

## PUBLIC HEARING BINDER

2932 Chesterfield Avenue

### Table of Contents:



<b>Agenda and Reports</b>	
1)	<b>Public Hearing Agenda</b>
2)	<b>Staff Report</b> - October 18, 2017 (Considered by Council Oct. 30, 2017) This report provides an overview of the project and the land use issues related to the review of this proposed development project which includes a Rezoning Bylaw.
3)	<b>Bylaw 8249</b> which rezones the subject site from RS4 to CD110
4)	<b>Notice</b>
<b>Additional Information</b>	
5)	<b>Minutes</b> – Regular Meeting of Council held October 30, 2017.
6)	<b>Land Use</b> <ul style="list-style-type: none"><li>• North Lonsdale-Delbrook Plan</li></ul>
7)	<b>Construction Management Plan</b>
8)	<b>Design</b> <ul style="list-style-type: none"><li>• Architectural Plans for the project;</li><li>• Landscape Plans for the project; and</li><li>• Civil Key Plan.</li></ul>
9)	<b>Design</b> - Excerpt from the Advisory Design Panel's minutes, recording the review by the Design Panel of the proposal, for the meetings held: <ul style="list-style-type: none"><li>- September 8, 2016; and</li><li>- December 8, 2016.</li></ul>
10)	<b>Green Building and Energy Conservation</b> - Green Building Commitment Letter
<b>Public Input</b>	
11)	<b>Past Public Input</b> <ul style="list-style-type: none"><li>• Public Information Meeting - Summary Report</li></ul>
12)	<b>Public Input</b> - Correspondence / submissions from the public since 1 <sup>st</sup> Reading given October 30, 2017

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>Oct 30, 2017</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____

 Dept. Manager	 GM/ Director	 CAO
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## The District of North Vancouver REPORT TO COUNCIL

October 18, 2017  
File: 08.3060.20/042.16

**AUTHOR:** Emel Nordin, Development Planning

**SUBJECT: BYLAW 8249: REZONING FOR A FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

### RECOMMENDATIONS:

That the "District of North Vancouver Rezoning Bylaw 1357 (Bylaw 8249)" to rezone the subject site from RS4 to CD110 is given FIRST reading;

AND THAT Bylaw 8249 be referred to a Public Hearing.

### REASON FOR REPORT:

To obtain Council's consideration of bylaw introduction and referral to public hearing for Rezoning Bylaw 1357 which permits redevelopment of one single family lot into four townhouse units.

### SUMMARY:

The applicant proposes to redevelop one single-family lot located at 2932 Chesterfield Avenue as a four unit townhouse project.

Implementation of the project requires rezoning (Bylaw 8249). The proposal is in keeping with the Official Community Plan and the North Lonsdale-Delbrook reference policy document. The Rezoning Bylaw is recommended for introduction and referral to a Public Hearing. A development permit will be forwarded to Council if the rezoning is approved.



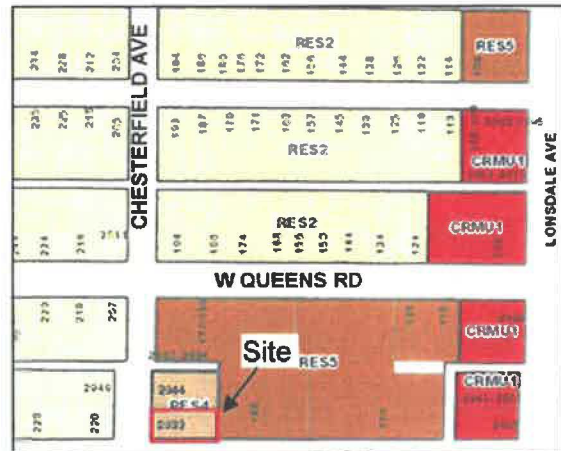
**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 2

**SUBJECT PROPERTY:**

The development site consists of one single family lot and is located at the corner of Chesterfield Avenue and West 29<sup>th</sup> Street, immediately north of the City of North Vancouver boundary. Adjacent properties consist of single family lots to the north and west and existing multifamily developments to the east and south. The OCP designates the single family property to the north as Residential Level 4: Transition Multifamily, which envisions a similar form of transitional multifamily development.



**EXISTING POLICY:**

Official Community Plan

The District Official Community Plan (OCP) designates the site as *Residential Level 4: Transition Multifamily* (RES4) This OCP designation envisions multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. Transitional multifamily is typically in the form of townhouse and apartment developments, with a density of up to approximately 1.20 FSR.

The units are all three bedroom floor plans, which are well suited for families, and as such, the proposal responds to Goal #2 of the OCP to “encourage and enable a diverse mix of housing types...to accommodate the lifestyles and needs of people at all stages of life.”

The proposal also addresses the intent of the housing diversity policies in Section 7.1 of the OCP by providing units suitable for families and encouraging a range of multifamily housing sizes (Policy 7.1.4).

North Lonsdale-Delbrook Official Community Plan

The policies and objectives in the OCP considered the general directions from the North Lonsdale-Delbrook Official Community Plan (1995) which remains as a reference policy document in consideration of new development in this area.

The North Lonsdale-Delbrook Plan designates the south side of West Queens Road (100 block) and north side of West 29<sup>th</sup> Street for medium density multi-family housing suitable for seniors and ‘empty nesters’ at a maximum density of 36.3 units/acre (90 units/hectare). The development proposal under consideration is approximately 23 units per acre (57 units/hectare) in the form of market housing with no resident age requirements. The following seniors housing is currently available in the immediate vicinity:



**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 3

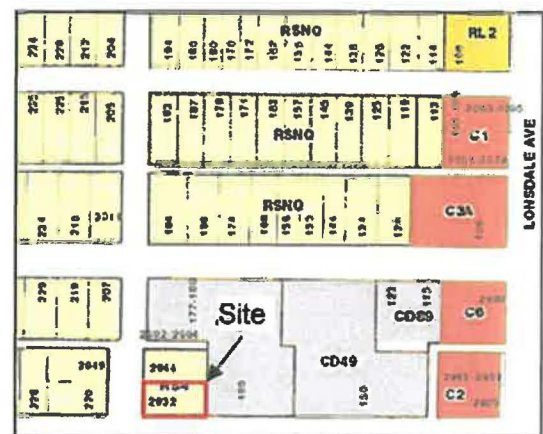
- 188 West 29<sup>th</sup> Street: "Vista 29" - A 50 unit condominium development which has a 55+ occupancy restriction.
- 150 West 29<sup>th</sup> Street: "Churchill Retirement Residence" – A 97 unit rental development providing independent and assisted living for seniors.

The proposed development will expand the existing supply of multi-family housing in this area by providing units suitable for all ages including families and 'empty nesters'. This is consistent with the direction of the Official Community Plan to expand the supply and diversity of housing types in the District.

The North Lonsdale-Delbrook Plan also envisions assemblies in this block which would see the property located immediately north, 2944 Chesterfield Avenue, develop with the subject property. While 2944 Chesterfield Avenue was considered in the review of this development proposal, there are no plans for this property to be redeveloped at this time. Staff note that this property could be redeveloped in the future to a similar housing form as 2932 Chesterfield Avenue, with driveway access provided from the open lane to the north.

**Zoning:**

The subject property is currently zoned Residential Single Family 6000 Zone (RS4) and rezoning is required to permit this development of this four unit townhouse. Bylaw 8249 proposes to rezone the site to Comprehensive Development Zone 110 (CD110) tailored specifically to this project. The proposed CD110 zone prescribes permitted uses, density, height, setbacks, parking requirements, and requires a community amenity contribution of \$158,564 to achieve maximum density.



**Development Permits**

The subject lot is designated as Development Permit Areas for the following purposes:

- Form and Character of Multi-Family Development (Ground-Oriented Housing); and
- Energy and Water Conservation and Greenhouse Gas Emission Reductions.

A detailed Development Permit report, outlining the project's compliance with the applicable DPA guidelines will be provided for Council's consideration at the Development Permit stage should the rezoning advance.

**Strata Rental Protection Policy**

Corporate Policy 8-3300-2 "Strata Rental Protection Policy" does not apply to this project as the rezoning application would permit development of less than five units.



**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 4

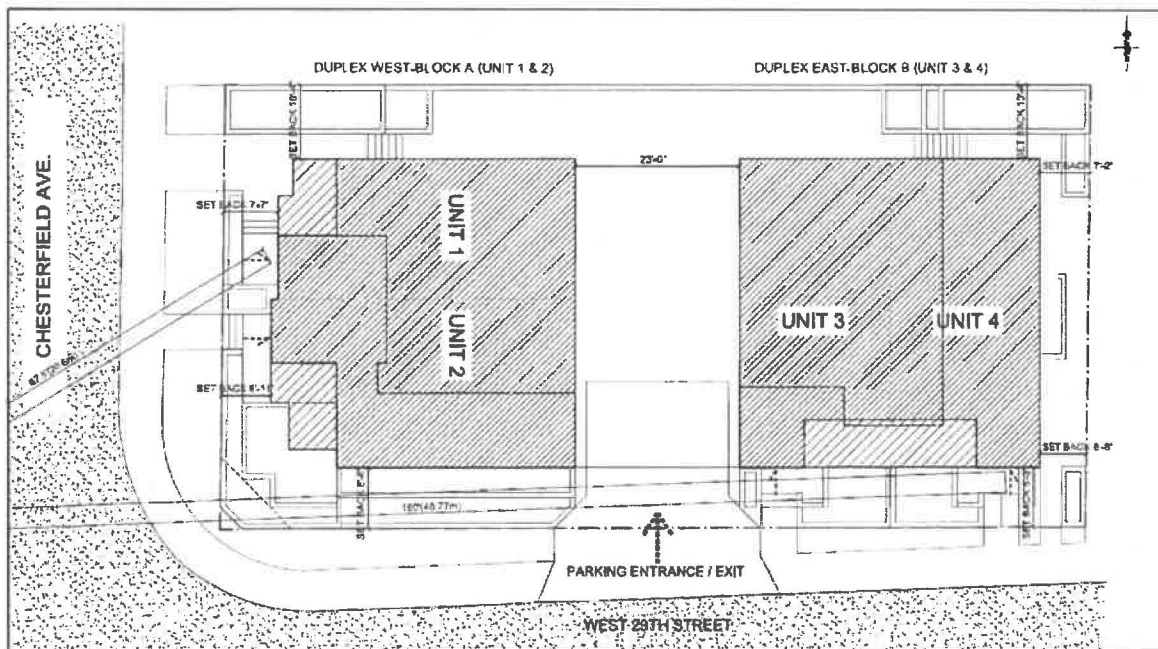
Housing Affordability and Diversity:

In accordance with the Rental and Affordable Housing Strategy, this application is meeting goal number one of expanding the supply and diversity of housing through the provision of family oriented townhouse units which are in high demand and short supply in the District. These town homes offer ground oriented family alternatives to single detached home ownership and will be attractive to young couples who are part of the District's "missing generation." Community amenity contributions from the site can be used toward the District's affordable housing goals, among other amenities.

**ANALYSIS**

Site Plan and Project Description

The proposal consists of four townhouse units in two three storey buildings with rooftop decks and a parking/basement level. One building is sited on the west portion of the site fronting Chesterfield Avenue and the other building is sited on the east portion of the site fronting West 29th Street, as illustrated by the site plan below. The units are all three bedroom layouts and the units range in size from 182.5 m<sup>2</sup> (1964 sq. ft.) to 248.7 m<sup>2</sup> (2677 sq. ft.). The building height is approximately 11.4 m (37.4 ft.).



**Site Plan**

**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 5



**Southwest Elevation (West 29<sup>th</sup> Street at Chesterfield)**



**Southeast Elevation (West 29<sup>th</sup> Street)**



**West Elevation (Chesterfield Avenue)**

**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 6

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on September 8, 2016 and the Panel recommended revisions to the proposal and a further presentation to address items noted by the Panel in its review of the project.

The applicant addressed the Panel's comments by streamlining the building design with use of more contemporary materials; creating better defined front entrances; enhancing the southwest corner of the building with additional windows and wood siding detail; incorporating code-compliant skylight hatches; revising the proposed landscape plan with a greater variety of both deciduous and evergreen plant materials; as well as incorporating evergreen vines on the back wall of the parking level to enhance this element of the project.

The application was considered for a second time by the Advisory Design Panel (ADP) on December 8, 2016. The panel recommended approval of the project as presented.

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

Accessible Design

As the proposed development includes less than five units, the accessible design policy is not applicable to this proposal. Due to the topography of the site it would not be possible to create units with grade level front entry access, however, a number of basic and enhanced accessible design elements have been voluntarily incorporated into the design, including:

- unit entry door clear opening width of 850 mm (34 in.)
- bathroom design features including a clear opening width of at least 800mm (32in), a minimum of one bathroom with pocket door, enhanced door handles, slip resistant flooring, and reinforcement to accommodate future installation of grab bars
- bedroom with at least 152cm (60in) of manoeuvring space
- kitchen design features such as slip resistant flooring, adjustable shelves, enhanced cabinet handles, sufficient space for future modification of appliance layout
- basic and enhanced electrical features

Vehicle Parking

All parking is proposed in a one level above ground garage, with access provided through a driveway ramp from West 29th Street. The proposal meets the Zoning Bylaw parking requirement for eight stalls for residential uses (including visitor parking).

Bicycle Parking

The proposal includes space for 6 class 2 bicycle vertical storage spaces in private carports.



October 18, 2017

Page 7

The application includes improved street frontages with street tree plantings and streetlight upgrades, including pedestrian lighting, curb, gutter, and paving improvements, along the existing roadways adjacent to the development. The opportunity for installation of a new four-way stop at the corner of Chesterfield Avenue and 29<sup>th</sup> Street is currently being reviewed by the District Engineering Department.

The applicant will be required to submit a report from a qualified acoustical consultant confirming the building design will enable these standards to be met.

A landscape plan has been submitted with the rezoning application showing a variety of both deciduous and evergreen plant materials. A mix of shrubs, perennials and groundcover will be incorporated throughout the site, and a cedar hedge will be planted along the north property line in the east and west corners of the site for privacy. In addition, four maple trees and two magnolia trees are proposed to be planted at the corners and along the south property frontage.



Reduced copies of site, architectural and landscaping plans are included as Attachment A for Council's reference.

**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 8

**COMMUNITY AMENITY CONTRIBUTION:**

The District's Community Amenity Contribution (CAC) Policy requires an amenity contribution for projects including an increase in residential density. In this case, a CAC of \$158,564 has been calculated as a fixed rate in accordance with the policy and this amount is included in Bylaw 8249. The CACs from this development can be directed towards off-site public art, plazas, facilities, parks, trails, environmental or other public realm improvements, and/or the affordable housing fund.

**GREEN BUILDING MEASURES:**

Compliance with the District's Green Building Strategy or higher level as mandated by provincial legislation is required. The applicant is utilizing a recognized green building program and the proposal incorporates a range of features to meet an energy performance rating of Energuide 80 and a building performance equivalent to a 'Gold' standard. Sustainability features will be incorporated into the development to address energy conservation, water conservation and greenhouse gas emission reductions.

**CONCURRENCE:**

Staff

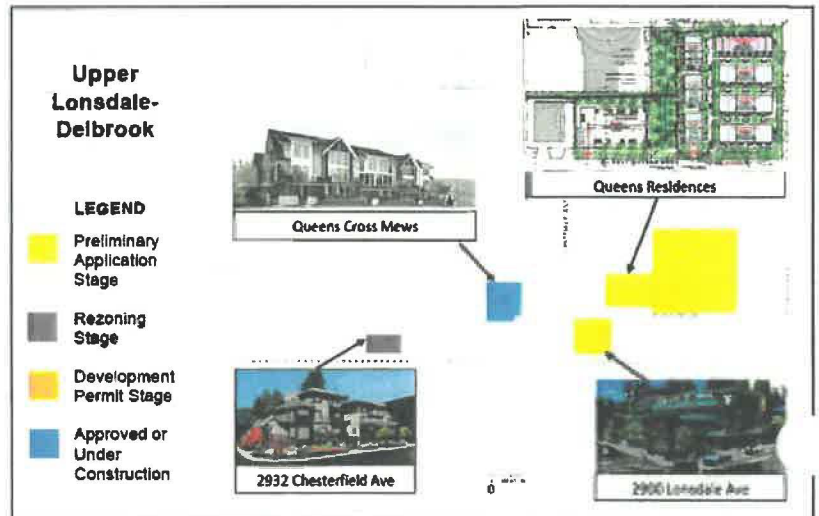
The project has been reviewed by staff from the Environment, Building, Legal, Parks, Engineering, Community Planning, Urban Design, Transportation, and Fire Departments, and the Arts Office.

City of North Vancouver

The City of North Vancouver has been notified of the application due to the proximity of the development site to the City's northern boundary.

Construction Traffic Management Plan

In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP). The Plan must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement along Chesterfield Avenue and West 29th Street. The plan is required to be approved by the District prior to issuance of a building permit.



**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 9

In particular, the Construction Traffic Management Plan must:

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

**PUBLIC INPUT:**

Public Information Meeting

The applicant held a facilitated Public Information Meeting on December 15, 2016.

Notices were distributed to surrounding properties in accordance with the District's Public Notification Policy. One sign was placed on the property to notify passerbys of the meeting, and advertisements were placed in the North Shore News on December 11th and 14th. The meeting was attended by approximately 11 residents. The summary report is attached as Schedule C.

The overall tone of the meeting was balanced and the residents generally seemed receptive to the proposal. Of all those who commented, the largest number of comments were related to traffic and parking and pedestrian safety, with a few comments related to building height, design and view impacts.

In response to the traffic and pedestrian safety concerns, the District Engineering Department is currently completing a review for the installation of a four-way stop at the intersection of Chesterfield Avenue and West 29th Street.

In terms of building height, the top of the parapet of the proposed buildings will be approximately 12 feet greater than the roof peak of the existing single family house. The development was designed as two buildings to reduce building mass and provide a built form that is complementary to properties. In addition, the upper storeys of the west building have been stepped back to increase separation and privacy from Chesterfield Avenue. The proposed building height will be approximately 4.5 feet less than the existing multifamily development to the east at 188 West 29<sup>th</sup> Street.



**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 10

**IMPLEMENTATION:**

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

Bylaw 8249 (Attachment B) rezones the subject site from Single Family Residential 6000 Zone (RS4) to a new Comprehensive Development Zone 110 (CD110) which:

- establishes the permitted residential use;
- allows home occupations as an accessory use;
- establishes the maximum permitted floor area on the site;
- establishes setback and building height regulations; and,
- establishes parking regulations specific to this project.

In addition, the following legal agreements will be required prior to zoning bylaw adoption to secure:

- a green building and acoustical covenant;
- a stormwater management covenant;
- a covenant restricting secondary suites; and
- an engineering servicing agreement (including construction management plan).

**CONCLUSION:**

This project is consistent with the directions established in the OCP and in the North Lonsdale-Delbrook reference policy document. It addresses OCP housing policies related to the provision of a range of housing options, in this case, family housing in a townhouse format.

The project is now ready for Council's consideration.

**Options:**

The following options are available Council's consideration:

- 1) Introduce Bylaw 8249 and refer Bylaw 8249 to a Public Hearing (staff recommendation); or,
- 2) Defeat Bylaw 8249 at First Reading.



Emel Nordin  
Development Planning

A – Reduced project plans  
B – Bylaw 8249  
C – PIM Summary Report

**SUBJECT: BYLAW 8249: REZONING FOR FOUR UNIT TOWNHOUSE PROJECT:  
2932 CHESTERFIELD AVENUE**

October 18, 2017

Page 11

**REVIEWED WITH:**

- ☐ Sustainable Community Dev. \_\_\_\_\_
- ☐ Development Services \_\_\_\_\_
- ☐ Utilities \_\_\_\_\_
- ☐ Engineering Operations \_\_\_\_\_
- ☐ Parks & Environment \_\_\_\_\_
- ☐ Economic Development \_\_\_\_\_
- ☐ Human resources \_\_\_\_\_

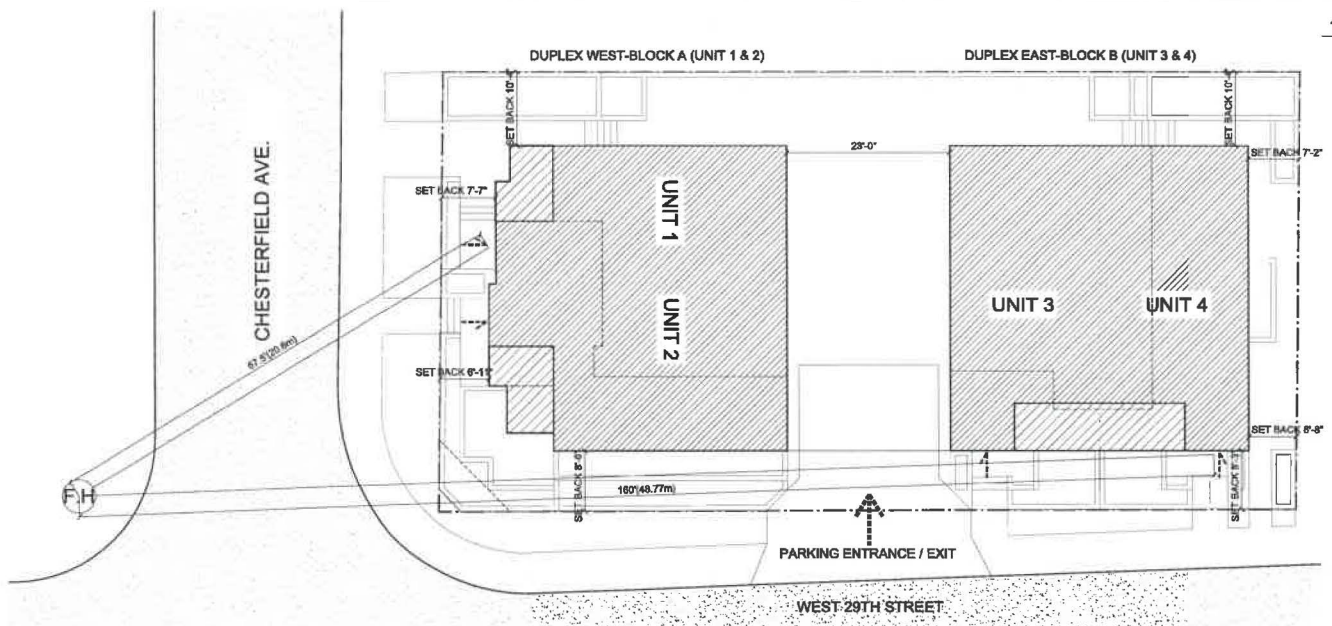
- ☐ Clerk's Office \_\_\_\_\_
- ☐ Communications \_\_\_\_\_
- ☐ Finance \_\_\_\_\_
- ☐ Fire Services \_\_\_\_\_
- ☐ ITS \_\_\_\_\_
- ☐ Solicitor \_\_\_\_\_
- ☐ GIS \_\_\_\_\_

**External Agencies:**

- ☐ Library Board \_\_\_\_\_
- ☐ NS Health \_\_\_\_\_
- ☐ RCMP \_\_\_\_\_
- ☐ Recreation Com. \_\_\_\_\_
- ☐ Museum & Arch. \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

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# PROJECT DATA

CIVIC ADDRESS: 2932 CHESTERFIELD AVE.  
LEGAL DESCRIPTION: LOT 8 BLOCK 2 DISTRICT LOT 801 PLAN 9372

ZONE: REQUIRED RS4 PROVIDED SIMILAR TO CDS1

LOT AREA: 7,449 SQ. FT.

ALLOWED FLOOR SPACE AREA: 1.2 X LOT AREA=8940 SQ.FT

PROPOSED FLOOR SPACE AREA: 8932 SQ.FT

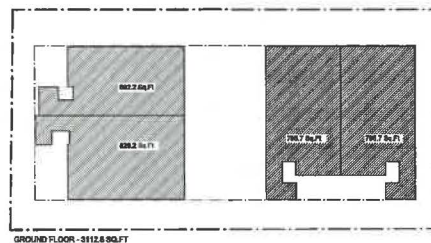
UNIT NUMBER: 4 UNITS (TWO DUPLEX)

SETBACKS:	REQUIRED	PROVIDED
FRONT YARD:	8 FT	8.24FT TO 8.6FT
SIDE YARD:	8 FT	7.87 FT TO 7.17FT
REAR YARD:	8 FT	10.34 FT
MAX. HEIGHT:	41 FT	38.4 FT

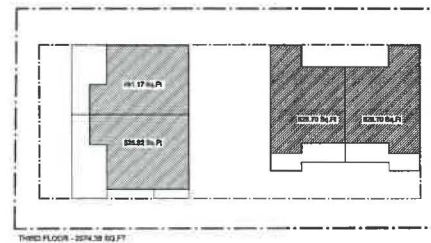
ALLOWED LOT COVERAGE: (70% OF LOT AREA) 7449 X 0.7 = 5214.3 SQ. FT.  
PROPOSED LOT COVERAGE: (47.56% OF LOT AREA) =3543.3 SQ.FT

## PARKING:

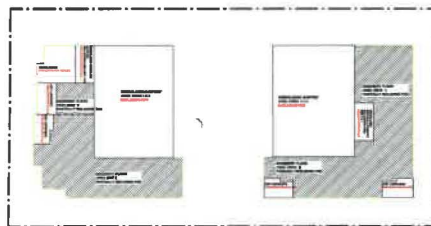
REQUIRED PARKING: 8 STALLS  
PROVIDED PARKING: 8 STALLS



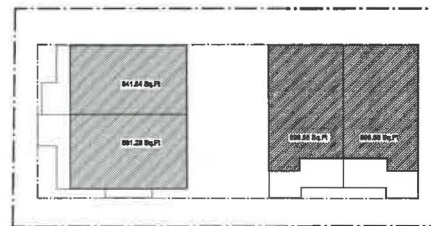
GROUND FLOOR - 3112.6 SQ.FT



THIRD FLOOR - 3274.38 SQ.FT



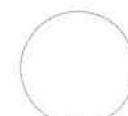
PARKING FLOOR - INCLUDING FBR 1614.57 SQ.FT



SECOND FLOOR - 1730.24 SQ.FT

THIRD FLOOR 2074.38 SQ.FT GROUND FLOOR 3112.6 SQ.FT  
SECOND FLOOR 2730.24 SQ.FT BASEMENT FLOOR 1014.57 SQ.FT(535.67+478.9)  
TOTAL FLOOR SPACE AREA = 8932 SQ.FT  
FSR = 8932 SQ.FT / 7449 SQ.FT= 1.199

155-463	ADVISORS:	DATE:	DRAWN BY:	SCALE:	TITLE:
FOR COORDINATION ONLY-JUNE20/2016	Oct.3rd- 2016		F.Y & H.R.J.E	1/8"=1'-0" & 1/16"=1'-0"	SITE PLAN & PROJECT DATA
ADP SUBMISSION-JUNE28/2016	Nov.10th- 2016				
ADP SUBMISSION-NOV30/2016	Feb.23rd- 2017				
DP SUBMISSION-May 23/2017	Apr.18th- 2017				
	June 28th- 2017				
	August 23rd- 2017				
			CAD FILE:	DATE:	PROJECT:
			Chesterfield 2932.dwg	MARCH 1, 2016	CIVIC ADDRESS: 2932 CHESTERFIELD AVE. NORTH VANCOUVER, B.C.



**FARZIN YAGHANI ARCHITECT.**  
FARZIN YAGHANI ARCHITECT INC.  
105 - 5540 CHIPPEWALLE ROAD  
WEST VANCOUVER, B.C. V7E 2J5  
7 778-6110 WWW.FYARCHITECT.COM

DRAWING NO. **A-1.1**



## VOLUME

PROJECT: 2932 Chesterfield Avenue, North Vancouver, BC



FARZIN YADEGARI ARCHITECT AIBC  
100 2240 CHIPPENDALE ROAD  
WEST VANCOUVER B.C. V7S 3J5  
T 778 340 4142 E farzin@fyarch.ca  
W W W . f y a r c h . c a



## VOLUME

PROJECT: 2932 Chesterfield Avenue, North Vancouver, BC

**FARZIN YADEGARI ARCHITECT AIBC**  
 100 2240 CHIPPENDALE ROAD  
 WEST VANCOUVER B.C. V7S 3J5  
 T 778 340 4142 E farzin@fyarch.ca  
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**Chesterfield Avenue Entrances**



**West 29th Street Entrances**

**ENTRANCE**

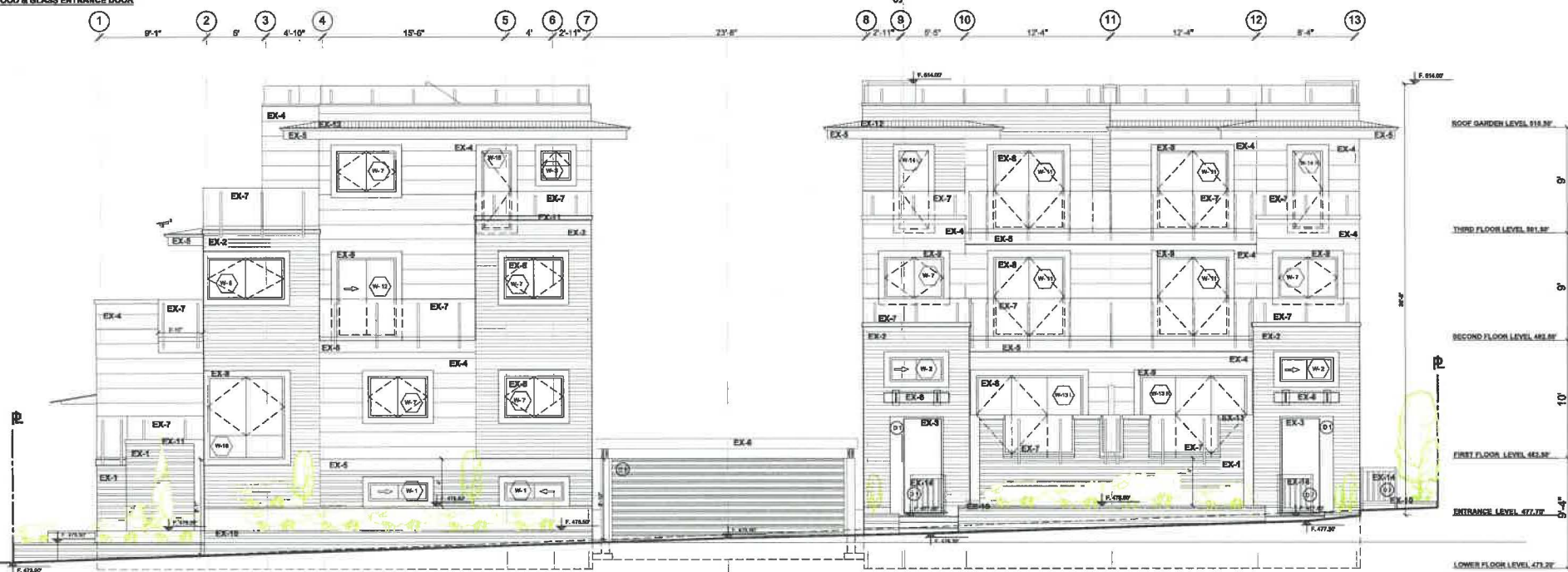


PROJECT: 2932 Chesterfield Avenue, North Vancouver, BC

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 100 2240 CHIPPENDALE ROAD  
 WEST VANCOUVER B.C. V7S 3J5  
 T 778 340 4142 E farzin@fyarch.ca  
 W W W . f y a r c h . c a



## SECTION A



### EXTERIOR FINISHES MATERIAL LIST

- |      |   |       |  |
|------|---|-------|--|
| EX-1 | <b>FLAMED GRAY GRANITE STONE</b>  | EX-7  | <b>GRAY ALUMINUM &amp; CLEAR GLASS RAILINGS <u>TOTEMPERED</u></b>  |
| EX-2 | <b>OILED KALFI WOOD SIDING</b>  | EX-8  | <b>VINYL BLACK FRAMED WINDOW AND PATIO DOOR</b>  |
| EX-3 | <b>PANELIZED WOOD &amp; GLASS ENTRANCE DOOR</b>   | EX-9  | <b>PRESSURE TREATED WOOD TRIMS</b>   |
| EX-4 | <b>CEMENTATION BOARD (INCHES) GRAY</b>  | EX-10 | <b>PRECAST CONCRETE C&amp;G<br/>C&amp;G TRIMS: 2" x 4" x 8" - 12" Slabs / C&amp;G-64 NEXT TO MASONRY</b> |
| EX-5 | <b>PRESSURE TREATED WOOD FASCIA BOARDS</b><br><small>Redwood Slabs / C&amp;G-64</small> | EX-11 | <b>GRAY METAL FLASHING</b>   |
| EX-6 | <b>ALUMINUM &amp; GLASS CANOPY</b>  | EX-12 | <b>UPSTAND BEAM METAL SKIRT ROOF</b><br><small>UPSTND / SLATE 23</small>                                 |

### SOUTH ELEVATION

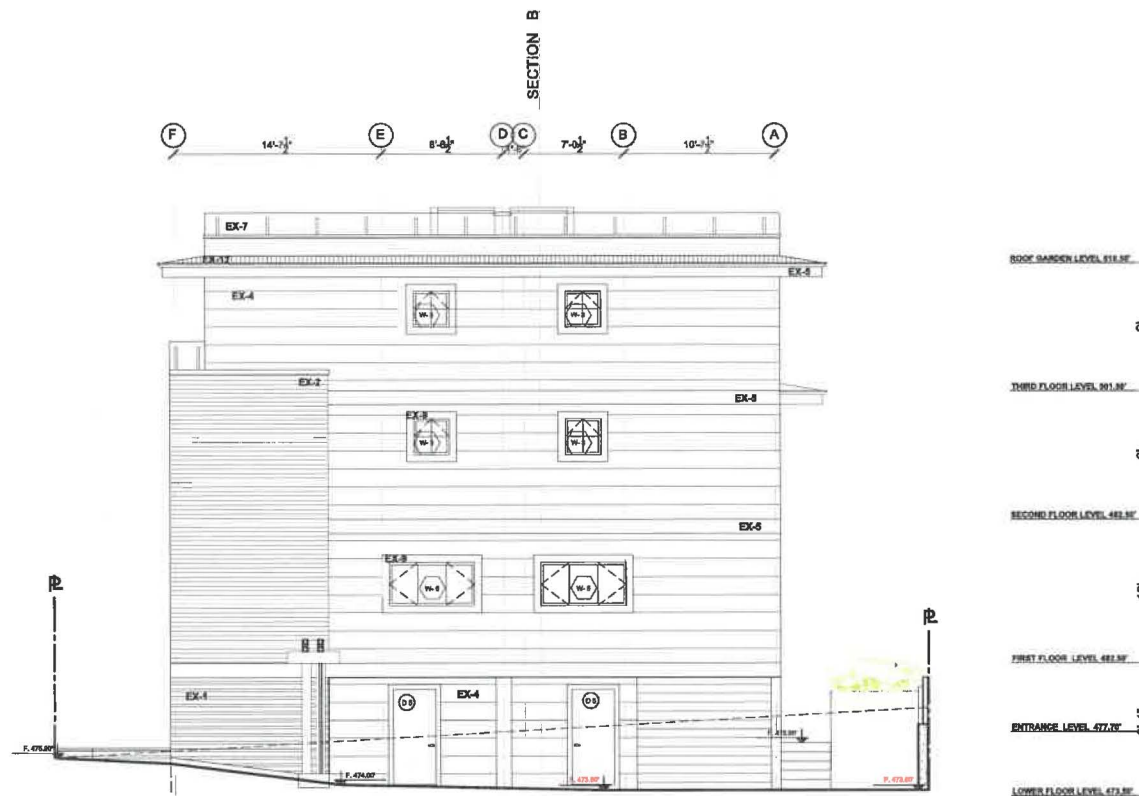
- EX-13 GRAY ALUMINUM FENCE

123456 FOR COORDINATION ONLY-JUNE202018 ADP SUBMISSION-JUNE28/2016 ADP SUBMISSION-NOV30/2016 DP SUBMISSION-May 23/2017		REVISIONS: Oct.3rd- 2018 Nov.10th- 2016 Feb.23rd- 2017 June 28th- 2017 August 23rd- 2017		DRAWN BY: F.Y & H.R.L.E CAD FILE:		SCALE: 1/4"=1'-0" DATE: MARCH , 2018		TITLE: SOUTH ELEVATION PROJECT: CIVIC ADDRESS: 2932 CHESTERFIELD AVE. NORTH VANCOUVER, B.C.	
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EX-1	<u>FLAMED GRAY GRANITE STONE</u>	EX-7	<u>GRAY ALUMINUM &amp; CLEAR GLASS RAILINGS (TINTED/TEMPERED)</u> 600713 - 6 x 12 SS	EX-13	<u>GRAY ALUMINUM FENCE</u>
EX-2	<u>OILED KAYU WOOD SIDING</u>	EX-8	<u>VINYL BLACK FRAMED WINDOW AND PATIO DOOR</u>	EX-14	<u>ENTRANCE ALUMINUM GATE</u>
EX-3	<u>PANELIZED WOOD &amp; GLASS ENTRANCE DOOR</u>	EX-9	<u>PNEUMATIC TREATED WOOD TRIMS</u> KAYU TRIM 4007 TO KAYU Entrance Doors / CC-644 MEET TO KONGRA		
EX-4	<u>CEMENT/TAHOUSE BOARD (MCH/MAGRAY)</u>	EX-10	<u>PRECAST CONCRETE CAP</u>		
EX-5	<u>PNEUMATIC TREATED WOOD FASCIA BOARDS</u> Berdanda Bawa / CC-644	EX-11	<u>GRAY METAL FLASHING</u> HERFORD / SLATE SS		
EX-6	<u>ALUMINUM &amp; GLASS CANOPY</u>	EX-12	<u>UPSTAIR SEAM METAL SKIRT ROOF</u> HERFORD / SLATE SS		

ISSUE:	REVISIONS:	DRAWN BY:	SCALE:	TITLE:
FOR COORDINATION ONLY-JUNE20/2016	Oct.3rd- 2016	F.Y & H.R.E	1/4"=1'-0"	WEST ELEVATION
ADP SUBMISSION-JUNE28/2016	Nov.10th- 2016			
ADP SUBMISSION-NOV30/2016		CAD FILE:	DATE:	PROJECT:
DP SUBMISSION-May 23/2017			MARCH ,2016	CIVIC ADDRESS: 2932 CHESTERFIELD AVE. NORTH VANCOUVER, B.C.



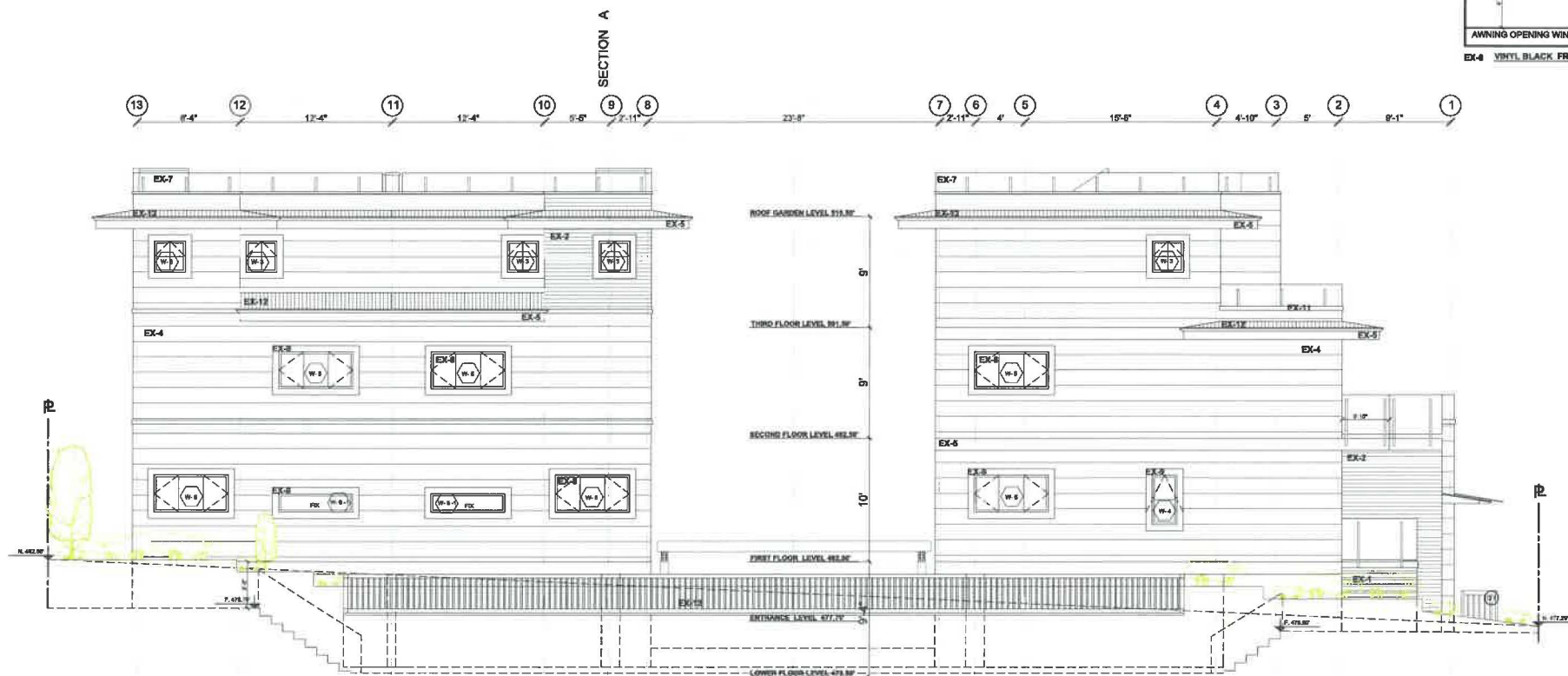
**EAST ELEVATION (UNITS 1&2)**

**EXTERIOR FINISHES MATERIAL LIST**

EX-1 <u>FLAMED GRAY GRANITE STONE</u>	EX-7 <u>GRAY ALUMINUM &amp; CLEAR GLASS RAILINGS (TO/TEMPERED)</u>	EX-13 <u>GRAY ALUMINUM FENCE</u>
EX-2 <u>OILED KAYU WOOD SIDING</u>	EX-8 <u>VINYL BLACK FRAMED WINDOW AND PATIO DOOR</u>	EX-14 <u>ENTRANCE ALUMINUM GATE</u>
EX-3 <u>PANELIZED WOOD &amp; GLASS ENTRANCE DOOR</u>	EX-9 <u>PRESSURE TREATED WOOD TRIMS</u>	
EX-4 <u>CEMENT/POUR BOARD (NICHHA/GRAY)</u>	EX-10 <u>PRECAST CONCRETE CAP</u>	
EX-5 <u>PRESSURE TREATED WOOD FASCIA BOARDS</u>	EX-11 <u>GRAY METAL FLASHING</u>	
EX-6 <u>ALUMINUM &amp; GLASS CANOPY</u>	EX-12 <u>UPSTAND BEAM METAL SKIRT ROOF</u>	

DATE:	REVISION:	DRAWN BY:	SCALE:	TITLE:
FOR COORDINATION ONLY-JUNE20/2016	Oct.3rd- 2016	F.Y & H.R.E	1/4"=1'-0"	EAST ELEVATION (UNITS 1&2)
ADP SUBMISSION-JUNE28/2016	Nov.10th- 2016	CAD FILE:	DATE:	PROJECT:
ADP SUBMISSION-NOV/30/2016	Apr.18th- 2017		MARCH 1, 2016	CIVIC ADDRESS: 2932 CHESTERFIELD AVE. NORTH VANCOUVER, B.C.
DP SUBMISSION-May 23/2017	August 23rd- 2017			





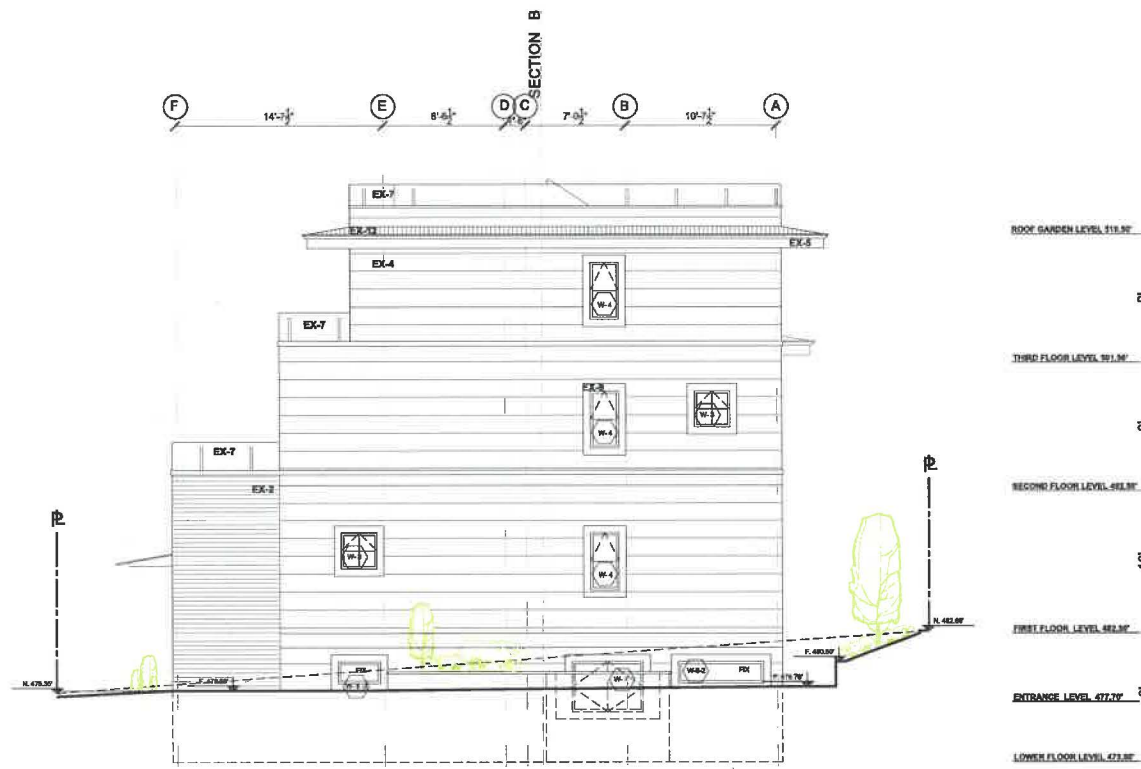
NORTH ELEVATION

# EXTERIOR FINISHES MATERIAL LIST

EX-1 FLAMED GRAY GRANITE STONE	EX-7 GRAY ALUMINUM & CLEAR GLASS RAILINGS (TINT/TEMPERED)	EX-13 GRAY ALUMINUM FENCE
EX-2 OILED KAYU WOOD SIDING	EX-8 VINYL, BLACK FRAMED WINDOW AND PATIO DOOR	EX-14 ENTRANCE ALUMINUM GATE
EX-3 PANELIZED WOOD & GLASS ENTRANCE DOOR	EX-9 PRESSURE TREATED WOOD TRIMS	
EX-4 CEMENTITIOUS BOARD (MICHINA GRAY)	EX-10 PRECAST CONCRETE CAP	
EX-5 PRESSURE TREATED WOOD FASCIA BOARDS	EX-11 GRAY METAL FLASHING	
EX-6 ALUMINUM & GLASS CANOPY	EX-12 UP'S/LAND BEAM METAL SKIRT ROOF	

ISSUES:	REVISIONS:	DESIGNED BY:	SCALE:	TITLE:
FOR COORDINATION ONLY-JUNE20/2016	Oct.3rd- 2016	F.Y & H.R.E	1/4"=1'-0"	NORTH ELEVATION
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ADP SUBMISSION-NOV30/2016	Apr.18th- 2017			
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				CIVIC ADDRESS: 2932 CHESTERFIELD AVE. NORTH VANCOUVER, B.C.



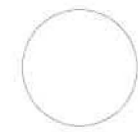


EAST ELEVATION (UNITS 3&4)

**EXTERIOR FINISHES MATERIAL LIST**

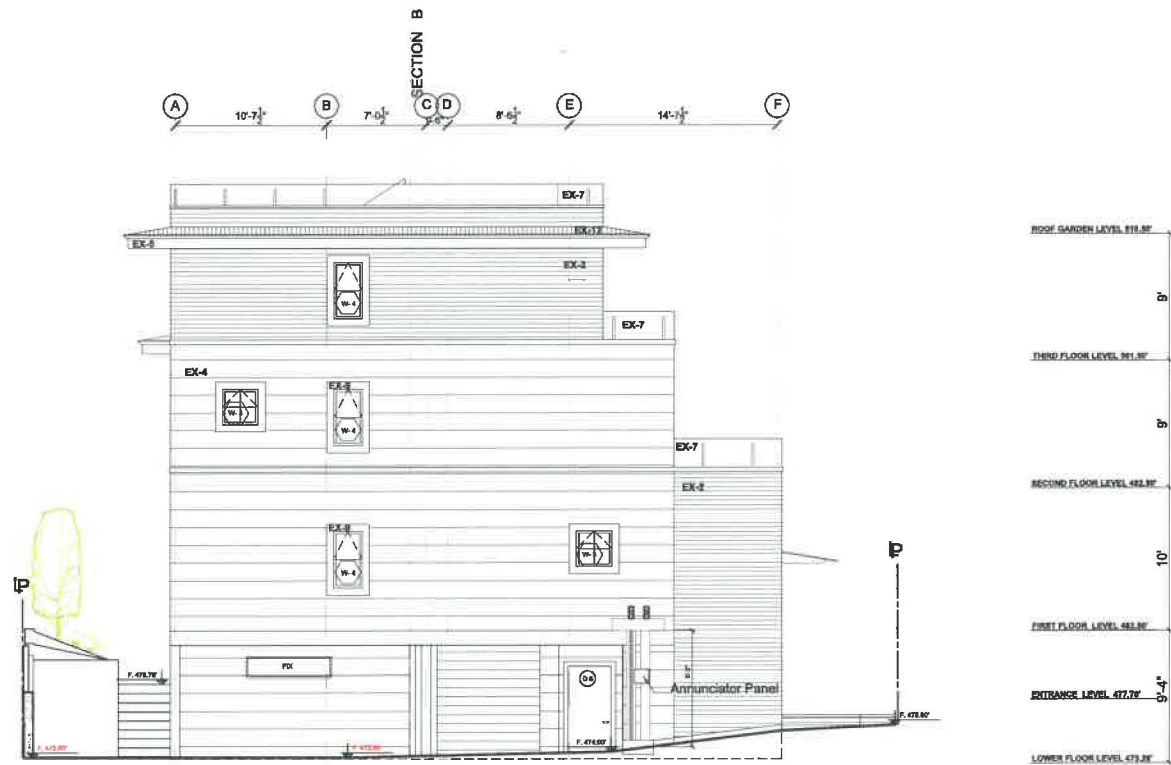
- |  |  |                                     |
|--|--|-------------------------------------|
| EX-1 <u>FLAMED GRAY GRANITE STONE</u>                | EX-7 <u>GRAY ALUMINUM &amp; CLEAR GLASS RAILINGS (10/TEMPERED)</u> | EX-13 <u>GRAY ALUMINUM FENCE</u>    |
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| EX-5 <u>PRESSURE TREATED WOOD FASCIA BOARDS</u>      | EX-11 <u>GRAY METAL FLASHING</u>                                   |                                     |
| EX-6 <u>ALUMINUM &amp; GLASS CANOPY</u>              | EX-12 <u>UPSTAND SEAM METAL SKIRT ROOF</u>                         |                                     |

ISSUE	REVISION	DRAWN BY:	SCALE:	TITLE:
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ADP SUBMISSION-NOV30/2016	Feb.23rd- 2017	CAD FILE:	DATE:	PROJECT:
DP SUBMISSION-May 23/2017	Apr.18th- 2017		MARCH , 2018	CIVIC ADDRESS: 2932 CHESTERFIELD AVE. NORTH VANCOUVER, B.C.



**FARZIN YARBARI ARCHITECT INC.**  
 199 - 2240 CHIPPENDALE ROAD  
 WEST VANCOUVER, B.C. V7S 2J8  
 T: 778 348 4142 WWW.FYARCHIT.CO

**CHARTING NO.**  
**A-3.5**



WEST ELEVATION (UNITS 3&4)

### EXTERIOR FINISHES MATERIAL LIST

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EX-2 OILED KAYU WOOD SIDING	EX-8 VINYL BLACK FRAMED WINDOW AND PATIO DOOR	EX-14 ENTRANCE ALUMINUM GATE
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**The Corporation of the District of North Vancouver**

**Bylaw 8249**

A bylaw to amend District of North Vancouver 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 1357 (Bylaw 8249)".

**2. Amendments**

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

- (a) Part 2A, Definitions is amended by adding CD 110 to the list of zones to which Part 2A applies.
- (b) Section 301 (2) by inserting the following zoning designation:

"Comprehensive Development Zone 110            CD 110"

- (c) Part 4B Comprehensive Development Zone Regulations by inserting the following:

**"4B110 Comprehensive Development Zone 110            CD 110**

**The CD 110 zone is applied to:**

Lot B Block 2 District Lot 801 Plan 9372 (PID: 009-716-971)

**4B110-1 Intent:**

The purpose of the CD110 Zone is to establish specific land use and development regulations for a four unit townhouse project.

**4B110-2 Permitted Uses:**

The following *principal* uses shall be permitted in the Comprehensive Development 110 Zone:

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

Not Applicable.

**(b) Conditional Uses:**

- (i) Residential building, multiple family townhouse.

**4B110-3 Conditions of Use:**

- (a) Balcony enclosures are not permitted.
- (b) Secondary suites are not permitted.

**4B110-4 Accessory Uses:**

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

**4B110-5 Density:**

- (a) The maximum permitted density is 280 m<sup>2</sup> (3,013 sq. ft.) *gross floor area* and one unit, inclusive of any density bonus for energy performance.
- (b) For the purposes of calculating *gross floor area*, the following areas are excluded:
  - (i) unenclosed carports and parking access areas;
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  - (iii) decks, porches, patios, balconies and exterior steps; and,
  - (iv) the floor area contained within that part of buildings and structures having an adjacent exposed perimeter wall of less than 1.22 m (4 ft.) from the floor above to the lesser of natural grade and finished grade.

**4B110-6 Amenities:**

- (a) Despite subsection 4B110-5, density in the CD110 Zone is increased to a maximum of 830.11 m<sup>2</sup> (8935 sq. ft.) *gross floor area* and four units if the owner contributes \$158,564 to the municipality to be used for any of the following amenities (with allocation and timing of expenditure to be determined by the municipality in its sole discretion):
  - (i) Improvements to public parks, plazas, facilities, trails and greenways;
  - (ii) Public art and other beautification projects; and
  - (iii) Affordable housing.

#### **4B110-7 Setbacks:**

- (a) Buildings shall be set back from property lines to the closest building face as established by development permit, and in accordance with the following regulations, excluding encroachment of balconies, decks and street-fronting glass entrance canopies not to exceed 1.5 m (4.9 ft) in depth:

<b>Setback</b>	<b>Buildings (Min Setback)</b>
North Property Line (Interior lot line)	3.15 m (10.3 ft)
East Property Line (Interior lot line)	2.03 m (6.7 ft)
West Property Line (Chesterfield Ave.)	2.11 m (6.9 ft)
South Property Line (E. 29 <sup>th</sup> St.)	2.51 m (8.2 ft)

#### **4B110-8 Height:**

- (a) Maximum permitted height is 11.4 m (37.4 ft).

#### **4B110-9 Coverage:**

- (a) Building Coverage: Maximum building coverage is 50%.
- (b) Site Coverage: Maximum site coverage is 75%.

#### **4B110-10 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) A 2m (6.6 ft) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with 90% opacity, is required to screen from view:
- (i) Any utility boxes, vents or pumps that are not located underground and / or within a building; and
  - (ii) Any solid waste (garbage, recycling, compost) or loading areas or facilities that are not located underground and / or within a building.

#### **4B110-11 Parking, Loading and Servicing Regulations:**

Parking, driveway and loading shall be provided in accordance with Part 10 of the Zoning Bylaw except that:

- (a) Bicycle parking is to be accommodated in private carports or garages and a minimum of six Class 2 bicycle parking spaces shall be provided."

- (c) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A), by rezoning the land from the Single Family Residential 6000 Zone (RS4) to Comprehensive Development 110 Zone (CD110).

**READ** a first time

**PUBLIC HEARING** held

**READ** a second time

**READ** a third time

Certified a true copy of "Bylaw 8249" as at Third Reading

---

Municipal Clerk

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

**ADOPTED**

---

Mayor

---

Municipal Clerk

Certified a true copy

---

Municipal Clerk



## Schedule A to Bylaw 8249



**SINGLE-FAMILY RESIDENTIAL 6000 ZONE (RS4) TO  
COMPREHENSIVE DEVELOPMENT ZONE 110 (CD110)**



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**BOB HEASLIP**

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**DEVELOPMENT PLANNING STRATEGIES**

**2932 CHESTERFIELD AVE. PUBLIC INFORMATION MEETING**

**MEETING REPORT**

**Meeting Date:** December 15, 2016

**Time:** 6:00 pm – 7:30 pm

**Location:** S. Andrew's & St. Stephen's Church,  
Hollyburn Room, North Vancouver

**Attendance:** Approximately 11 community members

**Meeting Purpose:** As per District of North Vancouver Planning Policy

- To present proposed development details
- To provide an opportunity to ask questions, receive comments and suggestions about the proposed development

**Notification:** By newspaper advertisements in the North Shore News, December 11th and 14th, and direct delivery December 8th.

**Project Team:**

- Farzin Yadegari (FY), Farzin Yadegari Architects (FYA)
- Sahar Hamed, (FYA)
- Rick Artuso, Artuso Properties Ltd. (RA)

**District of North Vancouver:**

- Erik Wilhelm (EW), Community Planner

**Facilitator:**

- Bob Heaslip (BH), Development Planning Strategies (DPS)

**Overview:**

Participants were welcomed and requested to sign in, handed a comment sheet, and then directed to refreshments.

The presentation portion of the meeting began at 6:15 pm with introductions of the project team by Bob Heaslip, including FY & SH, as well as the District representative EW. BH outlined how the meeting would proceed, with a presentation by FY providing project information. BH requested participants save

8210 Elliott Street, Vancouver, BC V5S 2P2  
CELL - 604-838-6588 OFFICE - 604-899-4474  
EMAIL – [planit54@telus.net](mailto:planit54@telus.net)

their questions until the presentation was completed. BH also requested that input be carried out respectfully keeping in mind allowing others to speak and express their opinions.

BH indicated questions/answers would be repeated as necessary for all to hear. He also noted that he would be writing down questions and comments on a flip chart. BH reminded participants to complete the Sign In and Comment Sheets and either leave them at the table by the entry, or email them to EW at the District.

This meeting session was intended to present the proposed development concept to community members at an early stage in the process and in conjunction with a Development Application submitted to the District of North Vancouver. It is also intended to provide an opportunity to ask clarifying questions and comment on the proposal.

FY, using a Power Point presentation, and 3 D computer modeling, provided an overview of the site location and characteristics, the project statistics, design and intent of the proposed redevelopment of the site.

During and after the presentation, the following questions and comments were provided.

**Dialogue:**

(Q = Question, A = Answer, C = Comment)

- Q Can you better explain and describe the project height - What is the height of the project in relation to the house immediately behind and the townhouses to the north of the site?
- A The project height is 36 ft. 4 in., which is less than the Zoning Bylaw equivalent requirement, which is a maximum of 41 ft. The proposed height would be approximately 10 ft. higher than the existing house and townhouses.
- Q How does project parking work - are there tandem stalls?
- A There are no tandem parking stalls and each of the 8 stalls is accessed by a central drive aisle.
- Q Is there a security gate for parking?
- A Yes there is an automatic gate at the driveway entry to the parkade.
- Q How close is the stairwell on the east side of the property adjacent to the apartment building?
- A The stairwell is 3 ft. 8 in's from the east property line.
- Q As a neighbour I have sent letters to both the District and City Council concerning traffic safety and speed, and the need for street calming along 29th Avenue. Has the developer taken traffic into consideration in the design of the project?



- A Yes the building design and number of units meets the Zoning Bylaw requirements and has satisfied the District Engineering Department requirements concerning parking and location of the driveway entry and distance to the intersection of 29th and Chesterfield.
- C There is a concern with seniors and their safety crossing 29th mid block on 29th near Churchill House Seniors, especially with the speed of traffic. There needs to be addition of stop signs for 29th at Chesterfield.
- A EW has noted these concerns for Engineering staff. It was also noted that a possible solution not related to this project could be introduction of a mid block crosswalk for seniors near Churchill House.
- Q Will there be parking on the street from the project? I have written to the District about the lack of street parking along 29th.
- A The proposed 8 parking stalls for the project meets the District Zoning Bylaw requirement of 2 spaces per unit, including visitor parking. No street parking will be allowed on Chesterfield for the frontage of the project along Chesterfield. It was suggested that the District be approached about neighbour Parking Permit restrictions and perhaps parking time limits.
- C The entry/exit for the project is quite close to the 29th and Chesterfield intersection.
- A As noted earlier the project design has satisfied the District Engineering Department requirements concerning the location of the driveway entry and distance to the intersection of 29th and Chesterfield. The project team explored entry from Chesterfield, but the Engineering Dept. requires that entry occur from 29th. It should also be noted that the proposed entry has been designed to be further east of the 29th St. intersection, than what is currently existing.
- Q During rush hour morning and evening vehicles are using 29th as a short cut to avoid traffic congestion on Queens and Chesterfield, which results in increased traffic and speed in the neighbourhood. The addition of this development will add to that traffic.
- A EW has noted these comments and will ask the Engineering Dept. about the need for a neighbour traffic review and potential calming measures.
- Q How will construction vehicle parking and traffic be handled?
- A The applicant will prepare a traffic management approach for trades and deliveries and discuss it with staff at the Building Permit stage of the process.
- Q I question the viability of the parkade layout, stall width, and in and out manoeuvring, and is there no provision for visitor parking?
- A The 2 stalls per unit includes visitor parking as per District requirements. In addition, the stall width and aisle design width meet Engineering requirements. The end stalls are provided with additional width to allow access and egress as per District requirements.

- C We understand that to get any changes to street parking or traffic changes on this street, we are required to have a petition signed by neighbours.
- A EW responded that this is correct. This policy is in place to ensure a healthy percentage of owners agree (2/3rds of those affected) to any proposed changes to parking and traffic flow or traffic calming measures and changes in the neighbourhood.
- Q I am concerned about the project design and the impact on my views and privacy on the house to the immediate east on the other side of Chesterfield. What will the impacts be?
- A FY has a view analysis of the project for this neighbouring home and will share it with the owner. He understands the concern and window placement has been carefully designed to minimize overlook.
- Q What will the length of time be for construction of the project?
- A Once approved, demolition of the existing home will take about a month and following preparation of the detailed Building Permit Plans and issuance of the Building Permit (about 4-5 months), construction will take about 16 months.
- Q Has this project been approved?
- A No. EW explained the approval process and that this Development Application has been made, review by District staff and Advisory Design Panel and project design changes made. Tonight's meeting allows for neighbour input, but the application is for rezoning from a single family designation to a CD (Comprehensive Development) designation. This requires Council consideration and 4 Readings and Adoption of a new Zoning Bylaw. Following 2nd Reading of the Bylaw Council holds a Public Hearing at a future date, which is advertized in the newspaper, local delivery notices to neighbours and posted on the District website. The Public Hearing allows interested people to voice their position to Council on the proposal. If Council supports the Rezoning, the Bylaw is given 3rd Reading with conditions that must be met by the developer before receiving 4th Reading and Adoption of the Bylaw.
- Q There seems to be a lot of development in the area. What will happen to all the surrounding single family homes, could the OCP be amended and they be rezoned too?
- A EW indicated that the Official Community Plan (OCP) specifies sites in the area that have potential for redevelopment and increased density, including the subject site. But such sites do require Rezoning within the process described a few minutes ago. The remaining area around these sites are mainly single family and the present OCP does not contemplate any changes to that designation. There is a provision that allows for application for an OCP amendment, but it has proven to be difficult to obtain such an approval without community and neighbour support.
- Q What is the rationale for two separate buildings instead of one? Was there a consideration of one building?

- A The design intent is to provide more of a neighbour friendly small scale and feel by reducing building mass, while allowing for immediate neighbour increased views and light penetration. The original design did consider one building but based on comments from District staff and Design Panel this design was altered to the design represented this evening.
- Q What are the number of bedrooms in each unit?
- A All 4 units have 3 bedrooms, 2 on the 2nd floor and 1 Master Bedroom on the 3rd floor.
- Q As the existing home is boarded up, is it the responsibility of the owner to maintain it? We are concerned about the illegal dumping on the site, landscape maintenance, cleaning of the sidewalks and vermin in the building. How is this being addressed?
- A EW yes it is the owner's responsibility. RA indicated that since acquiring the property from the previous owner, they try to ensure the landscaping is maintained, illegal dumping of materials removed when reported, and sidewalks cleared as required. He appreciates neighbour and staff notification of anything that needs their attention.
- Q Why can't the building be demolished now?
- A EW noted that District policy is to wait for the appropriate point in the development approval process, otherwise it could appear that early demolition is indicating the project approval is certain. This approach is felt to be a fairer process.
- Q What happens to all the materials resulting from the demolition process?
- A The materials are sorted and separated by the demolition contractor and recycled off site, reducing as much as possible waste going to the Landfill.
- Q What environmentally friendly features are proposed, for example are there solar panels? Is it a LEED project?
- A The project design meets the District's Green Building Policy with such energy efficient standards and features as reduced water flow, energy efficient appliances and lighting. We originally proposed solar panels, but those were opposed by the Design Panel and have been removed.
- Q Will all the sewer and water pipes have to be upgraded as part of the development causing disruption to traffic and neighbouring dwellings?
- A RA and EW indicated that this development will not generate any major infrastructure upgrades for water, sewer or roads. Any work will be connection to existing water and sewer related near the 29th St. intersection. As a result there should be any major disruptions.

## Conclusion

BH thanked everyone for attending, for their time and comments, and for their patience during the meeting. He indicated he would be preparing a meeting summary report for

submission to the District of North Vancouver as part of the Development Application submission.

The meeting adjourned at 7:30 pm.

### **Meeting Summary**

The meeting was attended by a few members of the neighbouring public living near the development. Besides a few questions and comments related to privacy, building height, design and view blockage, traffic and parking, and pedestrian safety in the area seemed to be the primary concerns. The residents generally seemed receptive to the proposal and welcomed possible traffic safety measures in the future within the area.

### **Note:**

- 9 people filled out their contact information on the Sign In Sheets
- 1 person filled in a Comment Sheet and left it at the sign in table.

### **Attachments:**

- Sign in Sheets (completed)
- Comment Sheet (completed)

*Prepared by Bob Heaslip, with input from Erik Wilhelm  
December 19, 2016*

***These notes are intended and assumed to be a fair, accurate reflection and record of the dialogue that occurred, unless the writer is informed otherwise in writing.***



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

## **Bylaw 8249**

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**The CD 110 zone is applied to:**

Lot B Block 2 District Lot 801 Plan 9372 (PID: 009-716-971)

#### **4B110-1 Intent:**

The purpose of the CD110 Zone is to establish specific land use and development regulations for a four unit townhouse project.

#### **4B110-2 Permitted Uses:**

The following *principal* uses shall be permitted in the Comprehensive Development 110 Zone:

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

Not Applicable.

(b) **Conditional Uses:**

- (i) Residential building, multiple family townhouse.

**4B110-3 Conditions of Use:**

- (a) Balcony enclosures are not permitted.
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- a) *Accessory uses* are permitted and are limited to:
  - (i) *Home occupations* in accordance with the regulations in Section 405 of this Bylaw.

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- (a) The maximum permitted density is 280 m<sup>2</sup> (3,013 sq. ft.) *gross floor area* and one unit, inclusive of any density bonus for energy performance.
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<b>Setback</b>	<b>Buildings (Min Setback)</b>
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- (b) Site Coverage: Maximum site coverage is 75%.

**4B110-10 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) A 2m (6.6 ft) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with 90% opacity, is required to screen from view:
- (i) Any utility boxes, vents or pumps that are not located underground and / or within a building; and
  - (ii) Any solid waste (garbage, recycling, compost) or loading areas or facilities that are not located underground and / or within a building.

**4B110-11 Parking, Loading and Servicing Regulations:**

Parking, driveway and loading shall be provided in accordance with Part 10 of the Zoning Bylaw except that:

- (a) Bicycle parking is to be accommodated in private carports or garages and a minimum of six Class 2 bicycle parking spaces shall be provided.”

- (d) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A), by rezoning the land from the Single Family Residential 6000 Zone (RS4) to Comprehensive Development 110 Zone (CD110).

**READ** a first time October 30, 2017

**PUBLIC HEARING** held

**READ** a second time

**READ** a third time

Certified a true copy of "Bylaw 8249" as at Third Reading

---

Municipal Clerk

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

**ADOPTED**

---

Mayor

---

Municipal Clerk

Certified a true copy

---

Municipal Clerk

# Schedule A to Bylaw 8249



SINGLE-FAMILY RESIDENTIAL 6000 ZONE (RS4) TO  
COMPREHENSIVE DEVELOPMENT ZONE 110 (CD110)





# PUBLIC HEARINGS

Tuesday, November 28, 2017, at 7 pm

District of North Vancouver Municipal Hall  
355 West Queens Road, North Vancouver, BC

Two public hearings will occur consecutively in the order noted below.

## 3030 Sunnyhurst Road Three Unit Townhouse Project

### What:

A Public Hearing for Bylaw 8239, a proposed amendment to the Zoning Bylaw, to permit the development of a three unit townhouse project.

### What changes?

Bylaw 8239 proposes to amend the District's Zoning Bylaw by rezoning the subject site from Residential Single-Family 6000 Zone (RS4) to Comprehensive Development Zone 51 (CD51). Further, this bylaw proposes to amend CD51 to address size, shape and siting regulations and amenities specific to the proposed development on the subject site.

### Who can I speak to?

If you have questions on the development proposal, please contact Emel Nordin, Development Planner, at 604-990-2347 or [nordine@dnv.org](mailto:nordine@dnv.org)



Proposed\*



\*Provided by applicant for illustrative purposes only.  
The actual development, if approved, may differ.

## 2932 Chesterfield Avenue Four Unit Townhouse Project

### What:

A Public Hearing for Bylaw 8249, a proposed amendment to the Zoning Bylaw, to permit the development of a four unit townhouse project.

### What changes?

Bylaw 8249 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 110 (CD110) and rezone the subject site from Residential Single-Family 6000 Zone (RS4) to Comprehensive Development Zone 110 (CD110). The CD110 Zone addresses use, density, amenities, setbacks, height, coverage, landscaping and parking.

### Who can I speak to?

If you have questions on the development proposal, please contact Emel Nordin, Development Planner, at 604-990-2347 or [nordine@dnv.org](mailto:nordine@dnv.org)



Proposed\*



\*Provided by applicant for illustrative purposes only.  
The actual development, if approved, may differ.

### How can I provide input?

We welcome your input Tuesday, November 28, 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 bylaw are available for review at the Municipal Clerk's Office or online at [dnv.org/public\\_hearing](http://dnv.org/public_hearing) from November 7 to November 28, 2017. Office hours are Monday to Friday 8 am to 4:30 pm, except statutory holidays.

## **DISTRICT OF NORTH VANCOUVER REGULAR MEETING OF COUNCIL**

Minutes of the Regular Meeting of the Council for the District of North Vancouver held at 7:01 pm on Monday, October 30, 2017 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor R. Bassam  
Councillor M. Bond  
Councillor J. Hanson  
Councillor R. Hicks  
Councillor D. MacKay-Dunn (via telephone)  
Councillor L. Muri

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. D. Milburn, General Manager – Planning, Properties & Permits  
Mr. J. Gordon, Manager – Administrative Services  
Mr. S. Ono, Manager – Engineering Services  
Ms. J. Paton, Manager – Development Planning  
Ms. C. Archer, Confidential Council Clerk

### **1. ADOPTION OF THE AGENDA**

#### **1.1. October 30, 2017 Regular Meeting Agenda**

**MOVED by Councillor MURI**

**SECONDED by Councillor BASSAM**

THAT the agenda for the October 30, 2017 Regular Meeting of Council for the District of North Vancouver is adopted as circulated.

**CARRIED**

With the consent of Council, Mayor Walton varied the agenda as follows:

### **5. DELEGATIONS**

#### **5.1. Diana Saboe, President, Royal Canadian Legion Branch #114 Lynn Valley Presentation to Mayor and Council – First Poppy**

Ms. Diana Saboe, President, Royal Canadian Legion Branch #114 Lynn Valley provided an update on the Branch's operations and announced that they will be holding a Remembrance Day ceremony in Lynn Valley. Legion members presented poppies to Mayor and Council.

### **2. PUBLIC INPUT**

**2.1. Mr. John Harvey, 1900 Block Cedar Village Crescent:**

- Spoke regarding the October 23, 2017 Council minutes;
- Suggested a moratorium on Rezoning applications;
- Queried if staff have provided Council with a report on the Blue Cabin; and,
- Requested that October 2, 2018 be proclaimed Wrongful Conviction Day.

**2.2. Mr. Eric Andersen, 2500 Block Derbyshire Way:**

- Spoke in support of item 9.6 regarding "Locals First" marketing of new developments;
- Spoke in support of the staff recommendation for item 9.7 to oppose a compost facility in the Seymour area;
- Invited Council to attend the North Shore Restorative Justice Society gala.

**3. PROCLAMATIONS**

Nil

**4. RECOGNITIONS**

Nil

**6. ADOPTION OF MINUTES**

**6.1. October 23, 2017 Regular Council Meeting**

Consideration of adoption of the minutes of the October 23, 2017 Regular Council meeting was postponed.

**7. RELEASE OF CLOSED MEETING DECISIONS**

Nil

**8. COUNCIL WORKSHOP REPORT**

Nil

Councillor MACKAY-DUNN left the meeting at 7:16 pm.

**9. REPORTS FROM COUNCIL OR STAFF**

**MOVED by Councillor BASSAM**

**SECONDED by Councillor BOND**

THAT items 9.4 and 9.5 are included in the Consent Agenda and are approved without debate.

**CARRIED**

Absent for Vote: Councillor MACKAY-DUNN

**9.1. Bylaw 8249: Rezoning for a Four Unit Townhouse Project: 2932 Chesterfield Avenue**

File No. 08.3060.20/042.16

**MOVED by Councillor BOND**

**SECONDED by Councillor BASSAM**

THAT "District of North Vancouver Rezoning Bylaw 1357 (Bylaw 8249)" is given FIRST Reading;

AND THAT Bylaw 8249 is referred to a Public Hearing.

**CARRIED**

Absent for Vote: Councillor MACKAY-DUNN

**9.2. Bylaw 8239: Rezoning for a Triplex Project: 3030 Sunnyhurst Road**

File No. 08.3060.20/065.16

**MOVED by Councillor BOND**

**SECONDED by Councillor BASSAM**

THAT "District of North Vancouver Rezoning Bylaw 1354 (Bylaw 8239)" is given FIRST Reading;

AND THAT Bylaw 8239 is referred to a Public Hearing.

**CARRIED**

Absent for Vote: Councillor MacKay-Dunn

**9.3. Bylaws 8244, 8245 and 8246: 1801-1865 Glenaire Drive and 2064-2082 Curling Road**

File No. 08.3060.20/067.16

**MOVED by Councillor BASSAM**

**SECONDED by Mayor WALTON**

THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8244, 2017 (Amendment 27)" is given SECOND and THIRD Readings;

AND THAT "District of North Vancouver Rezoning Bylaw 1356 (Bylaw 8245)" is given SECOND and THIRD Readings;

AND THAT "Housing Agreement Bylaw 8246, 2017 (1801-1865 Glenaire Drive and 2064-2082 Curling Road)" is given SECOND and THIRD Readings.

**CARRIED**

Opposed: Councillors HANSON and MURI  
Absent for Vote: Councillor MACKAY-DUNN

**9.4. Recommended Museum Deaccessions #9**

File No.

**MOVED by Councillor BASSAM**

**SECONDED by Councillor BOND**

THAT the North Vancouver Museum and Archives (NVMA) Commission is authorized to deaccession and dispose of 11 artifacts owned solely by the District of North Vancouver as outlined in the October 16, 2017 report of the Director of the North Vancouver Museum and Archives entitled Recommended Museum Deaccessions #9;

AND THAT the North Vancouver Museum and Archives (NVMA) Commission is authorized to deaccession and dispose of 2 artifacts owned jointly by the District and the City of North Vancouver as outlined in the October 16, 2017 report of the Director of the North Vancouver Museum and Archives entitled Recommended Museum Deaccessions #9;

AND THAT the NVMA Commission is authorized to deaccession and dispose of 247 unaccessioned objects that have been found in the Museum Collection as outlined in the July 19, 2017 report of the Director of the North Vancouver Museum and Archives entitled Recommended Museum Deaccessions #9.

**CARRIED**

Absent for Vote: Councillor MACKAY-DUNN

**9.5. Acting Mayor Schedule Change - December 1 - December 10, 2017**

File No. 01.0115.30/002.000

**MOVED by Councillor BASSAM**

**SECONDED by Councillor BOND**

THAT Councillor Bassam is designated as Acting Mayor for the period December 1 to December 10, 2017 inclusive.

**CARRIED**

Absent for Vote: Councillor MACKAY-DUNN

Councillor MACKAY-DUNN returned to the meeting at 7:54 pm.

Councillor MACKAY-DUNN left the meeting at 7:57 pm and returned at 8:00 pm.

Councillor MACKAY-DUNN left the meeting at 8:05 pm and returned at 8:10 pm.

**9.6. “Locals First” Marketing of New Developments**

File No.

**MOVED by Councillor MURI**

**SECONDED by Councillor HANSON**

THAT staff are directed to bring forward a policy requesting that developers of new residential developments make them exclusively available to North Shore residents for the first sixty days before permitting sale to others.

**CARRIED**

Opposed: Councillors BASSAM, BOND and HICKS



Councillor MACKAY-DUNN left the meeting at 8:14 pm.

**9.7 Crown Land Tenure Application Referral – Seymour Compost Facility**  
File No. 13.6770/ENV Special Projects/File

Public Input:

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Spoke on behalf of the Seymour Community Association in support of the staff recommendation that Council not support the application;
- Commented on traffic issues in the area; and,
- Urged Council to actively oppose the proposal.

**MOVED by Councillor BASSAM**

**SECONDED by Councillor MURI**

THAT Council inform the Ministry of Forests, Lands, Natural Resource Operations and Rural Development that Crown Land Tenure Application No. 100218653 by Anaconda Systems does not comply with the existing OCP designation or the current zoning for the site;

AND THAT Council does not support Crown Land Tenure Application No. 100218653 at this site.

**CARRIED**

Absent for Vote: Councillor MACKAY-DUNN

**10. REPORTS**

**10.1. Mayor**

Nil

**10.2. Chief Administrative Officer**

Nil

**10.3. Councillors**

Nil

**10.4. Metro Vancouver Committee Appointees**

**10.4.1. Utilities Committee – Councillor Hicks**

Councillor Hicks reported on his attendance at the Metro Vancouver Board of Directors meeting.

**10.4.2. Aboriginal Relations Committee – Councillor Hanson**

Nil

**10.4.3. Housing Committee – Councillor MacKay-Dunn**

Nil

**10.4.4. Regional Parks Committee – Councillor Muri**

Nil

**10.4.5. Zero Waste Committee – Councillor Bassam**

Nil

**10.4.6. Mayors Council – TransLink – Mayor Walton**

Nil

**11. ANY OTHER BUSINESS**

Nil

**12. ADJOURNMENT**

**MOVED by Councillor MURI**

**SECONDED by Councillor BOND**

THAT the October 30, 2017 Regular Meeting of Council for the District of North Vancouver is adjourned.

**CARRIED**

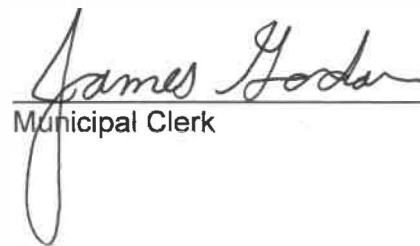
(8:37 pm)

Absent for Vote: Councillor MACKAY-DUNN

\_\_\_\_\_  
Mayor



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



# **NORTH LONSDALE - DELBROOK OFFICIAL COMMUNITY PLAN**

## **SCHEDULE A TO BYLAW 6750**

The North Lonsdale-Delbrook Official Community Plan, Bylaw 6750, adopted June 5, 1995, and  
Bylaw 6775, adopted September 25, 1995

The Corporation of the District of North Vancouver  
355 West Queens Road  
North Vancouver, British Columbia

# TABLE OF CONTENTS

SECTION	PAGE
1.0 Introduction	1-1
2.0 Scope of the Plan	2-1
3.0 The Natural Environment	3-1
4.0 Residential - General	4-1
5.0 Residential - Redevelopment	5-1
6.0 Residential - Heritage (deleted)	
7.0 Commercial	7-1
8.0 Community Services	8-1
9.0 Parks & Recreation	9-1
10.0 Transportation & Utilities	10-1
11.0 Schedule of Land Use Categories	11-1
MAPS	
1.0 Location Map	1-3
2.0 Neighbourhood Map	1-4
3.0 Braemar Neighbourhood Plan	4-7
4.0 Open Roads and Street Classification Map	10-4
5.0 Plan Map	11-3
TABLES	
1. Housing and Population in North Lonsdale	4-2
2. Age Structure of Population	5-1
3. Enrolments in North Lonsdale Schools 1977 - 94	8-2

# 1.0 INTRODUCTION

## 1.1 LEGAL BASIS FOR THE PLAN

The North Lonsdale-Delbrook Official Community Plan was prepared under the authority of Section 944 of the Municipal Act and is adopted by bylaw according to Section 947 of the Municipal Act. The content of the plan complies with Section 945 of the Municipal Act. As an official community plan is an expression of Council land use policy, Council may not take any actions contrary to this Plan. However, the plan does not commit Council to undertake any project included in the Plan.

In preparing the Plan consideration was given to adopted Council policy, previous related studies and public opinion. The Plan preparation process included workshops, open houses and meetings with the residents' associations, area interest groups and individual residents as well as consultation with other affected jurisdictions such as School District #44 and the City of North Vancouver. The Plan complements the policies and objectives contained in the **District Official Community Plan (1990)**. Parks and recreation related recommendations are based on the draft **Parks and Recreation Master Plan (1991)**. Relevant background studies include the **Transportation Analysis of the Proposed Montroyal Extension and the Proposed Braemar-Dempsey Link (1984)**, the **North Lonsdale Plan Traffic Study (1986)**, the **North Lonsdale Plan (1988)**, the **Heritage Inventory (1988)** and the 1992 update, the **Childcare Needs report (1990)**, the **North Lonsdale Historic District Guidelines (1992)**, the **Montroyal Connector Update Study (1995)** and several landscape reconnaissance reports.

The Plan consolidates the former Queensdale Official Community Plan and the North Lonsdale Plan into one document, and supersedes both plans.

During the plan preparation process several recommended actions were undertaken or commenced and these are footnoted in the relevant sections in the text.

The Plan will be reviewed in five to ten years, or earlier if changing conditions warrant it, to ensure that its objectives and implementation strategies continue to serve the community.

## 1.2 PLAN BOUNDARIES



The North Lonsdale-Delbrook planning area (Map 1) is defined by:

- the municipal boundary between the City and District of North Vancouver on the south;
- Mosquito Creek on the west;
- the Alpine OCP boundary to the north along the upper edge of the B.C. Hydro right-of-way west of St. Georges Avenue, and the upper edge of D.L.s 700, 802 and 2004 to the east of St. Georges Avenue; and
- Duchess Avenue, Kilmer Creek and the lots fronting Dempsey Road as far as the disused quarry on the east.

There are five distinct residential neighbourhoods (Map 2) within the North Lonsdale-Delbrook community: Delbrook, Norwood/Queens, Upper Delbrook, Carisbrooke and Braemar. Bridging the Carisbrooke and Norwood/Queens neighbourhood is Queensdale, a mixed commercial and multi-family district centred on Lonsdale Avenue.

### 1.3 RESPONSIBILITY

Known potentially hazardous areas are indicated on Development Permit Area Map 1 in the District Official Community Plan. However responsibility for the safety of any development and liability arising from that development continues to rest exclusively with the owner. Persons using any area within the plan boundaries do so at their own risk.

## 2.0 SCOPE OF THE PLAN

The North Lonsdale-Delbrook Official Community Plan has been prepared to provide guidance for decisions affecting the future development of the community. The goal of the plan is to retain and enhance the attractive residential character of the community and to intensify use of parcels in the Queensdale commercial centre, creating a more functional and attractive entrance to North Lonsdale-Delbrook. The plan also contains broad objectives, policies and implementation strategies for the different types of land use and servicing elsewhere in the plan area.

### 3.0 THE NATURAL ENVIRONMENT

*The North Lonsdale-Delbrook community extends north from the urban environment of the City of North Vancouver to the sub-alpine forest environment of Mount Fromme. The complex topography ranges from gentle to very steep gradients and makes development and circulation within the community difficult while creating an area which has exceptional views of the Vancouver harbour, Georgia Strait and the mountains. As the elevation increases, rain and snowfall levels increase and temperature drops, rock outcrops are more common, and the average slopes become steeper. These factors are major deterrents to further urban development because of the resulting higher servicing and maintenance costs. The risks of increasing the rate of runoff by removal of forest vegetation and the potential for downstream flooding are high. A history of problems associated with early development of steep hillsides and proximity to creeks plus recent heightened environmental awareness among the general public demands close attention to identifying potential impacts of new developments. This Plan accordingly recognizes that the approximate 320m limit currently imposed by the water distribution system is the practical limit for urban development. The Plan requires environmental guidelines to be followed to encourage sensitive development and prevent outcomes such as floods, loss of significant tree stands, or inappropriate hillside development.*

*Few areas of first growth vegetation remain. Undeveloped parts of North Lonsdale-Delbrook have second growth immature trees because of early logging and a major forest fire. Private landscaping throughout the rest of the community creates an overall impression of lush greenery with homes subordinate to their setting.*

*The proximity of North Lonsdale-Delbrook to the sub-alpine areas forms an interface between wildlife and urban development, giving the potential of conflicts although there have been no major problems to date. It presents opportunities for viewing wildlife and contributes to the very special natural environment and character of the upper edges of the community.*

## **OBJECTIVE 3.1**

Direct urban development to environmentally suitable sites respecting constraints such as steep slopes and water courses.

### **POLICY 3.1.1**

Creek ravines, and steep slopes shall be retained in their forested state wherever possible to maintain the same runoff interval and limit flood potential.

#### **IMPLEMENTATION**

- 3.1.1.1 A review of existing Council policy on steep slope development should be undertaken to ensure that steep slopes are developed and/or protected appropriately.
- 3.1.1.2 Lands subject to hazardous conditions and critical natural environment are designated as Development Permit Areas in the District Official Community Plan (see Schedule B Sections 2.0 and 3.0). These lands include the Mosquito, MacKay and other sensitive creek ravines, the prime stand of trees located on the grounds of the East Queens Road apartment complex and the northern fringe area.
- 3.1.1.3 All watercourses shall be protected from development through the Environmental Protection and Preservation Bylaw and, where designated as Development Permit Areas for protection of the natural environment in the District Official Community Plan, by development permit guidelines.
- 3.1.1.4 Tree retention on steep slopes to reduce downstream flooding, erosion and landslides, and the protection of heritage and significant trees are regulated by the Environmental Protection and Preservation Bylaw.

### **POLICY 3.1.2**

The present restriction on development above the limit of the water distribution system (approximately 320m) shall be continued.

#### **IMPLEMENTATION**

- 3.1.2.1 Designate lands above the 320m elevation as Parks, Recreation and Wilderness except those parcels referenced in Sections 4.2.1.3 and 4.2.1.5 of this plan.
- 3.1.2.2 Above the 320m contour, lands designated as Parks, Recreation and Wilderness are categorized either as "natural areas" where they are owned by public agencies or as "private natural areas" where they are private landholdings. "Private natural areas" are not areas for public recreation. Ultimately all categories designated Parks, Recreation and Wilderness will be rezoned to Parks, Recreation and Open Space.

### **OBJECTIVE 3.2**

Maximize opportunities for enjoyment of the community's natural attributes, including views from public property.

### **POLICY 3.2.1**

Retention of major public view corridors shall be an important component of all development proposals.

#### **IMPLEMENTATION**

- 3.2.1.1 An investigation should be undertaken to identify sites for public viewpoints including views from parks, community buildings and grounds, commercial centres and roads. Views to be identified include views of English Bay, the harbour and downtown Vancouver, and views of the North Shore mountains.
- 3.2.1.2 All developments for commercial and multi-family residential uses will be designated as Development Permit Areas and will have protection of public views included in their design guidelines through appropriate siting, height and landscaping requirements.



## 4.0 RESIDENTIAL - GENERAL

*North Lonsdale-Delbrook's historical development, varied terrain, and superb views establish the community's overall character. Distinctive attributes of each of its neighbourhoods are primarily set by the age of development and subdivision pattern. Within the older neighbourhoods, further variation occurs because of average lot size, topography and landscaping, age and design of homes, and street pattern.*

*Most of the development took place in the 1950's and 1960's. As a result of this period of rapid growth, substantial road and servicing improvements were undertaken in the late 1960's. This established the basic development pattern of today with the only notable exception being the recent Braemar-Dempsey connection and the development of the new Braemar neighbourhood. Today only the more difficult sites located in the north part of the community remain undeveloped where the key concern is whether any further housing can be accommodated without environmental deterioration.*

*Although most neighbourhoods in North Lonsdale-Delbrook (Map 2) have been fully built up with a cohesive and stable community character, a continual process of renovation and maintenance of properties is occurring. This process can be expected to continue due to high land values relative to the improvement values in the older areas. However most of the areas have relatively uniform subdivision patterns and are not subject to redevelopment pressures. In particular, Delbrook and most of the Upper Delbrook neighbourhoods are fully developed with larger 10-35 year old homes in good condition.*

*Norwood/Queens has a more varied character catering to a wider range of households. Carisbrooke has a broad range of development patterns: in the north and east are areas of newer homes; in the south-east and north-west there is a wider variation in lot sizes and age of housing; and the central section has a predominance of spacious lots with many older homes noted for their heritage qualities.*

*Within the established areas, incorporating any potential subdivision or rebuilding in a complementary rather than conflicting manner are key concerns. The plan acknowledges a property owner's rights to redevelop a lot while accommodating the community's needs to integrate new development and minimize loss of views. This issue is being addressed through the Council sponsored public meetings where citizens, Council representatives, architects, builders and staff are attempting to identify workable solutions on a neighbourhood basis.*

TABLE 1: HOUSING & POPULATION IN NORTH LONSDALE					
	Population	5 Year Change	Dwelling Units	5 Year Change	Average Household Size
1971	9740		2575		3.8
1976	9856	+116	2885	+310	3.4
1981	9595	-261	3100	+215	3.1
1986	9360	-235	3115	+15	2.99
1991	10174	+814	3442	+327	2.96
Source Statistics Canada: Census of Canada 1971-1991, Census Tracts 116 & 117					

*Table 1 shows the population and housing growth in the community over the last 20 years. The lifecycle of this community is a fairly typical profile of an older suburb with an aging population and declining household size as the children of the original residents leave home. In the last five years younger families have begun to replace the retired residents who are leaving the community due to no longer requiring a single family house and a lack of alternative accommodation within the community. The household size appears to have stabilized.*

*The predominant type of housing has always been single family with only three areas of multi-family housing: Lonsdale Avenue between 29th Street and West Windsor, West Queens at Westview, and in the Delbrook Centre. In addition the Carisbrooke and Norwood/Queens neighbourhoods have most of the community's registered secondary suites in single family houses. The current housing mix is approximately 90% single family, 5% townhouses and 5% apartments. The impact of this lack of housing diversity on housing choices for older residents is discussed in Section 5.0.*

*Approximately 40% of the growth in dwelling units noted by the 1991 census is not accounted for by building permits which indicates that they are secondary suites in existing dwellings.*

## OBJECTIVE 4.1

To maintain the existing character of predominantly low-density residential neighbourhoods.

### POLICY 4.1.1

Except as specified in this plan, no changes in uses, densities and zoning in established residential areas are permitted.

#### IMPLEMENTATION

4.1.1.1 Small lots may be re-created subject to the small lot infill policy in the following Small Lot Infill Areas (S.L.I.A.), as designated on the Plan Map, i.e.

S.L.I.A.	5	-	600 block Queens and West 29th Street excluding north side West Queens.
S.L.I.A.	6	-	Mahon Avenue (east side) between Windsor/Evergreen.
S.L.I.A.	10	-	100 block West Windsor. The two lots with the address 114 West Windsor are classified as a primary heritage site on the Heritage Inventory.
S.L.I.A.	11	-	3400 Blocks St. Georges and 200 block E. Osborne (north side).

In these areas, lots which were originally developed as a pair of 33 feet wide lots and subsequently consolidated may be re-created where the predominant development pattern is based on a 33 feet lot width. However, minimal subdivision potential exists in these areas.

4.1.1.2 Consolidation of existing lots for the purpose of subdivision to a larger number of lots may be considered to be contrary to the public interest when the new lots would be out of character with the surrounding neighbourhood and may not be permitted.

4.1.1.3 Consolidation of lots with road allowances or portions thereof for the purposes of subdivision will not be permitted.

4.1.1.4 Portions of the 4100-4200 blocks of St. Pauls and 4200 block St. Georges now zoned RS1 (one acre minimum lot size) will be rezoned to correct the existing anomaly and recognize the existing character

of development. As this is a 15m (50 ft.) wide lot module, the most appropriate zone is RS4, Single Family Residential 6000 Zone.

- 4.1.1.5 Applications for any rezoning in the existing RS2 area in the Carisbrooke neighbourhood to a higher density single family zone to permit subdivision will not be supported.

## **POLICY 4.1.2**

To maintain the existing neighbourhood character by encouraging the construction of 'infill housing' in sizes and styles similar to those in their vicinity.

### **IMPLEMENTATION**

- 4.1.2.1 Owners of small lots are encouraged to follow the "Design Principles for Small Lot Developments" (Appendix B to the Small Lot Infill Report) in their developments. These provide guidance in the massing, height, window locations and facades for new dwellings.
- 4.1.2.2 In processing the applications for subdivision in existing neighbourhoods the existing practices of requiring the submission, public review and the registration of house plans against title (Land Title Act, Section 215) will be continued.
- 4.1.2.3 House sizes will be regulated as part of the new neighbourhood zoning initiative whereby new floor space ratios, heights and site coverages will vary in accordance with the established practice in particular character areas.
- 4.1.2.4 The Marlborough Heights Character Area as designated on the Plan Map is a high priority for neighbourhood zoning due to its historical significance as one of the District's earliest comprehensively planned subdivisions combining street layout, view orientation and house design where the character was enforced by covenant. To maintain the existing character, Zoning Bylaw zones will be created to increase front yard setbacks to maintain spacious front yards and decrease allowable heights to maintain typical existing heights.<sup>1</sup>

## **OBJECTIVE 4.2**

---

<sup>1</sup> On March 27, 1995 a new Zoning Bylaw zone for the Marlborough Heights Character Area was adopted. A zoning bylaw for the Delbrook neighbourhood is in the process of preparation.

---

Extend the urban area to the north where appropriate.

#### **POLICY 4.2.1**

Development of the northern urban fringe will be established by neighbourhood design plans based upon detailed site analysis of topography, hydrology, vegetation and servicing ability.

#### **IMPLEMENTATION**

- 4.2.1.1 The design and development of new areas should follow environmental design criteria including the following:
- a. recognition of restrictions imposed by topography, surficial geology, and hydrology of the site;
  - b. the siting of dwelling units to take advantage of any view potential and to protect any existing public views; and
  - c. retention of the windfirm tree cover where appropriate.
- 4.2.1.2 The large private lots in the 4200 and 4300 blocks Prospect Road may be considered a potential rezoning (to RS2 or RS3) and subdivision area subject to private owners' initiative.
- 4.2.1.3 The northern limit to development is imposed by the ability to provide water service which is approximately the 320m contour. Lots may straddle the 320m contour and may extend into the area designated as Parks, Recreation and Wilderness provided house construction is limited to the area designated "Residential". The boundary between the "PRW" and the "R" designations shown on the Plan Map may be interpreted as the upper limit to water servicing based on detailed survey and design information at the time of the application.
- 4.2.1.4 Where traditional development of separate lots would be detrimental to the natural environment, cluster housing or other innovative design

solutions are encouraged but the average density of the development parcel may not be increased.

4.2.1.5 Privately owned lands above or abutting the 320m contour and which are:

- currently designated as 'Residential' in the District Official Community Plan **and**
- currently serviced, or maybe serviceable subject to survey, **or**
- may be able to obtain private servicing and access,

are designated 'Rural Residential'. The lands designated Rural Residential are to be reviewed further to determine their subdivision potential in conjunction with their ability to be serviced by water.

## **POLICY 4.2.2**

The new neighbourhood of Braemar is to be implemented in accordance with the 1988 plan concept as adopted by Council. (Map 3)

### **IMPLEMENTATION**

4.2.2.1 Implementation of the Braemar neighbourhood will be in accordance with the zoning adopted on January 9, 1989.

4.2.2.2. Minor revisions to the zoning are permitted following detailed survey and subdivision design.

4.2.2.3 The area within which new housing is subject to the Braemar Design Guidelines is designated on the Plan Map.

*See also the following sections for objectives, policies and implementation strategies for the following residential issues:*

*Redevelopment for housing for older adults - Section 5.*

*Residential units within commercial areas - Section 7.*



## 5.0 RESIDENTIAL - REDEVELOPMENT

*Currently there is a limited range of housing forms available in the community. There are few opportunities available for anything other than single family detached homes yet the statistics indicate a substantial demand in the near future for seniors' and empty nesters' units for those who wish to remain in the community without the responsibility of maintaining a detached house. "Empty nesters" are older residents, not yet seniors, whose children are no longer living in the family home. The percentage of area residents aged 55 plus more than doubled between 1971 - 91 (Table 2), as did their numbers (from 1030 in 1971 to 2185 in 1991).*

Table 2: North Lonsdale: Age Structure of Population					
Age (years)	Percentage of Population				
	1971	1976	1981	1986	1991
0-19	42.3	35.6	29.7	26.1	26.2
20-54	47.1	49.6	52.5	52.6	52.3
55+	10.6	14.8	17.8	21.3	21.5
Total	100	100	100	100	100
Source: Statistics Canada, Census of 1971 - 91					

*Providing more seniors' housing in the North Lonsdale community requires that suitable sites be located and encouraged to redevelop. Such sites need to be relatively close to bus routes and commercial services and have reasonable accessibility to community services. Locations with these attributes in North Lonsdale are generally limited to the vicinities of W. Queens Road/Delbrook and Queens Road/Lonsdale Avenue. The addition of residential units on existing commercial sites is discussed in Section 7.0 Commercial.*

## **OBJECTIVE 5.1**

Recognize and accommodate requirements for housing oriented to the needs of "empty nesters" and seniors.

### **POLICY 5.1.1**

Provide suitable locations for redevelopment for multi-family housing for seniors and empty nesters.

#### **IMPLEMENTATION**

5.1.1.1 Designate the north side 600 block W. Queens Road between the creek and the Delbrook Rec Centre parking lot for seniors and "empty nesters" housing at a maximum density of 36.3 u/ac (90 u/ha.) on one consolidated site.

5.1.1.2 Designate the western portion of the 100 block E. 29th Street for seniors and "empty nesters" housing at a maximum density of 36.3 u/ac (90 u/ha) on one consolidated site.

5.1.1.3 Designate the 100 blocks West Queens Road (south side) and West 29th Street (north side) for seniors and "empty nesters" housing at a maximum average density of 36.3 u/ac (90 u/ha) on one to four consolidated sites. See also subsection 5.1.3.3. (Bylaw 7454).

(a) An increased density to a maximum of 42.5 u/ac (105 u/ha) is permitted for Lots 8, 9, 10 and 11, all of Lot B, Blocks 4 to 13, District Lot 2026, Plan 3544C, and Lots C, D, and E, all of Block 2, District Lot 801, Plan 9372 and a portion of the Municipal Lane. (Bylaw 7507)

5.1.1.4 Consider higher densities for the sites designated above when applications include seniors' assisted (non-market) housing, seniors' rental housing and/or seniors' congregate care since these units tend to be smaller in size and generate less parking demand. Maximum gross floor area permitted is equivalent to that which would be permitted in the Low Rise Residential Zone 1 (RL1). (Bylaw 7454)

5.1.1.5 Consider applications for seniors' housing on any other site in North Lonsdale-Delbrook only where the basic criteria of proximity to bus route(s) and commercial services are met and only when substantial redevelopment of the sites listed in Sections 5.1.1.1 to 5.1.1.3 has occurred. Such services should be within 250 - 400 metres (approx. - ¼ mile) depending on topography.

5.1.1.6 Sites specified in Sections 5.1.1.1 to 5.1.1.3 and 5.1.1.5 are, as a condition of rezoning, designated as:

- A site for special needs housing, pursuant to the Local Government Act Section 904 (3); and
- The occupancy of dwellings is restricted to households in which at least one household head is 55 years of age or older. This restriction is to be registered on title either by a covenant registered under Section 219 of the Land Titles Act in favour of the District of North Vancouver, or by a housing agreement with the District of North Vancouver pursuant to Section 905 (1-8) of the Local Government Act. (Bylaw 7454)

## **POLICY 5.1.2**

To encourage mixed commercial-residential developments where presently permitted in Queensdale to meet changing residential requirements.

### **IMPLEMENTATION**

- 5.1.2.1. Review the existing zoning provisions permitting residential units above commercial uses in commercial zones so as to encourage redevelopment and expand the residential base.

### **POLICY 5.1.3**

The scale and design of all commercial and multi-family buildings shall be in keeping with the character of the North Lonsdale community with regard to the provision of high standards of services and landscaping, external appearance and the maintenance of existing view corridors.

#### **IMPLEMENTATION**

- 5.1.3.1. All multi-family areas are designated as Development Permit Areas and all applications for a development permit are regulated in accordance with the District OCP Schedule B Section 4.0. This will ensure that redevelopment will minimize impacts on adjacent lower density residences, such as overlooking and traffic flow, and from adjacent commercial sites, such as noise, lighting, and parking.
- 5.1.3.2. New multi-family areas designated in this plan will only be rezoned for such purposes in conjunction with a development permit application.
- 5.1.3.3. Development guidelines for the 100 Blocks W. Queens (south side) & W. 29<sup>th</sup> St. (north side) are:

#### **I) VIEW PRESERVATION & SITE DEVELOPMENT**

- (a) Existing healthy trees should be preserved, where practical, particularly along the frontage of West Queens Road.
- (b) Retention of some existing view corridors from north of the block to the south east/south/south-west between existing tree stands is desirable.
- (c) A view analysis is required as a condition of development applications and used as a consideration in reviewing building massing.
- (d) Sloped roofs or articulated roof forms are encouraged to reduce building scale and visual impact. Use of dormers and partial stories should be considered as a means to reduce overall height and bulk.
- (e) The external appearance of buildings in this block should avoid a monolithic appearance, but should instead:
  - (i) be, or appear to be, several buildings;

- (ii) Incorporate a high quality of design, variation in facades, roof styles, and finishing materials, while ensuring compatibility and continuity between adjacent new projects;
  - (iii) Present a unified landscaping theme on all frontages;
  - (iv) Reflect neighbourhood architectural features in project designs, in particular features from the heritage houses on the north side of the 100 block West Queens.
- (f) Sidewalks are to be provided along all street frontages.
- (g) Pedestrian access from each development parcel is to be provided on all frontages, for convenient access to commercial services and transit stops.
- (h) Development should harmonize with the neighbourhood –fences/gates should be used only to separate private and public spaces, not to create the appearance of a “gated community.”
- (i) Underground power and communication is to be installed, preferably with power pole removal.
- (j) All above ground utilities, garbage and recycling areas are to be screened.
- (k) Rooftop mechanical equipment shall be hidden in the roof space, or screened from view.
- (l) Off street parking should include employee parking spaces where applicable.

## II) GRADATION OF DENSITIES AND HEIGHTS FROM EAST TO WEST

- (a) Project appearance toward the west end of the block should step down to a two storey mass relative to the finished grade at Chesterfield Ave., to avoid a dramatic contrast between single family and multi-family uses across Chesterfield Ave.
- (b) Building forms should take advantage of the natural south and west slope to reduce the apparent mass of the building.
- (c) Unit design and suite orientation in the east portion of the block should recognise both existing commercial development, and the potential for future mixed commercial / residential redevelopment on Lonsdale Ave adjacent to this block.

## III) LIMIT VEHICLE ACCESS / EGRESS TO WEST QUEENS ROAD

- (a) Site consolidation should address where possible consolidated parking and driveway arrangements, common pedestrian and emergency vehicle access and preserve existing on-street parking on both W. Queens Rd. and W. 29<sup>th</sup> St.
- (b) For all consolidated sites with frontage on West 29<sup>th</sup> St., vehicle access to parking garages, on-site driveways and drop-off/pick-up areas should be directed to W. 29<sup>th</sup> St., which has lower vehicle volume and more capacity than W. Queens Rd., and an existing traffic signal and turn lane at Lonsdale Ave.

## IV) SITE CONSOLIDATION WITH EXISTING EAST / WEST LANE

The existing east/west lane shall be incorporated into the sites for:

- (a) Improved north / south orientation of buildings to achieve view corridors.
- (b) Direct access to W. 29<sup>th</sup> street.
- (c) Improved opportunities for more shared on-site open space.

## V) MINIMUM SITE SIZE FOR CONSOLIDATION

To ensure that these objectives can be realised, ideally the entire block would be consolidated and developed. Given the difficulties in achieving consolidation, the acceptable number of development sites is four. The following standards apply:

- (a) Sites must provide a minimum parcel size of 10,000 sq. ft. to permit future redevelopment for multi-family purposes (consistent with the District's low rise multi-family residential zones).
- (b) Small sites may not be able to achieve the 36.3 u/ac density due to:
  - Limitations in providing required parking,
  - The configuration of the site,
  - The intent to reduce building heights on the Chesterfield frontage to a two storey mass.
- (c) Access opportunities to remainder sites must be retained, both for existing single family uses, and for future multi-family development purposes.
- (d) Remaining sites may be required to pay latecomer charges for infrastructure improvements upon development.

(Bylaw 7454)



## **OBJECTIVE 5.2**

Recognize the changing housing requirements of the community, and accommodate a variety of housing types to meet these needs.

### **POLICY 5.2.1**

Provide suitable locations for development of multi-family housing to meet the needs of a range of age groups, including families and seniors.

#### **IMPLEMENTATION**

- 5.2.1.1 Consider rezoning for multi-family housing on a site specific basis, where the site meets the criteria of proximity to bus routes and commercial/community services, and where the proposed development minimizes impacts on existing adjacent residences as outlined in Implementation sections 5.1.3.1 and 5.1.3.2;
- 5.2.1.2 Designate the 200 block of East 29<sup>th</sup> Street (north side) for medium density residential use at a maximum average density of 12.4 units/acre (30.6 units/ha.).  
(Bylaw 7416)

## 6.0 RESIDENTIAL - HERITAGE

*Section 6.0 Residential Heritage was deleted at third reading of the bylaw.*

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## 7.0 COMMERCIAL

*The two commercial areas established in North Lonsdale are Delbrook Plaza, at Evergreen Place and Delbrook Avenue, and Queensdale at Lonsdale Avenue and Queens Road. These are neighbourhood-level shopping centres catering primarily to residents' day-to-day needs. Nearby, Lynn Valley Centre, Central Lonsdale, Westview Centre, and Edgemont Village also provide for much of the residents' regular retail requirements. The Plan retains the neighbourhood orientation of the commercial sites and does not envision the expansion of the commercially zoned areas.*

*The Delbrook commercial centre has had a recent upgrading and a residential component was added. The potential for both upgrading and the addition of residential units still exists in the Queensdale area. Such redevelopment will be encouraged in Queensdale to upgrade the appearance in keeping with its role as a major entrance to the District from the Upper Levels highway and the City of North Vancouver. The addition of apartments suitable for older residents above commercial uses would serve to add to the customer base as well as providing a needed housing type.*

## **OBJECTIVE 7.1**

Maintain provision of commercial services within the community from designated sites.

### **POLICY 7.1.1**

Retain the small scale orientation of both the Queensdale and Delbrook commercial centres.

#### **IMPLEMENTATION**

- 7.1.1.1 No additional land shall be designated or zoned for commercial purposes.
- 7.1.1.2 Retain zoning for commercial purposes in the Queensdale and Delbrook areas.

### **POLICY 7.1.2**

Support the inclusion of residential uses in the commercial areas when compatible with the commercial use. Residential uses are not considered to be compatible on commercial sites used for gas stations and neighbourhood public houses.

#### **IMPLEMENTATION**

- 7.1.2.1 As previously stated in Section 5.1.2.1: - review the existing zoning provisions permitting residential units above commercial uses in commercial zones with a view to encouraging redevelopment and expanding the residential base.

## **OBJECTIVE 7.2**

Enhance Queensdale's position as a major entrance to the District and the North Lonsdale community.

### **POLICY 7.2.1**

Upgrade the Queensdale area and draw upon the natural amenities (gateway location, historic origins, view potential and backdrop of coniferous trees) in order to provide an attractive and functional commercial centre for the surrounding community.

## IMPLEMENTATION

- 7.2.1.1 All commercial and mixed residential-commercial sites are designated development permit areas to ensure a complementary form and character of development, the overall objectives and guidelines of which are contained in the District OCP Schedule B, Section 4.0.
- 7.2.1.2 Programs for upgrading the pedestrian system<sup>2</sup> and street tree planting<sup>3</sup> shall be developed.
- 7.2.1.3 Applications for private redevelopments will be expected to include some public amenities such as seating, drinking fountains and public art.
- 7.2.1.4 The exterior appearance of new buildings and redevelopment projects in the Queensdale area should appear Edwardian rather than modern in order to maintain the historic appearance of the community.

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<sup>2</sup> A sidewalk was installed on the north side of West Queens Road in 1995.

<sup>3</sup> The District has been awarded funding for street tree planting in 1994-96 from the federal government's Green Streets Canada Partners in Planting program.

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## 8.0 COMMUNITY SERVICES

*Community services include social, health, educational, leisure and religious services. Even though the provision of most of these services is not a municipal responsibility, the community plan must take into account the space and location requirements for them as well as for the actual provision of the municipally funded services.*

*Community concerns regarding the provision of community services focus on responding to the changing demographic structure of the community. North Lonsdale has a reasonable amount and variety of community services. However, some additional provision is required for the future. As the population grows, total demand for services grows while at the same time an increasing percentage of older residents requires that a greater variety of services be provided. During the years of low school enrolments the vacant schools provided considerable space for other purposes. This space is now being reduced as enrolments increase. The plan suggests some additional ways to meet the space needs for community services.*

### PLACES OF WORSHIP

*The four churches provide a religious and social focus within the older, central part of the community. A wide range of activities is associated with the facilities, augmenting those provided by the municipality. No major changes are expected for the existing churches. However space in the Lonsdale area is frequently requested by religious denominations not currently represented in the North Lonsdale area.*

### SCHOOLS

*The schools within North Lonsdale play an important role as neighbourhood centres because they provide both indoor and outdoor space for local activities in addition to their educational purposes, particularly North Star and Carisbrooke schools. Also school playgrounds alleviate the community's shortage of usable open space.*

*After considerable declines in school enrolment in the late 1970s - mid 80s and closures of two schools, the numbers of school children stabilized in the late '80s and are now on the increase (Table 3). This growth coupled with reduced class sizes means that the surplus space used for other community services, e.g. daycare and preschool, is gradually being reduced.*

*In particular North Star school which closed as a neighbourhood public school in 1982 has re-opened to accommodate the North Shore-wide Programme Cadre (Ecole Andre Piolat). The remainder of its buildings are fully utilized for public purposes by health, educational and daycare groups. Some uses have had to relocate as Programme Cadre has grown and further reductions in the space available for non-school uses may occur if Ecole Andre Piolat continues its growth.*

**TABLE 3  
ENROLMENTS IN NORTH LONSDALE SCHOOLS 1977-1994  
(Selected Years)**

TABLE 3 ENROLMENTS IN NORTH LONSDALE SCHOOLS 1977-1994 (Selected Years)								
	1994	1993	1991	1989	1987	1984	1982	1977
Braemar (a)	267	278	233	218	229	278	332	312
Braemar (b)	154	145	126	97	48			
Carisbrooke (a)	374	388	380	370	359	377	435	483
Monteray (a)	113	110	106	116	93	65	65	121
North Star (a)								318
Andre Piolat (c)	182	162	130	101	82			
Total Elementary	1090	1083	975	902	811	720	832	1234
Balmoral (a)	383	372	393	307	294	404	535	880
Balmoral (b)	85	79	30	9		7		
Balmoral (c)	46	35	10	12	17			
Total Secondary	514	486	433	328	311	411	535	880
Notes:	(a)	English program						
	(b)	French Immersion						
	(c)	Programme Cadre						
Source: School District #44 enrolment records for September of each school year.								

*In particular North Star school which closed as a neighbourhood public school in 1982 has re-opened to accommodate the North Shore-wide Programme Cadre (Ecole Andre Piolat). The remainder of its buildings are fully utilized for public*



*purposes by health, educational and daycare groups. Some uses have had to relocate as Programme Cadre has grown and further reductions in the space available for non-school uses may occur if Ecole Andre Piolet continues its growth.*

## **COMMUNITY BUILDINGS**

*The Delbrook and William Griffin Recreation Centres provide space for a variety of community groups and organizations, as well as providing recreational programming. While these types of multi-purpose buildings suit many activities and age groups, teen activities often require a single purpose space. The Municipal Hall has recently been expanded and has acquired 267 West Queens Road for eventual use for municipal purposes while retaining the heritage house. Additional lots may be considered for future expansion for civic purposes in the 200 block of West Queens Road (south side) and West 29th Street.*

## **CHILDCARE**

*Childcare provisions in the community are limited, in particular the availability of care for under 3 year olds. A heavy reliance is placed on one location for childcare - the old North Star School. Preschools place a heavy reliance on local churches as well as North Star School and commercial space. Noting the resurgence of school enrolment and the possibility of reduced school space for daycare/pre-school, additional childcare sites are to be sought on other public lands in the community.*

## **OBJECTIVE 8.1**

Provide more opportunities for residents' social and recreational needs.

### **POLICY 8.1.1**

Existing institutional land uses, including schools, churches, and community centres, should be retained.

#### **IMPLEMENTATION**

- 8.1.1.1 Rezoning of Public Assembly zoned sites for other purposes will not be permitted.

### **POLICY 8.1.2**

Whenever possible, greater public use of existing schools and their grounds should be encouraged particularly for childcare and related activities.

#### **IMPLEMENTATION**

- 8.1.2.1 Develop a Joint Use Agreement between the District of North Vancouver and School District 44 to allow for the greater use of school facilities by the community, especially after school hours<sup>4</sup>.
- 8.1.2.2 In conjunction with School District No. 44, and the users of North Star school, the municipality should investigate the feasibility of further development of the North Star School grounds for recreation and local park purposes.
- 8.1.2.3 Negotiation with School District No. 44 should be undertaken to develop community space at Carisbrooke School.

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<sup>4</sup> As of March 1995, a Joint Use Agreement has been drafted but has not yet been adopted.

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- 8.1.2.4 Discussion with School District No. 44 should be initiated to investigate how school grounds could be improved to better meet the recreation needs of the broader neighbourhood (e.g. inclusion of pre-school age play equipment at Braemar School).
- 8.1.2.5 Review with School District No. 44 whether school grounds could accommodate licensed pre-school and after school care.

### **POLICY 8.1.3**

Provision should be made for childcare in new or renovated public buildings, or in close proximity to them to serve the local community and those employed locally.

#### **IMPLEMENTATION**

- 8.1.3.1 Review the zoning bylaw regulations for public assembly uses to ensure that site coverage and other restrictions do not discourage the provision of childcare.
- 8.1.3.2 Retain the child care/preschool functions at the Delbrook RecCentre in any redevelopment at that facility.

### **POLICY 8.1.4**

Make additional provisions for specialized needs such as the teens and seniors age groups, and community based sports groups as well as for increased meeting spaces for small groups.

#### **IMPLEMENTATION**

- 8.1.4.1 Build a sports administration centre at the Delbrook recCentre as part of the implementation of the Parks and Recreation Master Plan.
- 8.1.4.2 Open the renovated Municipal Hall meeting and cafeteria areas to the community after office hours.
- 8.1.4.3 Support the inclusion of any community space proposed in any commercial redevelopment at Queensdale.

- 8.1.4.4        Require any new multi-family development to include amenities such as a multi-purpose meeting room.

8.1.4.5        The designated heritage house at 267 West Queens Road has been purchased by the District of North Vancouver for future rehabilitation and eventual use for municipal purposes. It is also designated as “Institutional” on the Plan Map.

## **OBJECTIVE 8.2**

Ensure that any new or redeveloped community buildings respect the character of the surrounding community.

### **POLICY 8.2.1**

Critical issues in the development or redevelopment of community buildings will be the handling of traffic and parking, retention of existing views with regard to new heights of buildings, and exterior design materials and finishes.

#### **IMPLEMENTATION**

- 8.2.1.1        Follow the guidelines in the District OCP Schedule B Section 4.0 in reviewing applications for community buildings.
- 8.2.1.2        Provide for a public art component within the capital budget of any major re-development of existing publicly owned community buildings or in the construction of any additional public facilities.

## 9.0 PARKS AND RECREATION

*North Lonsdale residents enjoy the advantages of living close to large areas of natural open space and parkland, including Mount Fromme, Princess Park and creek systems. Opportunities for use of developed parks are, however, limited due to topographical constraints and the fact that minimal lands were set aside for park purposes in the early development of the area. As a result there is, by current standards, a shortage of usable park in the central and upper areas. District parks, primarily Delbrook, William Griffin, and Carisbrooke, are augmented by school sites which provide neighbourhoods with needed sports fields and play facilities. Since some of the more difficult terrain remains in public ownership there are fairly substantial natural areas; however, usable flat lands for active play are in short supply. The opportunities for public enjoyment of views are also restricted.*

*The Plan incorporates the recommendations of the 1991 draft **Parks and Recreation Master Plan**. That Plan recognizes North Lonsdale's deficiency in neighbourhood parks and suggests that it is a priority candidate for funds from the Neighbourhood Park Equity Fund for development of existing park and open spaces as well as for other funding to permit small scale land acquisition for tot lot(s) where no other options exist as, for example, the recent Montroyal School playground upgrade. The Plan complements these recommendations by considering the requirements of future residential areas. It directs attention to the need for development of a system of pathways along unopened street allowances, sidewalks and trails which will inter-connect with the Sea to Sky trail and the Baden-Powell trail.*

*North Lonsdale residents have good access to indoor recreation facilities including the William Griffin, Delbrook, Karen Magnussen, and Lonsdale Recreation Centres.*

## **OBJECTIVE 9.1**

To meet, more closely, the current District standards for parks and recreation provision.

### **POLICY 9.1.1**

Additional usable park space shall be provided for in the design of new subdivisions and within existing neighbourhoods wherever possible.

#### **IMPLEMENTATION**

- 9.1.1.1 All applicants for subdivision of more than three lots are required to pay to the municipality 5% of the market value of the land proposed for subdivision, in lieu of a dedication of 5% of the property, for park purposes pursuant to the Municipal Act Section 992(2). This requirement will be waived only where the dedication of land for park purposes would implement a policy stated in this section of this official community plan.
- 9.1.1.2 Funding should be set aside in a future Capital Budget for any necessary improvements to St. Alban's Park to enable the public enjoyment of views, appreciation of the natural features of the park, and incorporate active uses such as play equipment.<sup>5</sup>
- 9.1.1.3 Designate as Natural Area and rezone all publicly owned lands above the 320m contour to PRO.
- 9.1.1.4 Braemar Park will provide neighbourhood park facilities to the Braemar neighbourhood and surrounding residents. Its design will emphasize informal play opportunities in a natural setting. A small playfield, but not a full size playing field, will be included. Include funding for the development of Braemar Park as a high priority in forthcoming Capital budgets in order that the facility is in place concurrent with the sale and development of adjacent District lands for housing.
- 9.1.1.5 Development of usable park space in the Norwood/Queens neighbourhood could be pursued by including the

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<sup>5</sup> St. Alban's park was dedicated as Parkland in 1993.

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establishment of a small park adjacent to the District Municipal Hall and the reconstruction of North Star school grounds for recreation purposes.

- 9.1.1.6 Investigate the possibility of creating a tot lot in the Central Delbrook area on public and/or private property with funding from the Neighbourhood Park Equity Fund.

## **POLICY 9.1.2**

Provision shall be made to create interconnecting footpaths through parks, natural areas, and unopened road allowances to form part of the District's overall trail system. The full width of an unopened road allowance shall be preserved where it forms part of an existing or potential trail system.

### **IMPLEMENTATION**

- 9.1.2.1 Trails along creeks and through open space corridors, including the B.C. Hydro transmission line, should be established wherever feasible to create connecting pedestrian routes (see Plan Map). Trail improvements for equestrian users should also be considered where appropriate.
- 9.1.2.2 Entrances to trails should be identified by signs.
- 9.1.2.3 Pathways on unopened portions of the St. Kilda Road allowance and various rights-of-way should be cleared and maintained.
- 9.1.2.4 Add signage to link the Carisbrooke (St. Mary's), St. George's and the Baden-Powell trails.
- 9.1.2.5 Develop a trail connecting Princess and Braemar Parks along the BC Hydro right-of-way, municipal land (Lot 8) and the lane north from Regal Crescent.
- 9.1.2.6 Acquire and improve the trail from the top of St. Georges to the BC Hydro right-of-way through Lot A.
- 9.1.2.7 Existing pathways are to be retained and may not be consolidated with adjacent private lots. Rezoning to "Parks, Recreation and Open Space" (PRO) may be considered for



those pathways which may be developed for pedestrian access in the future.

**See also section 10.1.5 for further details on the pedestrian system.**

## **OBJECTIVE 9.2**

To improve the usability of the existing parks and recreation facilities.

### **POLICY 9.2.1**

Carisbrooke Park shall be maintained as a District level formal 'showpiece' park providing an opportunity to enjoy the magnificent views from a very beautiful setting as well as enhancing the entrance to the Historic District.

#### **IMPLEMENTATION**

- 9.2.1.1 Within Carisbrooke Park the watercourse, path and steps should be restored as soon as possible.
- 9.2.1.2 Develop a long term restoration/redevelopment plan for Carisbrooke Park with a formal heritage theme and emphasizing the view potential from the park.

### **POLICY 9.2.2**

Princess Park shall continue to be used principally as a forested park offering varied recreation opportunities emphasizing its natural features, especially Hastings Creek.

#### **IMPLEMENTATION**

- 9.2.2.1 The **Development Plan for Princess Park** (1986) should be used as the basis for increasing utilization of the park and providing water-related activities.
- 9.2.2.2 Renovated bridges and play equipment in Princess Park should be provided for in the Capital Budget within the next two years<sup>6</sup>.

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<sup>6</sup> New play equipment was installed in the spring of 1995.

### **POLICY 9.2.3**

Delbrook Park's role as an active sports park and William Griffin Park's role as a multi-use park shall continue.

#### **IMPLEMENTATION**

- 9.2.3.1 Explore joint funding opportunities with other groups to renovate the fieldhouse at Delbrook Park to better meet the needs of the field users.
- 9.2.3.2 Improve the lighting and trails in William Griffin Park<sup>7</sup>.

### **POLICY 9.2.4**

Mosquito Creek and smaller water courses shall be treated as recreation amenities as well as environment preserves and used as public park wherever feasible.

#### **IMPLEMENTATION**

- 9.2.4.1 Develop a major Sea to Sky trail corridor along Mosquito Creek by funding improvements between Del Rio Drive and Palisade Drive.
- 9.2.4.2 Investigate the possibility of acquiring rights of way along the original watercourse of Mosquito Creek between Del Rio Drive and Fairmont Road, north of West Queens Road to re-establish a continuous Mosquito Creek trail.
- 9.2.4.3 Add signage in the vicinity of Del Rio Drive to indicate present access routes to Mosquito Creek between the ends of the public trail system in William Griffin Park and Del Rio Drive.

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<sup>7</sup> Partially installed in 1994.

## 10.0 TRANSPORTATION & UTILITIES

### ROAD NETWORK

*Lonsdale Avenue is the central north-south link to the North Lonsdale community while Queens Road is the principal east-west link from Queensdale to Delbrook, Capilano Highlands and Edgemont Village. 29th Street is the major east-west link to Tempe Heights and Lynn Valley Centre with an additional higher level route along Braemar-Dempsey. The historic development of North Lonsdale's road grid with its predominance of north-south routes and poorly developed east-west links has raised District wide concerns for the provision of logical, safe and efficient movement of traffic through the District. At the same time there are local concerns that future road construction could disrupt neighbourhoods.*

*The Plan recognizes that a good street system entails a balance of needs/demands, convenience of routings, logical routings and protection of neighbourhood areas from through traffic.*

*The Plan adopts the position that both District-wide and local concerns must be taken into account. It accordingly makes recommendations which aim to provide for overall system requirements yet which would minimize impacts on local areas. The major considerations in these recommendations are the requirements for emergency and public vehicles. The Fire Department's emergency response time is a critical factor due to the location of the Capilano station on Montroyal Boulevard. Provision for bus services is another important consideration.*

*Traffic studies indicate that Lonsdale Avenue can handle any increases in traffic which are created by new neighbourhood developments above Queensdale. Where new residential development may occur such as the Queensdale Shopping Centre site and on multi-family redevelopment sites, the traffic impact will be evaluated and existing traffic controls may require modification.*

*The overall efficiency and safety of the road system is under regular review. Roads within the community are generally in good condition and in accordance with accepted standards. There are a number of proposed projects to upgrade those roads which do not meet District standards for drainage, curbs, and paving. Future maintenance work will be identified by the District's Pavement Management System.*

## PEDESTRIAN SYSTEM

*Pedestrian traffic is heaviest close to the apartment and townhouse areas, schools and other community buildings, commercial centres, and active parks and along bus routes. In these areas there are needs for sidewalks on both sides of surrounding streets. There are also needs for sidewalks on the steeper streets where winter conditions can create hazards for pedestrians. The pedestrian system also includes paved and unpaved pathway and trails which are included in Section 9.1.2.*

## TRANSIT SYSTEM

*Public transit was an integral part of the early North Lonsdale development with the initiation of street car service on Lonsdale Avenue in 1906. Bus operations began in 1946. Today, transit service is provided along the major traffic routes with four all day and three rush hour, late night and/or seasonal bus routes providing services to downtown Vancouver, Lynn Valley, Lonsdale Quay, Phibbs Exchange, Edgemont Village and UBC. Four of these routes have wheelchair accessible buses with a minimum of 25% of the bus stops accessible. Some residents are supportive of increased transit services while others are concerned with the negative impacts of bus routes.*

## UTILITIES

*Infrastructure (sanitary, sewers, hydro, telephone, gas systems) is considered adequate for the community and future development areas, as well as for any redevelopment in the Queensdale area to medium densities. There are no plans for expansion of any of these services in the near future. New policies are included for a street tree program to enhance the appearance of major streets. Water supply is adequate throughout most of the area. However residents of the upper limits of water servicing may experience reduced water flow in times of peak demand.*

## **OBJECTIVE 10.1**

Establish safe, orderly and efficient circulation systems for the movement of people and vehicles.

### **POLICY 10.1.1**

To ensure a safe and efficient circulation system for vehicular and pedestrian traffic including the needs of the community for through vehicular traffic in both north-south and east-west directions.

#### **IMPLEMENTATION**

- 10.1.1.1 A review of the District's Open Roads and Street Classification Map (Map 4) designations should be undertaken following substantial completion of the Braemar neighbourhood to ensure that roads carry appropriate designations.
- 10.1.1.2 Delbrook and Lonsdale Avenues shall continue to serve as the major north-south linkages.
- 10.1.1.3 The major east-west intermunicipal route shall continue to be the Trans-Canada Highway, complemented by 29th Street/Queens as the major link between the District's northern communities, and the Braemar-Dempsey Road as a minor link.
- 10.1.1.4 Retain all unopened road allowances for possible future pedestrian and/or vehicular connections.

### **POLICY 10.1.2**

The amount of through traffic on local roads should be minimized by the provision of through routes (arterial and collector roads) built for that purpose.

#### **IMPLEMENTATION**

- 10.1.2.1 Construction of the Montroyal-Lonsdale connector should be included in the 1996-2000 Five Year Capital Budget (Bylaw 6775).
- 10.1.2.2 The Norwood/Madeley road barrier will be reviewed in consultation with local residents following construction of the Montroyal-Lonsdale link to determine if it is still necessary (Bylaw 6775).



- 10.1.2.3 The "under review" designation is retained for that section of Princess Avenue south of Osborne Road. Following completion of the Braemar neighbourhood a traffic analysis will be undertaken to determine whether there is a need to open this portion of Princess Avenue. If the road is not required for vehicular circulation the road allowance will be improved for pedestrian access.

### **POLICY 10.1.3**

The design of roads shall be appropriate to their designation on the Open Roads and Street Classification Map.

#### **IMPLEMENTATION**

- 10.1.3.1 In the design of arterial and collector roads which will link established residential areas, detailed consideration should be given to:
- a. discouragement of excessive vehicle speeds;
  - b. intersections with good visibility;
  - c. location of street lights;
  - d. bus stop locations and design;
  - e. access to the street from adjacent residences, and
  - f. street trees.
- 10.1.3.2 Any upgrading of local roads should be appropriate to the character of the street and geographical constraints.
- 10.1.3.3 The impact of traffic will be included in the analysis of any redevelopment proposal.

### **POLICY 10.1.4**

Increase accessibility to public transit.

#### **IMPLEMENTATION**

- 10.1.4.1 Convenient and safe access to bus services should be an integral aspect of street design.

- 10.1.4.2 B.C. Transit is requested to extend the Braemar bus route to Lynn Valley, initially as a rush hour service, as part of the 1995-96 Annual Service Plan.
- 10.1.4.3 Bus stops along the 230, 229, 232 and 246 routes will be reconstructed as requested with appropriate ramps and sidewalk heights to enable the transfer to wheelchair lift buses.

### **POLICY 10.1.5**

Provide an improved pedestrian circulation system.

#### **IMPLEMENTATION**

- 10.1.5.1 A detailed review of pedestrian requirements should be undertaken to ensure safe circulation and enhance the trail system.
- 10.1.5.2 Any new multi-family, commercial and public assembly development will be required to provide a sidewalk on all abutting public roads.
- 10.1.5.3 Designs for street improvements in the Queensdale area will include improved pedestrian access such as the provision of sidewalks on both sides of Queens Road.<sup>8</sup>
- 10.1.5.4 Road allowances not required at this time for vehicular circulation will be opened for pedestrian paths where appropriate. These include the St. Kilda unopened road allowance (see Section 9.1.2.3).

### **POLICY 10.1.6**

Encourage the usage of bicycles for recreation and travel to work/school.

#### **IMPLEMENTATION**

- 10.1.6.1 Implement the recommendations as specified in the Bicycle Master Plan as applicable to North Lonsdale-Delbrook.

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<sup>8</sup> A sidewalk was installed on the north side of West Queens Road between Lonsdale-Delbrook in 1995.

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## **OBJECTIVE 10.2**

Provide an efficient system of utilities without environmental degradation or detracting from the streetscape.

### **POLICY 10.2.1**

Extend services to new development as appropriately and unobtrusively as possible.

#### **IMPLEMENTATION**

- 10.2.1.1 Water servicing is provided to lots abutting the 320m elevation. Maximum design elevation is site specific. Further details on water servicing policy are shown in Sections 3.1.2 and 4.2.1.3.
- 10.2.1.2 Services to new subdivisions and redevelopment areas should be placed underground.
- 10.2.1.3 All electrical transformers, connection boxes, gas meters and all similar items of utilities infrastructure should be located and screened to minimize their visibility.
- 10.2.1.4 Relocating hydro lines underground should be considered prior to any installation of new sidewalks.

### **POLICY 10.2.2**

Utilize street tree planting programs to enhance the landscaped character of the North Lonsdale community.

#### **IMPLEMENTATION**

- 10.2.2.1 Encourage street tree planting programs as a community initiative and utilize the forthcoming District Street Tree Master Plan as a guideline for those planting programs.
- 10.2.2.2 Trees used in a street tree planting program shall be chosen to reflect the character of the street and minimize any impact on views from private property.

## 11.0 SCHEDULE OF LAND USE CATEGORIES

*This schedule of Land Use Categories should be used in conjunction with both the Plan Map and the relevant section(s) of the bylaw text to give details of the relative location, size and definition of the major land uses. Further delineation of the boundaries for each land use and definition of permitted land uses will be implemented through the District's Zoning Bylaw and Subdivision Control Bylaw.*

*RESIDENTIAL: Areas presently developed or to be developed for residential housing at various densities:*

- Low Density: Areas providing for detached units on separate lots, detached units on strata lots, or attached units on strata lots at densities of up to 18 units per hectare (7 u/ac.).
- Medium Density: Areas providing for attached housing units and apartments at densities between 15 to 135 units per hectare (6 - 54 u/ac);
  - existing multiple family
  - proposed redevelopment - see text sections 5.1.1.1-5.1.1.3
- Rural Residential: Areas providing for detached housing on existing privately owned large lots above the water service limit. - Under Review.
- Designated Heritage Site: Designated municipal heritage site pursuant to the Heritage Conservation Act.

*COMMERCIAL: Existing sites developed for commercial or mixed commercial/residential uses:*

- Commercial: Existing sites suitable for a range of local and community retail, office and service uses only.
- Commercial with residential: Existing sites suitable for local and community retail office and service uses as well as residential apartments.

*INSTITUTIONAL: Existing sites for schools, places of worship, recreation centres and public buildings.*

*PARKS, RECREATION AND WILDERNESS: Areas designated principally for the preservation and enjoyment of the natural environment and outdoor recreational use:*

- Public Parks: Public lands improved and maintained for active parks.
- Natural Area: Public lands (DNV and BC Hydro) remaining largely in a natural state except for pathways, rights-of-way clearances and other minimal improvements. Also included are private lands to be acquired for park purposes - see text Section 9.1.2.6.
- Private Natural Area: Private landholdings in natural areas.

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# Technical Memorandum

**To:** Rick Artuso, Artuso Properties Ltd.  
**From:** Donna Howes, P.Eng., FEC, Howes Technical Advantage Ltd.  
**Date:** May 17, 2017  
**Re:** **Preliminary Construction Traffic Mitigation Strategy –  
2932 Chesterfield Ave, North Vancouver, BC**

---

## **PART A - PROJECT DETAILS:**

This Preliminary Construction Traffic Mitigation Strategy (CTMS) is being submitted with the detailed development application for the proposed townhouse development at 2932 Chesterfield Avenue, North Vancouver, BC.

The project is for 4 townhouses (two duplex buildings) with three floors and one underground parking floor. Construction activities will include on-site servicing, landscaping and residential building construction.

The construction has three main phases:

- Demolition
- Excavation
- Building Construction

The site plan with construction staging and access is shown in **Attachment 1**.

### **Prepared for:**

Artuso Properties Ltd.  
#100 – 1160 Douglas Road  
Burnaby, B.C. V5C 4Z6  
Tel: 604-299-4544

### **Prepared by:**

Howes Technical Advantage Ltd.  
Donna Howes, P.Eng.  
Tel: 778-998-2076

working hours. The existing driveway to the site will also be used for trucks to access the site and be staged on the property.

Construction ahead signs will be used to warn pedestrians, cyclists and vehicles prior to the site entrance. Sidewalk closed signs will also be installed for the north sidewalk.

The number of trucks estimated is 1 per 3 hours with 3 trucks per day.

The truck routing will be entering from northbound Lonsdale Avenue, west on 29<sup>th</sup> Street and then exiting northbound on Chesterfield and then right onto Queens Road to head southbound on Lonsdale to Highway 1.

One TCP will be present to assist with vehicles entering and exiting the site.

### ***Stage 2 –Excavation***

Activities will include excavation and removal of native soils from the site.

It is estimated that there will be one worker who will park on the west side of Chesterfield Ave.

The number of trucks estimated is 1 per hour with 10 trucks per day.

The truck routing will be the same as for the demolition.

### ***Stage 3 – Building Construction***

This stage includes construction of the concrete buildings.

It is estimated that there will be two to three workers vehicles parked on the west side of Chesterfield Ave.

After the concrete portion of the building is complete the underground parking stalls will be available for worker/trade parking. This would be for the majority of the building construction period. Delivery vehicles will also be able to use the new driveway during this period.

The number of trucks will be based on deliveries for the site - estimated at 2 per day. The truck routing will be the same as for the demolition.

## **PART D - COMMUNITY IMPACT**

The community impact will be limited to the streets surrounding the site. Every effort will be made to maintain vehicle and bicycle access and pedestrian mobility.

Parking for trades will be provided on the west side of Chesterfield Ave where there is screening from an existing hedge.

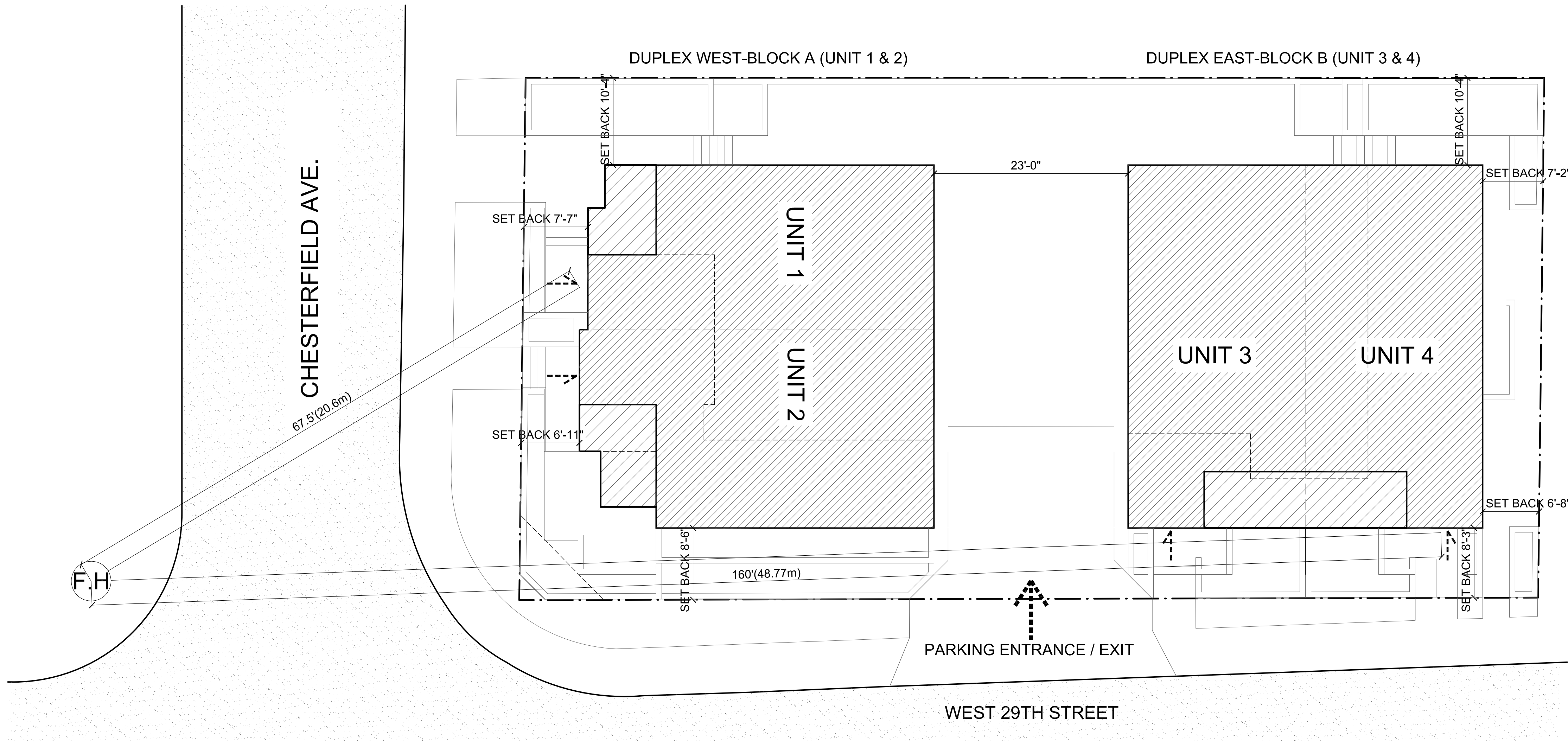
## **PART E - COMMUNICATION PLAN**

Public notifications will be provided to the adjacent residents and businesses in the neighbourhood in advance of the construction commencing.





**Site Plan with Construction Staging and Access**



PROJECT DATA

CIVIC ADDRESS: 2932 CHESTERFIELD AVE.  
LEGAL DESCRIPTION : LOT B BLOCK 2 DISTRICT LOT 801 PLAN 9372

ZONE: REQUIRED RS4 PROVIDED SIMILAR TO CD51

LOT AREA: 7,449 SQ. FT.

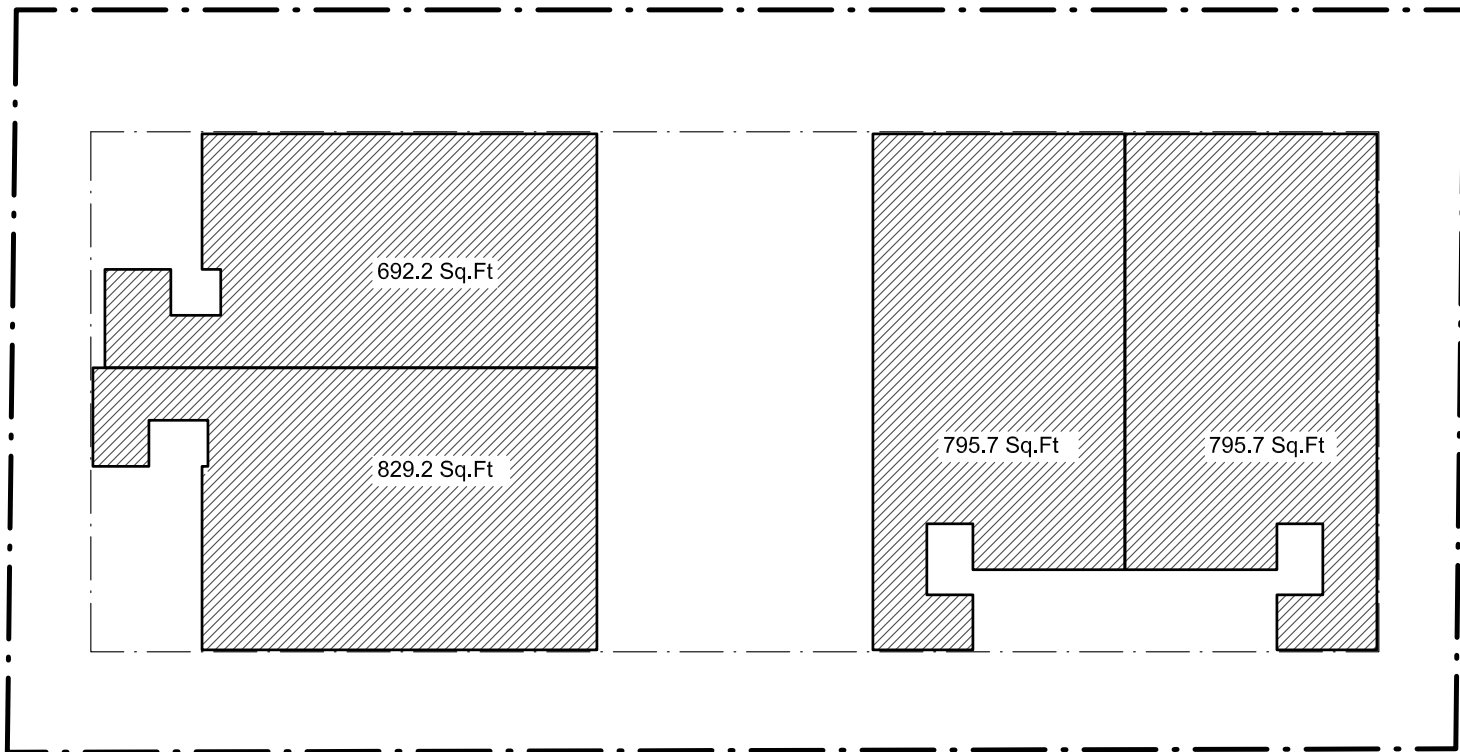
ALLOWED FLOOR SPACE AREA : 1.2 X LOT AREA=8940 SQ.FT  
PROPOSED FLOOR SPACE AREA: 8932 SQ.FT  
UNIT NUMBER : 4 UNITS ( TWO DUPLEX)

SETBACKS:	REQUIRED	PROVIDED
FRONT YARD:	8 FT	8.24FT TO 8.5FT
SIDE YARD:	8 FT	7.67 FT TO 7.17FT
REAR YARD:	8 FT	10.34 FT
MAX. HEIGHT:	41 FT	36.4 FT

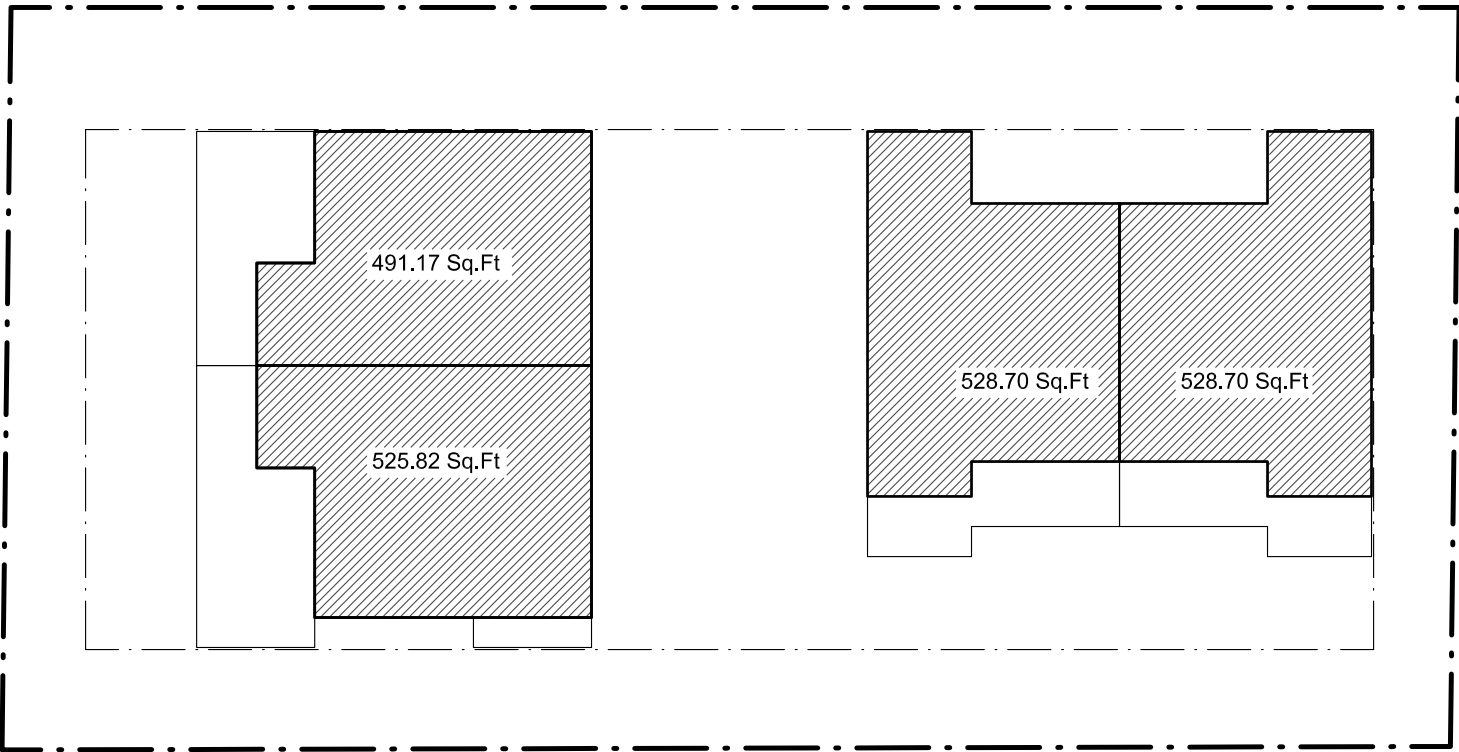
ALLOWED LOT COVERAGE: (70% OF LOT AREA)7449 X 0.7 = 5214.3 SQ. FT.  
PROPOSED LOT COVERAGE: (47.56% OF LOT AREA) =3543.3 SQ.FT

PARKING:

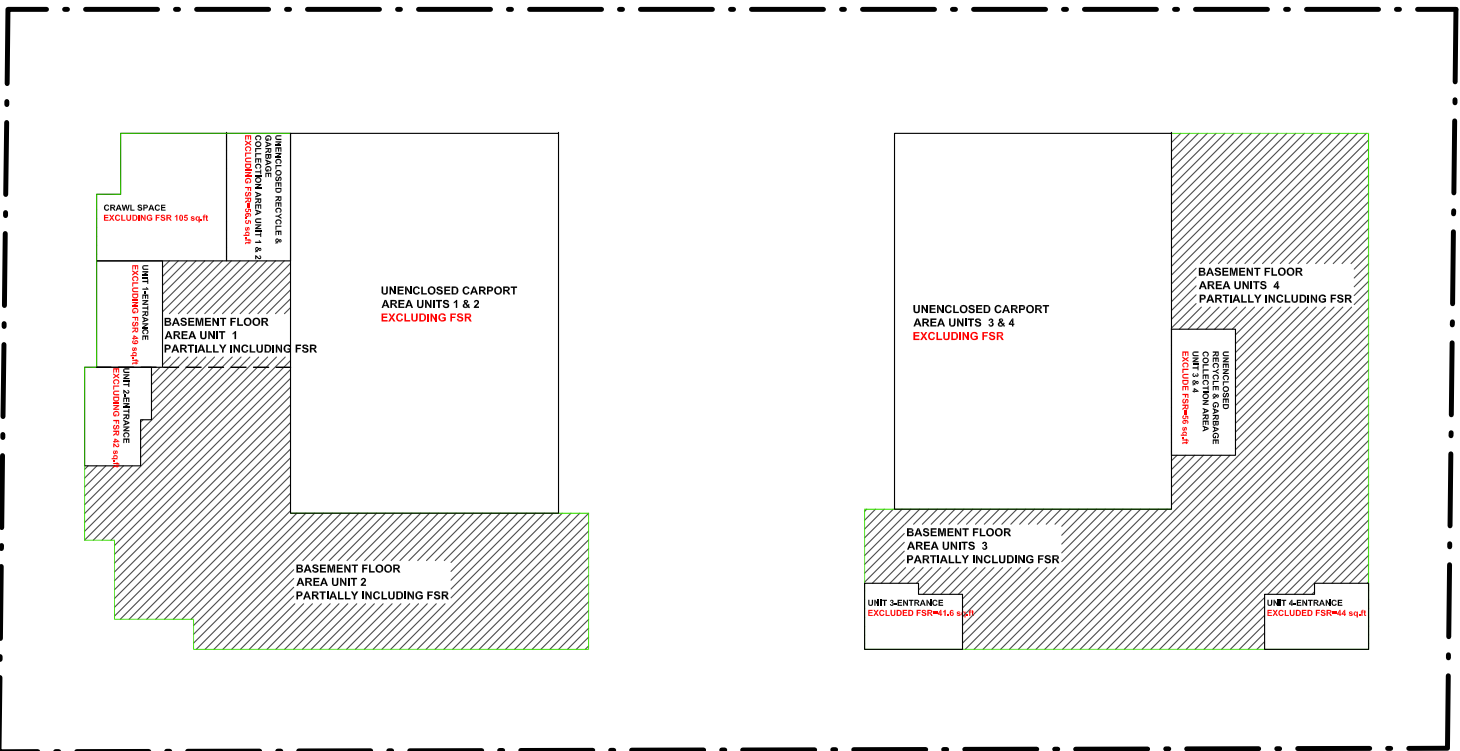
REQUIRED PARKING: 8 STALLS  
PROVIDED PARKING: 8 STALLS



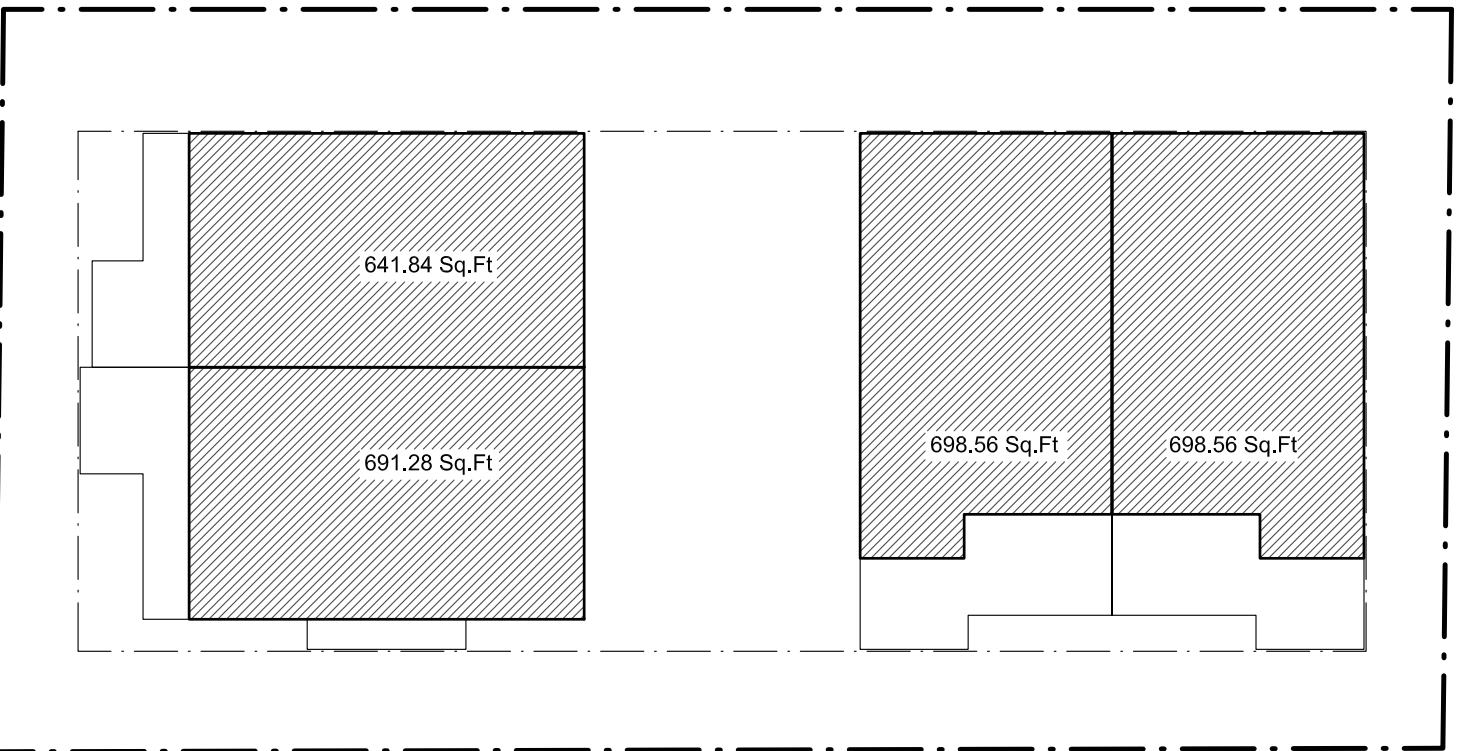
GROUND FLOOR - 3112.8 SQ.FT



THIRD FLOOR - 2074.39 SQ.FT



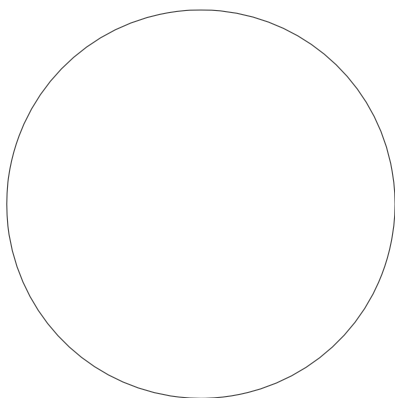
PARKING FLOOR - INCLUDING FSR 1014.57 SQ.FT



SECOND FLOOR - 2730.24 SQ.FT

THIRD FLOOR 2074.39 SQ.FT GROUND FLOOR 3112.8 SQ.FT  
SECOND FLOOR 2730.24 SQ.FT BASEMENT FLOOR 1014.57 SQ.FT(535.67+478.9)  
TOTAL FLOOR SPACE AREA = 8932 SQ.FT  
FSR = 8932 SQ.FT / 7449 SQ.FT= 1.199

ISSUES:	REVISIONS:	DRAWN BY:	SCALE:	TITLE:
FOR COORDINATION ONLY-JUNE20/2016	Oct.3rd- 2016	F.Y & HR.E	1/8"=1'-0" & 1/16"=1'-0"	SITE PLAN & PROJECT DATA
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	June 28th- 2017			
	August 23rd- 2017			



FARZIN VADEGARI ARCHITECT INC.

FARZIN VADEGARI ARCHITECT INC.  
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DRAWING NO.  
A- 1.1





## VOLUME



PROJECT: 2932 Chesterfield Avenue, North Vancouver, BC

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 W W W . f y a r c h . c a





## VOLUME

PROJECT: 2932 Chesterfield Avenue, North Vancouver, BC



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**Chesterfield Avenue Entrances**



**West 29th Street Entrances**

**ENTRANCE**



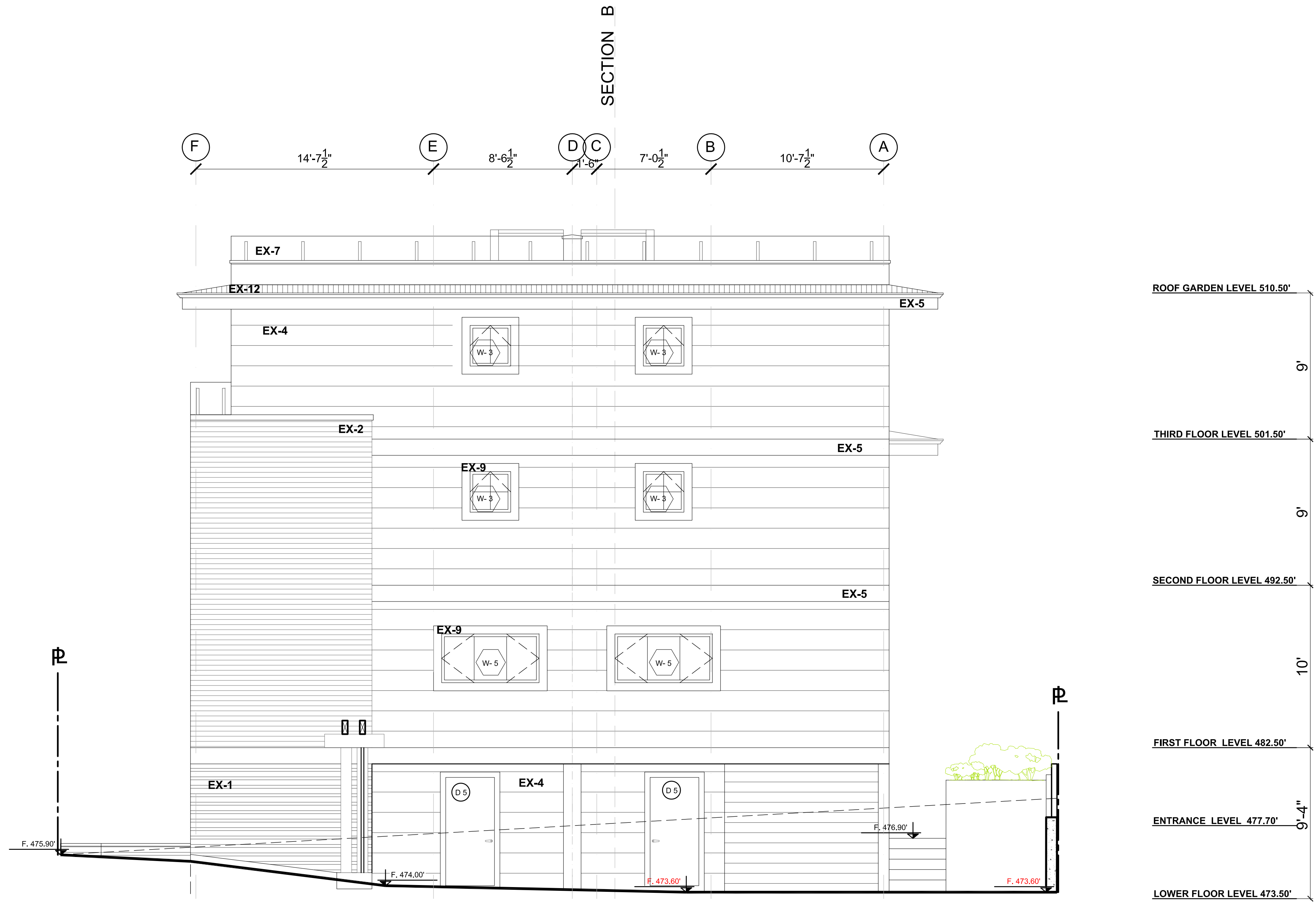
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EAST ELEVATION (UNITS 1&2)

EXTERIOR FINISHES MATERIAL LIST

- EX-1 FLAMED GRAY GRANITE STONE

EX-2 OILED KAYU WOOD SIDING

EX-3 PANELIZED WOOD & GLASS ENTRANCE DOOR

EX-4 CEMENTATIOUSE BOARD(NICHIHA/GRAY)

EX-5 PRESSURE TREATED WOOD FASCIA BOARDS  
Benjamin Moore / CC-544

EX-6 ALUMINIUM & GLASS CANOPY
- EX-7 GRAY ALUMINUM & CLEAR GLASS RAILINGS (TG/TEMPERED)  
GENTEK / SLATE 523

EX-8 VINYL BLACK FRAMED WINDOW AND PATIO DOOR

EX-9 PRESSURE TREATED WOOD TRIMS  
KAYO TRIMS NEXT TO KAYU, Benjamin Moore / CC-544 NEXT TO NICHIHA

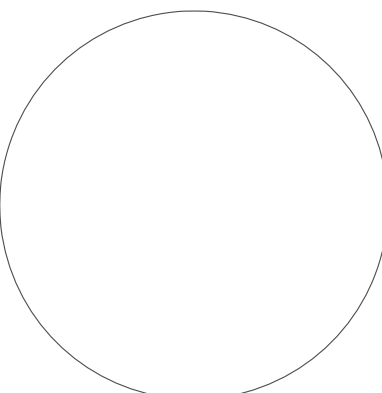
EX-10 PRECAST CONCRET CAP

EX-11 GRAY METAL FLASHING  
GENTEK / SLATE 523

EX-12 UPSTAND SEAM METAL SKIRT ROOF  
GENTEK / SLATE 523
- EX-13 GRAY ALUMINUM FENCE

EX-14 ENTRANCE AUMINUM GATE

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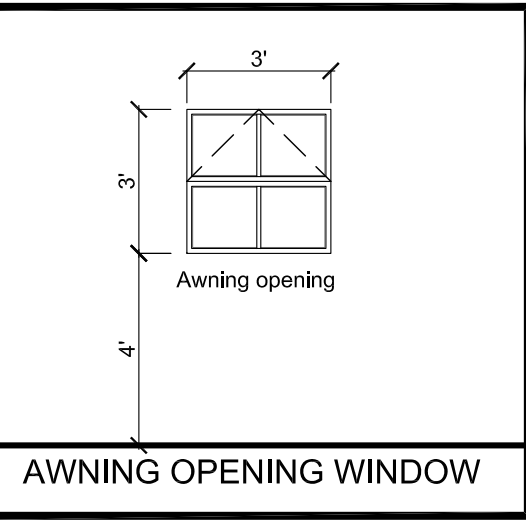
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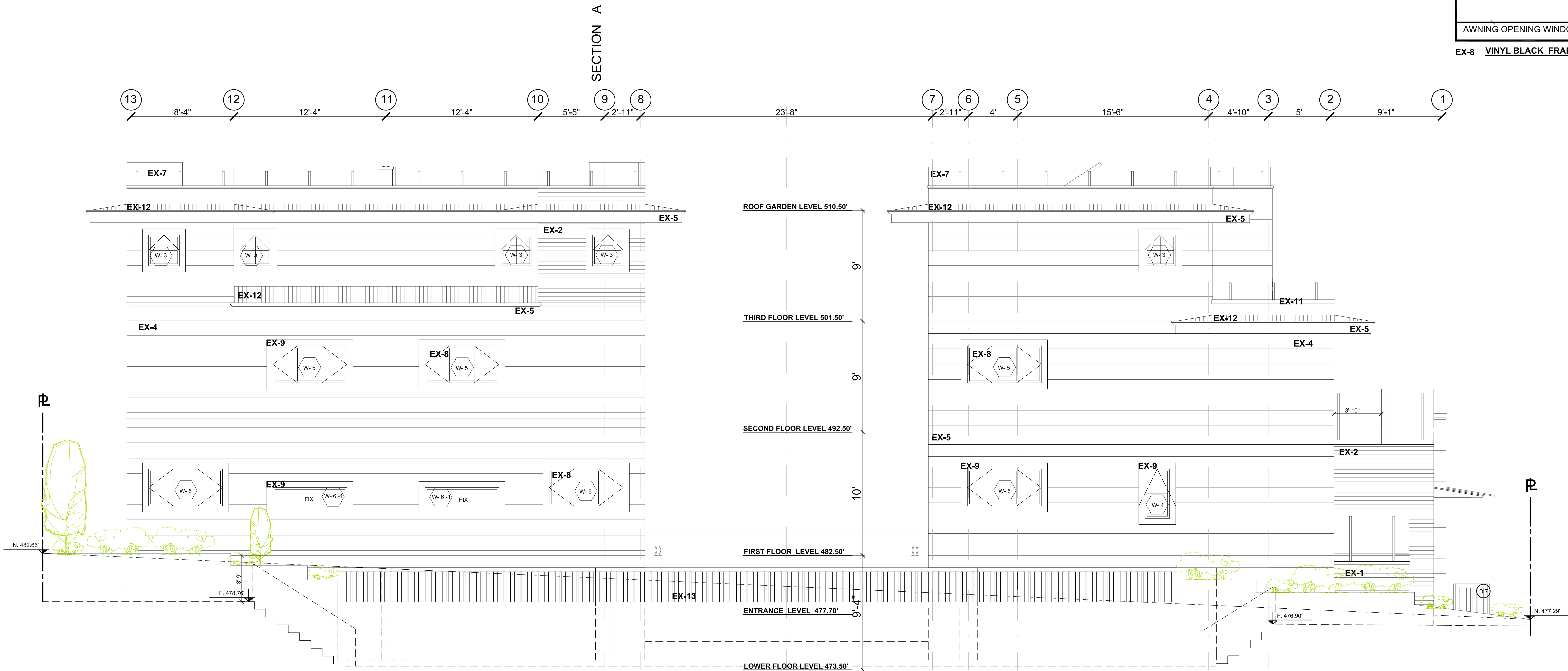
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**A- 3.3**





EX-8 VINYL BLACK FRAMED WINDOW



# NORTH ELEVATION

## EXTERIOR FINISHES MATERIAL LIST

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EX-2 OILED KAYU WOOD SIDING

EX-3 PANELIZED WOOD & GLASS ENTRANCE DOOR

EX-4 CEMENTATIOUSE BOARD(NICHIHA/GRAY)

EX-5 PRESSURE TREATED WOOD FASCIA BOARDS  
Benjamin Moore / CC-544

EX-6 ALUMINIUM & GLASS CANOPY
- EX-7 GRAY ALUMINUM & CLEAR GLASS RAILINGS (TG/TEMPERED)  
GENTEK / SLATE 523

EX-8 VINYL BLACK FRAMED WINDOW AND PATIO DOOR

EX-9 PRESSURE TREATED WOOD TRIMS  
KAYO TRIMS NEXT TO KAYU, Benjamin Moore / CC-544 NEXT TO NICHIHA

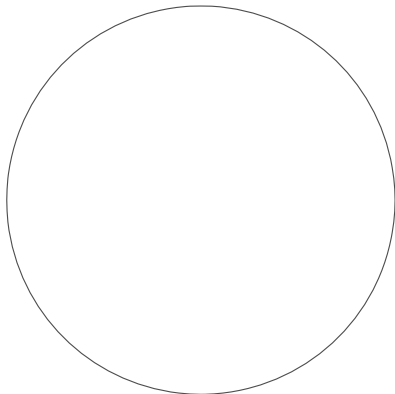
EX-10 PRECAST CONCRET CAP

EX-11 GRAY METAL FLASHING  
GENTEK / SLATE 523

EX-12 UPSTAND SEAM METAL SKIRT ROOF  
GENTEK / SLATE 523
- EX-13 GRAY ALUMINUM FENCE

EX-14 ENTRANCE AUMINUM GATE

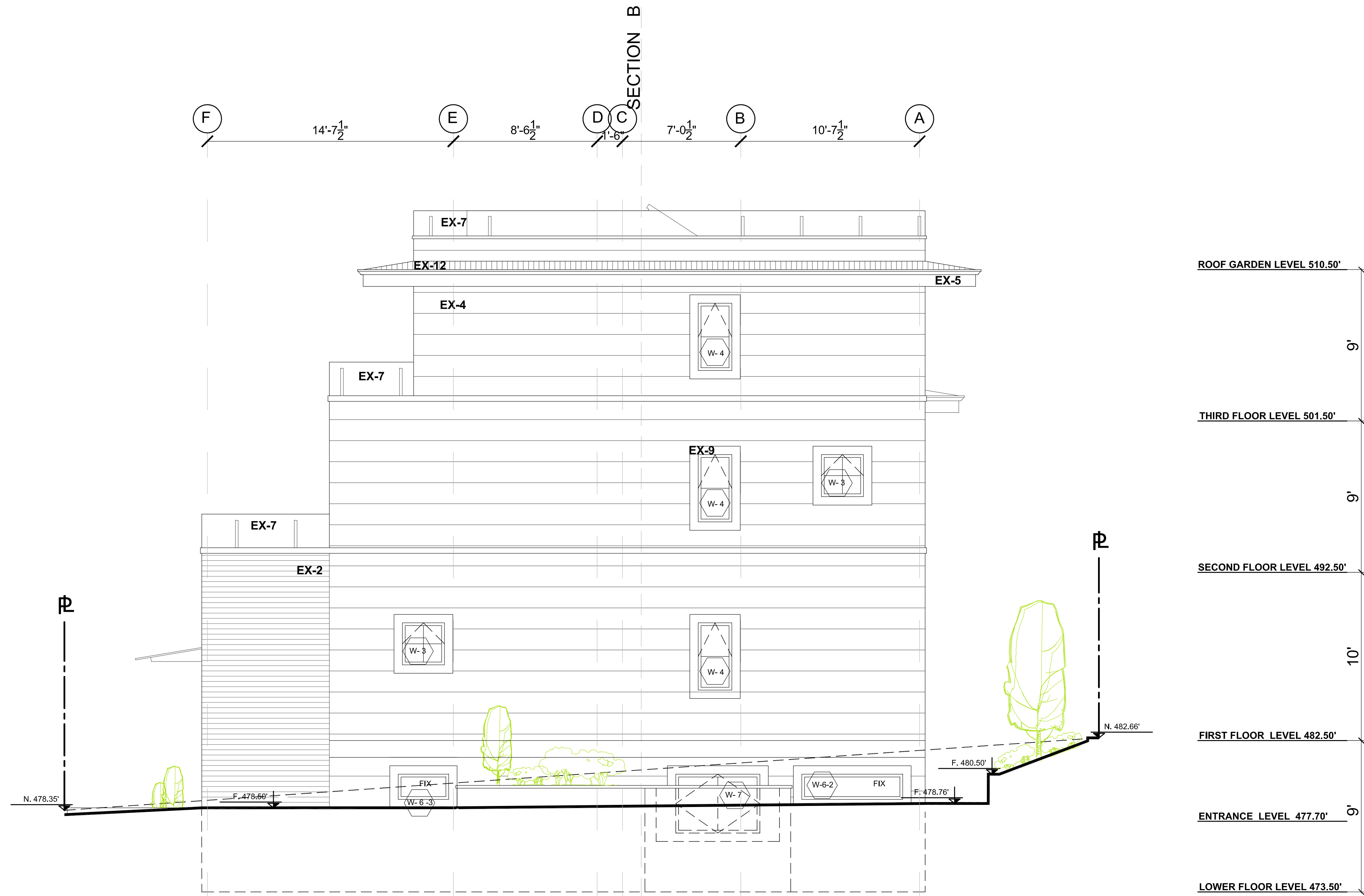
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DRAWING NO.  
**A- 3.4**



EAST ELEVATION (UNITS 3&4)

EXTERIOR FINISHES MATERIAL LIST

- EX-1

FLAMED GRAY GRANITE STONE
- EX-2

OILED KAYU WOOD SIDING
- EX-3

PANELIZED WOOD & GLASS ENTRANCE DOOR
- EX-4

CEMENTATIOUSE BOARD(NICHIHA/GRAY)
- EX-5

PRESSURE TREATED WOOD FASCIA BOARDS  
Benjamin Moore / CC-544
- EX-6

ALUMINIUM & GLASS CANOPY
- EX-7

GRAY ALUMINUM & CLEAR GLASS RAILINGS (TG/TEMPERED)  
GENTEK / SLATE 523
- EX-8

VINYL BLACK FRAMED WINDOW AND PATIO DOOR
- EX-9

PRESSURE TREATED WOOD TRIMS  
KAYO TRIMS NEXT TO KAYU, Benjamin Moore / CC-544 NEXT TO NICHIHA
- EX-10

PRECAST CONCRET CAP
- EX-11

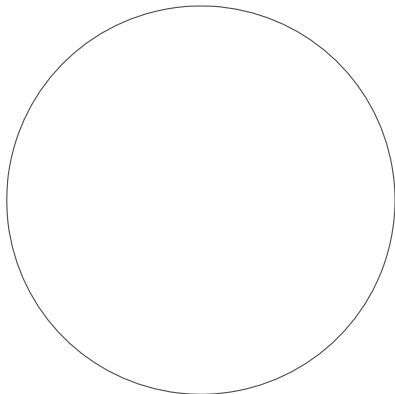
GRAY METAL FLASHING  
GENTEK / SLATE 523
- EX-12

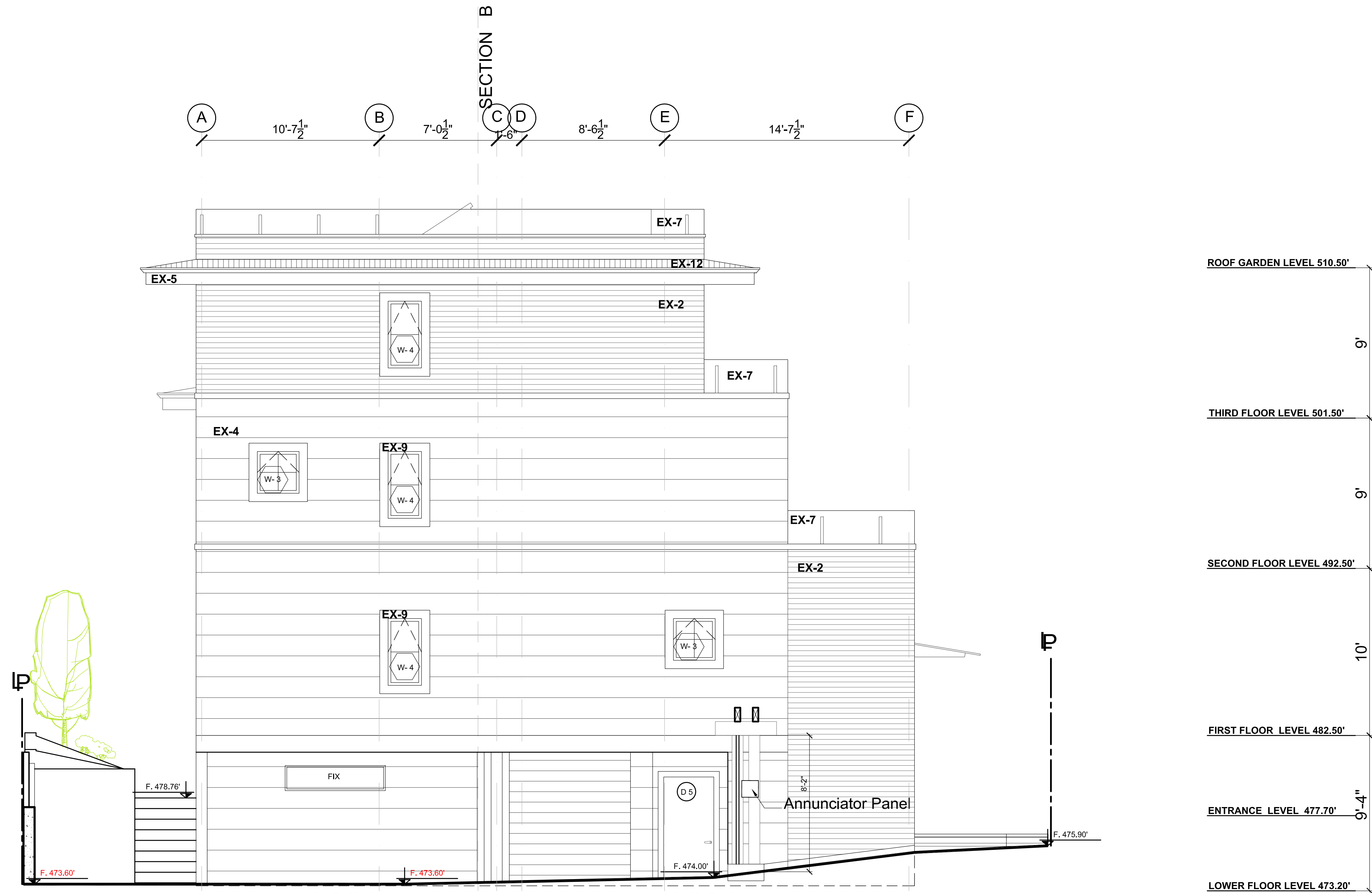
UPSTAND SEAM METAL SKIRT ROOF  
GENTEK / SLATE 523
- EX-13

GRAY ALUMINUM FENCE
- EX-14

ENTRANCE AUMINUM GATE

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WEST ELEVATION (UNITS 3&4)

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- EX-1 FLAMED GRAY GRANITE STONE

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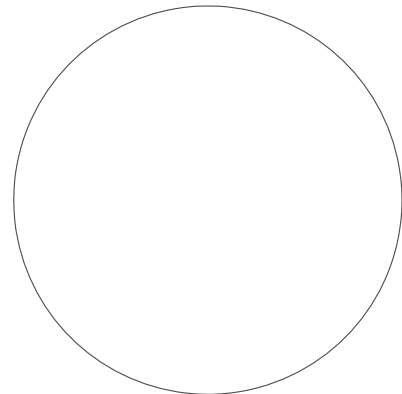
EX-10 PRECAST CONCRET CAP

EX-11 GRAY METAL FLASHING  
GENTEK / SLATE 523

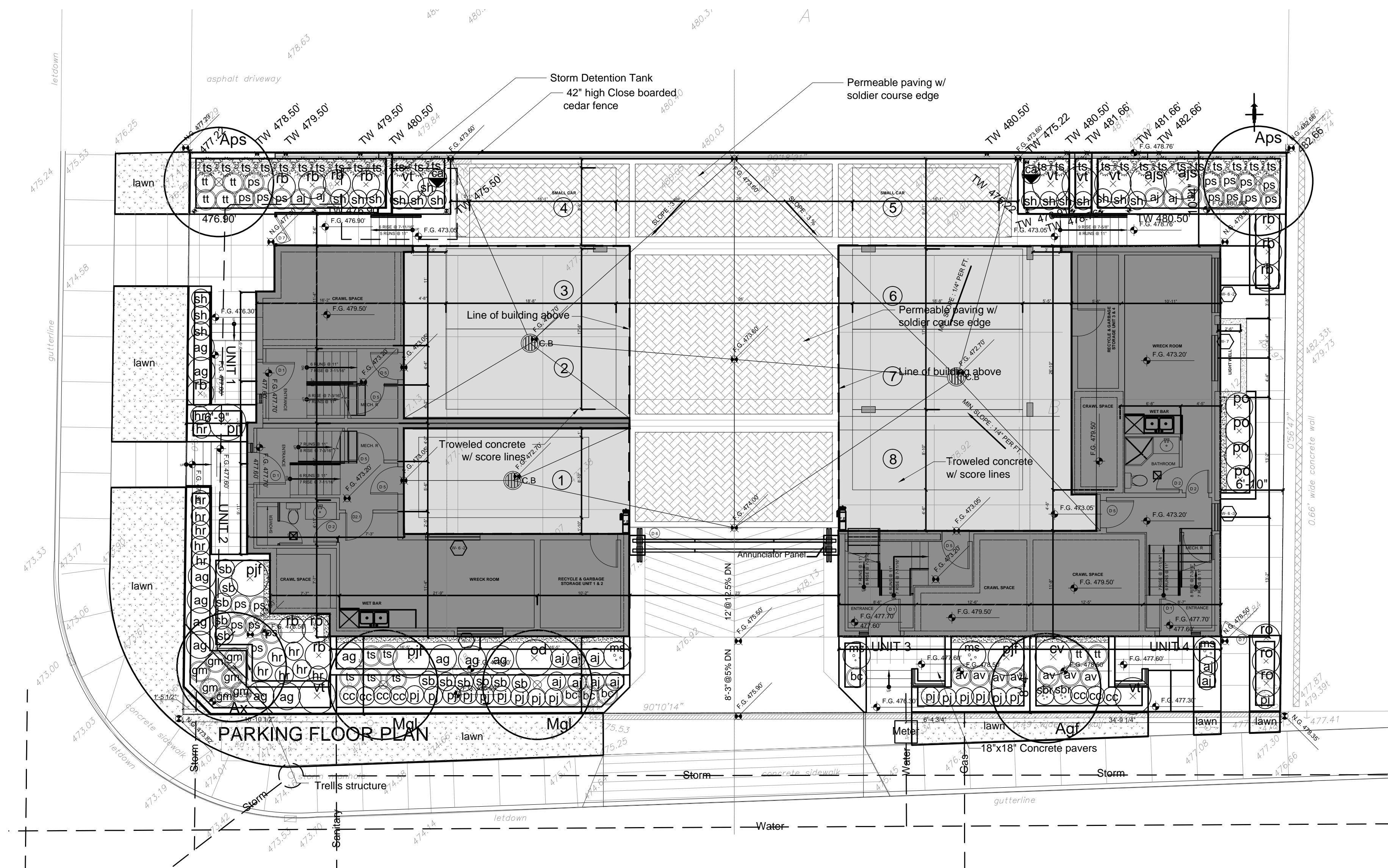
EX-12 UPSTAND SEAM METAL SKIRT ROOF  
GENTEK / SLATE 523
- EX-13 GRAY ALUMINUM FENCE

EX-14 ENTRANCE AUMINUM GATE

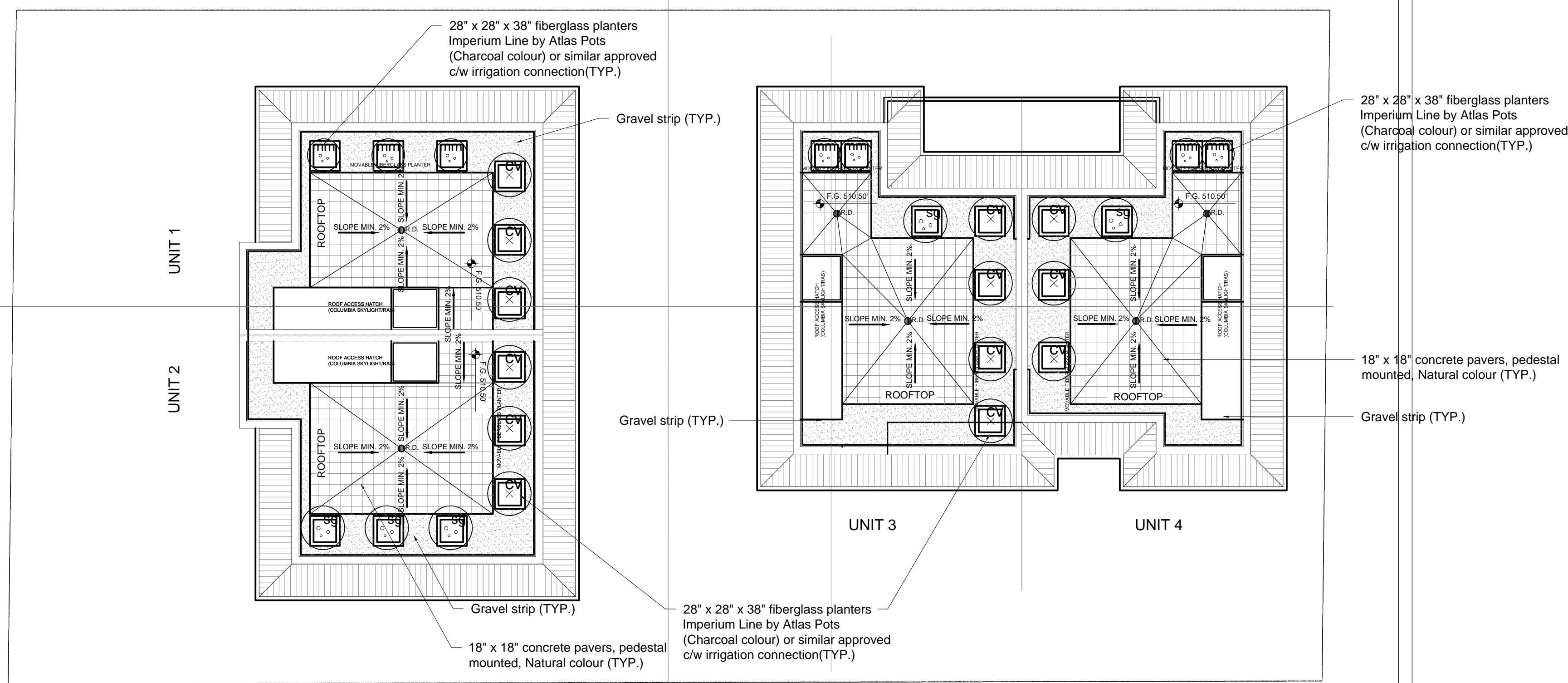
ISSUES:		REVISIONS:			DRAWN BY:	SCALE:	TITLE:
FOR COORDINATION ONLY-JUNE20/2016		Oct.3rd- 2016					
ADP SUBMISSION-JUNE28/2016		Nov.10th- 2016			F.Y & HR.E	1/4"=1'-0"	WEST ELEVATION (UNITS 3&4)
ADP SUBMISSION-NOV30/2016		Apr.18th- 2017			CAD FILE:	DATE:  MARCH . 2016	PROJECT:  CIVIC ADDRESS: 2932 CHESTERFIELD AVE. NORTH VANCOUVER. B.C.
DP SUBMISSION-May 23/2017		August 23rd- 2017					







1 MAIN FLOOR PLAN  
SCALE: 1/8"=1'-0"



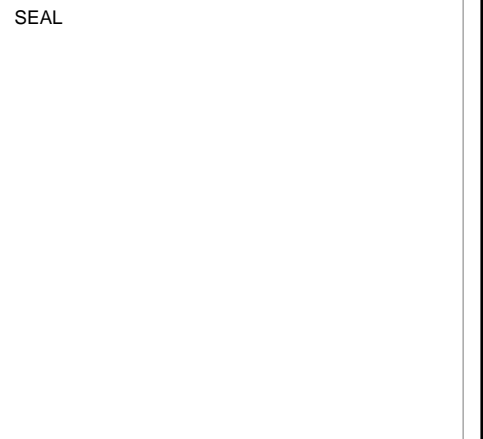
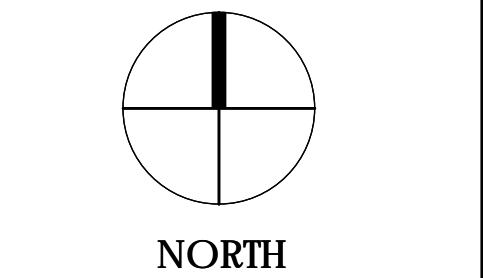
2 ROOF PLAN  
SCALE: 1/8"=1'-0"

LEGEND

- Proposed Tree Planting
- Mixed Plantings of Shrubs, Perennials and Groundcovers
- Evergreen Hedge
- 18"x18" HydraPressed Slabs by Abbotsford Concrete Products 'Desert sand' colour
- \*Aquapave' permeable conc. pavers with soldier course edge by Abbotsford Conc. - Old Country Stone ('Desert Sand' colour)
- Tree Protection Fence

- NOTES:
- All landscape work shall be carried out in accordance with the current edition of the Canadian Landscape Standard published by CSLA/CNTA and the contract specification.
  - Growing medium in accordance with the current edition of the Canadian Landscape Standard shall be provided to the following minimum depths/dimensions:  
Grass Areas - 150 mm (6")  
Shrubs, Groundcovers, Vines & Perennials - 450 mm (18")  
Trees - Minimum 300 mm (1') of topsoil around the rootball compacted to 85% Std. Proctor Density
  - Ensure excavation or fill adjacent to existing trees does not exceed 6" (15cm) depth.
  - Tree protection fence shall be installed prior to construction and maintained until project completion.

REVISIONS		
No	DATE	DESCRIPTION
1	16/11/16	REVS. PER CNV/ARCH. CHANGES
2	23/05/17	REVS. PER CNV/ARCH. CHANGES
ISSUE		
No	DATE	DESCRIPTION
1	29/06/16	ISSUED FOR DP
2	16/11/16	ISSUED FOR ADP REVIEW
3	23/05/17	ISSUED FOR DP



PD Group  
Landscape Architecture Ltd  
209 - 980 West 1st Street  
North Vancouver BC, Canada, V7P 3N4  
p. 604 904 9803

CLIENT:  
Arturo Properties Ltd.

ARCHITECT:  
Farzin Yadegari Architect Inc..

100-2240 CHIPPENDALE RD. WEST VANCOUVER, BC

PROJECT:  
2932 Chesterfield St.

NORTH VANCOUVER, B.C

DWG. TITLE:

Landscape Plan

DESIGNED	DR
DRAWN	SK
CHECKED	DR

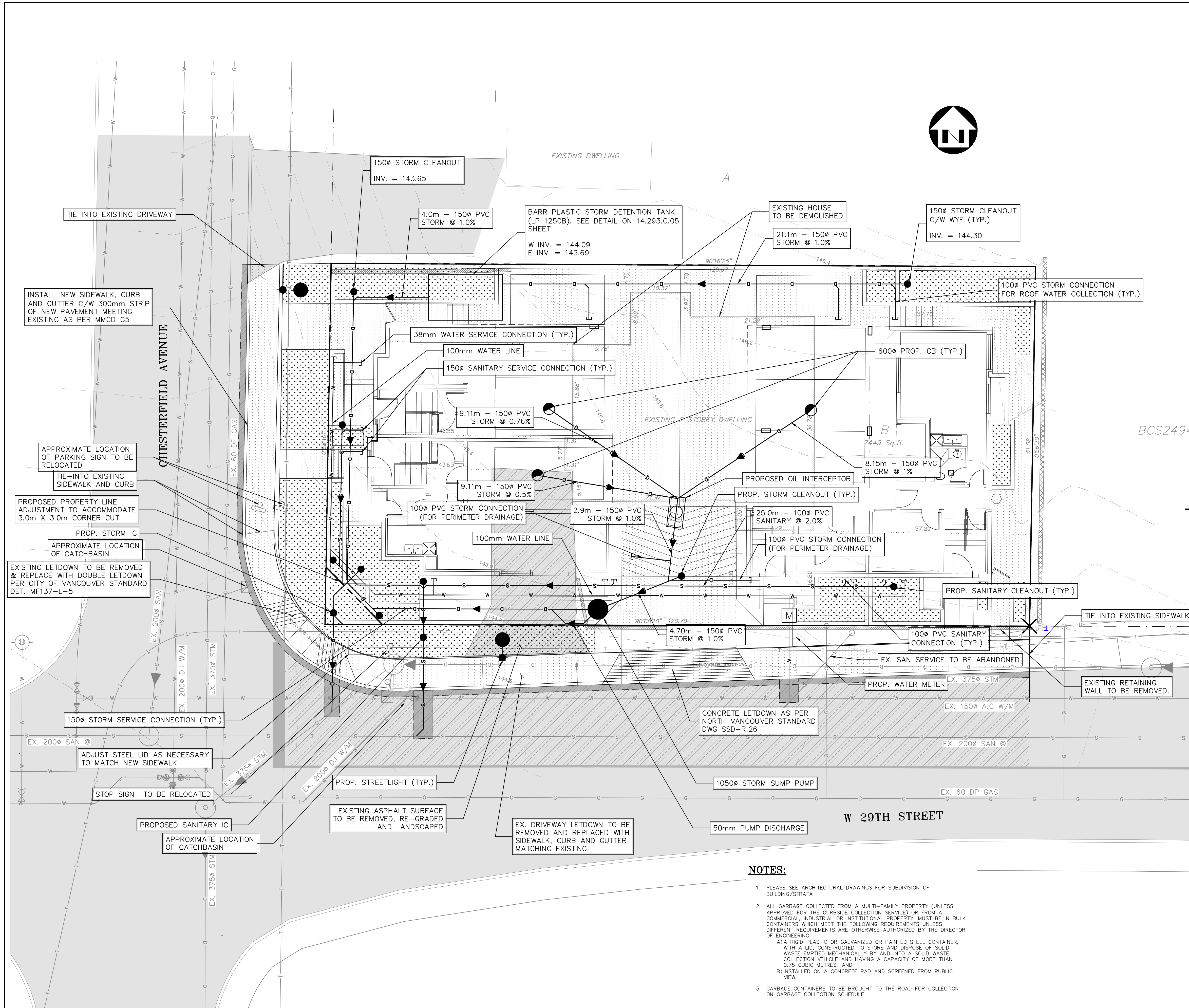
SCALE	1/8" = 1'-0"
DATE	01 May 2016

PROJECT No.	DWG No.	REV
1609	L-1	2

2932 Chesterfield (Main Floor) Plant List							
	CODE	QTY	BOTANICAL	COMMON	SIZE	SPACING	TYPE
Trees	Agf	1	Acer ginnata flame	Flame Amur maple	7cm Cal	as shown	tree
	Aps	2	Acer palmatum 'Sango Kaku'	Coral bark Japanese maple	10", #25 pot	as shown	tree
	Ax	1	Acer palmatum 'Shinde Shoji	Shindo Shoji Japanese maple	10", #25 pot	as shown	tree
	Mgl	2	Magnolia grandiflora 'Little Gem'	'Little Gem' Southern Magnolia	6" Clear stem	as shown	tree
	ajs	2	Aucuba japonica 'Serratifolia'	Japanese aucuba	#3 pot	as shown	shrub
Shrubs and Ground covers	aj	10	Azalea japonica 'Blue Danube'	Japanese azalea	#2 pot	as shown	shrub
	ag	9	Azalea japonica 'Glacier'	Japanese azalea	#2 pot	as shown	shrub
	cc	7	Caryopteris x clandonensis	Caryopteris Blue Mist	#2 pot	as shown	shrub
	cv	1	Ceanothus impressus 'Victoria'	California lilac	#3 pot	as shown	shrub
	ca	2	Clematis armandii	Evergreen clematis	#3 pot	as shown	shrub
	hr	4	Hebe 'Red Edge'	Red edge hebe	#2 pot	as shown	shrub
	ms	4	Miscanthus 'Sarabande'	Japanese silver grass	# 2 pot	as shown	shrub
	od	1	Osmanthus delavayi	Osmanthus	#5 pot	as shown	shrub
	pj	3	Pieris japonica 'Flaming Silver'	Lily of the Valley shrub	#3 pot	as shown	shrub
	pj	16	Pieris japonica 'Little Heath'	Lily of the Valley shrub	#2 pot	as shown	shrub
	ro	4	Prunus laurocerasus 'Otto Luyken'	Otto Luyken Laurel	#3 pot	as shown	shrub
	po	3	Rhododendron 'Orchid Lights'	Orchid Lights Azalea	#2 pot	as shown	shrub
	rb	8	Rhododendron Cunningham's Blush	Cunningham's Blush Rhododendron	#2 pot	as shown	shrub
	sh	19	Sarcococca hookeriana humilis	Sarcococca	#2 pot	as shown	shrub
	sb	2	Spiraea x bumalda Gold Flame	Gold Flame Spiraea	#3 pot	as shown	shrub
	ts	26	Thuja occidentalis 'Smaragd'	Emerald cedar	1.8 m	as shown	shrub
	vt	7	Viburnum tinus 'Spring Bouquet'	Spring Bouquet Viburnum	#3 pot	as shown	shrub
	aj	5	Astilbe japonica	Astilbe	# 1 pot	as shown	perennial
	bc	4	Bergenia cordifolia 'Rotblum'	Bergenia	# 1 pot	as shown	perennial
	gm	6	Geranium macrorrhizum	Hardy geranium	# 1 pot	as shown	perennial
	ts	5	Thymus serpyllum	Wild Thyme	# 1 pot	as shown	perennial
	tt	5	Tiarella trifoliata	Foamflower	# 1 pot	as shown	perennial
	av	8	Arctostaphylos uva-ursi 'Vancouver Jade'	Bearberry	# 2 pot	as shown	ground cover
	sbr	3	Stipa brachytricha	Korean feather reedgrass	# 2 pot	as shown	grass
	ps	12	Polystichum setiferum	Alaskan fern	# 2 pot	as shown	fern

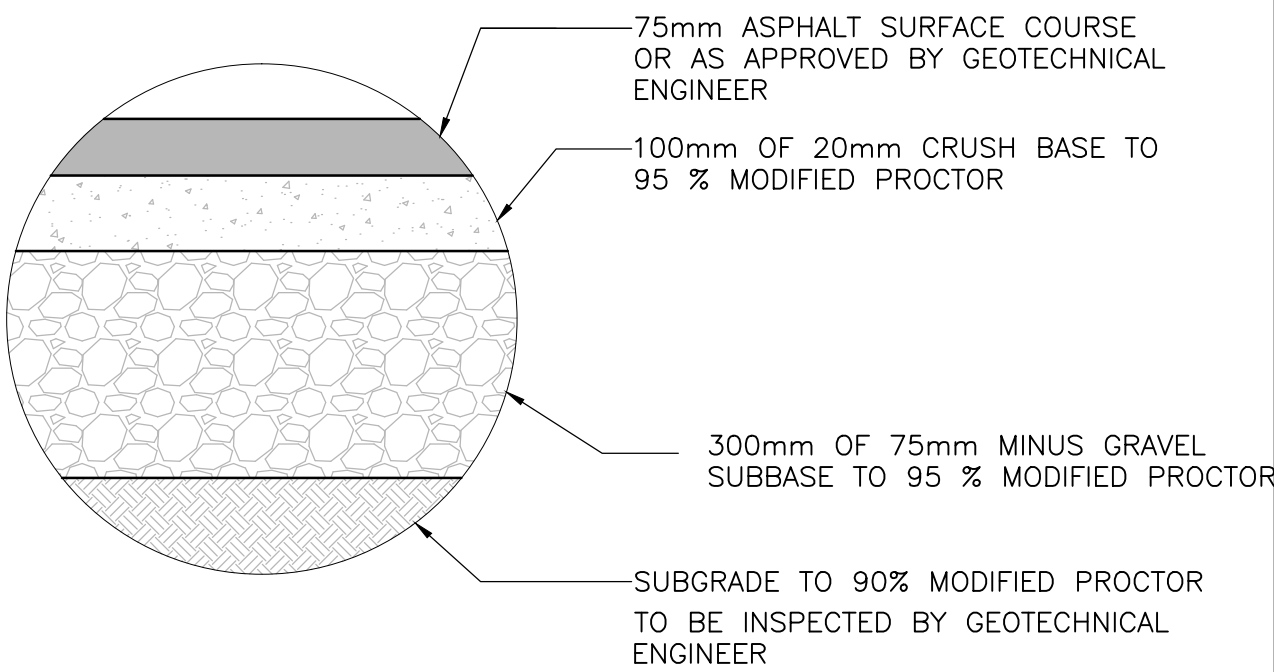
2932 Chesterfield (Roof) Plant List						
CODE	QTY	BOTANICAL	COMMON	SIZE	SPACING	TYPE
cv	13	Ceanothus impressus 'Victoria'	California lilac	#3 pot	as shown	shrub
sg	5	Stipa gigantea	Giant oat grass	# 2 pot	as shown	shrub
mm	7	Miscanthus 'Morning Light'	Japanese silver grass	# 2 pot	as shown	grass





LEGEND

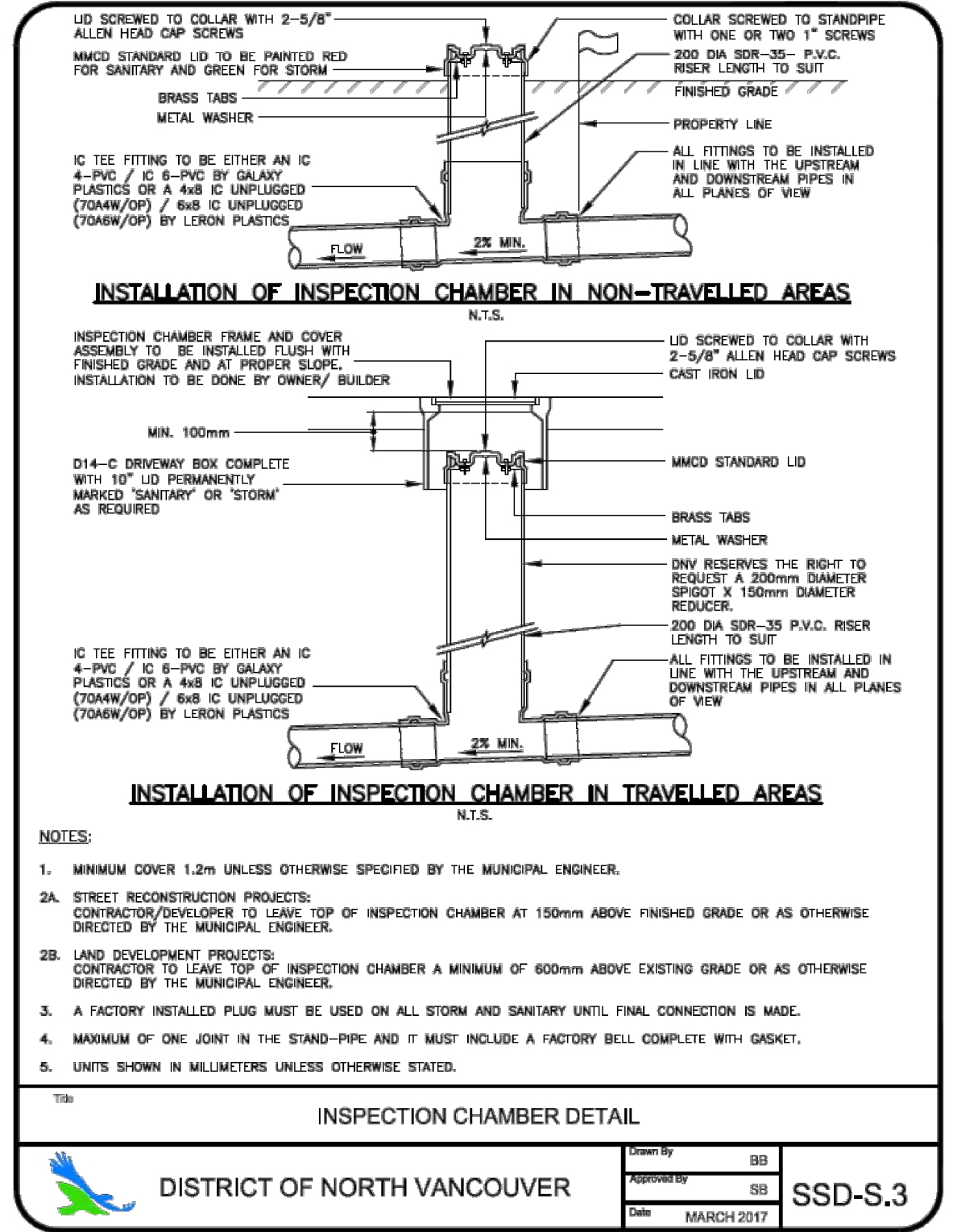
- NEW PAVEMENT
- PROPOSED CONCRETE DRIVEWAYS/SIDEWALK
- PAVEMENT TO BE REMOVED
- EXISTING ASPHALT SURFACE
- PHASE PARKING STALLS
- SAW CUT LINE
- NEW RETAINING WALLS BY OTHERS



PAVEMENT STRUCTURE

NTS

District of North Vancouver Development Servicing Bylaw 8145  
Schedule A - PART 3: SUPPLEMENTAL STANDARD DETAIL DRAWINGS (SSDD) Page 376 of 399



- NOTES:
- MINIMUM COVER 1.2m UNLESS OTHERWISE SPECIFIED BY THE MUNICIPAL ENGINEER.
  - STREET RECONSTRUCTION PROJECTS: CONTRACTOR/DEVELOPER TO LAISE TOP OF INSPECTION CHAMBER AT 150mm ABOVE FINISHED GRADE OR AS OTHERWISE DIRECTED BY THE MUNICIPAL ENGINEER.
  - LAND DEVELOPMENT PROJECTS: CONTRACTOR TO LAISE TOP OF INSPECTION CHAMBER A MINIMUM OF 600mm ABOVE EXISTING GRADE OR AS OTHERWISE DIRECTED BY THE MUNICIPAL ENGINEER.
  - A FACTORY INSTALLED PLUG MUST BE USED ON ALL STORM AND SANITARY UNTIL FINAL CONNECTION IS MADE.
  - MAXIMUM OF ONE JOINT IN THE STAND-PIPE AND IT MUST INCLUDE A FACTORY BELL COMPLETE WITH GASKET.
  - UNITS SHOWN IN MILLIMETERS UNLESS OTHERWISE STATED.

INSPECTION CHAMBER DETAIL	
DISTRICT OF NORTH VANCOUVER	SSD-S-3
DATE: MARCH 2017	

Document: 3018732

BENCH MARK :	No.	DATE	REVISION	DR.	CHK.	DESIGN : DMBD	SCALE :
	1	16/08/27	ISSUED FOR PERMIT	YB	DMBD	DRAWN : AM	1 : 100
	2	17/05/19	ISSUED FOR PERMIT	AM	DMBD	CHECKED : DMBD	DATE : 2016/05/25
						APPROVED DMBD	



OMEGA & ASSOCIATES  
ENGINEERING LTD.  
CONSULTING CIVIL & STRUCTURAL ENGINEERS

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151-1631 DICKSON AVENUE  
KELOWNA, BC V1Y 0S5  
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SEAL

PEER REVIEW

REF DWG

KEY PLAN  
TOWNHOUSE DEVELOPMENT  
2932 CHESTERFIELD AVENUE

SURVEY BOOK

DRAWING No.  
16-195-C-01

SHEET 2 OF 8

Published : Sep 22, 2017

File : Z:\CMT\2016\2016-195-02.LA\DRAWINGS\16.195.C.01 KEY PLAN.dwg

SEPTEMBER 22, 2017

ISSUED FOR PERMIT



- It is not expected that the overhead bridge element will be a problem
- More refined materials can be explored for use at grade level
- The restaurant drop-off area will be reviewed to take into account the needs of the restaurant operator and to ensure pedestrian comfort and usability

The Chair invited the Panel to compose a motion:

**MOVED** by Diana Zoe Coop and **SECONDED** by Laurenz Kosichuk:

**THAT** the ADP has reviewed the proposal, commends the applicant for the quality of the proposal, and recommends **APPROVAL** of the project **SUBJECT** to addressing to the satisfaction of staff the items noted by the Panel in its review of the project.

**CARRIED**

**b.) 2932 Chesterfield Ave – Detailed Planning Application for Development Permit for a 4 Unit Townhouse Project**

Mr. Erik Wilhelm, District Planner, introduced the project and provided background on the site and planning policy context for the project. The proposal is for two separate buildings with two townhouses in each building and a total FSR of 1.2.

The Chair welcomed the project architect, Mr. Farzin Yadegari, and the following items were reviewed as part of the applicant presentation:

- A total of four units are proposed with two units in each of the two buildings - two units address Chesterfield Avenue and two units address West 29<sup>th</sup> Street
- Driveway access to the slightly below-grade parking is from West 29<sup>th</sup> Street
- Flat roofs help keep building height lower for the project and allow for roof decks for each of the units
- Gable roof elements create a more residential character in the project
- A mix of building materials is proposed including granite and cementitious panels
- Some interesting window designs have been included to create interest in the project
- A solar panel art element is being considered for the south-west corner of the property

The Chair thanked the applicant team for their presentation and asked if there were any questions of clarification from the Panel.

Questions were asked and answered on the following topics:

- What is the screen or panel on the south-east portion of the site? Existing hedge which is proposed to be removed.
- Is the stone material on rendering ledgerstone? No, random ashlar granite.
- What is the material for the arbours? Ironwood.
- Is the parking entrance proposed to be gated? Yes.
- Is parking secured and at grade level? Gated and slightly below grade level.

- Are roof decks permissible under zoning? Zoning will be customized for the project and roof decks should be possible.
- What is the material used for the parking gate? Aluminum with a wood frame.
- What is the material used for the trim? Not finalized but likely a “Hardi-type” material or cedar.

Mr. Alfonso Tejada, District Urban Design Planner, provided the following comments and questions for consideration:

- In terms of the site plan, the south-west corner of the project should include wrapping of the unit around the corner, with “fronts” on both streets
- The treatment of the front entries for the two units facing Chesterfield Avenue should be reviewed to create more individual identity
- The proposed art element at the corner seems to be competing with elements of the building and should be reconsidered to be more subtle
- The sunken patio element facing West 29<sup>th</sup> Street is problematic both in usability and the relationship to the public realm
- The trellis and eyebrow features on the facades seem overly complex and tend to compete with each other
- Balcony expression should be refined to work better with building forms and gable elements

The Chair invited comments from Panel members, and the following comments and items for consideration were provided:

- The project includes a mix of architectural language that does not seem entirely successful and the proposed architectural theme is unclear – there might be value in strengthening the Japanese elements of the design as currently proposed
- Treatment of the building at the corner seems unresolved and the south elevation of the corner unit could be improved to help better address both streets
- Rooflines seem random and incomplete and the proposed gable roof elements create some confusion, particularly where they intersect the glass roof guards
- A more contemporary expression could allow the materials and massing to work better with the building forms and stronger balcony roof guards could help to improve the relationship to the gable roof elements
- Parking layout and driveway access creates a void in the middle of the project and the design of the parking gate design seems inconsistent with project finishes
- Decking the parking area and placing the parking beneath might be a solution to the challenge of the void in the middle of the project
- The colour scheme and relationships between the stone, ironwood, and panel materials seem like they need some review to be more successful
- Timber elements should be thought through as it may be difficult to find ironwood timbers this large
- The project appears fairly complex from a code perspective; exiting, sprinkler systems, and roof deck access need careful review to ensure code compliance
- Consideration of public art as a project element is commendable, but a more subtle approach to art should be considered – the current solar panel element

- may not reflect neighbourhood character and the costs of manufacture and maintenance may be a problem
- The adjacent project has a lovely walkway and water feature which could be celebrated in the site layout for this project
- Plant choices could use more variety and there would be merit for inclusion of some taller plant species in the landscape plan to assist in increasing privacy and definition of the outdoor areas

The Chair invited the project team to respond and Mr. Yadigari thanked the Panel and noted the team's willingness to explore refinements to the project design.

The Chair invited the Panel to compose a motion:

**MOVED** by Stefen Elmitt and **SECONDED** by Amy Tsang:

**THAT** the ADP has reviewed the proposal, and **SUPPORTS** the general concept but recommends revisions to the proposal and a further presentation to address staff the items noted by the Panel in its review of the project.

**CARRIED**

**c.) 1946 – 1998 Glenaire Dr. – Detailed Planning Application for OCP Amendment, Rezoning and Development Permit for 23 Unit Townhouse Project.**

Mr. Erik Wilhelm, District Community Planner, introduced the project and provided background on the site and planning policy context for the project. The proposal is for 23 townhouse units in three separate three-storey buildings at an overall FSR of approximately 1.1 FSR. A trail feature on the river side of the property adjacent to the riparian area, will enhance the connection to the natural surroundings and allow for improved public access along the river. The development will require an OCP amendment, Rezoning, and Development Permit.

The Chair welcomed the applicant team, and Mr. Thomas Grimwood of Grimwood Architecture introduced the project. The following points were reviewed:

- There is a 15 metre riparian setback at the north side of the property and a public pathway will be created at the edge of this setback area
- The project addresses the protection and restoration of the riparian area
- All parking is underground in a mix of private garages and open spaces. The parking garage entrance is from Glenaire Drive
- A total FSR less than the maximum permitted 1.2 FSR is proposed to allow for larger dwelling units that will offer more of a single family character
- A European row home approach has informed the design which is reflected in the elegant and consistent approach to the frontages of the buildings
- Variation in material and colour palettes is proposed for each of the three buildings

- Previously consistent approach to paving seemed like a positive aspect of the original proposal – the current proposal for multiple paver types seems like it needs additional attention to be successful
- Loading bay might benefit from bollards to avoid vehicles driving onto the pedestrian walkway area
- For code purposes, the below grade and above grade exit stairs need to be separated, a compliant fire separation between the loading area and the open breezeway needs to be implemented, and access for bike storage from the residential lobby needs to be re-considered.
- The fire sprinkler and alarm system approaches will need to be considered carefully to ensure that the systems meet code requirements and Fire Department expectations

The Chair invited the project team to respond. Mr. Robert Lee, project architect, acknowledged the Panel's suggestions, and suggested that the design team will work with District staff to further refine and improve the design and colours of the building, as well as to review the corner feature of the project.

The Chair invited the Panel to compose a motion:

**MOVED** by Craig Taylor and **SECONDED** by Stefen Elmitt:

**THAT** the ADP has reviewed the proposal and **SUPPORTS** the general concept but recommends revisions to the proposal and a further presentation to address the items noted by the Panel in its review of the project.

**CARRIED**

**b.) 2932 Chesterfield Ave: Detailed Planning Application – 4 unit townhouse development (Second Review)**

Mr. Kevin Zhang, Community Planner, introduced the project and provided background for the application, including the site and surrounding uses, relationship to the Official Community Plan, and that the project would be measured against development permit guidelines for Ground Oriented Housing, Multi-Family Housing, and Energy and Water Conservation and Greenhouse Gas Emission Reduction. Mr. Zhang noted that the project was originally considered by the Panel on September 8, 2016 - the project design has been since been modified to address the Panel's comments.

Mr. Zhang noted that the site is zoned Residential Single Family Zone RS4 and is located at the north-east corner of Chesterfield Avenue and West 29<sup>th</sup> Street and has an area of approximately 692 square meters. The site is considered part of the "Queensdale Village Centre" which supports increased densities in order to take advantage of transit options, access to services, and general walkability. The development proposes four townhouse units within two separate buildings. The three-storey development proposes an FSR of 1.2 and will require rezoning and a development permit approval by District Council.

The Chair asked if there were any questions from the Panel for Mr. Zhang and the following question was posed:

Are secondary suites accommodated by the proposed zoning of the site? The application has been modified to remove the secondary suites previously proposed.

The Chair welcomed the applicant team and Mr. Farzin Yadegari of Farzin Yadegari Architecture introduced the project. Mr. Yadegari noted the following points in the presentation:

- Revised project has the same number of units, floorspace ratio, and parking arrangement
- Key difference is that the buildings have been simplified and are more streamlined in design - more contemporary materials are proposed and the front entrances are better defined
- Corner element at the south-west corner of the site has been highlighted and this portion of the westerly building has been enhanced with corner windows and a wood siding detail
- More continuity along the west side of the building facing Chesterfield Avenue has been provided to simplify the building
- Roof deck access is provided by code-compliant skylight hatches in each unit
- Revised landscaping shows more variety in the plant selections and the art element at the south-west corner of the site has been replaced with a cherry tree
- The landscape design incorporates deciduous and evergreen plant materials to create continuity with the local neighbourhood and adjacent developments as well as to provide year-round interest
- Evergreen vines have been incorporated on the back wall of the parking area to enhance this element of the project

The Chair thanked the applicant team for their presentation and asked if there were any questions of clarification from the Panel.

Questions were asked and answered on the following topics:

- Have options been considered to amend the roof deck stair enclosures to avoid blocking views? This can be reviewed in more detail to explore options for revisions.

Mr. Alfonso Tejada, District Urban Design Planner, provided the following comments and questions for consideration:

1. Main issues with the project as previously identified have been addressed in the revised proposal
2. Character of residential units has been successfully highlighted as well as the relationship with the existing adjacent multi-family development
3. Revised materials and massing are appropriate



The Chair invited comments from Panel members, and the following comments and items for consideration were provided:

- In general it was noted that the changes proposed were refreshing and that the applicant team appeared to have addressed successfully the Panel's previous comments – the "before and after" images clearly show the changes, as well as the rationale for the changes
- It was noted that the design approach is different than what might have been expected 10 years ago for this site, but the current proposal seems very successful
- The proposed roof decks were noted as positive and an improvement over the previous proposal, but it was noted that the detailing of the building envelope and flashing on the decks should be looked at to avoid drainage and water issues
- Some exploration of further refinements to the roof deck and balcony railings would be beneficial - the west and south elevations could benefit from a bit more differentiation in terms of the glass balcony and roof deck guards
- Fenestration should be detailed carefully to accurately represent operable elements of windows
- Significant code issues exist for four-storey residential townhouse buildings and it was noted that these issues will need to be examined carefully prior to the building permit stage of the project, particularly with regard to the compliance of the roof stair enclosures
- Proposed gate element to parking area still seems a bit thin and could use more weight to counteract the void between the two buildings
- The landscaping changes and the integration of vines in the parking area were noted as positive additions to the site, but it was suggested that the wall at the rear of the parking area could be softened by introducing lattice or trellis type materials

The Chair invited the project team to respond.

The applicant team thanked the Panel for the comments.

The Chair invited the Panel to compose a motion:

**MOVED** by Diana Zoe Coop and **SECONDED** by Steve Wong:

**THAT** the ADP has reviewed the proposal, commends the applicant for the quality of the proposal, and recommends **APPROVAL** of the project as presented.

**CARRIED**



2<sup>nd</sup> Floor

705 West 15<sup>th</sup> Street

North Vancouver, BC

V7M 1T2

T: 604-874-3715

F: 1-866-563-8021

E:[info@e3ecogroup.com](mailto:info@e3ecogroup.com)

Date: 27 June 2016

Farzin Yadegari Architect Inc has retained E3 Eco Group energy consultants to help ensure the duplex development at 2932 Chesterfield Avenue **meets the District of North Vancouver's green building** requirements.

The development intends to meet the requirements by:

- 1) achieving at least 100 points on the 2011 Built Green Checklist (attached) which is equivalent to a Built Green "Gold" rating, and
- 2) building to an energy performance level of EnerGuide 80

E3 Eco Group will provide energy modeling (performed by a Certified Energy Advisor) and expertise with the Built Green program on this project. All Built Green Checklist items will be documented in order to provide verification that the Checklist items were implemented.

Please address any questions to the undersigned.

Kind Regards,

Einar Halbig, Certified Energy Advisor 5111  
CEO, E3 Eco Group Inc.

Attachment: Preliminary 2011 Built Green Checklist for 2932 Chesterfield Duplexes

*\* E3 Eco Group is an energy advisor consultancy firm, working in the Metro Vancouver area with homeowners, developers and builders to achieve more efficient and sustainable homes. Through air-leakage tests, energy modeling and plan review, E3 Eco Group assesses the energy used in home and makes recommendations for future building practices or renovations.*