AGENDA

PUBLIC HEARING

Tuesday, April 24, 2018
7:00 p.m.
Council Chamber, Municipal Hall
355 West Queens Road,
North Vancouver, BC

Council Members:
Mayor Richard Walton
Councillor Roger Bassam
Councillor Mathew Bond
Councillor Jim Hanson
Councillor Robin Hicks
Councillor Doug MacKay-Dunn
Councillor Lisa Muri

NORTH VANCOUVER
DISTRICT

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District of North Vancouver
355 West Queens Road
North Vancouver, BC, Canada V7N 4N5
604-990-2311
www.dnv.org

PUBLIC HEARING

7:00 p.m.
Tuesday, April 24, 2018
Municipal Hall, Council Chambers
355 West Queens Road, North Vancouver

AGENDA

1944 &1976 Fullerton Avenue, 1963-1985 Sandown Place & 2028-2067 Glenaire Drive
150 Unit Townhouse Development

1. OPENING BY THE MAYOR

2. INTRODUCTION OF BYLAWS BY CLERK

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8250, 2017 (Amendment 28)

Purpose of Bylaw:
Bylaw 8250 proposes to amend the OCP land use designation of the properties from Residential Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily (RES4) and to designate these properties as Development Permit Areas for Form and Character and Energy and Water Conservation and GHG Emission Reduction.

District of North Vancouver Rezoning Bylaw 1358 (Bylaw 8251)

Purpose of Bylaw:
Bylaw 8251 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 112 (CD112) and rezone the subject site from Single-Family Residential 7200 Zone (RS3) to CD112. The CD112 Zone addresses use, density, amenities, setbacks, site coverage, building height, landscaping and parking.

3. PRESENTATION BY STAFF

Presentation: Erik Wilhelm, Development Planner

4. PRESENTATION BY APPLICANT

Presentation: Citimark/Woodbridge Properties

5. REPRESENTATIONS FROM THE PUBLIC

6. QUESTIONS FROM COUNCIL

7. COUNCIL RESOLUTION

Recommendation:
THAT the April 24, 2018 Public Hearing be closed;

AND THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8250, 2017 (Amendment 28)" be returned to Council for further consideration;

AND THAT "District of North Vancouver Rezoning Bylaw 1358 (Bylaw 8251)" be returned to Council for further consideration.

8. CLOSING

The Corporation of the District of North Vancouver

Bylaw 8250

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

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

Citation

1. This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8250, 2017 (Amendment 28)".

Amendments

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

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

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

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

READ a first time March 12th, 2018 by a majority of all Council members.

PUBLIC HEARING held

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

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

ADOPTED by a majority of all Council members.

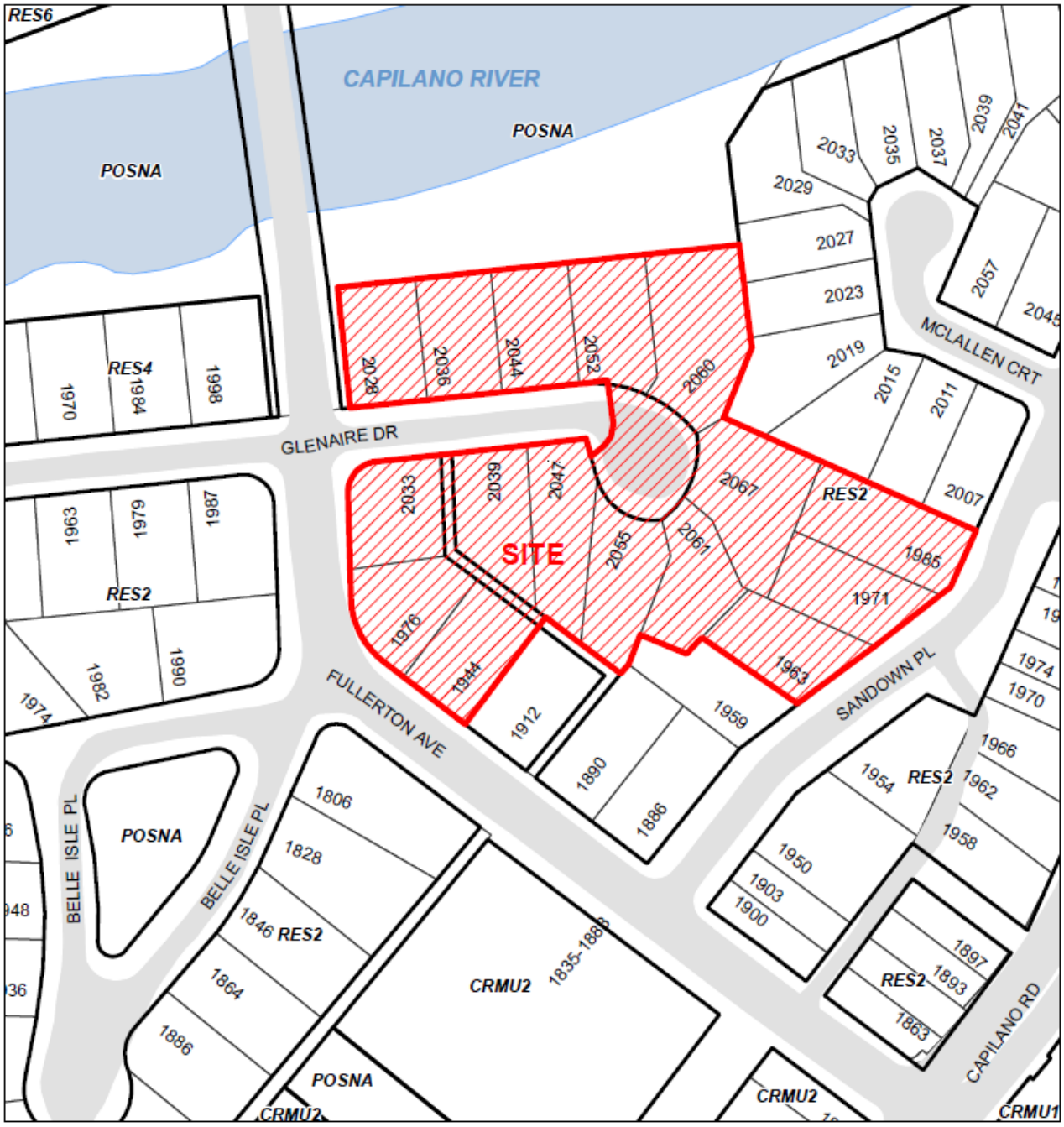
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8250



Schedule B to Bylaw 8250

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

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

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The Corporation of the District of North Vancouver

Bylaw 8251

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:

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1358 (Bylaw 8251)".

Amendments

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

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

   "Comprehensive Development Zone CD112"

   2.1 Part 4B by inserting the following:

   "4B112 Comprehensive Development Zone 112 (CD112)

   4B112-1 Intent:

   The purpose of the CD112 zone is to establish specific land use and development regulations for a 150 unit townhouse development.

   4B112-2 Uses:

   The following *principal uses* are permitted in the Comprehensive Development 112 Zone:

   (a) Uses Permitted without Conditions:

   Not applicable

   (b) Conditional Uses:

   (i) Residential Building, Multiple-Family Townhouse

For the purposes of this CD112 Zone, “Residential Building, Multiple-Family Townhouse” means a building having not more than three residential storeys with private rooftop amenity areas and consisting of two or more dwelling units with individual, exterior access to grade, and underground parking.

4B112-3 Conditions of Use:

(a) The number of buildings must not exceed 12;

(b) Balcony enclosures and rooftop trellises are not permitted;

(c) The number of elevator kiosks, from the underground garage, must not exceed 3; and

(d) Providing the site is developed in accordance with density provisions permitted in Section “4B112-6 Amenities”, the following outlines the minimum number of unit typologies that must be constructed:

Unit Description	Number of Units
3 bedroom	40
4 Bedroom	30

4B112-4 Accessory Use:

(a) *Accessory uses* are permitted and are limited to:

(i) Home occupations in accordance with the regulations in Section 405 of this Bylaw.

4B112-5 Density:

(a) The maximum permitted density in the CD112 Zone is limited to a floor space ratio (FSR) of 0.45 and a maximum number of 16 dwelling units; and

(b) For the purposes of calculating floor space ratio, the following areas are exempted:

- underground parking garages, which includes: drive aisles, electrical/mechanical rooms, garbage and recycling collection areas, bicycle storage areas, basement areas on the parkade level and general storage areas on the parkade level;
- unenclosed balcony areas;
- enclosed bay windows;

- elevator shaft kiosks to a maximum of 16.73 sq. m. (180 sq. ft.) each; and

- outdoor rooftop private amenity areas; and

- enclosed rooftop stairwells and landing areas to a maximum of 7.9 sq m (85 sq ft) for each unit with an enclosed rooftop stairwell and landing with the rooftop landing exemption not to exceed 2.09 sq m (22.5 sq ft).

4B112-6 Amenities:

Despite subsection 4B112-5, density in the CD112 Zone is increased to a maximum floor space of 15,678 m² (168,743 sq. ft.) and a maximum number of 150 units, if the owner:

1. Contributes $575,178 to the municipality to be used for any or all of the following amenities (with allocation to be determined by the municipality in its sole discretion): public art, park, trail, environmental or other public realm improvements; municipal or recreation service or facility improvements and/or affordable housing; and

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

4B112-7 Maximum Principal Building Size:

Not applicable.

4B112-8 Setbacks:

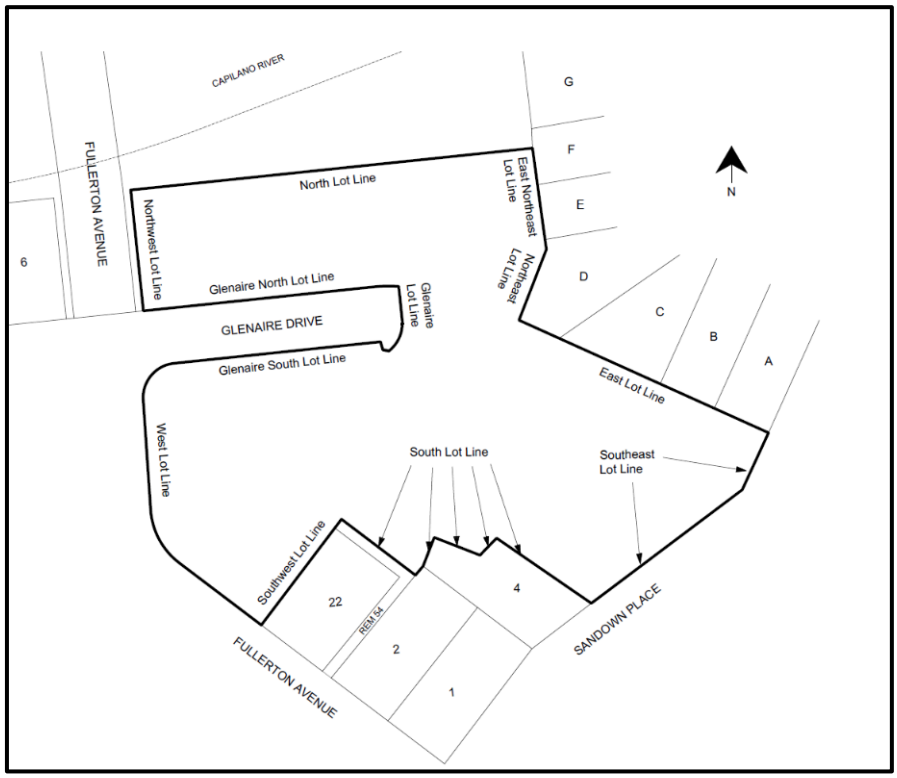
(a) Buildings must be set back from property lines to the closest building face, excluding any upper storey encroachments not to exceed 0.6 m (2.0 ft) in depth, in accordance with the following regulations:

Location	Minimum Required Setback
North Lot Line	3.66 m (12 ft)
East Northeast Lot Line	13.72 m (45 ft)
Northeast Lot Line	13.72 m (45 ft)
East Lot Lines	13.72 m (45 ft)
Southeast Lot Line	4.21 m (13.8 ft)
South Lot Line	3.66 m (12 ft)
Southwest Lot Line	4.42 m (14.5 ft)
West Lot Line	3.66 m (12 ft)
Glenaire South Lot Line	2.29 m (7.5 ft)
Glenaire Lot Line	4.42 m (14.5 ft)
Glenaire North Lot Line	3.20 (10.5 ft)
Northwest Lot Line	3.05 m (10 ft)

(b) The underground parkade wall must be set back from property lines in accordance with the following regulations:

Location	Minimum Required Setback
East Northeast Lot Line	4.23 m (13.88 ft)
Northeast Lot Line	4.00 m (13.12 ft)
East Lot Line	4.23 m (13.88 ft)
All other lot lines	No setback requirement

The adjacent map defines the naming convention of each lot line for the setback regulations in Section "4B112-8 Setbacks":



4B112-9 Building Orientation:

Not applicable.

4B112-10 Building Depth and Width:

Not applicable.

4B112-11 Coverage:

a) Maximum permitted Building Coverage is 50%; and

b) Maximum permitted Site Coverage is 55%.

4B112-12 Height:

a) Maximum permitted Height is 13.56 meters (44.5 ft) from finished grade.

4B112-14 Landscaping:

a) All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles and sidewalks shall be landscaped or finished in accordance with an approved landscape plan; and

b) All electrical kiosks and garbage and recycling container pads not located underground or within a building shall be screened with landscaping or fencing in accordance with an approved landscape plan.

4B112-15 Subdivision Requirements

Not Applicable.

4B112-16 Additional Accessory Structure Regulations

Not applicable.

4B112-17 Parking, Loading and Drive Aisle Regulations:

Parking, Loading and Drive Aisle regulations within Part 10 of the Zoning Bylaw are applicable to CD112 lands except that:

(a) A minimum of 226 vehicle parking, inclusive of visitor parking, stalls shall be provided;

(b) A minimum of 16 visitor vehicle parking stalls shall be provided; and

(c) A minimum of 150 Class 1 bicycle parking spaces (individual bicycle storage areas with a minimum area of 0.93 sq. m. [10 sq. ft.] each) shall be provided."

2.3 The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" from Residential Single Family Residential 7200 Zone (RS3) to Comprehensive Development 112 Zone (CD112).

READ a first time March 12th, 2018

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “Bylaw 8251” as at Third Reading

_____
Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

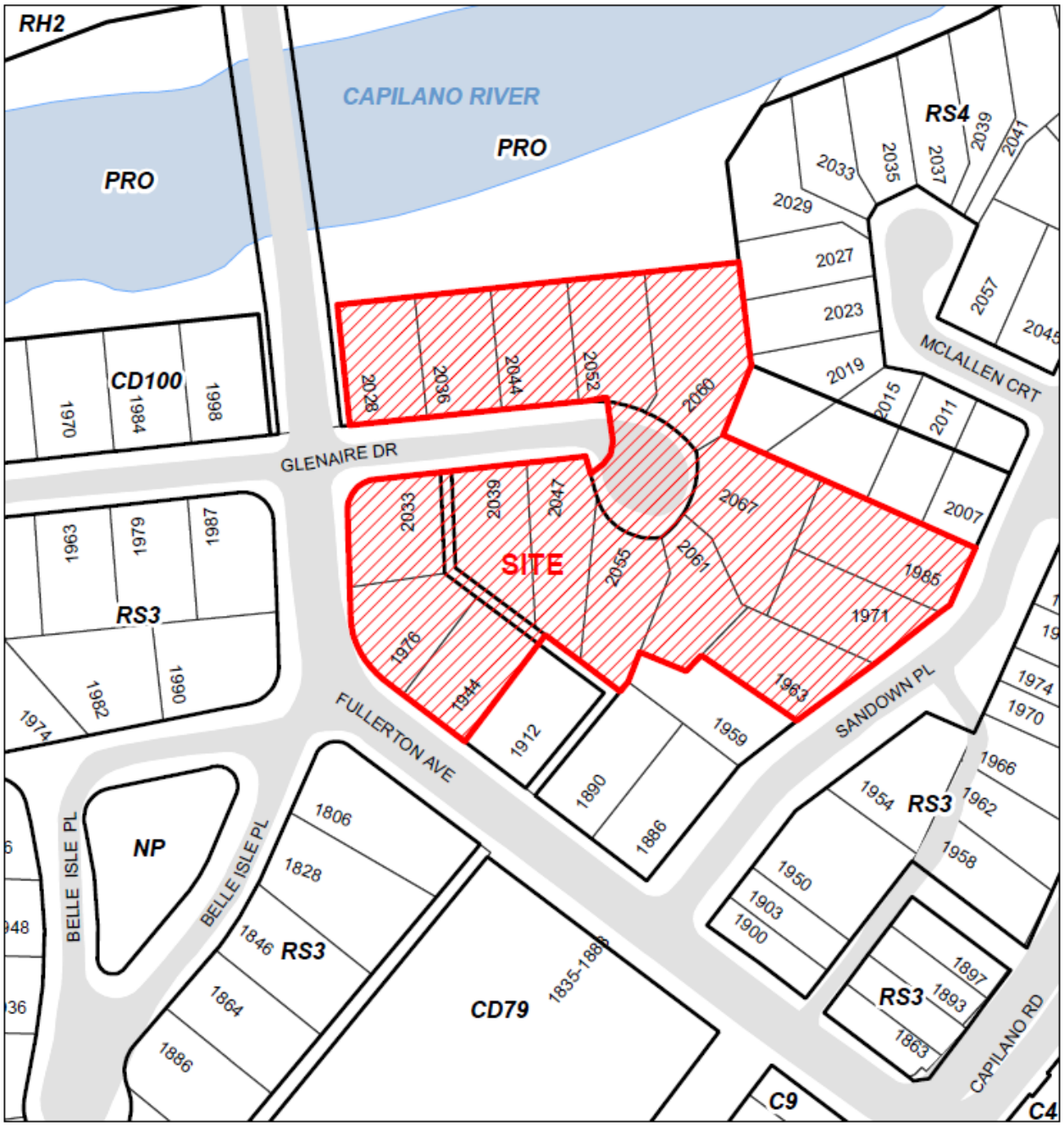
ADOPTED

_____ _____
Mayor Municipal Clerk

Certified a true copy

_____
Municipal Clerk

Schedule A to Bylaw 8251



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AGENDA INFORMATION		Dept. Manager	Director	CAO
☑ Regular Meeting	Date: March 12, 2018			
☐ Workshop (open to public)	Date:			

The District of North Vancouver

REPORT TO COUNCIL

March 1, 2018
File: 08.3060-20/058.16

AUTHOR: Erik Wilhelm, Development Planner

SUBJECT: **Bylaws 8250, 8251 and 8252: OCP Amendment, Rezoning, and Housing Agreement: 150 Unit Townhouse Development at 1944 and 1976 Fullerton Avenue, 1963-1985 Sandown Place and 2028-2067 Glenaire Drive**

RECOMMENDATION:

THAT the "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8250, 2017 (Amendment 28)" to amend the Official Community Plan (OCP) to designate the properties at 1944 and 1976 Fullerton Avenue, 1963-1985 Sandown Place and 2028-2067 Glenaire Drive, as outlined in Schedule A to Bylaw 8250, from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4) be given FIRST reading;

AND THAT the "District of North Vancouver Rezoning Bylaw 1358 (Bylaw 8251)" to rezone the properties at 1944 and 1976 Fullerton Avenue, 1963-1985 Sandown Place and 2028-2067 Glenaire Drive, as outlined in Schedule A to Bylaw 8251, from "Single-Family Residential 7200 Zone" (RS3) to "Comprehensive Development Zone 112" (CD112) be given FIRST reading;

AND THAT "Housing Agreement Bylaw 8252, 2017 (1944 and 1976 Fullerton Avenue, 1963-1985 Sandown Place and 2028-2067 Glenaire Drive)" be given FIRST reading;

AND THAT pursuant to Section 475 and Section 476 of the *Local Government Act*, additional consultation is not required beyond that already undertaken with respect to Bylaw 8250;

AND THAT in accordance with Section 477 of the *Local Government Act*, Council has considered Bylaw 8250 in conjunction with its Financial Plan and applicable Waste Management Plans;

AND THAT Bylaw 8250 and Bylaw 8251 be referred to a Public Hearing;

AND That Council, in recognition of an increased buffer area provided adjacent to neighbours along McLallen Court, resolves to allow modification of the density provisions within the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines" and allow future consideration of a

maximum of 1.32 Floor Space Ratio, or an additional 543.5 sq. m. (5,850 sq. ft.), limited to the site as outlined in Schedule G.

REASON FOR REPORT:

The proposed 150 unit townhouse project requires Council's consideration of Bylaw 8250 to amend the Official Community Plan (OCP), Bylaw 8251 to rezone the subject properties, and Bylaw 8252 to implement the District's Strata Rental Protection Policy.

SUMMARY:

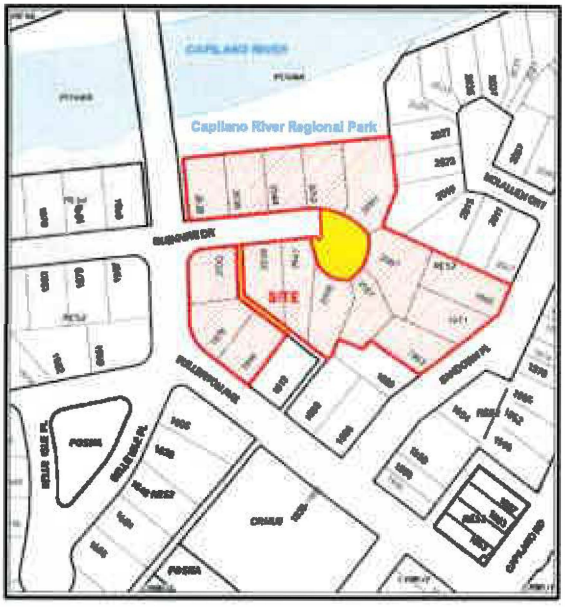
The applicant, Citimark and Woodbridge Properties, proposes to redevelop sixteen residential lots located at 1944 and 1976 Fullerton Avenue, 1963-1985 Sandown Place and 2028-2067 Glenaire Drive (including a portion of municipal road and unopened lane) to allow for a 150 unit townhouse project.

Implementation of the project requires Council consideration of an OCP amendment, a rezoning, and a housing agreement.

As the project is consistent with the approved "Lower Capilano Village Centre: Peripheral Area Housing Policy and Design Guidelines" and in alignment with other District policies and objectives, the bylaws are recommended for first reading. The OCP amendment and rezoning bylaws are recommended to be referred to a Public Hearing (the housing agreement bylaw does not require a Public Hearing).

SITE AND SURROUNDING AREA:

The development site is located within the peripheral area of the Lions Gate Town Centre. The development site is approximately 1.36 hectares (3.36 acres) and consists of sixteen single-family lots that front onto Fullerton Avenue, Glenaire Drive and Sandown Place. The site also includes a portion of municipal road and unopened lane seen in yellow on the adjacent map.



Capilano River Regional Park is north of the site, single-family homes are east of the site and four single-family homes are located south of the site. There are single-family homes west of the site, across Fullerton Avenue, however those properties are under application for townhouse redevelopment, as per the peripheral area policies.

POLICY BACKGROUND:

In July of 2014, District of North Vancouver Council endorsed the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines". The "peripheral policy" identifies housing forms, density and design guidelines for the peripheral area of "Lions Gate Village Centre". The subject

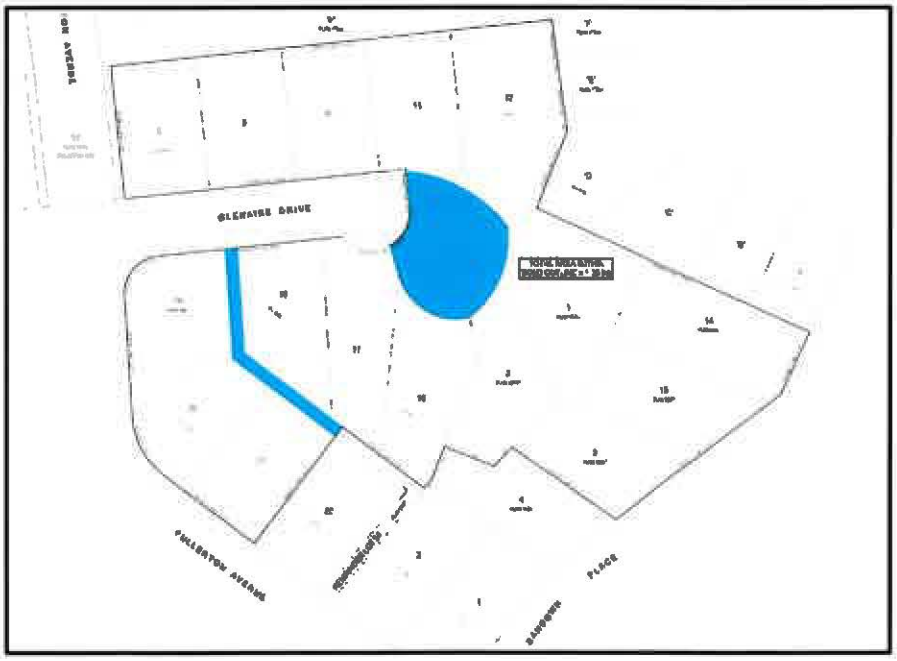
development site is within "Area 1" which contemplates a variety of ground-oriented multi-family such as duplexes, triplexes and townhouses. According to the peripheral policy, larger sites are permitted a maximum density of 1.2 FSR within 3 storey ground-oriented townhouses. The project has been designed to comply with the peripheral policy.

In order to provide a sensitive transition to single-family neighbours east of the development site, the peripheral area policy includes a neighbourhood buffer area between the development site and neighbours along McLallen Court (see adjacent image). The peripheral policy requires that buildings must step down to 2 storeys in the buffer area and provide 4.57 m (15 ft) setbacks to single-family lots on McLallen Court. The developer has made numerous modifications to the proposal in this area since initial submission in order to address neighbour input and provide a significant setback to improve privacy for neighbouring properties along McLallen Court.

On July 20, 2015, District of North Vancouver Council endorsed the "Lions Gate Public Realm Strategy". The public realm strategy provides a design framework for public realm spaces (e.g. open spaces, pathways and streetscapes) within the core and periphery of Lions Gate Village Centre. The project has been reviewed against the peripheral policy, Lions Gate Public Realm Strategy and applicable Development Permit Area guidelines and complies with these policy documents.

LAND PURCHASE BACKGROUND:

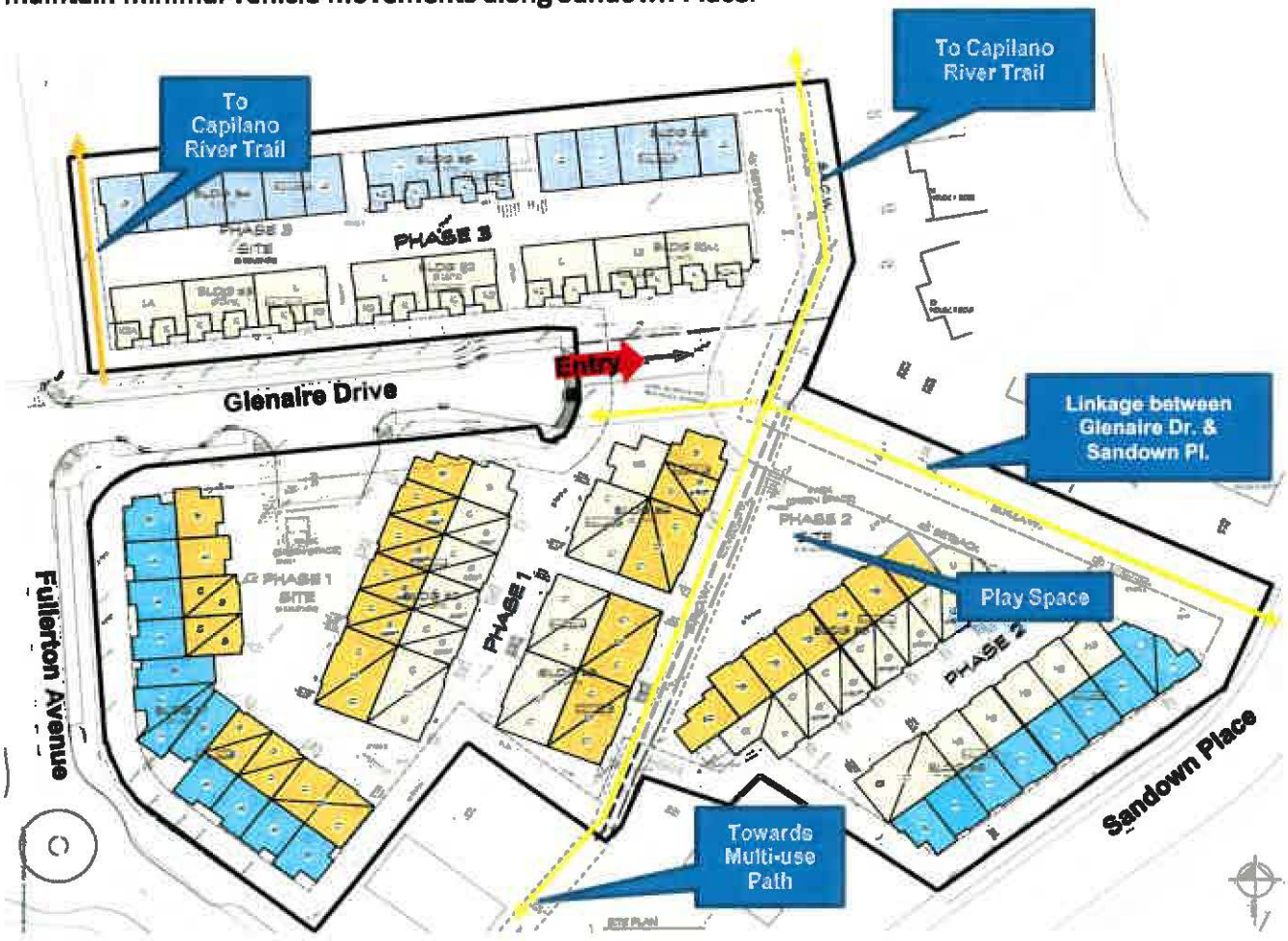
The development proposal includes the purchase of approximately 960 m^2 (10,332 sq. ft.) of surplus roadway and unopened lane from the District. The blue coloured areas within the adjacent image identify the area to be purchased by the developer. Council provided first reading to Bylaw 8258, which authorizes the sale of the land, on Sept. 11th, 2017 and 2nd/3rd reading on October 16th, 2017.



PROJECT DESCRIPTION:

The development proposal is comprised of 150 townhouse units with an approximate floor space ratio of 1.15.

The site plan below shows the general siting of the proposed 12 buildings, internal walkways/courtyards, pathway connections and outdoor amenity spaces. The underground parking garage access was purposefully internally situated at the east side of Glenaire Drive in order to maintain minimal vehicle movements along Sandown Place.



The proposal provides three important pedestrian and bike connections for the neighbourhood (seen above). The development creates a vital north/south bike and pedestrian pathway connection through the development site which links the multi-use path (on the west side of the Larco site) with the existing trail system along Capilano River. A second east/west pathway connection is created through the development site which links Sandown Place and Glenaire Drive. Both these internal pathway connections, approximately 3.3 metres (10.83 ft.) in width, and the primary play space will be available for public use through a statutory right-of-way agreement and will create multiple connectivity options for walking and biking in the area. Lastly, a new pathway connection will be provided to link Glenaire Drive and the existing Capilano River Trail (see orange arrow above).

The townhouse buildings present a rhythm along the street frontages with a contemporary architectural style. All of the buildings incorporate similar colours, materials and building forms yet each building provides for subtle variety. The buildings provide individual entrance stoops within a two storey brick podium, topped by a third storey with hardi-board façade (which is recessed) and some units include private rooftop patios spaces. The urban design will provide a unique architectural contrast to the more classic English row house inspired designs recently approved west of the site at 1946-1998 Glenaire Drive.

There are a mixture of unit types within the development; the unit type breakdown is as follows:

Unit Description	Number of Units	Percentage of Overall Units
1 Bedroom	30	20%
2 Bedroom	50	33.3%
3 bedroom	40	26.7%
4 Bedroom	30	20%

The development proposal provides an appropriate unit mix for the Lions Gate community; 70 three bedroom (or larger) family oriented townhouse units (47% of total units) are proposed. The remaining one and two bedroom units (representing 53% of the development) will be suitable for smaller families, or people in different stages of life (e.g. first time purchasers, single persons, 'downsizers').

A total of 242 underground parking stalls (1.61 stalls per unit) are proposed within a gated underground parkade accessed at the eastern terminus of Glenaire Drive. The total number of parking stalls includes 16 visitor stalls. The developer will be providing electric vehicle charging stations in accordance with District policy (which will be further outlined at the Development Permit stage should the OCP amendment and rezoning proceed).

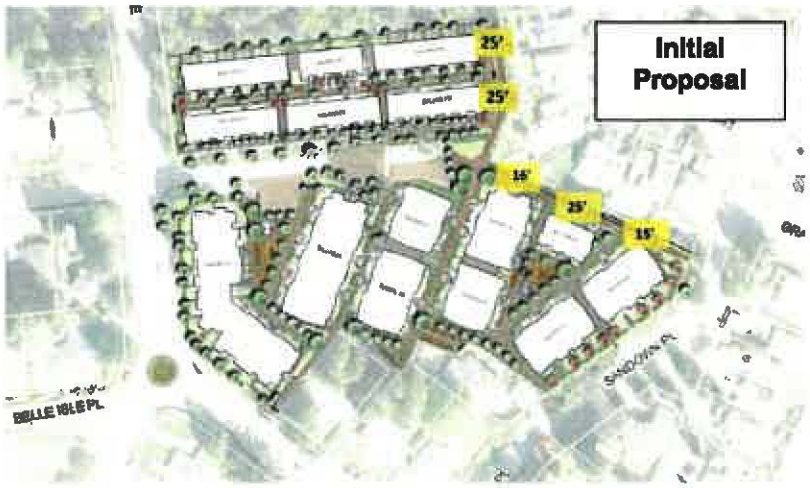
23 of the townhouse units include large underground storage areas with direct staircase access to the main floor of the individual unit. For units without direct access to the main floor, there are 4 separate secure storage rooms in the underground parkade that provide for a total of 150 secure storage spaces. These individual storage areas will be able to store at least two bikes per storage space. Each ground level unit will also have a bike rack or lockable bollard within their outdoor patio area for visitors or day use.

Fullerton Avenue Elevation (looking eastward) – provides indication of general building form and materials

Attachment D provides an excerpt of the architectural package to indicate the general design direction proposed. The drawings provide a number of elevations, renderings, and site plans. Further details outlining the project's compliance with the Form and Character Design Guidelines will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning proceed.

Neighbourhood Buffer Background, Timeline and Design Revisions:

The applicant held a facilitated Public Information Meeting (PIM) on November 29, 2016 and the meeting was attended by approximately 38 members of the public. At that time, the development proposal entailed 164 townhouse units and included a total of 15 buildings (see adjacent image). A copy of the PIM "summary report" from the meeting's facilitator is attached as Attachment E.



Following the Nov. 29, 2016 PIM, staff met with approximately 12 neighbours from the McLallen Court/Sandown Place neighbourhood on January 25, 2017 to understand their concerns and clarify meeting questions.

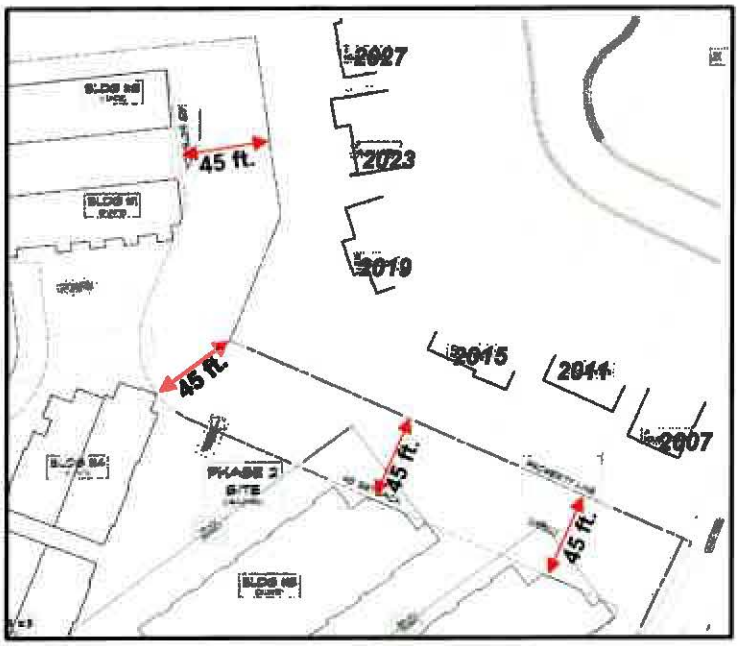
Following feedback from the PIM, neighbour and staff comments, the developer explored alternative designs in order to address concerns raised regarding number of units, building siting, buffer area privacy, step down compliance, and setbacks within the buffer area. Accordingly, a "Duplex Option" was presented to staff and a number of neighbours within the McLallen Court/Sandown Place neighbourhood (see adjacent image). Although the duplex option decreased density and provided for a 2 storey interface within the buffer area, it was determined that the duplex option was not favourable to neighbours or staff (mainly given that the duplexes faced directly towards neighbours and only provided a 4.5 m. (15 ft.) setback) and did not provide for optimal pathway connections.

Understanding neighbour and staff concerns, the developer revised the proposal (see adjacent image) and held a second PIM on April 19, 2017 which was attended by approximately 32 attendees. The developer presented the "Open Space Option" which decreased the overall unit count to 156, removed one building, modified the buildings to improve privacy in the buffer area and provided for a larger play area within the development (while still maintaining the important pathway connections through the site). The facilitator's report for the second PIM is attached as Attachment F.

Following the second PIM, staff met with a number of neighbours from the McLallen Court/Sandown Place neighbourhood on July 18, 2017 to understand their concerns and clarify possible questions. The information and feedback gathered from that meeting was passed onto the developer which resulted in a revised proposal which had similar building siting as seen in the above "Open Space Option" yet included:

- an increased buffer area setback of 7.62 m (25 ft), which exceeds the peripheral policy minimum setback of 4.57 m (15 ft) within the buffer zone;
- The buildings within the buffer zone were offset, with minimal windows facing the single-family homes;
- the eastern edge of all buildings within the buffer zone stepped down to two storeys in order to be compliant with the two storey interface requirement within the peripheral policy;
- rooftop decks were removed on the easternmost units for privacy; and

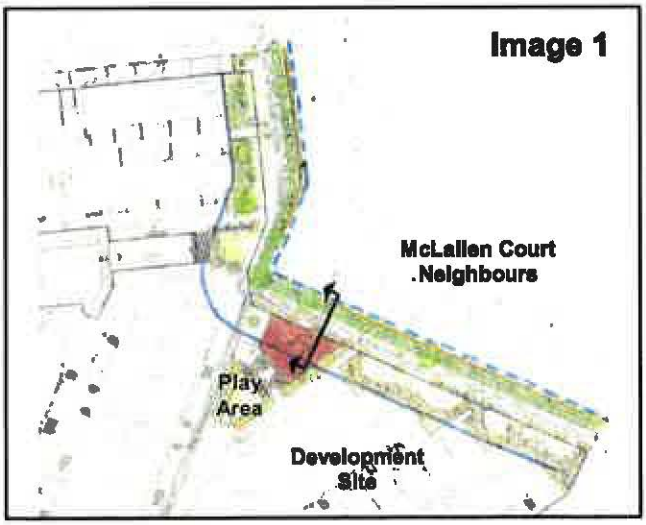
- the siting of the underground parkade within the buffer area was increased to approximately 4 m (13.12 ft).

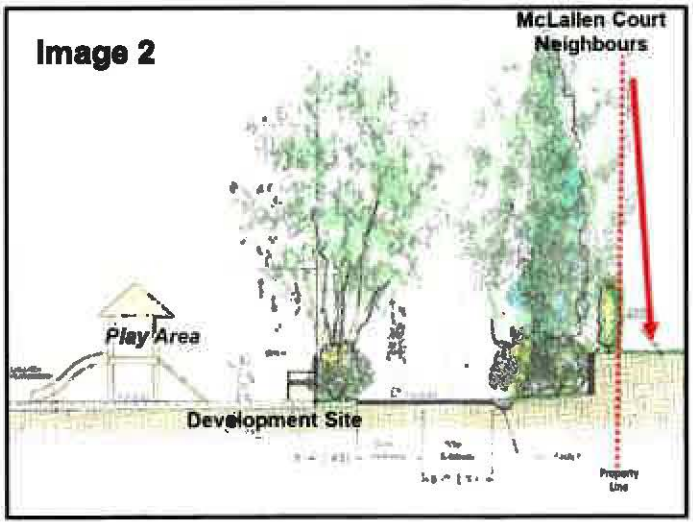


In order to receive additional neighbour input, the project was discussed with staff and a number of McLallen Court Neighbours (on Feb. 1st, 2018); three Councillors also attended the meeting to understand neighbour concerns. The primary aspects of neighbour concerns related to grading of the site and the easternmost setback affecting McLallen Court neighbours. Associated issues included drainage and views.

In recognition of the concerns raised, the developer revised the development proposal to increase the building setbacks along McLallen Court properties to 13.72 m (45 ft) [see adjacent excerpt of site plan showing 45 ft setback] and that resulted in a decrease of units from 156 to 150. A larger public walkway was provided, buffer vegetation and grading of the site was improved to address privacy and input of neighbouring properties (see image 1 below).

The existing grades of the adjacent McLallen Court properties are higher than the development site; for example, the back yard of 2015 McLallen Court is approximately 1.65 m (5.4 ft) higher than the existing development site (with the presence of an retaining wall located within 2015 McLallen Court). Image 2 below indicates how the interface will be completed; there will be a retaining wall built on the development site approximately 2 ft from the neighbour's property line. This gap (between the onsite retaining wall and the property line) will have appropriate drainage and be backfilled and planted with vegetation screening. Extensive landscape screening will also be installed on the development site adjacent to the public walkway. The proposed interface will allow retention and reinforcement of the neighbours' retaining walls, and provide a visual barrier for the privacy of the McLallen Court residents. The finished grade of the public pathway, which is situated 10 feet away from the property line, will be





2-5 ft lower than the neighbouring McLallen Court properties; the finished grade of play area seen below will be approximately 4 ft lower than the adjacent properties along McLallen Court (Image 2).

The table below provides an overview how the development proposal has evolved from initial submission and how the proposal responds to neighbour concerns and policy requirements:

Area of Interest	Neighbour Concern	Policy Direction	Applicant Response
Setback within buffer area	15 ft too close	Minimum of 15 ft	Increased setback within buffer area to 45 ft with increased vegetation
2 storey within buffer area	Buildings too tall in buffer area	2 storey step down within buffer area	No need for second storey step down (within buffer area) given that setback was increased to 45 ft, wider public walkway and improved vegetation buffer provided
Parking garage setback within buffer area	4 ft too close to property line (i.e. property damage concerns)	Not addressed within peripheral policy	Underground parking setback increased to approx. 13 ft and shoring assurance letter provided
Building form in buffer area	Duplex and triplex preferred	Peripheral policy supports a variety of forms including townhouses on larger assemblies	Duplex Option was not supported by residents; the development proposal maintains townhouse housing form throughout yet 45 ft. setback improves privacy within buffer area
Density	1.2 FSR too dense	Maximum 1.2 FSR	Decrease to FSR of 1.15 overall with more open space within buffer area (i.e. decreased density within buffer area)
Number of Units	164 Units too many	Not addressed within peripheral policy	Decreased overall unit count to 150
Rooftop Decks	Rooftop decks adverse effect on privacy	Not addressed within peripheral policy	Rooftop decks remain yet with increased McLallen Court setback and buildings remain offset to improve privacy

In addition to the feedback received by local neighbours and attendees of the Public Information Meetings, staff received approximately 48 emails supporting the development proposal. The majority of emails cited support for townhouses which provide a viable, and more affordable, alternative to single-family homes enabling support for families and the "missing-middle".

Development Permit Areas:

The portion of the site north of Glenaire Drive is included within the Streamside Protection Development Permit Area. As structures and development activities are outside the 15 m (49.2 ft) Capilano River riparian buffer area, the proposal is consistent with the Streamside Protection Area Development Permit Area guidelines.

PROJECT BYLAW AMENDMENTS:

Implementation of the project requires Council consideration of an Official Community Plan amendment, a rezoning, and a housing agreement.

Official Community Plan Amendment – Land Use Designation:

The site, and nearby single-family properties, are designated "Residential Level 2: Detached Residential" (RES2) in the Official Community Plan. OCP Amendment Bylaw 8250 (Attachment A) would designate the development site "Residential Level 4: Transition Multifamily" (RES4) in accordance with the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines". As outlined when the peripheral policy was initially endorsed, all redevelopment to a higher density within the peripheral area of Lions Gate Village Centre requires an OCP amendment.

Official Community Plan Amendment – Development Permit Areas:

Bylaw 8250 also designates the site as Development Permit Areas for the following purposes:

- Form and Character; and
- Energy and Water Conservation and Greenhouse Gas Emission Reductions.

Accordingly, the development proposal must be compliant with the following guidelines:

Form and Character – Ground-Oriented Housing

The proposal is consistent with the OCP's "Design Guidelines for Ground-Oriented Housing" as well as the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines".

Further details outlining the project's compliance with the Form and Character Design Guidelines will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning bylaws proceed.

Energy and Water Conservation and Greenhouse Gas Emission Reduction

Compliance with the District's Green Building Strategy is mandatory given the proposed rezoning. The development must meet the equivalent of a "Gold" standard of a certified sustainability program available in British Columbia. On December 15th, 2017, the District endorsed utilizing the "BC Energy Step Code" which establishes a set of incremental performance steps for new buildings. As this

proposal is considered "instream", the developer will be required to comply with the existing District's Green Building Strategy; however, the developer does have the option to comply with the "BC Energy Step Code".

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

Rezoning Bylaw:

The site is currently zoned "Single-Family Residential 7200 Zone" (RS3). Bylaw 8251 (Attachment B) proposes to rezone the site and create a new "Comprehensive Development Zone 112" (CD112) to accommodate the proposed 150 unit townhouse development. This new zone establishes the following requirements:

- establishes townhouses as a permitted use;
- limits the number of buildings to 12 and a maximum of 150 townhouse units;
- Limits the floor space area to a maximum of 15,678 m^2 (168,743 sq. ft) which equates to 1.15 FSR;
- Stipulates minimum setbacks including 13.72 (45 ft) setback to neighbouring properties along McLallen Court;
- Stipulates unit types (i.e. specifies number of 3 and 4 bedroom units required);
- establishes community amenity contribution of $575,178 as per the CAC policy;
- establishes a maximum building height of 13.56 m (44.5 ft);
- sets building coverage at a maximum of 50%;
- sets site coverage at a maximum of 55%;
- requires the provision of at least 242 off-street parking stalls (1.61 stalls per unit) which includes a minimum of 16 visitor stalls;
- Other aspects of the parkade (loading, accessible parking stalls, no. of small cars, width of drive aisle etc.) are to be in accordance with established regulations within the Zoning Bylaw;
- Requires 150 individual storage lockers (allowing storage for at least approximately 312 bicycles);
- establishes building setbacks for all buildings; and
- institutes underground parkade wall setbacks within buffer area.

Housing Agreement Bylaw:

Corporate Policy 8-3300-2 "Strata Rental Protection Policy" applies to this project as the rezoning application would permit more than five residential units. The policy requires a Housing Agreement to ensure that future strata bylaws cannot prevent owners from renting their units on a long-term basis. Bylaw 8252 (Attachment C) authorizes a Housing Agreement to implement this policy and prohibit future rental restrictions.

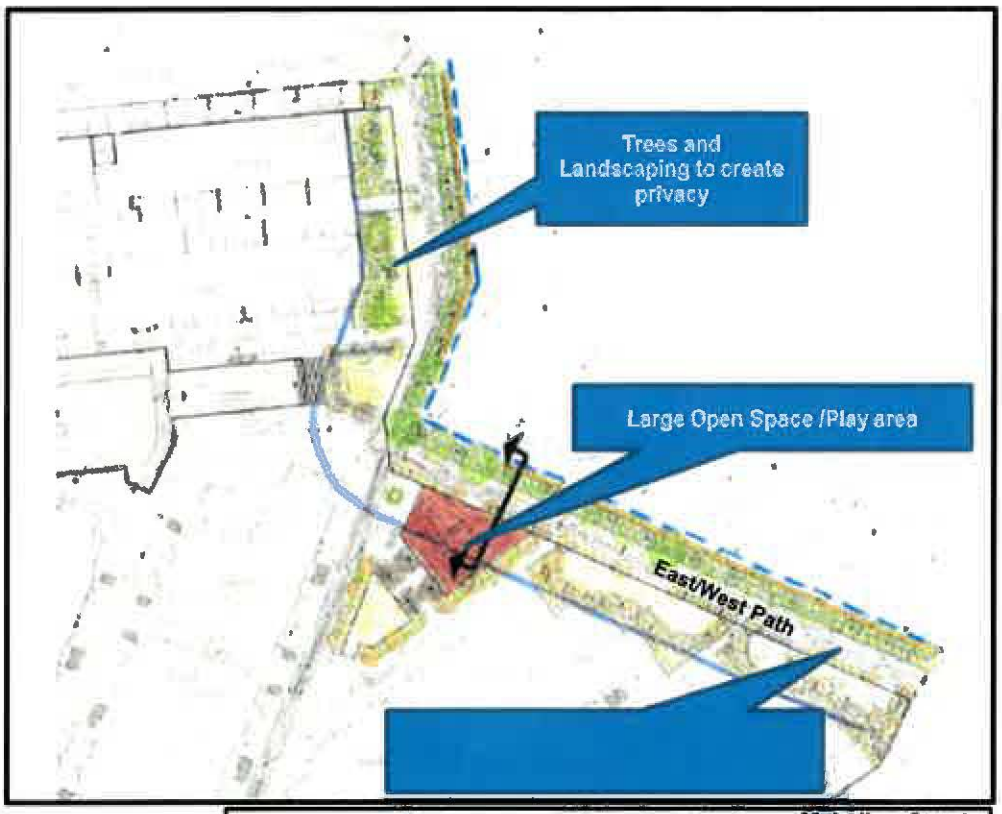
Advisory Design Panel & Urban Design

The development proposal was considered by the Advisory Design Panel on July 13, 2017 and the Panel recommended approval of the project subject to addressing the Panel's comments. The Panel's comments have been addressed by providing an improved play area in a central location, refinement of the public pathways, extended buffer area setback, and improved landscaping along the public pathways in the buffer area.

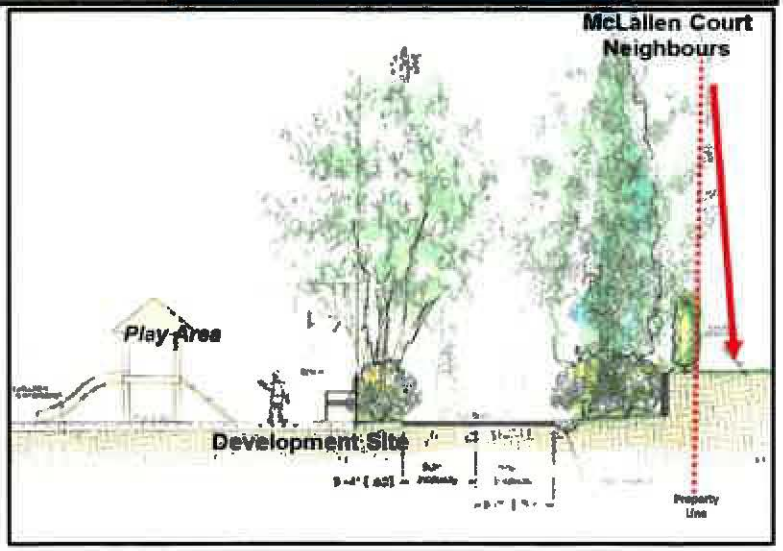
Further design information, responding to the Panel comments, will be identified when Council considers the required Development Permit, should the OCP amendment and rezoning bylaws proceed.

On-site Landscaping

Landscaping on-site is designed to be low-maintenance and to feature native plantings. The courtyards between the buildings will provide for landscaped areas and walkways that separates the landscaped private outdoor amenity areas.



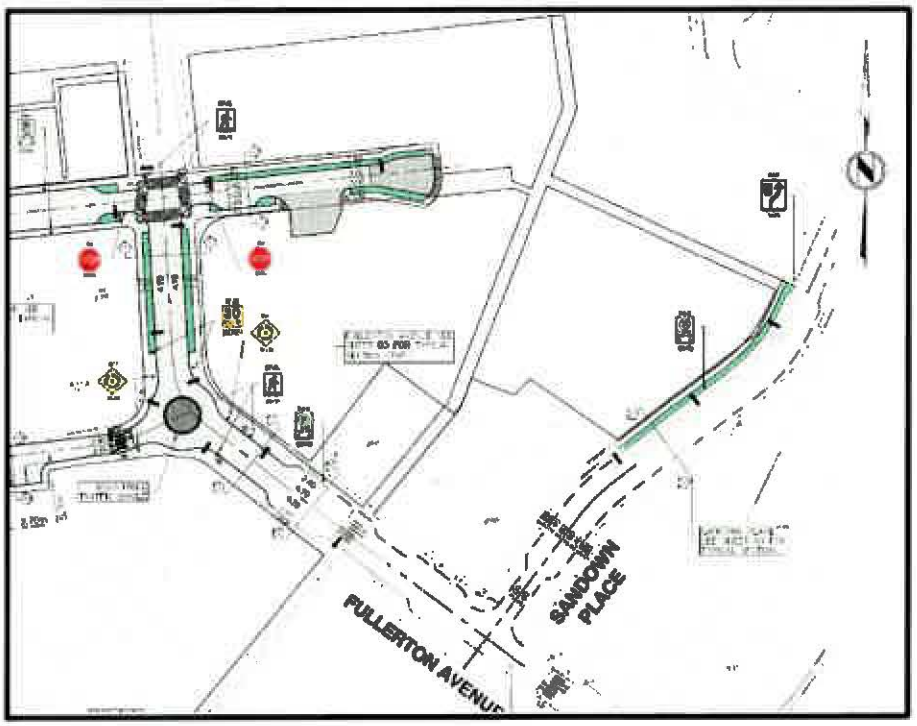
In order to address the privacy of McLallen Court neighbours, the developer will be providing trees within the buffer area, a building setback of 13.72 m (45 ft), a 3.3 m (10.83 ft) wide public pathway and tree planting along the perimeter of the site. The developer has also offered to provide additional vegetation on the neighbour's property (if individual neighbours wish to have additional planting).



Further information regarding landscaping will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning bylaws proceed.

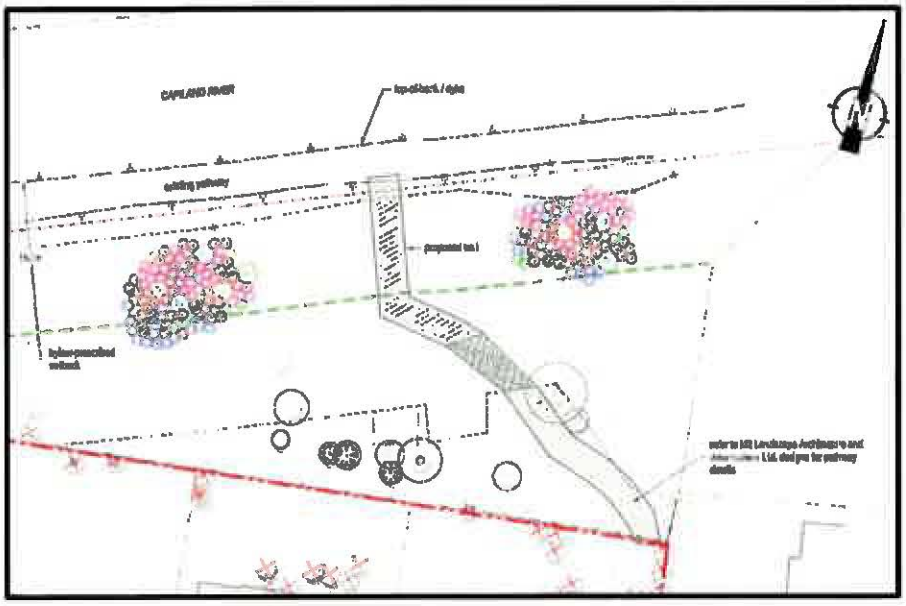
Off-site improvements

The application includes upgrades to all municipal services (sanitary, storm drainage and waterworks) serving the development site. In addition, sidewalks, street trees, curb, gutter, and lighting along Fullerton Avenue, Glenaire Drive and Sandown Place will be upgraded adjacent to the development. The developer will be required to install a roundabout within Fullerton Avenue at the convergence of Belle Isle Place and Fullerton Avenue (see adjacent image).



The roundabout will slow traffic in this portion of Fullerton Avenue; eventually Fullerton Avenue will have sidewalks on both sides with interspersed planted boulevards separating the sidewalk from the curb for improved pedestrian safety. The cost of all off-site works to be completed by the developer is estimated to be $2,000,000.

The developer has also volunteered to provide trail upgrades and offsite restoration and enhancement within Capilano River Regional Park north of the development site. The offsite restoration and enhancement will be included as part of the Streamside Protection Development Permit required for this project.



The proposed trail (see hatched area on adjacent image) will be a "low-impact' trail and link with the development's onsite pathway system (on the north-easternmost point of the site). This will provide a connection with the existing public riverfront trail on the south side of Capilano River and the new pathways through the site. The trail connection will create a vital linkage between the public riverfront trail and the core of Lions Gate Village.

Accessibility

As part of the development process, the applicant will submit a checklist which identifies how the development fulfils the requirements of the District's "Accessible Design Policy for Multi-Family Housing". In accordance with the policy, further details outlining the project's compliance with the Accessible Design Policy will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning proceed.

Construction Traffic Management Plan (CTMP)

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

With respect to this specific development site, there should be limited disruption for neighbours given that Glenaire Drive (east of Fullerton Avenue) could be entirely closed to allow development activities, vehicle staging/marshalling and tradesperson parking given that no one will be living in the area during construction. The development is slated to be built in two phases; the area south of Glenaire Drive is planned to be constructed first with the area north of Glenaire Drive built closely after. During phase 1, the northern portion is planned to be used first for tradesperson parking. Upon commencing phase 2, the underground parkade of the southern portion is intended to be used for tradesperson parking.

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

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

- *Communication*

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

- *Coordination*

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

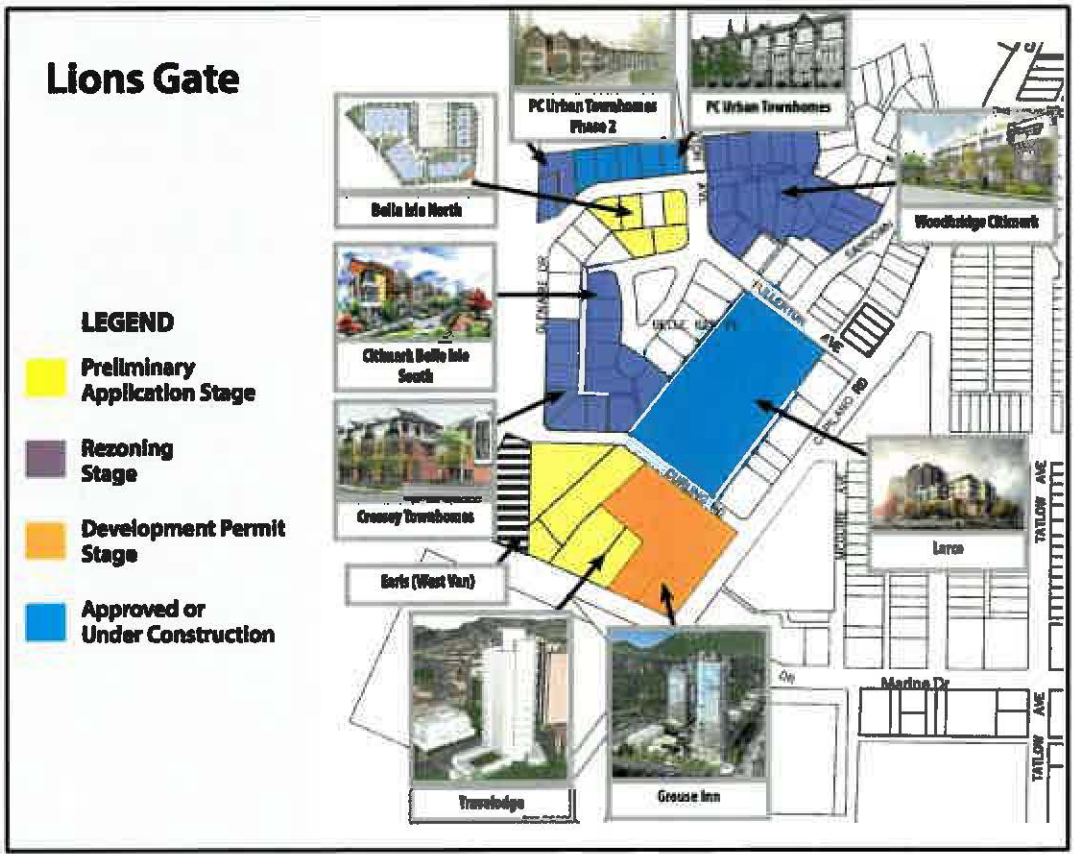
- *Accountability*

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

All Construction Traffic Management Plans must address the following aspects:

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

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



Transportation:

Lions Gate Area – General:

Vehicles:

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

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

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

Transit and Modal Shift:

The development site is located within walking distance (within approximately 400 m) to the Frequent Transit Network along Marine Drive. The proximity of efficient transit and increased trail connections within the Lions Gate area will promote a modal shift towards walking, biking, and transit use rather than automobile use.

Subject Townhouse Development – Specific:

Vehicles:

The proposed townhouse development is forecast to generate approximately 67 vehicle trips in the "AM Peak Hour" and 80 vehicle trips in the "PM Peak Hour". By contrast, the sixteen existing single-family lots generate approximately 16 vehicle trips in the "PM Peak Hour", for a net increase of 64 vehicle trips in the PM Peak Hour. Given the parkade access off Glenaire Drive (from Fullerton Avenue), the vast majority vehicle movements (besides street parking) will not affect the neighbours east of the development site (along Sandown Place and McLallen Court). In addition, traffic will be directed onto Fullerton Avenue which is a collector street and better suited for increased traffic and is provided a traffic light at Capilano Road. The TIA report has determined that the increased traffic

generation from this development will allow nearby intersections to function within acceptable parameters.

Bike and Pedestrian:

The development proposal provides vital linkages through the site which will allow for easier connections within the community. The pathway improvements and sidewalk improvements implemented as part of the development will add to the areas already efficient bike and pedestrian connections with Lions Gate Bridge and West Vancouver. The infrastructure improvements, coupled with more services forthcoming in the village core, will make a modal shift more feasible for local residents and increase opportunities to lessen reliance on cars.

COMMUNITY AMENITY CONTRIBUTIONS AND DEVELOPMENT COST CHARGES:

As the subject property requires rezoning, a community amenity contribution (CAC) has been calculated in the amount of $575,178 in accordance with District CAC policy in effect at the time of application. The CD112 zone specifies this amount in order to achieve the maximum density of 1.15 FSR and outlines projects to which the CAC may be applied, including park, trail, environmental, public art or other public realm improvements municipal or recreation service or facility improvements and/or affordable housing.

The District Development Cost Charge applicable to the project will be calculated in accordance with the Development Cost Changes Bylaw and paid at the time of building permit issuance.

AFFORDABLE HOUSING:

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

CONCURRENCE:

Staff:

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

School District 44 (SD44):

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

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

RECOMMENDATION:

The staff recommendation, among other recommendations, includes the following:

> AND That Council, in recognition of an increased buffer area provided adjacent to neighbours along McLallen Court, resolves to allow modification of the density provisions within the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines" and allow future consideration of a maximum of 1.32 Floor Space Ratio, or an additional 543.5 sq. m. (5,850 sq. ft.), limited to the site as outlined in Schedule G.

The recommendation identifies the density which was reduced on this site and enables Council to consider that on a future proximate application. This density was lost on this project in order to provide the ample setback and walkway along the neighbouring McLallen Court properties. This density is proposed to be considered in the future at the site noted below. This site would be given the opportunity to have additional density as long as the applicable design guidelines can be maintained in a future development application. This notional density transfer is supported by staff given the setback and walkway improvements realized on the development site and transfers only a limited amount of density 543.5 sq. m. (5,850 sq. ft.) to large site within the peripheral area, while maintaining the townhouse form.

CONCLUSION:

The OCP amendment and rezoning proposal for a 150 unit townhouse development conforms to the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines", applicable development permit guidelines, and the general housing objectives for the Lions Gate Village Centre area. The proposal creates a choice of housing suitable for families within a compact community which encourages walking, biking, and use of transit. Bylaws 8250, 8251, and 8252 are ready for Council consideration.

OPTIONS:

The following options are available for Council's consideration:

1. Introduce Bylaws 8250, 8251, and 8252 and refer Bylaw 8250 and 8251 to a Public Hearing (staff recommendation); or

2. Defeat the bylaws at First Reading.

Erik Wilhelm
Development Planner

Attachments:

A. Bylaw 8250 – OCP Amendment Bylaw
B. Bylaw 8251 – Rezoning Bylaw
C. Bylaw 8252 – Housing Agreement Bylaw
D. Excerpt of Architectural Plans
E. Public Information Meeting #1 – Facilitator Summary Report
F. Public Information Meeting #2 – Facilitator Summary Report
G. Density Transfer Site Map

REVIEWED WITH:	REVIEWED WITH:	REVIEWED WITH:	REVIEWED WITH:
☐ Sustainable Community Development	☐ Clerk's Office	External Agencies:	Advisory Committees:
☐ Development Services	☐ Corporate Services	☐ Library Board	☐ _____
☐ Utilities	☐ Communications	☐ NS Health	☐ _____
☐ Engineering Operations	☐ Finance	☐ RCMP	☐ _____
☐ Parks & Environment	☐ Fire Services	☐ Recreation Commission	
☐ Economic Development	☐ Human resources	☐ Other: _____	
	☐ ITS		
	☐ Solicitor		
	☐ GIS		

The Corporation of the District of North Vancouver

Bylaw 8250

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

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

1. Citation

This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8250, 2017 (Amendment 28)".

2. Amendments

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

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

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

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

READ a first time	by a majority of all Council members.
PUBLIC HEARING held	
READ a second time	by a majority of all Council members.
READ a third time	by a majority of all Council members.
ADOPTED	by a majority of all Council members.

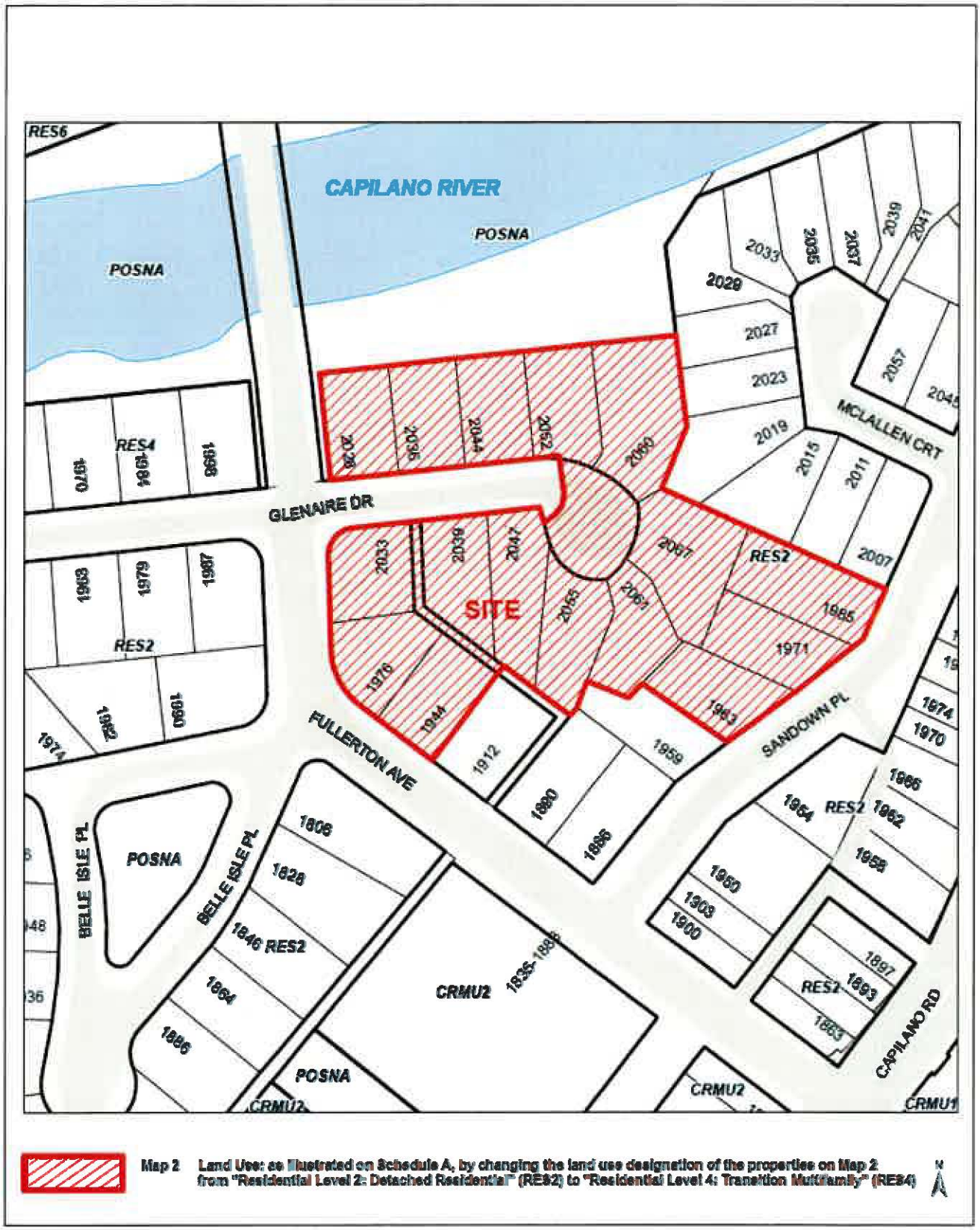
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8250



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

Schedule B to Bylaw 8250

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

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

The Corporation of the District of North Vancouver

Bylaw 8251

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:

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1358 (Bylaw 8251)".

Amendments

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

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

   "Comprehensive Development Zone CD112"

   2.1 Part 4B by inserting the following:

   "4B112 Comprehensive Development Zone 112 (CD112)

   4B112-1 Intent:

   The purpose of the CD112 zone is to establish specific land use and development regulations for a 150 unit townhouse development.

   4B112-2 Uses:

   The following *principal uses* are permitted in the Comprehensive Development 112 Zone:

   (a) Uses Permitted without Conditions:

   Not applicable

   (b) Conditional Uses:

   (i) Residential Building, Multiple-Family Townhouse

For the purposes of this CD112 Zone, "Residential Building, Multiple-Family Townhouse" means a building having not more than three residential storeys with private rooftop amenity areas and consisting of two or more dwelling units with individual, exterior access to grade, and underground parking.

4B112-3 Conditions of Use:

(a) The number of buildings must not exceed 12;

(b) Balcony enclosures and rooftop trellises are not permitted;

(c) The number of elevator kiosks, from the underground garage, must not exceed 3; and

(d) Providing the site is developed in accordance with density provisions permitted in Section "4B112-6 Amenities", the following outlines the minimum number of unit typologies that must be constructed:

Unit Description	Number of Units
3 bedroom	40
4 Bedroom	30

4B112-4 Accessory Use:

(a) *Accessory uses* are permitted and are limited to:

(i) Home occupations in accordance with the regulations in Section 405 of this Bylaw.

4B112-5 Density:

(a) The maximum permitted density in the CD112 Zone is limited to a floor space ratio (FSR) of 0.45 and a maximum number of 16 dwelling units; and

(b) For the purposes of calculating floor space ratio, the following areas are exempted:

- underground parking garages, which includes: drive aisles, electrical/mechanical rooms, garbage and recycling collection areas, bicycle storage areas, basement areas on the parkade level and general storage areas on the parkade level;
- unenclosed balcony areas;
- enclosed bay windows;

- elevator shaft kiosks to a maximum of 16.73 sq. m. (180 sq. ft.) each; and
- outdoor rooftop private amenity areas; and
- enclosed rooftop stairwells and landing areas to a maximum of 7.9 sq m (85 sq ft) for each unit with an enclosed rooftop stairwell and landing with the rooftop landing exemption not to exceed 2.09 sq m (22.5 sq ft).

4B112-6 Amenities:

Despite subsection 4B112-5, density in the CD112 Zone is increased to a maximum floor space of 15,678 m² (168,743 sq. ft.) and a maximum number of 150 units, if the owner:

1. Contributes $575,178 to the municipality to be used for any or all of the following amenities (with allocation to be determined by the municipality in its sole discretion): public art, park, trail, environmental or other public realm improvements; municipal or recreation service or facility improvements and/or affordable housing; and

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

4B112-7 Maximum Principal Building Size:

Not applicable.

4B112-8 Setbacks:

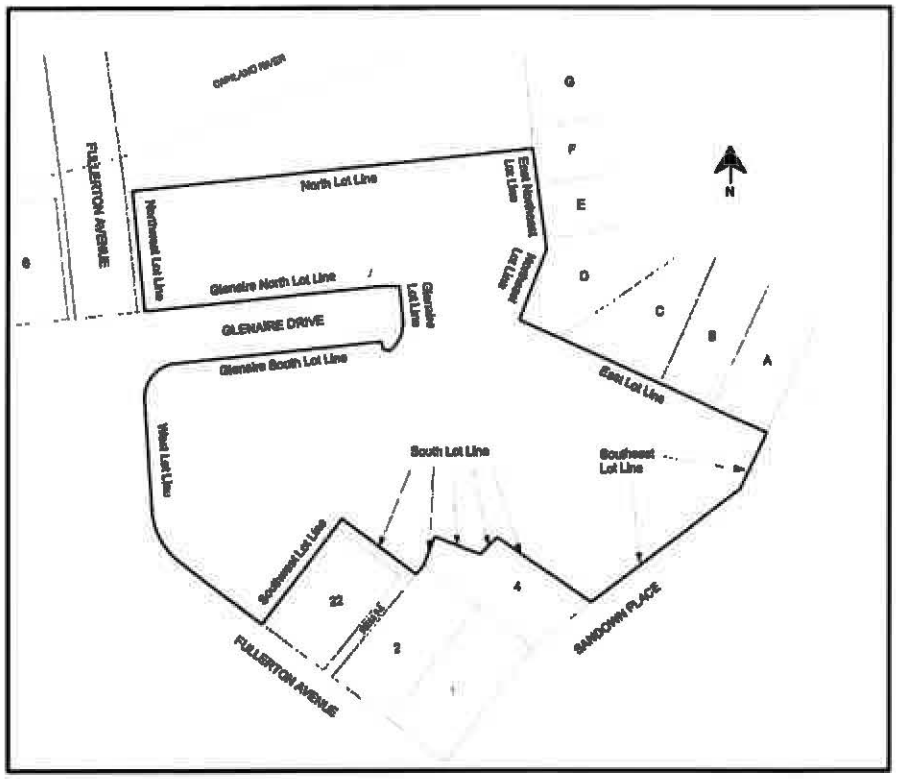
(a) Buildings must be set back from property lines to the closest building face, excluding any upper storey encroachments not to exceed 0.6 m (2.0 ft) in depth, in accordance with the following regulations:

Location	Minimum Required Setback
North Lot Line	3.66 m (12 ft)
East Northeast Lot Line	13.72 m (45 ft)
Northeast Lot Line	13.72 m (45 ft)
East Lot Lines	13.72 m (45 ft)
Southeast Lot Line	4.21 m (13.8 ft)
South Lot Line	3.66 m (12 ft)
Southwest Lot Line	4.42 m (14.5 ft)
West Lot Line	3.66 m (12 ft)
Glenaire South Lot Line	2.29 m (7.5 ft)
Glenaire Lot Line	4.42 m (14.5 ft)
Glenaire North Lot Line	3.20 (10.5 ft)
Northwest Lot Line	3.05 m (10 ft)

(b) The underground parkade wall must be set back from property lines in accordance with the following regulations:

Location	Minimum Required Setback
East Northeast Lot Line	4.23 m (13.88 ft)
Northeast Lot Line	4.00 m (13.12 ft)
East Lot Line	4.23 m (13.88 ft)
All other lot lines	No setback requirement

The adjacent map defines the naming convention of each lot line for the setback regulations in Section "4B112-8 Setbacks":



4B112-9 Building Orientation:

Not applicable.

4B112-10 Building Depth and Width:

Not applicable.

4B112-11 Coverage:

a) Maximum permitted Building Coverage is 50%; and

b) Maximum permitted Site Coverage is 55%.

4B112-12 Height:

a) Maximum permitted Height is 13.56 meters (44.5 ft) from finished grade.

4B112-14 Landscaping:

a) All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles and sidewalks shall be landscaped or finished in accordance with an approved landscape plan; and

b) All electrical kiosks and garbage and recycling container pads not located underground or within a building shall be screened with landscaping or fencing in accordance with an approved landscape plan.

4B112-15 Subdivision Requirements

Not Applicable.

4B112-16 Additional Accessory Structure Regulations

Not applicable.

4B112-17 Parking, Loading and Drive Aisle Regulations:

Parking, Loading and Drive Aisle regulations within Part 10 of the Zoning Bylaw are applicable to CD112 lands except that:

(a) A minimum of 226 vehicle parking, inclusive of visitor parking, stalls shall be provided;

(b) A minimum of 16 visitor vehicle parking stalls shall be provided; and

(c) A minimum of 150 Class 1 bicycle parking spaces (individual bicycle storage areas with a minimum area of 0.93 sq. m. [10 sq. ft.] each) shall be provided."

2.3 The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" from Residential Single Family Residential 7200 Zone (RS3) to Comprehensive Development 112 Zone (CD112).

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "Bylaw 8251" 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 8251

Document: 3265907

ATTACHMENT C

The Corporation of the District of North Vancouver

Bylaw 8252

A bylaw to enter into a Housing Agreement
(2028 - 2067 Glenaire Drive, 1963 - 1985 Sandown Place and
1944 and 1976 Fullerton Avenue)

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

Citation

1. This bylaw may be cited as "Housing Agreement Bylaw 8252, 2017 (2028 - 2067 Glenaire Drive, 1963 - 1985 Sandown Place and 1944 and 1976 Fullerton Avenue)".

Authorization to Enter into Agreement

2. The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Lions Gate Village Project Ltd. (Inc. No. BC1047131) substantially in the form attached to this Bylaw as Schedule "A" with respect to the following lands:

a)	009-870-334	Lot 8 Bl 16 DL 764 Plan 8967
b)	004-395-239	Lot 9 Bl 16 DL 764 Plan 8967
c)	008-361-231	Lot 10 Bl 16 DL 764 Plan 8967
d)	009-870-342	Lot 11 Bl 16 DL 764 Plan 8967
e)	009-870-351	Lot 12 Bl 16 DL 764 Plan 8967
f)	008-824-428	Lot 14 Bl 16 DL 764 Plan 8967
g)	009-870-385	Lot 15 Bl 16 DL 764 Plan 8967
h)	009-870-393	Lot 16 Bl 16 DL 764 Plan 8967
i)	004-252-837	Lot 17 Bl 16 DL 764 Plan 8967
j)	009-870-423	Lot 18 Bl 16 DL 764 Plan 8967
k)	009-870-440	Lot 19 Bl 16 DL 764 Plan 8967
l)	009-870-458	Lot 20 Bl 16 DL 764 Plan 8967
m)	003-660-974	Lot 21 Bl 16 DL 764 Plan 8967
n)	007-176-121	Lot 1 Blocks 15 and 16 DL 764 Plan 18397
o)	007-176-139	Lot 2 Blocks 15 and 16 DL 764 Plan 18397
p)	004-335-511	Lot 3 Blocks 15 and 16 DL 763 Plan 18397

Execution of Documents

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

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8252

SECTION 219 COVENANT – HOUSING AGREEMENT

This agreement is dated for reference the ____ day of _____, 20____

BETWEEN:

(the "Developer")

AND:

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

(the "District")

WHEREAS:

1. The Developer is the registered owner of the Lands (as hereinafter defined);

2. The Developer wishes to obtain development permissions with respect to the Lands and wishes to create a condominium development which will contain residential strata units on the Lands;

3. Section 483 of the *Local Government Act* authorises the District, by bylaw, to enter into a housing agreement to provide for the prevention of rental restrictions on housing, and provides for the contents of the agreement; and

4. Section 219 of the *Land Title Act* (British Columbia) permits the registration in favour of the District of a covenant of a negative or positive nature relating to the use of land or a building thereon, or providing that land is to be built on in accordance with the covenant, or providing that land is not to be built on except in accordance with the covenant, or providing that land is not to be subdivided except in accordance with the covenant;

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

1. DEFINITIONS

1.01 Definitions

In this agreement:

(a) *"Lands"* means land described in Item 2 of the *Land Title Act* Form C to which this agreement is attached;

(b) *"Owner"* means the Developer and any other person or persons registered in the Lower Mainland Land Title Office as owner of the Land from time to time, or of any parcel into which the Land is consolidated or subdivided, whether in that person's own right or in a representative capacity or otherwise;

(c) *"Proposed Development"* means the proposed development containing not more than 150 townhouse units to be constructed on the Lands in accordance with Development Permit 58.16;

(d) *"Short Term Rentals"* means any rental of a Unit for any period less than 30 days;

(e) *"Strata Corporation"* means the strata corporation formed upon the deposit of a plan to strata subdivide the Proposed Development pursuant to the *Strata Property Act*;

(f) *"Unit"* means a residential dwelling strata unit in the Proposed Development; and

(g) *"Unit Owner"* means the registered owner of a Dwelling Unit in the Proposed Development.

2. TERM

This Agreement will commence upon adoption by District Council of Bylaw 8252and remain in effect until terminated by the District as set out in this Agreement.

3. RENTAL ACCOMODATION

3.01 Rental Disclosure Statement

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

(a) before the first Unit is offered for sale, or conveyed to a purchaser without being offered for sale, filed with the Superintendent of Real Estate a rental disclosure statement in the prescribed form (the "Rental Disclosure Statement") designating all of the Units as rental strata lots and imposing at least a 99 year rental period in relation to all of the Units pursuant to the *Strata Property Act* (or any successor or replacement legislation), except in relation to Short Term Rentals and, for greater certainty, stipulating specifically that the 99 year rental restriction does not apply to a Strata Corporation bylaw prohibiting or restricting Short Term Rentals; and

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

3.02 Rental Accommodation

The Units constructed on the Lands from time to time may always be used to provide rental accommodation as the Owner or a Unit Owner may choose from time to time, except that this section 3.02 does not apply to Short Term Rentals which may be restricted by the Strata Corporation to the full extent permitted by law.

3.03 Binding on Strata Corporation

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

3.04 Strata Bylaw Invalid

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

3.05 No Bylaw

The Strata Corporation shall not pass any bylaws preventing, restricting or abridging the use of the Lands, the Proposed Development or the Units contained therein from time to time as rental accommodation (other than Short Term Rentals).

3.06 Vote

No Unit Owner, nor any tenant or mortgagee thereof, shall vote for any Strata Corporation bylaw purporting to prevent, restrict or abridge the use of the Lands, the Proposed Development or the Units contained therein from time to time as rental accommodation (other than Short Term Rentals).

3.07 Notice

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

3.08 Release of Covenant

The District agrees that if the District of North Vancouver Rezoning Bylaw 3210 (Bylaw 8251), is not adopted by the District's Council before June 1, 2018, the Owner is entitled to require the District to execute and deliver to the Owner a discharge, in registrable form, of this Agreement from title to the Land. The Owner is responsible for the preparation of the discharge under this section and for the cost of registration at the Land Title Office.

4. DEFAULT AND REMEDIES

4.01 Notice of Default

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

4.02 Costs

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

4.03 Damages an Inadequate Remedy

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

4.04 Equitable Remedies

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

4.05 No Penalty or Forfeiture

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

4.06 Cumulative Remedies

No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right to remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination. The Owner acknowledges that specific

performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Owner under this Agreement.

5. LIABILITY

5.01 Indemnity

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

5.02 Release

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

5.03 Survival

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

6. GENERAL PROVISIONS

6.01 District's Power Unaffected

Nothing in this Agreement:

(a) affects or limits any discretion, rights, powers, duties or obligations of the District under any enactment or at common law, including in relation to the use or subdivision of land;

(b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or

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

6.02 Agreement for Benefit of District Only

The Owner and District agree that:

(a) this Agreement is entered into only for the benefit of the District:

(b) this Agreement is not intended to protect the interests of the Owner, any Unit Owner, any occupant of any Unit or any future owner, occupier or user of any part of the Proposed Development, including any Unit, or the interests of any third party, and the District has no obligation to anyone to enforce the terms of this Agreement; and

(c) The District may at any time terminate this Agreement, in whole or in part, and execute a release and discharge of this Agreement in respect of the Proposed Development or any Unit therein, without liability to anyone for doing so.

6.03 Agreement Runs With the Lands

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

6.04 Release

The covenants and agreements on the part of the Owner and any Unit Owner and herein set forth in this Agreement have been made by the Owner and any Unit Owner as contractual obligations as well as being made pursuant to Section 483 of the *Local Government Act* (British Columbia) and as such will be binding on the Owner and any Unit Owner, except that neither the Owner nor any Unit Owner shall be liable for any default in the performance or observance of this Agreement occurring after such party ceases to own the Lands or a Unit as the case may be.

6.05 Priority of This Agreement

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

6.06 Agreement to Have Effect as Deed

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

6.07 Waiver

An alleged waiver by a party of any breach by another party of its obligations under this Agreement will be effective only if it is an express waiver of the breach in writing. No waiver of a

breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.

6.08 Time

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

6.09 Validity of Provisions

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

6.10 Extent of Obligations and Costs

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

6.11 Notices

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

If to the District:

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

Attention: Planning Department

If to the Owner:

If to the Unit Owner:

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

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon

actual delivery of the notice, demand or request and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

6.12 Further Assurances

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

6.13 Enuring Effect

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

7. INTERPRETATION

7.01 References

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

7.02 Construction

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

7.03 No Limitation

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

7.04 Terms Mandatory

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

7.05 Statutes

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

7.06 Entire Agreement

(a) This is the entire agreement between the District and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to this Agreement, except as included in this Agreement.

(b) This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by District Council of a bylaw to amend Bylaw 8252.

7.07 Governing Law

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

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

GRANT OF PRIORITY

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

(a) _____(the "**Charge**");

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

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

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

ATTACHMENT D

LIONS GATE TOWNHOMES (PHASE 1, 2, & 3)

2028 - 2060 AND 2033 - 2067 GLENAIRE DRIVE,
1944 & 1976 FULLERTON AVENUE,
1963 - 1985 SANDOWN PL, NORTH VANCOUVER, BRITISH COLUMBIA

ISSUED FOR CD REZONING

CURRENT LEGAL DESCRIPTION:

PHASE 1:
LOTS 16 TO 21 AND PART OF LOT 54, BLOCK 16, PLAN 8967, DISTRICT LOT 764, GROUP 1, NEW WESTMINSTER DISTRICT

PHASE 2:
LOTS 1-3, BLOCKS 15 AND 16, PLAN 16397; AND LOTS 14 AND 15, BLOCK 16, PLAN 8967; ALL OF DISTRICT LOT 764 NEW WESTMINSTER DISTRICT

PHASE 3:
LOTS 8 TO 12, BLOCK 16, PLAN 8967, DISTRICT LOT 764, GROUP 1, NEW WESTMINSTER DISTRICT

DRAWING LIST

DRAWING	TITLE	SCALE
[illegible]	COVER SHEET	N/A
[illegible]	PROJECT STATS	N/A
[illegible]	SITE PLAN	[illegible]
[illegible]	LEVEL P1 PARKADE PLAN, ALL PHASES	[illegible]
[illegible]	BUILDING LENGTH	[illegible]
[illegible]	SETBACKS & BUILDING SEPARATIONS	[illegible]
[illegible]	UNIT STATS	N/A
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[illegible]	SITE SECTION [illegible]	[illegible]
[illegible]	SITE SECTION [illegible]	[illegible]
[illegible]	SITE SECTION [illegible]	[illegible]
[illegible]	SITE SECTION [illegible]	[illegible]
[illegible]	MATERIAL BOARDS SCHEME A	[illegible]
[illegible]	MATERIAL BOARDS SCHEME B	[illegible]
[illegible]	MATERIAL BOARDS SCHEME C	[illegible]
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[illegible]	PERSPECTIVE RENDERING	N/A
[illegible]	PERSPECTIVE RENDERING	N/A

CONTACT LIST

CLIENT:
WOODBRIDGE HOMES [illegible]

CITIMARK [illegible]

ARCHITECT:
CICCOZZI ARCHITECTURE [illegible]

CIVIL:
APLIN MARTIN [illegible]

LANDSCAPE:
M2 LANDSCAPE ARCHITECTURE AND ARBORICULTURE LTD. [illegible]

CICCOZZI ARCHITECTURE
TEL: (604) 687-4741

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

2028 - 2067 GLENAIRE DR.
1944,1976 FULLERTON AVE.
1963 - 1985 SANDOWN PL.
NORTH VANCOUVER, BC

COVER SHEET

A0.00.0a

CICCOZZI
ARCHITECTURE

WOODBRIDGE

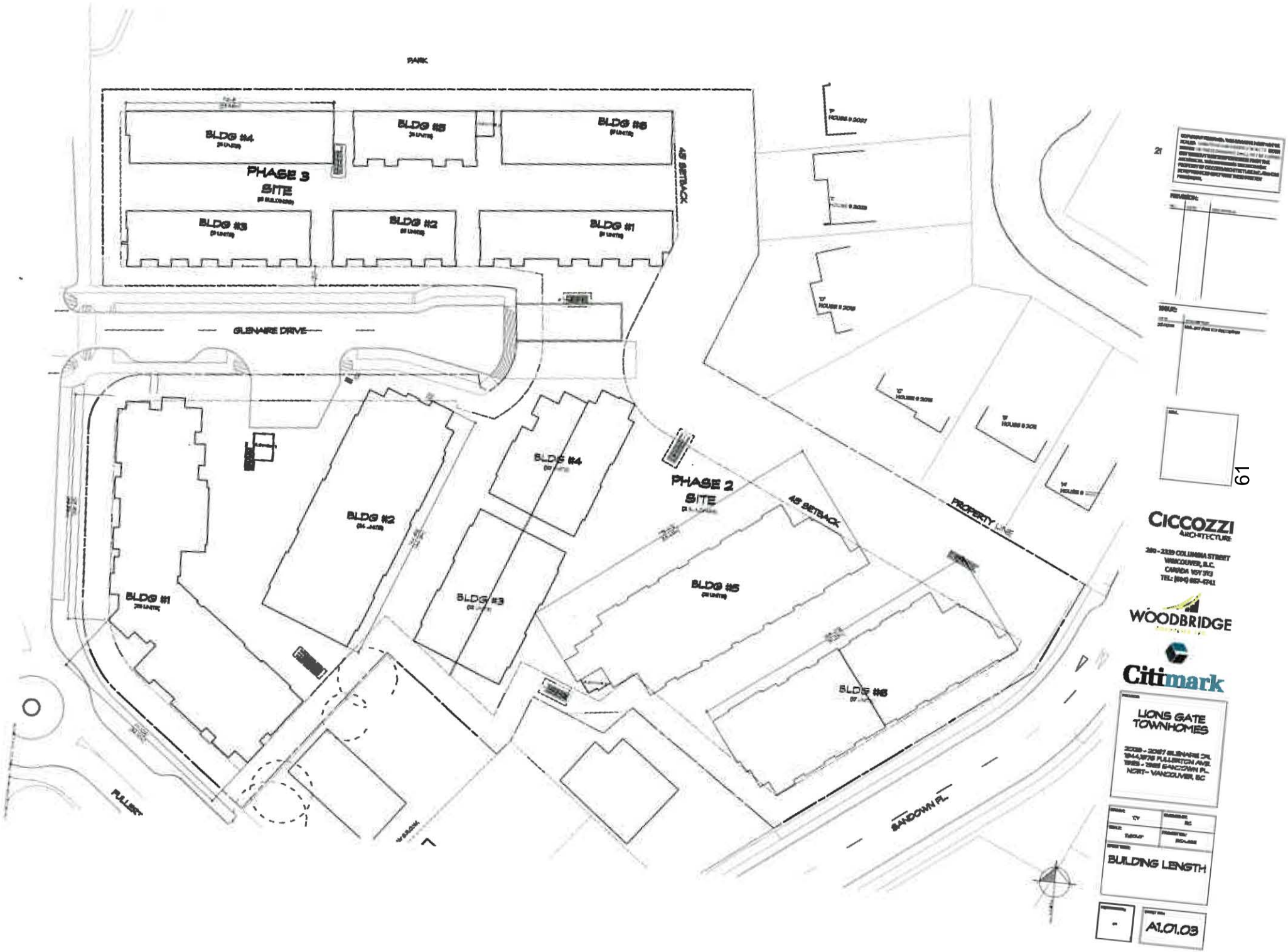
Citimark

LIONS GATE TOWNHOMES

SITE PLAN OVERALL

A1.01.01

60



CICCOZZI
ARCHITECTURE

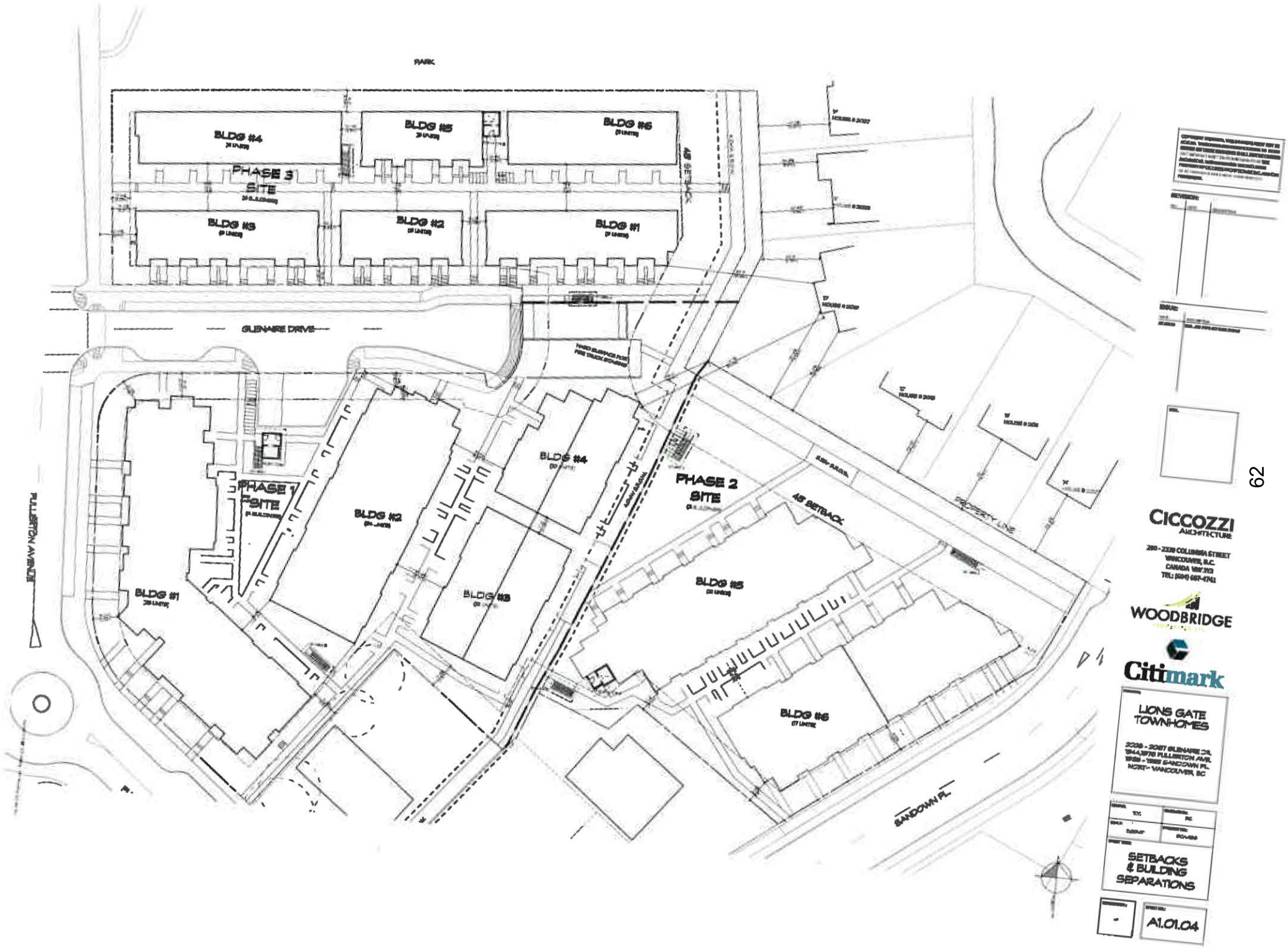
WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

BUILDING LENGTH

A1.01.03



CICCOZZI ARCHITECTURE

200 - 2338 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V6Y 3Y3
TEL: (604) 687-4741

WOODBRIDGE

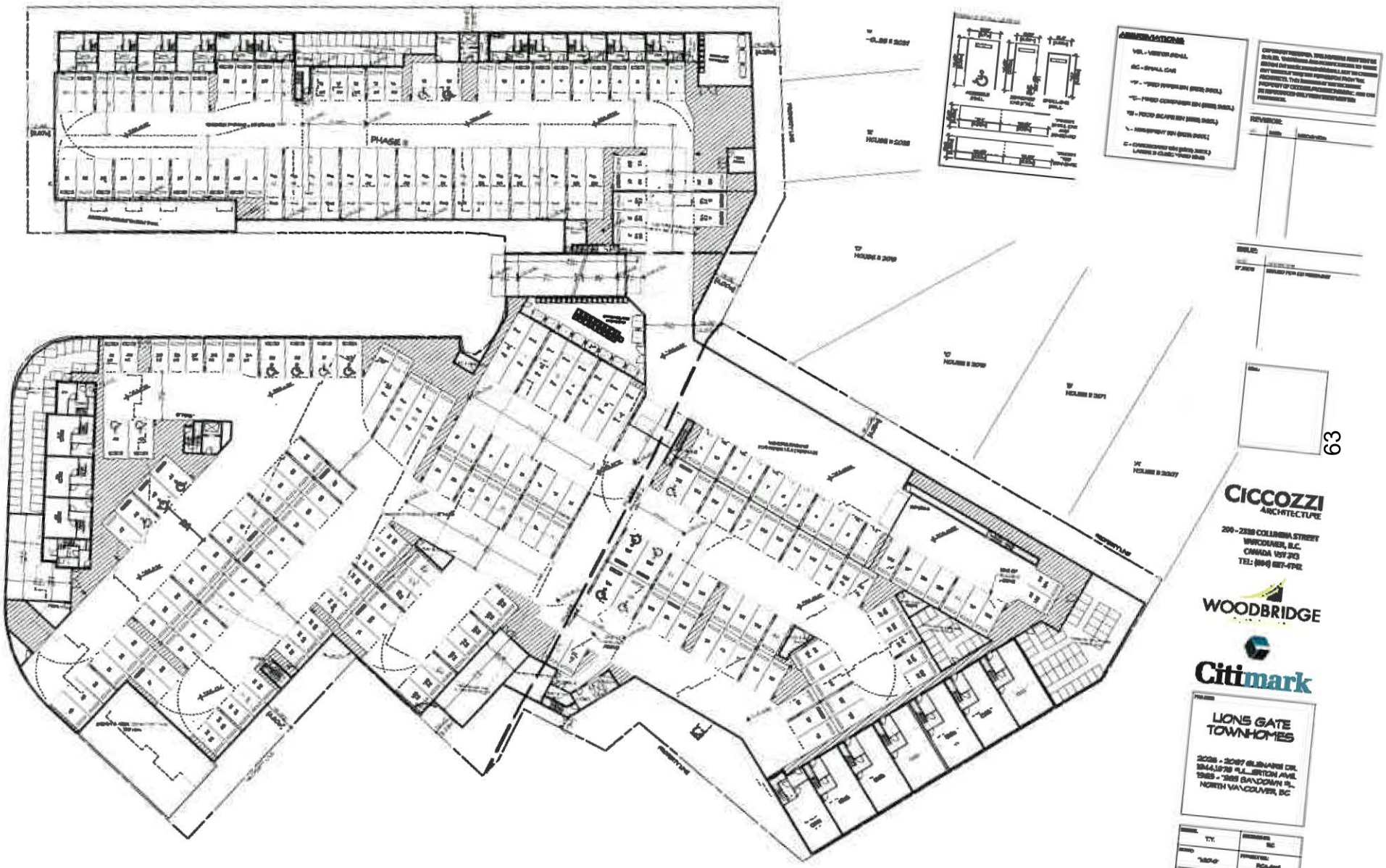
Citimark

LIONS GATE TOWNHOMES

2235 - 2267 GLENAIRE DR.
1944-1978 FULLERTON AVE.
1955 - 1995 SANDOWN PL.
NORTH VANCOUVER, BC

SETBACKS & BUILDING SEPARATIONS

A1.01.04

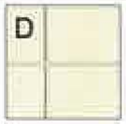

PHASE II
ABBREVIATIONS
REVISIONS:
CICCOZZI
ARCHITECTURE
200 - 2328 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V5Y 2K3
WOODBRIDGE
Citimark
LIONS GATE
TOWNHOMES
LEVEL P1
(PARKADE)
ALL PHASES
A1.01.02
1 LEVEL P1

MATERIAL PALETTE

PAINTED HARDIE TRIMS/ METAL CLADDING
CHARCOAL GREY

BRICK FACADE
MUTUAL MATERIALS: FACE BRICK
EBONY

CONCRETE WINDOW SILL
SMOOTH FINISH



HARDIE CEMENT BOARD
JAMES HARDIE
COBBLE STONE

PAINTED METAL FLASHING

ALUMINUM SIDING
LONGBOARD SIDING
DARK CHERRY

ALUMINUM & GLASS RAILING
BLACK FRAME
CLEAR GLASS

VINYL WINDOWS
BLACK

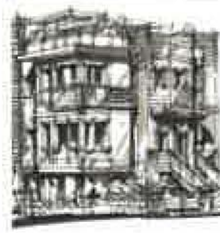
WALL SCONCES AT ENTRY
CHARCOAL GREY FRAME
OPAQUE GLASS COVER

PARTIAL BUILDING ELEVATION

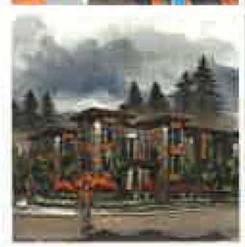
BUILDING CHARACTER












PRECEDENTS & RENDERINGS

REVISION:

ISSUE:

CICCOZZI ARCHITECTURE

COLUMBIA STREET
VANCOUVER, B.C.
CANADA

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

FULLERTON AVE.
SANDOWN PL.

MATERIAL BOARDS SCHEME 'A'

-

A2.00.00

MATERIAL PALETTE

A — PAINTED HARDIE TRIMS/ METAL CLADDING
CHARCOAL GREY

B — BRICK FACADE
MUTUAL MATERIALS: FACE BRICK
INCA

C — CONCRETE WINDOW SILL
SMOOTH FINISH

D — HARDIE CEMENT BOARD
JAMES HARDIE
ARCTIC WHITE

E — PAINTED METAL FLASHING
(MAGN WHITE)

F — ALUMINUM SIDING
LONGBOARD SIDING

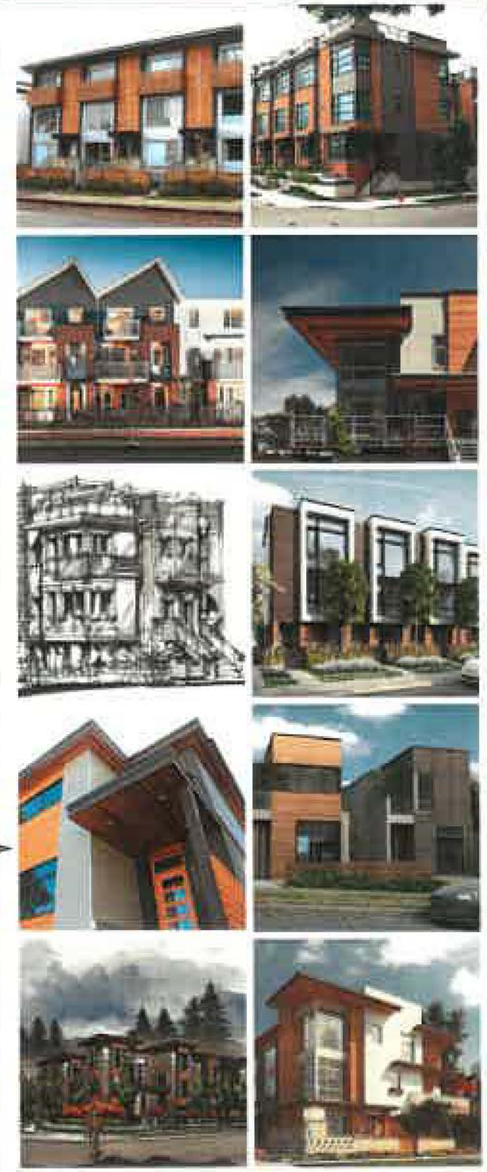
G — ALUMINUM & GLASS RAILING
BLACK FRAME
CLEAR GLASS

H — VINYL WINDOWS
BLACK

J — WALL SCONCES AT ENTRY
CHARCOAL GREY FRAME
OPAQUE GLASS COVER

PARTIAL BUILDING ELEVATION

BUILDING CHARACTER



PRECEDENTS & RENDERINGS

CICCOZZI ARCHITECTURE

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

2028 - 2067 GLENAIRE DR.
1944 - 1978 FULLERTON AVE.
1968 - 1985 SANDOWN PL.
NORTH VANCOUVER, BC

MATERIAL BOARDS SCHEME 'B'

-

A2.00.01

MATERIAL PALETTE

A — **PAINTED HARDIE TRIMS/ METAL CLADDING**
CHARCOAL GREY

B — **BRICK FACADE**
MUTUAL MATERIALS: FACE BRICK

C — **CONCRETE WINDOW SILL**
SMOOTH FINISH

D — **HARDIE CEMENT BOARD**
JAMES HARDIE
COBBLE STONE

E — **PAINTED METAL FLASHING**

F — **ALUMINUM SIDING**
MAYNE COATINGS: LONGBOARD SIDING

G — **ALUMINUM & GLASS RAILING**
BLACK FRAME
CLEAR GLASS

H — **VINYL WINDOWS**
BLACK

J — **WALL SCONCES AT ENTRY**
CHARCOAL GREY FRAME
OPAQUE GLASS COVER

PARTIAL BUILDING ELEVATION

BUILDING CHARACTER

PRECEDENTS & RENDERINGS

CICCOZZI ARCHITECTURE

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

NORTH VANCOUVER, BC

MATERIAL BOARDS SCHEME 'C'

-

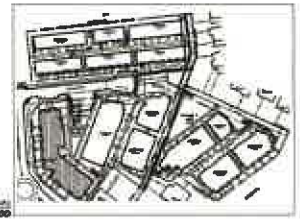
A2.00.02

1 WEST ELEVATION

2 WEST ELEVATION

3 NORTH ELEVATION

4 SOUTH ELEVATION



CICCOZZI ARCHITECTURE
200 - 2389 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V5Y 3Y3
TEL: (604) 687-4741

WOODBRIDGE

Citimark

PROJECT
LIONS GATE TOWNHOMES
2008 - 2087 GLENAIRE DR.
1944, 1965 FULLERTON AVE.
1968 - 1980 SANDOWN PL.
NORTH VANCOUVER, BC

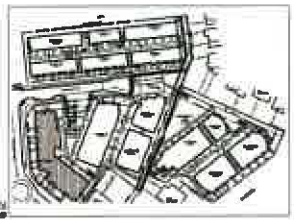
TY	BC

BUILDING 1 (SCHEME C) PHASE 1

-	1-A2.015

1 EAST ELEVATION

2 EAST ELEVATION



CICCOZZI ARCHITECTURE

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

BUILDING 1 (SCHEME C) PHASE 1

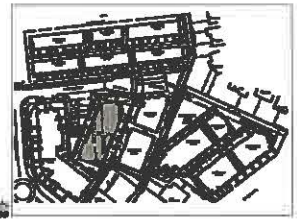
1.A2.01.6

1 EAST ELEVATION

2 NORTH ELEVATION

3 WEST ELEVATION

4 SOUTH ELEVATION



CICCOZZI ARCHITECTURE

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

BUILDING 2 (SCHEME C) PHASE 1

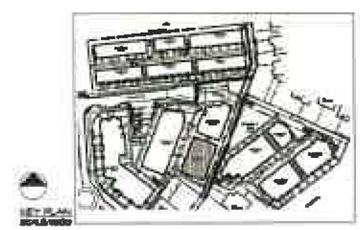
1-A2.02.3

1 SOUTHEAST ELEVATION

2 NORTHEAST ELEVATION

3 NORTHWEST ELEVATION

4 SOUTHWEST ELEVATION



KEY PLAN

CICCOZZI ARCHITECTURE
200 - 2339 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V5Y 3Y3
TEL: (604) 687-4741

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

2030 - 2097 GLENAIRE DR.
1944, 1970 FULLERTON AVE.
1985 - 1993 SANDOWN PL.
NORTH VANCOUVER, BC

BUILDING 3 (SCHEME A) PHASE 1

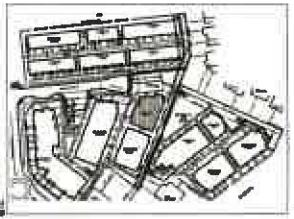
1-A2.03.3

1 NORTHWEST ELEVATION

2 SOUTHWEST ELEVATION

3 SOUTHEAST ELEVATION

4 NORTHEAST ELEVATION



CICCOZZI ARCHITECTURE

200 - 2388 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V5Y 3Y3
TEL: (604) 687-4741

WOODBRIDGE

Citimark

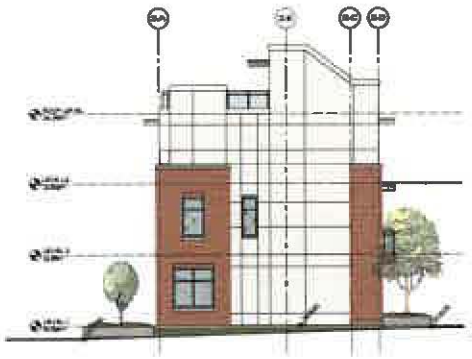
LIONS GATE TOWNHOMES

2028 - 2087 GLENAIRE DR.
1944, 1978 FULLERTON AVE.
1928 - 1985 SANDOWN PL.
NORTH VANCOUVER, BC

BUILDING 4 (SCHEME C) PHASE 1

1-A2.04.3

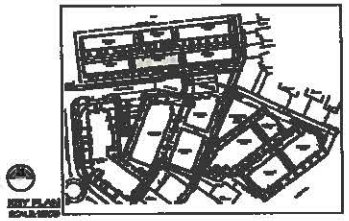
1 SOUTH ELEVATION



2 WEST ELEVATION

3 NORTH ELEVATION

4 EAST ELEVATION



KEY PLAN

CICCOZZI ARCHITECTURE

200 - 2338 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V5Y 0S3
TEL: (604) 687-4741

WOODBRIDGE

Citimark

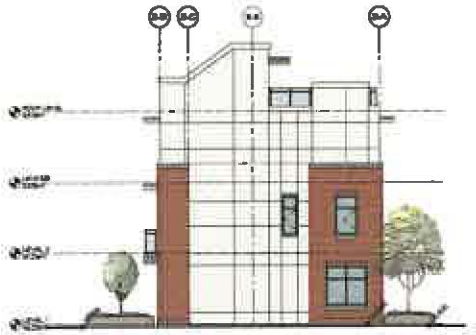
LIONS GATE TOWNHOMES

2220 - 2287 GILRAINE DR.
1944, 1978 FULLERTON AVE.
1965 - 1985 BANDOWN PL.
NORTH VANCOUVER, BC

BUILDING 2 (SCHEME B) PHASE 3

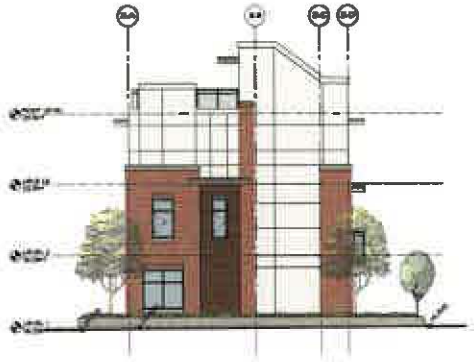
3-A2.022

1 SOUTH ELEVATION

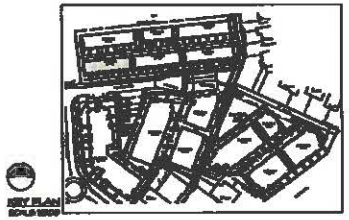


2 WEST ELEVATION

3 NORTH ELEVATION



4 EAST ELEVATION



KEY PLAN

CICCOZZI ARCHITECTURE
200 - 2388 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V5Y 3Y3
TEL: (604) 687-4741

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

2035 - 2087 GLENAIRE DR.
1944, 1978 FULLERTON AVE.
1965 - 1983 SANDOWN PL.
NORTH VANCOUVER, BC

BUILDING 3 (SCHEME B) PHASE 3

-

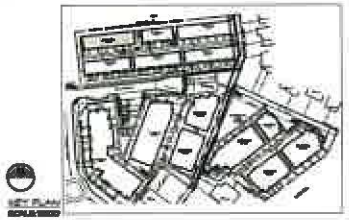
3-A2.03.2

1 SOUTH ELEVATION

2 WEST ELEVATION

3 NORTH ELEVATION

4 EAST ELEVATION



CICCOZZI ARCHITECTURE

200 - 2339 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V5Y 3Y3
TEL: [redacted]

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

2029 - 2037 GILSEA DR.
1944, 1975 FULLERTON AVE.
1969 - 1995 SANDOWN PL.
NORTH VANCOUVER, BC

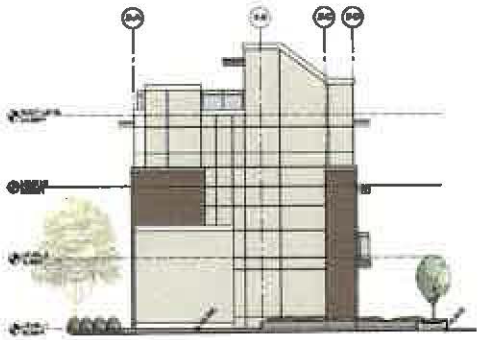
BUILDING 4 (SCHEME C) PHASE 3

3-A2.04.2

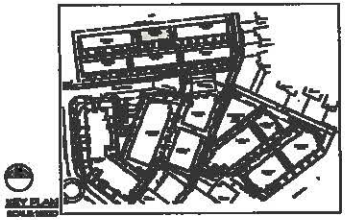
1 SOUTH ELEVATION

2 WEST ELEVATION

3 NORTH ELEVATION



4 EAST ELEVATION



KEY PLAN

CICCOZZI ARCHITECTURE

200 - 2339 COLUMBIA STREET
VANCOUVER, B.C.
CANADA V5Y 2Y3
TEL: (604) 687-4741

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

2039 - 2097 GLENAYRE DR.
1944, 1975 FULLERTON AVE.
1928 - 1963 SANDOWN PL.
NORTH VANCOUVER, BC

BUILDING 5 (SCHEME C) PHASE 3

3-A2.05.2

CICCOZZI ARCHITECTURE

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

PERSPECTIVE RENDERING PHASE 2

A3.00.01

CICCOZZI ARCHITECTURE
[illegible]

WOODBRIDGE

Citimark

LIONS GATE TOWNHOMES

[illegible]

PERSPECTIVE - RENDERING BUILDING 1

A3.00.02

PUBLIC INFORMATION MEETING #1 REPORT

ROCKANDEL&ASSOCIATES
Building Success Through Process Facilitation
Organizational & Community Engagement
Partnership Planning

To: Erik Wilhelm, Planner, District of North Vancouver E: ewilhelm@dnv.org
Laura Beveridge, Senior Planner, Brook Pooni Associates E: lbeveridge@brookpooni.com

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

Re: Public Information Meeting Summary - Lions Gate Village Glenaire Townhouse Proposal

Date: December 14, 2016

Event Date:	Tuesday, November 29, 2016
Time:	6:00 PM – 8:00 PM
Location:	Grouse Inn, 1633 Capilano Road, North Vancouver
Attendees:	Thirty-eight (38) members of the public signed in to the meeting

Notification

PIM Notification Flyers

The community was notified of the Open House on November 8 via flyer mail drop.

Site Signs

Two PIM site signs were erected on November 15, 2016 notifying the community of the meeting as per District of North Vancouver requirements.

Newspaper Advertisement

Ads ran in the North Shore news on November 23 and 27, 2016.

Attendees: (38) people signed in for the Public Information Meeting.

Comment Forms: 6 comment forms were received at the Public Information Meeting.

In addition, the following project team members, and District of North Vancouver staff were in attendance.

District of North Vancouver
Tamsin Guppy, Planner, District of North Vancouver

Project Team
Developer:
Citimark: Nelson Chan and Rebecca Nguyen
Woodbridge: James Howard and Donna Ichikawa

Project Consultants
Public Engagement and Planning: Laura Beveridge, Senior Planner, Brook Pooni Associates

Planning: Richard White, FCIP, RPP, RWPAS
Architecture: Robert Ciccozzi, Ciccozzi Architects
Landscape Architecture: Meredith Mitchell, M2 Landscape
Construction Traffic Management: Tyler Pasquill, Ventana Construction
Transportation Engineers: Daniel Fung, Bunt & Associates

Facilitator
Catherine Rockandel, Rockandel & Associates

PRESENTATION SUMMARY

Woodbridge Properties and Citimark Group provided an overview of their proposal for 164 three-storey townhouses in Lions Gate Village. Located at 2028 - 2060 & 2033 - 2067 Glenaire Drive, 1944 & 1976 Fullerton Avenue, and 1963 - 1985 Sandown Place.

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

Q1 I notice that in your parking plan, you have even less parking allowed for car share. I didn't hear anything about car share even though you have 49 more spots that you are required to. I am wondering if that is something you are going to be considering?

A1 That is definitely something we can look into. Similar comments were made at the Citimark information meeting when they talked about the initial car share. In reality there is adequate parking, which means there is room for car share. There are 49 extra stalls beyond what we are obligated to provide. Certainly if either the District or marketing suggests that we should have more car share or a certain ratio of electric vehicles, all of that stuff is possible and we would certainly be happy to do that.

Q2 When would you decide that?

A2 It would really be feedback from the public and staff as to what they think would be an adequate number. We didn't focus on it particularly for this presentation just because we have some other meatier topics and we chose to focus on those but certainly we can provide car share.

Q3 Will that have an effect on traffic, a significant one?

A3 I think the issues of traffic we are all familiar with. I live on the North Shore and go through there and the issues with traffic are there for everybody. You have heard before that the traffic studies say that the whole group of peripheral developments don't make a meaningful incremental increase to the traffic issues that already exist. I think the real issues to elevating traffic concerns involves broader vision thinking like more traffic transport, walkable communities and that is what we are planning here. That is what I think the District's vision is here in conceptualizing the village

Q4 In this corner here where people come off the river trail onto Fullerton, we did a lot of possible traffic calming solutions for that area. What are we going to do with that corner to make sure that it is safe? What is the set back of the properties there on Fullerton?

A4 There is a strip of property that runs along there that is the property of Metro Vancouver.

(Tamsin Guppy) I am not as familiar with every detail but what is being mentioned is that a few years ago the Fullerton streetscape improvement committee came up with some suggestions. Some of those suggestions included traffic calming along this area and improvements to Fullerton. What you may not know is that piece of Fullerton is actually part of Woodcroft's property. So they own what was essentially once a single family lot that is their access to the bridge. That is not District property, it is Woodcroft property. When we first started talking about how to do some improvements to the sidewalk to pruning some of those bushes for sightline, and to slow traffic, it was recognized that we needed Woodcroft's approval for that. Have you had that vote yet? I know we were waiting for the annual meeting.

C5 It was voted in favour of but then something else came up but there is another legal piece that is being waited on.

A5 (Tamsin Guppy) We will be working with Woodcroft but also with this developer to ensure that sight lines, improvements to the connection to the river front trail, pruning and appropriate setbacks to the Metro land area all part and parcel of what happens at this site.

C6 We live on the northern edge of the proposed development. As I stand in the middle of our vegetable garden facing our southern exposure, the information provided by the developer would have us facing a structure that would block the sun and sky to an estimated 45 -52 degrees above the horizon. At a latitude where at this time of the year the sun drops to 18 degrees, in the aftermath of the high density development you will soon be seeing in the proposed village centre at the Larco site, Capilano Motel, south Capilano corridor as well as the Federal and Provincial Government economic initiative of high density residential development on reserve lands south of Marine Drive. Also given the OCP recognition of the peripheral area north of Fullerton as a transition to the existing longer-term residential area. To take 17 of our neighbour's homes and replace them with 164 condos is a sad example of inappropriate development excess and a planning disaster on many levels. Yes it is a big problem for us but it is also a legitimate concern of all residents of the North Shore. I call on our political leaders when considering rezoning applications to balance the density that will soon be achieved to the south with the single family interests on the periphery to end up with a thoughtful and sustainable profile for the entire area

A6 We take our responsibility seriously of interfacing with our neighbours and through this process one of the things that I explained is that we came into this process after the community plan had been adopted. Some of the conversations that we had were about how come there couldn't have been more density, for example 4 stories, closer to Larco within a lower density yet interface with a single family and all of those are good ideas but that is not necessarily the community plan was that was passed by Council. This development is consistent with community plan.

C7 I was actively involved with the OCP process and was pleased with the outcome. In the fall of 2015 when I received your preliminary application, I was shocked and dismayed. In December 2015 in response to your application, I canvassed neighbours, many of whom are here tonight, and discovered that everyone I contacted was upset. A letter signed by 20 residents was sent to Erik Wilhelm at the District, outlining our concerns and requesting a community meeting. Shortly after, my husband met with Erik who advised him that a public meeting was planned for February 2016. It did not happen. At the end of June 2016, residents of the McLallen and Sandown corridor met with Erik to communicate our concerns. In response to that meeting, a second letter was sent to Mayor and Council similar in content to the first letter and again signed by a majority of the residents. The closing sentence of the letter reads "Your assistance in addressing our concerns at your earliest convenience would be greatly appreciated" When there was no response to the letter we disengaged assuming that your proposal was a done deal. I have recently been approached by like minded individuals in similar situations throughout the District who encourage me to speak out for the long term viability of single home families residing in areas peripheral to village centres. So when I received a letter from your representative requesting an in person meeting we responded "I have a pretty good idea of what you are proposing" so I ask what is the purpose of the meeting? The response was to test the appetite of the community for the proposal. As already mentioned replacing 17 homes with 164 units that cast a shadow over a large portion of our properties, loss of privacy, more traffic, a larger carbon footprint to mention just a few of our concerns. All because you want to maximize your return on investment is about as appetizing as serving a vegan a 12 ounce steak. This is my home, my neighbourhood, the community in which I pay taxes and where I plan to live as long as I can. The single-family residences in the Lower Capilano periphery accept that increased density is going to happen. What we object to and will not accept is the scope and the design of your project. The density and height do not meet the original intension of the OCP or the spirit of good neighbour policy. We intend to bring our opposition to Council. I formally request that Mayor and Council meet with representatives of our community at their earliest possible convenience.

Q8 I understood that through the OCP it was meant to be 2 story development maximum, you have a 4 story development going in there with that roof stack idea. It is obvious to anyone looking at this that there is a 4th floor. How does that go with the OCP? I had understood that the District had been in touch with the developers requiring at least that you step down to 2 stories adjacent to the single family residences. What are you doing about that?

A8 This vision down here, this is specifically in the community plan. Two story interface plus roof 15 feet from the property line is right in the document. What we thought made more sense was to be further away, and yes 3 storeys, but further away. Now it just might be that the collective direction is that we change the concept, but the idea for this meeting and future meetings with the neighbours was to say this is what we conceive. We acknowledge that it is a departure from the literal explanation in the

community plan. We believe that this approach is better and more in the neighbours' interest and that is why we are having the meetings to get their feedback.

Q9 My question is about stepping down to single-family homes. There are 3 homes on Fullerton that haven't been sold or under contract. I am wondering what you are doing on that end of the construction? Are they going to be stepped down too?

A9 There is no requirement in the community plan for stepping down in that location because these properties, if and when they move forward in the future, would be under the same policy. Presumably they would be a version of the same thing or the same as other developer plans in the area.

C10 We know one person there who has no intention of moving. How are their interests being accommodated?

Q11 I read about intent for phasing of all the different construction, could you elaborate on that?

A11 One of the plans that we have with all developers is that new construction projects will all be staged, staggered behind each other. For this project the lower lot would stay as parking while the site is being developed. June 2017 is the target date for the first project. This will mean that the Larco excavation is largely completed as well as coming up to grade in advance of this project.

Q12 I didn't hear anything about a day care, will you be putting one in?

A12 There is actually a daycare that is planned already by the District to arrive in this zone. It would therefore be connected to the future community centre. Woodbridge and Citimark control this property and we are trying to get these ones so we can deliver the daycare along with a development in this zone. There are still 2 properties that are not controlled by any developer but the District also owns a property in here and they want to locate a daycare there.

C13 I want to say I think you are doing a great job. My friends and I are excited about the project and the proximity to downtown. I am pro for the development.

Q14 At the last public meeting there was concern about the connection between Belle Isle and Curling Road. It was referred to the District representative who made it very clear that should not be happening. As of today when I tried to come here, I went all the way down Belle Isle and I got to a sign saying you can't get through so I had to double back. I suggest that after the meeting that there should be a sign on Fullerton before you go onto Belle Isle to say that there is no connection to Curling. There is no such sign so you walk all the way down there and have to turn around and come back. There were commitments made at the last public meeting and the meeting before. At Larco's public meeting, they all said there would be pedestrian access all throughout and the District confirmed that as well. It is still not the case and I am wondering is there anyone from anywhere that can address that?

A14 (Tamsin Guppy) In terms of the pedestrian connection from the foot of Belle Isle through, essentially we have had a huge number of discussions about whether we can keep that open and the reality is that while there are short periods of time we can keep it open, it is still going to be next to a construction site. We had to close it because we were working with Larco to replace the sewer line that runs under that. When we did that, we debated do we reopen it and then close it again, reopen and then close again and the transportation department felt that wasn't the right move. They felt it was better to send one clear message. They did put up a sign in the summer, which is on Fullerton but I think it was for cyclists who were coming through and using it from Capilano. I think what I am hearing you say is we actually need one for people coming from Woodcroft. So we didn't think about the two directions and I am happy to take that back and get a second sign up so people coming from Woodcroft will also know about that. I hear that we need to improve the signs both in size and visibility, location and who it is directed to. We are working with West Van and our engineering department to get some temporary lighting on Glenaire so it is not as dark for people who are using that as an alternate connection because we understand it is a little bit dark. You are welcome to follow up with emails to me that I can forward on to our transportation team. You had also asked earlier about the co-op car and doing car share that would typically be something we look at in the traffic demand management plan before we go to Council. We look at whether to reduce traffic demand, a co-op car is a useful thing and then if we do, we work with the developer to look at that and to get it made. That commitment is then part of the rezoning process. We should know before the Public Hearing whether or not they are doing that. I am hearing that the approach you have taken, you haven't had to commit to that yet. I understand that because we are so very early in this detailed application, the staff review is not yet complete. If you feel that is very important, by all means put that in your comments and we will happily take that into consideration.

Q15 I like the project and think it is amazing. We don't have enough of this on the North Shore. I want to show support for it. Is there any thought on pricing? What are things going to go for?

A15 We are specifically forbidden to speak about pricing at this point.

Q16 I have lived on Belle Isle place for about 40 years and the lane joining Belle Isle to Curling has been a public right away for that period. From a construction background I have no understanding as to why it is necessary to keep that closed for the duration of this project. I challenge any of the developers or the District in fact I will be following up with Erik again on this because I have written him a couple of emails since the last meeting and no action has been taken. I am very disappointed that this has not been addressed. I can't understand in this day and age that you can put a series of barriers along Fullerton as a protection for future pedestrian traffic along there and I don't understand why you can't make similar provisions for along the south border of Belle Isle if there is going to be that extent of construction. I don't understand the purpose of the closure of the lane. The other issue I would like to address is I am impressed with

the network of cycle and pedestrian trails in the area and we use them. We like the trail on the north side of the Capilano River that runs all the way down to Park Royal and Ambleside. I am wondering if any of the developers, see it in the goodness of their hearts to make that trail wheelchair accessible from the village? I think it would be a huge amenity advantage to the village to see that it had direct pedestrian access to Park Royal and Ambleside.

A16 So that everybody understands, we did pick up the connection that was missing in here. We had a developer group meeting, which we do on a monthly basis, and we have also had a meeting as a group with the District staff bringing up that very question again. Some of the things that we learned, that we don't control is that this future path way which is in control of Larco, Larco has the right to use that for the duration of their construction. So there is nothing that we can do as a group to deliver this and that is up to Larco to come back when they are finished. That is what we heard from the District last week. This connection is not an option, it intersects the Larco right of way and that is why it is closed right now. We have discussed with staff it might be able to find some other routing for pedestrians and as a group we are committed to doing that and that is being studied.

Q17 I want to talk about the path that is in the district of West Van.

A17 This path separates the district of North Vancouver and West Vancouver and is in both municipalities. It is also on property owned my Metro Vancouver for the Capilano River. It has been suggested by the developer of the Earl's site as an improvement that can be done when that development proceeds. I think it is a very good idea since it is a heavily used path. It is not particularly well built now. One of the problems with the path is that it is in very close proximately to the creek and the Ministry of Fisheries and Oceans prefers for it to be further upland and away from the water. It is going to be tricky but I think it is a comment that should be made and the District staff and West Vancouver are talking to each other about improvements that can be made in common. It is part of the route that people use to get to Park Royal and to enjoy the riverside.

Q18 I am one of those people you want to talk to. We have been out of town but we will schedule a meeting and you can talk to me. I just want to say on a general level to the people who have said they are in favour of the development, I participated very strongly in the OCP plan because I am in favour of having affordable family housing. That was very important and I am feeling kind of disappointed with what I am seeing here because I feel that we can have neighbourhoods that can work for all of us. This to me is not in the spirit of what I felt that I participated in creating. I would love to see more of a transition between the single-family home area and the development but I am not against the development. I have a question about all the trees, what is going to happen to all of those?

A18 We would love to chat with you afterwards and we did know you were away and coming back this week. There are some existing trees that line the cul-de-sac. They would be removed because it is being changed and folding into the development and

there will be underground parking there. There will probably be a step retaining wall with landscaping and we have maintained the area here for future landscaping. The reality is that there is underground parking here so many of the existing trees will need to be removed.

Q19 Everyone has their own privately built retaining wall, how is the developer going to view that in terms of standards or consistency or look?

A19 It is going to be a public path way and we are going to have a 6-8 foot height difference so the properties are going to have to be retained. We are going to have to go back in there and have it structurally designed retaining wall put in there and it is an obligation of the District again.

(Tamsin Guppy) A point of clarification is that nobody does stuff on your land without you being involved. If it is your retaining wall and it needs to be replaced, we have to work with you to make sure the replacement is appropriate. If they are building their own retaining wall behind yours, that is a different story

C20 My main concern in addition to the step down is the need for more park play area for our whole neighbourhood. With the development of the plaza and the park down there, we are very supportive of that. I would really like to stress the need for decreasing the number of units and putting in a little more robust community play area along those public trails. A little more space so the whole neighbourhood could enjoy that.

C21 I can't speak for all my neighbours but if you are looking for community support you can get it. Consider taking those 164 units and provide a combination of single family with coach house, duplex, triplex, step back and some town houses and cut your density in half. Stage it away from the single family and that would be in line with the vision of the OCP. I think if you did that you might start to see community support. If you are stuck on the maximum FSR and if your balconies are going to face one way or another way, I don't know how this is going to come out with your rezoning approval and you will never get my support.

C22 In regards to the walking paths and the Curling to Belle Isle connection, I suggest that somebody whether it is the developer or the District go back to Larco and take a look at the clear commitment that they made at their public meeting that all construction access was going to be along Curling. This has been brought up before and that completely changes the situation and the District confirmed that when I brought this up two public meetings ago.

A22 We have made requests to get the traffic studies prepared by Larco because they are not public information and we don't have access to them. We are trying to get them so we can coordinate our plan with their plan. We are going at it very diligently and taking your comments to heart and trying to improve the situation for all of you. Larco has the right to use that area that will become the future public path way for the duration of their construction period.

(Tamsin Guppy) You are very right that when Larco was holding their public meetings in 2014, they wanted to build in 4 phases over ten years and access the site from Curling Road. They then came back and said we can build it in 2 ½ years and your community centre will open by 2019. To do that the smoothest way to get traffic in and out is to have it come in from Fullerton and then leave from Curling. On balance, we think that getting the project done in 2 ½ years is better than having it drag out over 10. The District never suggested the commitment that Larco made, but I do get the sense of a bait and switch. I think getting it done quicker makes sense so that is why when the transportation team reviewed the highway use plan and construction management plan they agreed to the Fullerton in and Curling out approach. That has been on the website for the last few months. I am sorry if that wasn't the right decision and if you want to tell us otherwise, I am happy to take that back to the team and continue looking at that.

Q23 What is the requirement for electrical parking stations?

A23 The requirement is that 20% of the parking needs to be level one which is a regular plug.

C24 I stand for all the old trees in the area that stand for peace and serenity and to me you can't put a price on that.

C25 I take exception that the District chose to close a public right of way without any public consultation and I am bitterly disappointed with local government for this decision.

Q26 Where does the proposal overstep what was envisioned in the OCP?

A26 (Tamsin Guppy) The official community plan was then supplemented with the peripheral area plan which did designate this site for density of 1.2 FSR and 3 storey town houses which should step down to 2 storeys as they approach the properties on McLallen. It did give options and a range so developers don't have to achieve the maximum and perhaps sometimes shouldn't. The proposal is in keeping with that plan. Yes, it does meet the OCP.

C27 The peripheral housing policy was approved by council in 2014. That policy was developed as a result of at least 75 of us in the community providing input into what we wanted. In the presentation you showed us townhouses and nobody thought that this kind of massing would occur and now it has occurred. We are in a different spot than we thought we would be when we approved moving ahead with future development. The report that was developed with the community and written by Susan at the District and reported to Council that informed the development of the policy has quite a different flavour. It actually does strongly speak to our expectations that it would be stepped down and as we got farther away from the village across Fullerton, we were expecting more like a 0.8. That is why when we saw this it was a shock and I think it has been a shock to everybody that this kind of massing has occurred. I think the report that informed the peripheral policy is probably got the best language and best information in terms of what the intent was when we all said okay lets go ahead with it. When we say 0.8 to 1.2 we were kind of okay with it but the circumstances have changed. The policy says 50% site coverage and they are right and going by the letter of

the law. I don't know whether to push the developer or push the District. We want families to be able to come to the community but this just looks like it is too crowed.

Q28 How will this project or others in the area meet our needs for affordable rentals?

A28 This is a for sale market project, it is not a rental project. There is the possibility that investors might buy a single unit and put it out for rent. None of the developments in the peripheral area have densities that can deliver affordable rental. Larco has 400 units of rental.

Q29 I didn't oppose densification but obviously I didn't pay attention to what was being proposed for north of Fullerton was added to this peripheral area. We all know there is a tremendous amount of density already underway south of Fullerton. They are building it now and that is fine. It seems like the idea of single-family residences is being given short shift, obviously we are not going to go back in time. Why do we need density there when we are getting thousands and thousands of units south of Fullerton?

A29 I think the original version of the community plan that also allowed for a 4 storey apartment here and here (pointing to slide) in what was called a transition area. Then with the amendment that went through, there was a plan that said perhaps we could go to 4 stories and then it was taken out and the whole peripheral area was made the same designation of 1.2. We are just responding to the adopted community plan that preceded us bringing an application forward.

C30 When the Larco plan came though I think a lot of the controversy or discussion was arguing about the necessity of it. I think we all came to a place where we think this was necessary and if we didn't improve density in the area, this area was going to die. I am not so sure this plan is necessary. I understand that it is consistent with the maximum density that was agreed upon but it doesn't seem necessary anymore. There was so much focus on the Larco area that this came in sideways in a way and we agreed to it but I don't think we really realized what was going to happen. It just doesn't seem like it isn't necessary anymore. I think south of Fullerton was absolutely necessary though.

APPENDIX: FLYER P.1

PLEASE JOIN US

Woodbridge Properties and Citimark Group are hosting a Public Information Meeting for their townhouse proposal in Lions Gate Village. Located at 2028 - 2060 & 2033 - 2067 Glenaire Dr, 1944 & 1976 Fullerton Ave, and 1963 - 1985 Sandown Pl, the proposal is for 164 three-storey townhouses.

DETAILS

Date: **Tuesday, November 29, 2016**

Time: **6:00 - 8:00 pm**
6:00 - 6:30 - Open House
6:30 - 7:00 - Presentation by Consultant Team
7:00 - 8:00 - Facilitated Question and Answer Session

Location: **Grouse Inn Meeting Room**
1633 Capilano Rd
North Vancouver

Online: Information boards will be **available online on November 29** at http://www.brookpooni.com/resources/.

MEETING LOCATION: GROUSE INN

★ MEETING LOCATION:
GROUSE INN MEETING ROOM
1633 CAPILANO RD
NORTH VANCOUVER

Please note: this information package is being distributed to residents within approximately 400 metres of the proposed development site, in accordance with District of North Vancouver policy.

WOODBRIDGE PROPERTIES

Citimark

APPENDIX: FLYER P.2

The Public Information Meeting will:

- **outline key elements of the proposal** (such as housing options and public realm improvements),
- **present building designs** (including building illustrations), and
- **provide an opportunity to ask questions** of the consultant team.

GLENAIRE DESIGN CONCEPT

GLENAIRE SITE MAP

PROJECT STATS

164 TOWNHOMES:
33 one bedroom homes,
54 two bedroom homes,
56 three bedroom homes, and
21 four bedroom homes

UNDERGROUND PARKING

PARKING: 335 parking stalls and 164 bicycle stalls; accessed from Glenaire

HEIGHT: 3 storeys

IMPROVED PUBLIC REALM: new sidewalks and roads, enhanced green space and pathways, and public art*
(*subject to District of North Vancouver approval)

QUESTIONS?

Erik Wilhelm,
Planner, District of North Vancouver
t: 604-990-2360
e: ewilhelm@dnv.org

Laura Beveridge,
Senior Planner, Brook Pooni Associates
t: 604-731-9053
e: lbeveridge@brookpooni.com

APPENDIX: NEWSPAPER AD

PUBLIC INFORMATION MEETING

A redevelopment is being proposed for 2028 - 2060 & 2033 - 2067 Glenaire Dr, 1944 & 1976 Fullerton Ave, and 1963 - 1985 Sandown Pl to construct 164 three-storey townhomes. You are invited to a meeting to discuss the proposal.

Woodbridge Properties and Citimark Group wish to rezone 16 existing single-family lots (zoned RS3) to a Comprehensive Development Zone to permit 164 three-storey townhomes. Townhomes range from approximately 520 - 1,675 square feet and include underground parking accessed from Glenaire Drive.

Public Information Meeting Details

Date: Tuesday, November 29, 2016
Time: 6:00 - 8:00 p.m.
Location: Grouse Inn Meeting Room, (1633 Capilano Rd, North Vancouver)

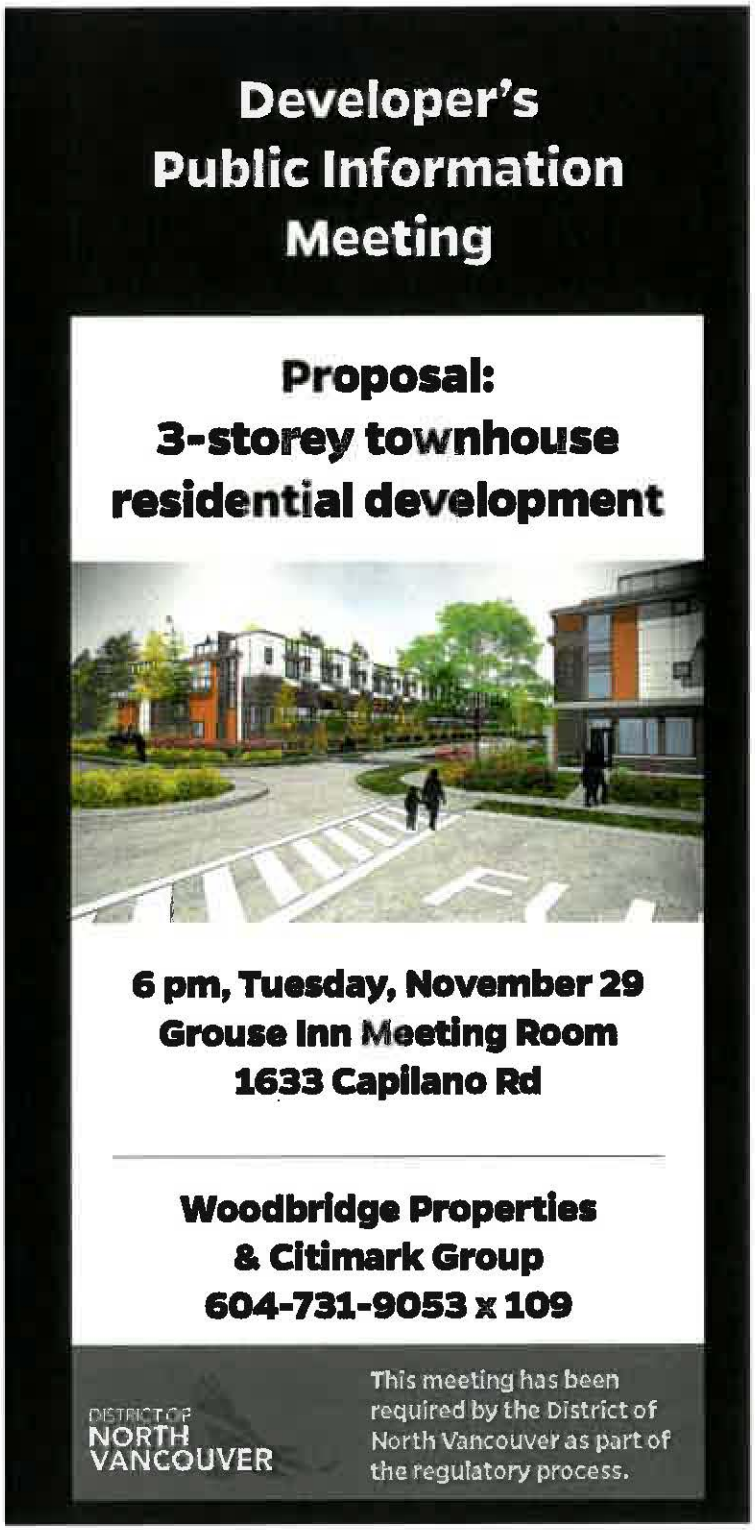
GLENAIRE SITE MAP

GLENAIRE DESIGN CONCEPT

Information packages are being distributed to residents within approximately 400 meters of the proposed development site. If you would like to receive a copy or if you would like more information, contact Erik Wilhelm, Planner at the District of North Vancouver at 604-990-2360 or Laura Beveridge, Senior Planner at Brook Pooni Associates, at 604-731-9053.

Please note: this is not a Public Hearing. DNV Council will receive a report from staff on issues raised at the meeting and will formally consider the proposal at a later date.

APPENDIX: SITE SIGNAGE



Public Information Meeting #2

Citimark/Woodbridge Properties

Lions Gate Village Glenaire Townhouses Application

2023 – 2060 & 2033 – 2067 Glenaire Drive, 1944 & 1976 Fullerton Avenue, and 1963 – 1985 Sandown Place

Public Information Meeting Summary Report

Event Date:	April 27, 2017
Time:	6:00pm – 8:00pm
Location:	Grouse Inn
Attendance:	32 members of the public signed in.
Comment Forms:	3 comment sheets and 8 e-mails

Meeting Purpose:
1) To present development application materials to neighbours
2) To provide an opportunity for the public to ask questions about the development
3) To provide an opportunity for neighbours to comment on the proposal.

Notification:

Invitation Brochures
Invitations were delivered to 200 homes within 400m of the subject site, exceeding the standard District of North Vancouver's notification requirements.

Newspaper Ad
A newspaper ad was placed in the North Shore News on Sunday, April 16 and Sunday, April 23, 2017. A copy of the ad is included in Appendix A: Notification.

Attendance:
32 members of the public signed in for the meeting.

The following District staff and project team members were in attendance:

District of North Vancouver:
- Erik Wilhelm, Community Planner

Project Team:
- Jamie Howard, Woodbridge Properties
- Nelson Chan, Citimark
- Rebecca Nguyen, Citimark
- Ingrid Milne, Woodbridge Properties

- Donna Ichikawa, Woodbridge Properties
- Kara Matheson, Brook Pooni Associates
- Richard White, RWPAS Ltd.

Facilitators:

- Steven Petersson, Petersson Planning Consulting
- Kathleen Heggie, Petersson Planning Consulting

Overview:

The meeting included several ways to engage the public:

- An Open House for the first half-hour
- A presentation by the proponent
- A facilitated dialogue
- An invitation to submit prepared statements, comment sheets, and emails.

The meeting began with an Open House format. Meeting participants could browse the display boards and engage with the project team and the District Planner directly. The facilitators listened for questions and comments and noted them on a flip chart for all to see. The participants were invited to submit written comments to the facilitator or to the municipal planner.

A presentation and facilitated dialogue session took place part way through the meeting. This was the second public information meeting, so many participants were already familiar with the project. The proponent presented the project, highlighting changes made in response to previous public comments.

The project team responded to many questions about project updates. Individual neighbourhood consultations had been conducted since the first PIM, so the project team was familiar with many of the participants' concerns. The facilitator heard various concerns and constructive comments about the project, as well as expressions of appreciation for the community amenity contributions.

The key themes of the evening were transitions between the project and surrounding single-family homes, overall density, privacy, and neighbourhood revitalization.

Public Dialogue:

(Q = Question, A = Answer, C=Comment, and the number is to track the dialogue)

Q1 Can you clarify the development's grade relative to neighbours? Will it be higher anywhere?
A1 We will try to match the neighbours' grade, but there will be some variety. We won't be higher anywhere.
C1 We live right above the green space, and we have the same concern.

Q2 If the townhouses surrounding the park are stacked, where are the front doors? I don't see them on the concept.
A2 It will be three stories, but the doors are not currently displayed [on this particular rendering]. There will be stairs.

Q3 How will the park be public when it will be owned by strata?
A3 By statutory right of way.

Q4 Will the play area be part of the community amenity contribution? How will it be maintained?
A5 Yes. We will need to discuss with the District how it will be maintained.

Q5 I appreciate the underground parking and the park as positive contributions, but we need to know more about the safety of the walkway on the northwest portion of the site and transitions between the development and our homes. Is the setback adequate?
A5 Yes. We have raised the pathway's grade to make it even safer for pedestrians.

Q6 My concern with your first plan was over the rooflines relative to adjacent properties. Is the new plan no longer a three-storey interface?
A6 We've raised the grade of the pathway on our property to meet the grade of current homes, so that the pathway is not in a "valley" for safety reasons. We've kept the density by putting the basement completely underground. It's still a two-storey interface.
C6 From our perspective, we're in no better of a position since the height remains the same.

C7 It's still a three-story building.
A7 (Richard White) If we lowered it any more, it would be only one story, since the third story is in the basement, or it would infringe on the underground parking below. The new proposal is better suited to having a basement, and for the public pathway.
C7 Our privacy is still affected since the roofline remains the same.

Q8 I appreciate the park as a community amenity contribution, but why can't we mass density on a side of the property that doesn't affect neighbours?
A8 We considered four stories along Fullerton Avenue, but the new local plan doesn't envision clustering density in one portion of the site. This layout complies with the local plan.
A8 (Erik Wilhelm) The OCP states a 3-story maximum, and we didn't want to tinker with that by permitting greater height in one area in order to reduce height elsewhere.
C8 I supported the local plan, but the transition to single family homes is not what I thought it would look like.

Q9 Is the fence/retaining wall beside the public pathway on private property?
A9 It will be on our property unless neighbours suggest that they want improvements at the interface, at which point we would happily discuss with them the possibility of locating the fence/retaining wall on their property. There is the same opportunity with trees and landscaping.

C10 I'm a long-time resident of McLellan Court, and I'm very disappointed with the idea of 'winners and losers,' that I see in this updated design. A more win-win design must possible, with a more reasonable transition to single family homes and improvements in privacy.
A10 That is why we've stuck with two story step-downs, and increased the transition area. We also must recognize the importance of affordable housing and density. We're not trying to create winners and losers.

Q11 If there are 160 units, it seems this plan would fall woefully shore of parking requirements. The FSR of the whole project should be 1.2. If there is 0.8 FSR closer to the single-family homes, does that mean you will build to a higher density elsewhere on the property to balance out the overall FSR?
A11 No, the whole area remains at 1.2 total, with 0.8 near the single-family homes.

Q12 Where does the pathway running north-south end up? Could it connect with the path along the riverbank?
A12 (Erik Wilhelm) It will likely turn into a low impact path (such as those already in the park) and then meet with the existing paths. It will depend partly on Metro Vancouver.

Q13 Does the plan include building a sidewalk along Sandown Place?
A13 Fullerton Avenue will be improved all the way along to Capilano Road. It will depend who develops the property along Sandown Place.
A13 (Erik Wilhelm) The applicant of any future proposed development on Sandown Place will be responsible for that sidewalk. In the interim, it will be necessary to walk along the road.

C14 I live on McLellan Court, and am very affected. I'm very disappointed by this second plan.

Q15 Please explain the next steps in the process.
A15 (Erik Wilhelm) The applicant presents their project to Advisory Design Panel. After the applicant responds to feedback from the public, ADP and staff, First Reading at Council will be scheduled. After First Reading, Council might choose to permit the project to proceed to a Public Hearing, which is the last opportunity for new information and public feedback to be provided to Council. After the Public Hearing, Council might choose to give the project another Reading. If successful, the applicant will then implement a series of legal agreements as a condition of approval. Once these conditions are met, Council decides whether to approve the project.

Q16 Will our comments really be incorporated?
A16 (Erik Wilhelm) Yes, we already held off going to ADP to give more time for public feedback, and have hosted two public consultations.

C17 I hope the priority remains density and family housing, as we already have lots of green space nearby.

Comment Sheet and Email Summary
Comments and emails were received for a two-week response period after the meeting. Three comment sheets and prepared statements were submitted at the meeting. Eight emails were submitted in the response period which followed.

Several messages regarding the proposal were communicated by both e-mail and comment sheets, including:

- Recognition of the need for affordable, walkable, and diverse housing options
- Concern over the transition between the subject site and surrounding single family neighbourhoods, specifically regarding height and the number of storeys around the periphery of the project, and setback distances (including several requests for 25 ft. setbacks around the entire property)

- Questions about the grade and security of the pedestrian pathway
- Concern over the impact of and on traffic and noise during and after construction
- Concern about the impact of garages on McLallen Court
- Concern over the height and overlook of roof decks
- Appreciation for the public park and trail; questions about their maintenance and connection of the trail to other networks

Scanned copies of the emails, prepared statements, and comment sheet are provided in Appendix B.

Conclusion

The purpose of this public meeting was to present to neighbours a proposed development concept, which was updated based on public feedback received during the first public information meeting and individual neighbor consultations. This meeting provided the public with an opportunity to ask clarifying questions and comment on the proposal for a second time. Two hundred invitations were mailed to the community, and thirty-two community members attended. Two newspaper ads notified the community of the meeting.

The public could participate in this process in four ways:

- An Open House
- A presentation by the proponent team
- A facilitated dialogue
- An invitation to submit prepared statements, comment sheets, and emails.

The meeting length and format was sufficient to provide all participants an opportunity to learn more, ask questions, and make the comments they wished to provide that evening. The overall public consultation conducted for this project was quite thorough, as the project team held two public information meetings and additional individual neighbour consultations. Participants asked the development team and District Planner a variety of specific questions, mostly related to transitions between the project and surrounding single-family homes (specifically the proposed setback of the townhouses), overall density, privacy, and neighbourhood revitalization. This meeting was a successful component of the proponent's public consutation process.

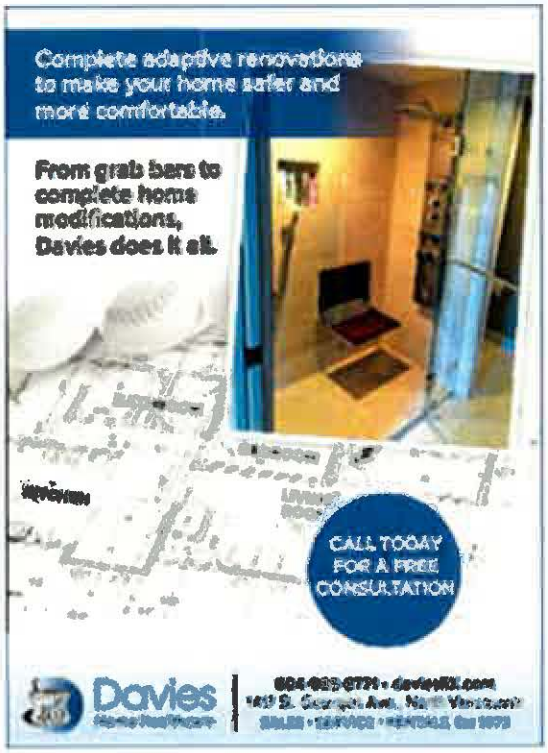
Appendix A: Notification

Notification Sign Photograph

Newspaper Advertisement: North Shore News April 16 and April 23, 2017

PUBLIC INFORMATION MEETING #2

A redevelopment is being proposed for 2026 • 2060 & 2080 • 2087 Glenaire Dr, 1944 & 1976 Fullerton Ave, and 1923 • 1985 Sandown Pl to construct 150 townhomes, ranging from 2 to 3 storeys. The development team has received their revised proposal. Please join us at this second meeting to review the updated proposal.



NEWS! AS

NEWS WEST VAN BAIT CAR SNARES CAR THIEF ?
MAILBOX DISTRACTED DRIVING STING NOT FUNNY 9
NEWS FATE OF BACKYARD CHICKENS RESTS WITH PUBLIC ?

Adventure tourists part of modern Arctic traffic

PUBLIC INFORMATION MEETING #2

A redevelopment is being proposed for 2020 - 2030 & 2031 - 2047 Glenaire Dr, 1944 & 1976 Fullerton Ave, and 1963 - 1985 Sandown Pl to construct 159 townhomes, ranging from 2 to 3 storeys. The development team has revised their designs. Please join us at this second meeting to review the updated proposal.

GLENAIRE SITE MAP

GLENAIRE DESIGN CONCEPT

Appendix B: Public Comments: Written Submissions

NORTH VANCOUVER

COMMENT SHEET
District of North Vancouver

PROPOSAL: 169 Unit Townhouse Development in Lions Gate Area
PROPOSAL ADDRESS: 2020 - 2067 Glenaire Drive, 1963 - 1985 Sandown Place, 1944 and 1976 Fullerton Avenue
DEVELOPER: Citimark Development Corp. and Woodbridge Properties

To help us understand neighbourhood concerns, please provide us with any input you have on this project (feel free to attach additional sheets):

I Grew up in the neighbourhood (Norgate) and would like to move back - the problem is there are not enough housing options. I'm a young professional and would like to start a family in the near future. The proposed mix of 1-4 bedroom townhouses is PERFECT for the community. Currently there are only single family homes (too expensive) and condos along Marine (not right for me). This development is very appropriate and is exactly the type of place I'd like to move to - very close to transit and amenities.

This project should be approved and built to help alleviate the need for housing diversity in North Lower Capilano.

Your Name: [redacted] Street Address: Former long-term resident @ 1766 Southern ST, NV District. Now in Vancouver

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. This personal information collected herein will be used only for the purpose of the public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under that Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207

Please insert your comment sheet into the comment box provided at the Public Information Meeting; or alternatively, mail or email your comment sheet (no later than April 4, 2017) to:

c/o Erik Wilhelm, Community Planner
District of North Vancouver - Community Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: [redacted]

Document: 3567470

DISTRICT OF NORTH VANCOUVER

COMMENT SHEET
District of North Vancouver

PROPOSAL: 159 Unit Townhouse Development in Lions Gate Area
PROPOSAL ADDRESS: 2026 - 2067 Glenaire Drive, 1963 - 1985 Sandown Place, 1944 and 1976 Fullerton Avenue
DEVELOPER: Citimark Development Corp. and Woodbridge Properties

To help us understand neighbourhood concerns, please provide us with any input you have on this project (feel free to attach additional sheets):

I think that this looks like a great development! It provides a good mix of housing and I am very supportive of development in Lower Capilano

Community ammenities are particularly important → specifically childcare to attract families and community recreation ie gym!! We have been waiting for years

Would also like to see rezoning in Norgate to have infill housing → we need to address housing shortage + cost and we [redacted] are sitting on too much land.

Your Name [redacted] Street Address 1766 Sowden St V7P1H2

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected herein will be used only for the purpose of the public consultation process unless its release is authorized by its owner or is compelled by a Court or an agency duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207

Please insert your comment sheet into the comment box provided at the Public Information Meeting; or alternatively, mail or email your comment sheet (no later than April 4, 2017) to:

c/o Erik Wilhelm, Community Planner
District of North Vancouver - Community Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: ewilhelm@dnv.org

Document: 3257059

NORTH VANCOUVER

COMMENT SHEET
District of North Vancouver

PROPOSAL: 159 Unit Townhouse Development in Lions Gate Area
PROPOSAL ADDRESS: 2028 - 2067 Glenaire Drive, 1963 - 1985 Sandown Place, 1944 and 1976 Fullerton Avenue
DEVELOPER: Citimark Development Corp. and Woodbridge Properties

To help us understand neighbourhood concerns, please provide us with any input you have on this project (feel free to attach additional sheets):

[redacted] Street Address [redacted]

This personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of the public consultation process unless its release is authorized by the owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207

Please insert your comment sheet into the comment box provided at the Public Information Meeting, or alternatively, mail or email your comment sheet (no later than April 4, 2017) to:

c/o Erik Wilhelm, Community Planner
District of North Vancouver - Community Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: [redacted]

Document: 3013010

Glenaire March 2017 Revised Options Reviewed: [redacted]
2019 McLallen Crt.

The first public information session was held on November 29, 2016. After viewing the proposal, residents in the Lower Capilano Village Peripheral Area sent a position paper to planning staff (Attachment 1). The consensus was that there was:

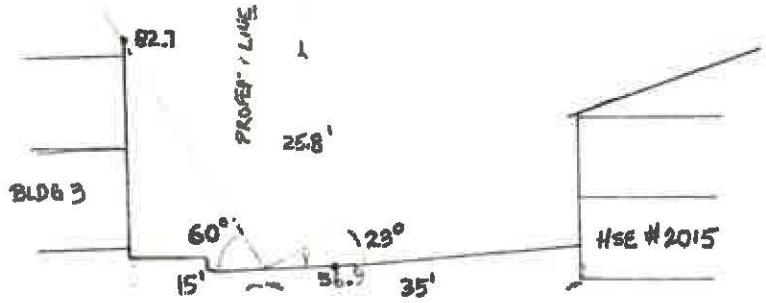
1. **Inappropriate density**
2. **Inadequate buffer zone**
3. **Inappropriate step down**

The revised plan has not adequately addressed these issues.

- **Backfilling around the first floor of bordering townhouses does not make for a 2 storey step down. The grading infill against McLallen Crt. to partially bury the ground floor, creating the "appearance" of two storeys, circumvents the intent of the call for a two storey step down and is not addressed here. The building heights remain unchanged. The two storey appearance is only apparent from the Woodbridge side but not from the McLallen side. Given that the rest of the development is 3 storeys, one can't help questioning the purpose of this change. Certainly, it has been misleading, as many I have talked to were under the illusion that the first row along the McLallen border had in fact been reduced to 2 storeys.**
- **The proposed rotation of buildings has some increased impact on neighbours. The realignment of buildings has the fronts angled toward the single family homes (previously ends facing). The building side elevation drawing shows the building ends only, whereas the actual views expose much more of the building fronts than does the previous layout. To this end, the building side elevation drawing, from the perspective of all the McLallen homes, is both misleading and incorrect.**
- **Planned first floor elevations and existing grade levels have been withheld. How high are the ground floors above existing grades, what are the floor heights and building heights? The initial proposal was for grade level first floors and 3 storeys. Because roof elevations of 83.10, 81.9, 82.67 and 85.9 (building 5 elevation not shown) have been revealed, the developer has this data and is relevant to our discussions.**
- **Have all end roof decks been completely removed from all adjacent buildings? The multi building elevation drawing shows all ends without roof decks. Previously, building 2 was shown with only part of its end without a deck and build 5 was not identified for deck removal.**
- **Elevated pathway and gardens increase privacy and security risks. The combination of built up retaining walls, in fill, elevated walkway, elevated gardens and a seven foot fence exposes McLallen properties to privacy and security concerns and places them in a landscape hole and sun shadow. The proposed garden area behind 2015 and 2019 would be elevated approximately 10 feet above the existing grade to an elevation of 58.8, 6.5 feet above the garden of 2019 and 8.5 feet above the ground level entrances of the Glenaire suites – essentially an elevated dyke between the two types of residences. Furthermore, trees are**

shown planted on top of it, located close to our south west border. Presently we have a 4 foot hedge along this border where our vegetable garden is located. Woodbridge would erect a fence, the top of which would be 9 feet over our garden.

- The addition of new walls and fences are shown on McLallen properties. The McLallen properties presently have satisfactory border hedges, retaining walls and fences. If the developer requires additional new structures, then they should be placed on the Woodbridge side of the property line and not on ours as shown on the drawings.
- No significant change in green space. As the density remains at maximum for the entire development (1.19 fsr), the total amount of green space is not significantly changed.
- Buildings 3 and 2 have increased the impact on neighbouring properties. This plan places some buildings closer to the lot lines than previous plans. Note that the elevation cross sections are not shown at the closest distance to the lot line so that minimum lot clearances are not identified. However, residents of 2015 indicated that the corner of building 3 would be 15 feet from their lot line. The developer instead has gone to considerable trouble to survey existing ground and building elevations in attempt to address parity in heights. However, the critical measure for determining good neighbour impacts on "privacy, views and sunlight" is the horizon angle. This angle requires both the building top elevations and the buffer width to be considered together (see diagram below).



HORIZON ANGLES

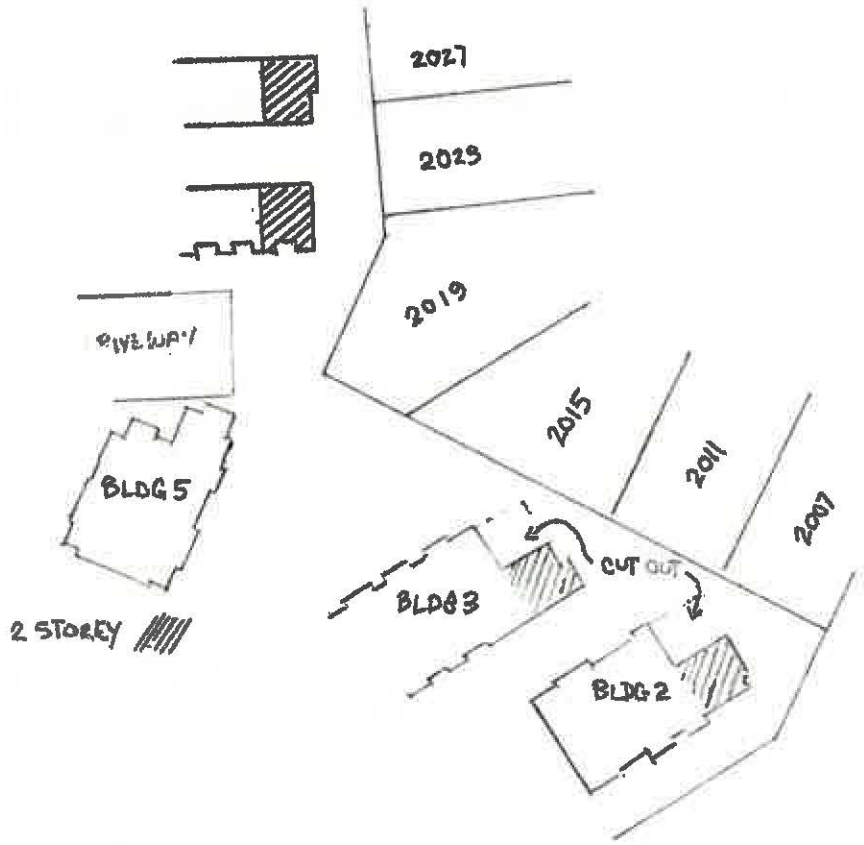
Woodbridge has repeatedly played off one measure against the other in a calculated effort to win support for 3 storeys abutting our subdivision. Most recently, it was tried again with the Option 1 duplex plan. It appears to have been purposely staged for maximum negative impact to look less desirable than the maximum density Option 2. As Option 1 has been dropped, comments on this plan are not included. However, the Woodbridge the Woodbridge CEO indicated to another neighbour that any other plans would have an even more negative impact on adjacent homes with higher building heights positioned directly behind the properties. In

any case, a 60 deg. yard horizon angle obviously has a major impact on affected homes and is bereft in addressing the good neighbour policy.

- At a minimum, we would suggest adherence to the 2 storey height step down requirement and maintain a minimum 25 foot clearance. It doesn't appear that any serious attempts have been made to provide a variety of housing types and scale down densities and heights to blend with the McLallen single family neighbourhood. Although, from our perspective, the current direction is less than ideal, if Woodbridge manages to obtain consideration for maximum density townhouse rezoning for most of the area, we don't think it unreasonable to ask for a significant improvement in the building border height/buffer width combination. This would still significantly impinge on our southwest yard horizons but we deem it to be a minimum consideration for gaining access to maximum rezoning in the rest of the area, since it will ramp up unit densities by nearly ten times at our door step.

Counterproposal

- **Retain the current building layout but cut out the corner sections of buildings 2 and 3 similar to the treatment of building 5 bordering the driveway and reduce the heights of remaining portions of the first suites bordering McLellen to 2 storey as shown below.**



- **Leave the grading of the path and landscaping bordering the single family homes at the current level as in previous proposals. The ground floor, level walk in entrances along Glenaire are shown at a nominal elevation of 50.0. That is 8.8 feet below the proposed garden area. Keeping the pathway and landscaping and garden at ground floor levels would resolve many of**

our privacy, security and mounded landscaping impacts and improve ease of access for residents of the Glenaire development.

The above would have a greater likelihood of support from the community in tempering buffer zone, landscaping and building height impacts. It would still retain close to the maximum overall 1.2 fsr sought by the developer and be well over the .8 fsr starting range for this building type. Furthermore, it would richly reward the developer in obtaining townhouse rezoning, the highest density housing option permitted by the Peripheral Area Design guideline, over the entire development area.
This is a small consideration for a multi- million dollar development and reflects the spirit of a good neighbour that Woodbridge clearly states it wishes to be.

Roofs Lowered:
NOT GRADE INCREASED BY 6.5'

Erik Wilhelm

From: [redacted]
Sent: Thursday, April 13, 2017 6:58 PM
To: Erik Wilhelm
Subject: Glenaire/Fullerton/Sandown Public Information Meeting #2

Attention: Mr. Erik Wilhelm

PLANNER, DISTRICT OF NORTH VANCOUVER

Referring to the above project, I am not able to attend these meetings as my mother is in the hospital at 91yrs old very sick and suffering from pneumonia, she lives right across from these so called future construction projects. She lives in the
Capilano Building at Woodcroft Estates on Fullerton Avenue facing these projects. I am speaking on behalf of her and me, I am in the Hollyburn building. These projects will cause unbelievable, extreme chaos with traffic gridlock during and after the construction, intolerable extreme noise, pollution, total disruption to everybody's lives at Woodcroft. There is not one person at Woodcroft who will agree to all this construction. All these projects are about nothing other than extreme GREED!!!
These townhouse projects should never be allowed to take place!!!

[redacted]

[redacted]
2020 FULLERTON AVENUE
WOODCROFT ESTATES

[redacted]
2024 FULLERTON AVENUE
WOODCROFT ESTATES

1

SCANNED
Doc # 3207142

2017 April 27

Sent by email

Mr. E. Wilhelm
Planning Department
District of North Vancouver

Re: Glenaire Development – Public Information Meeting

Dear Mr. Wilhelm:

I am a homeowner at 2011 McLallen Court, which is one of the properties directly adjacent to the proposed development and I am a long-time resident of North Vancouver District.

I attended the previous public information meeting and was encouraged to be advised that there would be some consideration of the importance of the neighborhood and transition between multi-family and single homes and that some further options would be presented to try and address this within the overall plan which includes community services, affordable homes for families, transitional areas and pathways, all of which I support.

Most recently, I was very disappointed and distressed with what I heard in regards to the plan revisions and the impacts. It was disappointing to hear that with the development you can expect to have winners and losers and that alternative designs could be worse.

I support the development of the area and I also am a part of the neighborhood, it is my home and where I have lived for many years.

I believe that it is possible to come up with design options that present a slight improvement and more secure transition area between the development, pathway accesses and the single family homes especially with a large scale development and an experienced developer.

By attending the Public Information meeting on Thursday, April 27th, I am requesting that the District and the developer give consideration to assist in providing a reasonable transition area.

The areas of the plan and the impacts that I would like to see receive some consideration are:

- Addressing the two story step down in the area immediately adjacent to the single family homes
- Some cut-outs of buildings 2 and 3 which border on McLallen Court, similar to other components with the development area

SCANNED
Doc # 3455S3

- Retaining the grading of the path and landscaping bordering similar to previous proposals which provides a more secure area along with the density
- Consideration of an increased transition area to maintain a more reasonable distance

I believe that there is room to consider this and at the same time preserve the important aspects of the development of the area, i.e.:

- Affordable homes (townhouses) for families resulting from changes in density
- Improved transition areas and greenspace
- Services for the community

I am aware that other submissions have been forwarded to the Planning Department by neighbors in McLallen Court and I do fully support their concerns and ideas for consideration.

Thank you for your consideration and I look forward to hearing from you.

Sincerely,

[redacted]
2011 McLallen Court
North Vancouver, B.C. V7P 3H6

cc: Mayor R. Walton
Councillor R. Bassam
Councillor J. Hanson
Councillor R. Hicks
Councillor L. Muri
Councilor D. MacKay-Dunn
Councillor M. Bond

Erik Wilhelm

From: [redacted]
Sent: Tuesday, May 02, 2017 6:20 PM
To: Erik Wilhelm
Subject: Fwd: Glenaire proposal - Local Resident Comments and Concerns

Follow Up Flag: Follow up
Flag Status: Completed

Please see below. I input your email incorrectly.

Thank you.

[redacted]
Tel: 604-770-3311
Fax: 604-770-3389

NOTICE: This message is intended only for the use of the individual or entity to whom it is addressed, and may contain information that is subject to solicitor client privilege, or is otherwise confidential, and exempt from disclosure under applicable law. If you are not the intended recipient, or an employee or agent of the intended recipient, any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately.

---------- Forwarded message ----------
From [redacted]
Date: Tue, May 2, 2017 at 6:17 PM
Subject: Glenaire proposal - Local Resident Comments and Concerns
To: ewihelm@dnv.org, milburnd@dnv.org, rbassam@dnv.org, bondm@dnv.org, rwalton@dnv.org, hansonj@dnv.org, hicks@dnv.org, dmackay-dunn@dnv.org
Cc: Antoinette Dumalo <adumalo@shaw.ca>, Neil Cobb <nlc@acquit.ca>

Hello

We own the property at 2027 McLallen Court and write to offer our comments with respect to the proposed development abutting our single family home.

First we would like to say we fully endorse and support the proposal provided by Antoinette Dumalo and Dennis Myronuk.

At first we were pleased to see that the peripheral units had been lowered to two stories from three. On further study however it became clear that the units were actually three stories but given the appearance of two stories because the grade level was being raised on the back side of the units abutting our property.

1

SCANNED
Doc # 3197699

Accordingly, the new proposal leaves us in the exact same position as the previous proposal where the grade was lower. The height of the building facing us was always our concern and the new proposal does not address this at all. We found the presentation of the abutting buildings as two story to be quite disingenuous.

We understand that there is a genuine need for affordable housing. We have four university age children and know that their generation will require affordable options. At the same time we are feeling forced out of our modest little neighbourhood. We had been planning to retire in the near future. It is now unlikely we can sell our home anytime in the next 4 to 5 years given that we will be living in a construction zone with an open pit behind our home for much of that time.

That said we are reluctantly supportive of the development if it is reasonably done with proper setbacks (at least 25 feet) and a two story build behind us, which we feel should be at the current grade. We understand it may be necessary to raise the grade for the public pathway but the units will still be two stories, on the Woodbridge side.

Thank you for your time and attention with respect to this matter.

[redacted]
Tel: 604-770-3311
Fax: 604-770-3389

2

Input

Second PIM for the Glenaire/Fullerton/Sandown Proposed Development

Although I am appreciative of the improvements Woodbridge have made I do not feel they have gone far enough.

The big plus is eliminating the rooftop patios adjacent to the single family homes to the east.

Another plus is the public park, although ownership/maintenance is in question. Although it was said this park would be open to the public it is not know who would maintain it – whether it would be the Parks Board, who has not been consulted, or the Strata who would not be likely to have it open to the public.

Re. transition to single family homes, although there is a 25 ft. buffer in some cases, there is still only 15 ft. in other cases. I believe there should be a 25 ft. buffer to all single family homes.

Raising the grade and selling 3 storeys as 2 storeys is misleading. They may appear to be 2 storeys facing the single family homes but it is still a 3 storey building.

The public trail is a plus, but no arrangements have been made to connect it in the north to the river trail. Without this connection it is a trail to nowhere.

We were given to understand that when this development came about there would be allowances made for a pathway to connect the riverside trail to Glenaire on the east. Therefore there needs to be a step back in the buildings on the east end.

Design – I am not partial to "stacked" townhouses. No steps were shown to the upper units and the design shown was not accurate. Without true information how are we supposed to comment on design?

I feel there is far too much density, and with all the cars and bikes coming on to Fullerton, traffic is a big concern for me.

The single family neighbourhood on McLallen Court is unique and needs to be preserved. All efforts should be made to achieve this.

I cannot support this application in its present form.

[redacted]

May 3, 2017

Erik Wilhelm, planner, District of North Vancouver

RE: Woodbridge/Citimark Group, Glenaire, Fullerton and Sandown Place

Once again we see a development that includes most of the failings of the other proposals for the Lion's Gate Area.

- Public Space: While there are two *green areas* shown on the plans, only one is designated as available to area residents and the developer does not seem to know who will own the space and maintain it. The second question is whether or not the space is adequate considering the size and density of this and other developments.

- Trails: A related question is how the green space will connect with the Metro trail along the river and what connection, if any, to the trails provided by the development on Glenaire west. Is Metro being consulted/considered by our planners?

- Height:Four and five storey town houses in the density proposed will result in a Canyon-like feel to the neighbourhood. DNV is primarily a two storey townhouse area and most of the Lion's Gate area should reflect that.

- Affordability: Council has failed to impress upon the developers that modest townhouses will be more affordable. Perhaps there is some merit to higher buildings along the banks of the river, as that location will have additional appeal and thus can justify the expected price levels. The remainder of the area should be much more modest. And yes, two storey with basement townhouses can certainly have three bedrooms and more.

- Traffic: We get no sense that the overall traffic scheme, once all the developments are completed, will be anything but grid-lock many hours during the day. The parking allowances for the developments to date suggest that the *transit/walkable* neighbourhood advantages are being ignored. Fewer parking spaces means fewer cars and that should be the planners' mantra.

One advantage this development has is its size. The overall ground plan is much more attractive than the smaller street-front developments.

[redacted]
909 2024 Fullerton Avenue
North Vancouver, B. C.

SCANNED
Doc # 3205163.

Erik Wilhelm

From: [redacted]
Sent: Thursday, May 04 2017 9:41 PM
To: Erik Wilhelm
Subject: Fwd: Glenaire/ Woodbridge proposal

Follow Up Flag: Follow up
Flag Status: Flagged

----- Forwarded Message -----
From: [redacted]
To: 'Erik Wilhelm' <wilhelme@dnv.org>
Sent: Wed, 03 May 2017 13:36:46 -0600 (MDT)
Subject: Glenaire/ Woodbridge proposal

Hello

Woodbridge has strategically revealed selected data from its recent land survey that supports the latest proposal. However, I could not help but respond with growing concern, important relevant information either withheld or obscured from its drawings and arguments. Woodbridge has applied for rezoning properties along Sandown and Glenaire, with important data references to these streets. Curiously, however, it has provided more cross section and elevation data for the McLallen propertities than for those it is proposing to develop.
So, for example, my garage and basement at 2019 McLallen is graded below street level for access. It is argued by the developer that it is a full floor and is accompanied by drawings revealing survey elevations. Likewise, Woodbridge proposes a car park graded below street level and is nominally the same height above street level. However, it has been omitted from its arguments and little data has been provided. What are the finished heights of the garage and other buried structures above street level? Are the garages constrained to the building footprints or do they cover larger areas? If so, to what extent and what are the proposed distances from lot lines?
In short, in order to properly have the the merits considered for any proposal, the developer should be prepared to fully disclose all relevant data that fully reveals the extent of all improvements. In addition to a site plan it should include it's own cross section elevation drawings complete with all heights referenced to street level of garages,floors, ceilings and landscaping.
Respectfully submitted for your consideration [redacted] 2019 McLallen Crt.

1

SCANNED
Doc # 3205662.

Erik Wilhelm

From: [redacted]
Sent: Sunday, May 21, 2017 7:54 AM
To: Erik Wilhelm
Cc: Dan Milburn; Anna Walsh; catherine.okane@clearmind.com; fanjingjessica@gmail.com; Neil Cobb; Pat.Tennant@burnaby.ca; 'Antoinette Dumalo'; 'Dennis Myronuk'
Subject: FW:

Hi Eric,

Further to my email to you on May 6 regarding disclosure of all built up structures above curb level datum, I would like to comment on the probable cause of the problematic elevation increases introduced by the latest proposal.

As pointed out, the developer has failed to disclose the locations and elevations of structures beyond the building footprints. As a result, we can only infer the developer's intentions, but I think it goes pretty much as follows.

- The ground floor elevations and correspondingly the top of building garages appear to be about 3 ft. above street level (yet to be disclosed).
- Because of the single car park access at the head of Glenaire, all buildings require a garage connector to this single entrance point.
- If the connector elevations are set to the same height as the building ground floors and landscaping is added on top of them, the developer is effectively creating a landscape dyke. This is problematic when placed in the middle of the development because it places ground floor entrances in a hole well below the top of this built up structure.
- It appears, therefore, that the car park connectors have been pushed to the McLallen buffer zone where they result in a list of new concerns for us that I have previously cited.

I understand that is has been the policy of your Department to avoid providing specific direction to the developer on their design proposals. However, it is apparent that there are a number of ways of effectively dealing with the garage connectors and retain the buffer zone elevations of Woodbridge's Dec. 2016 proposal, e.g. dropping the tops of garage entrance and connectors to street level, or keep them, as requested for buildings, at a minimum of 25 feet from the property line with minimum of landscape cover. This provides extra width to adequately grade to the Dec. 2016 elevations and keep development vehicular traffic further away from the McLallen properties.

In spite of considerable community engagement and input over the past year, it appears that we have made little progress, with the developer, in obtaining any substantive concessions on border issues. We have moved back from a 25 foot to 15 foot buffer width, we have seen no movement to 2 storeys along our border and now problematic border elevation increases have been added. We ask how we can effectively move forward when faced with an intransigent developer who continues to single mindedly pursue maximum profitability at the expense of single family border considerations.

If maximum density of 1.2 fsr is to win the day, perhaps the time has come to consider a new approach. It has been suggested by some residents of our community that consideration for a special 4 storey height concession for buildings adjacent to Fullerton be traded off for significant new buffer zone improvements.

1

SCANNED
Doc # 3214115

We appeal to the District to define the next step in the process that will address the current stalemate.

[redacted], 2019 McLallen Crt.

From: [redacted]
Sent: via [redacted], approximately Sunday, May 06, 2017 7:40 AM
To: [redacted]
Subject:

Hello Erik,

Woodbridge has strategically revealed selected data from its recent land survey that supports the latest proposal. However, I could not help but respond with growing concern, important relevant information either withheld or obscured from its drawings and arguments. Woodbridge has applied for rezoning properties along Sandown and Glenaire, with important data references to these streets. Curiously, however, it has provided more cross section and elevation data for the McLallen propertities than for those it is proposing to develop.
So, for example, my garage and basement at 2019 McLallen is graded below street level for access. It is argued by the developer that it is a full floor and is accompanied by drawings revealing survey elevations. Likewise, Woodbridge proposes a car park graded below street level and is nominally the same height above street level. However, it has been omitted from its arguments and little data has been provided. What are the finished heights of the garage and other buried structures above street level? Are the garages constrained to the building footprints or do they cover larger areas? If so, to what extent and what are the proposed distances from lot lines?
In short, in order to properly have the the merits considered for any proposal, the developer should be prepared to fully disclose all relevant data that fully reveals the extent of all improvements. In addition to a site plan it should include it's own cross section elevation drawings complete with all heights referenced to street level of garages, floors, ceilings and landscaping.

Respectfully submitted for your consideration,
[redacted], 2019 McLallen Crt.

2

ATTACHMENT G

In recognition of an increased buffer area provided adjacent to neighbours along McLallen Court, Council resolves to allow modification of the density provisions within the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines" and allow future consideration of a maximum of 1.32 Floor Space Ratio, or an additional 543.5 sq. m. (5,850 sq. ft.), limited to the site as outlined above.

PUBLIC HEARING

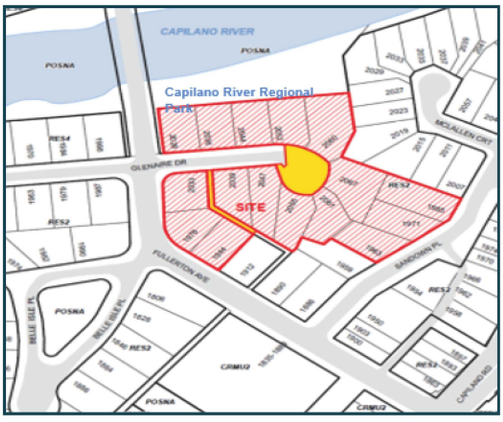
1944 & 1976 Fullerton Avenue, 1963-1985 Sandown Place & 2028-2067 Glenaire Drive

150 UNIT TOWNHOUSE DEVELOPMENT

What: A Public Hearing for Bylaws 8250 and 8251, proposed amendments to the Official Community Plan and Zoning Bylaw, to permit the development of a 150 unit townhouse development.

When: 7 pm, Tuesday, April 24, 2018

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



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

What changes?

Bylaw 8250 proposes to amend the OCP land use designation of the properties from Residential Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily (RES4) and to designate these properties as Development Permit Areas for Form and Character and Energy and Water Conservation and GHG Emission Reduction. Bylaw 8251 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 112 (CD112) and rezone the subject site from Single-Family Residential 7200 Zone (RS3) to CD112. The CD112 Zone addresses use, density, amenities, setbacks, site coverage, building height, landscaping and parking.

When can I speak?

We welcome your input Tuesday, April 24, 2018, 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 or by mail to Municipal Clerk, District of North Vancouver, 355 West Queens Road, North Vancouver, BC, V7N 4N5, before the conclusion of the hearing. *Please note that Council may not receive further submissions from the public concerning this application after the conclusion of the public hearing.*

Need more info?

Relevant background material and copies of the bylaws are available for review at the Municipal Clerk's Office or online at **dnv.org/public_hearing** from March 13 to April 24. Office hours are Monday to Friday 8 am to 4:30 pm, except statutory holidays.

DISTRICT OF NORTH VANCOUVER

Questions?
Erik Wilhelm, Development Planner
604-990-2360 or wilhelme@dnv.org

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