

# AGENDA

## *PUBLIC HEARING*

**Tuesday, October 3, 2017**

**7:00 p.m.**

**Council Chamber, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



[www.dnv.org](http://www.dnv.org)

THIS PAGE LEFT BLANK INTENTIONALLY

---

## **PUBLIC HEARING**

**7:00 p.m.  
Tuesday, October 3, 2017  
Municipal Hall, Council Chambers  
355 West Queens Road, North Vancouver**

**1801-1865 Glenaire Drive & 2064-2082 Curling Road  
40 Unit Townhouse Project**

- 1. OPENING BY THE MAYOR**
- 2. INTRODUCTION OF BYLAW BY CLERK**

**District of North Vancouver Official Community Plan Bylaw 7900, 2011,  
Amendment Bylaw 8244, 2017 (Amendment 27)**

*Purpose of Bylaw:*

Bylaw 8244 proposes to amend the OCP land use designation of the properties from Residential Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily (RES4) and to designate these properties as Development Permit Areas for Form and Character and Energy and Water Conservation and GHG Emission Reduction.

**District of North Vancouver Rezoning Bylaw 1356 (Bylaw 8245)**

*Purpose of Bylaw:*

Bylaw 8245 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 106 (CD106) and rezone the subject site from Single-Family Residential 7200 Zone (RS3) to Comprehensive Development Zone 106 (CD106). The CD106 Zone addresses use, density, amenities, setbacks, site coverage, building height, acoustic requirements, landscaping, subdivision and parking.

- 3. PRESENTATION BY STAFF**  
  
Presentation: Erik Wilhelm, Development Planner
- 4. PRESENTATION BY APPLICANT**  
  
Presentation: Cressey Developments
- 5. REPRESENTATIONS FROM THE PUBLIC**
- 6. QUESTIONS FROM COUNCIL**

**7. COUNCIL RESOLUTION**

*Recommendation:*

THAT the October 3, 2017 Public Hearing be closed;

AND THAT “District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8244, 2017 (Amendment 27)” be returned to Council for further consideration;

AND THAT “District of North Vancouver Rezoning Bylaw 1356 (Bylaw 8245)” be returned to Council for further consideration.

**8. CLOSING**



# **The Corporation of the District of North Vancouver**

## **Bylaw 8244**

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

---

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

### **1. Citation**

This bylaw may be cited as “District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8244, 2017 (Amendment 27)”.

### **2. Amendments**

2.1 District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:

- a) Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from “Residential Level 2: Detached Residential” (RES2) to “Residential Level 4: Transition Multifamily” (RES4);
- b) Map 3.1 Form and Character Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 3.1, designating them as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and,
- c) Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 4.1, designating them as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Reduction.

**READ** a first time September 11<sup>th</sup>, 2017 by a majority of all Council members.

**PUBLIC HEARING** held

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

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

**ADOPTED**

by a majority of all Council members.

\_\_\_\_\_  
Mayor

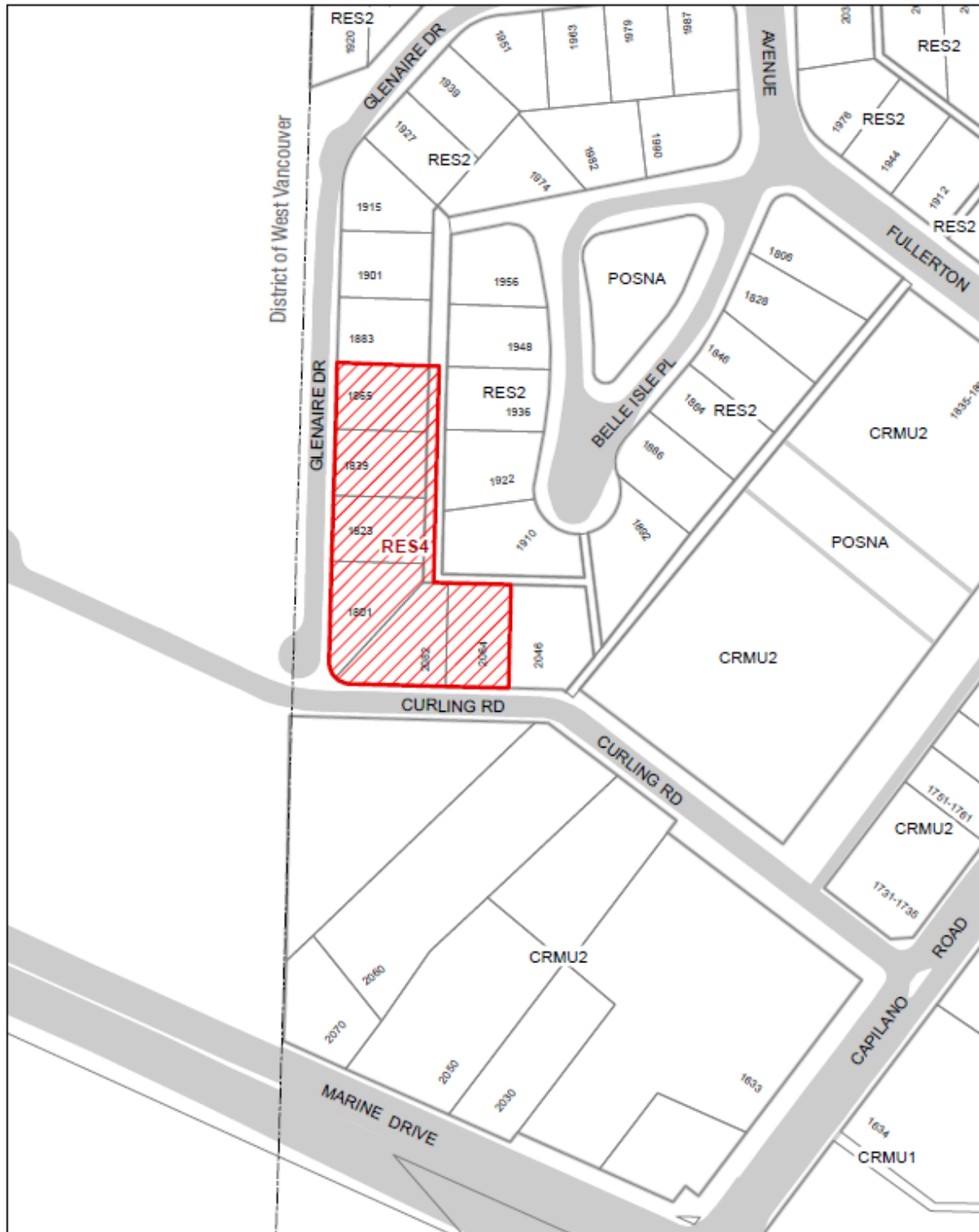
\_\_\_\_\_  
Municipal Clerk

Certified a true copy

\_\_\_\_\_  
Municipal Clerk

# Schedule A to Bylaw 8244

## District of North Vancouver Official Community Plan Bylaw 7900, 2011 Amendment Bylaw 8244, 2017 (Amendment 27)



Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4);



## Schedule B to Bylaw 8244

### District of North Vancouver Official Community Plan Bylaw 7900, 2011 Amendment Bylaw 8244, 2017 (Amendment 27)



Map 3.1 Form and Character Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 3.1, designating them as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and,



Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 4.1, designating them as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Reduction



# **The Corporation of the District of North Vancouver**

## **Bylaw 8245**

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

---

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

### **1. Citation**

This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1356 (Bylaw 8245)”.

### **2. Amendments**

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

Section 301(2) by inserting the following zoning designation in numeric sequence:

“Comprehensive Development Zone CD106”

2.2 Part 4B by inserting the following:

**“4B106 Comprehensive Development Zone 106 (CD106)”**

#### **4B106-1 Intent:**

The purpose of the CD106 zone is to establish specific land use and development regulations for a 40 unit townhouse development.

#### **4B106-2 Uses:**

The following *principal uses* are permitted in the Comprehensive Development 106 Zone:

##### **(a) Uses Permitted without Conditions:**

Not applicable

##### **(b) Conditional Uses:**

- (i) Residential building, multifamily townhouse

For the purposes of this CD106 Zone, “Residential building, multifamily townhouse” means a building having not more than three residential storeys and consisting of two or more dwelling units with individual, exterior access to grade, all above an underground parkade.

**4B106-3 Conditions of Use:**

- (a) Balcony enclosures are not permitted;
- (b) Rooftop decks are not permitted; and
- (c) All dwelling units must be constructed with a minimum of 3 bedrooms.

**4B106-4 Accessory Use:**

- (a) *Accessory uses* are permitted and are limited to:
  - (i) Home occupations in accordance with the regulations in Section 405 of this Bylaw.

**4B106-5 Density:**

- (a) The maximum permitted density in the CD106 Zone is limited to a floor space ratio (FSR) of 0.45 and a maximum number of 6 dwelling units, inclusive of any density bonus for energy performance; and
- (b) For the purposes of calculating floor space ratio, the following areas are exempted:
  - (i) underground parkades, including: drive aisles, electrical/mechanical rooms, garbage and recycling collection areas, bicycle storage areas, and general storage areas; and
  - (ii) unenclosed balcony areas.

**4B106-6 Amenities:**

Despite subsection 4B106-5, density in the CD106 Zone is increased to a maximum floor space of 5,570 m<sup>2</sup> (59,955 sq. ft.) and a maximum number of 40 townhouse units, inclusive of any density bonus for energy performance, if the owner:

1. Contributes \$164,797.00 to the municipality to be used for any or all of the following amenities (with allocation to be determined by the municipality in its sole discretion): public art, park, trail, environmental or other public realm improvements; municipal or recreation service or facility improvements and/or affordable housing; and

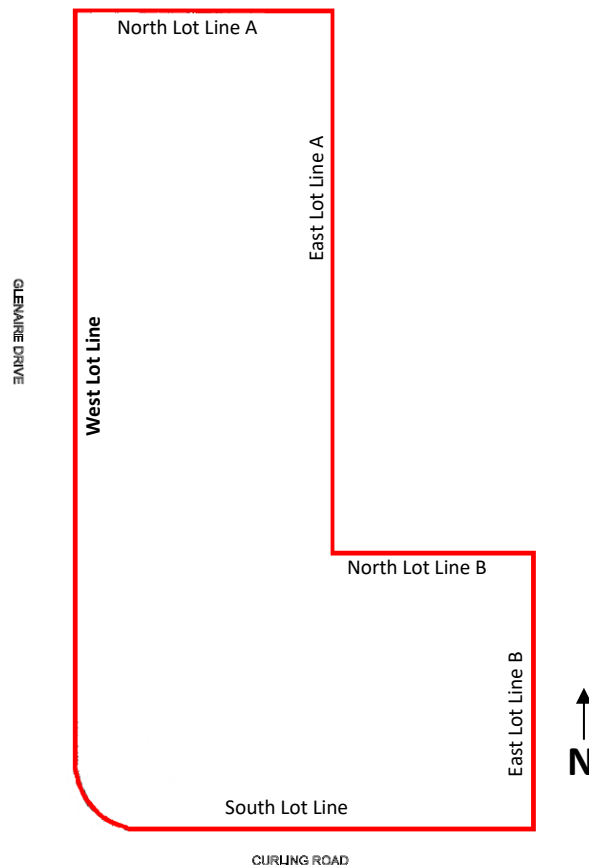
2. Enters into a Housing Agreement requiring a rental disclosure statement to be filed and prohibiting any strata bylaw or regulation establishing rental restrictions.

**4B106-7 Setbacks:**

- (a) Buildings must be set back from property lines to the closest building face, excluding any partially exposed underground parking structure and upper floor encroachments not to exceed 0.6 m (2.0 ft) in depth, in accordance with the following regulations:

Location	Minimum Required Setback
North Lot Line A	3.05 m (10 ft)
North Lot Line B	4.42 m (14.5 ft)
East Lot Line A	4.42 m (14.5 ft)
East Lot Line B	3.81 m (12.5 ft)
South Lot Line	4.87 m (16 ft)
West Lot Line	3.05 m (10 ft)

The map below defines the naming convention of each lot line:



- (b) Buildings which are parallel to each other must be separated by a minimum distance of 9.14 m (30 ft).

**4B106-8 Coverage:**

- a) Maximum permitted Building Coverage is 43%
- b) Maximum permitted Site Coverage is 45%.

**4B106-9 Height:**

- a) Maximum permitted height is 11.6 meters (38 ft).

**4B106-10 Acoustic Requirements:**

A development permit application under the CD106 Zone shall require evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurements, demonstrating that the noise levels in those portions of the dwelling listed below shall not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units:

Portion of Dwelling Unit	Noise Level (Decibels)
Bedrooms	35
Living and Dining rooms	40
Kitchen, Bathrooms and Hallways	45

**4B106-11 Landscaping:**

- a) All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles and sidewalks shall be landscaped or finished in accordance with an approved landscape plan; and
- b) All electrical kiosks and garbage and recycling container pads not located underground or within a building shall be screened with landscaping or fencing in accordance with an approved landscape plan.

**4B106-12 Subdivision Requirements**

Within the CD106 zone, the minimum lot area for the purposes of subdivision is 3,716m<sup>2</sup> (40,000 sq. ft.).



#### **4B106-13 Motor Vehicle Parking, Bicycle Parking and Storage Regulations:**

- (a) A minimum of 77 motor vehicle parking spaces shall be provided inclusive of visitor parking spaces, small car spaces, and accessible parking spaces;
- (b) A minimum of 8 motor vehicle parking spaces shall be provided for the use of visitors;
- (c) A maximum of 4 small parking spaces shall be permitted;
- (d) Enclosure of motor vehicle parking spaces, by means of doors, gates or otherwise, is not permitted;
- (e) Motor vehicle parking spaces must remain free of stored items to allow parking of motor vehicles;
- (f) A minimum of 40 Class 1 bicycle parking spaces (secured within a shared bike storage area) with an adjacent bicycle maintenance room of a minimum size of 24.7 m<sup>2</sup> (266 sq. ft.), shall be provided;
- (g) Each dwelling unit shall be provided a minimum of 1 Class 2 bicycle parking space (secure bicycle rack, bollard or post) at ground level within the townhouse complex; and
- (h) An individual secure storage area within the underground parkade, available for bicycle storage, shall be provided for each dwelling unit.

2.3 The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" to Comprehensive Development 106 Zone (CD106)."

**READ** a first time September 11<sup>th</sup>, 2017

**PUBLIC HEARING** held

**READ** a second time

**READ** a third time

Certified a true copy of "Rezoning Bylaw 1356 (Bylaw 8245)" as at Third Reading

---

Municipal Clerk

**APPROVED** by the Ministry of Transportation and Infrastructure on

**ADOPTED**

---

Mayor

---

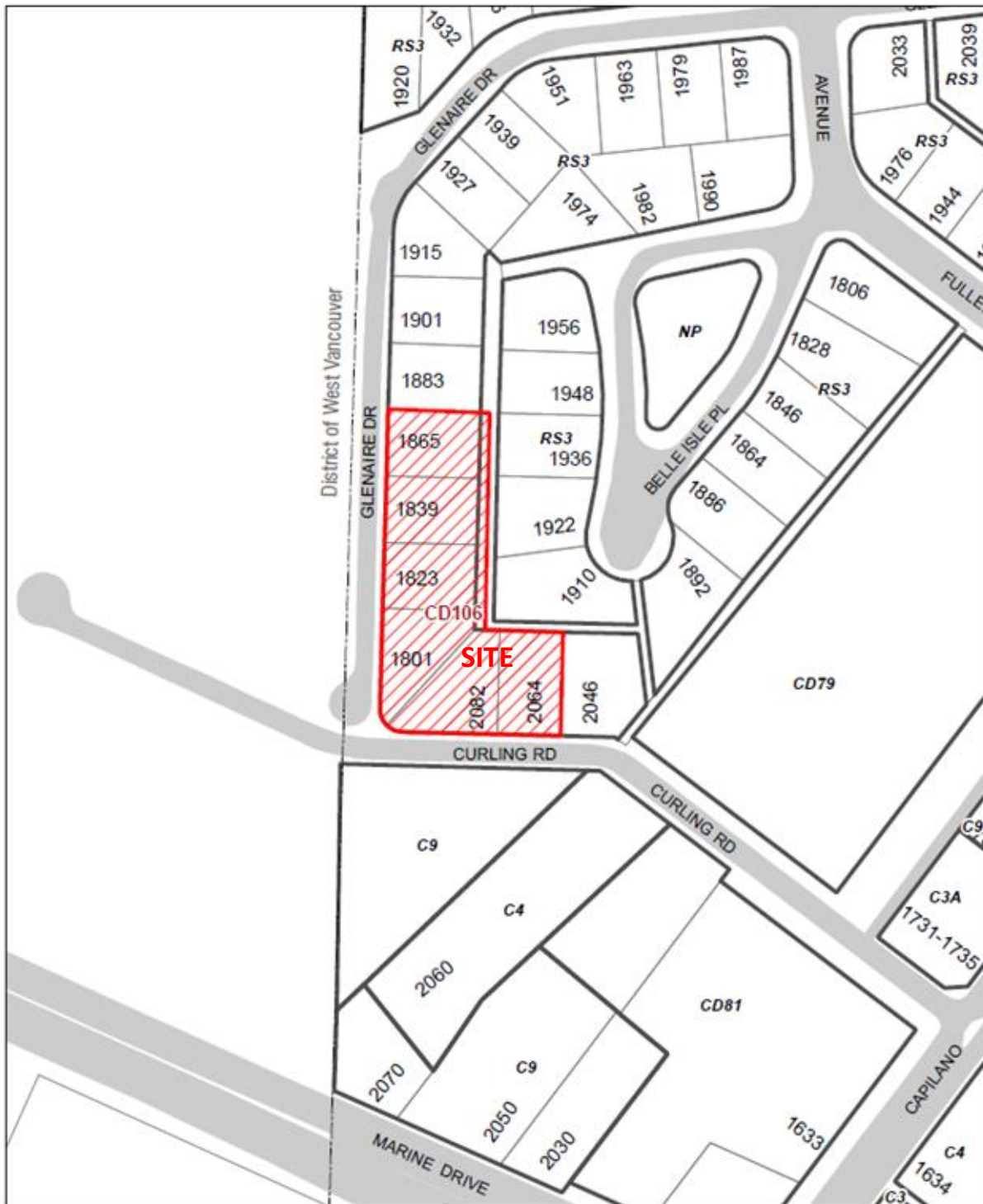
Municipal Clerk

Certified a true copy

---

Municipal Clerk

**District of North Vancouver  
Rezoning Bylaw 1356 (Bylaw 8245)**



The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" to Comprehensive Development 106 Zone (CD106).



THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>Sept. 11, 2017</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____



## The District of North Vancouver REPORT TO COUNCIL

August 28, 2017  
File: 08.3060-20/067.16

**AUTHOR:** Erik Wilhelm, Development Planner

**SUBJECT:** Bylaws 8244, 8245 and 8246: OCP Amendment, Rezoning, and Housing Agreement: Townhouse Development at 1801-1865 Glenaire Drive and 2064 - 2082 Curling Road

### RECOMMENDATION:

THAT the "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8244, 2017 (Amendment 27)" to amend the Official Community Plan (OCP) to designate the properties at 1801-1865 Glenaire Drive and 2064 - 2082 Curling Road from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4) be given FIRST reading;

AND THAT the "District of North Vancouver Rezoning Bylaw 1356 (Bylaw 8245)" to rezone the properties at 1801-1865 Glenaire Drive and 2064 - 2082 Curling Road from "Single-Family Residential 7200 Zone" (RS3) to "Comprehensive Development Zone 106" (CD106) be given FIRST reading;

AND THAT "Housing Agreement Bylaw 8246, 2017 (1801-1865 Glenaire Drive and 2064-2082 Curling Road)" be given FIRST reading;

AND THAT pursuant to Section 475 and Section 476 of the *Local Government Act*, additional consultation is not required beyond that already undertaken with respect to Bylaw 8244;

AND THAT in accordance with Section 477 of the *Local Government Act*, Council has considered Bylaw 8244 in conjunction with its Financial Plan and applicable Waste Management Plans;

AND THAT Bylaw 8244 and Bylaw 8245 be referred to a Public Hearing.

### REASON FOR REPORT:

The proposed 40 unit townhouse project requires Council's consideration of Bylaw 8244 to amend the Official Community Plan (OCP), Bylaw 8245 to rezone the subject properties, and Bylaw 8246 to implement the District's Strata Rental Protection Policy.

**SUMMARY:**

The applicant, Cressey Developments, proposes to redevelop six residential lots located at 1801-1865 Glenaire Drive and 2064 - 2082 Curling Road, as well as a sliver of unopened municipal lane, to allow for a 40 unit, three-storey townhouse project.

Implementation of the project requires an OCP amendment, a rezoning, and a housing agreement. The OCP amendment (Bylaw 8244) would change the designation of the site from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4) in accordance with the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines" endorsed by Council in July of 2014. Bylaw 8245 rezones the site to a new "Comprehensive Development Zone 106" (CD106) and the housing agreement (Bylaw 8246) would prevent future rental restrictions.

The proposal is consistent with the approved "Lower Capilano Village Centre: Peripheral Area Housing Policy and Design Guidelines" and the bylaws are recommended for introduction, with the OCP amendment and rezoning bylaw being referred to Public Hearing. The housing agreement bylaw does not require a Public Hearing.



**Site and Surrounding Area:**

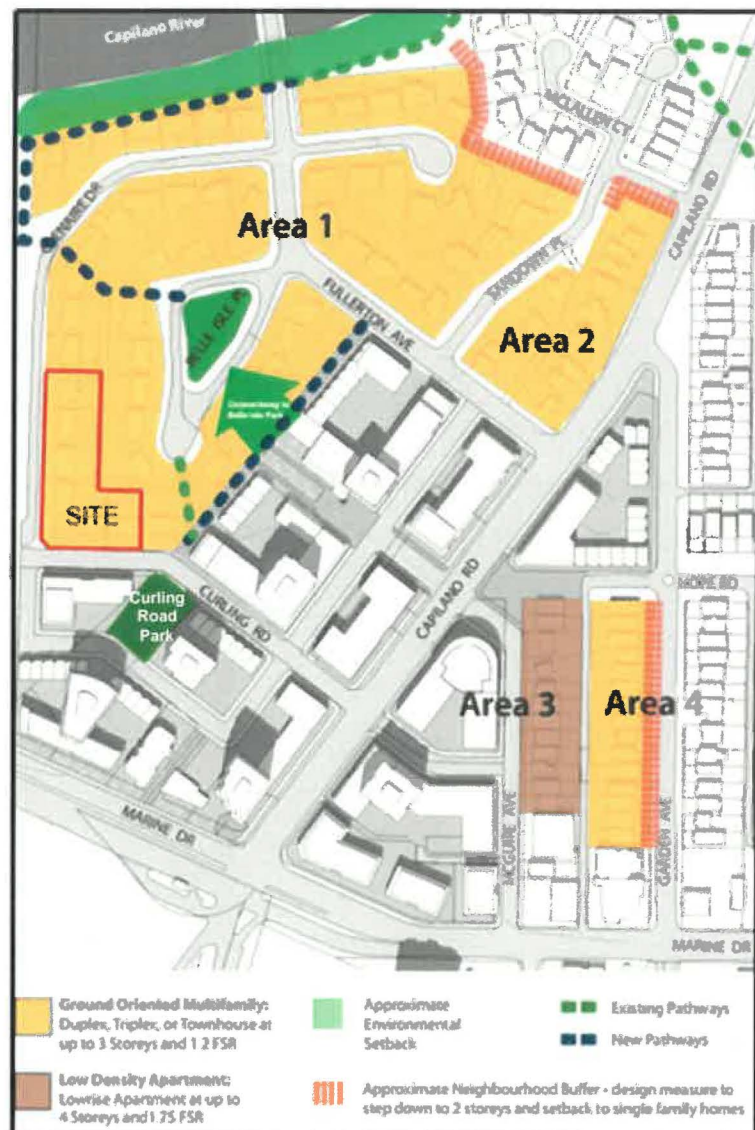
The site is located at the west edge of the Lions Gate Village Centre at the north side of Curling Road and east side of Glenaire Drive. The development site is approximately 4,672 sq. m. (50,289 sq. ft.) and consists of six single family lots currently zoned "Single-Family Residential 7200 Zone" (RS3) as well as a sliver of adjacent land currently configured as unopened municipal lane. Glenaire Drive terminates in a cul-de-sac adjacent to the site.



Klahanie Park in West Vancouver is located to the west and the area south across Curling Road is identified for higher density development and creation of "Curling Road Park" in the "Lower Capilano Village Centre Implementation Plan". Directly east of the site, an 88 unit townhouse development is currently being considered by Council.

### **BACKGROUND AND EXISTING POLICY:**

In July of 2014, District of North Vancouver Council endorsed the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines". The "peripheral policy" identifies housing forms, density and design guidelines for the peripheral area of "Lions Gate Village Centre". The subject development site is within "Area 1" which contemplates a variety of ground-oriented multi-family housing to a maximum density of 1.2 FSR for larger sites, such as the subject.



The site, and nearby single family properties, are designated "Residential Level 2: Detached Residential" (RES2) in the OCP. As envisioned in the peripheral policy, OCP amendment Bylaw 8244 (Attachment A) designates the development site "Residential Level 4: Transition Multifamily" (RES4) to allow townhouse development at a density of up to 1.2 FSR and to designate the site as Development Permit Areas for the following purposes:

- Form and Character of Commercial, Industrial and Multi-Family Development; and
- Energy and Water Conservation and Greenhouse Gas Emission Reductions.

All redevelopment within the peripheral area of Lions Gate Village Centre requires an OCP amendment as outlined when the peripheral policy was endorsed.

The peripheral policy allows for a variety of ground-oriented housing types (such as duplex, triplex or townhouses) based on the nature of individual land assemblies. The townhouse development proposed is consistent with the peripheral policy, and the application is one of five townhouse proposals under application in the peripheral area.

The proposal achieves the following policy objectives:

- Three-storey townhouse development, with an FSR of 1.19, is compliant with the height and maximum density provisions of the “Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines”;
- Development is located within a village centre which is envisioned for redevelopment;
- Development provides more housing options for families, as all 40 units are three bedroom townhouse units; and
- Development will form part of a more compact community which will reduce the reliance on cars and promote walking, biking and transit, and the site is within easy walking distance to a frequent transit corridor.

Although the above is not an exhaustive list of how this development fulfils objectives of the OCP, the overarching goal of the OCP is to concentrate 75% - 90% of future development within key centres to support protection of the natural environment, minimize change in single-family neighbourhoods, decrease car dependency, and generally promote more compact communities.

#### **PROJECT DESCRIPTION:**

The development proposal is comprised of 40 townhouse units in 6 separate three-storey buildings all with an approximate floor space ratio of 1.19. The buildings have an ‘orderly’ presence along the street frontages (see below) with a classical “row house” architectural design inspired by the nearby rugby club’s English heritage. All of the buildings incorporate similar colours, materials and building forms yet each building provides for subtle variety. The development will provide a unique architectural contrast to the more modern designs proposed in the adjacent townhouse site to the east and the higher density development site to the south.



View from Curling Road

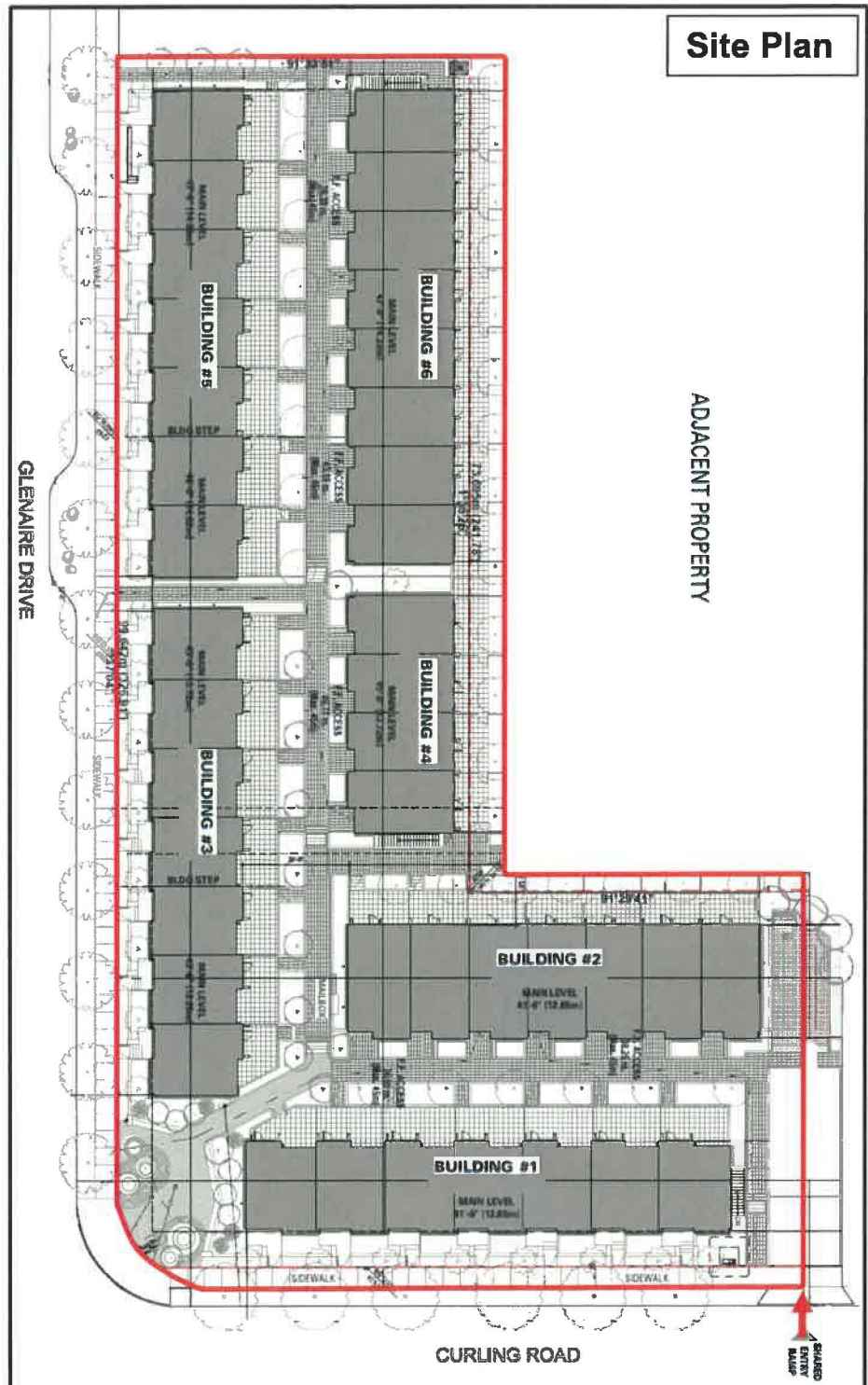


The site plan adjacent shows the general siting of the proposed buildings. An entry plaza is provided within the development at the southwest corner of the site. The entrance feature will fit well with other future development to the south and create an appropriate neighbourhood focal point and opportunity for public art at the intersection of Glenaire Drive and Curling Road

Vehicular access to the development is provided on the east side of the development from Curling Road. The underground parking garage is proposed to share access with the townhouse development to the east, which will limit the number of driveway access points on Curling Road and reduce potential conflict points between cars, bicycles and pedestrians.

The development includes opening the cul-de-sac on the southern terminus of Glenaire Drive which will improve vehicular circulation within the village centre.

All proposed units have three bedrooms and range in size from 150 sq. m. (1,610 sq. ft.) to 168 sq. m. (1,811 sq. ft.). The unit sizes and floor plans make them suitable for families and more affordable when compared to detached single-family homes.



In response to the District's objectives for electric vehicle charging infrastructure, a minimum of 20% of the parking stalls are to be provided with outlets suitable for Level 1 (110v) electric vehicle charging. The electrical room in the project includes sufficient capacity for the future installation of equipment to provide electrical vehicle charging for 100% of the stalls.

A shared and secured bicycle storage room, with storage for a minimum of 40 bicycles is proposed within the underground parkade. This shared bicycle storage area will include a bicycle maintenance facility to encourage ease of use and maintenance. All 40 units will have storage areas within the parkade which provide direct staircase access to the ground level of the townhouse unit; these individual storage areas will provide additional space for bicycle storage. Each unit will also have a bike rack or lockable bollard within their outdoor patio area for visitors or day use.

### **Advisory Design Panel & Urban Design**

The development proposal was considered by the Advisory Design Panel on February 9, 2017 and the Panel recommended approval of the project subject to addressing the Panel's comments.

The Panel's comments have been addressed through improvements to the entrance plaza, providing an urban agriculture plot on the east side of the development, more clearly defining each unit's entrance with landscaping, and providing subtle variations in the material and colour palette of each building.

Further design information, responding to the Panel comments, will be identified when Council considers the required Development Permit, should the OCP amendment and rezoning bylaws proceed.

### **DEVELOPMENT PERMIT AREAS:**

Bylaw 8244 designates the site as Development Permit Areas for the following purposes:

- Form and Character of Commercial, Industrial and Multi-Family Development; and
- Energy and Water Conservation and Greenhouse Gas Emission Reductions.

The following sections outline the objectives and compliance with the applicable Development Permit Area (DPA) guidelines:

#### ***a) Form and Character – Ground-Oriented Housing***

The proposal is consistent with the OCP's "Design Guidelines for Ground-Oriented Housing" as well as the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines". Further details outlining the project's compliance with the Form and Character Design Guidelines will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning bylaws proceed.

### **b) Energy and Water Conservation and Greenhouse Gas Emission Reduction**

Compliance with the District's Green Building Strategy is mandatory given the proposed rezoning. The development must meet the equivalent of a "Gold" standard of a certified sustainability program available in British Columbia.

Further details outlining the project's compliance with the Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning bylaws proceed.

### **Land Purchase Agreement**

The development proposal includes the purchase from the District of approximately 265 m<sup>2</sup> (2,852 sq. ft.) of surplus District lands, currently configured as an unopened lane. The adjacent image outlines in red the lane area to be purchased by the developer. Council authorized the sale of this land in November of 2016.

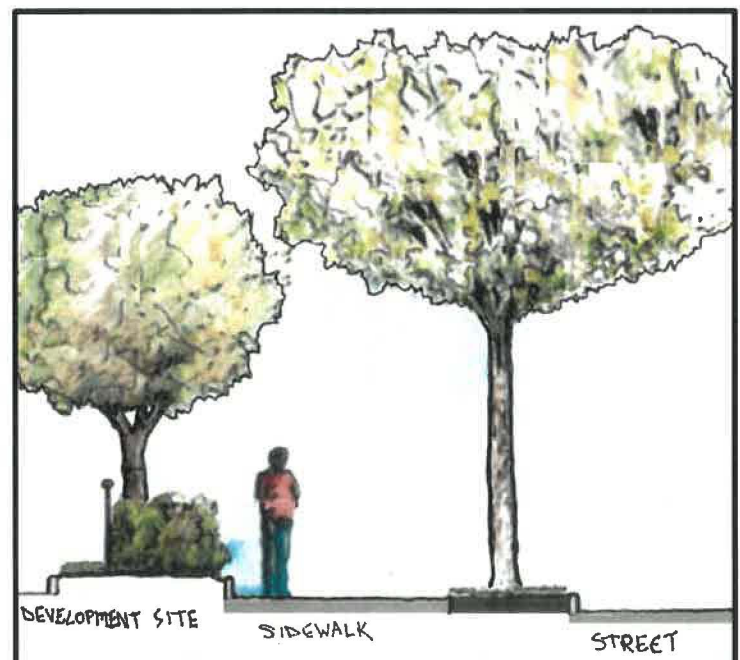
Incorporating this land in the site allows for larger outdoor amenity areas for the homes and makes use of a portion of unconstructed lane area which would otherwise be difficult to access or maintain.

### **Off-site improvements**

The application includes upgrades to sidewalks, street trees, curb, gutter, and lighting along the Glenaire Drive and Curling Road frontages. The roadway design will provide for a planted boulevard separating the sidewalk from the curb. On-site tree plantings will augment the boulevard street trees to create a treed canopy over the sidewalk (see adjacent image).

### **On-site Landscaping and Public Art**

Landscaping on-site is designed to be low-maintenance and to feature native plantings. The courtyards between the





buildings will provide a shared walkway, and landscaped outdoor amenity areas are provided for each unit.

The District's Public Art Officer has identified the entrance plaza as the preferred location for a Public Art piece. The developer has agreed to provide a public art piece at this location and will work with the Public Art Officer to ensure an appropriate public art piece is installed onsite. The public art will be secured through the required development permit process and details of the proposed budget will be provided at that time.

### **Accessibility**

As part of the development permit process, the applicant will submit a checklist which identifies how the development fulfils the requirements of the District's "Accessible Design Policy for Multi-Family Housing". In accordance with the policy, all units will be required to provide "basic accessible design elements" and six units (15% of the total) are proposed to include "enhanced accessible design elements", such as stair lifts, to provide a higher level of accessibility. The approach to accessibility exceeds the targets in the District's policy.

### **Zoning**

The site is currently zoned "Single-Family Residential 7,200 Zone" (RS3). Bylaw 8245 (Attachment B) proposes to rezone the site and create a new "Comprehensive Development Zone 106" (CD106) to accommodate the proposed 40 unit townhouse development. This new zone establishes the following requirements:

- establishes townhouses as a permitted use;
- limits the number of units to 40 townhouses;
- Limits the floor space area to a maximum of 5,570 m<sup>2</sup> (59,950 sq. ft) which equates to 1.19 FSR;
- establishes appropriate community amenity contribution;
- establishes a maximum building height of 11.6 m (38 ft);
- sets building coverage at a maximum of 43%;
- sets site coverage at a maximum of 45%;
- establishes acoustic performance requirements;
- requires the provision of 77 off-street parking stalls, a bicycle storage area (for 40 bicycles), individual storage areas and bicycle maintenance area;
- Sets out acoustic regulations for maximum noise levels in bedrooms, living areas and other rooms fronting a roadway; and
- establishes the following building setbacks:
  - (i) Glenaire Drive (front setback): 3.05 m (10 ft);
  - (ii) Curling Road (front setback): 4.87 m (16 ft);
  - (iii) Rear yard setbacks for amenity spaces: 4.42 m (14.5 ft);
  - (iv) Building courtyard separation: 9.14 m (30 ft).

### **Strata Rental Protection Policy**

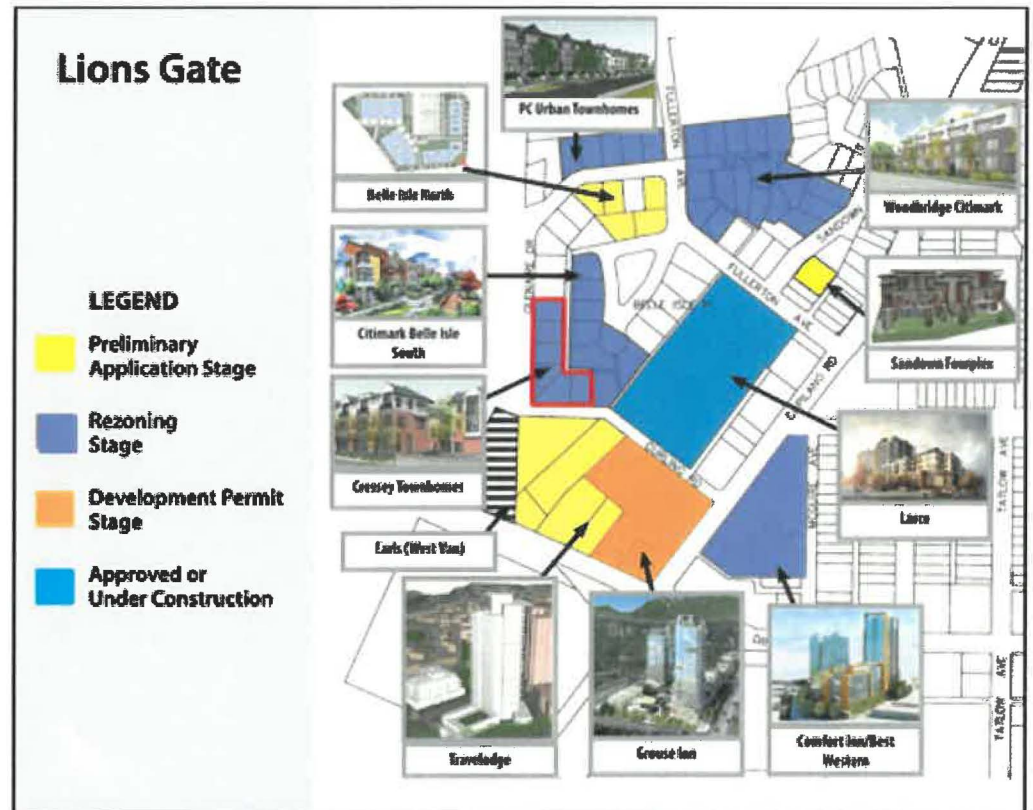
Corporate Policy 8-3300-2 "Strata Rental Protection Policy" applies to this project as the rezoning application would permit development of more than five residential units. The policy

requires a Housing Agreement to ensure that future strata bylaws do not prevent owners from renting their units. Bylaw 8246 (Attachment C) authorizes a Housing Agreement to implement this policy.

### **Construction Traffic Management Plan (CTMP)**

The adjacent map indicates the development site in relation to other approved construction projects and potential development projects in the area.

In order to reduce the development's impact on pedestrian and vehicular movements in the area, the applicant, in conjunction with the other developers in the area, has submitted a comprehensive and coordinated Construction Traffic Management Plan (CTMP).



Below are the key components of the Construction Traffic Management Plan (CTMP) for the Lions Gate peripheral area.

#### **Construction Traffic Management Coordinator:**

From demolition to completion, one coordinator will be appointed by the four area developers (PC Urban, Cressey, Citimark, and Woodbridge Properties) to coordinate all construction traffic for the Lions Gate Village Centre area. If multiple developments are approved in the area, this coordinator is expected to treat the Lions Gate peripheral area as a single construction project, rather than separate projects.

The construction traffic management coordinator is required to meet with District staff bi-weekly in order to provide updates to the District and to discuss and resolve any improvements/complications that arise.

The benefits of a single coordinator are:

- *Communication*

The District of North Vancouver (and developers) will receive single-source, regular, professional and transparent communication about site-wide activities, rather than multiple separate reports that may not be as inclusive as necessary for the Lions Gate Village Centre area. Community notices, signs and a website are some of the tools anticipated to be used to ensure good neighbourhood communication.

- *Coordination*

All construction activities (phases of construction, deliveries, major on-site activities, etc.) will be coordinated centrally, rather than having individual contractors needing to coordinate or compete with one another.

- *Accountability*

There will be a single point of accountability for the entire area if there are any logistical or scheduling issues.

*Monitoring, Security, and Highway Use:*

In addition to a coordinated approach to construction management, the following elements will form part of the construction management approach for the Lions Gate peripheral area:

- A. Three traffic cameras will be provided at key intersections in the area to assist with real time monitoring and enforcement of traffic movements in the area. After completion of all construction, these traffic cameras will be owned and operated by the District; and
- B. Each development site will provide a \$100,000 "Construction Traffic Management" security deposit to be used to cover any enforcement ticketing. The deposit creates a financial incentive for the developer (and CTMP coordinator) to ensure efficient traffic flows, enforcement of parking and construction vehicle routing in the area; and
- C. Any use of District roads (typically for concrete pumping trucks during foundation construction) requires a Highway Use Permit issued by the District to offer further District control over the sequencing of construction.

In summary, the construction traffic management plan will:

- 1. Ensure safe passage for pedestrians, cyclists, and vehicle traffic;
- 2. Prescribe roadway efficiencies (i.e. location of traffic management signs and flaggers);
- 3. Make provisions for trade vehicle parking acceptable to the District and to minimize impacts to neighbourhoods;
- 4. Provide a point of contact for all calls and concerns;
- 5. Provide a sequence and schedule of construction activities;
- 6. Identify methods of sharing construction schedules with other developments in the area;
- 7. Define locations for truck marshalling;

8. Address silt/dust control and clean-up on nearby streets from construction activities;
9. Address litter clean-up and street sweeping adjacent to site; and
10. Include a communication plan to notify surrounding businesses and residents.

**Transportation:**

*Lions Gate Area – General:*

The developer's transportation consultant has submitted a traffic impact analysis (TIA) report which identifies the potential traffic generated from the development and in the area from other sources on the North Shore. Utilizing background traffic data, the report forecasts surrounding traffic in the area for the years 2019 and 2030. The report provides a comprehensive review of the Lions Gate Village Centre Area and provides estimations of traffic generation with assumed densities as outlined in the OCP and peripheral area policy.

The TIA report reviews nearby important intersections and outlines that the overall impact of all proposed Lions Gate Peripheral Area townhouse developments can be accommodated successfully. In general, most intersections and vehicular movements are expected to function within acceptable parameters, while Capilano Road and Marine Drive will continue to experience congestion at peak travel periods due to bridge line-ups. The planned separate southbound through and left turn lanes at the Marine Drive and Capilano Road intersection, to be installed in conjunction with the Pacific Gate development, will improve southbound approach operations at this intersection.

The District's Transportation staff has reviewed the submitted TIA report and find that the development will not unduly affect traffic within the Lions Gate Village Centre area and supports further data collection in the form of a post-development traffic and parking analysis report.

*Subject Townhouse Development – Specific:*

The proposed 40 unit townhouse development is forecast to generate approximately 18 vehicle trips in the "AM Peak Hour" and 21 vehicle trips in the "PM Peak Hour". By contrast, the six existing single-family lots generate approximately 6 vehicle trips in the "PM Peak Hour", for a net increase of 15 vehicle trips in the PM Peak Hour. Given the parkade access off Curling Road, the majority of vehicle movements will be along Curling Road which now has a traffic signal at Capilano Road and is better able to handle increased traffic demands. The TIA report has determined that the increased traffic generation from this development will allow nearby intersections to function within acceptable parameters.

**Public Input:**

The applicant held a facilitated Public Information Meeting (PIM) on February 28, 2017 and the meeting was attended by approximately 22 members of the public. A copy of the PIM "summary report" from the meeting's facilitator is attached as Attachment D. Topics discussed at the meeting and referenced in the 7 comment sheets submitted focused on construction traffic management, parking, traffic, community amenity contributions (CACs), pathways, parks, cost of units, access, density, architectural design and privacy.



In response to the public input, the applicant has initiated a more robust construction management strategy, allotted additional visitor parking spaces, and modified the architecture to provide improved amenity spaces and courtyards. Broader concerns surrounding issues of density, parks, and traffic have already been addressed within this report.

#### **COMMUNITY AMENITY CONTRIBUTIONS AND DEVELOPMENT COST CHARGES:**

As the subject property requires rezoning, a community amenity contribution (CAC) has been calculated in the amount of \$164,797 in accordance with District CAC policy in effect at the time of application. The CD106 zone specifies this amount in order to achieve the maximum density of 1.19 FSR and outlines projects to which the CAC may be applied, including park, trail, environmental, public art or other public realm improvements municipal or recreation service or facility improvements and/or affordable housing. The homes proposed in the subject development will be suitable for families, and will provide a more affordable alternative to single-family houses.

The District Development Cost Charge applicable to the project is approximately \$462,030.

#### **AFFORDABLE HOUSING:**

In response to the District's Rental and Affordable Housing Strategy, the applicant has noted that the development will expand the supply and diversity of housing in the Lions Gate Village Centre. As stated within the strategy: "Increased supply of housing in centres will add diverse multi-family housing choices (type, tenure, unit sizes etc.) for District residents, and encourage competitive pricing for homes". The homes proposed in the subject development will be suitable for families and provide a more affordable alternative to detached single-family homes.

#### **CONCURRENCE:**

##### Staff:

The project has been reviewed by Building, Parks, Municipal Solicitor, Engineering and Transportation, Urban Design Planning, Real Estate and Properties, Public Art, and Fire Prevention staff and staff's recommendations, throughout the development process, have been incorporated to improve the development.

##### School District 44 (SD44):

SD44 is reviewing the District's OCP and the projected densities throughout the District. School District staff recently identified that the proposed family-oriented townhouse proposal does not adversely affect their interests.

Norgate Community Elementary School and Capilano Elementary School are each within approximately 1.2 kilometres of the Lions Gate Village peripheral area and the development site, and can accommodate the students anticipated from the development.



**CONCLUSION:**

The OCP amendment and rezoning proposal for a forty unit townhouse development conforms to the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines", applicable development permit guidelines, and the general housing objectives for the Lions Gate Village Centre area. The proposal creates a choice of housing suitable for families within a compact community which encourages walking, biking, and use of transit. Bylaws 8244, 8245, and 8246 are ready for Council consideration.

**OPTIONS:**

The following options are available for Council's consideration:

1. Introduce Bylaws 8244, 8245, and 8246 and refer Bylaw 8244 and 8245 to a Public Hearing (staff recommendation); or
2. Defeat the bylaws at First Reading.



Erik Wilhelm  
Development Planner

**Attachments:**

- A. Bylaw 8244 – OCP Amendment Bylaw
- B. Bylaw 8245 – Rezoning Bylaw
- C. Bylaw 8246 – Housing Agreement Bylaw
- D. Public Information Meeting – Facilitator Summary Report

<b>REVIEWED WITH:</b> <input checked="" type="checkbox"/> Sustainable Community Development <input checked="" type="checkbox"/> Development Services <input type="checkbox"/> Utilities <input type="checkbox"/> Engineering Operations <input type="checkbox"/> Parks & Environment <input type="checkbox"/> Economic Development	<b>REVIEWED WITH:</b> <input type="checkbox"/> Clerk's Office <input type="checkbox"/> Corporate Services <input type="checkbox"/> Communications <input checked="" type="checkbox"/> Finance <input checked="" type="checkbox"/> Fire Services <input type="checkbox"/> Human resources <input type="checkbox"/> ITS <input checked="" type="checkbox"/> Solicitor <input type="checkbox"/> GIS	<b>REVIEWED WITH:</b> External Agencies: <input type="checkbox"/> Library Board <input type="checkbox"/> NS Health <input type="checkbox"/> RCMP <input type="checkbox"/> Recreation Commission <input checked="" type="checkbox"/> Other: <u>SD 11</u>	<b>REVIEWED WITH:</b> Advisory Committees: <input checked="" type="checkbox"/> <u>ADP</u> <input type="checkbox"/> <input type="checkbox"/>
--	---	---	---

## The Corporation of the District of North Vancouver

## Bylaw 8244

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

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

## 1. Citation

This bylaw may be cited as “District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8244, 2017 (Amendment 27)”.

## 2. Amendments

2.1 District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:

- a) Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from “Residential Level 2: Detached Residential” (RES2) to “Residential Level 4: Transition Multifamily” (RES4);
- b) Map 3.1 Form and Character Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 3.1, designating them as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and,
- c) Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 4.1, designating them as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Reduction.

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

**PUBLIC HEARING** held

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

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

**ADOPTED** by a majority of all Council members.

---

Mayor

---

Municipal Clerk

Certified a true copy

---

Municipal Clerk

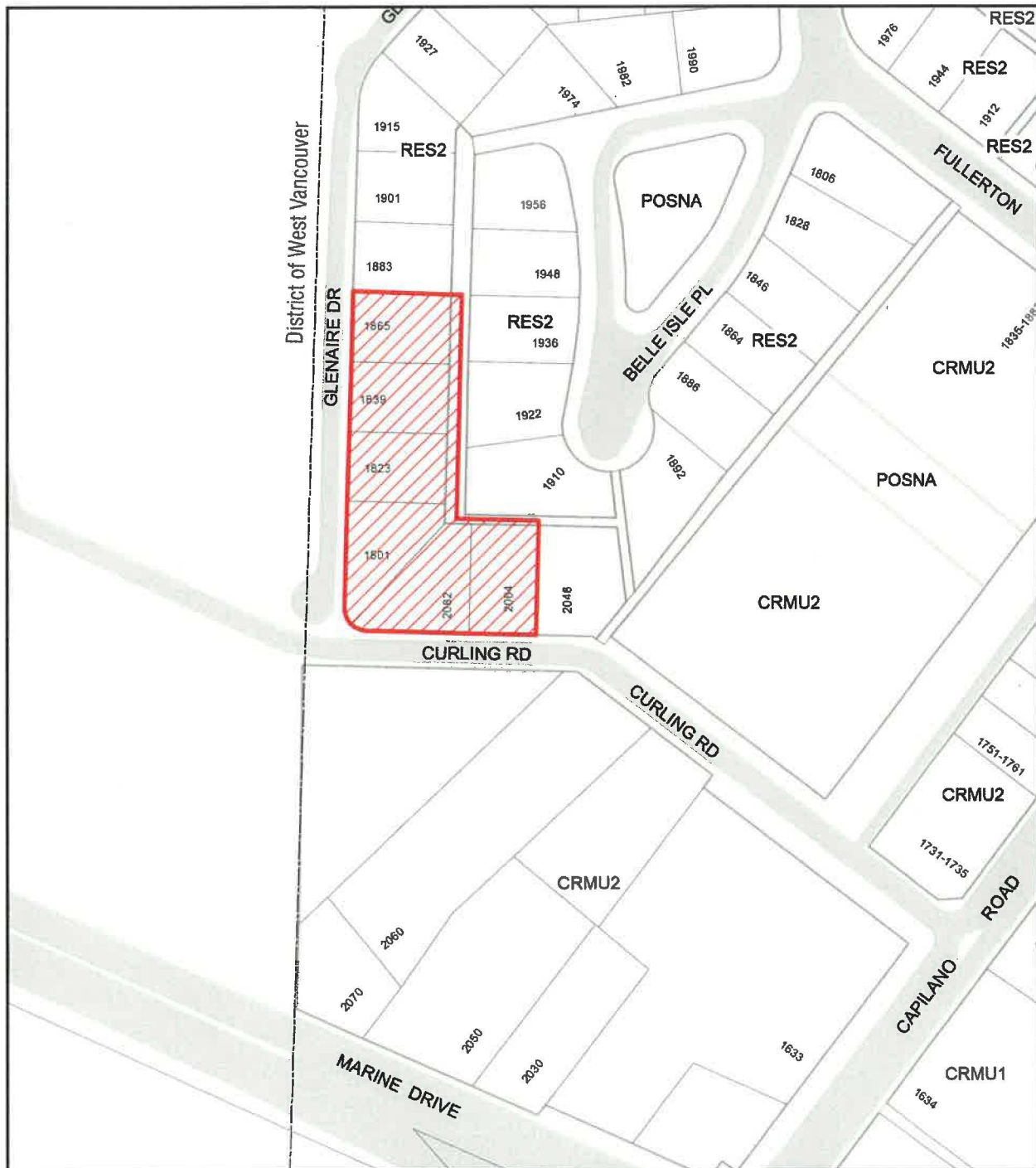
**District of North Vancouver  
Official Community Plan Bylaw 7900, 2011  
Amendment Bylaw 8244, 2017 (Amendment 27)**



Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4);



**District of North Vancouver  
Official Community Plan Bylaw 7900, 2011  
Amendment Bylaw 8244, 2017 (Amendment 27)**



Map 3.1 Form and Character Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 3.1, designating them as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and,

Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 4.1, designating them as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Reduction



**The Corporation of the District of North Vancouver****Bylaw 8245**

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

---

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

**1. Citation**

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1356 (Bylaw 8245)".

**2. Amendments**

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

Section 301(2) by inserting the following zoning designation in numeric sequence:

"Comprehensive Development Zone CD106"

2.2 Part 4B by inserting the following:

**"4B106 Comprehensive Development Zone 106 (CD106)"**

**4B106-1 Intent:**

The purpose of the CD106 zone is to establish specific land use and development regulations for a 40 unit townhouse development.

**4B106-2 Uses:**

The following *principal uses* are permitted in the Comprehensive Development 106 Zone:

**(a) Uses Permitted without Conditions:**

Not applicable

**(b) Conditional Uses:**

- (i) Residential building, multifamily townhouse



For the purposes of this CD106 Zone, “Residential building, multifamily townhouse” means a building having not more than three residential storeys and consisting of two or more dwelling units with individual, exterior access to grade, all above an underground parkade.

**4B106-3 Conditions of Use:**

- (a) Balcony enclosures are not permitted;
- (b) Rooftop decks are not permitted; and
- (c) All dwelling units must be constructed with a minimum of 3 bedrooms.

**4B106-4 Accessory Use:**

- (a) *Accessory uses* are permitted and are limited to:
  - (i) Home occupations in accordance with the regulations in Section 405 of this Bylaw.

**4B106-5 Density:**

- (a) The maximum permitted density in the CD106 Zone is limited to a floor space ratio (FSR) of 0.45 and a maximum number of 6 dwelling units, inclusive of any density bonus for energy performance; and
- (b) For the purposes of calculating floor space ratio, the following areas are exempted:
  - (i) underground parkades, including: drive aisles, electrical/mechanical rooms, garbage and recycling collection areas, bicycle storage areas, and general storage areas; and
  - (ii) unenclosed balcony areas.

**4B106-6 Amenities:**

Despite subsection 4B106-5, density in the CD106 Zone is increased to a maximum floor space of 5,570 m<sup>2</sup> (59,955 sq. ft.) and a maximum number of 40 townhouse units, inclusive of any density bonus for energy performance, if the owner:

1. Contributes \$164,797.00 to the municipality to be used for any or all of the following amenities (with allocation to be determined by the municipality in its sole discretion): public art, park, trail, environmental or other public realm improvements; municipal or recreation service or facility improvements and/or affordable housing; and

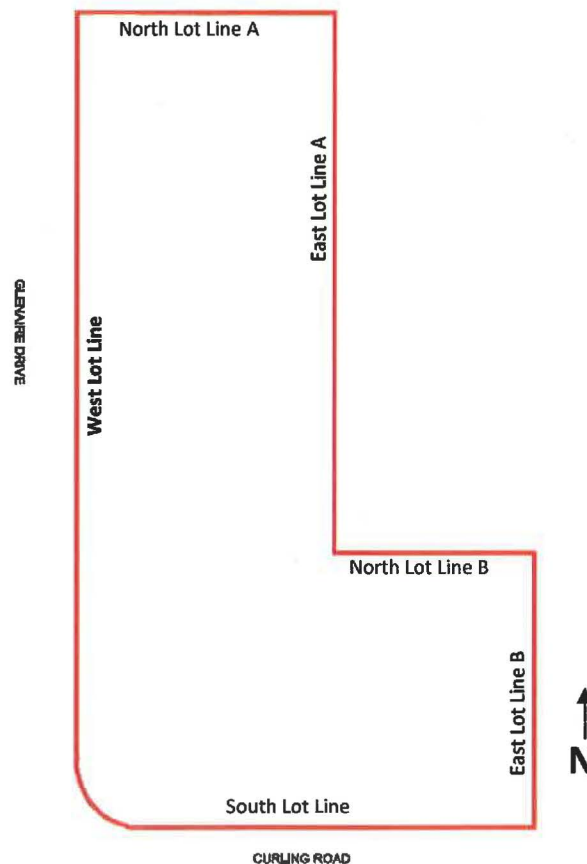
2. Enters into a Housing Agreement requiring a rental disclosure statement to be filed and prohibiting any strata bylaw or regulation establishing rental restrictions.

**4B106-7 Setbacks:**

- (a) Buildings must be set back from property lines to the closest building face, excluding any partially exposed underground parking structure and upper floor encroachments not to exceed 0.6 m (2.0 ft) in depth, in accordance with the following regulations:

Location	Minimum Required Setback
North Lot Line A	3.05 m (10 ft)
North Lot Line B	4.42 m (14.5 ft)
East Lot Line A	4.42 m (14.5 ft)
East Lot Line B	3.81 m (12.5 ft)
South Lot Line	4.87 m (16 ft)
West Lot Line	3.05 m (10 ft)

The map below defines the naming convention of each lot line:





- (b) Buildings which are parallel to each other must be separated by a minimum distance of 9.14 m (30 ft).

**4B106-8 Coverage:**

- a) Maximum permitted Building Coverage is 43%
- b) Maximum permitted Site Coverage is 45%.

**4B106-9 Height:**

- a) Maximum permitted height is 11.6 meters (38 ft).

**4B106-10 Acoustic Requirements:**

A development permit application under the CD106 Zone shall require evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurements, demonstrating that the noise levels in those portions of the dwelling listed below shall not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units:

Portion of Dwelling Unit	Noise Level (Decibels)
Bedrooms	35
Living and Dining rooms	40
Kitchen, Bathrooms and Hallways	45

**4B106-11 Landscaping:**

- a) All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles and sidewalks shall be landscaped or finished in accordance with an approved landscape plan; and
- b) All electrical kiosks and garbage and recycling container pads not located underground or within a building shall be screened with landscaping or fencing in accordance with an approved landscape plan.

**4B106-12 Subdivision Requirements**

Within the CD106 zone, the minimum lot area for the purposes of subdivision is 3,716m<sup>2</sup> (40,000 sq. ft.).

**4B106-13 Motor Vehicle Parking, Bicycle Parking and Storage Regulations:**

- (a) A minimum of 77 motor vehicle parking spaces shall be provided inclusive of visitor parking spaces, small car spaces, and accessible parking spaces;
- (b) A minimum of 8 motor vehicle parking spaces shall be provided for the use of visitors;
- (c) A maximum of 4 small parking spaces shall be permitted;
- (d) Enclosure of motor vehicle parking spaces, by means of doors, gates or otherwise, is not permitted;
- (e) Motor vehicle parking spaces must remain free of stored items to allow parking of motor vehicles;
- (f) A minimum of 40 Class 1 bicycle parking spaces (secured within a shared bike storage area) with an adjacent bicycle maintenance room of a minimum size of 24.7 m<sup>2</sup> (266 sq. ft.), shall be provided;
- (g) Each dwelling unit shall be provided a minimum of 1 Class 2 bicycle parking space (secure bicycle rack, bollard or post) at ground level within the townhouse complex; and
- (h) An individual secure storage area within the underground parkade, available for bicycle storage, shall be provided for each dwelling unit.

2.3 The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" to Comprehensive Development 106 Zone (CD106)."

**READ** a first time

**PUBLIC HEARING** held

**READ** a second time

**READ** a third time

Certified a true copy of "Rezoning Bylaw 1356 (Bylaw 8245)" as at Third Reading

---

Municipal Clerk

**APPROVED** by the Ministry of Transportation and Infrastructure on

**ADOPTED**

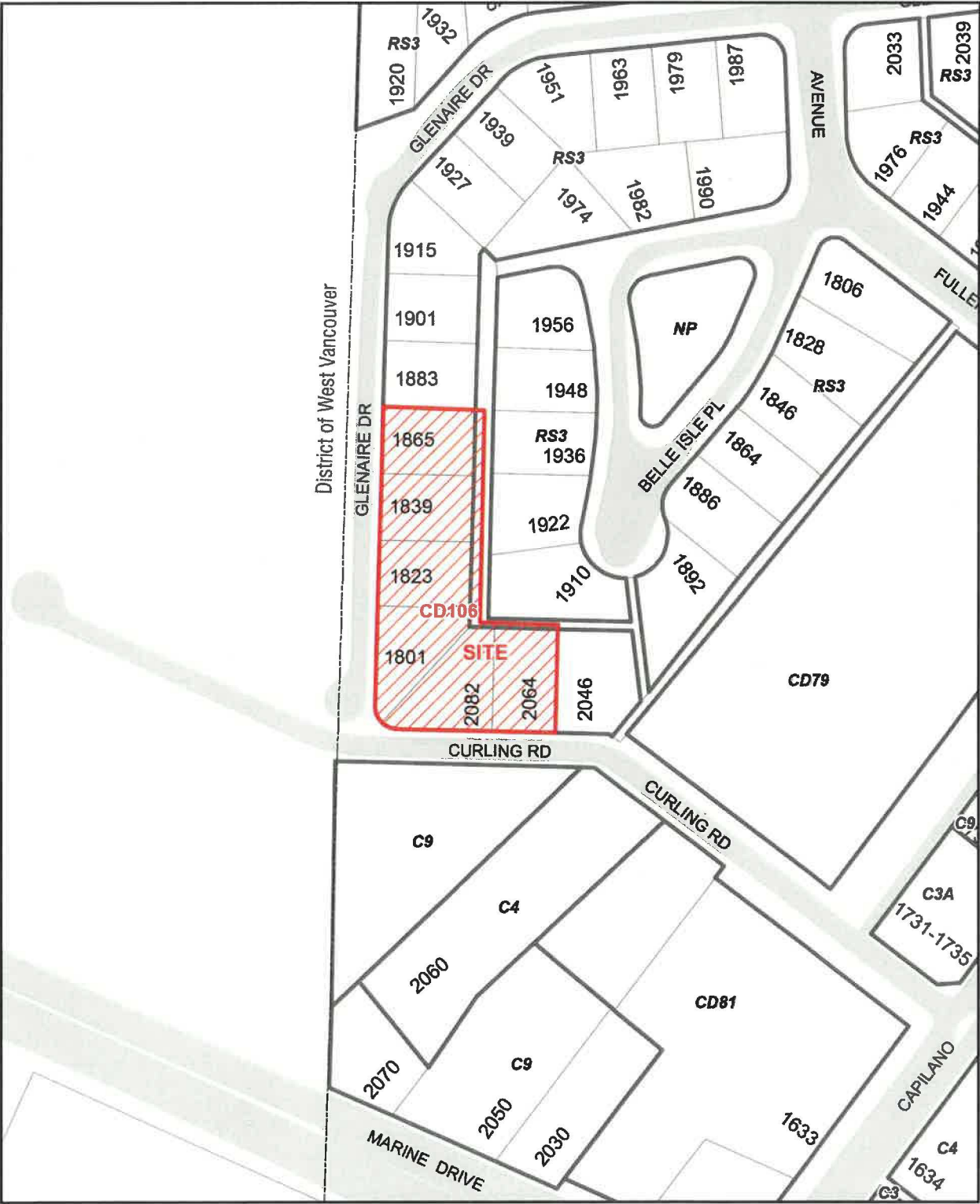
\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Municipal Clerk

Certified a true copy

\_\_\_\_\_  
Municipal Clerk

# District of North Vancouver Rezoning Bylaw 1356 (Bylaw 8245)



The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" to Comprehensive Development 106 Zone (CD106).



**The Corporation of the District of North Vancouver****Bylaw 8246**

A bylaw to enter into a Housing Agreement  
(1801-1865 Glenaire Drive and 2064-2082 Curling Road)

---

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 8246, 2017 (1801-1865 Glenaire Drive and 2064-2082 Curling Road)".

**2. Authorization to Enter into Agreement**

2.1 The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Cressey Klahanie Park Holdings Ltd. (Inc. No. BC1028188) substantially in the form attached to this Bylaw as Schedule "A" with respect to the following lands:

- |                    |                               |
|--------------------|-------------------------------|
| a) PID 009-870-539 | Lot 30 BI 16 DL 764 Plan 8967 |
| b) PID 004-259-548 | Lot 31 BI 16 DL 764 Plan 8967 |
| c) PID 009-870-547 | Lot 32 BI 16 DL 764 Plan 8967 |
| d) PID 009-870-563 | Lot 33 BI 16 DL 764 Plan 8967 |
| e) PID 009-870-571 | Lot 34 BI 16 DL 764 Plan 8967 |
| f) PID 009-870-580 | Lot 35 BI 16 DL 764 Plan 8967 |

**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

**READ** a second time

**READ** a third time

**ADOPTED**

---

Mayor

---

Municipal Clerk

Certified a true copy

---

Municipal Clerk

## **Schedule A to Bylaw 8246**

### **SECTION 219 COVENANT – HOUSING AGREEMENT**

THIS AGREEMENT is dated for reference the \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

BETWEEN:

**CRESSEY KLAHANIE PARK HOLDINGS LTD.** (Inc. No. BC1028188) a company incorporated under the laws of the Province of British Columbia having an office at Suite 200, 555 West 8<sup>th</sup> Avenue, Vancouver, BC V5Z 1C6

(the "Developer")

AND:

**THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER**, a municipality incorporated under the *Local Government Act*, RSBC 2015, c.1 and having its office at 355 West Queens Road, North Vancouver, BC V7N 4N5

(the "District")

WHEREAS:

1. The Developer is the registered owner of the Lands (as hereinafter defined);
2. The Developer wishes to obtain development permissions with respect to the Lands and wishes to create a condominium development which will contain residential strata units on the Lands;
3. Section 483 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
4. Section 219 of the *Land Title Act* (British Columbia) permits the registration in favour of the District of a covenant of a negative or positive nature relating to the use of land or a building thereon, or providing that land is to be built on in accordance with the covenant, or providing that land is not to be built on except in accordance with the covenant, or providing that land is not to be subdivided except in accordance with the covenant;

NOW THEREFORE in consideration of the mutual promises contained in it, and in consideration of the payment of \$1.00 by the District to the Developer (the receipt and sufficiency of which are hereby acknowledged by the Developer), the parties covenant and agree with each other as follows, as a housing agreement under Section 483 of the *Local Government Act*, as a contract and a deed under seal between the parties, and as a covenant under Section 219 of the *Land Title Act*, and the Developer hereby further covenants and agrees that neither the Lands nor any building constructed thereon shall be used or built on except in accordance with this Agreement:

## **1. DEFINITIONS**

### **1.01 Definitions**

In this agreement:

- (a) "*Development Permit*" means development permit No. 67.16 issued by the District;
- (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 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 are consolidated or subdivided, whether in that person's own right or in a representative capacity or otherwise;
- (d) "*Proposed Development*" means the proposed development containing not more than 40 townhouse units to be constructed on the Lands in accordance with the Development Permit;
- (e) "*Short Term Rentals*" means any rental of a Unit for any period less than 30 days;
- (f) "*Strata Corporation*" means the strata corporation formed upon the deposit of a plan to strata subdivide the Proposed Development pursuant to the *Strata Property Act*;
- (g) "*Unit*" means a residential dwelling strata unit in the Proposed Development; and
- (h) "*Unit Owner*" means the registered owner of a Dwelling Unit in the Proposed Development.

## **2. TERM**

This Agreement will commence upon adoption by District Council of Bylaw 8246 and remain in effect until terminated by the District as set out in this Agreement.

## **3. RENTAL ACCOMODATION**

### **3.01 Rental Disclosure Statement**

No Unit in the Proposed Development may be occupied unless the Owner has:

- (a) before the first Unit 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 in the prescribed form (the "*Rental Disclosure Statement*") designating all of the Units as rental strata lots and imposing at least a 99 year rental period in relation to all of the Units pursuant to the *Strata Property Act* (or any successor or replacement legislation), except in relation to Short Term Rentals and, for greater certainty, stipulating specifically that the 99 year rental restriction does not apply to a Strata Corporation bylaw prohibiting or restricting Short Term Rentals; and



- (b) given a copy of the Rental Disclosure Statement to each prospective purchaser of any Unit before the prospective purchaser enters into an agreement to purchase in respect of the Unit. For the purposes of this paragraph 3.01(b), the Owner is deemed to have given a copy of the Rental Disclosure Statement to each prospective purchaser of any Unit in the building if the Owner has included the Rental Disclosure Statement as an exhibit to the disclosure statement for the Proposed Development prepared by the Owner pursuant to the *Real Estate Development Marketing Act*.

3.02 Rental Accommodation

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, except that this section 3.02 does not apply to Short Term Rentals which may be restricted by the Strata Corporation to the full extent permitted by law.

3.03 Binding on Strata Corporation

This agreement shall be binding upon all Strata Corporations created by the subdivision of the Lands or any part thereof (including the Units) pursuant to the *Strata Property Act*, and upon all Unit Owners.

3.04 Strata Bylaw Invalid

Any Strata Corporation bylaw which prevents, restricts or abridges the right to use any of the Units as rental accommodations (other than Short Term Rentals) shall have no force or effect.

3.05 No Bylaw

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 (other than Short Term Rentals).

3.06 Vote

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 or the Units contained therein from time to time as rental accommodation (other than Short Term Rentals).

3.07 Notice

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*.

### 3.08 Release of Covenant

The District agrees that if the District of North Vancouver Rezoning Bylaw 1356 (Bylaw 8245), is not adopted by the District's Council before February 1<sup>st</sup>, 2018, the Owner is entitled to require the District to execute and deliver to the Owner a discharge, in registrable form, of this Agreement from title to the Land. The Owner is responsible for the preparation of the discharge under this section and for the cost of registration at the Land Title Office.

## 4. DEFAULT AND REMEDIES

### 4.01 Notice of Default

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

### 4.02 Costs

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

### 4.03 Damages an Inadequate Remedy

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.

### 4.04 Equitable Remedies

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.

### 4.05 No Penalty or Forfeiture

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.

### 4.06 Cumulative Remedies

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**

### **5.01 Indemnity**

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

### **5.02 Release**

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.

### **5.03 Survival**

The covenants 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**

### **6.01 District's Power Unaffected**

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.

6.02 Agreement for Benefit of District Only

The Owner and District agree that:

- (d) this Agreement is entered into only for the benefit of the District:
- (e) this Agreement is not intended to protect the interests of the Owner, any Unit Owner, any occupant of any Unit or any future owner, occupier or user of any part of the Proposed Development, including any Unit, or the interests of any third party, and the District has no obligation to anyone to enforce the terms of this Agreement; and
- (f) The District may at any time terminate this Agreement, in whole or in part, and 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.

6.03 Agreement Runs With the Lands

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.

6.04 Release

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 483 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.

6.05 Priority of This Agreement

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.

6.06 Agreement to Have Effect as Deed

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

6.07 Waiver

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.

6.08 Time

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.

6.09 Validity of Provisions

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.

6.10 Extent of Obligations and Costs

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.

6.11 Notices

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 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

If to the Owner:

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 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.

6.12 Further Assurances

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.

6.13 Enuring Effect

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

**7. INTERPRETATION**

7.01 References

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

7.02 Construction

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.

7.03 No Limitation

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.

7.04 Terms Mandatory

The words "must" and "will" and "shall" are to be construed as imperative.

7.05 Statutes

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

7.06 Entire Agreement

- (g) 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.
- (h) 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 8246.

7.07 Governing Law

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.

### GRANT OF PRIORITY

WHEREAS \_\_\_\_\_ (the "Chargeholder") is the holder of the following charge which is registered in the Land Title Office:

(a) \_\_\_\_\_ (the "Charge");

AND WHEREAS the Chargeholder agrees to allow the Section 219 Covenant herein to have priority over the Charge;

THIS PRIORITY AGREEMENT is evidence that in consideration of the sum of \$1.00 paid by THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER (the "District") to the Chargeholder, the receipt and sufficiency of which are hereby acknowledged, the Chargeholder covenants and agrees to subordinate and postpone all its rights, title and interest in and to the lands described in the Form C to which this Agreement is attached (the "Lands") with the intent and with the effect that the interests of the District rank ahead of the Charge as though the Section 219 Covenant herein had been executed, delivered and registered against title to the Lands before registration of the Charge.

As evidence of its Agreement to be bound by the above terms, as a contract and as a deed executed and delivered under seal, the Chargeholder has executed the Form C to which this Agreement is attached and which forms part of this Agreement.

**ROCKANDEL&ASSOCIATES**

*Building Success Through Process Facilitation  
Organizational & Community Engagement  
Partnership Planning*

**PUBLIC INFORMATION MEETING REPORT**

**To:** Graham Brewster, Development Manager, Cressey (Klahanie Park) Development LLP  
E: gbrewster@cressey.com  
Erik Wilhelm, Planner, District of North Vancouver. E: ewilhelm@dnv.org

**From:** Catherine Rockandel, IAF Certified Professional Facilitator, Rockandel & Associates  
Tel: 1-604-898-4614 E: cat@growpartnerships.com

**Re:** Public Information Meeting Summary for Cressey (Klahanie Park) Development LLP

**Date:** March 6, 2017

**Event Date:** Tuesday, February 28, 2017  
**Time:** 6:30 PM – 8:30 PM  
**Location:** Grouse Inn, 1633 Capilano Road, North Vancouver  
**Attendees:** Twenty-two (22) members of the public

**Notification**Flyer Invitation

Invitation packages were distributed to residents within a 100-metre radius of the site.

Site Signs

There was one standard PIM sign erected on the site during the week of February 13 notifying the community of the meeting as per District of North Vancouver requirements.

Newspaper Advertisement

Two (2) advertisements were placed in the North Shore News, on Wednesday, February 15 and Friday, February 17.

**Attendees:** (22) people attended with (19) signing in for the Public Information Meeting. In addition, the following project team members, and District of North Vancouver staff were in attendance.

**District of North Vancouver**

Erik Wilhelm, Planner, District of North Vancouver

**Project Team**

Developer: Graham Brewster, Cressey (Klahanie Park) Development LLP

**Project Consultants**

Architecture: Cameron Halkier, Shift Architecture

Landscape Architecture: Jennifer Stamp, Durante Kreuk

Transportation Engineers: Daniel Fung, Bunt & Associates

Construction Traffic Management: Tyler Pasquill, Ventana Construction

**Facilitator**

Catherine Rockandel, Rockandel & Associates

## PRESENTATION SUMMARY

Graham Brewster provided an overview of the Cressey (Klahanie Park) Development LLP proposal to construct six 3-storey townhouse buildings, at the corner of Glenaire Drive and Curling Road. The proposal is for 40 residential units, and is made up entirely of 3-bedroom, family-oriented townhomes, with individual access to each home from the ground level. Underground parking will be accessed from a driveway off Curling Road. 21 homes will have direct access to their units from the underground parking. A total of 79 parking stalls are provided for residents, along with 5 visitor parking spaces within the parkade. The proposal also includes road and pedestrian upgrades to Glenaire Drive and Curling Road.

### PUBLIC COMMENT: Q & A (Index: Q: Questions C: Comment A: Answers)

- Q1** What are the dates of the staggered construction schedule?
- A1** In terms of start dates for construction the different projects in this area are all going through the city process and as it stands currently, it looks like things will be staggered, but this far out it is difficult to tell for sure. These dates are subject to change, and not necessarily staggered.
- Q2** The light at Curling seemed to have no right turn at certain times. Does this apply to anybody going in and out of Curling? It was 7-10 in the morning I think and 3 – 5 no right turn onto Cap Road from Curling
- A2** The notes on the slide are purely for our construction traffic
- Q3** How will the lights know if it is a construction vehicle vs. another kind of vehicle?
- A3** There is no indicator on the light itself, the vehicle operators have been instructed not to turn right. As I said we will actually be changing the no right turn to be no right turn at any time off of Curling towards Marine Drive
- Q4** If we don't turn right on Curling, how are we going to turn right to get onto Marine Drive?
- A4** The construction traffic won't be going down Marine Drive, other traffic can still turn right
- Q5** How many total parking spots will you have for the 40 units?
- A5** As it stands right now we are at 79
- Q6** Are you saying that only 20 of those will actually leave during peak hours, is that correct?
- A6** Yes, that is the estimation. For all the homes in that area, not everybody will leave at the same time. With that in mind, the estimate is 20 trips during peak hours
- C7** I don't agree with you estimation that only 20 out of the 79 will leave during the peak hours



- Q8** I am very pleased to hear that there is going to be a pedestrian, cycle path with lights going down during the construction period. Although you may not know how everybody is staggering the construction time line, do you have any projected start date for yours and once you have started, roughly how long will the construction period be?
- A8** It is difficult to say for certain but we would hope to start later this year and we expect it to take about 18 months
- C9** Looking at the presentation boards, my comment is that this is a very unimaginative creative design and is a very boxy approach to a lot of units that are going to be in an area that borders onto West Vancouver that is kind of prime residential area and it definitely lacks creativity. It backs onto Citimark development, which is quite creative. I am wondering if there is any reason for this? I suggest you might want to re-visit this because it is certainly not attractive
- A9** I think it is a matter of taste. The advisory design panel had lots of positive comments about the classic English town home style and thought that it worked quite well in contrast to the other development and created more of a general neighbourhood. We are going to be proceeding with this design.
- C10** The periphery zone is supposed to have a mix of housing but every one of these developments is 3 storey town houses. There is no duplex or triplexes. It is not specifically against you but there is no mix and the intent was to have a mix. Three stories for families, two stories vs. three are much better. The play area at one end is so small, I don't even call it a play area
- A10** I think there is a mix within the peripheral zone of unit type and typologies, I think the stacked homes are more of a mix of one and two-storey units.
- In terms of the play area there is a small tot lot that is designed onsite for the smallest of children that are probably under 3 and can't walk to the local park. Belle Isle Park is going through a redesign with the District so there will be a large play area there for children of all mobility and age ranges. With our site, there is a pathway that leads through the adjacent site to get to it so kids don't have to go all the way around. So there is a children's play both on site and within the neighbourhood that is being developed
- Q11** In Edgemont Villages, the townhomes that are being built, for some of the units, have the capacity to have an elevator built into the unit at some future time. My understanding is that these units will not have that capability and my question is why won't you provide such a capability so that more seniors could live in those units?
- A11** I know the project you are referencing and I think it is a fascinating project. It is not something we currently have planned here but it is something we would consider for the future
- C12** I am not a transportation engineer but I know that the Lions Gate Bridge is at capacity so throwing more lanes on the streets does nothing more to create a larger parking lot in my opinion. To say it has no impact or to have a transportation study to say it throws so

many cars on the street, you can handle that with the street capacity. This doesn't address the real elephant in the room, which is the capacity of the Lions Gate Bridge

**Q13** What are the community amenities being offered? I heard you say improvements to Curling and Glenaire but is that all?

**A13** Yes, we are required to do all the civil works in the immediate vicinity. So replacing and rebuilding all of Glenaire Drive from where the site ends through to the intersection at Curling and then half of Curling alongside the front of our site in addition to opening a new entrance to Klahanie Park. This is on top of the general fees. Generally on a project of this scale, there are fees that are paid to the District that go towards general improvements across the district as opposed to site specific upgrades

**Q14** Larco's site is going to have a little plaza with stores and grocery stores, and I am wondering about access from your lot plan to that shopping area? How are folks going to access that?

**A14** It would be through Curling and around the corner

Erik Wilhelm: There would be a connection to Belle Isle Park (indicated on slide presentation map) and through Belle Isle Park there will be quite a large connection that will then reach into the Larco plaza. So there will be connectivity between that park area right into the plaza. Also linking Fullerton to Curling, there will be a multi use path, bike and pedestrian. So this will be a fully landscaped, four metre wide kind of connection

**Q15** The lady that spoke last mentioned a shopping area, can I get clarification because my understanding is that may have been the original concept but I don't think there is going to be any shopping there. I understand there is a restaurant there but I am not sure how much else, coffee shop? What was originally planned as a town centre, I think has gone by the wayside.

**A15** Erik Wilhelm: As far as I understand, within the Grouse Inn site there is going to be a grocery store, slowly in the works with the plans. As for the Larco site, I think you are talking coffee shop in the community centre. On the Larco site itself, there is nothing really of a commercial nature but where the gas station would be along Capilano Road that would be more of a commercial entity

**C16** I would like to make a sweeping statement in terms of what is happening and still left of our neighbourhood. With lots that have been assembled and various projects that are in the preliminary application stage and with the loss of a village centre which was supposed to be a hub where people in the neighbourhood and the community could go so they would stay out of their cars, now that is not a reality, and we are all going to be getting into our cars to access services, I think in general these proposals which speak to maximum density are not in the best interest of the neighbourhood. Individuals who have chosen to remain in this area as single-family homes are being marginalized and this density is not appropriate because there is no infrastructure to support it. We already have grid lock so I speak against the maximum density, scale it down to what it

- was initially proposed in the OCP which was a variety of houses not the same type of units throughout the whole lower Capilano area
- Q17** Which body is orchestrating the whole group of developments? There is sort of nine other developments all going on in this area and I would like to hear from whoever is coordinating all of this. Whose vision are we following, overall, for traffic? It seems that there is probably no answer at this point
- A17** For this peripheral area, the traffic study that was done anticipated traffic for the peripheral town house development, the Grouse Inn development, the Larco development as part of the developments in the area. We looked at what would happen from a prescribed planning rise, which is 2030 from the District standpoint, and what the impacts would be in the area. With a lot of the developments, they will be going to a higher density as you said and what we look at is what these types of developments would be like in the future from a trip generation stand point going on and then looking at the impacts to the whole area.
- Q18** I think part of the issue for me on the traffic, each developer that has these meetings says that we are going to be doing this but it doesn't say who is actually going to be doing the changes required for the traffic and it doesn't say when. Are we going to wait for all the construction to be done to do the changes on Marine Drive and Cap Road? Is it going to happen while it is under construction? If it is while, which one is when the changes to the traffic are going to take place?
- A18** Erik Wilhelm: Changes to the Marine Drive area, maybe the corner of Cap and Marine, that would really only happen with the completion of the Grouse Inn site. Again, there can be a bit of a phasing issue that we are going to have to address but any kind of road upgrade within the peripheral area would almost be like a piece of the puzzle. Certain developments would do certain upgrades of the roadway in that peripheral area. Some of the improvements along Capilano and Marine Drive, there could be a bit of an overlap or lag in that
- Q19** So all of these people are going to be moving into here, literally by the thousands, but not one actual square metre of park space will be provided for these people. It used to be the policy, is still the policy, for every thousand people several acres of park land would have to be purchased and I don't see this happening in this scenario at all. The technical aspect of having public access to this little park through Citimark's own land makes me think that somebody has got to give a public easement through that land. Can somebody confirm that there is going to be a public easement right through Citimark's land to get access to the park?
- A19** Rebecca Nguyen, from Citimark was in the audience and responded: The people that will be using the path that goes through Citimark are really the residents of Cressey and Citimark. We imagine that this would be semi-private in the sense that no one else would need to go through because of the trail that is going to be developed between Citimark and Larco sites. The public pedestrian pathway is what we imagine most of the public would be using.

- Q20** It sort of overlooks the people coming in from the Earls redevelopment, with that tall tower that they are planning there Belle Isle would be their park too. I imagine that they would take the shortest path, which would be that diagonal through there?
- A20** Erik Wilhelm: I think with respect to the movement between the Cressey and through the Citimark site, I think that would likely be something like some sort of security where if you are a resident you would only be able to go through the gate. From a security perspective, you wouldn't want the general public traveling through one development into another and then into the park. You want to funnel them into the well lit, multi use path between the Larco and Citimark development
- Q21** Is that kind of security in place anywhere in the District?
- A21** Erik Wilhelm: To my knowledge, no but it is common place in any other area of metro Vancouver
- C22** Given that densification and traffic are major issues at present and I foresee them as being major issues moving forward. With respect to this traffic study, I think it is actually very myopic. You are talking about traffic coming from Squamish, north of Capilano Road, along Marine Drive so I think taking a traffic study in isolation of traffic coming through this major hub is a red herring in terms of the true effect of this densification
- Q23** Our city fathers, in conjunction with a number of citizens, many years ago came up with a plan that outlines this area as a designated village. My definition of a village coming from Ireland is that a village would at least have a church, a pub and a place to buy a loaf of bread. I am curious Erik about the wisdom at City Hall in terms of the opportunity to buy groceries for people living in this area. It makes sense that if you add density to an area that it has to be self sufficient, without a village or hub, it means that everybody here has to clog up Marine Drive on their way down to Save On Foods.
- A23** Erik Wilhelm: Like I said earlier, it is planned that at the Grouse Inn site that there be quite a large grocery store, so I do know that there are plans for that but again timing is of issue
- Q24** Just to clarify, the peripheral housing was not included in the original OCP right? People are getting mixed up about the OCP and the guidelines for peripheral housing. I don't know if someone wants to clarify them?
- A24** Erik Wilhelm: In 2014, Council adopted what you refer to as the peripheral policy. It is not an Official Community Plan amendment, under normal circumstances if there was to be whole-hearted change in a neighbourhood, you would make an Official Community Plan amendment and that would change the designation. That would be more of a concrete kind of movement towards density. What the peripheral policy again is just kind of general policy that provides direction to Council as to the possible densities in the future. All of these applications that are going to be within the peripheral area, all of them require and Official Community Plan amendments to actually amend the mapping within the OCP

## Cressey (Klahanie Park) Development LLP Public Information Meeting Summary February 28, 2017

### APPENDIX: FLYER



#### Notice of a Public Information Meeting in Your Neighbourhood

Cressey (Klahanie Park) Development LLP is hosting a Public Information Meeting to present the development proposal for 1864-1882 Curling Road and 1801-1803 Glenaire Drive. You are invited to this meeting to learn about the development proposal (this is not a Public Hearing).

This information package is being distributed to the owners and occupants within 100 metres of the proposed development site in accordance with District of North Vancouver policy.

##### The Proposal:

Cressey (Klahanie Park) Development LLP proposes to construct six 3-storey townhouse buildings, at the corner of Glenaire Drive and Curling Road.

The proposal is for 40 residential units, and is made up entirely of 3-bedroom, family-oriented townhomes, with individual access to each home from the ground level.

Underground parking will be accessed from a driveway off Curling Road. 21 homes will have direct access to their units from the underground parking. A total of 79 parking stalls are provided for residents, along with 5 visitor parking spaces within the parkade.

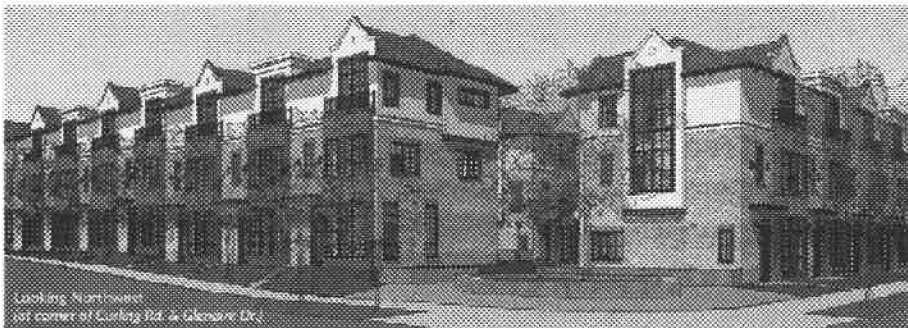
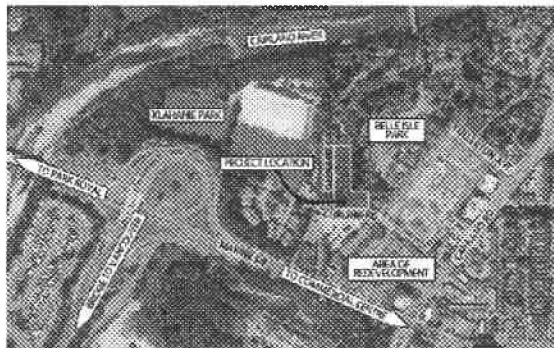
The proposal also includes road and pedestrian upgrades to Glenaire Drive and Curling Road.

##### Meeting Time and Location:

Tuesday, February 28, 2017  
6:30 - 8:00pm  
Grouse Inn (Meeting Room)  
1633 Capilano Road

##### Meeting Agenda:

Doors Open: 6:30pm  
Open House Discussion: 6:30 - 8:00pm  
Presentation: 7:00 - 7:15pm



For further information  
please contact:

Graham Brewster - 604.995.3447  
Cressey (Klahanie Park) Development LLP

Erik Wilhelm - 604.995.2360  
District of North Vancouver, Planning Department



Cressey (Klahanie Park) Development LLP Public Information Meeting Summary  
February 28, 2017


APPENDIX: SITE SIGN

Developer's  
Public Information Meeting

**Proposal:**  
**40-Unit Townhouse Development**

**6:30PM, Tuesday, February 28**  
**Grouse Inn (Meeting Room)**  
**1633 Capilano Rd.**


**Cressey (Klahanie Park)  
Development LLP**  
**604-895-0447**



Looking North West  
at corner of Curling Rd. & Capilano Rd.

**NORTH VANCOUVER** This meeting has been required by the District of North Vancouver as part of the regulatory process.


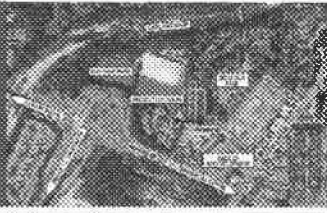
APPENDIX: NEWSPAPER ADVERTISEMENT

 **CRESSEY** **PUBLIC INFORMATION MEETING**

A redevelopment is being proposed for 1864-1882 Curling Road and 1891-1865 Glenis Drive, to construct a family-oriented 3-bedroom townhouse project. You are invited to discuss the project.

**Date:** Tuesday, February 28, 2017  
**Time:** 6:30 - 8:00pm  
**Location:** Grouse Inn (Meeting Room)  
1633 Capilano Road,  
North Vancouver

Cressey (Klahanie Park) Development LLP proposes to amend the site plan single-family zoning to a comprehensive development zone to permit a 40-unit ground-oriented townhouse project, with a single level of underground parking.



Information packages are being distributed to residents with 100 metres of the proposed development site in accordance with District of North Vancouver policy. If you would like to receive a copy or if you would like more information, contact Erik Wilhelm or the Community Planning Department at 604-976-2317 or Graham Brewster at 604-895-0447 or bring your questions and comments to the meeting.

\*This is not a Public Hearing. DNV Council will receive a report from staff on issues raised at the meeting and will formally consider the proposal at a later date.

Cressey (Klahanie Park) Development LLP | 9600 553 West 29 Avenue Vancouver BC V6Z 1C6  
Tel: 604-682-1256 | Fax: 604-593-7699 | [www.cressey.com](http://www.cressey.com)

# PUBLIC HEARING

## 1801-1865 Glenaire Drive & 2064-2082 Curling Road 40 Unit Townhouse Project

**What:** A Public Hearing for Bylaws 8244 and 8245, proposed amendments to the Official Community Plan and Zoning Bylaw, to permit the development of a forty unit townhouse project.

**When:** 7 pm, Tuesday, October 3, 2017

**Where:** Council Chambers, District of North Vancouver Municipal Hall, 355 West Queens Road, North Vancouver, BC



Proposed\*



\*Provided by applicant for illustrative purposes only.

**What changes?** The actual development, if approved, may differ.

Bylaw 8244 proposes to amend the OCP land use designation of the properties from Residential Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily (RES4) and to designate these properties as Development Permit Areas for Form and Character and Energy and Water Conservation and GHG Emission Reduction. Bylaw 8245 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 106 (CD106) and rezone the subject site from Single-Family Residential 7200 Zone (RS3) to Comprehensive Development Zone 106 (CD106). The CD106 Zone addresses use, density, amenities, setbacks, site coverage, building height, acoustic requirements, landscaping, subdivision and parking.

### When can I speak?

We welcome your input Tuesday, October 3, 2017, at 7 pm. You can speak in person by signing up at the hearing, or you can provide a written submission to the Municipal Clerk at [input@dnv.org](mailto:input@dnv.org) or by mail to Municipal Clerk, District of North Vancouver, 355 West Queens Road, North Vancouver, BC, V7N 4N5, before the conclusion of the hearing.

Please note that Council may not receive further submissions from the public concerning this application after the conclusion of the public hearing.

### Need more info?

Relevant background material and copies of the bylaws are available for review at the Municipal Clerk's Office or online at [dnv.org/public\\_hearing](http://dnv.org/public_hearing) from September 12 to October 3. Office hours are Monday to Friday 8 am to 4:30 pm, except statutory holidays.

### Who can I speak to?

If you have questions on the development proposal, please contact Erik Wilhelm, Development Planner, at 604-990-2360 or [wilhelme@dnv.org](mailto:wilhelme@dnv.org)



THIS PAGE LEFT BLANK INTENTIONALLY