on the transportation plan;
- Commented on shadow studies and the usefulness of public space; and,
- Requested that the appropriate amount of commercial space be designated for this neighbourhood.

Councillor NIXON left the meeting at 9:50 pm and returned at 9:53 pm.

5.30 Mr. John Gilmour, 2900 Block Bushnell Place: IN FAVOUR

- Spoke in support of the proposed development; and,
- Opined that the community plaza will improve the area.

5.31 Mr. Michael Geller, Applicant: IN FAVOUR

- Spoke regarding the site FSR, noting that the bylaw establishes the FSR at 2.5;
- Clarified that the bylaw identifies a requirement for commercial space;
- Commented that the buildings will be built to a LEED Gold equivalent; and,
- Commented that there is discretion on behalf of the District to use the CAC contribution towards purchasing units for affordable housing.

5.32 Mr. Bernie Teague: SPEAKING FOR A SECOND TIME

- Commented on a need for affordable housing stock in the District.

6. QUESTIONS FROM COUNCIL

Council queried what the traffic impact will be from this village centre when it is built out in full. Staff advised that the traffic study which was conducted found that 95% of the area traffic is regional and that the additional traffic would generate an additional ten trips per hour.

Staff advised that the FSR is based on the gross size of the land before any calculations for road or park areas are separated from the parcel.

Staff confirmed that the housing agreement bylaw, which was introduced at the same time as zoning bylaw, will be registered on title as a covenant and prevent future strata Councils from prohibiting rental in the buildings.

Council requested that staff report back on the value of the property which is being rededicated to roadway.

7. COUNCIL RESOLUTION

MOVED by Councillor NIXON

SECONDED by Councillor HICKS

THAT the June 17, 2014 Public Hearing be closed;

AND THAT "The District of North Vancouver Rezoning Bylaw 1310 (Bylaw 8061)", be returned to Council for further consideration.

CARRIED
(10:07 p.m.)

CERTIFIED CORRECT:


Confidential Council Clerk

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table @ June 23,
Reg Council

**DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING**

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Bylaw 8061: The District of North Vancouver Rezoning Bylaw 1310

Purpose of Bylaw:

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2. INTRODUCTION OF BYLAWS BY CLERK

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- 5.7 Mr. Matthew Dalzell, 1700 Block Medwin Place: IN FAVOUR**
- Commented on the saleability of the adjacent building, in which he owns a unit, and suggested Council consider increasing the density for them as well.
- 5.8 Mr. Armin Eslanpour, 2000 Block Fullerton Avenue: IN FAVOUR**
- Opined that the development will create a village feeling for the area; and,
 - Suggested that the project will provide affordable housing for him.
- 5.9 Ms. Behnaz Arabian, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that the development will be welcomed by the community.

- 5.10 Mr. Elaa Aki, 2800 Block Capilano Road: IN FAVOUR**
- Spoke in support of the proposed development;
 - Commented that the traffic improvements will benefit the community; and,
 - Queried what the improvement percentage will be in traffic from the additional traffic lanes.
- 5.11 Ms. Carol Milne, 200 Block Osborne Road: OPPOSED**
- Spoke in opposition to the proposed development;
 - Commented that there is an abundance of condos and construction in North Vancouver; and,
 - Encouraged a moratorium on condos on the North Shore.
- 5.12 Mr. Farhad Ebrahimi, 2000 Block Marine Drive: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that the FSR granted to the developer is not enough.

The meeting recessed at 8:44 pm and reconvened at 8:49 pm.

- 5.14 Mr. Kevin Saffari, 2000 Block Fullerton Avenue: OPPOSED**
- Commented that the lack of visitor parking will be problematic;
 - Opined that there are lots of amenities and stores in the neighbourhood;
 - Commented that the proposal will increase the traffic congestion in the area; and,
 - Commented on the impact the proposal will have on views to the neighbourhood.
- 5.15 Mr. Barry Bakhtiar, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in favour of the proposed development;
 - Opined that many of the occupants may be residents of the District who are downsizing; and,
 - Commented that Woodcroft has set up a bus service for seniors to reach Park Royal Mall.
- 5.16 Mr. Iraj Babaei, 1400 Block Bewicke Avenue: IN FAVOUR**
- Spoke in support of the proposed development;
 - Is a frequent user of the Capilano and Marine Drive intersection and opined that the development will be an improvement in the District; and,
 - Commented that the project is designed with customers in mind as it provides adequate parking for the retail units.
- 5.17 Mr. Walter Hajen, 3700 Block Rutherford Crescent: OPPOSED**
- Spoke in opposition to the proposed development;
 - Commented on the traffic congestion on the North Shore;
 - Queried if the only improvement from the project will be an additional turning lane; and,
 - Spoke in opposition to more densification on the North Shore.
- 5.18 Mr. Soroush Ahmadpour, 800 Block Clements Avenue: IN FAVOUR**
- Spoke regarding affordable housing on the North Shore; and,
 - Spoke in support of the proposed development;

- 5.19 Mr Masih Alaeitafti, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in support of the proposed development;
 - Spoke regarding traffic issues on Marine Drive, commenting that the left turn lane will improve congestion;
 - Opined that creating a community which is inviting to youth and the elderly is a benefit; and,
 - Requested that staff review the parking requirements to ensure that it is adequate.
- 5.20 Mr. Rudy Voser, 1800 Block Belle Isle Place: COMMENTING**
- Spoke regarding the FSR for the proposed development; and,
 - Opined that when so much land is set aside for roads and park, the density is squeezed, and that it is better to have two tall towers than shorter fatter buildings and no public land.
- 5.21 Ms. Doris Wong, Garden Avenue: IN FAVOUR**
- Spoke in support of the proposed development commenting that the area is in need of redevelopment; and,
 - Spoke in support of the transit in the area and walkability of the area.
- 5.22 Ms. Farah Ghafari, District Resident: IN FAVOUR**
- Spoke in favour of the proposed development; and,
 - Commented on the livability of having shops in the neighbourhood.
- 5.23 Mr. Bernie Teague, District Resident: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that there is a need for a community centre development in the area.
- 5.24 Mr. Gordon Wylie, District Resident: IN FAVOUR**
- Commented that the OCP identifies where density is need in the District; and,
 - Opined that parking may be less of a factor in the future than it is currently.
- 5.25 Mr. Mike Riely, 1800 Block Glenaire Drive: IN FAVOUR**
- Commented that to stop a development because of traffic issues is not advisable;
 - Commented that transit is a benefit to commuters; and,
 - Urged that people re-examine their use of vehicles.
- 5.26 Mr. Kevin Saffari: SPEAKING FOR A SECOND TIME**
- Commented on the growth north of North Vancouver which affects the traffic on the North Shore;
 - Opined that new developments will not alleviate traffic congestion on the North Shore; and,
 - Commented on the negative impact of the proposed high-rise buildings on the residents of Woodcroft.
- 5.27 Mr. Doug Curran: SPEAKING FOR A SECOND TIME**
- Commented on the downward trend of car ownership; and,
 - Encouraged that transit be improved in the area.

5.28 Mr. Iraj Babaei: SPEAKING FOR A SECOND TIME

- Commented that there is support for the project in Woodcroft; and,
- Opined that the home prices in Woodcroft will not be affected by the proposal.

5.29 Mr. Corrie Kost, 2800 Block Colwood Drive: COMMENTING

- Expressed concern that the proposed bylaw was vague in some areas;
- Urged Council to include specifics such as the square feet allocated for outdoor space and size of storage lockers;
- Commented on the transportation plan;
- Commented on shadow studies and the usefulness of public space; and,
- Requested that the appropriate amount of commercial space be designated for this neighbourhood.

Councillor NIXON left the meeting at 9:50 pm and returned at 9:53 pm.

5.30 Mr. John Gilmour, 2900 Block Bushnell Place: IN FAVOUR

- Spoke in support of the proposed development; and,
- Opined that the community plaza will improve the area.

5.31 Mr. Michael Geller, Applicant: IN FAVOUR

- Spoke regarding the site FSR, noting that the bylaw establishes the FSR at 2.5;
- Clarified that the bylaw identifies a requirement for commercial space;
- Commented that the buildings will be built to a LEED Gold equivalent; and,
- Commented that there is discretion on behalf of the District to use the CAC contribution towards purchasing units for affordable housing.

5.32 Mr. Bernie Teague: SPEAKING FOR A SECOND TIME

- Commented on a need for affordable housing stock in the District.

6. QUESTIONS FROM COUNCIL

Council queried what the traffic impact will be from this village centre when it is built out in full. Staff advised that the traffic study which was conducted found that 95% of the area traffic is regional and that the additional traffic would generate an additional ten trips per minute in the peak hour.

Staff advised that the FSR is based on the gross size of the land before any calculations for road or park areas are separated from the parcel.

Staff confirmed that the housing agreement bylaw, which was introduced at the same time as zoning bylaw, will be registered on title as a covenant and prevent future strata Councils from prohibiting rental in the buildings.

Council requested that staff report back on the value of the property which is being rededicated to roadway.

7. **COUNCIL RESOLUTION**

MOVED by Councillor NIXON

SECONDED by Councillor HICKS

THAT the June 17, 2014 Public Hearing be closed;

AND THAT "The District of North Vancouver Rezoning Bylaw 1310 (Bylaw 8061)", be returned to Council for further consideration.

CARRIED
(10:07 p.m.)

CERTIFIED CORRECT:


Confidential Council Clerk

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REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>JUNE 23.14</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____

Dept. Manager	GM/ Director	CAO
------------------	-----------------	-----

The District of North Vancouver REPORT TO COUNCIL

June 18, 2014

File: 08.3060.20/012.14

AUTHOR: Tamsin Guppy, Community Planner
Tegan Smith, Transportation Planner

SUBJECT: Bylaw 8061: Rezoning Grouse Inn
Bylaw 8062: Housing Agreement Grouse Inn

RECOMMENDATION:

THAT the "District of North Vancouver Rezoning Bylaw 1310 (Bylaw 8061)" is given SECOND and THIRD Readings;

AND THAT "Housing Agreement Bylaw 8062, 2014" is given SECOND and THIRD Readings.

BACKGROUND:

Bylaws 8061 and 8062 received First Reading on May 26, 2014. A Public Hearing for Bylaw 8061 was held and closed on June 17, 2014.

At the Public Hearing the following questions were directed to staff with answers to be provided prior to consideration of Second Reading.

Questions and Answers:

Question: What is the value of the 48% of the site that is being provided for public use, as roadway, public plaza, pedestrian space, or park dedication?

Answer: Staff responded that the development potential (FSR) attributable to that space is included in the overall project. The 2014 BC Assessment of the two parcels land value is \$16,758,000. 48% of that assessed value is \$8,043,840. In addition, the cost of the off-site works proposed for these lands, as noted in the staff report is estimated at \$1,360,000.

Question: Was the District's Transportation Study for the village complete?

Answer: Staff are confident in the methodology used to carry out the Lower Capilano Village transportation study. The study assessed existing and future traffic conditions with the envisioned land uses in the year 2030. In order that the road network can absorb the new trips that result from redevelopment, key additional road links and additional road capacity is planned, such as the left turn pocket at the intersection of Capilano Road and Marine Drive. Based on the outcome of the study, the planned transportation network for the Village will perform well in the years to come.

Question: What is the number of buses passing this site during the morning rush hour?

Answer: Based on the posted TransLink bus timetable, 55 buses service the westbound bus stop in front of the Grouse Inn between 7am and 9am. This equates to 27 or 28 buses per hour (with most buses going to downtown Vancouver and about every third bus going to West Vancouver). Service frequency increases at the peak of rush hour between 8:00 and 8:30 am, as observed by staff. Even if there is a pass-up caused by buses bunching elsewhere in the corridor, people using this bus stop are generally able to catch the bus they want within five minutes. (See Attachment for the morning schedule.)

Question: Is the number of parking spots proposed known?

Answer: The current design includes 540 spaces broken down as follows:

Residential:	393 spaces
Residential Visitor:	53 spaces
Commercial:	94 spaces
Total:	540 spaces

Question: Did the District consider tunnels for west turn bays?

Answer: The idea of a tunnel or grade-separated intersection at the major intersection at Capilano Road and Marine Drive was considered by staff as well as transportation planning and engineering consultants. However, this idea was eliminated because there is not enough space in this location to accommodate the ramping required for a grade-separated intersection.

With regards to the proposal for a tunnel for traffic turning into Curling Road and eliminating other turning movements, staff do not believe there is enough space to accommodate a ramp to Curling Avenue. Even so, this was not an option that staff considered or support, as one of the key objectives for the Village Centre is to use Curling Road and the new Cross Roads to connect the two sides of Capilano Village with improved east-west connections and provide residents on the west side of Capilano Road better ways in and out of the neighbourhood for both driving, walking and cycling. The current design allows for this improved connectivity in a way that does not detract from the through traffic using Capilano Road.

Question: Was the image shown at the Public Hearing (on the right) of Marine Drive and how many lanes are there on Marine Drive eastbound from Lions Gate Bridge to Capilano Road?

Answer: No, the image at top right, presented by a member of the public at the Public Hearing, is not Marine Drive, which is shown in the google image below.



The Marine Drive cross section between Capilano Road and Lions Gate Bridge includes:

- Eastbound, four travel lanes, plus a southbound right turn pocket at the intersection.
- Westbound, three travel lanes, plus the transit lane.

As noted in past studies, road dedication along Marine Drive is for enhanced bicycle, transit and pedestrian movement, as the regional strategy is to increase the capacity of the Lions Gate Bridge through increased transit use.



Question: Has the District considered elevated pedestrian crossings?

Answer: The idea of an elevated pedestrian crossing was considered by staff as well as transportation planning and engineering consultants and was eliminated because:

- There is not enough room to provide wheelchair accessible ramping to an overpass structure at this location.
- A minimum peak-hour pedestrian volume of 400 is required to warrant a pedestrian overpass. Pedestrian overpasses that are integrated into building design, like those

found in Las Vegas or Calgary, are supported by a scale of high density shopping mall and office development that far exceeds anything being considered in the District.

- Pedestrian friendly design focuses on providing a comfortable pedestrian experience on the street. The District's plan is to achieve a comfortable, signal-protected pedestrian crossing at Curling Avenue that enables convenient connections for pedestrians traveling in the area.

The bylaws are now ready for consideration of Second and Third Readings.

OPTIONS:

1. Give the bylaws Second and Third Readings (staff recommendation); or,
2. Give no further Readings to the bylaws and abandon the bylaws at First Reading.

Respectfully submitted,


Tamsin Guppy
Community Planner


Tegan Smith
Transportation Planner

Attachments:

- District of North Vancouver Rezoning Bylaw 1310 (Bylaw 8061)
- Housing Agreement Bylaw 8062, 2014
- Public Hearing Minutes – June 17, 2014
- Bus Schedule for Morning Rush Hour (Capilano and Marine Westbound)
- Staff Report – May 14, 2014

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

The Corporation of the District of North Vancouver

Bylaw 8061

A bylaw to amend the 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 1310 (Bylaw 8061)".

2. Amendments

The following amendments are made to the "District of North Vancouver Zoning Bylaw 3210, 1965":

- (a) Part 2A, Definitions is amended as follows:

Delete:

Definitions Applicable to the Employment Zones, Village Commercial Zones, Comprehensive Development Zones 65, 67, 68 and 69.

The following definitions apply in the Employment Zones [Sections 750 (EZ-I), 770 (EZ-LI)], Village Commercial Zones [Sections 600-A (VC-G), 600-B (VC-DC)], and Comprehensive Development Zones 65, 67, 68 and 69 [Sections 4B370 to 4B385 (CD65), 4B402 to 4B410 (CD67), (4B411 to 4B418 (CD68) and 4B420 to 4B435 (CD69)] only:

And replace with:

Definitions Applicable to the Employment Zones, Village Commercial Zones, Comprehensive Development Zones 65, 67, 68 and 69 and 81.

The following definitions apply in the Employment Zones [Sections 750 (EZ-I), 770 (EZ-LI)], Village Commercial Zones [Sections 600-A (VC-G), 600-B (VC-DC)], and Comprehensive Development Zones 65, 67, 68, 69 and 81 [Sections 4B370 to 4B385 (CD65), 4B402 to 4B410 (CD67), 4B411 to 4B418 (CD68), 4B420 to 4B435 (CD69) and 4B 81-1 to 4B 81-14 (CD 81)] only:

- (b) Part 2A, Definitions is amended as follows:

The following terms referred to in the Employment Zones and Village Commercial Zones have the meanings given to them in Part 2 of this Bylaw:

And Replace with:

The following terms referred to in the Zones to which the forgoing definitions apply, have the meanings given to them in Part 2 of this Bylaw:

- (c) Section 301 (2) by inserting the following zoning designation:
"Comprehensive Development Zone 81 CD81"
- (d) Part 4B Comprehensive Development Zone Regulations by inserting the following:

4B80 Comprehensive Development Zone 81 CD 81

The CD 81 zone is applied to:

2010 Marine Drive and 1633 Capilano Road, legally known as:

Amended Lot D (Reference Plan 4323) of Lot 1, Block 15, District Lot 764, Plan 7880, LTO (PID 003-920-445)
and

Lot A, Except Part in Explanatory Plan 12555, of Lot 1, Block 15, District Lot 764, Plan 6750, (LTO PID 010-828-303).

4B 81 – 1 Intent

The purpose of the CD 81 Zone is to establish land use and development regulations to permit a mixed use development with commercial and residential uses.

4B 81 – 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD 81 Zone:

- a) Uses Permitted Without Conditions:

No applicable.

- b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B81 - 3 Conditions of Use, are met:

live-work use;

office use;

*personal service;
restaurant use;
retail use; and
residential use.*

4B 81-3 Conditions of Use

- a) **All conditional uses:** all uses of land, buildings and structures are only permitted when the following conditions of use are met:
 - i) All aspects of the use are completely contained within an enclosed building except for:
 - (1) Parking and loading areas;
 - (2) Outdoor customer services areas;
 - (3) The display of goods; and
 - (4) Outdoor amenity areas (plazas, balconies, patios, or roof decks).
- b) **Residential, and live-work:** the use of land, buildings and structures for *residential*, and *live-work*, uses are only permitted when the following conditions are met:
 - i) Each dwelling unit has access to private or semi-private outdoor space;
 - ii) Each dwelling unit has access to a private storage space.
- c) **Live-work:** the use of land, buildings and structures for *live-work* use is only permitted when the following condition is met:
 - i) An outside public entrance is provided; or
 - ii) An entrance onto a corridor that is open to the public, as in a commercial building.

4B 81-4 Accessory Use

- a) *Accessory uses* customarily ancillary to the principal uses are permitted.
- b) *Home occupations* are permitted in *residential* dwelling units in this zone.
- c) The production of energy for use on site or as part of a District Energy program is permitted as an *accessory use*.

4B 81 – 5 Density

- a) The maximum permitted density is 1,888 m² (20,318 sq. ft.) and 20 residential units.
- b) For the purpose of calculating *gross floor area* the following are exempted:
 - i) Any areas completely below finished or natural grade;
 - ii) Storage space located on the ground floor of residential buildings permitted in this zone and located in Development Areas A and B as noted in Schedule B, of up to 100 m² (1,076 sq. ft.) gross floor area for each residential tower to a maximum of 200m² (2,152 sq.ft.) gross floor area in total in the CD81 Zone;
 - iii) Bicycle storage located on the ground floor of up to 100 m² (1,076 sq. ft.) gross floor area for each residential tower to a maximum of 200m² (2,152 sq.ft.) gross floor area in total in the CD 81 Zone;
 - iv) The area of balconies and covered patios up to 10% of the total residential floor area for the building they are part of;
 - v) Common amenity areas that are accessory to the residential buildings permitted in this zone and located in Development Areas A and B as noted in Schedule B, of up to 400 m² (4,305 sq. ft.) gross floor area per residential tower to a maximum of 800m² (8,611 sq.ft.) gross floor area in total in the CD 81 Zone;.
 - vi) Retail floor area that is partially below grade, with the finished floor a minimum of 1.2 metres below natural and finished grade up to a maximum of 400 m² (4,306 sq. ft.) gross floor area.

4B 81 – 6 Amenities

- a) Despite Subsection 4B81 – 5, permitted density in the CD 81 Zone is increased to a maximum of 16,449 m² (177,052 sq. ft.) *gross floor area* and 172 units if \$2,828,750 is contributed to the municipality to be used for any of the following amenities benefiting the Lower Capilano Marine Village Centre (with allocation and timing of expenditure to be determined by the municipality in its sole discretion):
 - i) The provision or enhancement of public facilities which may include but are not limited to: the community centre, or a day care centre;
 - ii) Improvements to public parks, plazas, trails and greenways;
 - iii) Public art and other beautification projects; and
 - iv) Affordable or special needs housing.

- b) Despite Subsection 4B81-5 and Subsection 4B81-6 (a), permitted density in the CD 81 Zone is further increased to a maximum of 26,410 m² (284,277 sq. ft.) *gross floor area* and 280 units if an additional \$1,733,750 is contributed to the municipality to be used for the amenities listed in 4B81-6 (a).
- c) The cumulative development in the CD 81 Zone must not exceed 26,410 m² (284,277 sq. ft.) *gross floor area*, inclusive of any density bonus for energy performance.
- d) Of the total permitted *gross floor area*, no more than 24,250 m² (261,026 sq. ft.) may be used for residential purposes.
- e) A minimum of 2,160 m² (23,251 sq. ft.) of the total permissible *gross floor area* must be used for commercial purposes, occurring either singly or in combination in Development Areas A, C and D, as noted in Schedule B, where commercial purposes includes any of the following permitted uses singly or in combination: *office use, personal service use, restaurant use, and retail use.*

4B81 – 7 Height

- a) The maximum permitted height for any building in the CD 81 Zone, shall be regulated as follows, with specific building height provisions based on the Development Areas noted in Schedule B of Bylaw 8061:
 Development Area A: The maximum permitted height is 71.5 metres (235 feet) and 23 storeys.

 Development Area B: The maximum permitted height is 59.5 metres (195 feet) and 19 storeys.

 Development Area C: The maximum permitted height is 15 metres (49 feet) and 4 storeys.

 Development Area D: The maximum permitted height is 17 metres (56 feet) and 4 storeys.
- b) For the purpose of measuring building height, height is to be measured from average finished grade to the highest point on the roof surface.

- c) In addition to Part 4 General Regulations, Section 407 Height Exceptions, the following height exceptions shall apply in the CD 81 zone: Elevator penthouses, heating, cooling, ventilation and other mechanical equipment required for building operations are permitted above the maximum height limit, provided they are completely screened and integrated into the building's design and do not extend more than 5.0 metres (16.4 feet) above the highest point of any roof surface.

4B 81 – 8 Coverage

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

4B 81 – 9 Landscaping and Storm Water Management

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

4B 81- 11 Parking, Loading and Servicing Regulations

- a) Parking and loading shall be provided in accordance with Part 10 of this Bylaw except that:

- i) The provision of parking is to be based on the following ratio:

Building Type	Ratio of Parking
Residential unit in a mid rise, low rise, or high rise building	1.4 space/ unit
Townhouse unit	1.5 space/ unit
Residential Visitor Parking	0.1 space / unit
Public parking	Visitor parking, and commercial parking shall all be in a central area and available for shared use

- ii) Bicycle storage for residents shall be provided on the basis of one space per unit.
- (e) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from the Tourist Commercial Zone (C4) and the Marine Drive Zone (C9) to Comprehensive Development Zone CD81.

READ a first time May 26th, 2014

PUBLIC HEARING held June 17th, 2014

READ a second time

READ a third time

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

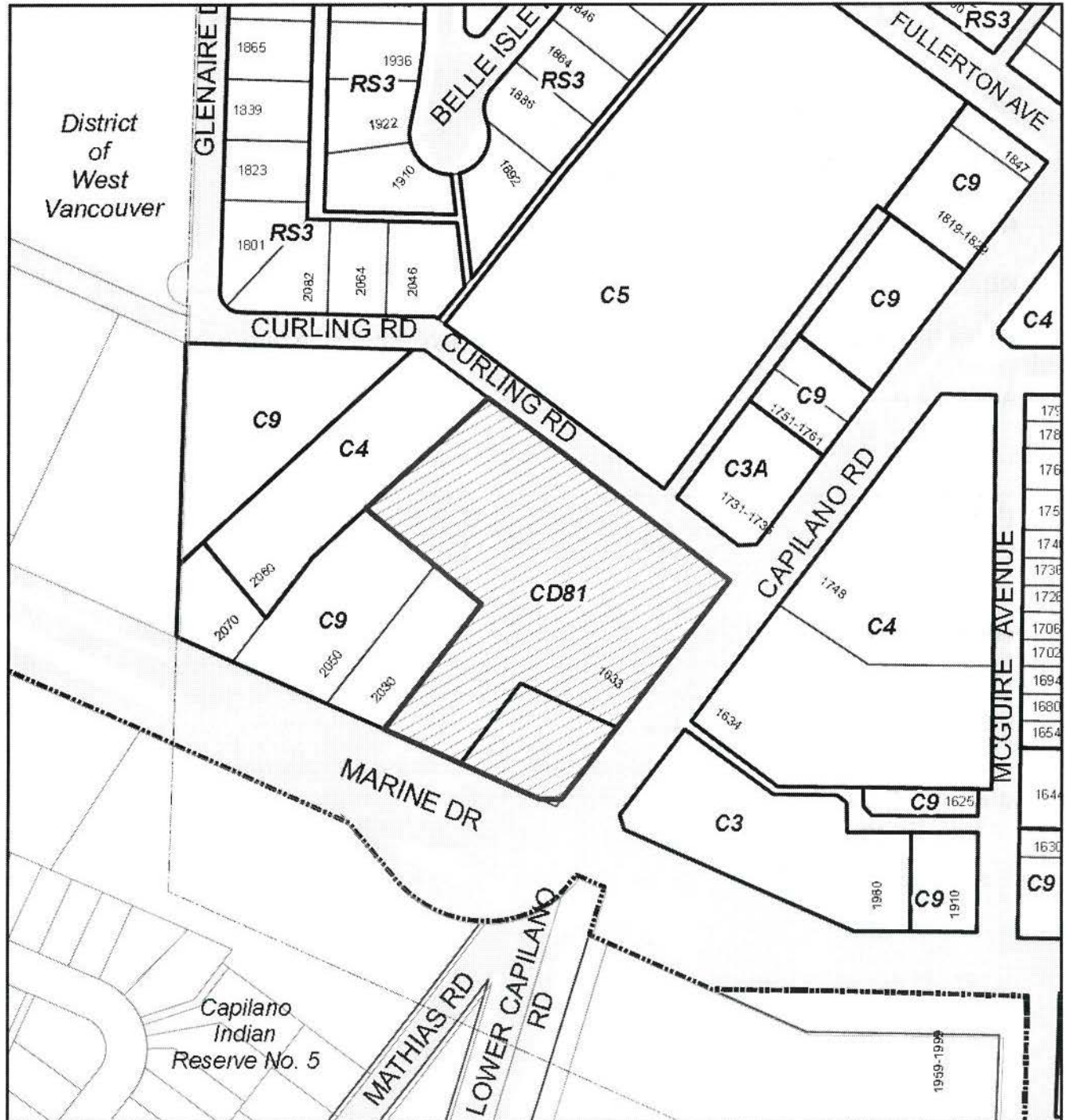
Certified a true copy

Municipal Clerk

Bylaw 8061 Schedule A: Zoning Map

BYLAW 8061

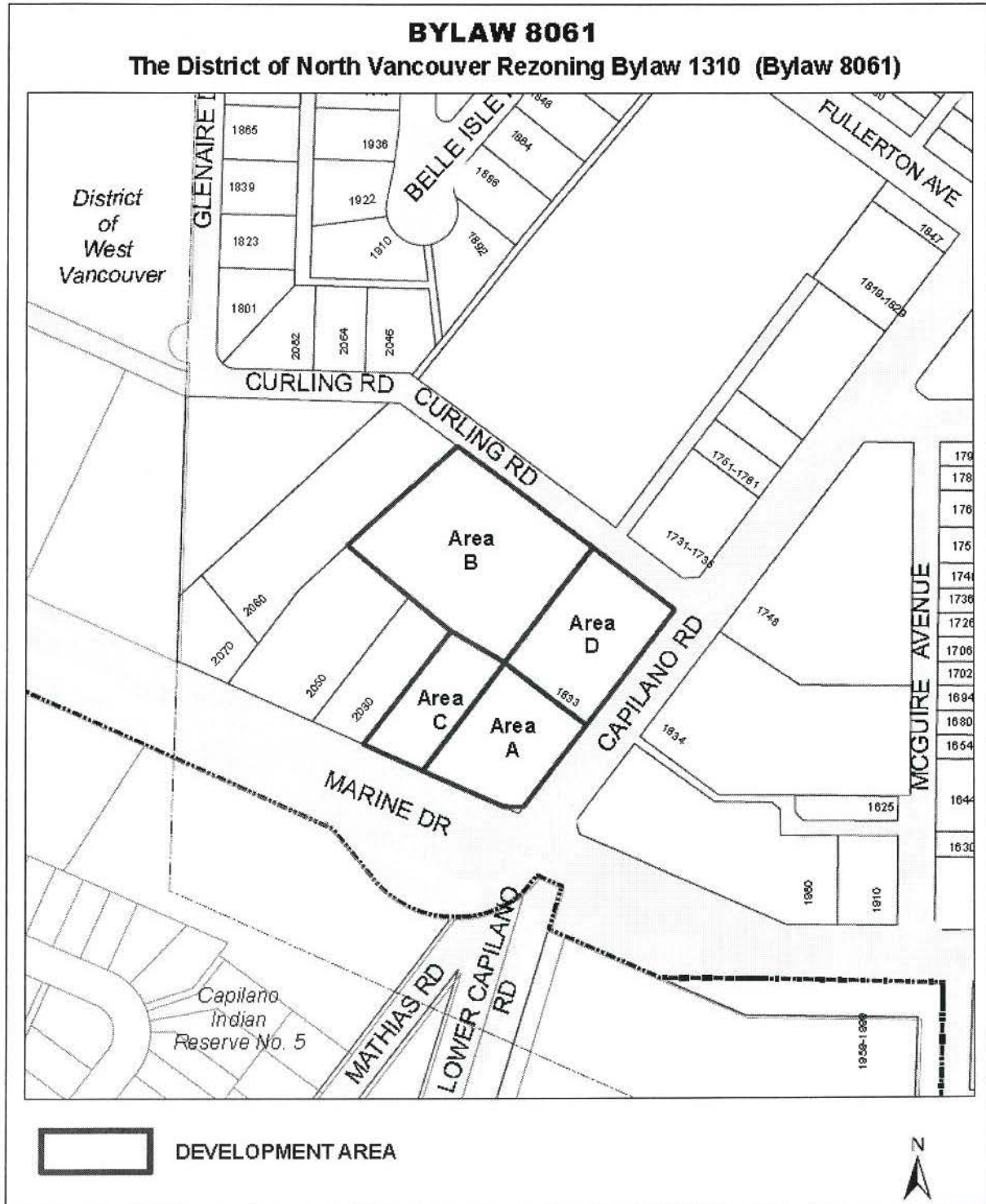
The District of North Vancouver Rezoning Bylaw 1310 (Bylaw 8061)



FROM TOURIST COMMERCIAL ZONE (C4) AND MARINE DRIVE COMMERCIAL (C9) TO COMPREHENSIVE DEVELOPMENT CD81



Bylaw 8061 Schedule B: Zoning Map



The Corporation of the District of North Vancouver

Bylaw 8062

A bylaw to enter into a Housing Agreement (2010 Marine Drive)

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

1. Citation

This bylaw may be cited as "Housing Agreement Bylaw 8062, 2014".

2. Authorization to Enter into Agreement

The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Marine Land Development Ltd. and Pacific Gate Investments Ltd. substantially in the form attached to this Bylaw as Schedule "A" with respect to the following lands:

- a) Lot A, Except Part in Explanatory Plan 12555, of Lot 1, Block 15 District Lot 764 Plan 6750 (PID: 010-828-303); and
- b) Amended Lot D (Reference Plan 4323) of Lot 1 Block 15 District Lot 764 Plan 7880 (PID: 003-920-445)

3. Execution of Documents

The Mayor and Municipal Clerk are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time May 26th, 2014

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8062

SECTION 219 COVENANT – HOUSING AGREEMENT

This agreement dated for reference the ____ day of _____, 2014 is

BETWEEN:

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER, a municipality incorporated under the *Local Government Act*, R.S.B.C. 1996, c.323 and having its office at 355 West Queens Road, North Vancouver, BC V7N 4N5

(the "District")

AND:

PACIFIC GATE INVESTMENTS LTD. (Inc. No. 091050) 801 – 100 Park Royal, West Vancouver, BC V7T 1A2

(the "Developer")

WHEREAS:

- A. The Developer is the registered owner of the Lands or has a right to purchase the Lands;
- B. The Developer wishes to obtain development permissions with respect to the Lands and wishes to create a condominium development which will contain housing strata units on the Lands;
- C. Section 905 of the *Local Government Act* authorises the District, by bylaw, to enter into a housing agreement to provide for the prevention of rental restrictions on housing and provides for the contents of the agreement; and
- D. A covenant registrable under Section 219 of the *Land Title Act* may include provisions in respect of the use of land, the use of a building on or to be erected on lands; that land is to be built on in accordance with the covenant, is not to be built on except in accordance with that covenant or is not to be built on; that land is not to be subdivided unless in accordance with the covenant or is not to be subdivided.

NOW THEREFORE in consideration of the mutual promises contained herein, and in consideration of the payment of \$1.00 by the District to the Developer (the receipt and sufficiency of which is acknowledged by the Developer), the parties covenant and agree with each other as follows, as a housing agreement under Section 905 of the *Local Government Act*, and as a contract and a deed under seal between the parties and the

parties hereto further covenant and agree that the Lands shall not be used or built on except in accordance with this Covenant as follows:

1. DEFINITIONS

Definitions

1.01 In this agreement:

- (a) "*Development Covenant*" means the covenant under section 219 of the *Land Title Act* dated for reference _____, 2014 granted by the Developer to the District and registered at the Lower Mainland Land Title Office against the Lands under number _____;
- (b) "*Lands*" means land described in Item 2 of the *Land Title Act* Form C to which this agreement is attached;
- (c) "*Owner*" means the Developer and any other the person or persons registered in the Lower Mainland Land Title Office as owner of the Lands from time to time, or of any parcel into which the Lands is consolidated or subdivided, whether in that person's own right or in a representative capacity or otherwise;
- (d) "*Proposed Development*" means the proposed development to be constructed on the Lands in accordance with the Development Covenant;
- (e) "*Unit*" means a residential dwelling strata unit in any building in the Proposed Development; and
- (f) "*Unit Owner*" means the registered owner of a Dwelling Unit in any building in the Proposed Development.

2. TERM

2.01 This Agreement will commence upon adoption by District Council of Bylaw _____ and remain in effect until terminated by the District as set out in this Agreement.

3. RENTAL ACCOMODATION

Rental Disclosure Statement

3.01 No Unit in a building in the Proposed Development may be occupied unless the Developer has:

- (a) before the first Unit in the building is offered for sale, or conveyed to a purchaser without being offered for sale, filed with the Superintendent of Real Estate a Rental Disclosure Statement designating all of the Units in the building as rental strata lots and imposing a 99 year rental period in

relation to all of the Units pursuant to the *Strata Property Act* (or any successor or replacement legislation); and

- (b) given a copy of the Rental Disclosure Statement to each prospective purchaser of any Unit in the building before the prospective purchaser enters into an agreement to purchase in respect of the Unit.

Rental Accommodation

- 3.02 The Units constructed on the Lands from time to time may always be used to provide rental accommodation as the Owner or a Unit Owner may choose from time to time.

Binding on Strata Corporation

- 3.03 This agreement shall be binding upon all strata corporations created upon the strata title subdivision of the Lands pursuant to the *Strata Property Act* or any subdivided parcel of the Lands, including the Units.

Strata Bylaw Invalid

- 3.04 Any Strata Corporation bylaw which prevents, restricts or abridges the right to use any of the Units as rental accommodations shall have no force or effect.

No Bylaw

- 3.05 The Strata Corporation shall not pass any bylaws preventing, restricting or abridging the use of the Lands, the Proposed Development or the Units contained therein from time to time as rental accommodation.

Vote

- 3.06 No Unit Owner, nor any tenant or mortgagee thereof, shall vote for any strata corporation bylaw purporting to prevent, restrict or abridge the use of the Lands, the Proposed Development and the units contained therein from time to time as rental accommodation.

Notice

- 3.07 The Owner will provide notice of this Agreement to any person or persons intending to purchase a Unit prior to any such person entering into an agreement of purchase and sale, agreement for sale, or option or similar right to purchase as part of the Disclosure Statement for any part of the Proposed Development prepared by the Owner pursuant to the *Real Estate Development Marketing Act*.

4. DEFAULT AND REMEDIES

Notice of Default

- 4.01 The District may, acting reasonably, give to the Owner written notice to cure a default under this Agreement within 30 days of receipt of notice. The notice must specify the nature of the default. The Owner must act with diligence to correct the default within the time specified.

Costs

- 4.02 The Owner will pay to the District on demand by the District all the District's costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.

Damages an Inadequate Remedy

- 4.03 The Owner acknowledges and agrees that in the case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm sustained by the District and to the public interest will be irreparable and not susceptible of adequate monetary compensation.

Equitable Remedies

- 4.04 Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.

No Penalty or Forfeiture

- 4.05 The Owner acknowledges and agrees that it is entering into this Agreement to benefit the public interest in providing rental accommodation, and that the District's rights and remedies under this Agreement are necessary to ensure that this purpose is carried out, and the District's rights and remedies under this Agreement are fair and reasonable and ought not to be construed as a penalty or forfeiture.

Cumulative Remedies

- 4.06 No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right to remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Owner under this Agreement.

5. **LIABILITY**

Indemnity

- 5.01 Except for the negligence of the District or its employees, agents or contractors, the Owner will indemnify and save harmless each of the District and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of any act or omission by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible or the Owner's ownership, operation, management or financing of the Proposed Development or any part thereof.

Release

- 5.02 Except to the extent such advice or direction is given negligently, the Owner hereby releases and forever discharges the District, its elected officials, board members, officers, directors, employees and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns from and against all claims, demands, damages, actions or causes of action by reason of or arising out of advice or direction respecting the ownership, operation or management of the Proposed Development or any part thereof which has been or hereafter may be given to the Owner by all or any of them.

Survival

- 5.03 The agreements of the Owner set out in Sections 5.01 and 5.02 will survive termination of this Agreement and continue to apply to any breach of the Agreement or claim arising under this Agreement during the ownership by the Owner of the Lands or any Unit therein, as applicable.

6. **GENERAL PROVISIONS**

District's Power Unaffected

- 6.01 Nothing in this Agreement:
- (a) affects or limits any discretion, rights, powers, duties or obligations of the District under any enactment or at common law, including in relation to the use or subdivision of land;
 - (b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or

- (c) relieves the Owner from complying with any enactment, including the District's bylaws in relation to the use of the Lands.

Agreement for Benefit of District Only

6.02 The Owner and District agree that:

- (a) this Agreement is entered into only for the benefit of the District:
- (b) this Agreement is not intended to protect the interests of the Owner, any Unit Owner, any Occupant or any future owner, occupier or user of any part of the Proposed Development including any Unit; and
- (c) The District may at any time execute a release and discharge of this Agreement in respect of the Proposed Development or any Unit therein, without liability to anyone for doing so.

Agreement Runs With the Lands

6.03 This Agreement burdens and runs with the Lands and any part into which any of them may be subdivided or consolidated, by strata plan or otherwise. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its successors and assigns, and all persons who acquire an interest in the Lands or in any Unit after the date of this Agreement.

Release

6.04 The covenants and agreements on the part of the Owner and any Unit Owner and herein set forth in this Agreement have been made by the Owner and any Unit Owner as contractual obligations as well as being made pursuant to Section 905 of the *Local Government Act* (British Columbia) and as such will be binding on the Owner and any Unit Owner, except that neither the Owner nor any Unit Owner shall be liable for any default in the performance or observance of this Agreement occurring after such party ceases to own the Lands or a Unit as the case may be.

Priority of this Agreement

6.05 The Owner will, at its expense, do or cause to be done all acts reasonably necessary to ensure this Agreement is registered against the title to each Unit in the Proposed Development, including any amendments to this Agreement as may be required by the Land Title Office or the District to effect such registration.

Agreement to Have Effect as Deed

6.06 The District and the Owner each intend by execution and delivery of this Agreement to create both a contract and a deed under seal.

Waiver

- 6.07 An alleged waiver by a party of any breach by another party of its obligations under this Agreement will be effective only if it is an express waiver of the breach in writing. No waiver of a breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.

Time

- 6.08 Time is of the essence in this Agreement. If any party waives this requirement, that party may reinstate it by delivering notice to another party.

Validity of Provisions

- 6.09 If a Court of competent jurisdiction finds that any part of this Agreement is invalid, illegal, or unenforceable, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part.

Extent of Obligations and Costs

- 6.10 Every obligation of a party which is set out in this Agreement will extend throughout the Term and, to the extent that any obligation ought to have been observed or performed prior to or upon the expiry or earlier termination of the Term, such obligation will survive the expiry or earlier termination of the Term until it has been observed or performed.

Notices

- 6.11 All notices, demands, or requests of any kind, which a party may be required or permitted to serve on another in connection with this Agreement, must be in writing and may be served on the other parties by registered mail, by facsimile transmission, or by personal service, to the following address for each party:

If to the District:

District Municipal Hall
355 West Queens Road
North Vancouver, BC V7N 4N5

Attention: Planning Department
Facsimile: (604) 984-9683

If to the Developer:

Attention:
Facsimile: (604)

If to the Unit Owner:

The address of the registered owner which appears on title to the Unit at the time of notice.

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request; if made by facsimile transmission, on the first business day after the date when the facsimile transmission was transmitted; and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

Further Assurances

- 6.136.12 Upon request by the District, the Owner will promptly do such acts and execute such documents as may be reasonably necessary, in the opinion of the District, to give effect to this Agreement.

Enuring Effect

- 6.146.13 This Agreement will enure to the benefit of and be binding upon each of the parties and their successors and permitted assigns.

7. INTERPRETATION

References

- 7.01 Gender specific terms include both genders and include corporations. Words in the singular include the plural, and words in the plural include the singular.

Construction

- 7.02 The division of this Agreement into sections and the use of headings are for convenience of reference only and are not intended to govern, limit or aid in the construction of any provision. In all cases, the language in this Agreement is to be construed simply according to its fair meaning, and not strictly for or against either party.

No Limitation

- 7.03 The word “including” when following any general statement or term is not to be construed to limit the general statement or term to the specific items which immediately follow the general statement or term similar items whether or not words such as “without limitation” or “but not limited to” are used, but rather the general statement or term is to be construed to refer to all other items that could reasonably fall within the broadest possible scope of the general statement or term.

Terms Mandatory

- 7.04 The words “must” and “will” are to be construed as imperative.

Statutes

- 7.05 Any reference in this Agreement to any statute or bylaw includes any subsequent amendment, re-enactment, or replacement of that statute or bylaw.

Entire Agreement

- 7.06 This is the entire agreement between the District and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to this Agreement, except as included in this Agreement.
- 7.07 This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by District Council of a bylaw to amend Bylaw 8054.

Governing Law

- 7.08 This Agreement is to be governed by and construed and enforced in accordance with the laws of British Columbia.

As evidence of their agreement to be bound by the terms of this instrument, the parties hereto have executed the *Land Title Act* Form C that is attached hereto and forms part of this Agreement.

Morning Rush Hour Bus Schedule for Capilano and Marine Westbound Transit Service

	Time table (am)	Bus Number	Destination
1	7:00	239	West Van
2	7:02	240	Downtown
3	7:05	255	West Van
4	7:06	241	Downtown
5	7:06	239	West Van
6	7:08	246	Downtown
7	7:12	240	Downtown
8	7:15	241	Downtown
9	7:16	239	West Van
10	7:21	246	Downtown
11	7:22	240	Downtown
12	7:26	239	West Van
13	7:26	241	Downtown
14	7:29	247	Downtown
15	7:32	246	Downtown
16	7:32	240	Downtown
17	7:36	241	Downtown
18	7:35	255	West Van
19	7:38	239	West Van
20	7:43	240	Downtown
21	7:44	246	Downtown
22	7:46	241	Downtown
23	7:48	239	West Van
24	7:55	246	Downtown
25	7:56	241	Downtown
26	7:58	239	West Van
27	7:55	240	Downtown
28	8:00	240	Downtown
29	8:02	247	Downtown
30	8:05	240	Downtown
31	8:06	241	Downtown
32	8:05	255	West Van
33	8:08	239	West Van
34	8:09	246	Downtown
35	8:13	240	Downtown
36	8:15	240	Downtown
37	8:17	241	Downtown
38	8:18	239	West Van
39	8:25	241	Downtown

7:00-8:00 am =
28 buses

8:00 – 9:00 am=
27 buses

40	8:27	246	Downtown
41	8:25	240	Downtown
42	8:28	239	West Van
43	8:31	241	Downtown
44	8:36	247	Downtown
45	8:35	240	Downtown
46	8:35	255	West Van
47	8:37	239	West Van
48	8:39	241	Downtown
49	8:41	246	Downtown
51	8:45	240	Downtown
52	8:47	239	West Van
53	8:55	240	Downtown
54	8:57	239	West Van
55	8:56	246	Downtown

**DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING**

REPORT of the Public Hearing held in the Council Chambers of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Tuesday, June 17, 2014 commencing at 7:05 p.m.

Present: Mayor R. Walton
Councillor R. Hicks
Councillor D. MacKay-Dunn
Councillor L. Muri
Councillor A. Nixon

Absent: Councillor R. Bassam
Councillor M. Little

Staff: Mr. B. Bydwell, General Manager – Planning, Properties, and Permits
Mr. J. Gordon, Manager – Administrative Services
Ms. J. Paton, Manager – Development Planning
Ms. L. Brick, Confidential Council Clerk
Ms. T. Smith, Transportation Planner
Mr. T. Guppy, Community Planner

Bylaw 8061: The District of North Vancouver Rezoning Bylaw 1310

Purpose of Bylaw:

The proposed bylaw will rezone Grouse Inn and adjacent former gas station site. The proposal includes two residential towers, a restaurant, commercial building, and gateway plaza.

1. OPENING BY THE MAYOR

Mayor Walton welcomed everyone and advised that the purpose of the Public Hearing was to receive input from the community and staff on the proposed bylaw as outlined in the Notice of Public Hearing.

2. INTRODUCTION OF BYLAWS BY CLERK

Mr. James Gordon, Manager – Administrative Services, introduced the proposed bylaw and advised that all those who consider that their interest in property may be affected by the proposed bylaw are welcome to speak.

3. PRESENTATION BY STAFF

Presentation: Tamsin Guppy, Community Planner

Ms. Tamsin Guppy, Community Planner, advised that the applicant is seeking permission to rezone 2.6 acres, which include the Grouse Inn and former Esso gas station, at the corner of Capilano and Marine Drive. The proposal includes two residential towers, a restaurant, a commercial building, a new gateway plaza, and a park. The proposal is in keeping with the OCP, will have a maximum of 280 units and a 2.5 Floor Space Ratio (FSR) with a commercial floor area of 23,000 sq. ft. at grade.

Ms. Guppy reviewed the vision for the Lower Capilano Village Centre Plan highlighting:

- Bridging the community and providing a connection to the community on both sides of Capilano Road;
- Commercial space which serves the immediate neighbourhood;
- A new network of open space;
- Road improvements for now and the future;
- The right mix of housing in the right place; and,
- High rises located in key areas to maximize sunlight to the public areas.

Ms. Guppy commented on the height of the proposed buildings noting that in the Community Implementation Plan the interior building is proposed as being 20 stories and the corner building is proposed as being 22 stories; the applicant is proposing changing the building heights to 19 and 23 stories to create a distinction between the two buildings. Staff advised that this change will reduce the impact of building height and shading away from the heart of the community, park spaces, and existing single family neighbourhoods.

Staff advised that the proposal meets the current adaptable housing guidelines; as the guidelines are currently under review, the applicant will have the option of adopting the new standards or using the existing guidelines when the policies change.

The commercial component includes:

- At grade commercial space which will provide the services needed in the Lower Capilano Village Centre and help with animating the streets to provide vibrancy; and,
- Three stories of office space which can be converted to live-work or residential units if required, thereby allowing up to 18 additional residential units, increasing the site's total residential units from 262 to 280 units.

Staff advised that the Community Amenity Contribution will be \$4,562,500 which can be used for public facilities, improvements to parks, public art, or affordable housing projects in the area.

The project includes residential visitor parking and commercial parking in a public parking lot in P1, this parkade level will have higher floor to ceiling heights to accommodate taller vehicles and include approximately 150 spaces.

At this time the applicant is proposing 1.7 parking spaces per unit (393 spaces in total) in this development; a reduction in parking spaces may be requested by the applicant during the detailed design stage after a detailed transportation study has been completed.

Ms. Tegan Smith, Transportation Planner, provided an overview of the transportation issues studied as part of the Implementation Plan work, highlighting:

- A transportation study has been completed in advance of the Implementation Plan approval;
- The proposed road network provides circulation options for getting around in the village centre; and,
- The plan adds capacity at Capilano Road and Marine Drive intersection by adding lane improvements and a dedicated left turn lane.

Staff also worked extensively with TransLink to develop a strategy to better integrate transit into the Lower Capilano Village Centre which includes:

- Creating a more central transit hub at the crossroads where the south bound 246 and 247 bus routes to travel down McGuire Avenue and onto Lions Gate Bridge; and,
- Monitoring of the area by TransLink and an increase in service over the last couple of years.

Staff noted that bike lanes are planned for the Village Centre and the surrounding area for all ages and abilities and that there will be extensive pedestrian improvements.

Turning to the project-specific transportation improvements, Ms. Smith noted traffic improvements include:

- A new signalized intersection at Capilano and Curling Road;
- A new left turn lane on Capilano Road southbound onto Marine Drive, which will improve traffic flow and reduce wait times by 3 minutes;
- Improved signal coordination; and,
- Improved safety.

Regarding pedestrian and cycling improvements, Ms. Smith noted the new road allocation for bike lanes, and wider sidewalks buffered by street trees.

Transit service at the site was discussed and it was noted that there are over 25 buses per hour westbound at the stop next to the project on Marine Drive. Transit service is also anticipated to be improved still further under the Mayors' Plan and will include the addition of new B Line service. The project will be providing an improved bus stop with shelter and an easy pedestrian connection to the bus stop.

Staff advised that 48% of the site will be provided for public access, park land, sidewalks, and road improvements; there will be a left turn bay implemented on Capilano Road at Curling Road.

Staff confirmed that they have communicated the District's expectations for construction traffic management to the proponent; staff advised that the proponent is working to ensure that the construction site does not disrupt peak traffic and must be contained on the site. Staff expects that the proponent will submit a construction management plan for the project and it will be coordinated with the other construction sites in the area.

In response to a query from Council staff advised that the proposal includes an open plaza space and a small portion of land which will become part of a larger park as more developments are constructed in the future. It was noted that there are several trails and parks in the area which can be easily accessed by residents of the development. Staff are working on developing a network of pocket parks within the Village Centre which will each offer different themed play opportunities.

Staff advised that the office units on the upper floors of the commercial building could be converted to live work or residential if the market does not support office, and that the bylaw provides for this conversion, giving the potential for 18 additional residential units beyond the 262 currently proposed.

4. PRESENTATION BY APPLICANT

Presentation: Foad Rafii, Rafii Architects and Michael Geller, Planning Consultant

Mr. Michael Geller, Planning Consultant, and Mr. Foad Rafii, Rafii Architects, spoke on behalf of the applicant. Mr. Geller reviewed the community feedback which has been received including comments on traffic, views, property value, amount of development in the area, and project coordination.

Mr. Geller advised that the proposal complies with the desires of the OCP and has integrated commercial and retail space with the residential component.

Mr. Geller advised that the number one issue which the proponent has addressed is to minimize the affect the proposal will have on traffic; if the traffic problems in the area can't be addressed, the units will not sell. The proposal has implemented a system for truck loading and created a dedicated main entrance to the development. The traffic study indicates that the project will add 2% to the traffic in the intersection on Capilano Road, and will add 5% at the Curling Road intersection. He advised that the road dedications from the site will result in significant overall area transportation improvements.

Mr. Geller advised that the project will include:

- Electric car facilities and car share parking spaces;
- Outside plantings to make the buildings more livable which will be maintained by the Strata Councils;
- A variety of store fronts using various materials which will fit in with the village feel;
- A proper plaza with a fountain and natural wood features; and,
- A double row of trees along Capilano Road and Marine Drive which will help to transform the intersection.

View analysis proves that the Woodcroft views will not be blocked, just changed, and have provided a view, to scale, of what the building will look like from Woodcroft.

Mr. Geller confirmed that the project will have an onsite construction plan and will not need to use the roadways for construction purposes. The development is to be implemented in a two phase project and will ensure that access will be available to the site throughout. Construction traffic management principles will be implemented to maintain access for contractors, pedestrians, on site storage, and advance notice of traffic impact work will be provided to the neighbourhood.

Mr. Geller advised that the Community Amenity Contribution will be \$4,562,500 and \$2,365,000 for Development Cost Charges in addition to the land which is being provided for roadways and park.

5. REPRESENTATIONS FROM THE PUBLIC

5.1 Mr. Don Peters, 600 Block West Queens Road: COMMENTING

- Spoke on behalf of the Community Housing Action Committee;
- Opined that there is only one mention in the staff report of affordable housing options;
- Urged that affordability be included in the proposal; and,

- Proposed that Council set aside 25% of the CAC's and direct it towards the development of below market housing in this neighbourhood.
- 5.2 Mr. Michael Vingarzan, 2000 Block Fullerton Avenue: OPPOSED**
- Spoke in opposition to the proposed development;
 - Expressed concern regarding the development of high density towers on the site;
 - Commented that the density will increase traffic issues in the neighbourhoods; and,
 - Expressed concern that the views from his building will be affected and reduce his property value.
- 5.3 Ms. Val Moller, 2000 Block Fullerton Avenue: COMMENTING**
- Commented that she likes the proposed development, but encouraged that the two towers be lowered;
 - Commented that the level of development on the North Shore is intense and should be monitored; and,
 - Commented on the traffic issues at Capilano Road and urged that traffic management plans be implemented.
- 5.4 Mr. Doug Curran, 2000 Block Curling Road: IN FAVOUR**
- Spoke in support of the proposed development;
 - Commented on the developers approach to working with the community; and,
 - Urged that Council adopt the proposal.
- 5.5 Ms. Sue Lakes-Cook, 200 Block West 4th Street: OPPOSED**
- Expressed concern with the saleability of the units;
 - Noted that there are not a lot of units or amenities in the development for families; and,
 - Requested that staff install an air quality monitoring device at the corner of Capilano and Marine Drive.
- 5.6 Mr. Hazen Colbert, 1100 Block East 27th Street: COMMENTING**
- Opined that the application is incomplete and should address affordable housing and parking; and,
 - Commented on the traffic issues on Capilano Road and Marine Drive.
- 5.7 Mr. Matthew Dalzell, 1700 Block Medwin Place: IN FAVOUR**
- Commented on the saleability of the adjacent building, in which he owns a unit, and suggested Council consider increasing the density for them as well.
- 5.8 Mr. Armin Eslanpour, 2000 Block Fullerton Avenue: IN FAVOUR**
- Opined that the development will create a village feeling for the area; and,
 - Suggested that the project will provide affordable housing for him.
- 5.9 Ms. Behnaz Arabian, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that the development will be welcomed by the community.

- 5.10 Mr. Elaa Aki, 2800 Block Capilano Road: IN FAVOUR**
- Spoke in support of the proposed development;
 - Commented that the traffic improvements will benefit the community; and,
 - Queried what the improvement percentage will be in traffic from the additional traffic lanes.
- 5.11 Ms. Carol Milne, 200 Block Osborne Road: OPPOSED**
- Spoke in opposition to the proposed development;
 - Commented that there is an abundance of condos and construction in North Vancouver; and,
 - Encouraged a moratorium on condos on the North Shore.
- 5.12 Mr. Farhad Ebrahimi, 2000 Block Marine Drive: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that the FSR granted to the developer is not enough.

The meeting recessed at 8:44 pm and reconvened at 8:49 pm.

- 5.14 Mr. Kevin Saffari, 2000 Block Fullerton Avenue: OPPOSED**
- Commented that the lack of visitor parking will be problematic;
 - Opined that there are lots of amenities and stores in the neighbourhood;
 - Commented that the proposal will increase the traffic congestion in the area; and,
 - Commented on the impact the proposal will have on views to the neighbourhood.
- 5.15 Mr. Barry Bakhtiar, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in favour of the proposed development;
 - Opined that many of the occupants may be residents of the District who are downsizing; and,
 - Commented that Woodcroft has set up a bus service for seniors to reach Park Royal Mall.
- 5.16 Mr. Iraj Babaei, 1400 Block Bewicke Avenue: IN FAVOUR**
- Spoke in support of the proposed development;
 - Is a frequent user of the Capilano and Marine Drive intersection and opined that the development will be an improvement in the District; and,
 - Commented that the project is designed with customers in mind as it provides adequate parking for the retail units.
- 5.17 Mr. Walter Hajen, 3700 Block Rutherford Crescent: OPPOSED**
- Spoke in opposition to the proposed development;
 - Commented on the traffic congestion on the North Shore;
 - Queried if the only improvement from the project will be an additional turning lane; and,
 - Spoke in opposition to more densification on the North Shore.
- 5.18 Mr. Soroush Ahmadpour, 800 Block Clements Avenue: IN FAVOUR**
- Spoke regarding affordable housing on the North Shore; and,
 - Spoke in support of the proposed development;

- 5.19 Mr Masih Alaeitafti, 2000 Block Fullerton Avenue: IN FAVOUR**
- Spoke in support of the proposed development;
 - Spoke regarding traffic issues on Marine Drive, commenting that the left turn lane will improve congestion;
 - Opined that creating a community which is inviting to youth and the elderly is a benefit; and,
 - Requested that staff review the parking requirements to ensure that it is adequate.
- 5.20 Mr. Rudy Voser, 1800 Block Belle Isle Place: COMMENTING**
- Spoke regarding the FSR for the proposed development; and,
 - Opined that when so much land is set aside for roads and park, the density is squeezed, and that it is better to have two tall towers than shorter fatter buildings and no public land.
- 5.21 Ms. Doris Wong, Garden Avenue: IN FAVOUR**
- Spoke in support of the proposed development commenting that the area is in need of redevelopment; and,
 - Spoke in support of the transit in the area and walkability of the area.
- 5.22 Ms. Farah Ghafari, District Resident: IN FAVOUR**
- Spoke in favour of the proposed development; and,
 - Commented on the livability of having shops in the neighbourhood.
- 5.23 Mr. Bernie Teague, District Resident: IN FAVOUR**
- Spoke in support of the proposed development; and,
 - Commented that there is a need for a community centre development in the area.
- 5.24 Mr. Gordon Wylie, District Resident: IN FAVOUR**
- Commented that the OCP identifies where density is need in the District; and,
 - Opined that parking may be less of a factor in the future than it is currently.
- 5.25 Mr. Mike Riely, 1800 Block Glenaire Drive: IN FAVOUR**
- Commented that to stop a development because of traffic issues is not advisable;
 - Commented that transit is a benefit to commuters; and,
 - Urged that people re-examine their use of vehicles.
- 5.26 Mr. Kevin Saffari: SPEAKING FOR A SECOND TIME**
- Commented on the growth north of North Vancouver which affects the traffic on the North Shore;
 - Opined that new developments will not alleviate traffic congestion on the North Shore; and,
 - Commented on the negative impact of the proposed high-rise buildings on the residents of Woodcroft.
- 5.27 Mr. Doug Curran: SPEAKING FOR A SECOND TIME**
- Commented on the downward trend of car ownership; and,
 - Encouraged that transit be improved in the area.

5.28 Mr. Iraj Babaei: SPEAKING FOR A SECOND TIME

- Commented that there is support for the project in Woodcroft; and,
- Opined that the home prices in Woodcroft will not be affected by the proposal.

5.29 Mr. Corrie Kost, 2800 Block Colwood Drive: COMMENTING

- Expressed concern that the proposed bylaw was vague in some areas;
- Urged Council to include specifics such as the square feet allocated for outdoor space and size of storage lockers;
- Commented on the transportation plan;
- Commented on shadow studies and the usefulness of public space; and,
- Requested that the appropriate amount of commercial space be designated for this neighbourhood.

Councillor NIXON left the meeting at 9:50 pm and returned at 9:53 pm.

5.30 Mr. John Gilmour, 2900 Block Bushnell Place: IN FAVOUR

- Spoke in support of the proposed development; and,
- Opined that the community plaza will improve the area.

5.31 Mr. Michael Geller, Applicant: IN FAVOUR

- Spoke regarding the site FSR, noting that the bylaw establishes the FSR at 2.5;
- Clarified that the bylaw identifies a requirement for commercial space;
- Commented that the buildings will be built to a LEED Gold equivalent; and,
- Commented that there is discretion on behalf of the District to use the CAC contribution towards purchasing units for affordable housing.

5.32 Mr. Bernie Teague: SPEAKING FOR A SECOND TIME

- Commented on a need for affordable housing stock in the District.

6. QUESTIONS FROM COUNCIL

Council queried what the traffic impact will be from this village centre when it is built out in full. Staff advised that the traffic study which was conducted found that 95% of the area traffic is regional and that the additional traffic would generate an additional ten trips per hour.

Staff advised that the FSR is based on the gross size of the land before any calculations for road or park areas are separated from the parcel.

Staff confirmed that the housing agreement bylaw, which was introduced at the same time as zoning bylaw, will be registered on title as a covenant and prevent future strata Councils from prohibiting rental in the buildings.

Council requested that staff report back on the value of the property which is being rededicated to roadway.

7. COUNCIL RESOLUTION

MOVED by Councillor NIXON

SECONDED by Councillor HICKS

THAT the June 17, 2014 Public Hearing be closed;

AND THAT "The District of North Vancouver Rezoning Bylaw 1310 (Bylaw 8061)", be returned to Council for further consideration.

CARRIED
(10:07 p.m.)

CERTIFIED CORRECT:


Confidential Council Clerk

AGENDA INFORMATION

☐ Regular Meeting

Date: _____

☐ Workshop (open to public)

Date: _____

Dept.
Manager

GM/
Director

CAO

The District of North Vancouver REPORT TO COUNCIL

May 14, 2014

File: 3060-20-12.14

AUTHOR: Tamsin Guppy, Community Planning

SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
2010 Marine Drive

RECOMMENDATION:

It is recommended that:

1. Bylaw 8061, which rezones the subject site from C4 and C9 to Comprehensive Development Zone 81 (CD 81) to enable the development of a commercial-residential mixed use development be given First Reading;
2. Bylaw 8061 be referred to a Public Hearing; and
3. Bylaw 8062, which authorizes Housing Agreement to prevent future rental restrictions, be given First Reading.

REASON FOR REPORT:

To present for Council's consideration the necessary bylaws related to the consideration of a land use change to permit a mixed use development in the Lower Capilano Marine Village Centre.

SUMMARY:

The applicant, Rafii Architects on behalf of Pacific Gate Investments, has applied to rezone the Grouse Inn and adjacent vacant gas station site, to permit the development of a mixed use project. The proposal includes two residential towers, a restaurant, a commercial building, a new gateway plaza, and park dedication.



The proposal is in keeping with the Official Community Plan and the Capilano Village Centre Implementation Plan, and was generally well received when presented to the local community at both the preliminary and detailed application stage.

**SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
2010 Marine Drive**

May 14, 2014

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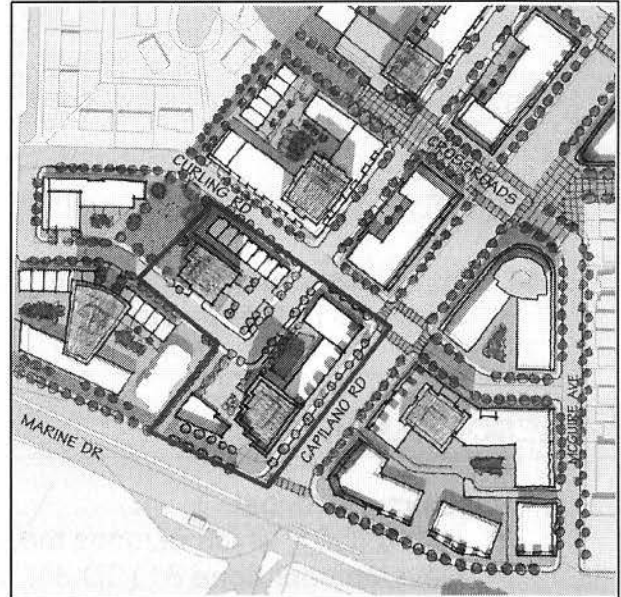
The application is for rezoning only and does not include the Development Permit application.

EXISTING POLICY:

After extensive public engagement the *Lower Capilano Marine Village Centre Implementation Plan* was approved by Council on April 29, 2013 (excerpt shown on the right).

The Village Centre Plan designates this site for a mixed use development with density of up to 2.5 FSR.

The Village Centre Plan also requires that the redevelopment of this site include land for a public plaza at the corner of Capilano Road and Marine Drive, and for a portion of the new pocket park proposed on Curling Road.



The Village Centre Plan approved in 2013, shows two high-rises (in blue) on this site.

ANALYSIS:

Subject Site:

The site is approximately 2.6 acres in size and is located at the north-west corner of Capilano Road and Marine Drive. The site includes a former vacant gas station site, and the existing Grouse Inn hotel site.

The Grouse Inn is still open for business, but recent years have seen a decline in business as the hotel buildings become increasingly outdated.



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The Proposal:



The proposal is for a mixed use project that includes:

- Residential:
 - A 23 storey residential tower;
 - A 19 storey residential tower;
 - 3 storey townhouse units;
 - A total of 262-280 residential units
- Commercial
 - A 6,000 sq. ft. stand alone restaurant next to the public plaza and Marine Drive;
 - A 4 storey, 31,000 sq. ft. commercial building at Capilano and Curling.

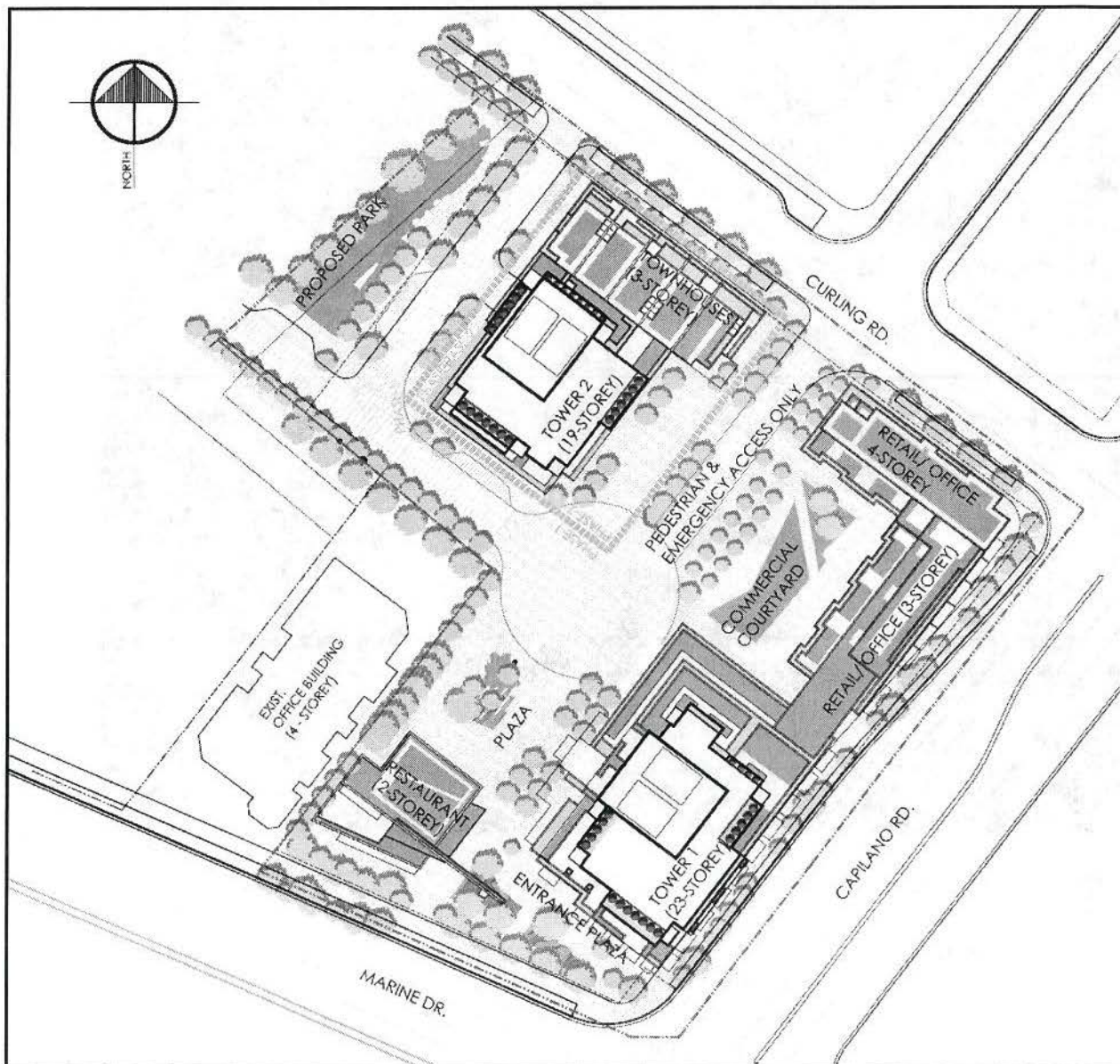
**SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
2010 Marine Drive**

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Page 4

The total square footage of the project is based on a floor space ratio of 2.5, for a total gross floor area of 284,277 square feet.

Site Design and Layout



The proposed site plan and building layout is in keeping with the vision for the village centre, bringing a mix of housing and commercial services to the community.

**SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
2010 Marine Drive**

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Commercial activity lines Marine Drive and Capilano Road and extends round the corner at Curling Road and into the pedestrian mews. These commercial spaces include a stand-alone restaurant on Marine Drive, which frames the south end of the site and the west end of the gateway plaza. Commercial retail units are proposed at the foot of the residential tower and the base of the commercial building running along the length of Capilano Road. As the 4 storey commercial building reaches Curling Road, the retail spaces continue and are oriented to both the main streets and the internal pedestrian area.

As the development proceeds along Curling Road it creates a 3 storey building wall with town house units facing the street.

A new road will provide vehicle access to this site and the existing 4 storey office building at 2030 Marine Drive. This new road will enter the site between the residential development and the new pocket park on Curling Road. This road will come into the site and end with a cul-de-sac that provides vehicle access to the commercial building, and creates pedestrian areas as shown in the conceptual sketch below.



While the detailed design work on the streetscape is still ongoing, the applicant team have embraced the community's vision for a pedestrian zone on the internal road network where people come first and residents can enjoy outdoor seating away from the noise of Capilano Road.

**SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
2010 Marine Drive**

May 14, 2014

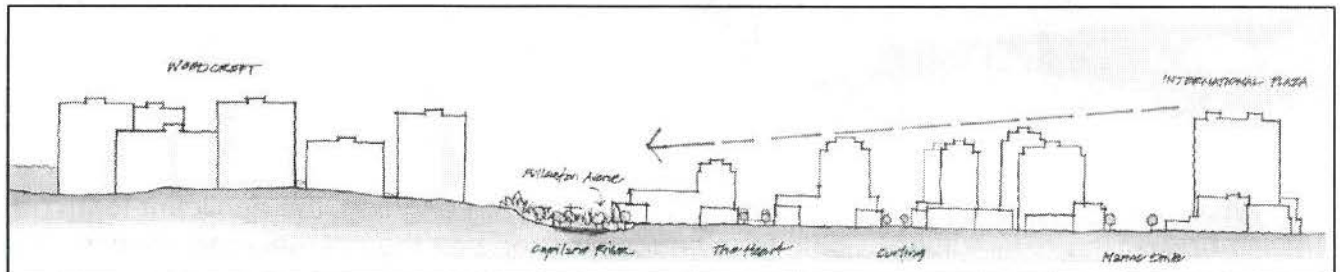
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The applicant team has also recognized the importance of extending this pedestrian connection south to Marine Drive to link up to the gateway plaza and major bus stop. To this end, they have modified their plans to create a strong linkage to the south. Public art, potentially combined with a large scale water feature are proposed for this gateway plaza to both advertise the village centre to all those driving by, and also to help mask the noise of traffic for those enjoying the plaza space or waiting for the bus.



Building Height:

The Village Centre Plan has tower heights stepping down from International Plaza (26 storeys) to the heart of the Village Centre. This site, being the furthest south and closest to International Plaza, has the tallest tower heights under consideration in the Centre Plan of 22 and 20 storeys respectively.



The applicant has proposed a slight modification to these heights to create a greater distinction between the two buildings, by increasing the height of one and decreasing the

**SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
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height of the other, so that instead of 22 and 20 storeys they are proposing 23 and 19 storeys. These heights have been part of the presentation to the public since the preliminary stage and have been reviewed by the Advisory Design Panel. To date, local residents have not raised concerns with the proposed change in building heights and this minor modification helps shift more of the height and density away from the single family homes and towards the corner of Capilano Road and Marine Drive.

The impact of the tower heights has also been minimized through the design which proposes slim towers with correspondingly small building footprints, thereby reducing the bulk of the buildings. The architect is also proposing "sky gardens" on the buildings that will help create a stepping stone between the new urban village and the District's more suburban character, by softening the building with landscaping and creating roof decks that residents can enjoy.

For these reasons, staff support the proposed modification in building heights.



The architect is proposing "sky gardens" and roof decks to bring a more lush garden feel to the proposal.

**SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
2010 Marine Drive**

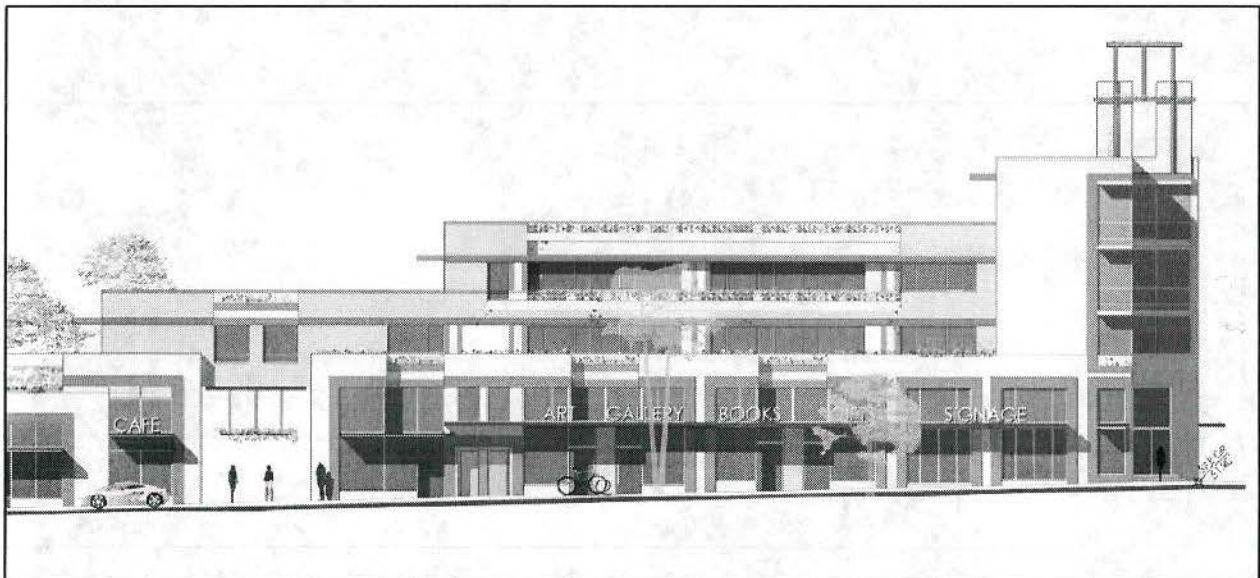
May 14, 2014

Page 8

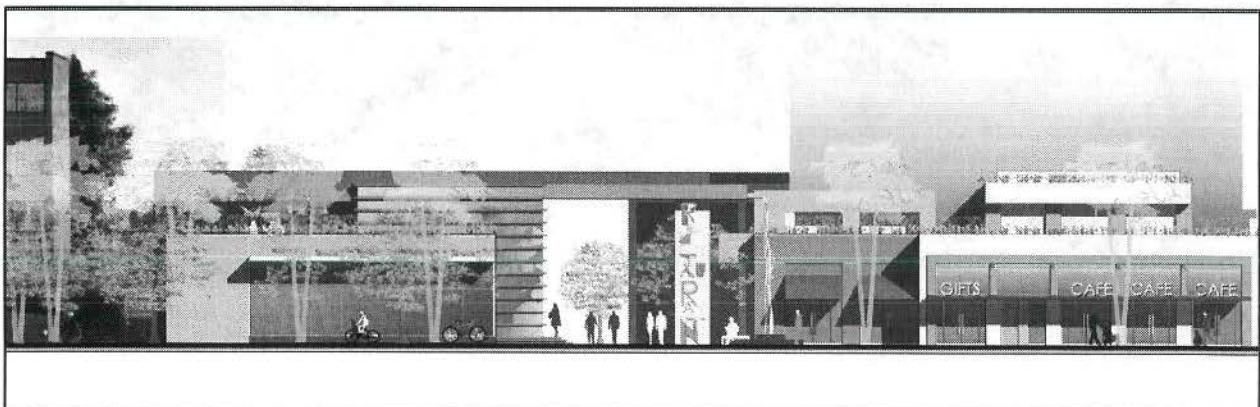
Rezoning Bylaw 8061

Rezoning Bylaw 8061 establishes the maximum potential development size of 284,277 square feet which is based on the maximum permitted FSR of 2.5 x the lot area of 113,710.6 square feet.

The Bylaw also establishes the maximum square footage which may be used for residential development, thereby protecting a minimum square footage to be used for at-grade commercial but allowing some flexibility as the owners continue to work towards finding the best tenant mix for the site. To this end, the residential use is capped at 261,026 square feet which is approximately 92% of the total permitted square footage. This ensures that the remaining 8% square footage of 23,251 square feet is set aside for commercial uses, and this number is equivalent to the at-grade commercial space currently proposed in this project.



The proposal includes store front retail along Capilano Road shown above, and on Marine Drive shown below.

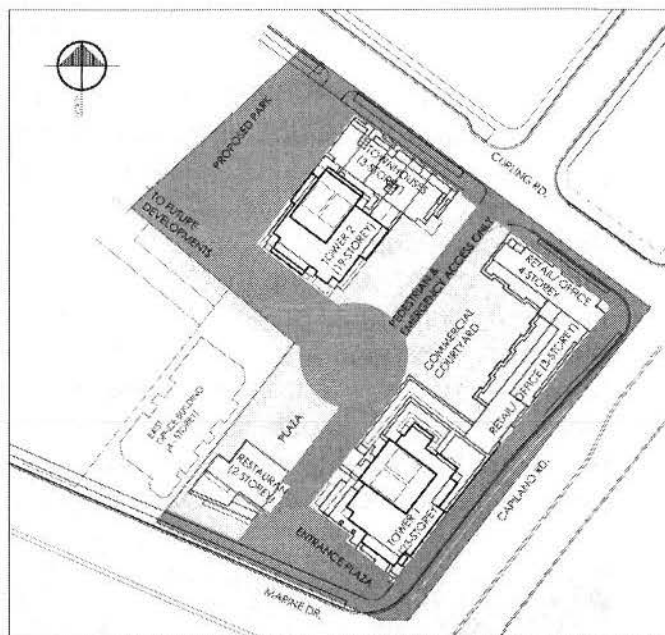


Provision of Land for Public Use

In accordance with the Village Centre Plan and the Transportation Plan, the application includes substantial provision of land for public use, through dedication, air space parcels and rights of way (see plan below which shows public areas in orange).

This land is being provided to accommodate:

- The Gateway Plaza;
- A portion of the Curling Road pocket park;
- Road improvements on all three frontages;
- A new internal road system; and
- And new pedestrian connections through the site.



The proposal will be setting aside large portions of the site for public use as shown in orange on this plan.

Parking:

This site and the Village Centre falls within a frequent transit development area which has some of the best transit service in the region and as such parking requirements are expected to be lower for residential units in this location. The Village Centre Implementation Plan recommends consideration of parking reductions for residential use down to 1.1 spaces per unit, when a robust traffic study is provided.

At this stage in the project, residential parking is proposed at 1.5 stalls per unit and the CD 81 Zone includes this requirement as outlined in the table below:

Building Type	Ratio of Parking
Residential unit in a mid rise, low rise, or high rise building	1.4 space/ unit
Townhouse unit	1.5 space/ unit
Residential Visitor Parking	0.1 space / unit
Public parking	Visitor parking, and commercial parking should all be in a central area and available for shared use

**SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
2010 Marine Drive**

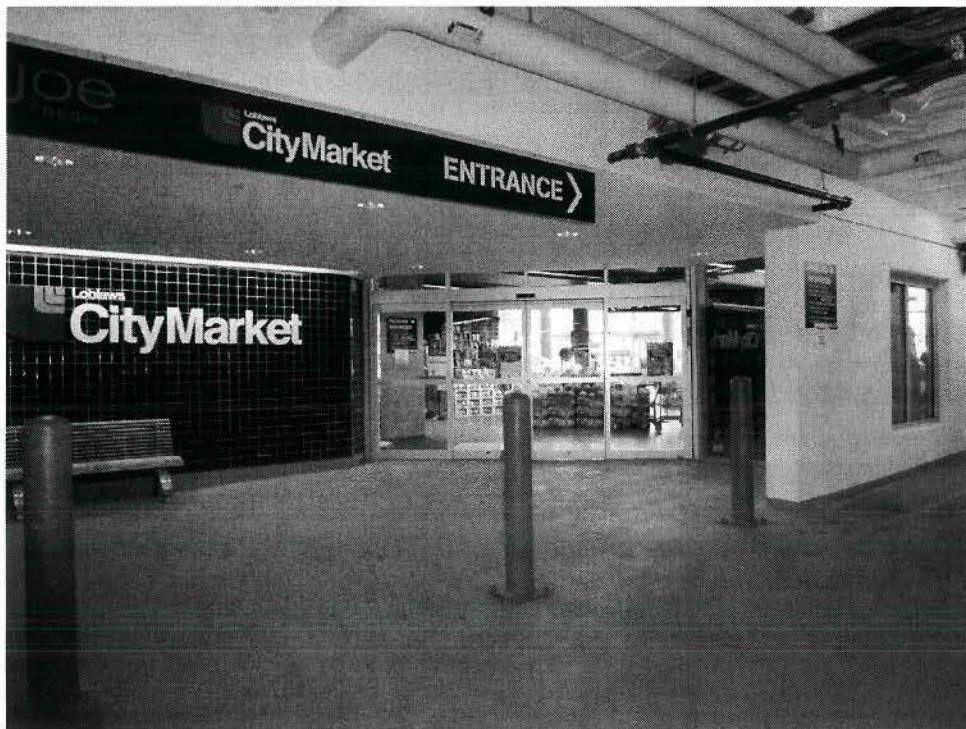
May 14, 2014

Page 10

This parking rate is still higher than is likely to be needed. Once the project proceeds to Development Permit stage a more detailed transportation demand management plan will be provided that will include strategies for car sharing, location of electric vehicle charging stations, and methods for encouraging transit use. Based on a robust transportation demand management plan, a reduction in residential parking rates may be warranted. If that is the case, the Development Permit will include a discussion of the proposed parking and if warranted a recommendation for a parking variance.

At this time, the application includes 540 parking spaces over 3 levels of underground parking, with P1 being for visitors and commercial parking and accommodating taller vehicles, while P2 and P3 are for residential use.

Also under discussion at this time, for consideration at the Development Permit stage, are methods of encouraging the use of the underground parking areas, through improved way-finding, and bringing day-light and visual connections to the underground parking area. One example is extending retail space to the underground parking area so it is immediately visible how one connects to the retail area, like this example from the new Loblaws in the City of North Vancouver. To facilitate these discussions in the future, a minor FSR exemption is proposed that would exempt a small retail area that is sunken and at a lower grade and could provide a link or connection to the parkade.



Some supermarkets are creating lobbies with display areas at the parking level to make it easier for customers to navigate the parking lot.

These spaces also add to the feeling of safety and connection in the parkade.

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Transportation

Background:

Prior to the District moving forward with approval of the Village Centre Plan, the District worked with CTS Traffic Engineers to review the long term build-out for the village centre and confirmed that the local road network will accommodate the added vehicle load of the proposed change in land use.

Traffic Volumes:

The applicant undertook a traffic study which delves further into the impacts of this specific development and reconfirms that the existing road network will continue to work and that the site generated trips are a very small portion of the expected traffic volumes.

Network Improvements

The project includes substantial road dedication to enable the existing roads to be widened to accommodate safety and operational improvements on the road network as well as improved pedestrian and cyclist facilities.

To address safety and improve traffic flow, the proposal includes road dedications to accommodate the introduction of a new dedicated southbound left turn pocket on Capilano Road at Marine Drive, right-sized travel lanes on Capilano Road, and left turn pockets on the northbound and eastbound legs of the future intersection at Curling Avenue. In addition, the removal of the existing driveways will reduce conflict zones, improve intersection operations, and help ensure the Marine Drive bus lane works to its maximum capacity.

To improve conditions for walking and cycling, the proposal includes road dedications for wider sidewalks buffered by street trees and lush plantings and improvements for cyclists on Capilano Road, Marine Drive and Curling Avenue.

The Municipal Engineer will require that a signal be installed at the intersection of Capilano Road and Curling Road prior to work proceeding on any of the new Village Centre projects that rely on this intersection for access by construction vehicles.

The traffic study prepared by Bunt and Associates indicates that peak hour traffic from this site will generate 1.6 cars per minute leaving the site and moving through the intersection of Curling Road and Capilano Road and 1.7 cars per minute arriving.

A detailed Construction Management Plan will be a requirement of this proposal. As there is substantial land dedication along the roadways, it is anticipated that the bulk of the construction would be setback at least 15 feet from the current Capilano Road alignment and 13 feet from the Marine Drive alignment, thereby enabling construction to take place with minimal impact to the existing roads and sidewalks adjacent to this site.

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2010 Marine Drive**

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Community Amenity Contribution

In keeping with the Village Centre Plan, this project will be contributing towards community amenities that benefit the Village Centre. The Community Amenity Contribution will have a value of \$4,562,500. The amenity contribution will go towards amenities listed in the Village Centre Plan including:

- The provision or enhancement of public facilities which may include, but are not limited to: the community centre, or a day care centre;
- Improvements to public parks, plazas, trails and greenways;
- Public art and other beautification projects; and
- Affordable or special needs housing.

Bylaw 8061, rezoning the site, is an amenity bylaw that links the permitted density to the provision of amenities. The amenity contribution will be phased with the development with the first phase including approximately 62% of the development potential and accordingly, 62% of the amenity contribution, and the final or second phase including the remainder of both the development potential and community amenity contribution.

Phase	Maximum Density in that Phase	Amenity Contribution
Phase One	177,052 square feet and 172 units	\$2,828,750
Phase Two	284,277 square feet and 280 units	\$1,733,750
Total	284,277 square feet and 280 units	\$4,562,500

Additional Community Benefits:

In addition to the Community Amenity Contribution this development will also provide the following benefits to the community

Feature or Benefit	Monetary Value (Where Applicable)
Community Amenity Contribution (as above)	\$4,562,500
Public Plaza (4,250 sq. ft.)	Public plaza constructed
Public Park (portion of) (6,108 sq. ft.)	Land improved for park use
Road Improvements (Marine Drive, Capilano Road and Curling Road) (14,406 sq. ft.)	\$1,360,000 (construction costs) and land provided
Development Cost Charges	\$2,365,000

Housing Mix

The project includes the following mix of unit types, which is considered a reasonable blend of unit sizes to accommodate a demographic mix:

Unit Style	Percentage of Units
One Bedroom	15%
One Bedroom with Den	21%
Two Bedroom	58%
Three Bedroom	6%

A development covenant will ensure that the minimum number of one bedroom and three bedroom units does not drop below 15% and 6% respectively, to ensure that the unit mix is maintained.

Adaptable Housing

The application is being processed under the existing Adaptable Housing Guidelines and as such it is required to provide:

- 50% of the units Level 1B (suitable for aging in place);
- 40% Level 2 (suitable for aging in place and for future conversion to wheel chair access); and
- 10% at Level 3 (wheelchair accessible).

The District's Adaptable Guidelines are currently under review, as current applications are grandfathered when policies change, if a new standard is adopted this project will have the option of applying the existing or the new policy.

Green Building

In keeping with the District's Green Building Policy, the applicant is proposing to meet the LEED © Gold rating and energy baseline requirement of six credits in the energy and atmosphere category.

Advisory Design Panel

Advisory Design Panel reviewed this application at the preliminary stage and again on May 1st, 2014, at the Detailed Rezoning Stage. Generally, there was support for this proposal and particularly of the elegant, slim lines of the towers, and of their small building footprints.

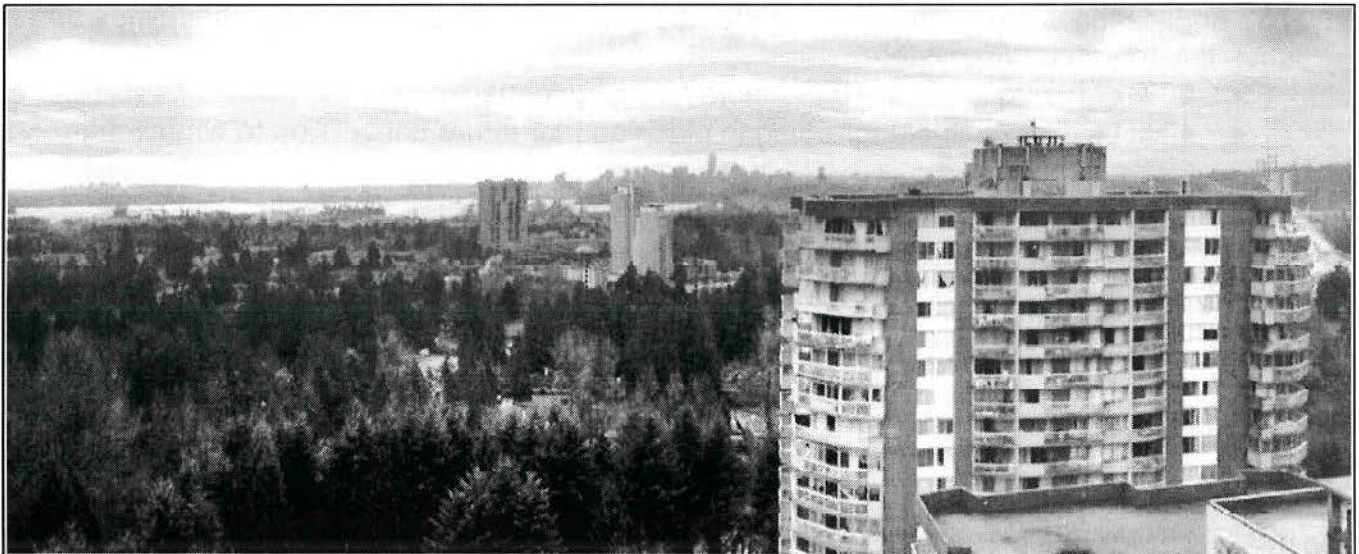
The Panel recommended support of the project, and suggested that when the project proceeds to the detailed design and development stage, more thought be given to how the open spaces work and in particular how to bring more trees and landscaping into the pedestrian areas.

Public Input:

A facilitated public information meeting was held on April 5th, 2014, and approximately 80 people attended the meeting. The notification area included the Village Centre and Woodcroft towers, with over 1500 flyers delivered. In the month following the delivery of the flyers, a total of 19 comment sheets were submitted of which 8 were in support, one was neutral and 10 were opposed. Of the comments received the following key topics were raised:

- 5 comments were in support of local commercial activity;
- 7 comments were concerned about traffic; and
- 4 comments were concerned about view impacts (all from residents of Woodcroft who look across the subject site).

To illustrate for residents of Woodcroft the degree to which their views might change, the architect provided the following illustration, which highlighted for some residents the distance to the site, and the relatively limited impact the project would have on existing views.



VIEW OF PROPOSED DEVELOPMENT AS SEEN FROM 20TH FLOOR OF ONE OF THE WOODCROFT TOWERS

With regards to traffic, again many of the concerns were raised by Woodcroft residents who have expressed concerns with traffic during the Official Community Plan process and subsequent Village Centre process. Many of the Woodcroft residents would like a more direct route into West Vancouver, from the rear of their property directly onto Keith Road. District staff have followed up with West Vancouver and understand that Woodcroft would need to apply directly to West Vancouver to secure this new access.

With regards to general concerns about traffic and parking, the transportation studies have shown that the improved road network can accommodate the anticipated growth and that this project is only a small portion of that growth.

IMPLEMENTATION:

The implementation of this project will require consideration of:

- Rezoning Bylaw 8061; and
- Housing Agreement Bylaw 8062.

Anticipated legal documents for the project include:

- Subdivision plan to consolidate the site and dedicate roads and park land;
- Statutory rights of way;
- Covenants to ensure the following issues are addressed to the District's satisfaction:
 - All off-site and on-site servicing (engineering) requirements;
 - Development is in keeping with the proposed rezoning package;
 - Allocation of development rights;
 - Phasing of the project;
 - Traffic management;
 - Adaptable Housing;
 - Green Building requirements;
 - District Energy requirements for building hydronic ready;
 - Ensuring unsold parking spaces are turned over to each respective strata;
 - Ensuring visitor and public parking are combined and easy to access;
 - Provision of electric vehicle charging stations; and
 - A Storm Water covenant.

Conclusion:

The Grouse Inn team have worked to address issues raised by staff and the community and have presented a strong application that is in accordance with the Village Centre Plan and has a high quality design package. The applicant team is continuing to work to secure a small grocery store or other retail uses that will support the Village Centre.

Bylaw 8061 proposes the mix of land uses and densities that is in keeping with the Village Centre Plan and would permit this development to move forward, and for that reason staff recommend Bylaw Introduction and Referral to a Public Hearing.

**SUBJECT: Rezoning Application - Grouse Inn - Mixed Use Development
2010 Marine Drive**

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Options:

- A) It is recommended that:
1. Bylaw 8061, which rezones the subject site from C4 and C9 to Comprehensive Development Zone 81 (CD 81) to enable the development of a mixed use development with 262 residential units be given First Reading;
 2. Bylaw 8061 be referred to a Public Hearing; and
 3. Bylaw 8062, which authorizes Housing Agreement to prevent future rental restrictions, be given First Reading (staff recommendation); or
- B) Defeat Bylaws 8061 and 8062 at First Reading.

Respectfully submitted,

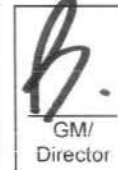
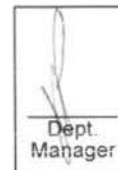
Tamsin Guppy
Community Planning

Attachments:

- a) Project Plans
- b) Facilitator's Report on the Public Information Meeting
- c) Bylaw 8061 Rezoning Bylaw CD 81
- d) Bylaw 8062 Housing Agreement

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting <i>AA</i>	Date: <i>June 23, 2014</i>
<input type="checkbox"/> Workshop (open to public)	Date: _____



The District of North Vancouver REPORT TO COUNCIL

June 19, 2014
File: 3060/20/22.14

AUTHOR: Kathleen Larsen, Community Planner

SUBJECT: 170 – 2270 Dollarton Highway- Deep Cove Brewers and Distillers - Endorsement to Liquor Licence for a Brewery Lounge and special Event Area – Notification Response

RECOMMENDATION: That Council receive this report for information.

REASON FOR REPORT: The following notification response information is submitted for the application being considered on June 23, 2014.

DISCUSSION:

As of 10:00 a.m. on June 19, 2014:

170 – 2270 Dollarton Highway – Deep Cove Brewers and Distillers – Endorsement to a Liquor Licence Application:

111 notices were sent out to adjacent property owners/residents and the Maplewood Community Association and a sign was posted on the subject property on June 11, 2014. One response in favour has been received.

As outlined in the report to Council, both District Bylaw Enforcement and the North Shore Liquor Inspector support the proposal with a closing time of 1:00am Monday to Sunday for the lounge and special event area and 10:00pm closing for the patio area. The RCMP have subsequently also provided support for the proposal subject to these proposed closing times.

Kathleen Larsen

Kathleen Larsen
Community Planner

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

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