

**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, October 4, 2016 commencing at 7:00 p.m.

Present: Acting Mayor D. MacKay-Dunn
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks
Councillor L. Muri

Absent: Mayor R. Walton
Councillor R. Bassam

Staff: Ms. J. Paton, Manager – Development Planning
Ms. L. Brick, Deputy Municipal Clerk
Ms. C. Peters, Planner
Ms. S. Vukelic, Confidential Council Clerk

The District of North Vancouver Rezoning Bylaw 1342 (Bylaw 8183)

Purpose of Bylaw:

Bylaw 8183 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 94 (CD94) and rezone the subject lands from Light Industrial (I3) to CD94 to permit the development of a six-storey mixed use building.

1. OPENING BY THE MAYOR

Acting Mayor MacKay-Dunn 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.

In Acting Mayor MacKay-Dunn's preamble he addressed the following:

- All persons who believe that their interest in property is affected by the proposed bylaw will be afforded a reasonable opportunity to be heard and to present written submissions;
- Use of the established speakers list. At the end of the speakers list, the Chair may call on speakers from the audience;
- Speakers will have five minutes to address Council for a first time. Begin your remarks to Council by stating your name and address;
- After everyone who wishes to speak has spoken once, speakers will then be allowed one additional five minute presentation;
- Any additional presentations will only be allowed at the discretion of the Chair;
- All members of the audience are asked to refrain from applause or other expressions of emotion. Council wishes to hear everyone's views in an open and impartial forum;
- Council is here to listen to the public, not to debate the merits of the bylaw;

- At the conclusion of the public input Council may request further information from staff which may or may not require an extension of the hearing, or Council may close the hearing after which Council should not receive further new information from the public;
- The binder containing documents and submissions related to this bylaw is available on the side table to be viewed; and,
- Everyone at the Hearing will be provided an opportunity to speak. If necessary, the Hearing will continue on a second night.

Ms. Linda Brick, Deputy Municipal Clerk, stated that the Public Hearing is being streamed live over the internet and recorded in accordance with the Freedom of Information and Protection of Privacy Act.

2. INTRODUCTION OF BYLAW BY CLERK

Ms. Linda Brick, Deputy Municipal Clerk, introduced the proposed bylaw stating that Bylaw 8183 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 94 (CD94) and rezone the subject lands from Light Industrial (I3) to CD94 to permit the development of a six-storey mixed use building.

3. PRESENTATION BY STAFF

Ms. Casey Peters, Planner, provided an overview of the proposal elaborating on the Clerk's introduction.

Ms. Peters advised that:

- This application is located within the Lynn Creek Town Centre, on the Northwest corner of Mountain Highway and Charlotte Road and has a site area of 1,959m²;
- The Official Community Plan (OCP) designates the site as Commercial Mixed Use Level 3, which permits up to 3.5 Floor Space Ratio (FSR);
- The existing zone is Light Industrial (I3) and the proposal is to rezone to a new Comprehensive Development Zone (CD94);
- The project has been measured against the Lower Lynn Implementation Plan, Lynn Creek Town Centre Public Realm Guidelines and complies;
- This site is located within the "heart" of the town centre as defined in the Implementation Plan and envisions a mix of housing close to employment, transit, retail and community services;
- Seylynn Park is located just one block North and staff are currently reviewing an application immediately North of this site which would include a new community centre;
- A small area within the Lynn Creek Town Centre is identified to change from industrial to mixed use which is an important part in creating a walkable high street;
- The transition to the industrial use to the West has been an important part of the review of this project;
- This project will contribute to the creation of a walkable town centre core and will contribute to a mix of housing types to accommodate people of all ages;
- The site is located within Development Permit areas and if the rezoning is successful, the application for a Development Permit will be brought before Council.
- The proposal is for one, six storey building with 63 residential units and 6 commercial units totalling approximately 5600 sq. ft. of commercial floor space;

- Vehicle access for all uses is located on Charlotte Road;
- The design of the building includes a courtyard amenity space for residents on the second level and the proposal is for 3.5 FSR;
- The project includes a mix of unit sizes which addresses the OCP's goals of facilitating a range of multi-family unit sizes;
- The Lynn Creek Town Centre is envisioned as a transit oriented mixed use community that has convenient shops and amenities within walking distance;
- The project includes a total of 88 vehicle parking spaces, including 12 commercial spaces and 76 residential and visitor parking spaces which meets the standard for Town Centres;
- The application included a traffic study prepared by Bunt and Associates that notes the Charlotte Road and Mountain Highway intersection, as well as the Charlotte Road driveway access intersection, will operate acceptably with little to no queues formed;
- In addition the project includes public and private storage lockers for bicycles;
- There will be 48 bicycle lockers in a storage room that are at grade level, that will be accessed via breezeway, lobby and parking entrance;
- There will also be 15 bicycle storage lockers on the mezzanine level with access from the walkway and stairs from Mountain Highway;
- The proposed bylaw secures a Community Amenity Contribution of \$705,000;
- Additional public benefits include 3.3m of dedication to facilitate upgrades to Mountain Highway and a new separated bike lane on Mountain Highway;
- The project includes approximately \$469,000 of Development Cost Charges;
- The project complies with the use, density and height provisions of the OCP and Implementation Plan, with the Green Building Policy, the Accessible Design Policy, and the Strata Rental Protection Policy;
- The project has been reviewed by the Advisory Design Panel who recommended the project for approval;
- A Construction Management plan was submitted and a final version must be accepted prior to building permit issuance if the zoning is approved. This plan proposes the following:
 - Limit sidewalk closures;
 - Manage scheduling of trucks, communication plan with surrounding neighbours; traffic monitoring by Bunt and Associates during course of project; and,
 - Coordination of construction activities with neighbouring sites;
- An early public input opportunity was held in May 2015 and approximately 19 people attended;
- A facilitated Public Information meeting was held in March 2016 and approximately 12 people attended;
- Overall the project was well received at the two meetings and people noted that they liked the design, project appeared of high quality and was an improvement on the site;
- Concerns were raised around traffic on the North Shore in general, potential construction impacts, the need for affordable housing in North Vancouver and the change from industrial use;
- The existing tenant at 467 Mountain Hwy is Northwest Mettech Corp. who use the site for light manufacturing and have extended their lease at a reduced rate until January 2017;

- The applicant has hired a commercial relator to help find alternative spaces on the North Shore for the tenant;
- The applicant advised that they would not provide less parking if the District standard was lowered; they believe the current standard reflects their anticipated demand;
- The architect has proposed banding and colour variation to give added interest to the interim interface of the North wall; and,
- Staff confirmed that there will be electric vehicle plug-in stations as required by the District's policy.

4. PRESENTATION BY APPLICANT

Mr. Barry Savage, Savage Development:

- Reported that the development company is a family owned company with a history of building neighborhood scale projects that fit within the context of the community;
- Noted that discussions regarding this project had started over 18 months ago with residents and the District;
- Advised that the proposal is consistent with the goals and objectives of the Lynn Creek Town Centre Plan;
- Reported that the proposed application supports the District's OCP objectives by providing diverse and affordable housing options;
- Advised that the current application does not include rental housing; however, agreed to a covenant that will not have rental restrictions;
- Suggested that the District use the Community Amenity Contribution (CAC) payment of \$705,000 from the project to dedicate towards affordable housing in the District;
- Advised that the application will provide a mix of unit sizes throughout the building to accommodate different household needs;
- Explained that Lynn Creek is a designated Frequent Transit Area, and that residents of the proposed development will have access to transit services that connect to Vancouver and the SeaBus;
- Reported that the application includes a 3.3 m dedication along Mountain Highway to widen the existing road cross-section to allow for separated bike lanes;
- Noted that the design is a low rise mixed use building that is consistent with the character and the neighbourhood proposed in the Lynn Creek Town Centre Plan;
- Explained that the elimination of at-grade parking and the introduction of commercial and retail space, along with the introduction of residential units, will help alleviate an unpleasant pedestrian experience and will be the first step in revitalizing this section of Mountain Highway;
- Reported that the proposed application is inherently sustainable as it models the key principles of smart growth, which include:
 - Density;
 - Mixed use;
 - Transit oriented;
 - Walkable;
 - Green construction, with a target of 34% energy cost savings;
 - Utility measures; and,
 - Sensitive to its neighbourhood setting;
- Noted that the development of new commercial and retail space will ensure the economic growth of the Lynn Creek Town Centre, while creating an urban high street;

- Advised that assistance has been offered to Northwest Mettech Corp. to assist with finding a suitable alternate location.

Mr. Walter Francl, Francl Architecture:

- Advised that the proposed application is one of the early developments on Mountain Highway and one of the first to be developed under the new OCP;
- Noted that the architectural design has established the feature character being developed along Mountain Highway;
- Reported that the proposed development includes 5600 sq. ft. of commercial space and another 63 residential units with 48 being family units with two bedrooms or more;
- Stated that there will be a total of 88 parking spaces which include 16 Electric Vehicle (EV) parking stations and 83 stalls for bike parking;
- Explained that the ground floor commercial space is set back from Mountain Highway and Charlotte Road to allow for bike lane expansions, as well as additional landscaping along both frontages;
- Access to the units on the second floor are through the courtyard which is a closed, secured amenity space for the residents;
- Building design is stepped back to allow for more light from the South side to further enhance the daylighting into the courtyard space; and,
- The design of the building allows for more daylight and cross ventilation through both sides of the suite itself.

Mr. Steven Vincent, Durante Kreuk Ltd.:

- Advised that the landscape architecture complies with the Town Centre Guidelines and that the application has been designed in-line with District staff;
- Noted that the street frontage will have open cafes, market, planters, benches, street trees, curb side parking and storm water management;
- Reviewed the material used for the street landscaping on Charlotte Road and Mountain Highway; and,
- Noted that the courtyard includes some greenscape as well as seating and play elements for children.

Mr. Daniel Fung, Bunt & Associates:

- Spoke regarding the proposed change to the Mountain Highway traffic corridor and the addition of a bike lane;
- Advised that a trip generation study has been completed and the intersection has been tested to operate effectively with the addition of traffic from the proposed development;
- Advised that adequate parking is provided;
- Reported on the Transportation Demand Management Measures that the developer is anticipating to provide:
 - Two bike stalls per residential unit;
 - 52 transit passes issued to residents;
 - One Car Share stall;
 - EV car stalls;
 - Transit information for new residents; and,
 - Reviewing the implementation after residents move in.

5. REPRESENTATIONS FROM THE PUBLIC

- 5.1. **Mr. Corrie Kost, 2800 Block Colwood Drive:** **OPPOSED**
- Expressed concern for the loss of Industrial and Light Industrial zoned areas, Strata Rental Protection Policy, third level parking and the shadow study conducted by the developer.
- 5.2. **Mr. Neil Hay, 1000 Block Wellington Drive:** **OPPOSED**
- Expressed concern regarding the loss of Industrial and Light Industrial zoned land and the loss of the industrial jobs incurred with the proposed application.
- 5.3. **Mr. Matt Stone, 2900 Block Plymouth Road:** **IN FAVOUR**
- Spoke in favour of the proposed application; and,
 - Commented that the proposed application is aesthetically pleasing and provides affordable housing options.
- 5.4. **Mr. Jack Bernard, 1500 Block Norton Court:** **IN FAVOUR**
- Spoke in support of the application and the different housing options that are offered; and,
 - Expressed concern regarding housing affordability in the District.
- 5.5. **Ms. Selena Kai, 900 Block Kennedy Ave:** **IN FAVOUR**
- Spoke in support of the application, the developer and the design of the building.
- 5.6. **Mr. Artur Banasinski, 1700 Block Draycott Road:** **OPPOSED**
- Expressed concern regarding the loss of jobs for those that work in the Light Industrial / Industrial Zones that are being rezoned; and,
 - Stated that he supports the design of the building but would like to see it in a different location.
- 5.7. **Mr. David Roppel, 800 Block Seymour Blvd:** **IN FAVOUR**
- Spoke in support of the application;
 - Noted the importance of building density near transit; and,
 - Commented on the design of the building.
- 5.8. **Mr. Walter Botteselle, 1300 Block Charlotte Road:** **COMMENTING**
- Advised that he likes the aesthetic look of the proposed building; and,
 - Expressed concern with residential areas being built near industrial areas.

6. QUESTIONS FROM COUNCIL

Council questioned if there was a school planned for the area. Staff explained that when the Lynn Creek Implementation Plan was under review the connection to the Lynnmour Elementary School was an integral part of that planning work. The Seylynn development contributed money to improve the trail connection from this neighbourhood to the school.

Council questioned the affordability of the units. The applicant advised that it is anticipated that 50% of the units will meet the Canadian Mortgage and Housing Corporation (CMHC) definition for affordable housing for households with an average

income of \$70,000 (this is considered a low to moderate household income). The CMHC definition states that, for housing to be affordable, no more than 32% of household income should be allocated for living accommodation. The applicant noted that the cost for units has not been set.

Staff commented on the difficulty of determining the market value of the applicant's development.

Staff advised that the District's ongoing work on affordable housing has proposed that every project demonstrate how it will contribute to addressing affordable housing. The current bylaw permits a portion, or the entirety, of the project's Community Amenity Contribution be allocated towards the District's Affordable Housing Fund. In addition, the Housing Agreement Bylaw requires the units to be available for rental.

Council requested that staff provide further information demonstrating what it will cost for perspective buyers to buy a unit and perspective renters to rent a unit.

Council queried if there will be a Restrictive Covenant to protect from industrial noise and nuisance. Staff advised that a Restrictive Covenant can be placed on title, under a nuisance or awareness covenant. This Covenant would make owners aware of their proximity to the industrial area. Staff will report back on this.

Council queried the timing and implementation of the proposed bike lane. Staff advised that the implementation of a bike lane would probably be towards the end of the construction phase.

Councillor MURI left the meeting at 7:59 pm and returned at 8:01 pm.

Council queried if there is a long-term design for Charlotte Road. Staff advised that there are limited sites in this neighbourhood identified to change from industrial use to create the high street that was identified in the plan supported by Council. Mountain Highway and Charlotte Road would remain an industrial area with improvements over time.

Council queried the configuration of the proposed bike storage. The applicant clarified the accessibility of the bike storage area and advised that the storage lockers provided are designed for bike storage only.

Staff will report back on published data regarding the medium household income of \$70,000 and how that relates to purchasing a unit.

Staff advised that there is no Affordability Restriction with the proposed application.

Staff will report back on information regarding the net loss of Light Industrial property in the Lower Lynn area, including the subject property.

7. **COUNCIL RESOLUTION**

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT the October 4, 2016 Public Hearing be closed;

AND THAT "The District of North Vancouver Rezoning Bylaw 1342 (Bylaw 8183)" be returned to Council for further consideration.

CARRIED
(8:12 p.m.)

CERTIFIED CORRECT:


for Confidential Council Clerk