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May 16, 2018
File: 08.3060.20/020.17

AUTHOR: Erik Wilhelm, Development Planner

SUBJECT: Rezoning Bylaw 8254 and Housing Agreement Bylaw 8255 - 27 Unit Townhouse Development at 3468, 3472, 3484, & 3490 Mt Seymour Pkwy.

RECOMMENDATION:

THAT “District of North Vancouver Rezoning Bylaw 1359 (Bylaw 8254)” to rezone the properties at 3468, 3472, 3484 and 3490 Mount Seymour Parkway from “Single-Family Residential One Acre Zone” (RS1) to “Comprehensive Development Zone 108” (CD108) be given FIRST reading;

AND THAT “Housing Agreement Bylaw 8255, 2017 (3468 - 3490 Mount Seymour Parkway)” be given FIRST reading;

AND THAT Bylaw 8254 be referred to a Public Hearing.

REASON FOR REPORT:

The proposed project requires Council’s consideration of:

- Bylaw 8254 to rezone the subject properties; and,
- Bylaw 8255 to authorize a housing agreement to ensure all future owners are eligible to rent their units.

SUMMARY:

The applicant proposes to redevelop four residential lots located at 3468-3490 Mt. Seymour Parkway to allow a 27 unit townhouse development with a Floor Space Ratio (FSR) of 1.2.
Implementation of the project requires a rezoning (Bylaw 8254), and a Housing Agreement (Bylaw 8255). The proposal is in keeping with the Official Community Plan and is consistent with Land Use provisions of the Seymour Local Plan (reference policy document). The rezoning bylaw is recommended to be referred to a Public Hearing (the housing agreement bylaw does not require a Public Hearing).

**SUBJECT PROPERTY:**

The development site includes four single-family lots and is approximately 0.27 hectares (0.66 acres) in area. As seen in the adjacent image, the site is located at the north-west corner of Parkgate Avenue and Mount Seymour Parkway. Surrounding uses include unconstructed lane & Northlands Golf Course to the north; a 16 unit townhouse complex (across Parkgate Avenue) to the east; an 88 unit condominium complex (across Mt. Seymour Pkwy.) to the south. Single family homes are located west of the site but a 29 unit townhouse proposal is anticipated to be considered by Council on the four adjacent lots west of the development site.

**EXISTING POLICY:**

**Official Community Plan**

The adjacent map indicates the surrounding OCP designations in the area.

The site is designated “Residential Level 4: Transition Multi Family” in the Official Community Plan. This designation envisions a mix of townhouse and apartment developments in close proximity to centres and corridors with a density of up to approximately 1.2 FSR. The proposed density of 1.2 FSR is in keeping with the OCP density provisions for the site.

The proposal is intended to provide housing to meet the needs of downsizers, the missing middle and families.
ANALYSIS:

Site Plan and Project Description

The project as proposed consists of 27 townhouse units in four separate buildings (see site plan below) with an approximate Floor Space Ratio of 1.2. The secured underground parking area (providing a total of 52 stalls) is proposed to be accessed from the rear lane to the west of Parkgate Avenue. This new lane within the existing dedicated lane area will be constructed by the developer.

All buildings proposed are three storeys in height and the majority of units include rooftop decks. The development will provide for sixteen 3-bedroom townhouse units and eleven 2-bedroom townhouse units.

The image on the next page depicts the general architectural expression being pursued. The buildings have an orderly presence along the street frontages with a modern architectural character not currently seen along Mt. Seymour Pkwy. All of the buildings incorporate similar colours, materials and building forms yet each building provides for subtle variation. Buildings 2, 3 and 4 have stepped-down corners to reduce building bulk at corners of the buildings; the architectural drawings are attached as Attachment 1.

Development Permits – Development Site

The development site is designated within Development Permit Areas for (1) Form and Character; and (2) Energy and Water Conservation and GHG Emission Reduction.
a) Form and Character:

The proposal complies with the “Design Guidelines for Ground-Oriented Housing” as outlined within the OCP. 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 rezoning bylaw proceed.

As noted previously, a 29 unit townhouse proposal is anticipated to be considered by Council on the four adjacent lots west of the development site. The image below provides an indication of the buildings fronting Mt. Seymour Parkway (south elevation). The two developments differ in architectural form and detailing. Both projects were designed to provide front door entrances onto the Parkway and front yard landscaping while still providing building breaks to ensure a continuous street wall is not created.

b) Energy and Water Conservation and GHG Emission Reduction:

In April 2017, the Province adopted the BC Energy Step Code (“Step Code”) which provides an incremental and consistent approach to achieving more energy-efficient buildings beyond the requirements of the base BC Building Code. The “Step Code” has been included with the District’s new Construction Bylaw and mandatory compliance in effect as of July 1, 2018. The development proposal will need to comply with the “Step 3” of the Step Code as the building permit for this project will likely be submitted after July 1, 2018.

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 rezoning bylaw proceed.

Development Permits – Off Site (Northlands Golf Course)

The lands north of the development site, within Northlands Golf Course, are designated within Development Permit Areas for (1) Wildfire Hazard; (2) Streamside Protection; and (3) Protection of the Natural Environment. The development proposal necessitates construction of the rear lane. The lane
construction activities will prompt compliance with the previously noted Development Permit Areas and the associated guidelines. Removal of trees and restoration works, necessary for lane construction, abutting Northlands Golf Course is proposed and is further identified later in this report.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on October 11, 2017 and the Panel recommended approval of the project subject to addressing Panel comments. The applicant has addressed the Panel’s comments by improving the architecture (particularly at the corner of Parkgate Avenue and Mt. Seymour Pkwy), refining each of the three primary entrances from Mt. Seymour Parkway, improving integration of the bus shelter with the development, and providing enhanced communal areas on-site.

Further design information, responding to the Advisory Design Panel comments and Development Permit Area design guidelines, will be provided when Council considers the required Development Permit should the application proceed through the rezoning process.

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, all units will be required to provide “basic accessible design elements” and 3 units (11% of the total) are proposed to include “enhanced accessible design elements”, such as stair lifts, to provide a higher level of accessibility. The approach to accessibility exceeds the targets in the District’s policy.

Zoning

The site is currently zoned Residential Single Family One Acre (RS1). To accommodate the development, the site must be rezoned to permit ground-oriented housing and Bylaw 8254 (Attachment 2) creates a new Comprehensive Development Zone 108 (CD108) for this purpose. This new zone establishes the following requirements:

- establishes townhouses as a permitted use;
- limits the number of units to 27 townhouses;
- Limits the floor space area to a maximum of 3214.6 m² (34,602 sq. ft) which equates to 1.2 FSR;
- establishes a community amenity contribution of $533,979;
- establishes a maximum building height of 10.5m (34.5 ft);
- sets building coverage at a maximum of 52%;
- sets site coverage at a maximum of 55%;
- requires the provision of a total of 52 off-street vehicle parking stalls, including 6 visitor stalls, and 1 loading/drop-off stall at the rear lane;
- requires a secure shared bicycle storage room (for at least 17 bicycles);
- requires secure individual bicycle storage areas (for at least 36 bicycles); and
- establishes the building setbacks.

**Strata Rental Protection Policy**

Corporate Policy 8-3300-2 “Strata Rental Protection Policy” applies to this project as the rezoning application would permit development of more than five residential units. The policy requires a Housing Agreement to ensure that future strata bylaws do not prevent owners from renting their units. Bylaw 8255 (Attachment 3) authorizes a Housing Agreement to implement this policy.

**Traffic Generation & Parking**

Traffic:

The developer’s transportation consultant, in conjunction with the development applicant to the west, has submitted a coordinated traffic impact assessment (TIA) report which identifies the potential traffic generated from both development proposals and provides a comprehensive review of the traffic movements in the immediate area. The TIA report reviews existing conditions and forecasts future traffic conditions utilizing projected development as outlined in the OCP. Nearby intersections were reviewed and vehicular movements are expected to function within acceptable parameters and experience limited congestion at peak travel times along Mt. Seymour Parkway or along Parkgate Avenue.

The District’s Transportation Engineering staff has reviewed the submitted TIA report and finds that the proposed development will not unduly affect traffic along Mt. Seymour Parkway or along Parkgate Avenue.

Parking:

Given concerns raised at the Public Information Meeting, the developer was required to provide a comprehensive review of on-street parking conditions along Parkgate Avenue. Despite anecdotal testimonials, Parkgate Avenue was found to have ample on-street parking available throughout the day; however, had increased use during sports and church events taking place further north along Parkgate Avenue. The applicant proposes at least 52 parking stalls which includes a minimum of 6 visitor stalls and one at grade stall directly accessing from the lane (for quick drop-offs or temporary loading).

The District’s Transportation Engineering staff has reviewed the proposed parking on-site and find that the development will not adversely effect on-street parking along Parkgate Avenue.
Off-site Improvements:

Roads:

The application includes upgrades to asphalt, sidewalks, boulevard, curb, gutter, and lighting along the Mt. Seymour Parkway and Parkgate Avenue frontages. The roadway design will provide for a planted boulevard separating the sidewalk from the curb on Mt. Seymour Parkway (alike the adjacent image). A new covered transit stop, expanded bus pull-out and bike lane continuation will be provided along the parkway. The developer will be providing a “directional/informational kiosk” at the entrance to the nearby trail system at the west side of Parkgate Avenue (see image below).

Lane:

As originally contemplated within the Seymour Local Plan, the applicant (in conjunction with the applicant to the west) will be required to pave the rear lane to the extent seen below. This lane is eventually slated to link Parkgate Avenue and Gaspe Place to the west; however, the western edge of the lane will have bollards installed and will remain with only a bike/pedestrian/emergency connection in order to minimize traffic disruptions on Gaspe Place. Upon potential redevelopment of the balance of the block and/or Gaspe Place, it would be expected that the lane would be widened to provide full vehicle access. In the interim, the lane will serve only the subject development site and the adjacent townhouse development to the east. The lane egress to Gaspe Place may be used at times during construction if required to minimize impacts to Parkgate Avenue and Mt. Seymour Parkway.
Tree removal off-site:

Lane construction will necessitate removal of trees within the existing dedicated/unconstructed lane and on the southern edge of Northlands Golf Course. In August of 1996, the golf course lands were dedicated as “park” upon adoption of Bylaw 6904 (Northlands Golf Course Park Dedication Bylaw). Development Engineering and Planning staff have reviewed the lane design and have determined that lane construction is necessary to service the development and to reduce interruptions to traffic, cycling and transit movements on Mt. Seymour Parkway.

The applicant was required to submit an arborist report and environmental review of the area given the potential environmental impact to Northlands Golf Course. The environmental review identified that no significant environmental features are present in the area needed for lane construction activities and further outlined a rehabilitation and restoration planting plan for an area north of lane (with Northlands Golf Course). Parks, Environmental and Development Engineering staff have reviewed the reports submitted by the applicant and concur that 23 trees will need to be removed within the unconstructed lane and 17 trees slated for removal within Northlands Golf Course lands. Additional tree removal may be necessary depending on final tree health and wind firming review closer to construction (should the rezoning bylaw proceed).

Although tree removal is not normally encouraged on public land this development proposal is consistent with both the OCP and Seymour Local Plan. Furthermore, the developer has provided all necessary information to understand the tree loss and has provided preliminary restoration plans to encourage environmental rehabilitation in the area of disturbance. The developer will be required to restore the lands as part of the rezoning process and install an “environmental fence” to discourage disturbance of the restored area north of the lane within Northland Golf Course lands. The restoration works to areas north of the lane will be required prior to start of construction and will be protected with environmental fencing. This will be ensured through covenant in order to limit the time needed to provide the restoration works.

Northlands Golf Course staff also identified that tree removal in this area will not adversely affect the golf course operations and tree removal may actually allow more winter time sunlight infiltration to encourage growth and drainage of the nearby green (13th hole).

Further details outlining the project’s compliance with the Development Permit Areas for (1) Wildfire Hazard; (2) Streamside Protection; and (3) Protection of the Natural Environment will be provided for Council’s consideration at the Development Permit stage should the rezoning bylaw 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 a shared walkway and private outdoor amenity areas for each unit. Each unit with rooftop decks will be provided landscaping within planters to improve the spaces and help to create privacy between the roof top decks. A copy of the landscape plan is provided within Attachment 1.
Construction Traffic Management Plan:

The adjacent image shows the site in relation to other applications in the area along Mt. Seymour Parkway.

The applicant, in conjunction with the adjacent development applicant to the west, has submitted comprehensive and coordinated Construction Traffic Management Plans (CTMP) in order to reduce the development's impact on pedestrian and vehicular movements in the area. Should the rezoning bylaw proceed, in conjunction with the potential development to the west, both applicants will be required to coordinate their construction activities to limit disruption to neighbours. This will be compulsory through registration of a “Construction Traffic Management Covenant” which both developers have agreed to. The covenant will require simultaneous excavation, shoring, concrete installation, and civil works by one contractor. Should one development proceed before the other then the second development will be delayed until the excavation, shoring and concrete installation is completed on the first development in order to limit heavy truck movement conflicts in the area. A final CTMP is required to be approved by the District prior to issuance of a building permit. Further information related to construction traffic management will be provided upon consideration of the Development Permit should the rezoning bylaw proceed.

In particular, the Construction Traffic Management Plan must:

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

With respect to this specific development site, there should be limited disruption for neighbours given that the rear lane (to be constructed by the developer) will be primarily used for vehicle staging, concrete pours, marshalling and trades parking. Use of the rear lane area for staging activities was successfully implemented on the townhouse project constructed east of the site (across Parkgate Avenue).

Public Input

a) Public Information Meeting:

The applicant held a facilitated Public Information Meeting (PIM) on July 19, 2017 and the meeting was attended by approximately 40 members of the public. A copy of the PIM “summary report” from the meeting’s facilitator is attached as Attachment 4. Topics discussed at the meeting and referenced in the 13 comment sheets submitted focused on construction traffic management, parking, traffic, community amenity contributions (CACs), pathways, parks, cost of units, access, density, architectural design and privacy. The Seymour Local Plan Monitoring Committee (SLPMC) provided a letter which is included with the comment sheets.

Seymour Local Plan (2003) Compliance:

The development site was designated “Multi-Family Residential” in the Seymour Local Plan reference policy document. The Seymour Local Plan supported density of between 0.6 and 1.2 FSR along the north side of Mount Seymour Parkway (3200 to 3500 blocks) provided that:

- The housing form is predominantly townhouses
- A minimum of 15,000 square feet (1400 m) is assembled for townhouse development and no “locked in” lots are created
- The development addresses issues of traffic, access, safety, acoustical standards, view and backdrop considerations, community acceptance and design standards
- The development contributes to community objectives

The above noted points have been generally achieved by the development proposal. The Public Hearing will provide an opportunity for the public to comment on the overall “community acceptance” of the development proposal (providing the rezoning application proceeds to a Public Hearing).

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 $533,979.00 in accordance with District CAC policy. The CD108 zone
specifies this amount in order to achieve the maximum density of 1.2 FSR and outlines projects to which the CAC may be applied, including park, trail, environmental, public art or other public realm improvements, as well as municipal or recreation service or facility improvements, and/or affordable housing. Trail upgrades north of the development site, within Northlands Golf Course, was noted by the Parks Department as a potential nearby CAC priority.

The developer will be required to pay Development Cost Charges prior to building permit issuance in accordance the Development Cost Charge Bylaw applicable at that time.

RENTAL AND AFFORDABLE HOUSING STRATEGY:

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 within the Parkgate Area. As stated within the strategy: “Increased supply of housing in centres will add diverse multi-family housing choices (type, tenure, unit sizes etc.) for District residents, and encourage competitive pricing for homes.” The homes proposed in the subject development will be suitable for families and provide a more affordable alternative relative to detached single-family homes.

CONCURRENCE:

Staff:

The project has been reviewed by the following District Departments: Building, Parks, Environment, Legal, Development Engineering, Urban Design, Community Planning, Real Estate and Properties, Public Art, and Fire Prevention. Recommendations from individual departments have been incorporated to improve the development project and to advance public and District interests.

CONCLUSION:

This project assists in implementation of the District’s Official Community Plan objectives. Primarily, the townhouse proposal creates a choice of housing suitable for families. The rezoning proposal is now ready for Council’s consideration.

OPTIONS:

The following options are available for Council’s consideration:

1. Introduce Bylaws 8254 and 8255 and refer Bylaw 8254 to a Public Hearing (staff recommendation); or,
2. Defeat the Bylaws at First Reading.
SUBJECT: Rezoning Bylaw 8254 and Housing Agreement Bylaw 8255 - 27 Unit Townhouse Development
May 16, 2018

Erik Wilhelm, MCIP, RPP
Development Planner

Attachments:

1. Architectural and Landscape Plans
2. Bylaw 8254 – Rezoning Bylaw
3. Bylaw 8255 – Housing Agreement Bylaw
4. Public Information Meeting Facilitator Summary Report

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Detailed Rezoning Development Application
North Vancouver Townhouse Proposal

Lots #3468, #3472, #3484, #3490
Mt. Seymour Parkway, North Vancouver, BC.

To

Eric Williams
Manager Development Services
City of North Vancouver, BC
804-860-2380

May 11, 2017
The Corporation of the District of North Vancouver

Bylaw 8254

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

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

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1359 (Bylaw 8254)".

2. Amendments

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

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

"Comprehensive Development Zone CD108"

2.2 Part 4B by inserting the following:

"4B108 Comprehensive Development Zone 108 (CD108)"

4B108-1 Intent:

The purpose of the CD108 zone is to establish specific land use and development regulations for a 27 unit townhouse development.

4B108-2 Uses:

The following principal uses are permitted in the Comprehensive Development 108 Zone:

(a) Uses Permitted without Conditions:

Not applicable

(b) Conditional Uses:

(i) Residential building, multifamily townhouse

For the purposes of this CD108 Zone, "Residential building, multifamily townhouse" means a building having not more than three residential storeys
with private rooftop deck and consisting of two or more dwelling units with individual, exterior access to grade, all above an underground parkade.

4B108-3 Conditions of Use:

(a) Balcony enclosures are not permitted;
(b) Rooftop trellises, pergolas, or similar structures are not permitted; and
(c) Providing the site is developed in accordance with density provisions permitted in Section "4B108-5 Amenities", the following outlines the minimum number of unit typologies that must be constructed:

<table>
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<th>Unit Description</th>
<th>Number of Units</th>
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<tr>
<td>2 bedroom</td>
<td>11</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>16</td>
</tr>
</tbody>
</table>

4B108-4 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.

4B108-5 Density:

(a) The maximum permitted density in the CD108 Zone is limited to a floor space ratio (FSR) of 0.45 and a maximum number of 3 dwelling units, inclusive of any density bonus for energy performance; and

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

(i) underground parkades, including: drive aisles, electrical/mechanical rooms, garbage and recycling collection areas, bicycle storage areas, and basement areas on the parkade level; and

(ii) unenclosed balcony areas and rooftop deck areas.

4B108-6 Amenities:

Despite subsection 4B108-5, density in the CD108 Zone is increased to a maximum floor space of 3,214.6 m² (34,602 sq. ft.) and a maximum number of 27 townhouse units, inclusive of any density bonus for energy performance, if the owner:

1. Contributes $533,979.00 to the municipality to be used for any or all of the following amenities (with allocation to be determined by the municipality in its
sole discretion): public art, park, trail, environmental or other public realm improvements; municipal or recreation service or facility improvements and/or affordable housing; and

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

4B108-7 Setbacks:

(a) Buildings must be set back from property lines to the closest building face in accordance with the following regulations:

<table>
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<tr>
<th>Location</th>
<th>Minimum Required Setback</th>
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</thead>
<tbody>
<tr>
<td>North Lot Line</td>
<td>1.61 m (5.29 ft)</td>
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<tr>
<td>East Lot Line</td>
<td>3.05 m (10 ft)</td>
</tr>
<tr>
<td>South Lot Line</td>
<td>per setbacks within section 4B108-7(b)</td>
</tr>
<tr>
<td>West Lot Line</td>
<td>3.99 m (13.08 ft)</td>
</tr>
</tbody>
</table>

(b) Notwithstanding setbacks stipulated in section 4B108-7 (a), buildings must be set back from property lines to the closest building face in accordance with the following plan, due to road dedication requirements:

(c) The north and south faces of buildings must be separated by a minimum distance of 8.23 m (27 ft).

4B108-8 Coverage:

a) Maximum permitted Building Coverage is 52%; and

b) Maximum permitted Site Coverage is 55%.
4B108-9 Height:

a) Maximum permitted height is 10.5 meters (34.5 ft) from finished grade.

4B108-10 Landscaping:

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

b) 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.

4B108-11 Subdivision Requirements

Within the CD108 zone, the minimum lot area for the purposes of subdivision is 2,508 m² (27,000 sq. ft.).

4B108-12 Motor Vehicle Parking, Bicycle Parking and Storage Regulations:

Parking, Loading and Drive Aisle regulations within Part 10 of the Zoning Bylaw are applicable to CD108 lands except that:

(a) A minimum of 52 motor vehicle parking spaces shall be provided in an underground parking garage inclusive of visitor parking spaces, small car spaces, and accessible parking spaces;

(b) A minimum of 6 motor vehicle parking spaces shall be provided for the use of visitors;

(c) A maximum of 19 small car spaces shall be permitted;

(d) A minimum of one drop-off/loading motor vehicle parking space, with a time duration parking restriction, shall be provided at grade with direct access from the lane;

(e) A minimum of 53 Class 1 bicycle parking spaces (within a secured bike storage area) shall be provided; and

(f) Each dwelling unit shall be provided a minimum of 1 Class 2 bicycle parking space (secure bicycle rack, bollard or post) at ground level within the townhouse complex. 
2.3 The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" to Comprehensive Development 108 Zone (CD108).

READ a first time
PUBLIC HEARING held
READ a second time
READ a third time
ADOPTED

______________________________  ________________________________
Mayor                                      Municipal Clerk

Certified a true copy

______________________________
Municipal Clerk
The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" from Single-Family Residential One Acre Zone (RS1) to Comprehensive Development 108 Zone (CD108).
The Corporation of the District of North Vancouver

Bylaw 8255

A bylaw to enter into a Housing Agreement
(3468 - 3490 Mount Seymour Parkway)

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

1. Citation

This bylaw may be cited as "Housing Agreement Bylaw 8255, 2017 (3468 - 3490 Mount Seymour Parkway)".

2. Authorization to Enter into Agreement

2.1 The Council hereby authorizes a housing agreement between the Corporation of the District of North Vancouver and Mount Seymour Parkway Holdings 2 Corp. (Inc. No. BC1082065) substantially in the form attached to this Bylaw as Schedule "A" with respect to the following lands:

   a) PID 013-370-006  Lot 11 of Lot 6 Blocks 1 to 4 DL 622 Plan 2866
   b) PID 013-370-022  Lot 12 of Lot 6 Blocks 1 to 4 DL 622 Plan 2866
   c) PID 013-370-031  Lot 13 of Lot 6 Blocks 1 to 4 DL 622 Plan 2866
   d) PID 011-220-732  Lot 14 of Lot 6 Blocks 1 to 4 DL 622 Plan 2866

3. Execution of Documents

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

READ a first time
READ a second time
READ a third time
ADOPTED

Mayor                                      Municipal Clerk
Certified a true copy

Municipal Clerk
Schedule A to Bylaw 8255

SECTION 219 COVENANT—HOUSING AGREEMENT

THIS AGREEMENT is dated for reference the ___ day of _____________, 20___

BETWEEN:

MOUNT SEYMOUR PARKWAY HOLDINGS 2 CORP. (Inc. No. BC1082065) a company incorporated under the laws of the Province of British Columbia having an office at #880 - 700 West Georgia Street, Vancouver, BC V7Y 1B6

(the "Developer")

AND:

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

(the "District")

WHEREAS:

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

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

1.01 Definitions

In this agreement:

(a) "Development Permit" means Development Permit No. 20.17 issued by the District;

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

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

(d) "Proposed Development" means the proposed development containing not more than 27 units to be constructed on the Lands in accordance with the Development Permit;

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

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

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

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

2. **TERM**

This Agreement will commence upon adoption by District Council of Bylaw 8255 and remain in effect until terminated by the District as set out in this Agreement.

3. **RENTAL ACCOMMODATION**

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 1359 (Bylaw 8254), is not adopted by the District’s Council before January 1, 2019, 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:

Mount Seymour Parkway Holdings 2 Corp.  
#880 - 700 West Georgia Street  
Vancouver, BC V7Y 1B6  
Attention: ________________

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

(d) 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.

(e) 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 8255.

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.
SUMMARY OF DEVELOPER’S PUBLIC INFORMATION MEETING

Site: 3468, 3472, 3484, 3490 Mt. Seymour Parkway
Meeting held Wednesday July 19, 2017

TATLA DEVELOPMENTS

170, 1200 W. 73rd, Vancouver, BC V6P 6G5
Tel: 604-288-1050
WWW.TATLADEVELOPMENTS.COM

Facilitated by Agora Planning Ltd.
Report Authors: Odete Pinho & Shane O’Hanlon
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   A - Public Information Meeting advertising
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1. Overview

To:
Erik Wilhelm, Community Planner
District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Kuldeep Tatla, Tatla Developments
170 - 1200 West 73rd Street
Vancouver, BC V6P 6G5

From:
Odete Pinho, Agora Planning Inc.
102 - 4272 Albert Street,
Burnaby, BC V5C 2E8

The following document summarizes the Public Information Meeting held by Tatla Developments on Wednesday July 19th, 2017. The intent of the meeting was to share proposed development information related to properties at 3468, 3472, 3484, 3490 Mt. Seymour Parkway, District of North Vancouver. The project proposal is to develop the property with a total of 27 units townhouse units and underground parking.

The applicant held a facilitated Public Information Meeting on July 19th, 2017. Prior to the meeting notices were distributed to all residents as required by the District of North Vancouver planning department, notification signage was installed on the property and ads were placed in the newspaper. The meeting was attended by 40 people, 13 of whom filled in comment forms at the event.

Residents expressed concern for the provision of adequate parking, both for the proposed development's residents, and for its visitors. Specifically they are concerned with parking in the project vicinity (roadways and Parkgate parking lot) and about parking overflowing into surrounding resident's street. Concerns were raised about the existing traffic on Mt Seymour Parkway, the Second Narrows Bridge and connecting roads. Residents are concerned with any increased volumes of traffic on the road network. Support was expressed for an increase of housing density, the provision of townhomes for housing diversity, and a newly improved bus stop associated with the proposed development.
2. Community Engagement and Information Distribution

2.1. Meeting Intent

The meeting was organized to present proposed architectural, landscaping and traffic management plans and to provide residents an opportunity to ask questions and share their thoughts. Information was provided from the zoning amendment application submitted to the District of North Vancouver on May 11, 2017.

2.2. Attendance

Tatla Developments Ltd. consulting team and resource people in attendance at the meeting included:

- Kuldeep Tatla, Principal, Tatla Developments
- Stuart Howard, Principal, Stuart Howard Architects
- Neil Robertson, Principal, Stuart Howard Architects
- Mary Chan-Yip, Principal, PMG Landscape Architects
- James Lao, Transportation Analyst, Bunt & Associates Engineering
- Odete Pinho, Facilitator, Agora Planning Ltd.
- Shane O’Hanlon, Event Coordination & Planner, Agora Planning Ltd.

In addition, Eric Wilhelm, Community Planner with District of North Vancouver, attended the public information meeting to respond to questions on policy and process at the meeting.

A total of 40 local residents attended the meeting and 13 filled in feedback forms at the event.

2.3. Notification and Advertising

To ensure the public information meeting was well advertised, the following notifications were completed as per the District of North Vancouver’s policy 8-3060-2 requirements:

- Newspaper – North Shore News – Advertisements were printed in two issues of the North Shore News community newspaper in the classifieds section on Friday July 14th and on Sunday 16th July 2017.
- Over 250 surrounding landowners and neighbours within 100m of the 4 properties, 3468 to 3490 Mt. Seymour Parkway, were sent an information package and invitation to the public
information meeting by July 5th 2017, a minimum of two weeks prior to the date of the meeting. A map showing the delivery area for the required distribution of information packages was received from the District of North Vancouver.

- Notice of development sign was posted on the property by July 5th 2017, a minimum of two weeks prior to the public information meeting. Sign was removed on July 25th 2017.

The advertisements, distribution zone, and notices are attached as Appendix A to this report.

Fixed Advertisement, Distribution Zone, and Notices

Figure 1: North Shore News, Printed Newspaper Ad

2.4. Meeting Format

The meeting was an open house format held at the Parkgate Community Centre, from 7pm - 8.30pm. Attendees were encouraged to sign-in, as well as write any feedback down in addition to having conversations with the development team members.

The event schedule was as follows:

- 7pm: Doors Open/ Open House
- 7.30 - 7.45pm: Presentation
- 7.45 - 8.30pm: Questions & Answers (facilitated session)
The open house information consisted of:

- 13 poster boards on display showcasing the architectural design, unit layouts, façade materials, access points, and parking
- 1 poster board showing the landscaping plans for the site
- 1 poster board with 6 excerpts from the traffic management report
- 1 poster board showing the development review process timeline (provided by Mr. Eric Wilhelm, Community Planner, District of North Vancouver)

Poster boards were staffed by their respective consultants and attendees reviewed materials, asked questions and discussed details. The poster boards remained in place the entire evening for reference. Copies of the poster board materials are in Appendix B.

The presentations included a brief introduction of the development team from the facilitator Odete Pinho. Eric Wilhelm, Community Planner provided an overview of the District development review process. An overview 15-minute presentation included the developer, Kuldeep Tatla, who welcomed residents and gave an overview of the project, its progress, and consultations carried out to date. Neil Roberston, the project architect spoke about the design, materials, size, and scope of the development, followed by Mary Chan-Yip who discussed the landscape concept. Finally, James Lao discussed the traffic management. The floor was then open to a 45 minute facilitated questions and answers session. A summary of the key topics raised and photos of the evening are provided on the following pages.
Figure 3: Photo of attendees during presentations at public information meeting

Figure 4: Photo of attendee's questions being responded to by project architect and developer

Figure 5: Photo of attendees talking with the traffic engineer at public information meeting
3. Summary of Feedback

Feedback forms were made available for residents to fill in at the meeting. Thirteen feedback forms were completed and received. The feedback received is summarized below and the original forms are attached in Appendix C. Comments, concerns, and questions raised during the verbal questions and answers session were recorded and are also represented in the following summaries.

General comments concerning development in the area
There were a number of comments regarding development in the neighbourhood and concerns regarding increases in density exceeding those specified in the OCP, as well as concerns with regional scale traffic congestion issues.

Traffic and Transportation Issues
During the open discussion, residents raised questions about the number and size of parking stalls. The proposed allocation of 2 stalls per unit is based on a standard car and there is no additional parking provided for visitors. In addition, larger vehicles or disabled parking spaces actually require the equivalent space of 1.5 stalls. Residents asked that wider parking stalls be provided when talking about homes and parking for seniors.

Questions were asked about how the calculations for peak traffic volumes were assessed, given that peak time calculations showed only 12 cars leaving/returning to the proposed 27 unit development during peak times. James Lao, Bunt & Associates Engineering confirmed that the analysis is accurate, based upon similar neighbourhoods, and that the vehicle flow measurements were taken in March 2017 in coordination with the Department of Engineering and meeting standard assessment requirements. Attendees expressed concern that the calculations should be revisited as people purchasing properties in the future development will likely include working people and thus the 12 cars at peak hours seemed low to those concerned.

There were also objections to opening a road connection through to Gaspe Place, as this would increase through-traffic on this lane. Eric Wilhelm confirmed that the District of North Vancouver is not intending to extend this as a vehicular access connection.

Attendees expressed a desire to see the integration of car-share options such as Car2Go or Modo in the site parking. Tatla Developments informed residents that such services require a certain density of users in an area for the business case to work for these companies. Currently the density of the neighbourhood doesn't support these services but residents can submit a request directly to Modo.
and Car2Go to start a pilot project, after which the case for these vehicles can be reviewed. Tatla Developments did inform community members that the garage will be set up to allow the integration of such services at a later date, if desired by future owners.

Some residents asked that the discussion be focused on moving people out of their cars and onto public transit. Some expressed that better public transport is needed and explained that buses going to Vancouver in the morning are already filled to capacity. Residents were advised to also raise their concerns on this issue directly with TransLink, who have management over changes to regional servicing levels. Tatla Developments informed that a new, better-lit and safer, bus shelter would be provided as part of the development and that they have been in consultation with TransLink. This site also proposes to incorporate a bicycle rack near the bus shelter, which would be designed as a functional art installation.

On the written feedback, 11 of the 13 completed comment sheets cited traffic and parking as the major concern with this project. Issues with limited existing street parking and traffic congestion on Mt Seymour Parkway were specifically identified as concerns. Concerns with sightlines and difficulty of sites access due to the high volume of traffic conditions on Mt. Seymour Parkway are also key issues identified by residents.

**Construction, staging and noise**

Neighbours expressed concern for the potential worsening of traffic during the construction period. They also asked questions about the associated noise and sought confirmation of proposed site construction hours. Tatla Developments explained that as per requirements with the District of North Vancouver, the lane behind the site would be built first to allow for access, and upon completion of this lane, all parking of trades’ vehicles would be located on site. Erik Wilhelm confirmed that bonding and fines are required of developers in advance of construction-start to discourage illegal parking or parking on resident’s properties. He also noted that a construction and traffic management plan must be submitted by Tatla Developments to the District of North Vancouver for review, in order to demonstrate how construction traffic and parking will be managed to minimally disrupt neighbours during the construction phase.

Tata Developments would also follow the District of North Vancouver Noise Bylaw. At the public information meeting Tata stated that he expects construction work to take place Monday to Friday from 7am to 3pm, with no construction on Saturdays, Sundays and holidays. Only in instances of critical path items, such as concrete pouring being delayed by weather constraints, would work be carried out on a Saturday.
Update: As per the District of North Vancouver’s Noise Regulation bylaw, which allows for construction from 7 AM to 8 PM, Monday to Friday and 9 AM to 8 PM on Saturdays, Tatla would like to update their construction site hours from 7 am to latest 5 pm, Monday to Friday, and on Saturdays if needed.

Existing Pathway Access
Concerns were expressed about the trail to the north of the site, skirting the golf course. Residents wanted to know if the trail would be impacted and whether upgrades were planned to it. Tatla Developments responded that this would not be impacted by the development and it lies with the District of North Vancouver as to where any upgrades would be carried out to this path in the future. Eric Wilhelm confirmed the District’s intention to retain this pedestrian walking pathway.

Density and Impact to Existing Community
Some residents objected to an increase in density that is too large for the current road network and surrounding community. The District of North Vancouver and Tatla Developments informed those present that the density proposed for the site is in accordance with the Official Community Plan.

A resident stated that the proposed changes “are eroding the identity and sense of place of the neighbourhood, eradicating the community character and urbanizing the neighbourhood too much”. Positive feedback on density included a comment that increasing the density in the area is necessary and good in order that people from the area can stay in the community as the neighbourhood grows.

Affordable Housing
The design of the townhomes received concerns for likely being unaffordable, and questions were asked about what protections would be put in place for future homebuyers to purchase units below market prices. Residents asked whether there was any way to ensure that local people are given first preference in purchasing? Tatla Developments responded and informed attendees that the homes would not be advertised internationally or aimed at investors, and would be advertised with only local marketing efforts.

Community Amenity Contribution (CAC)
An attendee asked who decides what happens with the CAC funds paid to the District. Erik Wilhelm responded that CAC monies do not necessarily stay in the neighbourhood where the development takes place. The CAC Fund is managed by the District’s senior staff and council members. To influence allocation of funds, residents may express their preferences for investment priorities directly to senior staff and Council.
3.1. Response to Public Feedback

No changes are presently contemplated as a result of the Public Information Meeting.
Appendices

A - Public Information Meeting advertising

B - Display boards shown at Public Information Meeting

C - Sign-in Sheet and Comment Forms
Appendix A - Public Information Meeting advertising
Developer's Public Information Meeting

Proposal: 2 & 2.5-Storey Townhome Development

7 PM, Wednesday, July 19
Parkgate Community Centre
3625 Banff Ct.

Tatla Developments Ltd.
604-288-1050

This meeting has been required by the District of North Vancouver as part of the regulatory process.
Developer's
Public Information Meeting
Proposal:
2 & 2.5-Storey Townhome Development

7 PM, Wednesday, July 19
Parkgate Community Centre
3625 Banff Ct.

Tatla Developments Ltd.
604-288-1050

This meeting has been required by the District of North Vancouver as part of the regulatory process.
Meeting Agenda:

Doors Open : 7:00pm
Open House : 7:00 - 7:30pm
Presentation : 7:30pm - 7:45pm
Q & A : 7:45pm - 8:30 pm

For Further Information please contact:
Kuldeep Tatla Tatla Developments Ltd.
604-288-1050

Erik Wilhelm District of North Vancouver Planning Department
604-990-2360

Notice of a Public Information Meeting in Your Neighbourhood

Tatla Developments Ltd. is hosting a Public Information Meeting to present the development proposal for 3 Storey Townhome Development at 3468, 3472, 3484, 3490 Mt. Seymour Parkway, North Vancouver, BC.

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

Meeting Time and Location:

Wednesday July 19, 2017
7:00-8:30pm
Parkgate Community Centre
3625 Banff. Ct.
The Proposal:

The proposal is to develop the four lots with 3-storey townhouses over underground parking with a total of 27 units. 16 units are the typical 3 bedroom family style townhouse, 8 are ground oriented smaller townhomes designed for young families or couples, and 3 units specifically designed for seniors.

The homes will be in 5 blocks around a central courtyard with a mixture of unit sizes. Underground parking will be provided through a new rear lane. The project has been designed with the parking ratio at 2 stalls per unit for a total of 54 stalls. There are private outdoor spaces for all units through patios at grade, balconies and majority of units having rooftop garden decks.

The housing form appeals to families with children, couples concerned about affordable home ownership, and seniors wanting units following principles of universal design. The form of development will respond to the site constraints of traffic, slope, sun, light and surrounding uses.

The proposed massing responds to the Guidelines for Ground Oriented Housing of the District of North Vancouver Official Community Plan for low-rise housing.
Appendix B - Display boards shown at Public Information Meeting
Exhibit 2.1
Pedestrians, Cycling and Transit Connections

Existing
- Bikeway
- Bus Route
- Sidewalk on both sides
- Sidewalk on one side
Exhibit 2.2
Existing Laning and Street Classification

Existing Laning and Street Classification

- Arterial
- Collector
- Local
- Two Way Stop
- Traffic Signal

Mt Seymour Parkway

Site 1

Site 2

3468-3490 Mt Seymour Parkway TIA
6217.02
May 2017
Exhibit 2.3
Existing Weekday Peak Hour Volumes

Mt Seymour Parkway TIA
3468-3490 Mt Seymour Parkway TIA
6217.02
May 2017
Exhibit 2.5

Existing Weekday Peak Hour Pedestrian & Cycling Traffic Volumes
Exhibit 2.7

Parkgate Avenue Existing Parking Supply, Demand & Utilization

- No Restriction Parking
- AM Peak Hour: 7:00 AM
- PM Peak Hour: 6:00 PM
- Sat Peak Hour: 2:30 PM
Exhibit 7.5

Weekday AM & PM Site Traffic Forecasts

3468-3490 Mt Seymour Parkway TIA
6217.02 May 2017
Appendix C - Sign-in Sheet and Comment Forms
<table>
<thead>
<tr>
<th>Name</th>
<th>Street Address</th>
<th># People</th>
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<tbody>
<tr>
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<td>K. Campbell</td>
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<td>S. Berry</td>
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<td>Ruth HANSON</td>
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<td>Amanda ZIMM</td>
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**ADDRESSES OBSCURED FOR PRIVACY**
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<tr>
<td>Jessica</td>
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<td>Brian Johnson</td>
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<td>John Walter</td>
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<td>Liliana Georgescu</td>
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<td>Tom Kirk</td>
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<td>Jim Hanson</td>
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<td>Emily Harding</td>
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<td>Rod Attenso</td>
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<td>Sofia James</td>
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<td>B. Young</td>
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<td>C Blanchard</td>
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<td></td>
</tr>
</tbody>
</table>
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

[Handwritten comments]

Parking issues not addressed. Parking is already a problem in the area.

I think that to assume that seniors will only have 1 car is incorrect. Targeting families with families here have 2 cars. Where will visitors park? Setting parking directly onto road creates access from the units at Apax 1 Mt Seymour. This will only increase parking needs between developments.

Name: ________________________
Address: ______________________
Contact: _______________________

405 • 375 WEST FIFTH AVENUE VancOuVER B.C. • V5Y 1J6
Telephone 604-488-5585 Facsimile 604-488-7486
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

Concerned about the parking issue and added traffic. The traffic issues are minor, but the parking issue - can parked all over the place from other complexes. Is concerning. It looks like this will happen with this complex with its limited parking opportunities. This seems to be the biggest problem here.

Name: J. Brown
Address: ADDRESS OBSCURRED
Contact: FOR PRIVACY
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

I find the project do not fit in the community. Another eye sore on the Parkway. Too much development. Too many cars for Parkway to handle.

There will more car partly alone Parkside Ave. The Parkway here is going to look ugly.

Anonymous

ADDRESS OBSCURRED FOR PRIVACY

405 • 375 WEST FIFTH AVENUE • VANCOUVER B.C. • V5Y 1J6
Telephone 604-688-5585 • Facsimile 604-688-7486
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

- Electric vehicle charging station should be provided for each individual unit.
- More visitor parking should be allocated in the underground parking area.

Name: [ADDRESS OBSCURRED]
Address: [ADDRESS OBSCURRED]
Contact: [ADDRESS OBSCURRED]
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway,

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

My Concern is the limited parking and proximity. The complex should have some provision for visitors parking.

Name: (Address and Contact obscured for privacy)

405 • 375 WEST FIFTH AVENUE • VANCOUVER B.C. • V5Y 1J6
Telephone: 604•688•5585 • Facsimile: 604•688•7486
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

We would like to see more larger trees/shrubs along Mt. Seymour Parkway for privacy. The south east corner.

Name: [Redacted]
Address: [Redacted]
Contact: [Redacted]

405 • 375 WEST FIFTH AVENUE • VANCOUVER B.C. • V5Y 1J6
Telephone  604-688-5585            Facsimile  604-688-7486
Comment Sheet
July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

As a long-time homeowner on the Mt. Seymour Parkway over 40 years, I am against the traffic and development (tearing down housing for townhouses & apartments). We are not able to enter or leave our driveway without traffic congestion, very dangerous, to cross the Parkway. We are very tired of the traffic!!! Enough!

Name: Cheryl Branch
Address: Address obscured for privacy
Contact: Address obscured for privacy

405 • 375 West Fifth Avenue • Vancouver B.C. • V5Y 1J6 Telephone: 604-688-5585 Facsimile: 604-688-7486
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

If there any traffic calming measures proposed on Parkgate. These needs to be right lane when pulling out of new lane onto Parkgate.

Name: [Redacted]
Address: [Redacted] 
Contact: [Redacted]
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway,

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

- make sure to address seriously where garbage/recycling pile up will take place.
- our lane has been a nightmare in this regard.
- traffic coming north of the development on parkgate. Sightline and speed are an issue.
- maintain as much greenery as possible.

Name: [REDACTED]
Address: [REDACTED]
Contact: [REDACTED]
Comment Sheet
July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

Enough is enough! The traffic across the bridge is so busy that people are having accidents everyday. We think that Seymour Plwy has enough cars as it is and there are more townhomes and buildings which will be erected in the next 5 years.

There are being paved, green space is vanishing and again enough is enough, take your development to the south shore.

Name: Sandra Stevenson
Address: ADDRESS OBSCURRED FOR PRIVACY
Contact: 604-688-7486
Comment Sheet
July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

- Too much density in the context of all other proposed developments in the community.
- If construction on Saturdays, local residents should be able to enjoy the weekends in peace.
- Too much change too fast in the context of all other proposed developments in the community in terms of neighborhood character.
- A major impact on traffic and noise in the neighborhood.
- I don't believe the project will contribute to housing affordability as units likely to be expensive.
- Too little gain for the community (improvement to a functional trail) for the cost of density, traffic, noise.

Name: Emily Harding
Address: ADDRESS OBSCURED
Contact: ADDRESS OBSCURED FOR PRIVACY
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

- More and more people are moving to Vancouver and smaller places so people can stay here and live here and are more desirable than single family dwellings. As was the case here - for 2 families. Now more people already in the community have an alternative to stay here.

- Wide sharing and better transit are needed through. So hopefully with these new proposed developments that will happen.

- Not everyone wants 2 cars living in a unit. We'd use them to go to work - buses go to Vancouver. In the morning they filled to capacity.

Name: Wayne Noble
Address: ADDRESS OBSCURED FOR PRIVACY
Contact: 604-688-5585
Comment Sheet

July 19, 2017

RE: Proposed Townhouse Project 3468, 3472, 3484, 3490 Mt. Seymour Parkway.

As neighbours to the proposed project, we would welcome your input to help us refine the design of the proposed project.

- Not in favour of the 7 fold increase in density
- Not in favour of opening a road connection to Memorial Drive
- Overall density from 3,200 to 3,500 blocks on Mt. Seymour Parkway has exceeded the 105 units envisioned. There should be no more added.
- Changing 3400 Block & 3300 Block will double the envisioned density of 105 to 210. (Not including Maisse on remaining houses on 3400-3500 block)
- Too much growth too fast (against OCP policies)
- Eradicating "identity, sense of place" of neighbourhood
- Exceeds capacity for infrastructure, etc.
- Will add to existing problems.
- Access and infrastructure will be negatively impacted
- Will erode community character and urbanize the neighbourhood too much. Not in favour.
SEYMOUR LOCAL PLAN MONITORING COMMITTEE REFERRAL RESPONSE LETTER - RECEIVED BY THE DISTRICT OF NORTH VANCOUVER ON JUNE 22, 2017

3468, 3472, 3484 and 3490 Mount Seymour Parkway:

Reference is made to the Planning Department’s letter of August 12, 2016, to the surrounding neighbours pertaining to the Preliminary Planning Application (27 Unit Townhouse Development) at the above site. This letter was forwarded to the Seymour Local Plan Monitoring Committee (SLPMC) on February 14, 2017.

The SLPMC has several concerns with this proposal: density being pushed to maximum limits without obvious community benefit, development density exceeding the rate suggested in the OCP for areas outside of Village centres, the risk of creating a visual “wall of development” along Mount Seymour Parkway, community awareness and support of the opening of the laneway, and finally, density outpacing infrastructure development.

1. Housing density

The intent of the SLP for developments in this area of Mount Seymour Parkway (MSP) was to restrict density to a floor space ratio (FSR) of 0.6, unless there is community benefit provided from the increased density as well as a design with ‘Seymour Theme’ - ref Table 6-1 of the SLP. There is no evidence presented by the developer to this point. Further, allowing this scale of density (27 units on 4 lots for this proposal and 29 units on 4 lots for the 3428-3464 block MSP) will significantly exceed the limits for the four blocks (3200-3500) on MSP for which the SLP called for a MAXIMUM of 105 units – ref Table 4-1 of the SLP.

Since 2013 in these four blocks, the density has already increased by 73 ADDITIONAL units in the three developments: 60 new units (built on 7 lots =53 additional units) at 3294-3366 Mount Seymour Parkway, 16 units (built on two lots = 14 additional) at 3508 MSP and 8 units (built on 2 lots = 6 additional) at 3568-3572 MSP. These units total 84 units, adding up to 140 when adding the proposed 56 units on the 8 lots in the 3400 block MSP. This is ONLY counting multi-family units, and not including any of the now relatively few still existing single-family lots. The maximum limit of 105 units as per the SLP was already exceeded (111 units) before the current proposal (3468-3490 MSP) was even made.

2. Recommended Form and Character

A significant goal of the development guidelines in the SLP was to protect against the visual “wall” (ref Table 6-1 of the SLP) effect in response to the developments at 3200-3500 Mount Seymour Parkway. The IRCA development at Apex and 3294-3366 Mount Seymour Parkway was configured to break up the visual constraint of their proposed development. The proposed design for 3468-3490 Mount Seymour Parkway calls for the maximum SLP density on all four lots with three stories in height plus rooftop patios. We are concerned that this, along with several other proposed adjacent developments will create the “wall” effect. We suggest a revised design that sets the buildings further back from the road and steps the second story back to open the sightlines and allow more light in.

There is another four-lot proposal immediately west of this one (4 lots to 29 units) at 3428-3464 Mount Seymour Parkway. Just east of these two proposed sites is the completed boxlike building at 3508 Mount Seymour Parkway (totally 12 units), which is not stepped back. In the same block east of 3508 Mt. Seymour Parkway there is another proposal of 8 units at 3568-3572 MSP. The result of these four developments on just two blocks will be 12 lots being transformed into 80 units, presenting a solid wall of development for these two entire blocks!
3. Mount Seymour Parkway Access

This development calls for the opening of the laneway north of the four lots. This laneway would open to Parkgate Avenue and Gaspe Place. The laneway would need to be widened based on conventional requirements for primary vehicular access routes, which is not explicit in the proposal. We are curious as to whether a traffic study has been done that considers both this proposal and the adjacent proposal at 3428-3464 Mount Seymour Parkway. We are also wondering whether all residents on Parkgate Avenue have been informed of the potential traffic changes proposed here.

We have been given to understand that a number of residents in Gaspe Place and on Mount Seymour Parkway object (Seymour Local Plan Table 6-1) to opening the laneway on Gaspe Place to provide vehicular access for the two proposed developments, 3424-3464 and 3468-3490 MSP.

4. Infrastructure in Seymour

Infrastructure development has been a concern east of Seymour for many years. It is an issue we are continually bringing up because it is not being addressed. There is significant development completed and proposed in the Maplewood area, the Polygon development along Dollarton Highway is soon to be completed, the Tsleil-Waututh are continuing to develop their lands, there are these 3 developments proposed for Mt. Seymour Parkway and another large plan for the Raven Pub location at Deep Cove Road and Mt. Seymour Parkway, and soon the Seymour Estates will be redeveloped. There is still no ambulance station east of the Seymour River (Policy 8.4.1 in the SLP). Leaving this neighborhood at rush-hour or coming back is increasingly difficult and is lengthening commute times and affecting people's quality of life. The highway and the rivers create pinch points for exiting this neighborhood. Development cannot exceed the capacity of this constriction.

Since Mount Seymour Parkway is not identified as part of a Town Center in the OCP, we feel that this proposal is not supporting the aim of concentrating growth in Town Centers.

Conclusion

In conclusion the SLPMC does not support the density, form and character and proposed access to Mount Seymour Parkway presented in the proposed development for 3468 - 3490 Mount Seymour Parkway.
The Corporation of the District of North Vancouver

Bylaw 8254

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

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

1. Citation

This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1359 (Bylaw 8254)”.

2. Amendments

2.1 District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows: Section 301(2) by inserting the following zoning designation in numeric sequence:

“Comprehensive Development Zone CD108”

2.2 Part 4B by inserting the following:

“4B108 Comprehensive Development Zone 108 (CD108)"

4B108-1 Intent:

The purpose of the CD108 zone is to establish specific land use and development regulations for a 27 unit townhouse development.

4B108-2 Uses:

The following principal uses are permitted in the Comprehensive Development 108 Zone:

(a) Uses Permitted without Conditions:

Not applicable

(b) Conditional Uses:

(i) Residential building, multifamily townhouse

For the purposes of this CD108 Zone, “Residential building, multifamily townhouse” means a building having not more than three residential storeys
with private rooftop deck and consisting of two or more dwelling units with individual, exterior access to grade, all above an underground parkade.

**4B108-3 Conditions of Use:**

(a) Balcony enclosures are not permitted;

(b) Rooftop trellises, pergolas, or similar structures are not permitted; and

(c) Providing the site is developed in accordance with density provisions permitted in Section “4B108-5 Amenities”, the following outlines the minimum number of unit typologies that must be constructed:

<table>
<thead>
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<th>Unit Description</th>
<th>Number of Units</th>
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<tr>
<td>2 bedroom</td>
<td>11</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>16</td>
</tr>
</tbody>
</table>

**4B108-4 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.

**4B108-5 Density:**

(a) The maximum permitted density in the CD108 Zone is limited to a floor space ratio (FSR) of 0.45 and a maximum number of 3 dwelling units, inclusive of any density bonus for energy performance; and

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

(i) underground parkades, including: drive aisles, electrical/mechanical rooms, garbage and recycling collection areas, bicycle storage areas, and basement areas on the parkade level; and

(ii) unenclosed balcony areas and rooftop deck areas.

**4B108-6 Amenities:**

Despite subsection 4B108-5, density in the CD108 Zone is increased to a maximum floor space of 3,214.6 m² (34,602 sq. ft.) and a maximum number of 27 townhouse units, inclusive of any density bonus for energy performance, if the owner:

1. Contributes $533,979.00 to the municipality to be used for any or all of the following amenities (with allocation to be determined by the municipality in its
sole discretion): public art, park, trail, environmental or other public realm improvements; municipal or recreation service or facility improvements and/or affordable housing; and

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

**4B108-7 Setbacks:**

(a) Buildings must be set back from property lines to the closest building face in accordance with the following regulations:

<table>
<thead>
<tr>
<th>Location</th>
<th>Minimum Required Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Lot Line</td>
<td>1.61 m (5.29 ft)</td>
</tr>
<tr>
<td>East Lot Line</td>
<td>3.05 m (10 ft)</td>
</tr>
<tr>
<td>South Lot Line</td>
<td>per setbacks within section 4B108-7(b)</td>
</tr>
<tr>
<td>West Lot Line</td>
<td>3.99 m (13.08 ft)</td>
</tr>
</tbody>
</table>

(b) Notwithstanding setbacks stipulated in section 4B108-7 (a), buildings must be set back from property lines to the closest building face in accordance with the following plan, due to road dedication requirements:

(c) The north and south faces of buildings must be separated by a minimum distance of 8.23 m (27 ft).

**4B108-8 Coverage:**

a) Maximum permitted Building Coverage is 52%; and

b) Maximum permitted Site Coverage is 55%.
**4B108-9 Height:**

a) Maximum permitted height is 10.5 meters (34.5 ft) from finished grade.

**4B108-10 Landscaping:**

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

b) 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.

**4B108-11 Subdivision Requirements**

Within the CD108 zone, the minimum lot area for the purposes of subdivision is 2,508 m² (27,000 sq. ft.).

**4B108-12 Motor Vehicle Parking, Bicycle Parking and Storage Regulations:**

Parking, Loading and Drive Aisle regulations within Part 10 of the Zoning Bylaw are applicable to CD108 lands except that:

(a) A minimum of 52 motor vehicle parking spaces shall be provided in an underground parking garage inclusive of visitor parking spaces, small car spaces, and accessible parking spaces;

(b) A minimum of 6 motor vehicle parking spaces shall be provided for the use of visitors;

(c) A maximum of 19 small car spaces shall be permitted;

(d) A minimum of one drop-off/loading motor vehicle parking space, with a time duration parking restriction, shall be provided at grade with direct access from the lane;

(e) A minimum of 53 Class 1 bicycle parking spaces (within a secured bike storage area) shall be provided; and

(f) Each dwelling unit shall be provided a minimum of 1 Class 2 bicycle parking space (secure bicycle rack, bollard or post) at ground level within the townhouse complex. “
2.3 The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" to Comprehensive Development 108 Zone (CD108).

READ a first time May 28th, 2018

PUBLIC HEARING held

READ a second time

READ a third time

ADOPTED

______________________________  ________________________________
Mayor                              Municipal Clerk

Certified a true copy

______________________________
Municipal Clerk
Schedule A to Bylaw 8254

District of North Vancouver
Rezoning Bylaw 1359 (Bylaw 8254)

The Zoning Map is amended in the case of the lands in Schedule A, by rezoning the land outlined and noted as "site" from Single-Family Residential One Acre Zone (RS1) to Comprehensive Development 108 Zone (CD108)."

Document: 3280094
The Corporation of the District of North Vancouver

Bylaw 8255

A bylaw to enter into a Housing Agreement
(3468 - 3490 Mount Seymour Parkway)

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

1. Citation

This bylaw may be cited as “Housing Agreement Bylaw 8255, 2017 (3468 - 3490 Mount Seymour Parkway)”.

2. Authorization to Enter into Agreement

2.1 The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Mount Seymour Parkway Holdings 2 Corp. (Inc. No. BC1082065) substantially in the form attached to this Bylaw as Schedule “A” with respect to the following lands:

   a) PID 013-370-006 Lot 11 of Lot 6 Blocks 1 to 4 DL 622 Plan 2866
   b) PID 013-370-022 Lot 12 of Lot 6 Blocks 1 to 4 DL 622 Plan 2866
   c) PID 013-370-031 Lot 13 of Lot 6 Blocks 1 to 4 DL 622 Plan 2866
   d) PID 011-220-732 Lot 14 of Lot 6 Blocks 1 to 4 DL 622 Plan 2866

3. Execution of Documents

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

READ a first time May 28th, 2018

READ a second time

READ a third time

ADOPTED

Mayor       Municipal Clerk
Certified a true copy

Municipal Clerk
Schedule A to Bylaw 8255

SECTION 219 COVENANT – HOUSING AGREEMENT

THIS AGREEMENT is dated for reference the ____ day of ____________, 20____

BETWEEN:

MOUNT SEYMOUR PARKWAY HOLDINGS 2 CORP. (Inc. No. BC1082065) a company incorporated under the laws of the Province of British Columbia having an office at #880 - 700 West Georgia Street, Vancouver, BC V7Y 1B6

(the “Developer”)

AND:

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

(the “District”)

WHEREAS:

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

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

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

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

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

1.01 Definitions

In this agreement:

(a) "Development Permit" means Development Permit No. 20.17 issued by the District;

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

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

(d) "Proposed Development" means the proposed development containing not more than 27 units to be constructed on the Lands in accordance with the Development Permit;

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

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

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

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

2. **TERM**

This Agreement will commence upon adoption by District Council of Bylaw 8255 and remain in effect until terminated by the District as set out in this Agreement.

3. **RENTAL ACCOMODATION**

3.01 Rental Disclosure Statement

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

(a) before the first Unit is offered for sale, or conveyed to a purchaser without being offered for sale, filed with the Superintendent of Real Estate a rental disclosure statement in the prescribed form (the “Rental Disclosure Statement”) designating all of the Units as rental strata lots and imposing at least a 99 year rental period in relation to all of the Units pursuant to the Strata Property Act (or any successor or replacement legislation), except in relation to Short Term Rentals and, for greater certainty, stipulating specifically that the 99 year rental restriction does not apply to a Strata Corporation bylaw prohibiting or restricting Short Term Rentals; and
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 1359 (Bylaw 8254), is not adopted by the District's Council before January 1, 2019, 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:

Mount Seymour Parkway Holdings 2 Corp.  
#880 - 700 West Georgia Street  
Vancouver, BC V7Y 1B6  

Attention: ____________________

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**

(d) 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.

(e) 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 8255.

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.
When:  7 pm, Tuesday, June 26, 2018
Where:  Council Chambers, District of North Vancouver Municipal Hall, 355 West Queens Road, North Vancouver, BC

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

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**3428-3464 Mt. Seymour Pkwy.**
**29 Unit Townhouse Project**

**What:** A Public Hearing for Bylaw 8275, a proposed amendment to the Zoning Bylaw, to permit the development of a twenty-nine unit townhouse project.

**What changes?**
Bylaw 8275 proposes to amend the District’s Zoning Bylaw by rezoning the subject site from Single-Family Residential One Acre Zone (RS1) to Comprehensive Development Zone 114 (CD114).

**Proposed**

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

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**3468, 3472, 3484 & 3490 Mt. Seymour Pkwy.**
**27 Unit Townhouse Project**

**What:** A Public Hearing for Bylaw 8254, a proposed amendment to the Zoning Bylaw, to permit the development of a twenty-seven unit townhouse project.

**What changes?**
Bylaw 8254 proposes to amend the District’s Zoning Bylaw by rezoning the subject site from Single-Family Residential One Acre Zone (RS1) to Comprehensive Development Zone 108 (CD108).

**Proposed**

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

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**When can I provide input?**
We welcome your input Tuesday, June 26, 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 June 12 to June 26. Office hours are Monday to Friday 8 am to 4:30 pm, except statutory holidays.

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**Questions?**
Erik Wilhelm, Development Planner
604-990-2360 or wilhelme@dnv.org
ATTACHMENT 5 to SCHEDULE “A”, Bylaw 7347

SCHEDULE C – LOCAL PLANS
C.8 Seymour Local Plan
C.8 SEYMOUR LOCAL PLAN

1.0 The Seymour Local Plan

The District Official Community Plan is a municipal bylaw adopted by Council to establish community level objectives, broad social, economic and environmental policies and development permit areas. The Seymour Local Plan addresses these issues in more detail and from a local perspective, for the local area indicated by Chapter 1 Map. The Seymour Local Plan forms a part of the District Official Community Plan.

The Seymour Local Plan is intended to guide decision-making and protect Seymour in accordance with the shared community vision developed through the Seymour Local Plan process. This process was unique. First, it was approved by District council to be designed and managed by Seymour residents and driven by public input, with staff's role being one of support. Second, the phasing strategy of the plan focuses on a ten year horizon, but looks beyond to 20 years or more, in order to provide its growth management perspective. Finally, while the neighbouring areas of Maplewood and the Tsleil-Waututh First Nation lie outside the boundary and authority of the Seymour Local Plan, it attempts to account for growth and development activities in these areas to comprehensively consider change and its impacts in the entire area east of the Seymour River.

The objectives and policies included in the Seymour Local Plan are supported by the rationale and detailed background information provided in The Seymour Local Plan Background Planning Report.

2.0 Plan Vision & Goals

A local plan sets out the shared vision of the community and a strategy, in the form of goals and policies, to pursue it. The shared vision describes what the community wishes to retain or protect and the things it hopes to achieve. In Seymour, this means protecting the natural environment and maintaining the forested character of its attractive neighbourhoods for current and future residents.

Seymour's vision is of a community where urban development edges a scenic wilderness and skirts precious shoreline. The challenge and desire is to maintain the delicate balance between urban and natural lands, through a commitment to stewardship of the land. A more complete Seymour community will foster linkages between home, work and recreation, supporting opportunities based on local skills, knowledge and the natural environment. The community vision sees an accessible community with a variety of transportation options which are user and environmentally friendly, safe and socially equitable. The community will continue to be defined by the natural environment, local history and shared goals. Above all, Seymour's vision is of a community governed by 'stewardship of the land.' The wish is to pass to future generations the natural and unique qualities of the present, through careful
management of growth and change. The vision will be promoted by pursuing the following broad goals:

**Seymour & Its Environment:** Recognize and consider the relationship between the Seymour community and its natural environment in all planning and decision making and promote the wise management and sustainable use of land, water, energy and other resources.

**Attractive Residential Community:** Preserve and enhance Seymour as an attractive residential community defined by and protective of its natural forest and waterfront setting.

**Managed Growth:** Manage limited and gradual growth, which balances environmental concerns and community aspirations, to enhance and sustain the Seymour community.

**Transportation & Access:** Achieve a flexible, efficient and responsive transportation system, which particularly addresses east-west movement, to enhance the liveability of Seymour.

**Housing:** While maintaining the predominantly single family character of Seymour, provide a diversity of housing choices to meet the community’s needs as they change.

**Community Services:** Provide a level of community services in Seymour that supports the community’s needs, is equitable and keeps pace with growth and change.

**Economic Growth & Development:** In keeping with the overall low-growth strategy, foster opportunities based on local skills, knowledge, the arts and the natural environment, to improve linkages between home, work and recreation within Seymour.

**Partnerships & Relationships:** Work with neighbours and partners, including District, First Nations, Regional, Provincial and Federal agencies, neighbouring communities and others to achieve Seymour’s goals.

**Seymour Identity:** Establish and promote a ‘Seymour Theme’ in decision-making and to reflect Seymour’s identity and sense of place. This theme should reflect the forest and waterfront setting, local history, neighbourhoods and respect for the environment.

### 3.0 Seymour’s Natural Environment

Seymour’s residential neighbourhoods are nestled within a setting spanning mountain forests and ocean shores. Seymour River and numerous freshwater streams link these features and nourish both human and natural systems. The
forests and watercourses not only serve as a scenic backdrop to the District of North Vancouver’s eastern neighbourhoods; but also as recreational assets, important wildlife habitats and vital links in a complex ecological system. The Seymour vision is of a high quality of life for current residents and future generations, shaped by a commitment to stewardship of the land. This makes protection of the environment a key theme of the Plan, which promotes District-wide environmental provisions already in place and enhances them with local knowledge and community priorities.

Fundamentally, the Plan does this by directing development to sites already developed, environmentally compromised or formerly used for other purposes, and by bypassing sites with environmental significance. In addition, the Plan adopts many of the recommendations of the Waterfront Task Force. Finally, the policies here and in Section 7.0, Parks & Open Space, promote the sustainability of Seymour’s environment by seeking to balance use and enjoyment with preservation, enhancement and wise management of access to parks, trails, waterfront and other natural areas.

**Goal**
*Preserve and enhance Seymour as an attractive residential community, defined by and protective of its natural forest and waterfront setting.***

**Objective 3.1**  
*To become a more environmentally sustainable community.*

**Policy 3.1.1**  
Development and redevelopment will be regarded as an opportunity to promote community environmental goals such as obtaining more green space, reclaiming natural areas and encouraging transit use.

**Policy 3.1.2**  
New development or redevelopment will employ environmentally friendly design and construction methods.

**Implementation**

3.1.2.1 Develop guidelines for environmentally preferable design and construction methods, including attention to energy efficiency, water conservation, recycling of construction materials and safe disposal of construction waste.

3.1.2.2 Ensure adherence to the Land Development Guidelines for the Protection of Aquatic Environments and relevant regulations, including the Streamside Protection Regulations (SPR). In any case, the minimum setback for any new construction will be fifteen meters.

**Policy 3.1.3**  
Explore opportunities to improve storm water management and promote alternative development standards such as reduced hard surfaces, innovative drainage methods, clustered development and water conserving landscaping, for example.
**Policy 3.1.4** Encourage the development of watershed management plans.

**Policy 3.1.5** Continue to investigate and document Seymour’s environmental features, sensitive areas and other environmental issues as a reference for District departments, residents, businesses, developers, visitors and others.

**Policy 3.1.6** Create a positive reputation for parks, wilderness and environmental preservation in Seymour.

**Implementation**

3.1.6.1 Undertake a public education program to promote community awareness of and responsibility for energy and water use, waste reduction and environmental stewardship. E.g. storm sewer markings.

3.1.6.2 District to host environmental awareness and education workshops for residents, developers and others.

3.1.6.3 Work with District departments, volunteers, community groups and others to promote strategies for co-existing with nature. For example, work with North Shore Streamkeepers, The North Shore Black Bear Network and others to reduce stream degradation and human/wildlife conflicts.

**Policy 3.1.7** Support volunteer efforts to restore, maintain and enhance the natural community. E.g. North Shore Streamkeepers.

**Objective 3.2** *To be a community that balances environmental protection and community uses.*

**Policy 3.2.1** Seek to maximize environmental benefit and reduce negative environmental impact in decision-making.

**Policy 3.2.2** Work with waterfront homeowners, businesses and others to identify effective ways of protecting shoreline properties while also protecting and restoring shoreline habitat.

**Policy 3.2.3** Promote environmental objectives by managing recreational access to and use of Seymour’s trails, wilderness areas and waterfront.

**Implementation**

3.2.3.1 Ensure environmental studies are conducted prior to designing and establishing new waterfront or other trails.
3.2.3.2 Develop strategies to protect shoreline areas that have been identified as being sensitive to foot traffic¹.

3.2.3.3 Encourage the development and use of shared moorage facilities for waterfront properties to reduce both the number of private wharves along the waterfront and the negative marine environmental impact of such structures.

Policy 3.2.4 Develop and maintain different types and scales of greenways and green space to link and define neighbourhoods. For example, community gardens, green space between buildings, rooftop gardens.

Policy 3.2.5 Identify, maintain and develop sufficient and appropriate wildlife corridors and linkages to connect natural areas throughout the community.

Objective 3.3 To preserve, restore and enhance natural areas, key habitats and other special areas.

Policy 3.3.1 Prioritize identification and rehabilitation of environmentally damaged and environmentally sensitive areas.

Policy 3.3.2 Preserve and enhance wildlife habitat and corridors.

Implementation

3.3.2.1 Provide a protected wildlife corridor from Mountain Forest to the Maplewood mudflats.

3.3.2.2 Work with residents, other District communities and agencies to identify and protect other wildlife habitats and corridors, through signage and other means.

3.3.2.3 Work with residents, District departments and other agencies to investigate the potential for a continuous corridor between Canyon Creek Park and Hogan's Pools Conservation area.

3.3.2.4 Promote natural landscaping ("naturescaping") among District departments, developers and private owners to restore and create neighbourhood and backyard wildlife habitat throughout the community.

Policy 3.3.3 Protect the forested character of Seymour.

Implementation

3.3.3.1 Protect, and allow to remain undisturbed, tracts of wilderness to preserve the overall forested character of Seymour and support present wildlife habitats.

3.3.3.2 Initiate a planning study, including a biophysical inventory, of Mountain and Cove forests to determine appropriate use and management. (See also Section 7.3)

3.3.3.3 Preserve undeveloped forest areas of Mountain and Cove Forests as natural park.

3.3.3.4 Involve and educate the community regarding forest protection practices, including promoting proper management and maintenance of native trees, through publications and display materials.

3.3.3.5 Developers and tree companies will conform to required standards for tree protection and preservation in accordance with the District Environmental Protection and Preservation Bylaw (EPPB).

3.3.3.6 Continue to ensure effective protection of trees during land development activities in accordance with the District Environmental Protection and Preservation Bylaw (EPPB).

Policy 3.3.4 Protect wetlands, creeks, streams, rivers and waterfront as natural landscapes and identify restoration opportunities.

Implementation

3.3.4.1 Identify and protect marine habitats.

3.3.4.2 Work with Vancouver Port Authority to remove all encroachments onto the beach.

3.3.4.3 Intertidal zones should be left in a natural state or restored, where possible, to their natural state.

3.3.4.4 Restore and replant damaged or historically lost riparian areas.\(^2\)

3.3.4.5 Continue to remove barriers to fish migration.

3.3.4.6 In accordance with District, Provincial and Federal regulations, creek crossings will be achieved with clear spans wherever possible and will be designed, in all cases, to minimize disturbance and maximize protection of the creek environment.

3.3.4.7 Investigate opportunities to daylight streams.\(^3\)

Policy 3.3.5 Ensure Development Permit Area designations for protection of the natural environment apply to all stream corridors in the Seymour Local Plan area.

Implementation

3.3.5.1 Initiate a comprehensive review of Seymour’s streams to determine precise boundaries, conditions, guidelines and activities, prior to amending the District Official Community Plan.

Objective 3.4 To protect development from natural hazards.

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\(^2\) Riparian: relating to or living or located on the bank of a natural watercourse

\(^3\) To daylight a stream: is to re-establish an open watercourse by removing whatever form of engineering enclosure (pipe, culvert, etc.) that was previously installed to carry the flow of water.
Policy 3.4.1 Development Permit Area designations for protection from hazardous conditions will be expanded to account for debris flow/flood hazards from Seymour’s creeks.

Implementation

3.4.1.1 Amend the District Official Community Plan Development Permit Areas (DPA) for protection from hazardous conditions to designate properties within debris flow/flood and fan areas for creeks in the Deep Cove Zone and Indian Arm Zone. 4

3.4.1.2 Amend the District Official Community Plan to describe the creek characteristics, hazard, consequence and risk of debris flows and floods.

3.4.1.3 Amend the District Official Community Plan to specify guidelines for development permit activity within hazard areas.

3.4.1.4 Continue specific site analysis to determine the extent and impact of debris flow hazards.

Policy 3.4.2 Work with other jurisdictions and owners to protect development near areas of steep slopes.

Policy 3.4.3 Examine the feasibility of a DNV-Provincial Government land exchange agreement to achieve objectives relating to the protection of steep slopes along Riverside Drive.

Objective 3.5 To protect and improve the environmental health and safety of the community.

Policy 3.5.1 Work towards zero pollution.

Implementation

3.5.1.1 Promote cleaner air by identifying improvements to local transit, encouraging use of public transit and car-pooling and examining alternative transportation options such as park & ride, shuttle buses and marine links.

3.5.1.2 Establish pump out stations for boats at various sites on the District waterfront. Work with stakeholders and consider capital and operating costs, potential revenue, funding, private/public ownership and alternative park or marine sites.

3.5.1.3 Work to improve swimming quality of water at Deep Cove.

Policy 3.5.2 Encourage the protection of the Seymour watershed as a publicly owned and operated system to maintain a safe water supply, and encourage the GVWD to continue to prohibit watershed logging.

Policy 3.5.3 Encourage the responsible management of sewage input and treatment in order to reduce sewage volume, increase treatment efficiency and promote community and environmental health.

Policy 3.5.4 Identify contaminated sites and develop remediation strategies, with timelines.

Implementation

3.5.4.1 Document identified instances of contamination in Seymour and work with landowners to develop remediation plans.
3.5.4.2 Ensure site assessments and remediation plans are conducted in the succession planning for the Northlands site (formerly the Blair Rifle Range).

Policy 3.5.5 Support and encourage the future transition from industrial use to mixed-use development with a strong public component on the Roche Point Waterfront.

Policy 3.5.6 Ensure that a site assessment and a remediation plan are included in the succession planning for the McKenzie Barge/Noble Towing site. (See also Sections 4.0, 7.0 & 9.0)

Policy 3.5.7 Promote awareness of and enforce District environmental standards.

Implementation

3.5.7.1 Continue to enforce District Environmental Protection & Preservation Bylaw (EPPB) and other standards with regard to waste disposal, pollution, soil and tree removal and noise bylaws, including enforcement of penalties for contravention of the bylaws.
3.5.7.2 Continue to employ the District Integrated Pest Management Program and investigate drafting a pesticide bylaw to restrict the use of pesticides for cosmetic purposes.

4.0 Managed Growth & Development

Within the context of the Greater Vancouver area and its Regional Growth Strategy, the District of North Vancouver, including Seymour, is a designated low growth area. Seymour’s greater contribution to Regional objectives is the provision and guardianship of much of the Region’s Green Zone. Still, as one of the last of Greater Vancouver’s inner suburbs with some open land, Seymour does harbour potential for change.

Within this context, public input and deliberations throughout the plan process identified these key variables influencing potential development:

- Environmental stewardship
- Transportation and traffic systems
- Growth parameters
- Minimizing change in established neighbourhoods
- Ensuring that community services & facilities keep pace with change

Indeed, a primary factor in the growth phasing strategy outlined in this section is the “character” of the land being considered for development. That is, to manage growth in accordance with plan principles, the strategy directs development first to sites that are environmentally compromised, formerly used for other purposes, or currently developed. Undeveloped sites in a natural state, exhibiting significant environmental value, are not included in plan phasing.

It is because of the inherent potential for change within Seymour, coupled with the community’s priorities for environmental stewardship, transportation improvements and liveability, that the Plan adopts a phasing strategy that limits growth to an average 50 units per year, organized in 5-year phases and spanning a twenty-year (and beyond) time frame. Phasing is embedded in this longer plan horizon to guard against rapid growth that exceeds the functional capacity of Seymour. As well, it is expected that residential growth in Maplewood and on Tsleil-Waututh land in the next 5 to 10 years will tax transportation and other capacities of the area east of the Seymour River. Pressures of growth will limit access to bridges, highways, hospitals, schools and support services for all residents. While this situation is considered serious, it is possible that limited improvements will be realized in the coming ten years. Should this occur, managed residential growth and development may be possible. If improvements are made more rapidly than expected, the phasing could be advanced; whereas, if improvements are slower than expected, development would likewise proceed more slowly. These potential outcomes are recognized by the Plan and addressed through the managed growth and phasing strategy, which is applied to these sites (Chapter 4 Map):

Anne Macdonald Way
Northlands
Mount Seymour Parkway
Roche Point East
Riverside Terrace

The Plan provides an important overall strategy for growth management in Seymour, based upon public input at the time of its development. As the Plan is implemented, any specific proposal will be assessed against Plan criteria and be subject to all the usual development review processes, including public review. Over time, plan criteria will be assessed to ensure that the growth management and phasing strategy continues to reflect community objectives.

**Goal**

*To manage limited and balanced growth to protect the environment, enhance liveability, recognize Seymour’s regional role in Greater Vancouver’s Green Zone and contribute to a more sustainable community.*
Objective 4.1  *Increased stewardship of the environment and community sustainability.*

Policy 4.1.1  Support and promote the protection of the Green Zone as a local and regional asset and responsibility.

Policy 4.1.2  Encourage and support community-based or other efforts to restore, protect and maintain forests, streams, wetlands and natural habitats.

Policy 4.1.3  Promote a sustainable community by considering the benefits and impacts of residential, economic and tourism growth comprehensively.

Policy 4.1.4  Assess any development proposals in terms of impact on the land, transportation systems, use of resources, compatibility with the existing community and principles for neighbourhood pedestrian linkages, compact design, access to transit, facilities and services.

Policy 4.1.5  Growth in Seymour should be managed concurrently with the timely and equitable provision of infrastructure, community services and facilities and transportation improvements.

Objective 4.2  *Low residential growth that is managed to meet the needs of Seymour residents.*

Policy 4.2.1  Residential development will maintain the predominantly single family character of Seymour, but will also include some housing options for residents, as needs change.

Objective 4.3  *Annual Seymour Plan area residential growth that should not exceed 50 units per year on average, within a series of 5-year time frames over the life of the plan, to a total of 250 units per five-year period.*

Objective 4.4  *Phase residential development of Seymour Plan area sites on the basis of an average of 50 units per year, considering the criteria outlined in Policy 4.4.1, below.*

Policy 4.4.1  The phasing strategy, and subsequent specific development proposals will consider the following:

a. Development in Maplewood and on Tsleil-Waututh lands will be considered in the 250 units per 5-year limit, for the purpose of determining the amount of development that is possible on Seymour Plan area sites.
b. Character and availability of developable land

c. Scale and timing of the proposal

d. Environmental issues and constraints

e. Capacity of and impact on the transportation system

f. Capacity of and impact on community services, facilities, infrastructure, and community evacuation in the event of emergency

g. Investment made or required for infrastructure and community services

h. Compatibility with surrounding neighbourhood

i. Consistency with compact community principles for neighbourhood linkages, access to transit, services and amenities

j. Benefit contributed to Seymour

k. Other factors identified by the community and partners

Policy 4.4.2 The phasing strategy will identify the location of potential development in Seymour. (Chapter 4 Map)

Policy 4.4.3 The phasing strategy will outline key variables affecting development of particular sites and articulate conditions under which development may proceed. (Table 4-1)

Implementation:
4.4.3.1 Should residential development in the area east of the Seymour River exceed 50 units per year, on average, the amount of permitted residential development on Seymour Plan area sites in subsequent 5-year phases will be reduced accordingly.

4.4.3.2 Should residential development in the area east of the Seymour River be less than 50 units per year, on average, the amount of permitted residential development on Seymour Plan area sites planned for subsequent 5-year phases may commence earlier than originally anticipated.

Policy 4.4.4 Provided that identified conditions of development are addressed, the sequencing of development is flexible.

Policy 4.4.5 Consult on an ongoing basis with Tsleil-Waututh representatives, to plan comprehensively for residential growth and its impacts on the Seymour area.

Policy 4.4.6 The District Community Planning Department will consider Seymour-wide impact when planning for growth in the area east of the Seymour River.

Policy 4.4.7 Residential land use planning in Seymour will consider changes in neighbouring communities, other District of North Vancouver plans
and policies within the context of the Liveable Region Strategic Plan.

**Objective 4.5** *Regular and ongoing review of the impacts of growth and Plan criteria.*

**Policy 4.5.1** With Community Planning, community representatives and others, a Plan monitoring committee will be established, and a strategy and criteria will be developed, to ensure that development decisions are contributing to community goals. The strategy will include:

a. Regular review of the growth rate, with an initial assessment one year after Plan adoption and ongoing review thereafter as required, but within 5 years as a minimum

b. Review of plan phasing criteria
c. Review of progress on traffic improvements and the impact on growth parameters
d. Progress on improving community sustainability
e. Effective communication regarding plan criteria, subsequent development proposals, decisions made and evolving community needs and objectives

**Objective 4.6** *Increased recreational and tourism opportunities in Seymour, which benefit the Seymour community, regional residents and visitors, while maintaining the natural environment and residential quality of life.*

**Policy 4.6.1** Include recreational/tourism growth as a potential component of a balanced community.

**Policy 4.6.2** Explore partnership opportunities to increase recreation and tourism, including First Nations initiatives.

**Policy 4.6.3** Identify and evaluate all proposals in consultation with the community to ensure such proposals minimize traffic impacts and contribute to Seymour community objectives.

**Policy 4.6.4** Ensure that all existing or proposed recreational uses respect, preserve and enhance natural features, habitats and Seymour’s attractive residential character.

**Implementation 4.6.4.1** Investigate the need, design and phasing of buffer zones between residential and recreational uses.

**Objective 4.7** *Increased local opportunities for economic development and employment.*
Policy 4.7.1 Identify and support community economic development opportunities in areas such as: professional services, recreation, tourism, film, television production, arts, culture, non-polluting and technology-based industries.

Policy 4.7.2 Consider economic growth potential in neighbouring areas, including Maplewood and Tsleil-Waututh Nation, in planning for economic and other growth.

Policy 4.7.3 Explore partnership opportunities to promote local community economic development.
### TABLE 4-1: PHASING VARIABLES & CONDITIONS OF DEVELOPMENT

**Notes:**
- Adherence to the Plan growth rate of 50 units per year, on average over any five-year time frame, is a key variable in all cases and a change in rate of growth in one phase will affect the rate in subsequent phases. (See 4.4.3)
- 5 year phases over the life of the Plan (to 2022) are: Phase I – 2003-2007; Phase II – 2008-2012; Phase III – 2013 – 2017; Phase IV 2018-2022; Phase V – beyond 2022
- To determine the amount of development possible on the Seymour Plan area sites listed below, development in Maplewood & on Tsleil-Waututh lands will be considered in the 250 units per phase total

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>UNITS (Est.)</th>
<th>KEY VARIABLES</th>
<th>CONDITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anne Macdonald Way</td>
<td>29 (+ up to 8)</td>
<td>• Market</td>
<td>• District land</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Phasing</td>
<td>• Process &amp; design guidelines established</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Existing CD14 zone</td>
<td></td>
</tr>
<tr>
<td>Northlands</td>
<td>300</td>
<td>• Growth rate parameter</td>
<td>• Community support</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Multiphase</td>
<td>• Early, open, frequent consultation to establish overall plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Environmental constraints (contamination, remediation, risk assessment, protection of creeks)</td>
<td>• Growth rate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Impact on traffic</td>
<td>• Comprehensive phasing plan required at outset</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Readiness of landowner</td>
<td>• Start small, start south end</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Economic viability</td>
<td>• Transportation study and plan to address east-west traffic impacts &amp; other linkages</td>
</tr>
<tr>
<td>Mount Seymour Parkway</td>
<td>25</td>
<td>• Adherence to growth parameters</td>
<td>• Comprehensive environmental assessment &amp; plan</td>
</tr>
<tr>
<td>• South side</td>
<td></td>
<td>• Financial feasibility</td>
<td>• Assessment of impact on schools &amp; other community services</td>
</tr>
<tr>
<td>• 3600 block</td>
<td></td>
<td>• DNV/Private partnership</td>
<td>• Buffer from Parkway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Community support</td>
<td>• Integrate adjacent communities through multi-use trails, linkages.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Design acceptable to immediate and broader community, i.e. resolve neighbours preference for higher building with overall desire for no high rises and low density</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Private/DNV lots partnership to be achieved</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Buffer to Parkway &amp; to existing townhouse neighbours</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Mitigate noise</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• No access off Parkway</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Traffic study &amp; plan</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 4-1: PHASING VARIABLES & CONDITIONS OF DEVELOPMENT

**Notes:**
- Adherence to the Plan growth rate of 50 units per year, on average over any five-year time frame, is a key variable in all cases and a change in rate of growth in one phase will affect the rate in subsequent phases. (See 4.4.3)
- 5 year phases over the life of the Plan (to 2022) are: Phase I – 2003-2007; Phase II – 2008-2012; Phase III – 2013 – 2017; Phase IV 2018-2022; Phase V – beyond 2022
- To determine the amount of development possible on the Seymour Plan area sites listed below, development in Maplewood & on Tsleil-Waututh lands will be considered in the 250 units per phase total

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>UNITS (Estimated)</th>
<th>KEY VARIABLES</th>
<th>CONDITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mount Seymour Parkway</td>
<td></td>
<td>• 35-105</td>
<td>• Community support</td>
</tr>
<tr>
<td>• North side</td>
<td></td>
<td>• Depends on form</td>
<td>• Phasing &amp; design to respect growth parameters</td>
</tr>
<tr>
<td>• Potential blocks 3200 to 3500</td>
<td></td>
<td></td>
<td>• Traffic study &amp; plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• No access off parkway; shared access; lane preferred</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Buffer from Parkway, mitigate noise, acoustical design</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• DNV/Private partnership</td>
</tr>
<tr>
<td>Roche Point East</td>
<td>4</td>
<td>• Environmental impact &amp; preservation</td>
<td>• Community support</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consider holding for future study</td>
<td>• No connection of Roche Point Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Detailed environmental assessment, including top-of-bank</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Retain green ways at end of cul-de-sac</td>
</tr>
<tr>
<td>Riverside Terrace</td>
<td></td>
<td>• Estimated up to 36</td>
<td>• Community support</td>
</tr>
<tr>
<td>• In keeping with surrounding single family</td>
<td></td>
<td>• Growth parameters</td>
<td>• Traffic study &amp; plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Environmental constraints especially related to Hogan’s Pools</td>
<td>• Retention of green space &amp; public access</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Geotechnical issues relating to steep banks</td>
<td>• Detailed environmental, Geotechnical and other studies leading to acceptable plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Traffic access &amp; impact, particularly related to Jordan St. accessing Riverside Drive</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consider holding for future study</td>
<td></td>
</tr>
</tbody>
</table>

Document No: 379703
October 2003
5.0  **Transportation, Traffic & Utilities**

With traffic congestion a daily reality for commuters and residents, access and transportation are key determinants of the liveability in Seymour and a prime consideration in planning for the area. The current transportation system continues to be shaped by the Provincial highway system and Seymour’s mountainside setting. The interchanges for Highway 1 and the Ironworkers Memorial Bridge determine traffic flow to, from and within the Seymour, Maplewood and Inter-River communities.

The solution to Seymour’s traffic challenge must be multi-faceted; including adopting a rate of development consistent with the existing infrastructure, creating viable alternative means of accessing Seymour and promoting the use of these alternatives among commuters. The Plan therefore highlights the need for transportation improvements as a condition of development and to acknowledge the direct influence of traffic on Seymour’s liveability. While recognizing the regional transportation context shaping Seymour, the Plan is aimed at encouraging transportation decisions that improve local conditions. As such, it underscores the need to communicate with surrounding communities and provincial ministries to achieve solutions to traffic congestion and improvements to east-west movement. This includes improving mobility for residents with destinations in North Vancouver City and western District neighbourhoods not wishing to access the bridge or provincial road system. It involves managing traffic to local and regional attractions, in ways that minimize local area impacts. It also includes a comprehensive examination of the need and alternatives for additional north-south connections.

Finally, reflecting Seymour’s desire to promote community sustainability, plan statements also strongly encourage the development and improvement of alternative transportation options, including improved bus service, other forms of public transit (such as community mini-buses and future marine linkages) and an increased emphasis on cycle and pedestrian linkages.

**Goal**

A **flexible, efficient and safe multi-modal transportation system, which particularly addresses east-west movement, to enhance the liveability of Seymour.**

**Objective 5.1**  *Alternative access options and changes to the major road network, which improve local conditions.*

**Policy 5.1.1**  In co-operation with other governments and neighbouring communities, continue to develop a multi-modal transportation system, which emphasizes improvements to east-west routes.

**Policy 5.1.2**  Encourage the Province to improve access to the Ironworkers Memorial Second Narrows Bridge and to points East and West, from both Mount Seymour Parkway and Dollarton Highway. Improvements could include public transit alternatives, bridgehead access, ramps, or an east-west connector, for example.
Policy 5.1.3  In consultation with the community, the Province and other partners, give priority to creating an alternative route for cross-municipal traffic between Seymour and other North Vancouver destinations.

Policy 5.1.4  In co-operation with other governments, agencies, neighbouring communities and partners, actively pursue a commuter ferry or other marine linkages, which accommodate cyclists.

Policy 5.1.5  In consultation with the Seymour neighbourhoods, adjacent communities, Tsleil-Waututh Nation and other possible partners, investigate and prioritize the need for additional north/south connections between Mount Seymour Parkway and Dollarton Highway. (E.g. along Apex Road or other points through IR#3).

Policy 5.1.6  Roche Point Drive north and Roche Point Drive south will remain as cul-de-sacs, with Roche Point Drive north accessing only Mount Seymour Parkway and Roche Point south accessing Dollarton Highway.

Policy 5.1.7  Identify and provide additional north-south pedestrian and cycle corridors – both on and off road – to link Seymour neighbourhoods and services.

Policy 5.1.8  Work with other levels of governments, agencies and organizations to minimize environmental impact by facilitating a shift from cars to public transit and cycling, in part by developing cycle routes that are safe, direct and efficient.

Policy 5.1.9  Encourage TransLink and the Province to prioritize projects that improve transit access to the Second Narrows Bridge and points beyond. These could include, for example: twinning of the Dollarton Highway Bridge, queue-jumping along Mount Seymour Parkway and improvements to the Ironworkers Memorial Second Narrows bridge and bridgehead ramps.

Policy 5.1.10  Request that TransLink give priority to providing effective public transit service to educational institutions to reduce congestion during commuting periods.

Policy 5.1.11  Improve local neighbourhood safety along major roads.

Implementation
5.1.11.1  Monitor traffic movements and capacities along arterial and collector roads to identify and prioritize the provision of traffic signals, pedestrian signals, and special cross walks or other intersection improvements.

5.1.11.2  Work with provincial ministries, Tsleil-Waututh Nation, the RCMP and others to improve pedestrian safety on Dollarton Highway, Mount Seymour...
Policy 5.1.12 Facilitate the movement of goods into and out of the community.

Implementation
5.1.12.1 Consider the needs and impacts of truck and other commercial traffic in major road network decisions.

Policy 5.1.13 Within the context of the comprehensive review of the District of North Vancouver Subdivision Control Bylaw by the Engineering and Planning departments, review and amend where necessary, Seymour’s road classifications.

Policy 5.1.14 Retain traffic and transit rights-of-way for current and future needs.

Implementation
5.1.14.1 Identify, document and reserve unopened road allowances for future pedestrian and cycle route improvements.
5.1.14.2 Integrate trail marker signage with sidewalks to foster pedestrian and cycle linkages within the community.

Objective 5.2 A community-focused transportation system that is safe, equitable and inclusive for vehicles, cyclists, pedestrians and transit users.

Policy 5.2.1 Consider the needs of a range of users in designing and implementing transportation and transit policies.

Policy 5.2.2 Continue to monitor and improve safety along local roads and routes by employing neighbourhood input, awareness, traffic calming and other approaches, for example.

Policy 5.2.3 Continue to improve accessibility to public transit services by investigating alternative transit models.

Policy 5.2.4 Work with TransLink and the community to improve the quality of service for all transit users -- peak-hour commuters, off-peak hour users, seniors, students, youth and people with disabilities.

Implementation
5.2.4.1 Review the need for express bus service from Deep Cove to downtown Vancouver.

5.2.4.2 Examine ways to improve service to downtown Vancouver and other employment areas on the North Shore, including augmenting the frequency of service.

5.2.4.3 Encourage TransLink to improve service between the Seymour and Inter-River communities.

5.2.4.4 Encourage TransLink to improve ridership and enhance service to neighbourhoods with the introduction of community mini buses.

5.2.4.5 Provide bus shelters, benches and garbage bins at stops without these facilities now and ensure these do not impede pedestrians with disabilities.

5.2.4.6 Expand park and ride facilities at Phibbs Exchange (or other suitable location) and enhance the safety and security of such sites.

5.2.4.7 Continue to make bus stop landing areas wheel chair accessible.

5.2.4.8 Integrate convenient, well-lit and safe access to transit services.

5.2.4.9 Examine the possibility of developing queue-jumper facilities along Mount Seymour Parkway for transit accessing Phibbs Exchange. In the longer term consider queue-jumpers along any north/south connector roads.

Policy 5.2.5 Continue to improve the circulation system and facilities for cyclists and pedestrians and specifically consider safety and security in any implementation. (e.g. lighting, appropriate landscaping).

Policy 5.2.6 Implement the North Vancouver Bicycle Master Plan network in Seymour; namely, Dollarton Highway, Riverside Drive, Deep Cove Road/Gallant, Mount Seymour Parkway and bypass routes.

Policy 5.2.7 Work with the Joint Bicycle Advisory Committee, Parks Department, Provincial ministries, adjacent communities and others to improve safety and convenience for cyclists.

Implementation

5.2.7.1 Improve paving and road markings on arterial and collector roads.

5.2.7.2 Provide minimum standard cycling lanes (4.3 meters wide shared curb lane) wherever feasible.

5.2.7.3 Improve the bicycle friendliness of the Highway 1/Dollarton Highway interchange at the Second Narrows bridgehead.

5.2.7.4 Incorporate provisions for cyclists in trail development e.g. V-grooves and cycle bridges.

5.2.7.5 Formalize a shared vehicle/cycle lane from Maplewood to Deep Cove Village.

5.2.7.6 Investigate additional routes and facilities such as bike racks or lockers at major transit stops.

Policy 5.2.8 Engineering and Planning departments will continue to review the sidewalk network and work with the community to prioritize expansion and
improvements aimed at enhancing safety, access and ease of mobility for all users. Particular attention will be paid to sidewalks, parking and safety issues in school areas and reference made to the Pedestrian Access Guidelines.

**Policy 5.2.9** Ensure that the circulation system for new developments includes vehicle, pedestrian, transit and cycle linkages, while minimizing negative impacts on the environment and existing neighbourhoods.

**Implementation**

5.2.9.1 Review all proposed new development for impacts on the environment, safety, existing capacity and for enhancements to the circulation system for vehicles, pedestrians and cyclists.

5.2.9.2 Any future development of Northlands (the former Blair Rifle Range) will require detailed transportation impact studies and transportation plan.

5.2.9.3 In future developments and redevelopments, limit the number of driveway accesses on arterial and collector roads, such as Mount Seymour Parkway, to reduce potential safety hazards and points of conflict.

5.2.9.4 Traffic impact studies and consultation with area residents will be required for any new development or redevelopment proposal, to mitigate negative impacts of additional traffic generated by such development.

**Objective 5.3** *Minimize the impact on local neighbourhoods of traffic destined for District and Regional facilities located in Seymour.*

**Policy 5.3.1** Work with the community, local business, District departments and others to study the non-resident use of on-street parking near commercial, recreational or other activity areas.

**Policy 5.3.2** Work with the community, business operators, District departments and others to monitor and assess weekend non-resident use of parking to access recreation sites such as Indian Arm, Cates Park, Deep Cove, Seymour Mountain, Cove/Mountain Forest and the Lower Seymour Conservation Reserve area. Undertake necessary studies and develop solutions to minimize the impact on local neighbourhoods. E.g. weekend shuttle services between popular destinations.

**Objective 5.4** *Maintain and improve the quality of utility networks and services.*

**Policy 5.4.1** Maintain services (water, hydro, gas, telephone, sanitary, storm, garbage collection, storm water control, recycling collection) at existing levels of quality and improve services where necessary and feasible.

**Policy 5.4.2** Ensure that services to new neighbourhood developments are within the existing service capacities, or that extension of capacity is established in advance of actual development.
Policy 5.4.3  Ensure sufficient provision of public waste receptacles to promote health and attractiveness throughout the community.

Policy 5.4.4  Services to any new development should be as unobtrusive as possible.

Implementation
5.4.4.1  Electrical services to new neighbourhood development will be placed underground.
5.4.4.2  Electrical transformers, connection boxes, gas meters, communication services or other utilities should be located and screened to minimize visibility to the neighbourhood.

Policy 5.4.5  Consider environmental impacts and the concepts of sustainable communities in the provision and management of services.

Policy 5.4.6  Review new energy services in light of the “Sustainable Community Principles” set out by the BC Energy Council.

Policy 5.4.7  Review proposed developments for their impact on the environmental quality of the District’s storm water system.

6.0  Housing & Schools

Although Seymour is increasingly a recreation destination, it will always be a residential community of family-oriented neighbourhoods. Nevertheless, general changes and trends among Seymour’s neighbourhoods, its residents, their housing needs and lifestyles are evident. Seymour’s population is aging, household sizes have dropped and the number of 2-person families has risen. While single-family housing continues to predominate, the number of multi-family units has increased. Home ownership is high in Seymour, average family income is higher than in the District as a whole, and the incidence of low income is lower.

Within this context, housing policies and recommendations reflect the clear community sentiment that housing development is dependent upon improvements to east-west traffic systems. This is especially significant in any future development of the Northlands area. Also inherent in the housing policies is the recognition of the community’s commitment to protect environmentally sensitive areas and to establish a Seymour waterfront that is clean, natural and accessible. The Plan also requires the continual evaluation of community service capacity as development proceeds, to ensure the liveability of the Seymour community.

Overall, the Plan’s housing policies seek to minimize change while providing some alternative housing choices to promote community sustainability and support residents as their needs change. Seymour seniors, in particular, have identified the need for a greater
range of housing options, including the ability to downsize to manageable homes and to access supportive housing services and congregate care facilities. In terms of housing type, a range of single-family housing sizes should be encouraged. Other ground-oriented choices with yard area should also be considered. In general, multi family developments should be low scale (not exceeding 4 storeys), as the community does not support high-rise residential buildings.

**Goal**
*To maintain the predominantly single family character of Seymour while providing increased diversity in housing choices to meet residents’ changing needs.*

**Objective 6.1**  
*To maintain and protect existing, stable residential neighbourhoods and housing stock.*

**Policy 6.1.1**  
Retain existing zoning in established residential neighbourhoods unless otherwise determined by the neighbourhood itself; i.e. Riverside East, Blueridge, Seymour Heights, McCartney Woods, Windsor Park, Dollarton, Cove Cliff (*Chapter 6 Map*)

**Policy 6.1.2**  
Any new development in established neighbourhoods, permitted within existing zoning and subdivision regulations, must be in keeping with the scale and character of the area.

**Policy 6.1.3**  
Consider area specific neighbourhood zoning to ensure that any new single family housing is compatible with the character of the neighbourhood in terms of size, shape, height, setbacks, garage locations and other siting factors.

**Policy 6.1.4**  
Retain existing multifamily rental housing stock by discouraging changes in tenure that reduce rental housing and by considering redevelopment of multifamily rental units only if a comparable number of rental units will be provided.

**Policy 6.1.5**  
Any redevelopment of ageing multifamily units should provide the same number of units as those being replaced. Increases in numbers of units may be considered where a benefit to the community is identified and can be realized.

**Policy 6.1.6**  
Provide opportunity for neighbours to be involved in redevelopment in early stages.

**Implementation**
*6.1.6.1*  
Standard operating procedures, which incorporate consultation with local community associations in the pre-application stage for OCP amendments,
rezoning, development permits and some subdivisions are considered important and are supported.¹

**Objective 6.2** To meet housing needs of residents as families and life styles change, in ways that make neighbourhoods sustainable.

**Policy 6.2.1** New residential development is to be phased and designated to provide single family and multifamily sites in accordance with the Plan. *(Chapter 6 Map & Table 6-1)*

**Policy 6.2.2** New single-family development will consist primarily of standard single-family lots, but could also include smaller single-family lots, duplexes, and other ground-oriented choices with yard areas, where appropriate.

**Policy 6.2.3** Future development of remaining Anne Macdonald Way single-family lots will be in keeping with established Design Guidelines.

**Policy 6.2.4** Any future development of Northlands should incorporate a range of single-family lot sizes, including traditional Seymour lot sizes (RS3, RS4 and RS5 equivalents), as well as a variety of small lots, detached homes and creative design layouts. *(See Table 6-1)*

**Policy 6.2.5** Future development of Roche Point Drive East single-family lots should be in keeping with the scale and design of the existing homes in the neighbourhood. *(See Table 6-1)*

**Policy 6.2.6** Future development of Riverside Terrace should be in keeping with the scale and character of the existing, surrounding single-family neighbourhood. *(See Table 6-1)*

**Policy 6.2.7** New multi-family developments will not exceed four storeys in height.

**Policy 6.2.8** New multi-family developments should be located in proximity to transportation, services, community facilities and open space.

**Policy 6.2.9** Multi family development within the context of a comprehensive plan for Northlands should be located in proximity to existing and planned transit, community facilities and services. Any development will be in accordance with the conditions and principles outlined in Table 6-1 and must contribute to community objectives.

**Policy 6.2.10** Future redevelopment of single family to multifamily housing along the north side of Mount Seymour Parkway (3200 to 3500 blocks) will be permitted to a density of between 0.6 and 1.2 Floor Space Ratio (FSR) provided that:

• The housing form is predominantly townhouses
• A minimum of 15,000 square feet (1400 m²) is assembled for townhouse development and no “locked in” lots are created
• The development addresses issues of traffic, access, safety, acoustical standards, view and backdrop considerations, community acceptance and design standards, in accordance with Table 6-1.
• The development contributes to community objectives

Policy 6.2.11 Future redevelopment of single family to multifamily in the 3600 block of the south side of Mount Seymour Parkway should address issues of access, noise, safety, compatibility with neighbouring developments, and be of a scale and design acceptable to the immediate and general community. (Table 6-1)

Policy 6.2.12 The District Official Community Plan Development Permit Areas for Commercial, Industrial, Multifamily Development will be amended to include the 3200 to 3500 north side blocks and 3600 south side blocks of Mount Seymour Parkway, so as to regulate redevelopment on these sites in accordance with Schedule ‘B,’ Section 4.0 of the District Official Community Plan.

Policy 6.2.13 Support and facilitate the choice of families and seniors to stay in their current homes and neighbourhood as long as possible.

Implementation
6.2.13.1 Identify suitable sites for supportive housing and other facilities for seniors in the community, considering issues such as: proximity to transit, commercial, recreation, health and other services, a safe, level pedestrian setting and avoiding isolation.
6.2.13.2 Encourage adaptable housing approaches in new developments, including the use of Adaptable Design Guidelines.
6.2.13.3 Encourage other levels of government and appropriate agencies and authorities to provide support and funding for services and for adaptable design homes and facilities.
6.2.13.4 Explore means to protect apartment renters from displacement and/or drastic rent increases in the event of redevelopment.

Policy 6.2.14 The approval process for new development projects will ensure that Plan and District objectives relating to housing type, tenure, environmental protection, transportation improvements, services, infrastructure and community amenities are met.

Policy 6.2.15 Secondary suites are recognized as a means of increasing options for the homeowner and providing affordable accommodation for renters in the community.
Policy 6.2.16 Through design of housing, neighbourhoods and amenities, promote healthy neighbourhoods in which residents live and interact.

Objective 6.3 Safeguard lands, natural and built assets for future generations.

Policy 6.3.1 Designate District land, suitable sites and other resources for long term housing needs of an aging population and future generations.

Policy 6.3.2 Given their significant environmental value, Roche Point West and the Mystery Crescent area in the Indian River Neighbourhood (Chapter 6 Map) will be designated as Parks, Recreation & Wilderness. Further comprehensive study will precede any future change in designation.

Policy 6.3.3 District-owned properties on Summerside Lane and Badger Place will not be developed for residential purposes over the life of this plan. Further comprehensive study will precede any future development proposals.

Policy 6.3.4 Medium and high-density residential development is not to be permitted along Seymour’s waterfront.

Policy 6.3.5 Any future re-development of the McKenzie Barge/Noble Towing site west of Cates Park should be treated as a comprehensive development focusing on the arts, culture, economic and tourism opportunities for the site. Such future comprehensive development could include 25 or fewer residential units, to be incorporated into the conceptual phasing strategy detailed in Section 4.0

Policy 6.3.6 Consult with Tsleil-Waututh neighbours on issues of shared interest concerning development, planning and the impacts of growth and change.

Implementation

6.3.6.1 Explore opportunities for joint acquisition and management of sites of shared strategic or cultural significance to promote common objectives. E.g. McKenzie Barge/Noble Towing properties.

Policy 6.3.7 Ensure new construction is of high quality and design appropriate to Seymour’s built and natural environment. (See Table 6-1)

Policy 6.3.8 The Community Planning Department, in consultation with other departments, agencies and community members will monitor demographic and social trends along with the impacts of development, to ensure community needs are planned for now and in the future.

Objective 6.4 Secure, comfortable and invigorating schools in which Seymour’s students can thrive.

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2 See preferred re-development details in Section 9.0, Policy 9.2.5
Policy 6.4.1  Liase with School District #44 regarding the Capital Planning Program and to communicate priorities and co-ordinate school and neighbourhood planning. (See also 8.2.1)

Policy 6.4.2  Continue to develop joint use agreements between the District and School District #44 to increase community use of schools and fields. (See also Sections 7.0 and 8.0)
TABLE 6-1: PHASING VARIABLES & CONDITIONS OF DEVELOPMENT

Notes:
- Adherence to the Plan growth rate of 50 units per year, on average over any five-year time frame, is a key variable in all cases and a change in rate of growth in one phase will affect the rate in subsequent phases. (See 4.4.3)
- To determine the amount of development possible on the Seymour Plan area sites listed below, development in Maplewood & on Tsleil-Waututh lands will be considered in the 250 units per phase total

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>UNITS (Est.)</th>
<th>KEY VARIABLES</th>
<th>CONDITIONS</th>
<th>TYPE (Recommended Form &amp; Character)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anne Macdonald Way</td>
<td>29 (+ up to 8)</td>
<td>• Market • Phasing • Existing CD14 zone</td>
<td>• Process &amp; design guidelines established</td>
<td>• Single Family</td>
</tr>
<tr>
<td>Northlands</td>
<td>300</td>
<td>• Growth rate parameter • Multiphase • Environmental constraints (contamination, remediation, risk assessment, protection of creeks) • Impact on traffic • Readiness of landowner • Economic viability</td>
<td>• Community support • Early, open, frequent consultation to establish overall plan • Growth rate • Comprehensive phasing plan required at outset • Start small, start south end • Transportation study and plan to address east-west traffic impacts &amp; other linkages • Comprehensive environmental assessment &amp; plan • Assessment of impact on schools &amp; other community services • Buffer from Parkway • Integrate adjacent communities through multi-use trails, linkages</td>
<td>• Predominantly single family; minimal multi-family (e.g.80%/20%) • Single family in range of sizes &amp; creative formats • Multifamily, which could include seniors or supportive housing, in proximity to existing &amp; planned transit, facilities &amp; services, • Design guidelines reflecting “Seymour theme” • Include community amenities such as: playing fields, track, live theatre, community space, staging areas for bike and mountain activities</td>
</tr>
</tbody>
</table>
### TABLE 6-1: PHASING VARIABLES & CONDITIONS OF DEVELOPMENT

**Notes:**
- Adherence to the Plan growth rate of 50 units per year, on average over any five-year time frame, is a key variable in all cases and a change in rate of growth in one phase will affect the rate in subsequent phases. (See 4.4.3)
- 5 year phases over the life of the Plan (to 2022) are: Phase I – 2003-2007; Phase II – 2008-2012; Phase III – 2013 – 2017; Phase IV 2018-2022; Phase V – beyond 2022
- To determine the amount of development possible on the Seymour Plan area sites listed below, development in Maplewood & on Tsleil-Waututh lands will be considered in the 250 units per phase total

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</tr>
</thead>
</table>
| Mount Seymour Parkway  
• South side  
• 3600 block | 25 | • Adherence to growth parameters  
• Financial feasibility  
• DNV/Private partnership  
• Community support | • Community support; design acceptable to immediate and broader community, i.e. resolve neighbours preference for higher building with overall desire for no high rises and low density  
• Private/DNV lots partnership to be achieved  
• Buffer to Parkway & to existing townhouse neighbours  
• Mitigate noise  
• No access off Parkway  
• Traffic study & plan | • Multi-family  
• Small building – 3 storeys  
• Small units benefiting from proximity to transit & services  
• Could include seniors, based on community need  
• Compatible with surroundings  
• Design acceptable to community & reflecting “Seymour theme”  
• Underground parking |
| Mount Seymour Parkway  
• North side  
• Potential blocks 3200 to 3500 | 35-105 Depends on form  
| • Adherence to growth parameters  
• Traffic impacts  
• Environmental constraints (creek crossing)  
• Community support  
• DNV/Private partnership  
• Financial feasibility | • Community support  
• Phasing & design to respect growth parameters  
• Traffic study & plan  
• No access off Parkway; shared access; lane preferred  
• Buffer from Parkway, mitigate noise, acoustical design  
• DNV/Private partnership  
• Development permit area | • Multi-family; could include seniors, based on need  
• Specific guidelines to be developed, but will generally reflect the following:  
• Predominantly townhouses, but with variety to avoid “wall” effect  
• Take advantage of golf course backdrop & views  
• Density at 0.6 FSR with possibility to achieve maximum 1.2 FSR depending on:  
• Community benefit provided;  
• design acceptable to community & with “Seymour theme”  
• Minimum 15,000 Sq ft. (1400m$^2$) & no “locked in” lots |
TABLE 6-1: PHASING VARIABLES & CONDITIONS OF DEVELOPMENT

Notes:
- Adherence to the Plan growth rate of 50 units per year, on average over any five-year time frame, is a key variable in all cases and a change in rate of growth in one phase will affect the rate in subsequent phases. (See 4.4.3)
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</tr>
</thead>
<tbody>
<tr>
<td>Roche Point East</td>
<td>4</td>
<td>• Environmental impact &amp; preservation</td>
<td>• Community support</td>
<td>Single family in keeping with character of existing neighbourhood</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consider holding for future study</td>
<td>• No connection of Roche Point Drive</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Detailed environmental assessment, including top-of-bank</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Retain green ways at end of cul-de-sac</td>
<td></td>
</tr>
<tr>
<td>Riverside Terrace</td>
<td>• Estimated up to 36</td>
<td>• Growth parameters</td>
<td>• Community support</td>
<td>Single family in keeping with character of existing, surrounding neighbourhood</td>
</tr>
<tr>
<td></td>
<td>• In keeping with surrounding single family</td>
<td>• Environmental constraints especially related to Hogan’s Pools</td>
<td>• Traffic study &amp; plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Geotechnical issues relating to steep banks</td>
<td>• Retention of green space &amp; public access</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Traffic access &amp; impact, particularly related to Jordan St. accessing Riverside Drive</td>
<td>• Detailed environmental, Geotechnical and other studies leading to acceptable plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consider holding for future study</td>
<td>• Traffic study &amp; plan</td>
<td></td>
</tr>
<tr>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Community support</td>
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</table>
7.0 Parks & Open Space

Seymour’s natural features are complemented by numerous parks, trails, open spaces and other recreational assets. While protecting the natural environment is a key goal of the community, so too is enhancing opportunities for recreation and healthy living within Seymour’s neighbourhoods and along its unique waterfront. Although environmental and parks strategies are presented separately, there is a strong inter-relationship between environmental protection and parks and open space provision and management. Complementing the policies in Section 3.0, this section further recognizes this inter-relationship here. In general, it emphasizes the need for environmental study to precede detailed design of new park spaces and before changes or additions to existing facilities. Within this context, it specifically addresses the community desire to improve and augment parks, trails and other linkages between Seymour’s neighbourhoods -- including the potential future neighbourhood at Northlands -- for pedestrians, cyclists and wildlife. The policies also address the challenge of providing recreational access to Seymour’s trails, parks and waterfront, while minimizing negative effects on the environment and local neighbourhoods.

Effective management of Seymour’s natural and recreational assets requires partnership and co-operation across boundaries and among partners and neighbours. The Plan highlights the importance of initiating the Cates Park Management Plan in consultation with the Tsleil-Waututh Nation and working co-operatively with School District #44, the Greater Vancouver Regional District, Provincial and Federal governments and other agencies. Finally, like Section 3.0, this section adopts many of the recommendations of the Waterfront Task Force.

**Goal**

*While protecting the environment, create, enhance and manage parks, trails and open spaces for the enjoyment of Seymour’s residents and visitors.*

**Objective 7.1** Identify and protect areas having biophysical, environmental, recreational or historic value.

**Policy 7.1.1** Preserve and protect significant undeveloped natural forest, wilderness, wetland and waterfront areas.

**Policy 7.1.2** Promote environmental protection through the responsible management of recreational access to Seymour’s trails, wilderness and waterfront.

**Policy 7.1.3** In consultation with community groups, other District departments, regional, provincial, First Nations and other partners, produce an inventory of environmentally sensitive sites requiring protection and managed access.
Policy 7.1.4 Acknowledge the environmental importance and sensitivity of Hogan’s Pools as a natural area and limit access through designated trails as described in the Hogan’s Pools Park Environmental Inventory and Park Concept Plan\(^1\).

Policy 7.1.5 Ensure detailed planning and environmental studies are conducted prior to new park or trail development.

**Objective 7.2** Create linkages between neighbourhoods, parks, community/recreation centres, schools and shopping areas through interconnected parks, waterways and green space.

Policy 7.2.1 While respecting environmental considerations and regulations, provide connections necessary to complete existing trail systems.

**Implementation**

7.2.1.1 Identify existing pedestrian and bike linkages in the community, including connections to streets and through street ends, and produce a map illustrating these.

7.2.1.2 Continue to work with the GVRD, BC Parks and other agencies to implement and expand the North Shore Sector Recreational Greenway Plan in support of the regional Green Zone Strategy and Liveable Region Strategic Plan.

7.2.1.3 Upgrade the existing Baden-Powell Trail connecting Deep Cove to Grouse Mountain and continue to implement the guidelines of the Baden Powell Trail Study. DNV Parks to consult with trail users to identify priority sections for improvement on a regular basis. (e.g. the portion between Hyannis and the ‘Mushroom Bus Stop’ and moving the section currently along the Woodlands road into the adjacent forest.)

7.2.1.4 Subject to environmental review and detailed design, undertake the following:

a. Complete the multi-purpose Northlands Golf Course perimeter trail system

b. Establish a new trail south of the McCartney Creek Park sports fields along McCartney Creek to Mount Seymour Parkway

c. Provide a trail connection from Anne Macdonald Way south to connect into the existing trail along Taylor Creek at Parkgate Community Park

d. Provide a multi-purpose trail from Parkgate Community Park south along Taylor Creek to Mount Seymour Parkway

e. Provide an east-west connection through the eastern part of Parkgate Park to connect with Mount Seymour Road

f. Formalize an interpretive trail through the Roche Point forest to recognize the conservation and wildlife value of the area

g. Formalize the waterfront trail within Deep Cove/Panorama Park to connect Deep Cove Boathouse to Parkside Lane and continue through to Lockehaven Road and Wickenden Park.

h. Identify, and formalize through signage, a continuous route connecting existing trails, sidewalks, roadways and other linkages, from Cates Park to Panorama Park

\(^1\) Coast River Environmental Services Ltd. Hogan’s Pools Park Environmental Inventory & Park Concept Plan.
i. Establish a north-south multi-purpose trail from Roche Point Drive south through the Seymour Golf Course to Dollarton Highway and Cates Park

7.2.1.5 Work with GVRD, BC Parks, the Federal Government, and other agencies and users to maintain major, continuous natural trails across boundaries in Seymour’s wilderness area

7.2.1.6 Upgrade the Bridle Path trail east of Hyannis trail.

7.2.1.7 Upgrade the steep sections and investigate lighting of the trail connecting Rivergrove Place to Berkley.

7.2.1.8 Retain District road allowances and lanes to enhance linkages within neighbourhoods and with other elements of pedestrian and cycle trail systems.

**Policy 7.2.2** In any new development, or redevelopment, ensure the provision of public pedestrian/cycle linkages.

**Policy 7.2.3** Ensure that trail connections between the McCartney Creek Trail System and the Northlands Golf Course Trail System are provided through any future planning of the CMHC-owned Northlands property.

**Policy 7.2.4** In any future redevelopment along the north side of Mount Seymour Parkway, provide pedestrian linkages to existing footpaths, trails and surrounding community services.

**Objective 7.3** *Maintain and enhance existing park facilities and amenities and plan for new ones to meet current and future park and open space needs.*

**Policy 7.3.1** Maintain and upgrade Seymour’s existing parks, trails and open spaces to continue to meet users’ needs.

**Implementation**

7.3.1.1 Maintain all existing park facilities to ensure public health, safety and enjoyment.

7.3.1.2 Establish and maintain information regarding each park’s major role and future direction for parks improvement. *(Table 7-1)*

7.3.1.3 Unopened road and lane allowances are not to be consolidated with adjacent lots for subdivision or other purposes, nor contain structural encroachments. Applications for permits to occupy these will be considered within the context of District policy regarding occupation and encroachment upon municipal lands and unopened highways. In all cases, surrounding neighbours will be consulted and the broader community interest considered.

7.3.1.4 Identify and review local areas, natural space, creeks and street end areas currently being used for park purposes and consider providing a legal basis for their use as park through rezoning to PRO. E.g. McCartney Creek north of Larkhall (currently RS1), McCartney Creek north of Dollarton (RS4) and other opened and unopened pathway allowances.

7.3.1.5 Maintain existing park facilities in Myrtle Park appropriate to its role as a primary community-level park.
7.3.1.6 Upgrade the existing Strathcona public wharf facility for better recreational access to the water.
7.3.1.7 Identify opportunities to use public art to enhance District parks in Seymour.
7.3.1.8 Expand the playground at Indian River Park.

Policy 7.3.2 Identify and prioritize opportunities for future park, trail or open space development and enhancement, while respecting environmental concerns and regulations.

Implementation
7.3.2.1 Initiate a park planning study, including a biophysical inventory, for the Mountain Forest/Cove Forest area and examine the feasibility of specific activities, which could include trail development, mountain biking or staging areas.
7.3.2.2 Examine, with the biking, equestrian and hiking community, the development of a system of trail routes to meet recreational needs while ensuring environmental and safety issues are addressed, including a review of unauthorized trail construction.
7.3.2.3 In any future planning for the Northlands area, explore possibilities to provide community level park facilities, which may include passive uses, but which would emphasize active park facilities such as sports fields, skateboard area, playgrounds, a running track, mountain bike, staging or BMX areas.
7.3.2.4 Conduct an environmental assessment of the forested area east of Taylor Creek in Parkgate Community Park prior to any other review for future park development.
7.3.2.5 Construct a permanent field house with public wash and change rooms on the west side of Taylor Creek in Parkgate Community Park, subject to environmental study and detailed design.
7.3.2.6 Continue to develop Deep Cove/Panorama Park as a major water-based activity centre. Examine the feasibility of providing more facilities for scuba diving, kayaks, canoes, rowboats, sailing dinghies, pedal boats and a designated water area for teaching.
7.3.2.7 Promote the compatibility of various activities in Deep Cove, in part by minimizing the use and speed of motorized water vessels in Deep Cove.
7.3.2.8 Retain Wickenden Park as a natural park, while upgrading existing trails.
7.3.2.9 Provide a major waterfront viewing point at Eastridge with a trail connection to Wickenden Park.
7.3.2.10 Investigate the demand for and possible future location of a new public marina outside of the Deep Cove area. E.g. McKenzie Barge site.
7.3.2.11 Investigate land suitable for a playground in the Riverside Drive area.

Policy 7.3.3 In consultation with the Tsleil-Waututh Nation, initiate the Cates Park Management Plan to establish long term goals, objectives, capital and operation strategies appropriate to its status as a District park and to reflect its cultural, environmental and historic significance.
Policy 7.3.4 Within the context of a Cates Park Management Plan and in reference to the Cates Park/Whey-ah-Wichen Protocol/Cultural Agreement and archaeological assessments, consult with the Tsleil-Waututh Nation, local historical groups, advisory groups and residents to continue to develop strategies for the preservation and interpretation of the cultural heritage of Cates Park.

Policy 7.3.5 Within the context of a Cates Park Management Plan and in reference to the Cates Park/Whey-ah-Wichen Protocol/Cultural Agreement and archaeological assessments, consider the following as priorities:

• Upgrade of the existing boat launch
• Review of current and future water-based recreational activities and related support facilities. E.g. scuba diving, kayaks, canoes, rowboats, pedal boats
• Upgrading of existing concession, washroom and changeroom facilities
• Signage and upgraded interpretative objects recognizing First Nations and settlers history
• Examination of the extent and impacts of fishing, illegal fishing and crabbing
• Establish a foreshore erosion protection plan

Policy 7.3.6 Extend and upgrade the natural waterfront trail from the northeast corner of Cates Park (“Little Cates”) to the western border of Cates Park to include the recent addition to the park.

Policy 7.3.7 In all decision making regarding Cates Park/Whey-ah-Wichen, recognize and protect the primary value and role of the park as an environmental, recreational, cultural and historic resource.

Policy 7.3.8 Within the context of a Cates Park Management Plan and in reference to the Cates Park/Whey-ah-Wichen Protocol/Cultural Agreement and archaeological assessments, large scale commercial activities will not be considered suitable within the park.

Objective 7.4 Improve access and enjoyment for trail and park users while minimizing impacts on local areas.

Policy 7.4.1 Make trails, parks and open spaces accessible for a range of users.

Implementation

7.4.1.1 Examine opportunities to increase access for seniors, individuals with physical limitations, and others. Consider providing park facilities for children with physical disabilities and pathways for use by people in wheelchairs, preferably in central locations.

7.4.1.2 For all existing and new trails, instigate a comprehensive trail signage system and trail mapping system for public information, education, safety and enjoyment. Consider signage appropriate for users with impaired vision.
7.4.1.3 Identify opportunities for additional off-leash areas for dogs and owners, including access to waterfront dog swimming areas, while continuing to enforce existing regulations.

Policy 7.4.2 Work with the community, business operators, District departments and others to monitor and assess non-resident use of parking to access recreations sites such as Indian Arm, Cates Park, Deep Cove, Seymour Mountain, Fromme Mountain, Cove/Mountain Forest and the Lower Seymour Conservation Reserve area. Undertake necessary studies and develop solutions to minimize the impact on local neighbourhoods.

Policy 7.4.3 Provide sufficient and appropriate amenities to meet park and trail users’ needs and protect the surrounding neighbourhoods.

Implementation
7.4.3.1 Maintain & enhance parks, trails and trailheads through general maintenance, provision of refuse containers and drinking water. Consider providing bags and receptacles for dog waste.
7.4.3.2 Subject to environmental studies, consultation and detailed design identify and establish potential staging areas for use of the wilderness area to include parking and amenities such as washrooms, change rooms and fresh water. E.g. in Mountain Forest, McCartney Creek Park, Northlands.
7.4.3.3 Examine the impacts of and possible solutions (e.g. parking, staging, and services) to increasing use of Indian Arm by commuter, tourist and recreational users.
7.4.3.4 Examine the impacts of visitors to Deep Cove on existing waterfront parks, trails, parking, residential and business areas.
7.4.3.5 With the community, District departments, private operators and others, investigate solutions for parking and amenities such as washrooms and fresh water near popular recreational areas.

Objective 7.5 Work with the community, other agencies and private landowners to achieve parks, wilderness and environmental goals.

Policy 7.5.1 Promote a positive reputation for parks and environmental preservation within the Seymour community and beyond through inter-departmental co-operation, education and public awareness programs.

Implementation
7.5.1.1 Develop interpretive signage at Cates Park, Strathcona Park, Panorama Park and other key locations to educate the public about marine life in local waters and to encourage environmental stewardship.
7.5.1.2 Develop interpretive signage that relates solid waste and non-point pollution to the natural systems in the community by outlining impacts and solutions.
7.5.1.3 Work with volunteers, community groups, District departments and others to provide public education and signage about co-existing with wildlife. Examples of topics include feeding wildlife, garbage disposal and impacts of dogs on watercourses and riparian areas.
Policy 7.5.2 Support community and volunteer based organizations contributing to park, trail and wilderness maintenance and enhancement through funding or administrative support.

Implementation
7.5.2.1 Promote and support parks volunteer projects such as nest boxes, garbage pick-up, clean up and planting.

Policy 7.5.3 Pursue partnerships or other agreements with the federal government, provincial government, Tsleil-Waututh Nation, the Greater Vancouver Regional District (& Water District) to realize parks objectives.

Policy 7.5.4 Formalize partnership agreements with Tsleil-Waututh Nation, BC Parks, GVWD Seymour Watershed and GVRD Parks for the cross boundary use and development of walking, hiking and biking trails.

Policy 7.5.5 Film industry activities in Seymour’s parks should benefit Seymour community parks.

Policy 7.5.6 Work in co-operation with School District #44 to promote the joint use of school facilities and shared stewardship of local parks and trails.

Implementation
7.5.6.1 Through joint use agreements and other means, work co-operatively with School District # 44 and local residents to upgrade school fields and playgrounds and explore means to extend hours of facility and field use.
7.5.6.2 Encourage appropriate use and stewardship of trails and parks by school user groups conducting extra-curricular and sports events.

Objective 7.6 Increase public access to the waterfront.

Policy 7.6.1 Provide public access to the waterfront at strategic locations.

Implementation
7.6.1.1 Identify the least environmentally sensitive shoreline areas suitable for public access.
7.6.1.2 Wherever feasible, incorporate wheelchair accessibility, appropriate signage and tactile surfaces to aid navigation to the waterfront and along public piers.
7.6.1.3 Open up street ends for public access to the waterfront.
7.6.1.4 Develop a policy for the use and management of the Deep Cove government wharf
7.6.1.5 Develop a Deep Cove theme and beach signage system to increase public awareness of and access to the waterfront.
7.6.1.6 Work with local groups to provide heritage signs along the waterfront, in waterfront parks and trails to illustrate the history of Deep Cove
7.6.1.7 Any future redevelopment of the McKenzie Barge/Noble Towing site will provide for waterfront access, views between Dollarton Highway and the
waterfront and linkages to Cates Park and other neighbourhood destinations. 
(See also 9.2.5)

**Policy 7.6.2** Rehabilitation and preservation of natural systems will be emphasized in all public access initiatives, including the removal of existing encroachments.

**Implementation**

7.6.2.1 Work with the Vancouver Port Authority to remove encroachments onto the beach.

7.6.2.2 Remove encroachments along street ends.
### TABLE 7-1: SEYMOUR PARKS

<table>
<thead>
<tr>
<th>PARK</th>
<th>LOCATION</th>
<th>AREA (HA)</th>
<th>DESCRIPTION</th>
<th>FACILITIES</th>
<th>FUTURE DIRECTIONS/PLAN POLICIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northlands Golf Course</td>
<td>Off Anne Macdonald Way</td>
<td>58.55</td>
<td>• District Park</td>
<td>• Clubhouse</td>
<td>• Complete the perimeter trail system (7.2.1.4 a.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 18 hole public golf course</td>
<td>• Turf care centre</td>
<td>• Ensure that trail connections between the McCartney Creek trail system and Northlands Golf course system are provided through any future planning of the CMHC-owned Northlands site (7.2.3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 95% natural parkland</td>
<td>• Public trail</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 5% urban parkland</td>
<td>• Parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 58.55</td>
<td></td>
<td></td>
</tr>
<tr>
<td>McCartney Creek Park</td>
<td>Access south of Larkhall Crescent, west of</td>
<td>18.34</td>
<td>• Community Park</td>
<td>• 1 soccer field</td>
<td>• Establish new trail south of the sports fields, along creek to Mount Seymour Parkway (7.2.1.4 b.)</td>
</tr>
<tr>
<td></td>
<td>Northlands Drive</td>
<td></td>
<td>• 60% natural parkland</td>
<td>• 4 baseball diamonds</td>
<td>• Ensure that trail connections between the McCartney Creek trail system and Northlands Golf course system are provided through any future planning of the CMHC-owned Northlands site (7.2.3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 40% urban parkland</td>
<td>• McCartney Creek forest</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 18.34</td>
<td>• trail</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 10% natural parkland</td>
<td>• Parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 90% urban parkland</td>
<td>• Field house</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 18.34</td>
<td>• Washrooms</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 18.34</td>
<td>• Playground</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 18.34</td>
<td>• 2 tennis courts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 18.34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkgate Community</td>
<td>North end of Parkgate Avenue 5.7 west of</td>
<td>13.87</td>
<td>• Community Park</td>
<td>• 1 soccer field</td>
<td>• Provide trail connection from Anne Macdonald Way south to connect into existing trail along Taylor Creek at Parkgate Community Park (7.2.1.4 c.)</td>
</tr>
<tr>
<td>Park</td>
<td>Taylor Creek; 7.17 east of Taylor Creek</td>
<td></td>
<td>• West of Taylor Creek: 10% natural parkland; 90% urban parkland</td>
<td>• 2 baseball diamonds</td>
<td>• Provide multi-purpose trail from Parkgate Community Park south along creek to Mount Seymour Parkway (7.2.1.4 d.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• East of Taylor Creek currently 100% natural parkland</td>
<td>• Taylor Creek forest trail</td>
<td>• Provide east-west connection through eastern part of park to connect to Mount Seymour Road (7.2.1.4 e.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 13.87</td>
<td>• Parking</td>
<td>• Conduct an environmental assessment of the forested area east of Taylor Creek prior to any future park development (7.3.2.4)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 13.87</td>
<td>• Washrooms</td>
<td>• Construct a permanent field house with public wash and change rooms on the west side of Taylor Creek (7.3.2.5)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 13.87</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hogan’s Pools</td>
<td>East of Riverside Drive; north of Mount</td>
<td>9.85</td>
<td>• Neighbourhood Park</td>
<td>• Marsh area with informal</td>
<td>• Acknowledge the environmental importance; limit access as per Hogan’s Pools Park Environmental Inventory &amp; Concept Plan (7.1.4)</td>
</tr>
<tr>
<td></td>
<td>Seymour Parkway</td>
<td></td>
<td>• 9.85</td>
<td>forest trail</td>
<td></td>
</tr>
</tbody>
</table>

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TABLE 7-1: SEYMOUR PARKS

Notes

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<table>
<thead>
<tr>
<th>PARK</th>
<th>LOCATION</th>
<th>AREA (HA)</th>
<th>DESCRIPTION</th>
<th>FACILITIES</th>
<th>FUTURE DIRECTIONS/PLAN POLICIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blueridge Park</td>
<td>2400 Block Berkley Avenue</td>
<td>1.70</td>
<td>• Neighbourhood Park&lt;br&gt;• 90% urban parkland&lt;br&gt;• 10% natural parkland</td>
<td>• 1 baseball diamond&lt;br&gt;• 1 junior soccer field&lt;br&gt;• 1 playground&lt;br&gt;Open grassy area</td>
<td>• No change anticipated</td>
</tr>
<tr>
<td>Byron Park</td>
<td>East of Blueridge Elementary School</td>
<td>0.49</td>
<td>• Neighbourhood Park&lt;br&gt;• 100% urban parkland</td>
<td>• 2 tennis courts&lt;br&gt;• 1 playground</td>
<td>• No change anticipated</td>
</tr>
<tr>
<td>Garibaldi Park</td>
<td>Off 3600 Block Garibaldi Drive</td>
<td>2.52</td>
<td>• Neighbourhood Park&lt;br&gt;• 85% urban parkland&lt;br&gt;• 15% natural parkland</td>
<td>• 2 tennis courts&lt;br&gt;• 2 playgrounds&lt;br&gt;• 1 multi-purpose sports court&lt;br&gt;Parking&lt;br&gt;Open grassy areas&lt;br&gt;Trails in natural areas</td>
<td>• No change anticipated</td>
</tr>
<tr>
<td>Trillium Park</td>
<td>Access off Trillium Place; east of Seymour Heights School</td>
<td>1.4</td>
<td>• Neighbourhood Park&lt;br&gt;• 90% natural parkland&lt;br&gt;• 10% urban parkland</td>
<td>• 1 playground&lt;br&gt;Trails in forested greenbelt</td>
<td>• No change anticipated</td>
</tr>
<tr>
<td>Northlands Neighbourhood Park</td>
<td>West of Northlands golf course; east of CMHC lands</td>
<td>1.60</td>
<td>• Neighbourhood Park&lt;br&gt;• 100% natural parkland</td>
<td>• Forested trail&lt;br&gt;Range Creek</td>
<td>• Upgrade perimeter trail sections in park</td>
</tr>
<tr>
<td>Windsor Park</td>
<td>Access at 900 Block of Tollcross Road, off Plymouth Drive</td>
<td>1.47</td>
<td>• Neighbourhood Park&lt;br&gt;• 90% natural parkland&lt;br&gt;• 10% urban parkland</td>
<td>• 1 playground&lt;br&gt;Trails</td>
<td>• No change anticipated</td>
</tr>
<tr>
<td>Strathaven Park</td>
<td>Access at 3100 Block Huntleigh &amp; 800 Block Strathaven Drive</td>
<td>3.51</td>
<td>• Neighbourhood Park&lt;br&gt;• 70% urban parkland&lt;br&gt;• 30% natural parkland</td>
<td>• 1 playground&lt;br&gt;Open grassy area&lt;br&gt;Forested area</td>
<td>• No change anticipated</td>
</tr>
</tbody>
</table>
TABLE 7-1: SEYMOUR PARKS

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<table>
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<tr>
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<th>FACILITIES</th>
<th>FUTURE DIRECTIONS/PLAN POLICIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panorama Park</td>
<td>Off 2200 Block Panorama Drive near corner of Gallant Avenue</td>
<td>2.7</td>
<td>• District Park</td>
<td>• Waterfront trails</td>
<td>• Formulate waterfront trail within Deep Cove/Panorama Park to connect Deep Cove Boathouse to Parkside Avenue (7.2.1.4 g.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 100% urban parkland</td>
<td>• Swimming beach</td>
<td>• Identify and formalize a continuous route connecting Cates Park to Panorama Park (7.2.1.4 h.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Picnic Shelter</td>
<td>• Picnic shelter</td>
<td>• Continue to develop Deep Cove/Panorama Park as a major water-based activity centre (7.3.2.6)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Washrooms</td>
<td>• Waterfront trails</td>
<td>• Develop interpretive signage at Cates Park, Strathcona Park Panorama Park and other locations to educate the public about marine life in local waters and encourage stewardship (7.5.1.1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Change rooms</td>
<td>• Picnic shelter</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1 playground</td>
<td>• Forested greenbelt</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Open grassy area</td>
<td>• First Nation canoe</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Parking</td>
<td>• Parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Seating</td>
<td>• Seating</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• plaza/fountain</td>
<td>• plaza/fountain</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Small boat access</td>
<td>• Small boat access</td>
<td></td>
</tr>
<tr>
<td>Deep Cove Park</td>
<td>Off 4900 Block Gallant Avenue; Banbury Road &amp; Rockcliff Road</td>
<td>4.9</td>
<td>• District Park</td>
<td>• Deep Cove Boathouse</td>
<td>• Formalize the waterfront trail within Deep Cove/Panorama Park to connect Deep Cove Boathouse to Parkside Avenue (7.2.1.4 g.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 60% natural parkland</td>
<td>• Boat rentals</td>
<td>• Continue to develop Deep Cove/Panorama Park as a major water-based activity centre (7.3.2.6)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 40% urban parkland</td>
<td>• Boat launch</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Shared significance to District and Tsleil-Waututh First Nation</td>
<td>• Waterfront trails</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Contains archaeological features</td>
<td>• Picnic shelter</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• First Nation canoe</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Waterfront trail</td>
<td></td>
</tr>
<tr>
<td>Cates Park</td>
<td>Off 200 Block Dollarton Highway</td>
<td>22.30</td>
<td>• District Park</td>
<td>• 4 tennis courts</td>
<td>• Development of Cates Park Management Plan to establish long term goals and strategies, in consultation with Tsleil-Waututh First Nation and in reference to Cates Park/Whey-ah-Wichen Protocol Agreement and archaeological assessments (7.3.3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 60% natural parkland</td>
<td>• 2 playgrounds</td>
<td>• Continue to develop strategies for the preservation and interpretation of the cultural heritage of Cates Park (7.3.4)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 40% urban parkland</td>
<td>• Boat launch</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Shared significance to District and Tsleil-Waututh First Nation</td>
<td>• Concession</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Contains archaeological features</td>
<td>• Wash rooms</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Picnic shelter</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Open grassy area</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>• First Nation canoe</td>
<td></td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>• Parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Waterfront trail</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 7-1: SEYMOUR PARKS

**Notes**
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<thead>
<tr>
<th>PARK</th>
<th>LOCATION</th>
<th>AREA (HA)</th>
<th>DESCRIPTION</th>
<th>FACILITIES</th>
<th>FUTURE DIRECTIONS/PLAN POLICIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cates Park</td>
<td>(cont’d)</td>
<td></td>
<td></td>
<td></td>
<td>• Priorities to include: upgrade of boat launch, review of current &amp; future water-based recreational activities, upgrade of concession, change rooms, signage and interpretive objects, examination of extent of fishing &amp; crabbing, foreshore erosion protection (7.3.5)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Continue the natural waterfront trail from Little Cates to western border of Cates Park (7.3.6)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Recognize primary role and character of Cates as significant parkland in all future decision making, including commercial activity decisions (7.3.8)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Identify and formalize a continuous route connecting Cates Park to Panorama Park (7.2.1.4 h.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Establish a north-south multi-purpose trail from Roche Point Drive, south through the Seymour Golf Course to Dollarton Highway and Cates Park (7.2.1.4 i.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Develop interpretative signage at Cates Park, Strathcona Park, Panorama Park and other locations to educate the public about marine life in local waters and encourage stewardship (7.5.1.1)</td>
</tr>
<tr>
<td>Roche Point Park</td>
<td>Access 4000 Block of Dollar Road Access from north end Roche Point Drive (south)</td>
<td>5.77</td>
<td>Community Park</td>
<td>Currently 1 soccer field and trails in forest greenbelt Parking (at soccer field)</td>
<td>• Currently 50% natural parkland; 50% urban parkland</td>
</tr>
</tbody>
</table>
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<tr>
<th>PARK</th>
<th>LOCATION</th>
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<th>FACILITIES</th>
<th>FUTURE DIRECTIONS/ PLAN POLICIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Myrtle Park</td>
<td>Off 1500 Block Deep Cove Road; 4400 Block Banbury Road</td>
<td>14.12</td>
<td>Community Park • 60% natural parkland • 40% urban parkland</td>
<td>2 soccer fields • 3 baseball diamonds • 4 tennis courts • 2 playgrounds • 1 lacrosse box • 1 spray pool • Fitness circuit • Wash rooms • Parking • Trail in forested greenbelt • Field house</td>
<td>Maintain existing park facilities in Myrtle Park, appropriate to its role as a primary community-level park (7.3.1.5)</td>
</tr>
<tr>
<td>Indian River Park</td>
<td>End of Inlet Crescent (3900 Block)</td>
<td>6.34</td>
<td>Neighbourhood Park • 70% natural parkland • 30% urban parkland</td>
<td>Lit trails in forest greenbelt • Open grassy area • 2 tennis courts • 2 playgrounds</td>
<td>Expansion of playground (7.3.1.8)</td>
</tr>
<tr>
<td>Sherwood Park</td>
<td>800 Block Friar Crescent</td>
<td>0.37</td>
<td>Neighbourhood Park • 100% urban parkland</td>
<td>Open grassy area • trail • 1 playground</td>
<td>No change anticipated</td>
</tr>
<tr>
<td>Wickenden Park</td>
<td>Access off Lockehaven Road, Eastridge Road, Cove cliff Road &amp; Cardinal Crescent</td>
<td>9.40</td>
<td>Neighbourhood Park • 100% natural parkland</td>
<td>Informal trails in forest</td>
<td>Retain Wickenden as a natural park, while upgrading trails (7.3.2.8) Provide a viewing point at Eastridge with trail connection to Wickenden Park (7.3.2.9)</td>
</tr>
<tr>
<td>Cove Cliff Park</td>
<td>Off 4400 Block Cove Cliff Road, adjacent to Cove Cliff School</td>
<td>0.10</td>
<td>Neighbourhood Park • 100% natural parkland</td>
<td>Creek trail • Interpretive platform</td>
<td>No change anticipated</td>
</tr>
<tr>
<td>Burns Park</td>
<td>Between Caledonia &amp; Burns; access off Caledonia &amp; Strathcona</td>
<td>0.59</td>
<td>Neighbourhood Park • 100% natural parkland</td>
<td>Trail</td>
<td>No change anticipated</td>
</tr>
</tbody>
</table>
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<tr>
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<th>FUTURE DIRECTIONS/PLAN POLICIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Russell Park</td>
<td>Off 4100 Block Russell Court</td>
<td>0.14</td>
<td>Neighbourhood Park</td>
<td>1 playground</td>
<td>No change anticipated</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>100% urban parkland</td>
<td>Seating</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Open grassy area</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Trail</td>
<td></td>
</tr>
<tr>
<td>Strathcona Park</td>
<td>Off 4600 Block Strathcona Road</td>
<td>0.18</td>
<td>Neighbourhood Park</td>
<td>Open grassy area</td>
<td>Develop interpretive signage at Cates Park, Strathcona Park panorama Park and other locations to educate the public about marine life in local waters and encourage stewardship (7.5.1.1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>100% urban parkland</td>
<td>Waterfront Access</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Trails</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Boat launch for small boats</td>
<td></td>
</tr>
<tr>
<td>Strathcona Wharf</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Upgrade the existing public wharf facility (7.3.1.6)</td>
</tr>
<tr>
<td>Fairway Park</td>
<td>Off Loach Place &amp; 4200 Block Fairway Place</td>
<td>0.44</td>
<td>Neighbourhood Park</td>
<td>1 playground</td>
<td>No change anticipated</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>50% natural parkland</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>50% urban parkland</td>
<td>Trail</td>
<td></td>
</tr>
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<td></td>
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<td></td>
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</tr>
</tbody>
</table>
8.0 Community Services

Seymour’s community vision of a high quality of life for current residents and future generations includes the notion of maintaining an attractive community that supports residents as their needs change. Therefore, the Plan also recognizes that the social needs of residents must be supported in order to maintain a truly sustainable, healthy community over time. In the Plan, “community services” describes a range of activities and facilities that contribute to the health and well being of Seymour, including recreation, health, social, safety, education or spiritual services.

Currently, Seymour’s residents have access to a wide range of community services and recreational facilities and programs. Because of the residential growth experienced in recent decades and the subsequent “catching up” of community services that was required, there is a persistent concern that the provision of community services keeps pace with any future development. In the low-growth context of this Plan, major additions to community services are not foreseen. Rather, the approach emphasizes maintaining and augmenting the investment in facilities and community capacity that already exists in Seymour. This could include more fully utilizing community assets, improving delivery through partnerships and community governance, and monitoring trends, needs and desires so that residents continue to benefit from high quality services over time.

Goal
To provide a level of community services in Seymour that is equitable, accessible, keeps pace with community growth and responds to changing needs.

Objective 8.1 Maintain and fully utilize existing public and institutional facilities.

Policy 8.1.1 Properly maintain facilities through the allocation of sufficient municipal funds for the maintenance of existing District and RecCommission public facilities.

Policy 8.1.2 Continue to develop and implement joint use agreements between the District and School District #44 to increase community use of schools and fields.

Policy 8.1.3 Contribute to the maintenance of facilities that fall within Joint Use or other agreements, such as the Seycove Community Centre.

Policy 8.1.4 Investigate the opportunity to coordinate school closures with other potential community uses.

Policy 8.1.5 Generally support the retention of existing institutional and public assembly uses within Seymour.
Policy 8.1.6 Generally support the use of District properties by non-profit organizations providing benefit to Seymour and its residents, provided that principles of fairness, accountability and review are satisfied.

Policy 8.1.7 Work with community groups and partners to encourage continued and increased community access to meeting space and other facilities and resources in Seymour.

Policy 8.1.8 Increase accessibility to public facilities for all Seymour residents by ensuring District facilities are barrier free and by working with other institutions and groups to reduce barriers to accessibility. E.g. through awareness, signage, navigation or assistive listening devices.

Objective 8.2 Maintain an adequate supply of land and provide sufficient community facilities and programs to meet future needs.

Policy 8.2.1 Provide elementary and secondary school sites in appropriate locations for future school construction, determined in consultation with School District #44 and other partners, and considering potential new development, demographic changes and projected enrolments. (See also Section 4.0 Housing and Schools)

Implementation
8.2.1.1 Retain the designated secondary school site south of Anne Macdonald Way.
8.2.1.2 Retain the designated school site in Northlands and work with School District #44 to determine its necessity based on potential new development.
8.2.1.3 Work with Tsleil-Waututh Nation to develop a shared elementary school site.
8.2.1.4 Continue to work co-operatively with School District #44 to facilitate renovations and upgrading of existing school facilities.

Policy 8.2.2 Examine the potential for Seymour to accommodate additional recreational facilities and resources to serve local and District community needs, such as a running track, additional playing fields or other active uses. (See also 7.3.2)

Policy 8.2.3 Continue to consult with the RecCommission, School District #44, the Arts & Culture Commission of North Vancouver and Tsleil-Waututh Nation for long-range facility planning in Seymour.

Policy 8.2.4 In consultation with the community, developers, RecCommission, District Parks and other departments, consider Northlands as an appropriate location for the provision of active recreational space.
Policy 8.2.5  Work with owners, developers and community partners to increase community facility space in any future development on public assembly or comprehensive development lands.

Policy 8.2.6  Ensure that any new or re-developed community buildings respect the physical and cultural character of the surrounding community.

Objective 8.3  *Flexible, responsive programming and community services that respond to the needs of Seymour’s residents.*

Policy 8.3.1  Continue to fund and otherwise support youth outreach services and youth programming in Seymour.

Policy 8.3.2  Encourage and support community groups, non-profit agencies and others providing services and programming for seniors.

Policy 8.3.3  Support the provision of a continuum of childcare services in Seymour, for children aged 6 months to 12 years.

Policy 8.3.4  Examine the need for and encourage services supporting families with older children.

Policy 8.3.5  In partnership between Community Planning, North Shore Coast Garibaldi Health Region¹ community-based service providers, Tsleil-Waututh Nation, Seymour residents and others, regularly assess community social and demographic changes, trends, other changes, and their impact on community services.

Policy 8.3.6  Work with all community partners to design, adapt and implement recreational, educational, health and social services and programs to meet current and changing needs.

Implementation

8.3.6.1  Review library services, hours of operation and meeting room facilities to enhance access to these services.

Objective 8.4  *Achieve a high level of safety, security and accessibility to community services in Seymour.*

Policy 8.4.1  Continue to provide emergency services, including police, fire and ambulance, at a level that ensures the safety and security of Seymour residents.

Policy 8.4.2  Establish a Community Policing Centre in Seymour.

¹ Full title is: North Shore/Coast Garibaldi Health Services Delivery Area, Vancouver Coastal Health Authority
Policy 8.4.3 Encourage a high level of emergency preparedness for the Seymour community.

Policy 8.4.4 Community Planning to work with North Shore Emergency Management Office, local schools, businesses, institutions, agencies, and residents to encourage involvement and promote the development of emergency response plans that emphasize personal and neighbourhood emergency preparedness.

Policy 8.4.5 Promote public awareness of what services and facilities exist in Seymour and how to access them.

Policy 8.4.6 Ensure that community services and facilities are safe, secure and accessible to all Seymour residents – physically, financially, by various transportation modes and by being welcoming.

Implementation
8.4.6.1 Work with seniors, youth, families, facility staff, RecCommission, North Shore Coast Garibaldi Health Region and service agencies to promote safe and welcoming environments.
8.4.6.2 Promote awareness of the recreation voucher program and other programs enabling access to services.
8.4.6.3 Work with user groups, service providers, Advisory Committee on Disability Issues, District departments, TransLink and others to assess community facilities for accessibility by car, bus, bike on foot, or with assistance devices.

Objective 8.5 Work in partnerships to deliver programs and services in cost-effective ways which best meet the community’s needs.

Policy 8.5.1 Explore opportunities for innovative, community-based service delivery.

Policy 8.5.2 Explore partnerships, encourage volunteerism and fundraising to enhance educational, recreational, health, social and other service opportunities in Seymour.

Policy 8.5.3 Identify specific programs or projects based on local need and attributes, suitable for corporate or other sponsorship.

Policy 8.5.4 Monitor community service delivery and community trends to ensure that residents’ needs are being effectively met.

9.0 Economic Development

The community vision includes linkages between home, work and recreation, supporting opportunities based on local skills, knowledge and the natural environment.
Because the Plan limits population growth, it also limits economic activity directly related to population, while encouraging modest growth in areas such as arts, culture, tourism and home-based businesses. Therefore, the Plan calls for retaining existing neighbourhood-scaled commercial and retail services (Parkgate Centre, Dollar Shopping Mall, Deep Cove’s village centre and individual grocery or convenience store) as vibrant local shopping areas important to sustaining the community. However, based as they are on local population, expansion of these services is not foreseen. Currently, Seymour has approximately 202,052 square feet of commercial (retail, service) space and minimal industrial activity on the McKenzie Barge-Noble Towing site on Dollarton Highway (approximately 4.2 net acres).¹ The Plan anticipates that any future commercial needs can be met on this site with redevelopment from industrial to mixed commercial use, with a strong public component and minimal residential use. (See Policy 9.2.5)

The Plan encourages current waterfront and wilderness recreation and tourism activities such as rentals, lessons and services and also supports a comprehensive tourism strategy, which balances opportunities with local area impacts. Plan policies also support growth in home-based business for its benefits in utilizing local skills and reducing commuting, while acknowledging the need to mitigate negative impacts on neighbours.

Finally, since greater potential for economic growth exists in neighbouring areas, including Maplewood and First Nations lands, the Plan supports co-operation across planning boundaries in order to achieve a healthy balance between opportunity and local area impacts.

**Goal**

In keeping with a low-growth strategy, foster economic opportunities based on local skills, knowledge, aspirations and the natural environment, to contribute to the quality of life of Seymour’s residents.

**Objective 9.1** An attractive and dynamic climate, which supports existing local businesses.

**Policy 9.1.1** Retain and enhance existing commercial and retail areas to support local neighbourhood needs, in preference to creating additional new ones.

**Policy 9.1.2** Encourage small, owner-managed shops consistent with the existing culture in Deep Cove and Dollarton.

**Policy 9.1.3** Continue to allow local neighbourhood convenience stores, groceries and service stations.

**Policy 9.1.4** Maintain Parkgate as a community focal point for a wider range of commercial services adjacent to key community recreational, health, library and other services.

Policy 9.1.5  Work with District departments, other agencies, governments and organizations to promote an improved transportation system as a vital part of quality of life for businesses and residents.

Policy 9.1.6  To improve access to local centres, encourage improved transportation options, including transit, bike and pedestrian paths, safety improvements, shuttles, Park-and-Ride and other initiatives consistent with the policies in Section 5.0.

Policy 9.1.7  Support local education, training, information exchange and other professional, technical, artistic and business development efforts.

Objective 9.2  *Create economic opportunities shaped by local skills, knowledge, culture and the natural environment.*

Policy 9.2.1  Encourage business development that relies upon Seymour’s assets, local knowledge and skills related to the natural environment, the outdoors, recreation, arts, culture, management, education, science and technology.

Policy 9.2.2  Encourage economic activities that are quiet, non-polluting, safe and complementary to the residential character of Seymour, with minimal intrusion and negative impact on the environment.

Policy 9.2.3  Support home-based businesses to promote home-work linkages and reduce commuting, while ensuring that such businesses are responsive to neighbourhood concerns.

**Implementation**

9.2.3.1 Encourage District planning and licensing staff to work with home-based business operators and community representatives to develop home-based business guidelines.

9.2.3.2 Provide information, support and complaint resolution assistance at the District level to ensure the interests of the home-based business operator and neighbours are protected.

Policy 9.2.4  Encourage initiatives relating to the cultural economy, including arts education, training, performance and film industry activities. *(See also Section 10.3)*

**Implementation**

9.2.4.1 Within the context of the North Shore Cultural Plan and the District Tourism Strategy, and in consultation with the community, develop targeted marketing strategies to promote Seymour’s natural, historic, cultural and recreational opportunities.

9.2.4.2 With School District #44, Capilano College, industry representatives and other partners, explore arts education, job training and performance opportunities in the Seymour area.
9.2.4.3 Continue to support the appropriate use of Seymour venues for filming and identify opportunities to further support this activity, while ensuring minimal negative impact on local neighbourhoods.

Policy 9.2.5 Support the future re-development of Cates Landing from waterfront industrial use to a viable alternative consistent with the themes and directions of the Plan, such as outdoor recreation, tourism, arts and culture and as detailed in sub sections 9.2.5.1 to 9.2.5.8. (See also Sections 3.0, 4.0, 6.0 and 7.0)

Implementation

9.2.5.1 Detailed environmental, traffic and design studies will be required prior to any re-development of the site to a non-industrial use. Remediation is required before any redevelopment and detailed environmental plans will address creek and natural area protection and restoration.

9.2.5.2 In any re-development to a non-industrial use, the site should be treated as a comprehensive development and as an opportunity to develop a destination site featuring arts, culture, commercial and tourism elements.

9.2.5.3 Any future redevelopment will provide for waterfront access, views between Dollarton Highway and the waterfront and linkages to Cates Park and other neighbourhood destinations.

9.2.5.4 New uses will include a strong public component, which could include markets, a publicly accessible marina, pier, interpretive components relating to local and First Nations history, ferry services or other activities and services with a marine theme.

9.2.5.5 New uses will be compatible with the directions of the Cates Park Management Plan (See Section 7.0)

9.2.5.6 Any residential component will be minimal and not exceed 25 units, which must be incorporated within the conceptual phasing strategy detailed in Section 4.0.

9.2.5.7 Early and ongoing consultation with the community will determine acceptable uses and design.

9.2.5.8 Development Permit Area designations for protection of the environment and commercial development guidelines will be retained.

Objective 9.3 Increased tourism opportunities based on Seymour’s natural marine and wilderness assets, which balance economic benefits with local neighbourhood impacts.

Policy 9.3.1 Consistent with Sections 3.0 and 7.0 of the Seymour Local Plan, improve access to Seymour’s waterfront.

Policy 9.3.2 Support the District Tourism Task Force in the development of a community-wide tourism strategy, which includes Seymour’s community objectives, addresses neighbourhood impacts and promotes the sustainable management of Seymour’s local resources.
Policy 9.3.3  Explore and implement tourism opportunities in co-operation with District staff, other governments, local businesses and associations, Tsleil-Waututh Nation and other partners.

Policy 9.3.4  Within the context of the District tourism strategy, work with the Arts and Culture Commission of North Vancouver, Chamber of Commerce, Tsleil-Waututh representatives, local cultural groups and neighbours to produce an arts tourism visitor guide, listing studios, galleries, cultural sites, public art sites, events and other attractions in Seymour.

Policy 9.3.5  Identify and encourage eco-tourism and other tourism strategies related to the natural environment and outdoor recreation.

Implementation
9.3.5.1  Support outdoor festival and recreation events that bring the community together and promote the image of Seymour as a tourism destination.

9.3.5.2  Retain existing local and regional tourism activities such as Deep Cove Canoe and Kayak Centre, local events and use of facilities, parks and trails.

9.3.5.3  Seek opportunities to host international events, competitions and sports tournaments.

9.3.5.4  Within the context of a Cates Park Management Plan and the Cates Park/Whey-ah-Wichen Protocol/Cultural Agreement, support the work of the Tsleil-Waututh Nation to develop eco-tourism opportunities for Cates Park and Indian Arm.

Policy 9.3.6  Ensure neighbourhood involvement in the design, implementation and evaluation of tourism initiatives and activities.

10.0  Arts, Culture & Heritage

Seymour defines itself by its forest and waterfront setting, local history, neighbourhoods, environmental stewardship and shared goals. A key plan goal is to promote Seymour’s identity and sense of place by reflecting these attributes through decision-making and in tangible ways that celebrate the community.

This involves recognition of the importance of heritage in community identity and strategies to promote preservation and awareness of Seymour’s heritage assets. Plan policies also recognize the need to work in partnerships—with the community, District departments, developers and Tsleil-Waututh Nation, among others—to appreciate and express cultural heritage through the arts, public art, and other initiatives. Finally, the policies support extending this co-operation to devise strategies for incorporating arts, culture and heritage into the local economy, learning and community life.
Goal
Promote Seymour’s unique identity and enhance quality of life through the arts and through recognition and support of the community’s natural, built and cultural heritage.

Objective 10.1 Define and express Seymour’s unique character.

Policy 10.1.1 Create visible features defining Seymour, such as gateways and a cohesive theme for works within the public domain.

Policy 10.1.2 Work with Maplewood and Tsleil-Waututh neighbours to identify and create shared land and water gateways that are meaningful to the Seymour community.

Policy 10.1.3 Work with District departments, local groups and residents to define elements of Seymour’s identity to be incorporated into public works, public art and other formats.

Objective 10.2 Ensure that the significant and representative heritage resources of the Seymour area are conserved.

Policy 10.2.1 With the Tsleil-Waututh Nation, identify ways to recognize and preserve First Nations heritage in the Seymour area.

Policy 10.2.2 Within the context of the Cates Park/Whey-ah-Wichen Protocol/Cultural Agreement, work with the Tsleil-Waututh First Nation to pursue shared objectives regarding Cates Park/Whey-ah-Wichen.

Policy 10.2.3 Support the development of a District-wide heritage strategy and subsequent heritage management plan for the Seymour area.

Policy 10.2.4 Recognize the Heritage Inventories (1900-1929 & 1930-1965) as the basis for managing Seymour’s heritage resources. (Table 10-1)

Policy 10.2.5 Work with the Community Heritage Commission, Deep Cove Historical Society and other local groups to identify additional physical and cultural heritage assets, and to document local history and cultural heritage.

Policy 10.2.6 Include a strategy for the preservation of cultural artefacts and sites of historical significance.

Policy 10.2.7 Define heritage to include natural, built and cultural resources.

Policy 10.2.8 Increase awareness of Seymour’s heritage as a valuable component of community identity and pride.
Implementation

10.2.8.1 In co-operation with the Community Heritage Commission and local groups, undertake a heritage public education program to include publications, mapping, plaques, tours or other events, for example.

10.2.8.2 To raise awareness of its role in the area’s development, expand the heritage landmark for the Dollar Mill with an interpretive component.

10.2.8.3 Incorporate recognition of local artists within the community trail system. For example, Malcolm Lowry Trail, Dorothy Livesay Poet’s Walk.

Policy 10.2.9 Retain and enhance the village character of Deep Cove.

Objective 10.3 Enrich Seymour’s quality of life through the arts, culture and public art.

Policy 10.3.1 Support the general directions of the District of North Vancouver Cultural Master Plan, ensuring through local involvement that local objectives and impacts are accounted for.

Policy 10.3.2 Support a District strategy to improve opportunities in the cultural industry, including music recording, film and publishing, for example.

Policy 10.3.3 Support the development and implementation of a public art plan for the Seymour community.

Policy 10.3.4 Within the context of the District Master Plan for Public Art, work with the District Public Art Committee, community groups, residents, artists, developers and District departments to identify potential sites and integrate public art into public spaces, public works, new construction and private development projects.

Policy 10.3.5 In new development or redevelopment, work with District departments, local groups, residents and developers to create urban design and streetscape guidelines, consistent with the District Master Plan for Public Art and appropriate to the local context.

Policy 10.3.6 With the Tsleil-Waututh Nation, explore opportunities to recognize and incorporate First Nations culture in public art and cultural initiatives.

Policy 10.3.7 Within the context of the Cates Park/Whey-ah-Wichen Protocol/Cultural Agreement, work to identify and incorporate First Nations culture in public art initiatives within Cates Park/Whey-ah-Wichen.

Policy 10.3.8 In co-operation with Capilano College, the Arts & Culture Commission of North Vancouver, School District #44, other agencies and groups, support a range of arts job training and education opportunities in Seymour.
Policy 10.3.9  Identify arts education programming in support of the arts industry, career preparation and for personal growth and learning. Include traditional media (music, theatre, dance, visual arts, literature) and new media forms (design, multimedia, advertising, creative services).

Policy 10.3.10  Support local arts, cultural groups and community festivals operating within Seymour.

Implementation
10.3.10.1  Continue to support the Deep Cove Cultural Centre as a focal point for community arts cultural groups in Seymour, through grants and other means, subject to regular review of its ongoing contribution to the community and accountable management.

10.3.10.2  Continue to support outdoor festival activities as a means to bring the community together and to attract visitors.
### TABLE 10-1: SEYMOUR AREA HERITAGE INVENTORY

**Sources**
- District of North Vancouver Heritage Inventory (1993)

<table>
<thead>
<tr>
<th>INVENTORY</th>
<th>DESCRIPTION</th>
<th>ADDRESS</th>
<th>DATE BUILT</th>
<th>HERITAGE CLASSIFICATION</th>
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<tbody>
<tr>
<td>114</td>
<td>Dollar Mill Office</td>
<td>518 Beachview Drive</td>
<td>1916-20</td>
<td>Secondary</td>
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<tr>
<td>115</td>
<td>Suburban Farms</td>
<td>4342-44 Gallant Avenue</td>
<td>Circa 1930s</td>
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<td>116</td>
<td>Gillis Homestead</td>
<td>1207 Harris Avenue</td>
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<td>Primary</td>
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<td>117</td>
<td>Panorama Market</td>
<td>2211 Panorama Drive</td>
<td>1920</td>
<td>Primary</td>
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<td>118</td>
<td>Dollar Mill House</td>
<td>571 Roslyn Blvd</td>
<td>1920-24</td>
<td>Primary</td>
</tr>
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<td>119</td>
<td>KENT’s</td>
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<td>120</td>
<td>Dun Romin</td>
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<td>1908-12</td>
<td>Secondary</td>
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<td></td>
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<td>2036 Burns Avenue</td>
<td></td>
<td>Supplemental</td>
</tr>
<tr>
<td></td>
<td>Riebolt House</td>
<td>4568 Cove Cliff Road</td>
<td></td>
<td>Supplemental</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5711 Indian River Drive</td>
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<td>Supplemental</td>
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<td>4245 Mt. Seymour Parkway</td>
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<td>Modern</td>
<td>Chow Residence</td>
<td>1319 Riverside Drive</td>
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11.0 **Plan Implementation**

This section outlines three implementation strategies that should be undertaken following adoption of the Seymour Local Plan and its incorporation into the District of North Vancouver Official Community Plan. These strategies are general in nature and separate from the detailed implementation items related to the objectives and policies expressed throughout the Plan. Unless otherwise noted, it is assumed that District staff bears primary responsibility for the initiation of recommended implementation statements throughout the Plan.

1. **Plan Monitoring Committee & Strategy:** The fundamental philosophy of this Plan is a slow, managed approach to change. Given the myriad variables associated with growth in Seymour and surrounding neighbourhoods, plan criteria and outcomes must be assessed over time to ensure that the strategy continues to meet community objectives. Following adoption of the Seymour Local Plan, it is recommended that a monitoring committee, made up of community representatives and District staff, be established to develop a strategy for monitoring Plan implementation, impacts and progress. (*See also policy 4.5.1*)

2. **Community Benefits Strategy:** A general principle of the Plan’s growth perspective is that growth and change must be seen to benefit the community by contributing to its liveability in ways considered important by Seymour residents. Once the Plan is adopted, it is recommended that a representative community group(s) work with District staff to determine what specific benefits or amenities the community considers as priorities, and to create a framework which relates these desires to planned growth and development activities.

3. **Seymour “Theme” for Gateways & Public Works:** Seymour derives its identity from its forest and waterfront setting, local history and distinct neighbourhoods. Key elements, to be incorporated into future developments and improvements to reflect these themes, should be established through a consultative process. It is highly recommended that a cooperative effort be pursued among all neighbourhoods east of the Seymour River, to define and design meaningful gateways to the shared community.

12.0 **Plan Map Designations**

This section describes the land use designations shown on the Plan Map (*Chapter 12 Map -Seymour Plan Designations*). The map and descriptions must be considered in conjunction with Plan policy statements for a complete understanding of the future use of any site.

**RESIDENTIAL:** These areas are either presently developed or designated for development over time and at various densities. Residential land uses are categorized as:
Single Family (Detached) Residential: describes areas intended primarily for detached single-family dwellings. Based on current zoning designations (RS1, RS2, RS3, RS4, RS5), densities could range from 1 unit per acre up to approximately 11 units per acre (27 units or less per hectare) on a gross basis.

Multi-Family Residential: describes areas of predominantly attached dwellings in a variety of forms and with a range of densities. Multi-family forms can include duplexes, triplexes, townhomes and apartments, or a combination of these. Current zoning densities range from 6 units per acre to 58 units per acre. (14 to 143 units per hectare.) Densities for future multi-family developments specified in the Plan are at a Floor Space Ratio up to 1.2. (See Section 6.0 for details). The Plan does not include multi family residential in high-rise form.

Future Mixed Residential: applies to the CMHC-owned Northlands area. Residential mix and densities will be determined by the development of a comprehensive plan in accordance with Sections 4.0 and 6.0 of the Plan.

PARKS, RECREATION AND WILDERNESS: These areas are principally for the preservation and enjoyment of the natural environment, outdoor recreational use, or water supply. Certain portions of these areas have been further designated as Conservation Areas, primarily for the protection of fish or wildlife habitat, or environmentally sensitive areas. Table 7-1 of the Plan describes regional, community and neighbourhood parks within these designated areas.

INSTITUTIONAL OR PUBLIC USE: These areas include existing or proposed sites for schools, churches, libraries, theatres, recreation or community centres and other public use buildings, such as childcare. The following categories are depicted on Chapter 12 Map:

- ES Elementary School
- SS Secondary School
- FS Future Potential School Site
- W Place of Worship
- C Community Centre, including Parkgate Community Centre and Library, Deep Cove Cultural Centre, Deep Cove Yacht Club and Deep Cove Boathouse (with the Deep Cove Canoe & Kayak Centre & Deep Cove Rowing Centre)
- D Daycare Centres, including Parkway Village Childcare and My Little School

COMMERCIAL: These are existing and proposed sites suitable for a range of local or community level retail, office, service or a mix of these uses. A separate designation for the McKenzie Barge/Noble Towing site – Future Mixed Use -- indicates its suitability for a mix of such uses with a minimal residential component.
URBAN SERVICES: Areas currently designated principally for public works, utilities, transit facilities or communications.

DEVELOPMENT PERMIT AREAS: Pursuant to the Local Government Act, Development Permit Areas can be established to regulate the development of zoned land in order to protect the natural environment, protect development from hazardous conditions and to regulate the form and character of commercial, industrial or multi-family uses.

For the most part, Development Permit Areas in the Seymour Local Plan area have been established at the District level through the District Official Community Plan and associated maps. This Plan extends the Development Permit Areas to all creek corridors in Seymour for protection of the natural environment and to the debris flow and flood fan areas presenting conditions hazardous to development. The District Official Community Plan will be amended to designate creeks within the Deep Cove Zone and Indian Arm Zone as debris flow/flood areas where development must be protected from hazardous conditions.

Multi-family residential sites designated by the Plan will also be included in Development Permit Areas for regulation of the form and character of multi-family uses. The District Official Community Plan will be amended to include the newly designated multi family sites along Mount Seymour Parkway (north side 3200 to 3500 blocks and south side 3600 block) as development permit areas.
3468 - 3490 Mt Seymour Pkwy
AERIAL MAP

Published: May 15, 2017
PROPOSED REFERENCE PLAN OF LOTS 11, 12, 13 AND 14, ALL OF LOT 6, BLOCKS 1 TO 4, DISTRICT LOT 622, PLAN 20967

City of North Vancouver B.C.S. 920.035
Pursuant to Sections 100(1)(a) and 107, Land Title Act

SCALE = 2 : 750
All distances are in metres

The intended plot size of this plan is 560mm in width by 432mm in height (C Size) when plotted at a scale of 1:750

Legend:
- Denotes control monument found
- Denotes standard iron post found
- Denotes standard lead plug found
- Denotes standard iron post set

The field survey represented by this plan was completed on the City of May, 2017
Ken Schuurman, BCLS 859

This plan lies within the Greater Vancouver Regional District.
May 5, 2017

Mr. Kuldeep Tatla  
Tatla Developments, Ltd  
Suite 170, 1200 West 73 Avenue  
Vancouver, BC  V6P 6G5

Mr. Marc Allaire  
Allaire Properties  
#245 - 9600 Cameron Street  
Burnaby, BC  V3J 7N3

Dear Kuldeep & Marc:

Re: Mount Seymour Parkway Residential Developments - Traffic Impact Assessment Draft Report v1

Bunt & Associates has completed the following traffic impact assessment draft for two proposed residential developments of Seymour Estates in the District of North Vancouver. This report has been prepared to accompany the projects’ rezoning applications. More specifically, the report outlines our understanding of existing and future (with development) traffic conditions at the key intersections for accessing the sites, and in the context of other road capacity improvements in the vicinity of the new Highway 1 Interchange, and District concerns over the width of Lytton Street.

We trust the attached letter is satisfactory for your needs. If you have any questions or require further use of our services please get in touch.

Yours truly,

Bunt & Associates

Dan Ross, CPeng. (NZ) MUP  
Senior Transportation Planner

Thea Wilson, MSc, MRTPI  
Transportation Planner
**CORPORATE AUTHORIZATION**

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<th>Prepared By:</th>
<th>Thea Wilson, MSc MRTPI</th>
<th>Bunt &amp; Associates Engineering (BC) Ltd.</th>
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<td></td>
<td>James Lao, EIT</td>
<td>1550-1050 West Pender Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vancouver, BC V6E 3S7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Canada</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Reviewed By:</th>
<th>Dan Ross, CPeng. (NZ) MUP</th>
<th>Telephone: +1 604 685 6427</th>
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<td>Senior Transportation Planner</td>
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<tr>
<td></td>
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<td>Date: 2017-05-05</td>
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<tr>
<td></td>
<td></td>
<td>Project No. 6127-02</td>
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<td>Status: Draft v1</td>
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</tbody>
</table>

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1. INTRODUCTION

1.1 Background

Tatla Development, located to the east, at 3468-3490 Mount Seymour Parkway, is proposing 27 strata townhome units. The site is located on the northwest corner of Mount Seymour Parkway and Parkgate Avenue, and currently consists of 4 single family homes, with vehicle access of Mount Seymour Parkway.

Allaire Properties is proposing a 29 unit market condominium townhome development, located at 3428-3464 Mount Seymour Parkway, in the District of North Vancouver, BC. The site is approximately 0.7 hectares and is located north of Mt Seymour Parkway between Parkgate Avenue and Gaspe Place. The existing site includes three single family homes, with vehicle access of Mount Seymour Parkway.

Both proposed developments will provide underground parking and vehicle access of a rear lane, which will connect to Parkgate Avenue and potentially Gaspe Place. Presently the rear lane is accessible to pedestrians & cyclists only. The developments are planned to be completed for 2022.

1.2 Study Purpose

The developments sites are currently designated Residential Level 4: Transitional Multifamily in the Official Community Plan (OCP). As part of the Rezoning and Development Permit application package, a Traffic Impact Assessment has been requested by the District.

The parameters of this study have been agreed to by District staff, and are outlined in a Terms of Reference, provided in Appendix A.

The District of North Vancouver requires that a Transportation Impact Assessment be undertaken for the proposed development and the following main objectives:

- Identify the volume of traffic likely to be generated by the proposed development and its potential impact to traffic operations on the area street network;
- Review the impact to traffic operations with the potential laneway connection between Parkgate Avenue and Gaspe Place;
- Conduct a parking assessment to ensure adequate off-street parking is provided to meet the anticipated demand and review current and future on-street demand;
- Review the servicing and parking access for vehicle manoeuvres to/from the proposed rear laneway;
- Identify measures for the proposed development to reduce the reliance on single occupancy automobile trips and promote alternative travel modes including walking, cycling, and transit; and,
- Conduct a high level safety/ speed analysis of Mt Seymour Parkway, and review measures which could reduce speeding and unsafe/ illegal vehicle manoeuvres.
1.3 Site Location & Study Area

The sites’ location is shown in Exhibit 1.1 with Gaspe Place to the west, Parkgate Avenue to the east and Mt Seymour Parkway to the south. The sites are further bound by Northlands Golf Course to the north Windsor Secondary School to the southeast and District-owned Greenfield land to the south. Mt Seymour Parkway connects the community of Deep Cove to the rest of North Vancouver and Highway 1 via the Ironworkers Memorial Bridge to Vancouver and Burnaby. Exhibit 1.2 shows the study area, as specified in the TOR.

1.4 Reference Documents

The following table summarizes various sources of information and guidelines that were used for the study.

<table>
<thead>
<tr>
<th>Reference</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Shore Area Transit Plan</td>
<td>2012</td>
</tr>
<tr>
<td>Highway 1 – Lower Lynn Improvements Mountain Highway Interchange – Public Information Display Boards</td>
<td>2017</td>
</tr>
<tr>
<td>DNV Transportation Plan</td>
<td>2012</td>
</tr>
<tr>
<td>North Vancouver Bicycle Master Plan</td>
<td>2012</td>
</tr>
<tr>
<td>District of North Vancouver Accessible Design Policy for Multi-Family Housing</td>
<td>-</td>
</tr>
</tbody>
</table>

1.5 Organization of Report

This Transportation Impact Assessment is structured as follows:

- **Section 2** provides a review of the existing transportation infrastructure facilities and accessibility, traffic volumes for all travel modes, on-street parking demand and speed surveys;
- **Section 3** provides a summary of existing transit, cycling and pedestrian connections and related multi-modal District and regional transportation policy;
- **Section 4** provides a review of the proposed development site, including vehicle parking provision and a site plan review for each development;
- **Section 5** reviews potential off-site improvements for the local street network;
- **Section 6** reviews the existing traffic conditions and operational analysis;
- **Section 7** provides an assessment of future traffic conditions and proposed development impact;
- **Section 8** reviews applicable transportation demand management measures for the sites; and,
- **Section 9** concludes and summarizes the report.
Use these lens blocks to highlight multiple sites. Please use yellow if there is only one site.

[Diagram showing existing road network with labels for Arterial, Collector, Local, Two Way Stop, and Traffic Signal.]
2. EXISTING CONDITIONS

This section outlines existing transportation conditions at the site and on the adjacent transportation networks. The site is located in the Northlands neighbourhood and is adjacent to the Parkgate and Parkway neighbourhoods in the District of North Vancouver. This predominantly residential community benefits from its walking distance to the community, retail and office services located at Parkgate Village, and nearby recreational facilities of Northlands Golf Course and Mount Seymour.

2.1 Site Accessibility

2.1.1 Walking

Exhibit 2.1 shows a 400m walking radius from the site, indicating the distances that can be reached within a 5-minute walk. Partially included within this area is Parkgate Village, which has a range of commercial retail services and medical offices. The Parkgate Community Centre and Library are also located not far from the site, at a walking distance of approximately 750m.

Sidewalks are provided along both sides of most streets in the study area, and pedestrian push buttons and/or crosswalks are available at the intersection of Mt Seymour Parkway and Parkgate Avenue and Mt Seymour Parkway and Mt Seymour Road, as shown in Exhibit 2.1.

2.1.2 Cycling

Near the development site, there are two major on-street cycling routes: Mt Seymour Parkway and Mount Seymour Road, as indicated on Exhibit 2.1. There are also off-street cycling connections to the north of the site, also illustrated on Exhibit 2.1. This off-street cycling route has been classified as a ‘future urban trail improvement’ as per the District’s Official Community Plan.

2.1.3 Transit

The site is within close proximity to a number of transit routes and bus stops. Exhibit 2.1 shows the 211, and C-15 bus routes which pass near the site and connect to Phibbs Exchange in the west and Deep Cove and Indian River (Mount Seymour area) in the east. Bus stops are located along Mount Seymour Parkway.

Table 2.1 summarizes these routes and the connections that these routes provide.

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>NEAREST STOP</th>
<th>CONNECTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>211 - Phibbs Exchange / Vancouver</td>
<td>Eastbound &amp; Westbound – Mt Seymour Parkway &amp; Parkgate Ave</td>
<td>Deep Cove, Phibbs Exchange, Vancouver</td>
</tr>
<tr>
<td>C-15 - Indian River / Phibbs Exchange</td>
<td>Eastbound &amp; Westbound – Mt Seymour Parkway &amp; Parkgate Ave</td>
<td>Seymour Heights to Phibbs Exchange</td>
</tr>
</tbody>
</table>
Pedestrians, Cycling and Transit Connections

Exhibit 2.1

Proposed Legends for Existing Conditions

- Existing legend:
  - Bikeway
  - Bus Route
  - Sidewalk on both sides
  - Sidewalk on one side

Use these lens blocks to highlight multiple sites.
Please use yellow if there is only one site.
Transit frequencies are another factor important to transit uses and convenience. Table 2.2 illustrates the frequency of service for the routes near the site.

Table 2.2: Existing Transit Service Frequency

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>TWO-WAY SERVICE HEADWAYS (MINUTES)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM PEAK</td>
</tr>
<tr>
<td>211 - Phibbs Exchange / Vancouver</td>
<td>10</td>
</tr>
<tr>
<td>214 – Indian River / Phibbs Exchange</td>
<td>15</td>
</tr>
</tbody>
</table>

As per Table 2.2, during the peak hours of traffic, combined service headways are approximately 4-6 minutes, resulting in approximately 10-14 buses per hour. During off-peak periods, combined service headways are approximately 10-20 minutes, resulting in approximately 3-6 buses per hour.

Phibbs Exchange is located approximately 6.5 km west of the site, which provides FTN connections to many locations on the North Shore including Lonsdale, West Vancouver, Capilano University, and Grouse Mountain, as well as to municipalities south of Burrard Inlet including Burnaby and Downtown Vancouver.

2.2 Street Network

Exhibit 2.2 shows the existing laning and street classifications within the study area. Mt Seymour Parkway is part of TransLink’s Major Road Network. Tables 2.3 and 2.4 summarize the study area intersections and road elements, in the study area.

Table 2.3: Study Area Elements – Intersections

<table>
<thead>
<tr>
<th>STUDY INTERSECTION</th>
<th>EXISTING TRAFFIC CONTROL</th>
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</thead>
<tbody>
<tr>
<td>Mt Seymour Parkway &amp; Apex Avenue</td>
<td>Signalized</td>
</tr>
<tr>
<td>Mt Seymour Parkway &amp; Gaspe Place</td>
<td>Unsignalized</td>
</tr>
<tr>
<td>Mt Seymour Parkway &amp; Parkgate Avenue</td>
<td>Signalized</td>
</tr>
<tr>
<td>Mt Seymour Parkway &amp; Mt Seymour Road</td>
<td>Signalized</td>
</tr>
</tbody>
</table>
Exhibit 2.2
Existing Laning and Street Classification
Table 2.4: Study Area Elements - Roadways

<table>
<thead>
<tr>
<th>STREET</th>
<th>DESIGNATION</th>
<th>NUMBER OF TRAVEL LANES</th>
<th>POSTED SPEED</th>
<th>PARKING FACILITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt Seymour Parkway</td>
<td>Major Arterial</td>
<td>4</td>
<td>60 km/h</td>
<td>No Parking On-street</td>
</tr>
<tr>
<td>Mt Seymour Road</td>
<td>Major Arterial</td>
<td>4</td>
<td>50 km/h</td>
<td>No Parking On-street</td>
</tr>
<tr>
<td>Apex Avenue</td>
<td>Collector</td>
<td>2</td>
<td>50 km/h</td>
<td>No Parking On-Street</td>
</tr>
<tr>
<td>Parkgate Avenue</td>
<td>Collector</td>
<td>2</td>
<td>50 km/h</td>
<td>On-Street</td>
</tr>
<tr>
<td>Gaspe Place</td>
<td>Local</td>
<td>2</td>
<td>50 km/h</td>
<td>On-Street</td>
</tr>
</tbody>
</table>

2.3 Existing Traffic Volumes

Existing traffic data was collected on Thursday March 30th and Saturday April 1st 2017. Existing traffic data for the intersection of Gaspe Place and Mt. Seymour Parkway was collected on March 7, 2017.

As advised by the District, the study time periods for the analysis were the weekday AM and PM peak hours and Saturday peak hours. The AM peak hour was found to occur between 8:00 and 9:00 while the PM peak hour occurred between 16:45 and 17:45. The Saturday peak hour was observed between 12:45 and 13:45.

The existing peak hour traffic data for vehicles are illustrated in Exhibit 2.3 - 2.4 for the Weekday and Saturday peak hours respectively. Pedestrians and cyclists volumes are illustrated in Exhibit 2.5 - 2.6 for the Weekday and Saturday peak hours respectively.
Exhibit 2.3
Existing Weekday Peak Hour Volumes
Exhibit 2.4
Existing Saturday Peak Hour Volumes
Existing Weekday Peak Hour Pedestrian & Cycling Traffic Volumes

Exhibit 2.5
Exhibit 2.6
Existing Saturday Peak Hour Pedestrian & Cycling Traffic Volumes
Table 2.5 presents a summary of the two-way peak-hour vehicle movements for the streets in the study area.

Table 2.5: Existing Peak Hour Roadway Link Volumes

<table>
<thead>
<tr>
<th>ROAD LINK</th>
<th>PEAK LINK VOLUMES (VEH/HR)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
</tr>
<tr>
<td>Mt Seymour Parkway*</td>
<td>1,900</td>
</tr>
<tr>
<td>Apex Avenue (south leg)</td>
<td>180</td>
</tr>
<tr>
<td>Gaspe Place (north leg)</td>
<td>15</td>
</tr>
<tr>
<td>Parkgate Avenue (north leg)</td>
<td>95</td>
</tr>
<tr>
<td>Mt Seymour Road (north leg)</td>
<td>1,080</td>
</tr>
</tbody>
</table>

* The reported value represents the maximum two way volume between Gaspe Place and Parkgate Avenue.

Mount Seymour Parkway, a Major Arterial, carries the highest volumes, with an approximate two way volume of 1,700 – 1,900 vehicles per peak hour (vph) recorded during the peak hours. Mount Seymour Road (north leg) is also classified as a Major Arterial and carries volumes ranging from 1,080 – 1,110. The volumes recorded are within the typical range for such streets. According to the Transportation Association of Canada (TAC), Major Arterial streets carry volumes ranging from 10,000 to 30,000 vehicles per day (vpd), or about 1,000 - 3000 vehicles per hour.

Parkgate Avenue is classified as a collector street and has peak hour two-way volumes of 95-130 vph. As a collector road in an urban context, these volumes are significantly lower than the typical range of such streets. Urban collector roads generally operate with maximum threshold volumes of up to 12,000 vehicles per day (about 100-1,200 vehicles per hour), though usually operate in the range of 6,000 to 8,000 vpd (600 to 800 vph).

Gaspe Place and Apex Avenue are classified as local roads with vehicle two-way volumes of 10-130 vph.

2.4 Existing On-Street Parking on Parkgate Avenue

To understand the current on-street parking utilization fronting the proposed site development, Bunt conducted spot parking demand counts. The parking count was conducted on Thursday, March 30, 2017 and Saturday, April 1, 2017 along Parkgate Avenue between Mt. Seymour Parkway and Parkgate Avenue midblock. Parking demand spot counts were conducted at 9:00AM and 6:00PM for Thursday, March 30, 2017 and at 2:30PM for Saturday, April 1, 2017. The results for the parking spot count are summarized in Exhibit 2.7 for the AM, PM and Saturday periods.

The parking supply was based on actual in field observations where appropriate, and an assumed vehicle length of 6.5m in areas which did not have high utilization. The total approximate on-street supply for this study area totals 27 spaces.

The parking demand for the AM spot count was observed to be 22% utilization (6 parked vehicles). The parking demand for the PM spot count was observed to be 30% utilization (8 parked vehicles). The Saturday spot count observed a parking utilization of 22% (6 parked vehicles).
Exhibit 2.7

Parkgate Avenue Existing Parking Supply, Demand & Utilization

00 = 00%

00 = 00%

No Restriction Parking

Parking Peak Demand

Parking Utilization

Parking Supply

AM Peak Hour: 7:00 AM
PM Peak Hour: 6:00 PM
Sat Peak Hour: 2:30 PM

Site 2

Site 1

Mt Seymour Parkway

Gaspe Place

Exhibit 2.7

Parkgate Avenue Existing Parking Supply, Demand & Utilization

3468-3490 Mt Seymour Parkway TIA
6217.02
May 2017

Bunt & Associates
3. CURRENT PLANS & POLICIES

Within the District of North Vancouver various areas or neighbourhoods have been the subject of considerable land use and transportation planning studies and are undergoing land development and redevelopment. Additionally, Province of British Columbia and the District are on underway on Lower Lynn interchange improvements. The implications of these policies and plans to the site are reviewed in the following section.

3.1 District of North Vancouver

Official Community Plan & Transportation Plan (2014) – The OCP sets the policies that guide the development for the District with sections that include land use, transportation and housing. The Transportation Plan describes the existing transportation patterns within the district and provides individual policies, plans and goals for each mode of transportation. The OCP identifies a network of centres and four key growth areas. Plans for three of these four growth areas — Lynn Valley, Lions Gate, and Lynn Creek — are complete, as is a centre plan for Edgemont Village.

The Plan outlines high priority locations for road safety improvements, due to high frequency of driving, cycling and walking crashes. Mt Seymour Parkway was identified for corridor improvements.

The Plan outlines five Policy Directions, which are:

1. Consider neighbourhood liveability in planning of road improvements.
2. Continue to work with stakeholders to improve east-west mobility.
3. Reallocate road space to improve safety and accommodate transit vehicles, cyclists, pedestrians as well as private vehicles, where feasible.
4. Monitor the development of alternative energy vehicles and provide supportive infrastructure, as necessary.
5. Facilitate effective access for trucks and rail to key port, industrial and commercial.

North Vancouver Bicycle Master Plan (2012) – this study, produced by the City and District of North Vancouver, was created to reflect evolving priorities and polices in the two municipalities. A number of areas of concern, priority projects and proposed changes to the Bicycle Master plan were developed through the planning and consultation process. While the Mt Seymour Parkway on-street bike route, in the vicinity of the site was not identified as a concern, other sections of Mt Seymour Parkway, and Dollarton Highway were deemed problematic. However, no proposed changes were identified in this plan.

Maplewood Village Transportation Study (2014) – This study, conducted by Urban Systems Ltd. was undertaken to assess, at a relatively high level, the anticipated 2014 OCP densities proposed for Maplewood Village. The study concluded that the planned growth could be accommodated on the road network without major upgrades or significant delays. New local roadways as well as modifications to Windridge Drive were proposed, as well as a reduction in travel lanes on Riverside Drive along with
improvements to the pedestrian and cycling networks in order to improve regional connectivity and encourage walking.

3.2 Metro Vancouver/TransLink

North Shore Area Transit Plan (2012) The North Shore Area Transit Plan was completed in 2012. The Plan was developed with all of the North Shore municipalities and First Nations to develop a long term strategy in concert with community Transportation Plans and Official Community Plans. A key recommendation was passenger and transit improvements for Phibbs Exchange.

Phibbs Exchange Conceptual Design Study (2013-2014) and Preliminary Design (2015) – TransLink is planning improvements to Phibbs Exchange located west of Highway 1, within the northwest quadrant of the Main Street/Dollarton Highway interchange. The first phase of the study identified three options for improving the Phibbs bus exchange, which is an important transit node for the North Shore. TransLink has completed preliminary design of Phibbs Exchange, based on the concept that was developed in 2013. This design work was jointly funded and managed by TransLink, MoTI and the District of North Vancouver. Figure 3.1 below shows the preferred final concept.

The Mayors’ Council received funding in June 2016 from the Government of Canada and the Province of BC towards 14 capital projects from the first 2-3 years of the 10-Year Vision for Metro Vancouver Transit and Transportation. Part of the funding will be invested in the bus and rail network for subsequent phases of the 10-Year Vision by upgrading key transit exchanges, including Phibbs Exchange operational improvements, customer amenities, and safety and accessibility enhancements.
3.3 BC Ministry of Transportation & Infrastructure

Highway 1 Lower Lynn Improvements (2015-ongoing)

The BC MoTI, in partnership with the District of North Vancouver and the Squamish Nation, have been planning interchange improvements in the Lower Lynn area, between Mountain Highway and Main/Dollarton for the last several years and $198m in funding has been allocated for these improvements. Figure 3.2 illustrates the current design concepts for the three interchanges.
The Lower Lynn Improvements includes the following projects

- Phase 1: Mountain Highway Interchange & new E. Keith Road/ Brooksbank Avenue/ Mountain Highway Intersection (estimated completion 2018);
- Phase 2: Mount Seymour Parkway/ Lillooet Road (Fern Street) Interchange (estimated completion 2021)
- Phase 3: Main /Dollarton Highway Interchange & Seymour Boulevard Connector & Keith Road/ St Denis Avenue improvements (estimated completion 2021)

When the conceptual design of the Main/Dollarton interchange in the illustration is implemented, it will remove many of the existing points of congestion between Mt Seymour Parkway and points south (City of Vancouver) and west (North Shore districts/municipalities). It will add redundancy for access to and from the Ironworkers Memorial Bridge while separating local ‘through’ traffic from vehicles accessing the bridge and significantly improve access between the City, the District, and Mt Seymour Parkway.
4. PROPOSED DEVELOPMENT

4.1 Allaire Group – 3428, 3436 & 3464 Mt Seymour Parkway

4.1.1 Development Content

Allaire’s proposed development is comprised of four buildings, with 29 units and a total GFA of 3,429.6 sq m. The majority of the 29 units (79%) are 3-bedroom units, while the remainder are two-bedroom and den. The site layout as of May 2017 is shown in Exhibit 4.1. As shown, there are two buildings fronting Mt. Seymour Parkway with 9 townhome units each and two rear buildings with 5 and 6 units. As the development progresses, there may be some minor modification to this plan and layout; at present this is not anticipated to be significant.

The site will have parking located in an underground parkade, with driveway access off a rear lane accessed from Parkgate Avenue.

4.1.2 Off-street Parking Spaces

The District of North Vancouver’s Zoning Bylaw has been used as follows:

- Off-street parking requirement (Zoning Bylaw 3210, Part 10: Section 1001) base rate for residential uses; and,
- Accessible stall requirement (Zoning Bylaw 3210, Part 10: Section 1004) where one disability space is required for every 100 parking spaces or part thereof provided.

The required and proposed parking supply is summarized in Table 4.1.

Table 4.1: Allaire Off-Street Vehicle and Bicycle Parking Requirements

<table>
<thead>
<tr>
<th>USE</th>
<th>UNITS</th>
<th>SQ M GFA</th>
<th>PARKING TYPE</th>
<th>BYLAW PARKING RATE</th>
<th>BYLAW REQUIREMENT (SPACES)</th>
<th>PARKING PROVIDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhome</td>
<td>29</td>
<td>3,429.6</td>
<td>Vehicle – Overall</td>
<td>2 per dwelling unit</td>
<td>58</td>
<td>59</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Vehicle – disability</td>
<td>1 per 100 required spaces</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

As illustrated in Table 4.1, the development’s overall parking requirements, as per the District’s Zoning bylaw for the site are 58 spaces, of which one is a disability space. The development will provide 59, including one disability space, and is therefore in compliance with the bylaw.

As this development is in the form of townhomes, where each unit has direct access to the parkade and/or outside, all long term bicycle storage will be provide inside each unit.
Site Development Plan: Allaire Group Development

Exhibit 4.1

Source: Integra Architecture Inc
4.1.3 Site Plan Review

At the time of the release of this report, Allaire’s development at 3428-2464 Mt Seymour Parkway has not progressed to the same stage as Tatla Development’s 3464-3490 Mt Seymour Parkway. Allaire Properties will work with the District to comply with all service and loading regulations as these plans are further advanced.

Parking for the development will be accessed from the rear laneway and an underground parkade whose access is located at the northeast corner of the property. To ensure sufficient maneuverability for typical residential vehicles, a mid-to-large sized passenger vehicle (2010 Ford Taurus) was used as the design vehicle to test vehicle turning path requirements for access to/from the laneway and parkade driveway (see Exhibit 4.2).

Delivery/moving vehicles and waste/recycling collection will also operate via the rear lane and access the underground parkade. Bins will be collected from the underground parkade and brought to larger pick up vehicles, who, as shown in Exhibit 4.3, will be able to maneuver in and out of the rear laneway.
Inbound Movement

Outbound Movement

Exhibit 4.3
Allaire Garbage Truck Access
4.2 Tatla Development -3468-3490 Mt Seymour Parkway

4.2.1 Development Content

Tatla’s proposed development is comprised of five buildings, with 27 units and a total GFA of 3,214.4 sq m. The majority of the units (9595) are 3-bedroom, while the remainder are 2-bedroom and 2-bedroom plus den. The site layout as of May 2017 is shown in Exhibit 4.4. As shown, there are two buildings fronting Mt Seymour Parkway with 5 townhome units each, two rear buildings with 5 units each and a fifth building fronting Parkgate Avenue with 7 units. As the development progresses, there may be some minor modification to this plan and layout; at present this is not anticipated to be significant.

The site will have parking located in an underground parkade, with driveway access off a rear lane accessed from Parkgate Avenue. The developer will also consider providing a recessed parking/service bay on the west side of Parkgate Avenue south of the laneway access.

4.2.2 Off-street Parking Spaces

The District of North Vancouver’s Zoning Bylaw has been used as follows:

- Off-street parking requirement (Zoning Bylaw 3210, Part 10: Section 1001) base rate for residential uses; and,
- Accessible stall requirement (Zoning Bylaw 3210, Part 10: Section 1004) where one disability space is required for every 100 parking spaces or part thereof provided.

The required and proposed parking supply is summarized in Table 4.1.

Table 4.2: Tatla Off-Street Vehicle and Bicycle Parking Requirements

<table>
<thead>
<tr>
<th>USE</th>
<th>UNITS</th>
<th>SQ M GFA</th>
<th>PARKING TYPE</th>
<th>BYLAW PARKING RATE</th>
<th>BYLAW REQUIREMENT (SPACES)</th>
<th>PARKING PROVIDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhome</td>
<td>27</td>
<td>3,214.4</td>
<td>Vehicle – Overall</td>
<td>2 per dwelling unit</td>
<td>54</td>
<td>54</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Vehicle – disability</td>
<td>1 per 100 required spaces</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

As illustrated in Table 4.1, the development’s overall parking requirements, as per the District’s Zoning bylaw for the site are 54 spaces are required, including 1 disability stall. The development will provide 54 spaces, including 1 disability stall, and is therefore in compliance with the bylaw.

As this development is in the form of townhomes, where each unit has direct access to the parkade and/or outside, all long term bicycle storage will be provide inside each unit. A total of 10 short-term bicycle parking spaces will also be provided.
Site Development Plan: Tatla Development
4.2.3 Site Plan Review

Parking for the development is proposed to be accessed from the rear laneway. A mid to large size passenger vehicle (2010 Ford Taurus) was used as the design vehicle to test vehicle turning path requirements for access to/from the laneway and parkade driveway.

Parking for the development will be accessed from the rear laneway and an underground parkade whose access is located at the northeast corner of the property. To ensure sufficient maneuverability for typical residential vehicles, a mid-to-large sized passenger vehicle (2010 Ford Taurus) was used as the design vehicle to test vehicle turning path requirements for access to/from the laneway and parkade driveway (see Exhibit 4.5).

Delivery/moving vehicles and waste/recycling collection will also operate via the rear lane and access the underground parkade. Bins will be collected from the underground parkade and brought to larger pick up vehicles, who, as shown in Exhibit 4.6, will be able to maneuver in and out of the rear laneway.
Exhibit 4.5
Tatla Passenger Vehicle Access

Lock to Lock Time
Width
Track

6.0
2.00
2.00

3.20
1.10
5.60

35.9

Based on Drawing A1.01 from STUART HOWARD ARCHITECT INC. dated March 31, 2017

[Issued for Discussion; not for Construction]
Inbound Movement

Outbound Movement

Exhibit 4.6
Tatla Garbage Truck Access

6127.02  May 2017  Scale 1:750 on Letter  Mt. Seymour TIA  Prepared by MC
5. OFF-SITE IMPROVEMENTS

5.1 Mount Seymour Parkway

5.1.1 Speed

Recorded speed observations taken approximately 1 km to the west of the development sites demonstrated that vehicles were traveling over the posted speed limit of 60 km/hr. The results of this formal assessment (A sample size of 100 vehicles for both eastbound and westbound directions was collected) corroborates site observations, where the average speed was determined to be 67 and 68 km/hr for the westbound and eastbound directions respectively. The 85th percentile speeds were also calculated to be 72 and 73 km/hr for the westbound and eastbound directions respectively, approximately 20% higher than the posted speed limit.

Road design – and to a lesser extent, signage – can have a significant impact on vehicle speeds. A number of proven options are possible for the District to consider along Mt Seymour Parkway to reduce speeds:

(i) Change the posted speed limit signage from 60 km/hr to 50 km/hr. This will likely see a far greater level of non-compliance and percentage of vehicles technically speeding, but it will likely also reduce both average and median speeds.

(ii) Narrow the lane widths accordingly for both westbound and eastbound directions (and increase width of cycling facilities).

(iii) Create more ‘road friction’ with on-street parking, on-street bus facilitates, or signalized intersections.

(iv) Using signal timing to prevent a green wave through multiple intersections (potential only in off-peak direction to prevent capacity concerns).

(v) Narrow the 4-lane cross section along Mt. Seymour Parkway into a 2-lane cross section.

(vi) Provide more awareness and speed radar feedback signage along Mt. Seymour Parkway.

5.1.2 Sightlines

Existing sightlines at the intersection of Mount Seymour Parkway and Parkgate Avenue were reviewed, with the following qualitative conclusions:

- Eastbound left (Mount Seymour Parkway to Parkgate Avenue) vehicles have clear sightlines of oncoming westbound vehicles as per the straight alignment of the road and lack of median landscaping, as per Figure 5.1; and,

- Southbound right (Parkgate Avenue to Mount Seymour Parkway) vehicles have clear sightlines as per Figure 5.1 and Figure 5.2. As shown there are no trees or other obstructions to limit visibility to oncoming traffic, and the building is set back a sufficient distance.
The existing sightlines at the intersection of Mount Seymour Parkway and Gaspe Place were also reviewed, with the following qualitative conclusions:

- **Eastbound left (Mount Seymour Parkway to Gaspe) vehicles** have reasonable sightlines of oncoming westbound vehicles as per the straight alignment of the road and lack of median landscaping, as per Figure 5.3. However, there is a grade change between Parkgate Avenue and Gaspe Place (approximately 75m east of Gaspe Place) which could limit the visibility of oncoming westbound vehicles, which would be more concerning at high speeds; and,

- **Southbound right and left (to Mount Seymour Parkway) vehicles** have limited sightlines as per Figure 5.4. As shown the property on the northwest corner has a retaining wall and / or landscaping 1-3m from the sidewalk, which in combination with the trees and hedges could limit visibility to on-coming westbound traffic.
5.1.3 U-turning

The district has received feedback that there is above average level of U-turning on this section of Mount Seymour Parkway. There are a few measures which would work to discourage or prevent this from occurring, as discussed below:

- Provide high visibility street signs such that way-finding is clear to those not familiar to the area
- Provide no U-turn signage;
- Remove vehicle/ driveway access from mid-block destinations, where a median is present. The existing development sites have multiple single family homes with driveways fronting Mount Seymour Parkway, which can only be accessed from the westbound lane of traffic, as the centre median prevents mid-block eastbound left turns to every driveway.
5.1.4 Multi-modal Signage and Pavement Markings

As shown in Figure 5.2, the on-street cycling lane markings on Mt Seymour Parkway are showing signs of wear, and not highly visible. Visible pavement markings make a huge difference in the safety, purpose, and performance of pedestrian and bike lane marking programs.

The district could consider coloured or thermoplastic pavement within a bicycle lanes where these cross study area streets, to increases the visibility of the facility and identify potential areas of conflict. The coloured pavement can be applied to an entire corridor, or as a spot treatment at a conflict area, or intersection crossing marking.

While the intersections of Mount Seymour Parkway & Mount Seymour Road / Parkgate Avenue are signalized with marked pedestrian crossings, the intersection of Mount Seymour Parkway & Gaspe Place is not signalized nor has any pedestrian crossing markings. The District could undertake a pedestrian crossing control warrant at this location. The nearest marked/ signalized crossing opportunities are approximately 200m to the west and east.

5.1.5 Site Access

The existing sites have most vehicle access off Mount Seymour Parkway, while one driveway is located 2-3m from the northwest corner of Mount Seymour Parkway & Parkgate Avenue. These single family home driveways have little visibility due to heavy wooded/ hedge landscaping.

With future redevelopment of the site, these driveways off Mount Seymour Parkway & Parkgate Avenue will be removed, and all vehicles will access the sites from a rear laneway off Parkgate Avenue. This will eliminate multiple points of conflict on an arterial road, increasing safety conditions, by channelling all traffic to a single signalized intersection.

There is consideration by the District to extend the rear laneway, from Parkgate Avenue to connect with Gaspe Place. With this potential configuration, the District would also consider modifying access at Mount Seymour Parkway & Gaspe Place to right-in/right-out only. Further discussion on the advantages and disadvantage of this from a traffic operations perspective is outlined in Section 7.3.

5.2 Rear Laneway

As part of the rezoning process, in co-ordination with District staff, appropriate improvements along the property lines of the sites, will be made.

Special consideration should be made to the sight lines of the laneway, in regards to landscaping with respect to sight lines to maintain a clear line of sight at a driver’s eye level (1m-1.5m). This could be ensured by not allowing on-street parking stalls (adjacent to the site’s access) and planting landscaping along this street edge (east of the site’s access) that would not obstruct sight lines.

In the interim, this rear laneway will have bollards at the west end that will allow only for bikes and pedestrian connections. Ultimately, when the full redevelopment of Gaspe Place occurs, this lane will connect from Parkgate Avenue to Gaspe Place. This will be discussed in more detailed in Section 7.3.
6. TRAFFIC OPERATIONS ASSESSMENT

6.1 Traffic Analysis Assumptions

The existing condition models were prepared based on available traffic count data that Bunt collected as outlined in Section 2. The raw traffic counts were adjusted to balance volumes between intersections in the corridor.

The District of North Vancouver provided the current signal timing plans for our study area. The signal timing plans were used for the existing conditions analysis. The following intersection signal timing plans were included:

- Mt. Seymour Parkway / Apex Avenue
- Mt. Seymour Parkway / Parkgate Avenue
- Mt. Seymour Parkway / Mt. Seymour Road

The three signalized intersection along Mt. Seymour Parkway is coordinated with an 80 second cycle length for both the AM, PM and Saturday periods. The 80 second cycle length was maintained throughout the existing and future analysis.

According to the signal timing plan, the intersection at Parkgate and Mt. Seymour Parkway assumed a permitted eastbound left-turn for the AM, PM and Saturday periods. Similarly, the intersection at Mt. Seymour Road and Mt. Seymour Parkway assumed a protected permitted eastbound left-turn for all three time periods as well. These assumptions will also be used for the future scenarios.

6.2 Existing Operations

6.2.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 9 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents optimal, minimal delay conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 6.1 below summarizes the LOS thresholds for the five Levels of Service, for both signalized and unsignalized intersections.
Table 6.1: Intersection Level of Service Thresholds

<table>
<thead>
<tr>
<th>LEVEL OF SERVICE</th>
<th>SIGNALIZED</th>
<th>UNSIGNALIZED</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>≤10</td>
<td>≤10</td>
</tr>
<tr>
<td>B</td>
<td>&gt;10 and ≤20</td>
<td>&gt;10 and ≤15</td>
</tr>
<tr>
<td>C</td>
<td>&gt;20 and ≤35</td>
<td>&gt;15 and ≤25</td>
</tr>
<tr>
<td>D</td>
<td>&gt;35 and ≤55</td>
<td>&gt;25 and ≤35</td>
</tr>
<tr>
<td>E</td>
<td>&gt;55 and ≤80</td>
<td>&gt;35 and ≤50</td>
</tr>
<tr>
<td>F</td>
<td>&gt;80</td>
<td>&gt;50</td>
</tr>
</tbody>
</table>

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents the ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a marginally congested intersection during that peak period where drivers may have to wait through more than one signal cycle to clear the intersection. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

As directed by the District of North Vancouver, the performance thresholds that were used to trigger consideration of roadway or traffic control improvements to support roadway or traffic control improvements employed in this study are listed below:

Signalized Intersections:
- Overall intersection Level of Service = LOS D or better;
- Overall intersection V/C ratio = 0.85 or less;
- Individual movement Level of Service = LOS E or better; and,
- Individual movement V/C ratio = 0.90 or less.

Unsignalized Intersections and Roundabouts:
- Individual movement Level of Service = LOS E or better, unless the volume is very low in which case LOS F is acceptable.

In interpreting the analysis results, the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:
- For signalized intersections: HCM 2000 output for overall LOS and V/C as well as individual movement LOS and V/C is reported. 95th Percentile Queues are reported as estimated by Synchro.
- For unsignalized two-way stop controlled intersections: HCM 2000 LOS and V/C output is reported just for individual lanes as the HCM methodology does not report overall performance.
The performance reporting conventions noted above have been consistently applied throughout this document and the detailed outputs are provided in Appendix B.

6.2.2 Operational Analysis Results

The existing conditions analysis is summarized in Exhibits 6.1-6.3 for the AM, PM and Saturday periods respectively, and the detailed Synchro analysis printouts are provided in Appendix B at the end of this report. Based on the results of the AM, PM and Saturday peak hour analysis, the existing conditions for the intersections within the study area are operating within acceptable thresholds.

Results for specific locations are provided below, for any movements or overall intersections which do not satisfy the District’s performance criteria.

Unsignalized Intersections
For all unsignalized intersections within the study area, they are currently operating acceptably with minimum queues and delays.

Mt. Seymour Road / Mt. Seymour Parkway
The intersection of Mt. Seymour Road and Mt. Seymour Parkway currently experience long eastbound left-turn queues that exceed the turning storage length. The AM and PM period shows eastbound left-turn queues of 75m and 84m respectively, which exceed the 70m storage length.

Similarly, during the PM and Saturday periods, the southbound left-turn shows queues of 50m and 56m respectively, which exceed the 50m storage length. The overall intersection operates at LOS C or better and v/c of 0.76 or better for all three time periods. The critical movement during the AM period is the eastbound left with a v/c of 0.93 and LOS D and for the PM period, a v/c of 0.88 and LOS C.

Apex Avenue / Mt. Seymour Parkway
The intersection of Apex Avenue and Mt. Seymour Parkway is currently operating at acceptable levels with minimal queues and delays. The overall intersection operates at LOS B and v/c of 0.49 or better for all three time periods. The critical movement during the AM period is the westbound through and operates at a v/c of 0.65 and LOS C. The critical movement during the PM and Saturday periods is the eastbound through movement at with LOS B and v/c of 0.64 and 0.54 respectively.

Parkgate Avenue / Mt. Seymour Parkway
The intersection of Parkgate Avenue and Mt. Seymour Parkway experiences acceptable traffic operations with minimal queues and delays. The overall v/c ratios for all three periods are below 0.40 and LOS B or better. The individual movements for all three scenarios operate at LOS B or better and v/c of 0.71 or better.
Exhibit 6.1

Existing Weekday AM Operations
**Exhibit 6.2**

Existing Weekday PM Operations

3468-3490 Mt Seymour Parkway TIA
6217.02 May 2017
**Exhibit 6.3**

**Existing Saturday Operations**

The diagram illustrates various traffic signal and pedestrian signal configurations at different intersections, labeled as Site 1 and Site 2. The circle diagrams show different traffic flow rates and LOS criteria, with arrows indicating lane groups and their respective V/C ratios. The V/C metric is represented in the center of each circle.

- **LOS A to D**: V/C < 0.85
- **LOS E**: 0.85 < V/C < 0.90
- **LOS F**: V/C > 0.90

Note: Arrows reflect "Lane Groups" defined below using grid guides.

May 2017
7. FUTURE TRAFFIC CONDITIONS

Local levels of service and v/c ratios show negligible change between the existing (2017) AM, PM, and Saturday peaks and ‘worst case scenario’ 2030 Total Traffic AM, PM, and Saturday peak conditions. All intersections operate within acceptable parameters during all peak hours and all horizon scenarios.

This and other changes to individual movement capacities are the result of assumed background volume increases of 0.5% p.a., and in some cases, left-turning queues exceeding their allotted bays and partially obstructing through movement capacity.

7.1 Traffic Forecasts

7.1.1 Background Traffic Forecasts

Background traffic forecasts include traffic that would be present on the road network if the site did not redevelop. For the purpose of this transportation assessment and based on consultation with District staff, the project’s background and traffic (without project) conditions will include an assumed 0.5% per annum background growth rate applied to the peak hour traffic volumes.

The site area is currently occupied by 8 single-family homes. This existing site is currently producing between 6-8 trips during the AM, PM and Saturday periods. The affect of these existing site trips are essentially negligible and for conservative purposes, were not stripped out in the future analysis. Table 7.1 summarizes the existing site trips being generated for the two proposed parcels under study.

Table 7.1: Existing Peak Hour Site Trips

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>UNITS</th>
<th>AM PEAK HOUR</th>
<th>PM PEAK HOUR</th>
<th>SAT PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IN</td>
<td>OUT</td>
<td>TOTAL</td>
<td>IN</td>
</tr>
<tr>
<td>3428-3464</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mt Seymour</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkway</td>
<td>4 single-family homes</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>3468-3490</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mt Seymour</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkway</td>
<td>4 single-family homes</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>

The project completion is anticipated to be the year 2022 (build out for the development). The future horizon year of 2030 will also be analyzed. The 2022 and 2030 Background Traffic volumes are summarized in Exhibit 7.1-7.4.
Exhibit 7.1

Background 2022 Weekday Peak Hour Volumes
Exhibit 7.2

Background 2022 Saturday Peak Hour Volumes
Exhibit 7.3

Background 2030 Weekday Peak Hour Volumes
Exhibit 7.4

Background 2030 Saturday Peak Hour Volumes
7.1.2 Site Traffic

Trip Generation
The trip generation for the project was calculated based on Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition) for Condominium / Townhome land use (Code 230). For the purpose of this analysis, the Saturday peak hour used the same rates as the PM peak hour. The three rates are summarized in Table 7.1 below.

Table 7.1: Peak Hour Vehicle Trip Rates

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>UNITS</th>
<th>AM PEAK HOUR</th>
<th>PM PEAK HOUR</th>
<th>SAT PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>IN</td>
<td>OUT</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Tatla Townhomes</td>
<td>27</td>
<td>0.07</td>
<td>0.37</td>
<td>0.44</td>
</tr>
<tr>
<td>Allaire Townhomes</td>
<td>29</td>
<td>0.07</td>
<td>0.37</td>
<td>0.44</td>
</tr>
</tbody>
</table>

Table 7.2 summarizes the anticipated future site generated vehicle trips for the proposed development based on the above rates.

Table 7.2: Estimated Peak Hour Site Vehicle Trips

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>AM PEAK HOUR</th>
<th>PM PEAK HOUR</th>
<th>SAT PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IN</td>
<td>OUT</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Tatla Townhomes</td>
<td>2</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Allaire Townhomes</td>
<td>2</td>
<td>11</td>
<td>13</td>
</tr>
</tbody>
</table>

|                | 4  | 21 | 25    | 19 | 10 | 29    | 19 | 10 | 29    |

As shown in Table 6.3, the site is expected to generate approximately 25 vehicle trips during the AM peak hour (4 inbound and 21 outbound) which equates to an average of 2-3 vehicles per minute in the peak morning hour. In the PM and Saturday peak hours 29 trips are expected (19 inbound and 10 outbound) which equates to an average of between 2-3 vehicles a minute during the most active traffic periods of the day.
Trip Distribution & Assignment

The project site traffic was distributed onto the study area road network based on observed area traffic patterns. The trip distribution utilized for this analysis is shown in Table 7.3 below.

Table 7.3: Estimated Trip Distribution

<table>
<thead>
<tr>
<th>ORIGIN/DESTINATION</th>
<th>AM PEAK HOUR</th>
<th></th>
<th>PM PEAK HOUR</th>
<th></th>
<th>SAT PEAK HOUR</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IN (%)</td>
<td>OUT (%)</td>
<td>IN (%)</td>
<td>OUT (%)</td>
<td>IN (%)</td>
<td>OUT (%)</td>
</tr>
<tr>
<td>North / Mt. Seymour Road</td>
<td>20%</td>
<td>20%</td>
<td>20%</td>
<td>20%</td>
<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>North / Parkgate Avenue</td>
<td>3%</td>
<td>2%</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>5%</td>
</tr>
<tr>
<td>North / Apex Avenue</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>East / Mt. Seymour Parkway</td>
<td>35%</td>
<td>25%</td>
<td>25%</td>
<td>35%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>West / Mt. Seymour Parkway</td>
<td>30%</td>
<td>45%</td>
<td>45%</td>
<td>30%</td>
<td>40%</td>
<td>40%</td>
</tr>
<tr>
<td>South / Apex Avenue</td>
<td>5%</td>
<td>3%</td>
<td>3%</td>
<td>5%</td>
<td>3%</td>
<td>5%</td>
</tr>
<tr>
<td>South / Roche Point Drive</td>
<td>7%</td>
<td>5%</td>
<td>4%</td>
<td>7%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Exhibit 7.5 and 7.6 illustrates the anticipated site-generated vehicular trips from the proposed site development for AM, PM and Saturday.

7.1.3 Total Traffic

For this analysis, we have compared the estimated future Background Traffic volumes against the future Total Traffic Volumes at both opening day 2022 and the future 2030 horizon year. The Total Traffic volumes were estimated by superimposing the estimated increase in site traffic volumes onto both the 2022 and 2030 Background Traffic volumes. The year 2022 Total and 2030 Total Traffic volumes are shown in Exhibit 7.7-7.10.

As shown, the trips introduced by the site do not significantly increase the signalized intersections traffic volumes (1% increase only) during the AM, PM and Saturday peak hours.
Weekday AM & PM Site Traffic Forecasts

Exhibit 7.5
Saturday Site Traffic Forecasts

Exhibit 7.6
Existing Traffic Signal Collector Arterial

Use these lens blocks to highlight multiple sites. Please use yellow if there is only one site.

Link Volumes Intersection #

Pedestrian Signal Roundabout All Way Stop 2 Way Stop

LOS E 0.85 < V/C < 0.90 0.91 F( )

Total 2022 Weekday Peak Hour Volumes

Exhibit 7.7

3468-3490 Mt Seymour Parkway TIA
6217.02 May 2017
**Proposed Legends for Existing Conditions**

- Arterial
- Collector
- Local
- Two Way Stop
- Traffic Signal

**Proposed Legends for Future Conditions**

- Road style 2
- Road style 3
- Expressway
- Freeway
- Railway
- Unsignalized
- Roundabout
- All Way Stop
- Two Way Stop
- Pedestrian Signal

**Exhibit 7.8**

**Totoal 2022 Saturday Peak Hour Volumes**

3468-3490 Mt Seymour Parkway TIA
6217.02 May 2017
Exhibit 7.9

Total Weekday 2030 Peak Hour Volumes
Exhibit 7.10
Total 2030 Saturday Peak Hour Volumes
7.2 Traffic Operations

Capacity analysis of the future traffic condition, both with and without the site redeveloped, was carried out using the same traffic analysis methodology and criteria as noted in Section 6.2. The results of these analyses are presented in the subsequent sections.

7.2.1 Background 2022 Traffic Operations

With the new background growth rate of 0.5% per year applied along with an optimization of cycle splits, the results of the Background 2022 traffic operations are illustrated in Exhibit 7.11-7.13 for AM, PM and Saturday peak hours. The Background volumes in Exhibit 7.11-7.13 contain the existing site traffic generated by the 8 single family homes as the trips being generated are negligible.

Unsignalized Intersections

For all unsignalized intersections within the study area, they will continue to operate acceptably with minimum queues and delays.

Mt. Seymour Road / Mt. Seymour Parkway

From optimizing the splits of the signal timing, the long eastbound left-turn queues have decreased to acceptable lengths. The PM period shows the highest eastbound left-turn queue with 46m, which does not exceed the 70m storage length. The southbound left-turn queue also improved with the optimization of the signal splits however, the southbound left-turn queue is expected to continue exceeding the storage length of 50m with a queue of 69m. The overall intersection operates at LOS B or better and v/c of 0.75 or better for all three time periods. As a result of optimizing the splits, the eastbound left improves to a v/c of 0.70 and LOS B during the PM and v/c of 0.67 and LOS B for the AM period.

Apex Avenue / Mt. Seymour Parkway

The intersection of Apex Avenue and Mt. Seymour Parkway will continue to operate at acceptable levels with minimal queues and delays. The overall intersection will operate at LOS B and v/c of 0.49 or better for all three time periods. After optimization, the westbound through movement during the AM improves to a v/c of 0.60 and LOS B. The critical movement during the PM and Saturday periods is the eastbound through movement at with LOS B and v/c of 0.63 and 0.55 respectively.

Parkgate Avenue / Mt. Seymour Parkway

The intersection of Parkgate Avenue and Mt. Seymour Parkway will continue to operate within acceptable traffic operations parameters with minimal queues and delays. The overall v/c ratios for all three periods are below 0.40 and LOS B or better. The individual movements for all three scenarios operate at LOS B or better and v/c of 0.71 or better.
Opening Day Background 2022 AM Traffic Operations
Opening Day Background 2022 PM Traffic Operations
Opening Day Background 2022 Saturday Traffic Operations
7.2.2 Total 2022 Traffic Operations

The same methodology and criteria as Section 5.1 above was applied for the Total 2022 traffic volumes. The Synchro model involved the optimization of the cycle splits to obtain the capacity results with the added site traffic. The opening day 2022 Total traffic operations are summarized in Exhibit 7.14-7.16. Traffic volumes from the development are negligible. The marginally-reduced operating conditions at most signalized intersections were the result of background volume growth applied via the 0.5% p.a. rate.

Unsignalized Intersections

For all unsignalized intersections within the study area, they are currently operating acceptably with minimum queues and delays.

Mt. Seymour Road / Mt. Seymour Parkway

From optimizing the splits of the signal timing, the long eastbound left-turn queues have decreased to acceptable lengths. The PM period shows the highest eastbound left-turn queue with 46m, which does not exceed the 70m storage length. The southbound left-turn queue during the PM is expected to continue exceeding the storage length of 50m with a queue of 69m. The southbound left-turn queue during the Saturday period is also forecasted to exceed the storage length with a queue of 52m. The overall intersection will operate at LOS B or better and v/c of 0.76 or better for all three time periods. The eastbound left marginally increases to a v/c of 0.70 and LOS B during the PM and Saturday and v/c of 0.70 and LOS B for the AM period.

Apex Avenue / Mt. Seymour Parkway

The intersection of Apex Avenue and Mt. Seymour Parkway will continue to operate at acceptable levels with minimal queues and delays. The overall intersection is operating at LOS B and v/c of 0.51 or better for all three time periods. The critical movement during the AM period is the westbound through and operates at a v/c of 0.60 and LOS B. The critical movement during the PM and Saturday periods is the eastbound through movement at with LOS B and v/c of 0.63 and 0.55 respectively.

Parkgate Avenue / Mt. Seymour Parkway

The intersection of Parkgate Avenue and Mt. Seymour Parkway will continue to operate within acceptable traffic operations parameters with minimal queues and delays. The overall v/c ratios for all three periods are below 0.42 and LOS A or better. The individual movements for all three scenarios operate at LOS C or better and v/c of 0.56 or better.
Opening Day Total 2022 AM Traffic Operations
Opening Day Total 2022 PM Traffic Operations

Exhibit 7.15
Opening Day Total 2022 Saturday Traffic Operations
7.2.3  Background 2030 Traffic Operations

Application of 0.5% per year growth for the Background 2030 (without site developed) along with an optimization of cycle splits, the results of the Background 2030 traffic operations are illustrated in Exhibit 7.17-7.19 for AM, PM and Saturday peak hours. The Background volumes in Exhibit 7.17-7.19 remove the volumes from the existing 114-unit development.

Unsignalized Intersections
For all unsignalized intersections within the study area, they are currently operating acceptably with minimum queues and delays.

Mt. Seymour Road / Mt. Seymour Parkway
From optimizing the splits of the signal timing, the long eastbound left-turn queues have decreased to acceptable lengths. The PM period shows the highest eastbound left-turn queue with 48m, which does not exceed the 70m storage length. The southbound left-turn queue during the PM is expected to continue exceeding the storage length of 50m with a queue of 73m. However, this is a result mostly of background growth and not of volumes generated by either development.

The southbound left-turn queue during the Saturday period is also forecasted to exceed the storage length with a queue of 59m. The overall intersection operates at LOS B or better and v/c of 0.79 or better for all three time periods. The eastbound left marginally increases to a v/c of 0.73 and LOS B during the PM and Saturday and v/c of 0.67 and LOS B for the AM period.

Apex Avenue / Mt. Seymour Parkway
The intersection of Apex Avenue and Mt. Seymour Parkway will continue to operate at acceptable levels with minimal queues and delays. The overall intersection is operating at LOS B and v/c of 0.51 or better for all three time periods. The westbound through movement during the AM is expected to be at v/c of 0.60 and LOS B. The critical movement during the PM and Saturday periods is the eastbound through movement at with LOS B and v/c of 0.63 and 0.55 respectively.

Parkgate Avenue / Mt. Seymour Parkway
The intersection of Parkgate Avenue and Mt. Seymour Parkway will continue to operate within acceptable traffic operations parameters with minimal queues and delays. The overall v/c ratios for all three periods are below 0.41 and LOS B or better. The individual movements for all three scenarios operate at LOS C or better and v/c of 0.59 or better.
Opening Day Background 2030 AM Traffic Operations
Opening Day Background 2030 PM Traffic Operations
Opening Day Background 2030 Saturday Traffic Operations
7.2.4 Total 2030 Traffic Operations

The same methodology and criteria as Section 5.1 above was applied for the Total 2030 traffic volumes. The Synchro model involved the optimization of the cycle splits to obtain the capacity results with the added site traffic. The opening day 2030 Total traffic operations are summarized in Exhibit 7.20-7.22.

Similar to the 2022 results, with traffic volumes from the development negligible, the further-reduced operating conditions at most signalized intersections were the result of background volume growth applied via the 0.5% p.a. rate.

Unsignalized Intersections

For all unsignalized intersections within the study area, they are currently operating acceptably with minimum queues and delays.

Mt. Seymour Road / Mt. Seymour Parkway

From optimizing the splits of the signal timing, the long eastbound left-turn queues have decreased to acceptable lengths. The PM period shows the highest eastbound left-turn queue with 49m, which does not exceed the 70m storage length. The southbound left-turn queue during the PM is expected to continue exceeding the storage length of 50m with a queue of 73m. However, this is a result mostly of background growth and not of volumes generated by either development.

The southbound left-turn queue during the Saturday period is also forecasted to exceed the storage length with a queue of 59m. The overall intersection operates at LOS B or better and v/c of 0.79 or better for all three time periods. The eastbound left marginally increases to a v/c of 0.74 and LOS B during the PM and v/c of 0.73 and LOS B for the AM period.

Apex Avenue / Mt. Seymour Parkway

The intersection of Apex Avenue and Mt. Seymour Parkway will continue to operate at acceptable levels with minimal queues and delays. The overall intersection is operating at LOS B and v/c of 0.53 or better for all three time periods. The critical movement during the AM period is the westbound through and operates at a v/c of 0.63 and LOS B. The critical movement during the PM and Saturday periods is the eastbound through movement at with LOS B and v/c of 0.66 and 0.57 respectively.

Parkgate Avenue / Mt. Seymour Parkway

The intersection of Parkgate Avenue and Mt. Seymour Parkway will continue to operate within acceptable traffic operations parameters with minimal queues and delays. The overall v/c ratios for all three periods are below 0.43 and LOS A or better. The individual movements for all three scenarios operate at LOS C or better and v/c of 0.63 or better.
Opening Day Total 2030 AM Traffic Operations
Opening Day Total 2030 PM Traffic Operations

Exhibit 7.21
Opening Day Total 2030 Saturday Traffic Operations
7.3 Gaspe Place to Parkgate Avenue Laneway Connection

The District of North Vancouver has requested that a sensitivity analysis be conducted for the future build-out of this study area. The future plan for the full build-out will include 48 additional townhome units immediately west of Gaspe Place at 3374-3396 Mt. Seymour Parkway. Ultimately, with this full build-out, the District proposes that the rear laneway will connect through, connecting Parkgate Avenue to Gaspe Place.

Upon connecting Parkgate Avenue through to Gaspe Place via the laneway, a feasibility analysis will be conducted on reconfiguring the access to Gaspe Place into a right-in / right-out configuration by closing the gap in the median on Mt. Seymour Parkway. For the purpose of this analysis, only the Total 2030 horizon year will be analyzed.

7.3.1 Trip Generation

Utilizing the same rates as section 7.1.2, Table 7.4 shows the anticipated future site generated vehicles trips for the proposed 48 unit townhome development.

Table 7.4: Estimated Peak Hour Site Vehicle Trips

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>UNITS</th>
<th>AM PEAK HOUR</th>
<th>PM PEAK HOUR</th>
<th>SAT PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>IN</td>
<td>OUT</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Proposed</td>
<td>48</td>
<td>4</td>
<td>18</td>
<td>21</td>
</tr>
<tr>
<td>Townhomes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

As shown in Table 7.4, the site is expected to generate approximately 21 vehicle trips during the AM peak hour (4 inbound and 18 outbound) which equates to an average of 2-3 vehicles per minute in the peak morning hour. In the PM and Saturday peak hours 25 trips are expected (17 inbound and 8 outbound) which equates to an average of between 2-3 vehicles a minute during the most active traffic periods of the day.

The overall site trips being generated for the three developments are summarized in Table 7.5.

Table 7.5: Estimated Peak Hour Site Vehicle Trips

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>AM PEAK HOUR</th>
<th>PM PEAK HOUR</th>
<th>SAT PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IN</td>
<td>OUT</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Tatla Townhomes</td>
<td>2</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Allaire Townhomes</td>
<td>2</td>
<td>11</td>
<td>13</td>
</tr>
<tr>
<td>Proposed</td>
<td>4</td>
<td>18</td>
<td>21</td>
</tr>
<tr>
<td>Townhomes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>38</td>
<td>46</td>
</tr>
</tbody>
</table>

The new site trips with the third development are summarized in Exhibit 7.23-7.24.
Exhibit 7.23
Weekday AM & PM site Trip Forecast - Option 2
Saturday Site Trip Forecast - Option 2
7.3.2 Traffic Redistribution

A sensitivity analysis was conducted to determine the feasibility of restricting Gaspe Place to a right-in/right-out movement and with the rear laneway connecting Parkgate Avenue to Gaspe Place. A redistribution of the existing and future traffic was made and this net change and redistribution is summarized in Exhibit 7.25-7.26 of the AM, PM and Saturday periods.

The existing eastbound left-turn and southbound left-turn demand at the intersection of Mt. Seymour Parkway and Gaspe Place are very low. In the AM and PM period for the 2030 horizon year, 6 vehicles are estimated for the eastbound left-turn and 2 vehicles for the southbound left-turn. The Saturday peak is forecasted to only have 5 vehicles turning left eastbound and 1 vehicle turning southbound left. These volumes are very minimal and the redistribution to Parkgate Avenue only will have negligible effects.

If the access to Gaspe Place is changed to a right-in/right-out in the future, then all vehicles would access the sites from Parkgate Avenue and through the east-west laneway connection. The northbound left-turn movement is forecasted to increase to 38 vph in the PM period. Given the low vehicular volume travelling through Parkgate Avenue coupled with the marginal increase in site traffic, a separated northbound left-turn lane is not necessary.

7.3.3 Traffic Operations

Unsignalized Intersections

For all unsignalized intersections within the study area, they are currently operating acceptably with minimum queues and delays.

Mt. Seymour Road / Mt. Seymour Parkway

From optimizing the splits of the signal timing, the long eastbound left-turn queues have decreased to acceptable lengths. The PM period shows the highest eastbound left-turn queue with 49m, which does not exceed the 70m storage length. The southbound left-turn queue during the PM is expected to continue exceeding the storage length of 50m with a queue of 73m. However, this is a result mostly of background growth and not of volumes generated by either development.

The southbound left-turn queue during the Saturday period is also forecasted to exceed the storage length with a queue of 59m. The overall intersection operates at LOS B or better and v/c of 0.80 or better for all three time periods. The eastbound left marginally increases to a v/c of 0.74 and LOS B during the PM and v/c of 0.68 and LOS B for the AM period.

Apex Avenue / Mt. Seymour Parkway

The intersection of Apex Avenue and Mt. Seymour Parkway will continue to operate at acceptable levels with minimal queues and delays. The overall intersection is operating at LOS B and v/c of 0.51 or better for all three time periods. The critical movement during the AM period is the westbound through and operates at a v/c of 0.59 and LOS B. The critical movement during the PM and Saturday periods is the eastbound through movement at with LOS B and v/c of 0.66 and 0.57 respectively.
**Parkgate Avenue / Mt. Seymour Parkway**

The intersection of Parkgate Avenue and Mt. Seymour Parkway will continue to operate within acceptable traffic operations parameters with minimal queues and delays. The overall v/c ratios for all three periods are below 0.42 and LOS A or better. The individual movements for all three scenarios operate at LOS C or better and v/c of 0.59 or better.
Exhibit 7.25

Total Weekday 2030 Peak Hour Volumes - Option 2
Exhibit 7.26
Total Saturday 2030 Peak Hour Volumes - Option 2
Exhibit 7.27

Opening Day Total 2030 AM Traffic Operations Option 2
Opening Day Total 2030 PM Traffic Operations Option 2

Exhibit 7.28
7.3.4 Summary of Traffic Impacts & Recommended Mitigations

Mt. Seymour Road / Mt. Seymour Parkway
- Recommend that the southbound left-turn lane be lengthened from 50m to 80m to accommodate the projected future traffic growth and development; and
- Signal timing optimization of signal timing plans may be required to improve v/c and LOS performance.

Gaspe Place / Mt. Seymour Parkway
- Will continue to operate at acceptable levels with minimum queues and delays for all the future horizons for both Background and Total scenarios;
- With the reconfiguration of right-in/right-out only, safety improvements are predicted since left-turn manoeuvres onto Mt. Seymour Parkway are not desirable; and
- Existing and future traffic travelling eastbound out of Gaspe Place or entering Gaspe from the west will be diverted to Parkgate Avenue, where left-turn manoeuvres will be safer due to the presence of a traffic signal.

Parkgate Avenue / East-West Laneway
- This new access is predicted to operate at acceptable levels with minimum queues and delays; and
- No separate northbound left-turn lane will be required to meet the site generated traffic demand into the east-west laneway.

Apex Avenue / Mt. Seymour Parkway
- Recommend signal optimization of the splits.

Parkgate Avenue / Mt. Seymour Parkway
- Recommend signal optimization of the splits.
8. TDM & ACTIVE MODES

8.1 Definition

The District of North Vancouver aims to promote sustainable and active modes of transportation through the implementation of new infrastructure as indicated in the District of North Vancouver Transportation Plan (DNV-2012-01). The DNV have expressed their interest in promoting sustainable transportation elements surrounding the site, as an integral part of the area transportation network.

Transportation Demand Management (TDM) is defined as the “application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time”. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

TDM is increasingly becoming an important toolkit for municipalities in providing realistic travel choices and alternatives to residents, visitors, and employees to reduce reliance on SOV trips. When efficiently implemented, TDM will materialize such benefits as outlined in the District’s Transportation Plan, including:

- Improved community livability;
- Improved physical fitness and health;
- Greater mobility options;
- Time and cost savings for individuals;
- Reduced congestion;
- Road and parking infrastructure cost savings;
- Greater return on municipal investments in walking, cycling and transit infrastructure;
- Reduced demand on road and parking infrastructure; and
- Reduced traffic collisions.

8.2 Potential Measures

Table 8.1 below summarizes a possible suite of measures based on Bunt’s research that may be appropriate for this site. The strategy is identified in the left column, and the measure in the centre column. The right column on the table shows which parties would be responsible for administering and managing the each initiative. While this is a comprehensive listing of all possible measures, the site developer’s potential role in TDM for the site would be limited to those items identified as “Site Developer” on the far right of this table.

1 http://ops.fhwa.dot.gov/tdm/index.htm FHWA Travel Demand Management home page
### Table 8.1: Potential TDM Strategies Summary Table

<table>
<thead>
<tr>
<th>STRATEGY</th>
<th>MEASURE</th>
<th>RESPONSIBILITY FOR IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDM Site Coordinator &amp; Monitoring Program</td>
<td>Appoint a Site TDM Coordinator, responsible for developing, implementing and maintaining TDM program</td>
<td>Site Developer/Operator</td>
</tr>
<tr>
<td></td>
<td>Establish mode split targets, monitoring methods and surveys and reporting</td>
<td>Site Operator/Strata</td>
</tr>
<tr>
<td>Marketing &amp; Promotion</td>
<td>Prepare marketing materials to attract residents who want a car-free lifestyle</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Provide a Welcome Brochure, with an information package on transportation alternatives, that is issued to all new residents and posted in common areas</td>
<td>Site Developer/Operator</td>
</tr>
<tr>
<td></td>
<td>Participation in Bike to Work Week and other community and regional promotions/events for sustainable transportation</td>
<td>Regional Transportation Authority/Municipality/Site Operator/Strata</td>
</tr>
<tr>
<td>Cycling Infrastructure Improvements</td>
<td>Provide cycling facilities leading to, adjacent to and on the site</td>
<td>Site Developer, Municipality</td>
</tr>
<tr>
<td></td>
<td>Provide safe, marked cycling crossings at intersections, with push button activation at signals</td>
<td>Municipality</td>
</tr>
<tr>
<td>Cycling Access</td>
<td>Provide a shared bicycle program</td>
<td>Site Developer/Operator</td>
</tr>
<tr>
<td>Cycling Amenities</td>
<td>Provide bicycle maps and way finding signage through site</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Provide a bicycle repair station</td>
<td>Site Developer</td>
</tr>
<tr>
<td>End of Trip Cycling Facilities</td>
<td>Provide long term secure and convenient bicycle storage facilities for residents</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Provide a common maintenance area for bicycle maintenance serving residents</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Provide a common and shared long term, secure and convenient bicycle storage facilities for employees</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Provide short term bicycle rack parking at all building entrances (well lit and protected, within view of lobbies for residential visitors and patrons)</td>
<td>Site Developer</td>
</tr>
<tr>
<td>Pedestrian Infrastructure Improvements</td>
<td>Provide an off-street pathway system to minimize walking distances: provide sidewalks on both sides of all site and site fronting streets with boulevard improvements to buffer pedestrians from moving traffic</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Provide new protected pedestrian crossing opportunities and pushbuttons</td>
<td>Site Developer</td>
</tr>
<tr>
<td>Pedestrian Amenities</td>
<td>Provide amenities in the pedestrian realm</td>
<td>Site Developer</td>
</tr>
<tr>
<td>Rideshare Programs</td>
<td>Support resident use of available regional ride share programs</td>
<td>Site Developer/Operator, partnering with regional programs</td>
</tr>
<tr>
<td>Car Share</td>
<td>Provide Car Share vehicles and stalls for residents</td>
<td>Site Developer initiates with provision of vehicles and stalls, Car Share Program Provider operates and maintains program</td>
</tr>
<tr>
<td></td>
<td>Provide Car Share stalls in publicly accessible area for site employees, visitors and the neighbourhood</td>
<td>Site Developer initiates with provision of vehicles and stalls, Car Share Program Provider operates and maintains program</td>
</tr>
<tr>
<td></td>
<td>Provide initial Car Share membership fee for each unit</td>
<td>Site Developer</td>
</tr>
<tr>
<td>Transit</td>
<td>Provide funding for improvements to adjacent bus stops, such as benches and shelters at existing bus stops adjacent to site</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Provide subsidized transit passes to new residents upon move-in</td>
<td>Site Developer/Operator</td>
</tr>
<tr>
<td></td>
<td>Provide a private shuttle service for residents to nearby key destinations</td>
<td>Site Developer/Operator</td>
</tr>
<tr>
<td>Parking Management</td>
<td>Install pay parking on-street or in public parking lots to manage demand and encourage walking to the site</td>
<td>Municipality</td>
</tr>
<tr>
<td></td>
<td>Restrict parking supply: provide lower than bylaw supply rates</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Unbundle Parking with Parking Rental Program</td>
<td>Site Developer</td>
</tr>
</tbody>
</table>
8.3 Car Share

Perhaps the most well known ‘resident focused’ TDM measure, car sharing involves having access to a fleet of vehicles and booking them when and if you need them. Research shows that one car share vehicle can replace between 5 and 11 privately owned vehicles from the roads\(^2\). It has been used in other municipalities to reduce residential parking requirements.

The recent Metro Vancouver Car Share Study provides some information about the reduction of auto ownership based on car share usage. According to the Car Share study the number of vehicles per household decreased between 5 and 36% when the residents joined a car share program.\(^3\) The study also shows that the top home-based amenity that survey respondents indicated would have them shift modes is the availability of car share vehicles.

At this time, only select areas in the District feature car share vehicles (Grouse Mountain, Capilano University). If the service area of Modo or Evo expands in the future, the developer should consider working with either provider to bring a car share vehicle to the development site.

8.4 Unbundling Residential Parking Spaces

Relatively new to Metro Vancouver but common in other areas of the country, unbundling parking from condominium units means that units are sold without parking spaces. If a parking space is required then one can be purchased separately. This is potentially a way to build less residential parking based on market conditions. The framework needs to be in place to allow this to happen in an efficient manner without triggers the need for a new Development Permit.

8.5 ‘Mobility Pass’

This relatively new concept goes beyond the ‘transit pass’ concept that still has not been fully realised across Metro Vancouver. In exchange for buying a unit without a parking space, owners of a new unit would instead be recipients of a monthly ‘credit’ to be used towards a number of different mobility options. These could include transit, car share, bike share, taxis or other options that are developed in the future. Some municipalities already offer a parking discount for transit passes, so the same concept would be applied to a ‘mobility pass.’

8.6 Transit Shuttle

Private transit shuttles generally connect developments to transit hubs, making up for a lack of public transit service. They may operate a peak times only or all through the day. Although the details are to be

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worked out, such a service would operate from the plaza level of the development and take people directly to Phibbs Bus Exchange and/or Lonsdale Quay.

8.7 Bicycle Share

A flexible way for residents to try cycling or use it infrequently is through a bike share program, by providing a few bicycles per building, to be used by the residents for short trips, potentially to Parkgate Village. These bicycles would be located in the Bike Hub rooms (see below) and signed out on a first come-first served basis, with the sign-out process being administered by the tenant or strata association.

This is separate from a public bike share which has only just launched in the City of Vancouver. However, should a public bike share be an option through the build out of the development, a station could be located on site and residents could be given memberships.

8.8 Marketing Materials & Transportation Information Package for Residents

Travel patterns are most pliable when residents move from one location to another. Therefore, site developers/rental companies can play a significant role in changing people’s travel behaviours, through marketing materials to potential buyers/renters and through provision of information packages to new residents which stress the attractiveness and ease of alternative travel modes. In marketing materials to potential residents, clear and simple messages such as cost savings and health benefits (within the context of life style choice and urban living), along with practical information about local transit services, walking and cycle routes to key locations, carpooling and car-sharing services, would help attract residents who want to live a car-free lifestyle.

For residents who are moving in, a Transportation Information Package should be provided on move-in day. The package should include:
• A map showing amenities and shopping opportunities within a typical walking catchment of 800m;
• A map showing local cycling and transit routes with key destinations and travel times by different modes;
• Information about bicycle safety and local bicycle shops and repair facilities;
• Information pertaining to on-site car share provisions, car share membership sign up and procedures;
• Information pertaining to available bicycle and vehicle parking;
• Information on regional ride-share organizations, such as Jack Bell; and
• A list of websites and apps that can aid in the use of alternative transportation such as transit apps.

8.9 Site Planning and Design

In addition to the area improvements for cyclists and pedestrians outside the side, as previously mentioned a number a site-related enhancements could be considered, as summarized below.

8.9.1 Pedestrian Focused Site Planning

• Generous sidewalks along the site frontages, and pathways through the site, i.e. 1.8m – 2.0m. These would be buffered from the street by landscaped boulevards to provide added comfort to pedestrians around the site;
• Permeability through the site with multi-use internal pathways for residents and people passing through the site, including for cyclists.

8.9.2 Bicycle Rack Design

The site’s bicycle racks should be designed in a way that the user can easy understand how to use them. The following are best practices in short term bicycle rack design:

• 2 points of contact between the rack and the frame and wheel of the bicycle, such that it stays upright, perpendicular to the floor, preventing the bike from falling over while parked.
• Both the frame and the wheel should be able to be locked to the rack, with stand locks, such as the U-lock.

In order for a bike rack to function and be well used, other key points should be considered:

• The rack should not have sharp edged, such that a bike’s paint could be scratched;
• The rack should not be overly artistic or complicated to understand how to use;
• The rack should be located as close to a destination as possible, in a covered and well lit area. The location should be out of the way of pedestrian and motor vehicle traffic, or other street furniture that would impede its use, but still located in an area of high traffic to improve security.
The following presents recommend bike rack design.

**Classic Hanger Rack**


**Unique Rack**


**Bicycle Rack**

http://fortheloveofbikes.blogspot.ca/2010/03/hello-pi-rack.html

**Bicycle Rack**

http://www.huffingtonpost.ca/2013/08/02/vancouver-bike-rack-time-limit_n_3699082.html
8.9.3 Bike Hub Rooms

Provision of a "bike hub" room on the first level of parking level is recommend to promote and facilitate cycling. The bike hub room would have a tool-equipped workshop and work bench, built-in air compressor, a bike washing station, secured lockers for helmets and wet rain gear, dedicated storage for bike tow trailers and kid tricycles. The bike hubs would include the planned long term bicycle parking spaces.

The funding, maintenance and security of this bike hub room will have to be planned in more detail. A combination of residential strata and non-residential lease agreement could provide the funding.

The entry and common room and other areas that make up the bike hub shall be purpose built, be aesthetically pleasing be designed to be welcoming, and an enjoyable place to be.
8.10 TDM Effectiveness

TDM effectiveness is highly dependent on the application setting, complementary strategies, nature of the travel market segment being targeted and even the “vigour” with which TDM is implemented and promoted. The effectiveness of TDM measures in terms of reducing vehicle trip-making is difficult to forecast as these measures are typically applied at different levels, in different mixes, on different sites. While several models existing to estimate the effects of TDM (EPA Commuter Model, TDM Effectiveness Evaluation Model, Worksite Trip Reduction Model, Trip Reduction Impacts of Mobility Management Strategies), these models have all been developed to address USA conditions and require extensive and detailed knowledge about the base conditions as well as individual TDM measures which are not known at the Master Planning level.

Nevertheless, research has shown that TDM programs which are very focused and site-specific, with aggressive financial incentives, disincentives and parking management have been proven to reduce trip making by over 15%. Some communities identify/allow vehicle trip reductions for TDM measures based on transit service levels combined with the level of TDM applied. For example, Table 8.2 below provides anticipated ranges of “net mode shift” from auto trips for various levels of TDM programs and various levels of transit provision from Fairfax County, VA, USA planning guidelines.

The reductions noted in the table below have been corroborated for work trips by other studies such as the recent TCRP report on “Employer and Institutional TDM Strategies” which shows that at work sites with “high performing” and aggressive TDM programs, employee vehicle trip reductions of up to 25% are possible with “High” transit services and pay parking.

Table 8.2: TDM Effectiveness

<table>
<thead>
<tr>
<th>TDM PROGRAM OR STRATEGY</th>
<th>HIGH TRANSIT</th>
<th>MODERATE TRANSIT</th>
<th>LOW TRANSIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support, Promotion, Information</td>
<td>3-5%</td>
<td>1-3%</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Alternative Commute Services</td>
<td>5-10%</td>
<td>5-10%</td>
<td>1-3%</td>
</tr>
<tr>
<td>Financial Incentives</td>
<td>10-20%</td>
<td>5-15%</td>
<td>1-5%</td>
</tr>
<tr>
<td>COMBINED STRATEGIES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>With Free Parking</td>
<td>15-20%</td>
<td>10-15%</td>
<td>3-7%</td>
</tr>
<tr>
<td>With Pay Parking</td>
<td>15-30%</td>
<td>15-20%</td>
<td>n/a</td>
</tr>
</tbody>
</table>


Research has shown that TDM measures tend to have the greatest influence on frequent and regular work-based trips and have lesser impacts on shopping and personal business trips which are less frequent and discretionary. Therefore, most TDM programs, and therefore monitoring of TDM program effectiveness is typically focused on “Commuter Trip Reduction” or CTR programs.

According to the Victoria Transport Policy Institute, a comprehensive CTR program typically reduces peak-period (work-based) automobile trips by 4-20% at a worksite (Winters and Rudge 1995; Rye 2002; Boarnet, Hsu and Handy 2010), and impacts vary depending on program design, geography and employee demographics. Programs that lack financial incentives (e.g. transit subsidies, parking cash out) generally achieve reductions under 10% (Boarnet, Hsu and Handy 2010).\footnote{VTPI website http://www.vtpi.org/tdm/tdm9.htm}
9. SUMMARY & RECOMMENDATIONS

Proposed Development

(i) The proposed sites are currently being occupied by eight detached residential units. Approximately four of these will be replaced with a development consisting of 27 townhomes and another four replaced with a separate townhome development of 29 units. Both developments will share an access off of Parkgate Avenue.

(ii) At full build-out, the combined sites are anticipated to generate approximately 25 vehicle trips in the AM (in and outbound), 29 total combined trips in the PM peak, and 29 trips on the Saturday peak – approximately one vehicle every two minutes.

Parking and Loading

(i) The proposed residential developments will provide sufficient off-street parkade parking to satisfy the bylaw.

(ii) All service delivery and garbage/recycling deliveries will be via the combined shared lane in the rear of the Tatla Development property off Parkgate Avenue.

(iii) Existing on-street parking along Parkgate Avenue was demonstrated to be very lightly utilized during spot count survey periods – less than 30% of spaces.

Pedestrian and Cyclist Connectivity

(i) The site is located within walking distance to nearby commercial, recreational, and community service facilities. Sidewalks are provided along both sides of most streets in the study area, and pedestrian push buttons and/or crosswalks are available at most major intersections.

(ii) Near the development site, the only major cycling path runs along the Mt Seymour Parkway, a paved, on-street bike route.

(iii) During peak commuting hours, the combined service bus transit headways are approximately 4-6 minutes, resulting in approximately 10-14 buses per hour.

Traffic Operations

(i) The analysis was conducted assuming a conservative growth rate of 0.5% per annum for the opening day of 2022, and the planning horizon of 2030.

(ii) From a traffic operations standpoint, all intersections within the study area are all expected to operate acceptably for all analyzed AM, PM and Saturday peak hours and planning horizons.

(iii) The only intersections with individual movements experiencing turning bay movements exceeding its storage length is the intersection of Mt Seymour Parkway / Mt Seymour Road. These volumes are the result of the conservative background growth assumption; not traffic generated by the developments.
(iv) The only recommendation related to traffic operations is to optimize the phase splits and signals along the Mount Seymour Parkway corridor.

(v) The District’s proposal to eliminate left turns in and out of Gaspe Place would result in negligible traffic impacts on the Parkgate Avenue / Mt Seymour Parkway intersection.

9.1.1 Site Improvements and TDM

(i) Eliminating the current private access driveways along Mt Seymour Parkway and channelizing these to Parkgate Avenue will improve site safety and reduce crash risk exposure. Site distance to and from Parkgate Avenue is good, but hedges and a short wall slightly obstruct visibility of oncoming vehicles at the Gaspe Place approach.

(ii) Speeding was observed to the west of the current site. Upon confirmation of speeding at this location, the following treatments could be implemented to reduce median speeds:

a. Change the posted speed limit signage from 60 km/hr to 50 km/hr. This will likely see a far greater level of non-compliance and percentage of vehicles technically speeding, but it will likely also reduce both average and median speeds.

b. Narrow the lane widths accordingly for both westbound and eastbound directions (and increase width of cycling facilities).

c. Create more ‘road friction’ with on-street parking, on-street bus facilitates, or signalized intersections.

d. Using signal timing to prevent a green wave through multiple intersections (potential only in off-peak direction to prevent capacity concerns).

e. Narrow the 4-lane cross section along Mt. Seymour Parkway into a 2-lane cross section.

f. Provide more awareness and speed radar feedback signage along Mt. Seymour Parkway.

(iii) The District’s proposal to eventually eliminate left turn movements in and out of Gaspe Place would have the greatest likely impact on current U-turning movements. Unlike the current situation, where residents and visitors to the detached residences on the north side of Mt Seymour Parkway will perform illegal U-turn movements to travel eastbound from their driveways, all vehicle movements will be channeled to the traffic signal at Parkgate Avenue.

(iv) The developers can jointly assist to further reduce their developments’ impact on the local road network. A number of these TDM measures are outlined in Section 8 of this draft report.
Dear Kevan,

Re: 3428-3464 and 3468-3490 Mt Seymour Parkway
Terms of Reference – Combined Transportation Impact Assessment

We have prepared for your consideration the following terms of reference for Bunt & Associates Engineering Ltd. (Bunt) to undertake a Transportation Impact Assessment for the combined developments at 3428-3464 and 3468-3490 Mt Seymour Parkway development project. These terms are the result of agreed tasks from ongoing correspondence with the District between 3/14/2017 and 3/17/2017 and subsequent discussions afterwards.

Based on our current understanding of the project, we provide the following key tasks:

1.1 Existing Conditions

a) Provide descriptions of existing transportation systems of all modes (vehicle, pedestrians, cyclists, and public transit) that service the two development sites. This will extend to forecasting travel mode to other future developments on Gaspe Place as provided by the District.

b) Provide a high level summary of key transportation-related objectives contained in relevant District plans, including: the DNV OCP, DNV Transportation Plan, Local Seymour Plan, DNV engineering guidelines and road hierarchy.

c) Conduct a site visit to observe existing conditions (including sidewalk and transit stop quality & street parking restrictions) and collect traffic volumes.

d) Conduct an on-street parking demand spot count on Parkway Avenue, during a weekday (once between 7:00-9:00 AM and once between 3:00-6:00 PM) and Saturday (12:00PM-3:00PM).

e) Conduct transportation movement counts for the proposed study area intersections:
   - Mt Seymour Parkway and Parkgate Avenue
   - Mt Seymour Parkway and Gaspe Place
Mt Seymour Parkway and Mt Seymour Rd
Mt Seymour Parkway and Apex Avenue

f) Obtain traffic signal timing information available through the District for the signalized intersections at Apex, Parkgate, and Mt Seymour Rd.

g) The study periods will including the following:
   - Weekday AM Peak hour (7:00-9:00 AM);
   - Weekday PM Peak hour (3:00-6:00PM); and,
   - Saturday Peak Hour (12:00 –3:00PM)

1.2 Development plan

a) Present the development plans’ context and design principles. The development plan for 3468-3490 Mt Seymour will consist of 27 strata townhouse units, consisting of a mix of 2 and 3-bedroom units with all vehicular access via a rear laneway off Parkgate Avenue, with parking located underground. The development plan for 3428-3464 will consist of 29 townhouse units whose composition are as yet unknown but will be included in the draft report.

b) Review the proposed off-street vehicle and bicycle parking and loading supply for both developments, in relation to by-law requirements and anticipated demand.

c) Provide commentary regarding whether the proposed supplies are sufficient to meet the site generated parking demand for vehicles and bicycles.

d) Develop a Travel Demand Management (TDM) strategy to commensurate with any shortcoming in parking identified in this task (the draft report will include potential options, while the final report will include measures agreed to by developer) as well as best practice even if no parking shortcoming is determined.

e) Review servicing and parking access for the developments and confirm the feasibility of vehicle (passenger vehicle, garbage and emergency) manoeuvres to/from the proposed rear laneway using AutoTURN software.

f) Provide analysis on the feasibility, issues, and constraints of a single, joint rear laneway from Parkgate Ave to Gaspe Place under the assumption that left turn movements in and out of Gaspe Place may one day be prohibited.

g) Recommend measures to improve laneway site lines, and pedestrian and bicycle accessibility and safety.

1.3 Operational Assessment

a) Apply the Synchro/SimTraffic traffic analysis model to assess existing (2017) peak period traffic operations (intersection volume/capacity, delay based Level of Service (LOS), and vehicle queues at the surveyed intersections within the traffic study area.
b) Re-apply the Synchro/SimTraffic traffic analysis model to assess to periods of future Background Traffic operations on the area road network. For the purposes of this analysis, opening day is assumed to be 2022 and 2030 as the future study horizon.

c) Provide trip comparison of traffic generated by current versus proposed land uses.

d) Distribute net site generated vehicle traffic based on existing traffic patterns at Mt Seymour Parkway & Parkgate Avenue. Assume 82/15/3 assignment split of trips to/from the west, east, and north respectively.

e) Re-apply Re-the Synchro/SimTraffic traffic analysis model to assess future Total Traffic operations on the area road network (for 2022 and 2030 study horizons).

f) Based on the results of the existing and future Background and Total Traffic conditions traffic operations analysis, identify the net traffic impact resulting from (i) general growth in area traffic, and (ii) the incremental impact of the added traffic associated with the redevelopments; and,

g) Identify potential mitigation measures to address the net traffic impacts identified for both the future Background and future Total Traffic scenarios.

1.4 Safety Analysis & Off-Site Improvements

a) Undertake qualitative analysis to determine if any evident mitigation measures or improvements could be undertaken at Mt Seymour Parkway & Parkgate Avenue/Gaspe Place in regards to sightlines and speed reduction. Include a speed survey of east and westbound vehicles on Mt Seymour Parkway (at Lytton Street) in this review.

b) Outline measures which could prevent or discourage U-tuning on Mt Seymour Parkway at Parkgate Avenue and Gaspe Place.

c) Discuss potential multimodal signs and pavement markings for the study area.

d) Conduct a qualitative safety review of the existing site access as compared to the proposed, to include access location and sight lines.

e) Provide a high level rationale of the advantages and/or disadvantages to altering the access at Gaspe Place to right-in/ right-out, thought a closure to the gap of the median on Mt Seymour Parkway. All future assumptions regarding future development other than 3428-3464 Mt Seymour and unit counts will be provided by the District.

f) Determine if a separated left turn lane will be required for northbound left vehicles from Parkgate Avenue to the site’s laneway. This analysis will include future trips from both the site and adjacent Allaire development.

g) Outline multi-modal considerations to better manage conflicts and to improve conditions for all modes within the study area
CONSTRUCTION IMPACT MITIGATION STRATEGY

3468, 3472, 3484, 3490 Mt. Seymour Parkway

DISTRICT OF NORTH VANCOUVER, BRITISH COLUMBIA

TATLA DEVELOPMENTS LTD.
CONSTRUCTION IMPACT MITIGATION STRATEGY
3468, 3472, 3484, 3490 MT. SEYMOUR PARKWAY, DISTRICT OF NORTH VANCOUVER

EXECUTIVE OVERVIEW
This Construction Impact Mitigation Strategy (CIMS) has been prepared by TATLA Developments for the proposed Seymour project located at the northwest corner of Parkgate Avenue and Mount Seymour Parkway. The goal of this CIMS is to minimize, and eliminate, any negative impacts to all residents living in close proximity to our project location.

Project Description
The proposed development will consist of 27 market housing units complete with 1 level of underground parking. The 10 south facing units will have entry points from Mount Seymour Parkway and another 7 units facing east will be accessible from Parkgate Avenue. The remaining 10 units to the rear of the site will have entrances via a securely gated landscaped courtyard. The proposed project will also feature an interior courtyard with play area for future tenants’ children to congregate.

Project Statistics
- Site area: 28,831 sq. ft.
- Proposed max. building height: 36 ft
- No. of units: 27
- Parking stalls: 53, plus visitor stalls & 1 loading bay at grade
- Bicycle/Storage lockers: 20 plus 36 individual enclosed storage spaces below grade
- Project Duration 17 months
CONSTRUCTION IMPACT MITIGATION STRATEGY
3468, 3472, 3484, 3490 MT. SEYMOUR PARKWAY, DNV

Project Team

Developer: Intergulf - Tatla Development (Seymour) LP
Construction Management: TATLA Developments Ltd.
Architect: Stuart Howard Architects
Code Consultant: Camphora Engineering Inc.
Surveyor: Cameron Land Surveying Ltd.
Structural Consultant: Thomas Leung Engineering Ltd.
Mechanical Consultant: SRC Engineering Ltd.
Electrical Consultant: SRC Engineering Ltd.
Civil Consultant: R.F. Binnie and Associates Ltd.
Landscape Architect: PMG Landscape Architects Ltd.
Arborist: Arbortech Consulting
Building Envelope Consultant: Level 5 Consulting Ltd.
Traffic and Parking Consultant: Bunt & Associates Engineering Ltd.
Sustainability Consultant: E3 Eco Group Inc.
PART A - PROJECT DETAILS

Construction Manager Contact Information:

TATLA DEVELOPMENTS LTD.
170, 1200 W. 73rd Avenue
Vancouver, B.C. V6P 6G5
Tel: 604-288-1050

Director, TATLA DEVELOPMENTS LTD.
Kuldeep T. kuldeep@tatladevelopments.com – 604-288-1050 Ext. 201

Schematic Site Plan
Refer to Appendix A.

Description of Work and Sequencing
The redevelopment of the property at the corners of Mount Seymour Parkway & Parkgate Avenue will be broken into three main stages: demolition, excavation and construction.

- Stage 1: demolition and removal of the four existing single family homes is scheduled to be completed in four weeks. The work will be performed using a team of manpower to deconstruct and remove windows, doors, flooring, cabinets etc. Following this, the drywall will be removed, binned and taken off-site. The structure will be demolished using larger equipment. All materials will be separated for recycling on-site and shipped to the dump site. Access to the site will be maintained using the existing driveways. Security fencing will be installed at the beginning of demolition. Construction infrastructure (disposal bins and trailers) will be required and installed by the construction crew toward the end of this stage.

- Stage 2: site strip, excavation and slope stabilization shoring is scheduled to be completed in four weeks. This stage will begin with tree removal and stripping of top soil using equipment and trucks. The excavation phase will require more trucking to remove the fill material. Access to the site will be through a new proposed lane that is to be constructed on the north side of the site. Slope stabilization shoring of the excavation will require the drilling of anchors.
• Stage 3: construction of the new development is scheduled to be completed in fourteen months. The development will have one level of concrete parkade and foundation overlaid with 27 two & three-storey wood frame townhouses. This stage will require the most manpower involved and the most trade traffic required. The parkade will be utilized for material storage, trade parking and site staging, and the new lane to be constructed on the north side of the site will also offer opportunities for trade parking & site staging as well. The main site access point during this stage will be a temporary gate located on the east end of the new proposed lane.

• We have not determined if a crane is required for construction of these properties. If required, the crane will be positioned in the centre of the development. Disposal bins will be located inside the security fencing toward the east end of the property. Site trailers will be located inside the security fencing toward the north east end of the property, adjacent to the existing sidewalk. Toward the end of the construction stage, TATLA will coordinate with the District of North Vancouver while they undertake the planned roadworks along Mount Seymour Parkway & Parkgate elevations & and sidewalk relocation. Civil tie-in work at the east of the property will be performed at this time.
Civil Works Requirements

The proposed development will require connections to municipal water supply lines, sanitary discharge tie-ins, and storm water discharge tie-ins (refer to Appendix A for locations). The scheduling of this work will be coordinated with the District of North Vancouver. R.F. Binnie and Associates, our civil consultant, will be involved in the planning and coordination of this work with the District as well.

There will also be modifications to the District Boulevard along Mt. Seymour Parkway which will include the construction of a new sidewalk, bus shelter and pad area and a bike parking & public amenity area near the corner of Parkgate Avenue and Mt. Seymour Parkway. TATLA anticipates using the area to the north of the proposed new lane for construction infrastructure (disposal bins and trailers) during construction.
PART B - SCHEDULE

Overall Construction Schedule

Demolition: 4 weeks

Excavation: 4 weeks

Construction: approximately 14 months

Civil Works / Perimeter Improvements: 4 weeks

Completed Project Date: Dependent on BP approval; Estimated late summer to fall 2019

Project Construction Hours:

(In compliance with the District of North Vancouver Bylaw 7188)

- Monday to Friday: 7:00AM to 4:00PM
- Saturday: As Needed Only (not to exceed 9:00AM to 7:00PM)
- Sunday and Statutory Holidays: No Work
PART C - MOBILITY IMPACT

Mitigating Impacts to Pedestrian and Vehicular Traffic

During all phases of construction TATLA will manage the sidewalks bordering the development, allowing pedestrian thoroughfare. TATLA will also maintain the roadways adjacent to the development, allowing vehicular thoroughfare. All staging of truck traffic will be off the roadway and inside the security fencing perimeter and on the new proposed lane surface at the north of the project site. Traffic control persons will be utilized to safely and efficiently assist the entry and exit of truck traffic through the site gate on the east end of the site off Parkgate avenue.

To mitigate any impact to pedestrian foot traffic, TATLA will make use of the necessary traffic control persons and warning signage. Safety hoarding will be erected as required to protect pedestrians from any overhead hazards.

To mitigate any impact to disabled persons, TATLA will construct wooden or plastic ramps over ledges, curbs, cords, and/or tubing to allow persons in wheel chairs to maintain their direction.

To mitigate any impact to cyclists, descriptive signage will be placed according to DNV standards to warn cyclists of construction vehicle traffic & to ensure bike lanes are kept clear of signage and shall not obstruct bicycle traffic.

To mitigate any impacts to the existing bus transit service, emergency vehicles, and general purpose traffic, TATLA will ensure that construction vehicles do not queue on public roadways. This will be accomplished by creating a dedicated receiving area on-site. TATLA will also ensure all freight companies related to this project are made aware of relevant provisions within the District of North Vancouver’s Noise Regulation Bylaw 7188 and Street and Traffic Bylaw 7125. TATLA will notify the Fire Department and applicable transit authorities of any work that may unavoidably impact public roadway traffic.

TATLA will include in our subcontracts wording which will bind our subcontractors to obey the Truck Routing Plan (refer to p. 12) developed with the District of North Vancouver.
Quantity of Truck Traffic

The number and type of vehicles will vary for the different stages of the demolition and construction. The project will consist of typical construction vehicle traffic that is necessary to complete a concrete and wood-frame building. TATLA will also manage the trade commuter vehicles coming to site by allowing the project’s below grade parking structure and within the first 8 feet in designated zones of the new 20 feet wide proposed lane on the north side of the site.

During the demolition phase, the demolition subcontractor will have the appropriate disposal bins and/or dump trucks (maximum 1 to 2 per day) to safely and efficiently remove all materials. During this phase, trade parking requirements will be minimal as the crew size is anticipated to be a maximum of eight workers and two equipment operators. The site will have ground level area at the north of the site in the proposed new lane area for trade parking, bins and equipment.

At the peak of the excavation phase there will be 10 to 20 loads of excavated material leaving the site each day. To mitigate the number of loads, tandem dump trucks may be incorporated into the excavation process. TATLA will manage the scheduling of trucks so that there is no off-site queuing of trucks on Parkgate Avenue.

During the concrete construction phase, construction vehicle traffic will consist mostly of delivery trucks unloading lumber, formwork and rebar shipments. Deliveries will be coordinated so that truck parking is within the new proposed lane area for unloading deliveries. Concrete delivery trucks and pump trucks will also be staged within the boundaries of the proposed new lane area.

Throughout the wood frame construction phase, TATLA anticipates approximately one material delivery truck per day. Material deliveries will be coordinated so that truck parking during unloading time is within the boundaries of the proposed new lane. The size of the loads will vary from flat-deck trucks to mid-size trucks carrying various small tools & materials for the trades. Entry and exit of all traffic through the site gate will be managed by certified traffic control persons. TATLA will encourage all subcontractors to arrange for the deliveries around the non-peak traffic hours of 9:00AM to 3:00PM.
CONSTRUCTION IMPACT MITIGATION STRATEGY
3468, 3472, 3484, 3490 MT. SEYMOUR PARKWAY, DNV

Off-Site Queuing

Off-site queueing will be prohibited by staging construction vehicles on-site with the proposed new lane area to the north of the site. The Schematic Site Plan (refer to Appendix A) which indicates the planned delivery area. There will be minimal queueing of vehicles at any stage of the construction. On concrete pour days, only two concrete delivery trucks will be on-site at any time. The pump truck will be set up adjacent or in front of the actively unloading concrete delivery truck. A dedicated staging area will be provided for the second concrete delivery truck so that it will not obstruct the demobilization of the first concrete delivery truck as the concrete is pumped and off loaded from the new proposed lane area.

Oversized Equipment

The Seymour project should not require the transportation of any oversized equipment or machinery on public roadways. If required, TATLA will apply for the necessary Oversized Vehicle Permit as required by District regulations.

Truck Routing and Communication Plan

To avoid potential traffic conflicts and ensure all construction vehicles abide by the District's roadway parameters, each freight company will have included in their contract a copy of the District of North Vancouver Truck Routing Plan (refer to p. 12). This plan will be reviewed at the time of subcontract award and again at the subcontract startup meeting. Parking and staging will be an ongoing meeting agenda item discussed and managed at the weekly site trade meetings. A delivery schedule will be maintained by the site superintendent & the onsite project coordinator to coordinate all deliveries.
CONSTRUCTION IMPACT MITIGATION STRATEGY
3468, 3472, 3484, 3490 MT. SEYMOUR PARKWAY, DNV

Truck Routing Plan (Proposed)

See next page.

District of North Vancouver Truck Restrictions

All truck traffic and heavy truck traffic will abide by the District of North Vancouver Street and Traffic Bylaw 7125.
Notes:

Construction trucks to head east bound on Mt. Seymour Parkway.

No staging of trucks on Mt. Seymour Parkway.

During excavation trucks to enter off Parkgate avenue into the new proposed lane on the north side of the site & to be loaded in the new proposed lane area & then to head east to Gaspe place and exit south to Gaspe place and then turn West bound onto Mt. Seymour Parkway.

Traffic management personal will be staged at all times during construction at the laneway intersection & Parkgate for the TATLA site & at the laneway intersection & Gaspe Place for the Allaire site. Traffic management services will be provided by the same company for both the TATLA & Allaire project sites.

All construction traffic, inclusive of the demolition, excavation, shoring and during the concrete forming process will be coordinated weekly amongst adjoining project sites.

Thereafter the two adjoining project sites will have individual materials & delivery staging areas within the new proposed lane for the duration of construction till completion.
CONSTRUCTION IMPACT MITIGATION STRATEGY  
3468, 3472, 3484, 3490 MT. SEYMOUR PARKWAY, DNV

PART D - COMMUNITY IMPACT

Worker Generated Construction Vehicles

During construction there will be no off-site parking, the site will accommodate all trade parking and we will work Parkgate Village mall to accommodate any extra needs.

Demolition Phase: 4 to 5 vehicles

Excavation Phase: 4 to 5 vehicles

Construction Phase: 10 to 15 vehicles

Civil Works / Perimeter Improvements Phase: 3 to 4 vehicles

Construction Worker Parking Plan

The Seymour project will accommodate no off-site or street parking, except for the parking available immediately adjacent to the site on west side of Parkgate avenue, in accordance with the District of North Vancouver’s bylaws.

Environmental Impacts Best Management Practices

- Noise Control: The Seymour project will operate under strict weekday work hours from 7:00 AM to 4:00PM. This will mitigate any impact on neighboring residents, who will generally be at work during these hours. If any overtime work is required, TATLA will schedule only that work which generates minimal, non-intrusive noise. All overtime work will fall within the District of North Vancouver’s noise by-law limit of 8:00 PM.

- Dust Control: Mitigation measures will be conducted in accordance with local District bylaws. Common mitigation measures include the following: silt fencing, watering of dry earthworks spoils, and use of poly to cover spoils left alone for extended periods of time. Dust bags and filters will be used to minimize the amount of dust created by the use of power tools.
CONSTRUCTION IMPACT MITIGATION STRATEGY
3468, 3472, 3484, 3490 MT. SEYMOUR PARKWAY, DNV

- Litter Control: Construction containers will be located in key locations throughout the project with trash being hauled away on a weekly basis. All subcontractors will also be held accountable for all generated waste and will be contractually bound to TATLA’s daily clean-up program.

- Storm Water Run-Off: A complete Erosion and Sediment Control plan has been produced by R.F. Binnie and Associates and will be monitored for compliance throughout the project. The plan will include best management practices to prevent discharge of sediments or other pollutants into the District’s storm water system. In addition, the project will install erosion and sediment controls per the District of North Vancouver bulletin and will incorporate these contractually into the demolition and excavation subcontractor’s scope of work.
An effective communication strategy is an integral part of the project management process. From the very beginning of project planning, TATLA will make contact with immediate surrounding neighbors (both in person, via telephone, mailed letters & an e-mail list) and will remain in contact and accessible for the duration of the construction process.

Please refer to Appendix D for a highlighted map indicating the surrounding neighborhood that will receive construction impact notices. Please also refer to Appendix E for a sample notification letter that will be distributed to nearby residents and businesses that may be affected during the construction process.

With the TATLA & ALLAIRE projects being adjacent to one another, the following measures have been agreed upon between both companies in the execution of an effective communication and conflict resolution strategy.

1) A TATLA staff representative will be the lead point of contact in the overall adjacent site coordination between the two projects. Representatives from both the TATLA & ALLAIRE project teams will be present all adjacent site activity coordination & planning meetings.

2) TATLA staff will lead the bi-weekly construction schedule coordination meetings in which meeting minutes and key potential conflict items will be discussed & agreed upon, specifically in relation to their site scheduling & execution between TATLA & ALLAIRE project staff.

3) TATLA staff will act as the point of contact & will provide copies of the bi-weekly coordination meeting along with a two week look ahead schedule to the appropriate DNV staff members to ensure transparency in effective site coordination & project management.

4) All items related to the scheduled dates & times for the trucking of excavation soils, concrete pumping & placing, materials deliveries and garbage & waste removal will be coordinated to ensure that no construction queuing of construction vehicles occurs on Mt. Seymour Parkway, Parkgate Avenue or Gaspe Place & that no unnecessary conflicts arise from daily work progress.

5) The same suppliers for construction waste removal, temporary toilets, and ongoing traffic management will be used by both projects to limit the number of additional service vehicles & trips to the project sites and to ensure consistency in there coordination.

A standard part of the construction process also includes comprehensive site signage. This includes everything from safety signage, directional signage & team contact signage. This will all form an important part of our site organization to ensure effective & direct visibility of site management & coordination.
CONSTRUCTION IMPACT MITIGATION STRATEGY
3468, 3472, 3484, 3490 MT. SEYMOUR PARKWAY, DNV

PART F - MONITORING

Pan-tilt zoom cameras will be installed for compliance monitoring at two locations, Gaspe Place & Mt. Seymour Parkway at Parkgate Avenue. One camera each will be installed by TATLA & ALLAIRE and will be from the same vendor to ensure consistency in quality and serviceability.

Both, TATLA & ALLAIRE are recommending the installation of camera’s that can be remotely controlled and used for site activity viewing purposes on 24/7 basis, as provided by industry leading suppliers such as UCIT Online & or Radius Security.

Both vendors provide site camera options that are durable, waterproof, and provide pan & zoom features along with ease of use and accessibility.

As all site activities can be viewed from a live feed through a dedicated online website portal by any project or DNV staff or any other authorized personal from any & each person’s remote office space that has a desktop or a mobile computer with an active internet service.

Both TATLA & ALLAIRE’s site staff will carry out daily inspections of the project site signage. Any defects discovered in the project site signage will remediated within the same business day.

PART G - COORDINATION

TATLA & ALLAIRE will ensure that all heavy duty construction vehicles will abide by the approved Truck Routing Plan as provided to the District of North Vancouver.

PART H - HIGHWAY USE PERMIT

TATLA & ALLAIRE will obtain a Highway Use Permit (HUP) for each phase of construction where a right of way alteration and/or closure is required. A detailed Traffic Management Plan will be submitted with each HUP application.
TATLA will submit a detailed Traffic Management Plan (TMP) for all HUP applications and other instances where traffic will have to be disrupted to accommodate construction and civil works. The TMP will be completed in accordance with the requirements of the District of North Vancouver and Worker’s Compensation Board Act - Section 18.

Two weeks prior to commencement of the work, TATLA will provide a schedule outlining all construction and civil works that are expected to affect the public realm. The schedule will be updated on a regular basis to reflect any changes.

Should you have any questions concerning this Construction Impact Mitigation Strategy, please contact the undersigned at 604-288-1050, Ext 201.

Sincerely,

TATLA DEVELOPMENTS LTD.

Per: Kuldeep T.
Principal
APPENDIX A - SCHEMATIC SITE PLAN
APPENDIX B - MAP OF PROJECT LOCATION
Detailed Rezoning Development Application
North Vancouver Townhouse Proposal

Lots #3468, #3472, #3484, #3490
Mt. Seymour Parkway, North Vancouver, BC.

To
Erik Wilhelm
Planner 2 – Development Services
District of North Vancouver, BC
604-990-2360
NOT TO BE USED FOR CONSTRUCTION UNLESS COUNTERSIGNED.
CONTRACTOR TO VERIFY DIMENSIONS BEFORE PROCEEDING AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES.

NORTH VANCOUVER PARKWAY, NORTH VANCOUVER, BC

Subject Site

Regional Map

Neighborhood Map

Notes:
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Context Plan

Issues and Revisions:
STUART HOWARD
405 - 375 West 5th Avenue Vancouver B.C. V5Y 1J6
MEMBERS AIBC - RAIC - AIA
phone - 604.688.5585
fax - 604.688.7486
CURRENT USE AND DEVELOPMENT OF EXISTING SITE AND SURROUNDINGS

1. The subject site consists of Lots 10 through 14 on the north side of Mount Seymour Parkway at Parkgate Avenue.
2. The existing 4 lots are approximately 18.3 meters wide each and vary in depth from 37.7 m to 35.3 m. The overall site is slightly irregular in shape with the front property line at the angle of Mount Seymour Parkway causing the site to be slightly out of square. The site rises marginally from south to north approximately one meter from existing sidewalk elevation to grade at lane allowance at north.
3. To the west of the subject sites are five single-family dwellings on a similar sized single lots to Gaspe Place. Most of the lots in this block including the subject site have vehicular access off of Mount Seymour Parkway. To the north of the subject site is an un-opened lane allowance, a heavily treed green space and a portion of the Northlands Golf Course. Parkgate Avenue is to the East of the site, with a new townhouse development on the East side of Parkgate.

PROPOSED DEVELOPMENT

1. The proposal is to develop the four lots with 3-storey townhouses over underground parking with a total of 27 Units.
2. The homes will be in 5 blocks around a central courtyard with a mixture of unit sizes.
3. There will be a mixture of housing forms that appeal to families with children, couples concerned about affordable home ownership, and seniors wanting units following principles of universal design.
4. The form of development will respond to the site constraints of traffic, slope, sun and light and surrounding uses.
5. The proposed massing responds to the Guidelines for Multi-family Housing of the District of North Vancouver Official Community plan for low-rise housing.

SITE PLANNING

1. The new development fits into the transitional neighbourhood context.
2. The sidewalk, bus shelter, parking and bicycle access all allow for better access to key destinations.
3. The shadow analysis is attached showing shadows at equinox and summer solstice at various times.
4. The shadows predominately fall on the lane to the north and the street to the east, there is some shadowing of the green space to the north of the lane.
5. The buildings across the courtyard have been offset from each other to preserve privacy.
6. The courtyard is a semi private space for residents only, the street frontages are links to the community and are public spaces.
7. There are private outdoor spaces for all units in the form of patios at grade, balconies and roof decks at the upper level and on a majority of the unit’s private roof top garden decks.
8. There are social gathering spots throughout the courtyard, which is planted with spaces for quiet sitting and overviewing children’s play area located at the west end of the courtyard.
9. The planning area is visible from most units, and is sheltered from wind, while still having some south and west exposure for sun.

PUBLIC REALM

1. The planted areas along both streets will compliment the neighbour character.
2. Elements such as bench seating incorporated into planter walls, potential for bicycle racks and proposed planting are in keeping with the North Vancouver location.
3. The street massing of the various blocks has been stepped to create a strong sense of street wall with openings.
4. The blocks along both street frontages have been stepped on the corners to recognize and to turn the corners while decompressing the mass along the public realm.
5. The project is broken up into a number of blocks, the widest of which 20 meters at the lane to garage opening and 25 meters at the street to central entrance walkway.
6. In order to minimize ramp length, provide a better sense of openness in the parking area, and to respond to the grade changes across the site, the courtyard has been set at approximately the same elevation as the adjoining grades.
7. The units facing Parkgate have been set near grade at the existing sidewalk level because of the desire to make these units accessible. (Approximately 150mm above sidewalk)
8. The entrance to the parking is centered along the lane wall with the units over the entrance ramp stepped up to allow for parking access.
9. The site presently is served by a transit stop directly in front of the properties which has been upgraded to transitlink standards and relocated further to the west. The courtyard access serves this area directly andthere will be additional space provided around the stop and a shelter that will be utilized as a public bicycle parking and public art space to be curated by the neighbourhood residents.

BUILDING FORM

1. The building form has subtle variation in massing, height, material pallet, and unit size in order to avoid repetition.
2. The height of the street facing blocks step down a full floor as they meet the streets and the neighbour to the west, to reduce impact and overviews.
3. The front yard setbacks are a minimum of 15 feet, in line with the new development across Parkgate, however due to the irregular shape of the lot, this setback increases to 18’6” on the western corners of the blocks.
4. All street facing units have their entrances off of the street each with a clear and distinct entry.
5. On the Parkgate frontage, the living spaces face the street, and the private bedroom spaces face into more private outdoor areas.
6. All unit entries have ample weather protection.
7. Lighting throughout the project shall be integrated into the landscaping and built form.
8. The units facing Parkgate are specifically designed for seniors, with one level fully accessible.
9. The entire project is serviced with elevator access from the parking to the courtyard elevation and to the main floor of the stacked units facing east.
10. Every unit has a private outdoor space that has a minimum dimension of 1.8m x 2.5m.
11. All the units will be designed to mitigate noise from surrounding areas and developments.
12. Garbage, electrical, transform, utilities and recycling are all located off the new lane at the north of the site, with recycling being contained in the basement and brought to the lane for pickup.

PARKING RATIONALE

1. This building contains a number of different forms of housing, Families, seniors, and younger couples.
2. Consequently we have provided units that vary in size and accommodation. Of the 27 units, 16 are the typical 3 bedroom family style townhouse, 5 are ground oriented smaller townhomes designed for young families or couples (these units are 25% -35% smaller than the Family units), and 3 units specifically designed for seniors (also about 30% smaller than the Family units).
3. Most of the family units also have an accessible area in the parking garage, which allows for entry to unit directly from parking.
4. Despite the smaller size of these non-family units, the access to transit for all units and the walk able distance to services, the project has been designed with the parking ratio at 2 stalls per family unit, 2 stalls per smaller non-family unit and 2 stalls per senior unit for a total of 54 stalls.

Notes:

1. The proposed parking ratio at 2 stalls per family unit, 2 stalls per smaller non-family unit and 2 stalls per senior unit for a total of 54 stalls.

2. The homes will be in 5 blocks around a central courtyard with a mixture of unit sizes.
3. There will be a mixture of housing forms that appeal to families with children, couples concerned about affordable home ownership, and seniors wanting units following principles of universal design.
4. The form of development will respond to the site constraints of traffic, slope, sun and light and surrounding uses.
5. The proposed massing responds to the Guidelines for Multi-family Housing of the District of North Vancouver Official Community plan for low-rise housing.
### PLANT SCHEDULE

<table>
<thead>
<tr>
<th>COMMON NAME</th>
<th>BOTANICAL NAME</th>
<th>PLANTED SIZE</th>
<th>REMARKS</th>
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<tr>
<td>CARPINUS BETULUS 'FRANS FONTAINE'</td>
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<td>5CM CAL; 1.5M STD; B&amp;B</td>
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<td>IVORY SILK JAPANESE TREE LILAC</td>
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<td>STYRAX JAPONICUS 'SNOW CHARM'</td>
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<td>ACER RUBRUM 'RED ROCKET'</td>
<td>RED ROCKET MAPLE</td>
<td>6CM CAL; 2M STD; B&amp;B</td>
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<td>#3 POT; 40CM</td>
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</tr>
<tr>
<td>PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'</td>
<td>FOUNTAIN GRASS</td>
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<tr>
<td>SPIRAEA JAPONICA 'LITTLE PRINCESS'</td>
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<tr>
<td>RHODODENDRON 'UNIQUE'</td>
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<td>CORNUS SERICEA</td>
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<td>CORNUS KOUSA X NUTTALLII</td>
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<tr>
<td>MAHONIA AQUIFOLIUM</td>
<td>OREGON GRAPE</td>
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</tr>
<tr>
<td>VIBURNUM DAVIDII</td>
<td>DAVID'S VIBURNUM</td>
<td>#3 POT; 50CM</td>
<td></td>
</tr>
<tr>
<td>GAULTHERIA SHALLON</td>
<td>SALAL</td>
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<tr>
<td>BUXUS MICROPHYLLA 'WINTER GEM'</td>
<td>LITTLE-LEAF BOX</td>
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<td></td>
</tr>
<tr>
<td>PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'</td>
<td>FOUNTAIN GRASS</td>
<td>#1 POT</td>
<td></td>
</tr>
</tbody>
</table>
HYDROPRESSED SLABS OVER BIRD'S EYE GRAVEL 
OVER DRAIN MAT

HEDGE IN PLANTER WITH 24" DEPTH OF GROWING MEDIUM,
OVER 2" SAND LAYER
OVER DRAIN MAT
ON PREPARED SLAB

2' 30" 2' 36"

SMALL TREE & SHRUBS IN PLANTER WITH MIN. 36" DEPTH OF GROWING MEDIUM,
OVER 2" SAND LAYER
OVER DRAIN MAT
ON PREPARED SLAB

SECTION A-A

SCALE: 1/8"=1'-0"

CHK'D: 16100-3.ZIP

DRAWN: DESIGN:

PMG PROJECT NUMBER:

OF 5

DRAWING TITLE:

NORTH VANCOUVER, BC
TOWNHOUSE DEV.

DATE:

LANDSCAPE DETAILS

PROJECT:

LANDSCAPE

DETAILS

SCALE: AS NOTED

DRAWN: 17.MAR.24 NEW SITE PLAN DO

REVISED:

17.APRIL.27 NEW SITE PLAN MM

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CLIENT:

Burnaby, British Columbia, V5C 6G9
Suite C100 - 4185 Still Creek Drive

p: 604 294-0011  ;  f: 604 294-0022

PMG PROJECT NUMBER: 16-100
4' HT. ENVIRONMENTAL FENCE (SEE DNV DETAIL DWG L6). LOCATION OF FENCE TO ADJUST FOR TREES & ROOTS. FINAL LOCATION TO BE APPROVED BY PROJECT ARBORIST ON SITE.

EXISTING TREES TO BE RETAINED. REFER TO ARBORIST REPORT.

TREE PROTECTION FENCE. REFER TO ARBORIST REPORT.

LANE:
SOD LAWN STRIPS

PLANTED SIZE / REMARKS
COMMON NAME
BOTANICAL NAME

<table>
<thead>
<tr>
<th>KEY</th>
<th>QTY</th>
<th>SHRUB</th>
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<tr>
<td>443</td>
<td>GAULTHERIA SHALLON SALAL</td>
<td>#2 POT; 45CM</td>
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<tr>
<td>124</td>
<td>MAHONIA AQUIFOLIUM OREGON GRAPE</td>
<td>#3 POT; 50CM</td>
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<td>26</td>
<td>PHILADELPHUS LEWISII LEWIS' MOCK ORANGE</td>
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<tr>
<td>33</td>
<td>SPIRAEA DOUGLASII DOUGLAS SPIREA</td>
<td>#2 POT; 40CM</td>
</tr>
</tbody>
</table>

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARDS. INSIDE AND OUTSIDE DIA. OF POT AND THE MINIMUM ACCEPTABLE SIZE. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED CANADIAN LANDSCAPE STANDARD'S LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY.

A TREE PROTECTION BARRIER SHALL BE INSTALLED AROUND ANY TREE OF GROUP OF TREES BEING RETAINED BEFORE ANY WORK COMMENCES, AND REMAIN IN PLACE UNTIL WRITTEN APPROVAL IS RECEIVED FROM THE FORESTRY TECHNOLOGIST FOR IT'S REMOVAL.

A TREE PROTECTION BARRIER SHALL BE APPROVED BY THE FORESTRY TECHNOLOGIST BEFORE ANY WORK COMMENCES.

NO WORK IS PERMITTED WITHIN THE ZONE EXCEPT IN ACCORDANCE WITH PLANS AND PROCEDURES AUTHORIZED BY A TREE PERMIT.

ALL TREES BEING RETAINED SHALL BE APPROPRIATELY MAINTAINED AND PROTECTED FROM EVERY TYPE OF DAMAGE.

PROTECTIVE FENCING SHALL BE CONSTRUCTED OF CHAIN LINK SNOW FENCING FIRMLY SECURED, AS APPROVED BY THE FORESTRY OFFICER, ALONG STREAM CORRIDORS, WETLANDS, OR THE WATERFRONT, OR OF PLYWOOD FASTENED TO WOODEN STAKES OR OTHER FORM OR BARRIER SATISFACTORY TO THE ENVIRONMENTAL PROTECTION OFFICER. THE PROTECTIVE FENCING SHALL BE DETERMINED BY THE PROJECT drinks DESIGNER. THE PROJECT drinks DESIGNER MAY CHOOSE TO INSTALL ADDITIONAL FENCING TO PROVIDE MORE PROTECTION FOR THE TREES.

TREE PROTECTION SIGNAGE SHALL BE PLACED ON THE PROTECTIVE BARRIER INDICATING THAT THE AREA WITHIN THE BARRIER IS A PROTECTION ZONE AND THAT NO ENCROACHMENT IS PERMITTED INTO THE ZONE.
1. **42" HT. METAL FENCE WITH CONCRETE COLUMNS (ON GRADE)**

2. **METAL GATE WITH CONCRETE COLUMNS (COURT YARD)**

3. **PLANTING ON SLAB**

4. **24" HT PLANTER ON SLAB**

5. **DRAIN STRIP @ BUILDING**
The District of North Vancouver
EXPLANATORY MEMO TO ADVISORY DESIGN PANEL

October 4, 2017
File: 08.3060.20/020.17

AUTHOR: Erik Wilhelm
SUBJECT: Detailed – Rezoning with Development Permit (27 Unit Townhouse Proposal)
3468 -3490 Mt. Seymour Pkwy.

PROJECT INFORMATION

Application Type: Detailed
Applicant: Neil Robertson
Architecture Firm: Stuart Howard Architects
Landscape Architecture Firm: PMG Landscape Architects
Official Community Plan Designation: RES Level 2: Detached Residential (0.55 FSR)
Proposed OCP Designation: RES Level 4: Transition Multifamily (1.2 FSR)
Existing Zoning: Single-Family Residential One Acre Zone
Proposed Zoning: Comprehensive Development
Development Permit Areas: Form and Character, and Energy and Water Conservation and GHG Emission Reduction
Green Building: Gold Standard Required
Public Art: Not required onsite

View from Mt Seymour Pkwy.
Re: Detailed – Rezoning with Development Permit - 3468 -3490 Mt. Seymour Pkwy.
October 4, 2017

Context
The development site is located on the corner of Mount Seymour Parkway and Parkgate Avenue and includes four single-family lots. There is a proposed 29 unit townhouse development west of the site (which also assumes 4 single-family lots). A 16 unit townhouse project was completed approximately two years ago across Parkgate Avenue to the east and there is an unconstructed laneway north of the development site and Northwoods golf course north of the laneway.

Design Guidelines
Guidelines for Ground-Oriented Housing

THE PROPOSAL:

The application proposes a rezoning of the site to accommodate a 27 unit townhouse development with underground parking accessed from the yet to be constructed lane north of the site near the mid-portion of the site. There are 4 buildings (2 directly fronting Mt. Seymour Parkway, one fronting towards Parkgate Avenue and the largest building at the rear) all separated by a linear courtyard. All buildings include rooftop decks and a modern architectural expression.

The proposal includes 55 parking spaces (the number of visitor and accessible stalls has not been determined); the parkade includes 18 individual underground storage areas yet no shared bike storage and maintenance room. There is one elevator located within the northeast portion of the parkade.

The proposed density, at 1.2 FSR, is compliant with the Official Community Plan.

Urban Design Comments:
The Urban Design Planner’s comments will be provided at the ADP meeting.

Background:
The development was previously considered by the ADP on August 11, 2016 as part of the preliminary planning application process. A copy of the ADP meeting minutes is attached (Attachment 2).

Conclusion:
Staff look forward to the Panel’s comments and direction on this Detailed Application.

Erik Wilhelm
Development Planner

Attachments:

Attachment 1 – Architectural Drawings (Stuart Howard Architects)
Attachment 2 – ADP minutes (Form August 11, 2016)
MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON
OCTOBER 11, 2017 AT THE DISTRICT OF NORTH VANCOUVER

ATTENDING:  Mr. Craig Taylor (Chair)
             Mr. Laurenz Kosichek
             Mr. Steve Wong
             Mr. Stefen Elmitt
             Ms. Diana Zoe Coop
             Mr. Tieg Martin
             Mr. Jordan Levine
             Ms. Amy Tsang

REGRETS:    Mr. Samir Eldnani
            Sgt. Kevin Bracewell

STAFF:      Ms. Tamsin Guppy
            Mr. Nathan Andrews
            Mr. Alfonso Tejada
            Mr. Erik Wilhelm (Item 3.a. & 3.b.)

The meeting came to order at 6:00 pm.

1. ADOPTION OF MINUTES

A motion was made and carried to adopt as circulated the minutes of the Advisory Design Panel meeting of September 14, 2017.

2. ANNOUNCEMENTS

New Panel Members will be considered in the New Year as various terms are coming to an end. Nominations have been collected and will be discussed further at the next Design Panel meeting. Ms. Tamsin Guppy also clarified the use and purpose of the Design Panel as a tool for enhancing design proposals.

3. NEW BUSINESS
a.) 3468 – 3490 Mt Seymour Pkwy (Tatla): Detailed Planning Application – Rezoning and Development Permit for a 27 unit townhouse development

Mr. Erik Wilhelm, Development Planner, introduced the project and explained the context. The Preliminary Planning Application went to Design Panel on August 11, 2016.

The Chair welcomed the applicant team and Mr. Neil Robertson of Stuart Howard Architects introduced the project.

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

Questions were asked and answered on the following topics:

- Will there be a differentiation between public visitor parking and private residential parking spaces? Yes, and an interphone system will allow for easy access.
- Will taking out the trash involve having to walk up the ramp every time to get to the lane where the garbage bins are located? Yes, the plan is to have a disposal area by the rear lane so walking up the ramp will be necessary.
- Will the garbage and recycling areas be separated? Garbage is proposed at the lane and recycling is proposed to be located in the parkade where it can be rolled out when necessary.
- Is wood proposed as the cladding material? Yes, wood cladding will be fastened through the rain screen material to ensure the best protection.
- Is there any intention to provide bollards in the parkade to protect the mechanical and electrical rooms? The spacing in the parkade works out dimensionally to have clearance without bollards so no other measures have been considered at the moment for the protection of the service rooms.
- Will there be one riser/step at grade in front of the doorways? A curbed feature will most likely be used given the need to ensure water management systems are in place.
- Buildings 1 and 3 on the north side rarely see sunlight so are there any intentions to have covers? Roof decks are one remedy to add a bit of sunlight and social space.
- What and where are the materials being used? Brick and wood in certain locations near the corners of the buildings, and metal paneling. Lighter colours will be added and intend on not using Hardie because it is less durable than some products still being considered.
- Does the public art corner have clear delineation of private versus public? It is a small outdoor space with the flat open area being the public domain.
- How does the roof hatch system work? The hatch is a manufactured product that has a pneumatic handle and works well ensuring coordination with the handrail.
- The developer wishes to pursue “bicycle related functional art” at the corner entrance plaza; however, this corner has not been identified as a prominent corner suitable for public art by the District’s public art officer. The final location of any public art (as part of this project) is yet to be determined.
- What materials are used for the soffits? Wood frame soffits will be implemented.
Mr. Alfonso Tejada, District Urban Design Planner, provided the following comments and questions for consideration:

The main Issues Include:

- The southeast corner wrapping does not work as it seems to be disjointed. One resolution is to have more articulation on the corner to create better rhythm of the building form.
- The plaza space near the southeast corner and bus shelter area have issues with territoriality and privacy; therefore, consider changing the location of the front door on the corner unit and on the unit behind the proposed bus stop. Landscaping should also be reviewed in these areas to ensure a clear delineation between public and private space.
- The elevator portion of the internal courtyard should be reviewed to enhance the space and become more of a welcoming area; possibly, the elevator shaft rooftop could be used for a private deck expansion.

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

- Consider using wheel stops to maintain pedestrian access routes in the parking area.
- Consider alternatives to the single riser as this could easily convert to a ramp and improve accessibility.
- Will want to have and maintain bollards for territoriality and ease of emergency services.
- Covering the north unit outdoor spaces with weather protection should be examined as it would be beneficial for all season use.
- By keeping the building joints simple this will lead to better envelope detailing towards the final stages of construction.
- Appreciate the minimal change in grade to improve easy unit access as it fosters aging in place measures for those units fronting Parkgate Avenue.
- Reconsider the spacing of trees on the Mt. Seymour Parkway frontage as there appears to be a conflict.
- Consider simplification of pathways throughout the site for easy wayfinding.
- Garbage and recycling areas need further consideration to improve convenience and ensure size requirements are met.
- The bus shelter and surrounding landscaping and paving treatment should be revised to create a clear delineation between public and private space.
- Consider revisions to the corner architecture at the ground level and above in order for the architecture to wrap the corner; consideration should also be given to moving the entrance door for the southeast unit.
- The modifications made from the previous preliminary planning application design proposal were obvious and appreciated.
- Appreciate the efforts made and support the courtyard space.
• Feel there is a missed opportunity where the views of the golf course and forest area are not celebrated.
• Short arbors and hedging should be considered to enhance and provide further elements within the courtyard between the buildings.
• The layout of the unit adjacent to the plaza entrance near the bus shelter and on the southeast corner should be reconsidered to better address privacy in this location.
• The choice of materials and colours is successful towards completing the overall design.
• Concern that the elevator access in the courtyard needs rain protection.
• Pavers go right to brick walls so hope there is enough room for the softening of edges.
• Target audience are empty nesters and young families, so think of wheels and stoops for accessibility reasons which might affect the use of steps.
• Rooftop access and decks are not ideal so moving forward review if these spaces come across as pleasant spaces or rather awkward spaces when all the neighbouring patios are in use.
• The laneway has great potential to be a great space with the golf course across the street so consider this in further design and landscape development.
• Consider simplifying the space with the bike rack/art. Possibly consider a more nature inspired theme in order to be more fitting with the area.
• Entry to the unit behind the bus stop should be addressed by either repositioning it or creating visible separation from the public space.

The Chair invited the project team to respond. Mr. Robertson, project architect, acknowledged the Panel's suggestions, will consider moving the entry point of the corner unit, and will review shadow lines amongst other things to enhance the outdoor amenity space.

MOVED by Jordan Levine and SECONDED by Tieg Martin:

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

CARRIED
b.) 3428 – 3464 Mt Seymour Pkwy (Allaire): Detailed Planning Application – Rezoning and Development Permit for a 29 unit townhouse development

Mr. Erik Wilhelm, Development Planner, introduced the project and explained the context.

The Chair welcomed the applicant team and Mr. Duane Siegrist of Integra Architecture introduced the project.

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

Questions were asked and answered on the following topics:

- What is the history behind the implementation of the exterior stairs of how they are built? The client is the builder and wanted to use steel and concrete in the project so certain standards were met to ensure longevity of the materials.
- Why are the featured staircases on some units and not on the others? The staircases are only on the interior side of the courtyard to give life to it and provide easy access across the unit and the site.
- Are the stairs and decks to buildings 1 and 3 code compliant? Yes, the stairs and decks are made out of wood and steel in the interior courtyard with closed risers.

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

- The organization of space within the central courtyard needs to be improved and enlarged so that efficient and fully functioning open space can be maintained.
- The eastern child’s play area is of limited size and lacks functionality (and should be revisited by the design team).
- The size of overhangs don’t seem to fit the massing and character of the building.
- The north elevation of the development should be reviewed in order to improve the overall character of the north facing façade and the functionality of the backyard spaces should be reviewed to optimize the north facing amenity areas.

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

- Great site plan and layout of units with easy access to the parkade.
- With a main entrance off the north side for the north facing units it would be ideal for empty nesters to be located there for aging in place.
- Appreciate a simple lobby area and landscape looks great in and around the site.
- Rooftop decks look great on the south side but the outside stair on the north side could be worked on especially near the neighbouring unit where it might overhang.
- Thank you for an excellent presentation and well thought out reasoning behind the layout and people oriented development.
• Look at refining the courtyard space to alleviate any pinched areas.
• Consider changing the positioning of outdoor furniture 90 degrees to help create a focal point for socializing in the middle of the courtyard.
• The children's play area works well but the only conflict is the stair to the side could be worked on to improve safety.
• Appreciate the design principles behind the buildings and the smaller scale setting.
• Analyze the site using a site section and try to get as much improve the relation and interaction between people and space.
• Engaging the back lane as a part of the development is well done.
• The stairs are a very creative idea and could use a step guard rail perhaps made out of glass.
• Showing panel joints and sketching really is commendable because it adds to the detail.
• Communal entrance space could be worth looking into to simplify material palette.
• The outside stairs could work as the axis helps with views and practicality. Consider slip prevention techniques to minimize danger which should enhance the usability of the courtyard deck.
• The evolution of row homes on the north side is quite special and the roof decks add to the success of the façade.
• Encourage more ground oriented units for accessibility and livability.

The Chair invited the project team to respond. Mr. Siegrist, project architects, acknowledged the Panel’s suggestions, appreciated the comments and was happy to take them into account in the Design development.

The Chair invited the Panel to compose a motion:

MOVED by Jordan Levine and SECONDED by Steve Wong:

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

CARRIED
4. OTHER BUSINESS

None.

5. ADJOURNMENT

The meeting was adjourned at 8:21 p.m.

6. NEXT MEETING

October 12, 2017

Chair

Date: Nov. 9/2017
Dear Mr. Tatla,

I have reviewed comments from the District of North Vancouver in a memo from Guy Exley to Erik Wilhelm dated July 19, 2017. For clarity, I will refer to the headings and bullet numbers therein in my responses as follows:

**Arborist Report**

**Bullet 1:** We have undertaken a subsequent site inspection to review additional trees to the north of the proposed lane to determine the impacts of construction and have updated the reported quantities of trees accordingly.

**Bullet 2:** Certain health impairments have been observed and noted in the tree list. Excessive root loss will result from preparation for construction of the proposed lane and related grading. Protection measures cannot be accommodated in the current site plan and these trees are proposed to be removed - subject to approval from the respective owner(s).

**Bullet 3:** We have undertaken a pre-clearing investigation of the new stand edge to identify any trees which may require treatment for risk mitigation and wind-firming purposes. Certain secondary canopy (suppressed structural class) trees are recommended to be removed due to impacts from the removal of adjacent trees within the lane construction envelope. Considering the dominant class trees have crowns which are currently well exposed above the adjacent canopy, wind-loading forces are not expected to increase significantly and these trees will remain wind-firm and protected as shown on the Tree Management Drawing.

I am available to discuss if there are any questions or if we can provide further assistance.

Respectfully Submitted;

Nick McMahon, Senior Project Arborist

Enclosures:
none
BACKGROUND

Arbortech Consulting has been retained to undertake an arboricultural assessment of the existing trees located within or in close proximity to the above referenced development site. Related municipal bylaws or policies have been considered. Staff from this office visited the site most recently on January 31, 2018 to inspect the trees and to review the site conditions. The client has supplied a survey drawing showing topographic features and tree locations, as well as a site plan showing the proposed development design for reference. This study presents tree condition findings and proposed tree preservation strategies for consideration by the owner, the project design consultants and the municipality. Our findings are in accordance with arboricultural best management practices, and our recommendations are based on the condition of the trees as well as the anticipated impacts from construction considering the current project design. Opportunities for mitigation of construction impacts were considered. This summary report should be read in conjunction with the details compiled in the enclosed reference documents.

Tree assessment was performed using Visual Tree Assessment (VTA) procedures that are standardized and developed by Arbortech Consulting. Trees have been marked with a serial numbered tag for ease of reference. The VTA includes the identification of the species, size and condition of the subject trees, including an inspection for outward signs/symptoms that indicate the presence of structural defect, health deficiencies, and growing site constraints that can affect the viability for retention. Detailed assessments were not performed. This study is not a Tree Risk Assessment, however we have considered our findings of the health and structural condition of the subject trees in context to the proposed land uses in order to determine their suitability and viability for retention.

TREE RETENTION ANALYSIS

This subject site is comprised of four separate properties with existing residences and open landscape conditions. Closed stand conditions prevail in the un-opened lane interfacing the rear of the properties.

The proposed development includes the construction of service connections, land and an underground parking structure with near full site coverage. The related construction works are
expected to cause site changes that either directly conflict with existing trees, or will significantly alter the growing environment of them. This tree retention study considers our arboricultural assessment of the trees in conjunction with our expectations of the scope of impacts from excavation, re-grading, hard landscape installation and other factors.

**Tagged Trees:** The size, type and condition of the subject trees are detailed in the attached Tree Inventory and Assessment List. The locations and the designated treatment of the subject trees are detailed on the attached Tree Management Drawing.

**Total 71 Trees within Development Site (On-Site and City Owned Trees)**

<table>
<thead>
<tr>
<th>CONDITION (considers health and structural assessment)</th>
<th>Site</th>
<th>City</th>
<th>Site</th>
<th>City</th>
<th>Site</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UNSUITABLE</strong> A tree in very poor condition that is deemed not viable for retention in active land use areas due to pre-existing advanced health decline or significant structural defects.</td>
<td>43</td>
<td>16</td>
<td>43</td>
<td>16</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>MARGINAL</strong> A tree in poor to fair condition that has a pre-existing moderate rated defect that may affect its survival considering the proposed land use, or that could be considered for retention if the project design can accommodate the required protection zone, and conditional to certain special measures.</td>
<td>7</td>
<td>3</td>
<td>7</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>SUITABLE</strong> A tree in good or excellent condition with no overt or identifiable significant defects, and is well suited for consideration of retention if the project design can accommodate the required protection zone.</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td><strong>50</strong></td>
<td><strong>18</strong></td>
<td><strong>50</strong></td>
<td><strong>21</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

**On-Site Trees:**

Based on our tree conditions findings, our review of the current project design, and direction from the owner, we present the following tree retention and removal strategy and recommendations:

1. **Retain and Protect 0 Trees:**
   - There are no on-site trees that are in a suitable condition and viable location to facilitate tree retention.

2. **Remove - Condition:**
   Remove 43 trees deemed as unsuitable condition due to their current health or structural impairments. Some or all of these trees are also in conflict with the proposed construction, and their condition does not warrant re-design to accommodate them.

**Tree # 430 (3 Stems):**
- This windrow straddles the common property line with the City owned road frontage. Seek Parks department approval to remove this shared windrow due to impacts that will result from construction.
• Excavation for the underground parking structure will result in excessive and destabilizing root loss.
• Design revisions to accommodate protection measures are unwarranted due to its very poor condition and this windrow is proposed to be removed.
• If approval to remove this windrow cannot be obtained, then further coordination with this office is necessary for protection recommendations that will be required to be implemented and maintained for the duration of construction and may have design implications.

3. Remove - Construction Conflicts:
Total 7 trees: Remove 7 trees in marginal condition because they will sustain excessive impacts in the site preparation or the construction phase of the development, based on the current design. Further commentary as follows:

Tree #’s 409 - (4 stems), 410, 428 and 429:
• These trees are in direct conflict with construction.
• Excavation for the underground parking structure will result in excessive root loss, and these trees are proposed to be removed.
  • Tree # 410 is a bylaw sized tree, and will require a permit from the municipality prior to removal.

Lane Construction Impacts:
The trees in the road frontages may be at risk of root or crown damage from construction activities, therefore protection measures and precautions are required. The minimum street tree protection requirements prescribed by the municipality may not be sufficient to protect the trees adequately, therefore we recommend compliance with the tree protection guidelines and any other special measures noted on the Tree Management Drawing.

City Owned Trees
1. Refer to Municipality for Approval to Remove 21 Trees:
Tree #’s 209, 235, 236, 407, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426 and 427:
• Seek Parks Department approval to remove these trees due to direct conflict and or excessive root loss that will result from lane construction, related grading and impacts from land clearing.
• If approval cannot be obtained, then further coordination with this office will be required for protection recommendations that would be required to be implemented and maintained for the duration of construction and may have design implications.

Off-Site Trees
1. Protect 5 Off-Site Trees.
Tree Tag/IDs 212, 213, 214, 215, 232:
• Protect these trees as shown on the Tree Management Drawing.
• The project arborist must be on-site during any works within or directly adjacent to - (within 2.0m), the TPZ to undertake root pruning, direct
low impact methods and make recommendations in accordance with arboricultural best management practices.

- Existing grade and positive drainage of storm water must be maintained within TPZs.

2. **Refer to Municipality for Approval to Remove 21 Trees**:

   **Tree #s 210, 211, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 233 and 234**:

   - Seek approval from the neighbouring owner to remove these trees due to direct conflict and or excessive root loss that will result from lane construction, related grading and impacts from land clearing.
   - If approval cannot be obtained, then further coordination with this office will be required for protection recommendations that would be required to be implemented and maintained for the duration of construction and may have design implications.

**Windthrow Statement**

The stand trees located in the lane allowance are generally described as secondary canopy or suppressed structural class trees, consisting of Red alder, Bigleaf maple and various suppressed class conifers.

The stand trees located on the adjacent property consist of mixed coniferous deciduous native trees of dominant to codominant structural class. The thin strip of trees is considered to be generally wind-firm in the present condition. We have considered the impacts of land clearing in context to the proposed site plan and the wind-firm stability of the remaining trees during and post construction. The crowns of existing dominant and co-dominant class trees are significantly exposed above the lower secondary canopy. Removal of the suppressed trees to the south of the stand is not expected to significantly change the current wind-loading dynamics or impact tree stability. Removal of suppressed and co-dominant class stand trees within the lane allowance is expected to have a negligible impact on the adjacent stand.

**Tree Replacement**

Tree replacement requirements will be determined by the city in relation to their policies. It is our understanding that the city requires two replacement trees for each bylaw tree to be removed (2:1 quota). These replacement trees must meet city requirements for minimum size at planting. The tree replacement design will be specified by the project landscape architect.
SUMMARY RECOMMENDATIONS

Long term tree preservation success will only be possible if the trees are protected to respect the alignments and restrictions of the Tree Protection Zones (TPZ) comprised for the Crown Protection Zone (CRZ) and the Root Protection Zone (RPZ), as detailed on the Tree Management Drawing attached. Considering the findings herein, the existing trees within the proposed development require coordination throughout the project as follows:

1. All applicable design drawings for this project should be coordinated to fully comply with the tree protection specifications as shown on the Tree Management Drawing (attached).
2. The detailed design process and project revisions should be coordinated with the project arborist so that tree retention and protection can be reviewed and/or municipal approvals for those revisions can be obtained.
3. The final tree management report, supporting documents, and drawing should be included as a reference in the project specifications.
4. Check with the municipality for approvals of the tree retention and removal scheme before proceeding with any tree treatments, site preparation activities, demolition or construction.
5. Maintain compliance to the tree protection measures and/or implement other treatments specified for retention trees (on-site and off-site) during demolition, site preparation and construction phases in compliance with the Tree Management Drawing and pursuant to municipal regulations and requirements.
6. Undertake specified enhancement or mitigation treatments within or adjacent to TPZ including but not limited to; root pruning, soil enhancements, pruning to manage the health and structure of the tree, pruning for construction or land use required clearances, low impact site preparation or excavations for services, utilities, footings, foundations, retaining walls, driveways, patios, sidewalks or other hard landscape features.
7. All contractors, subcontractors and trades undertaking any scope of construction on the project in proximity to retained trees should be made aware of the restrictions and responsibilities for tree retention, any special measures required, and coordinate their work activities with the project arborist accordingly, and that failure to comply may result in fines or other action levied by the municipality.

Thank you for choosing Arbortech Consulting for your project needs. If there are any questions regarding this report, please contact the undersigned.

Respectfully Submitted By:

<table>
<thead>
<tr>
<th>Prepared By:</th>
<th>Certifications and Qualifications of the Author:</th>
<th>Contact Information:</th>
</tr>
</thead>
</table>
| Nick McMahon, Consulting Arborist | • ISA Certified Arborist #PN-7136A,  
• Qualified Tree Risk Assessor (TRAQ),  
• Certified Tree Risk Assessor #1763, | Office: 604 275 3484  
Mobile: 604 812 2986  
Email: nick@aclgroup.ca |

Enclosures;  
Tree Protection Guidelines,  
Assumptions and Limiting Conditions,  
Tree Inventory and Assessment List,  
Tree Management Drawing.
1. **CONTACT INFORMATION:**
   All tree protection questions, clarifications and coordination, should be directed to:
   
   **ARBORTECH CONSULTING**
   OFFICE: 604 275 3484
   EMAIL: trees@aclgroup.ca
   
   A project arborist will be assigned by our office to schedule a pre-construction meeting, and coordination of
   supervision protocols will be established.

2. **TREE PROTECTION ZONES (TPZ):**
   Tree protection setbacks are defined on our drawings and documents relative to the centre of the tree trunk where
   it emerges from the ground and/or the actual extent and spread of the crown or roots of the tree. The TPZ is
   comprised of three main components:

   **CPZ - CROWN PROTECTION ZONE SETBACKS:**
   Specified by the project arborist to be at a minimum of the dripline extents of the crown (furthest reaching
   branches and foliage) plus 1.0 m. Restrictions on any aerial encroachment within a CPZ are required in order to
   protect from tree damage. This includes interim needs during site preparation or construction (machinery,
   cranes, trucks, vehicles, etc.), design elements (new structures, etc.), and the working space required to build or
   maintain them. Pruning may be possible to accommodate certain encroachments but some encroachments
   may not be feasible within tolerances for impacts - consult with project arborist to confirm.

   **RPZ - ROOT PROTECTION ZONE SETBACKS:**
   A specified setback denoting the closest limits of soil/root disturbance determined by the project arborist based
   on; tree species, size, age class, condition, soil type and depth, drainage, topography, wind exposure and
   changes thereof, constrained root conditions, and acceptable thresholds specific to those factors. RPZ
   alignments that are smaller than the CPZ may be supported conditional to; the locations of the design features
   being sufficiently set back to allow for building space and grade transition, the aerial encroachment of that
   design feature within the CPZ being of tolerable impacts, and/or implementation of special remedial measures
   or enhancement treatments.

   **WSS - WORKING SPACE SETBACKS:**
   A setback zone to the specified offset from the RPZ (see tree management drawing) where all proposed site
   changes or construction work is to be supervised by the project arborist. Demolition of existing structures or hard
   landscape features will require low impact methods, and any excavations within this zone will require on-site
   direction and root pruning services of the project arborist.
   
   The design professionals should consider the above, as well as the rest of this document in preparing the project
   designs.

3. **TREE PROTECTION ZONE RESTRICTIONS:**
   Trees that are specified to be retained must be protected from damage during all phases of development related
   work on the site. Any access or construction related work within the TPZ (CPZ, RPZ and/or WSS) requires advance
   approval, guidance and on-site direction or supervision by the project arborist. General restrictions in the TPZ are as
   follows:
   - No soil disturbance of any scope or to any depth for cuts or fills, including but not limited to; trenching,
     stripping of over-burden, bulk excavation, fill placement, site preparation, grade transitions, topsoil
     placement, etc.
   - No passage or operation of machinery, trucks, vehicles or equipment (including small track machines, skid
     steers, lifts, etc.), except as approved and directed by the project arborist, and subject to special
     measures.
   - No storage of soil, spoil, gravel, construction materials, waste materials, etc.,
   - No waste or washing of concrete, stucco, drywall, paint, or other potentially harmful materials,
   - No placement of temporary structures or services,
   - No affixing lights, signs, cables or any other device to retained trees,
   - No pruning or cutting of retained trees, except as approved and directed by the project arborist, and
     performed by a qualified tree service firm employing ISA Certified Arborists and working to ANSI A300 and
     ANSI Z133 Standards.
   - No landscape finishing, such as but not limited to; installing retaining walls, digging planting holes, placing
     growing medium, installing irrigation or conduit, etc., except as approved and directed by the project
     arborist.
4. **TENDERING, IFC DRAWINGS AND CONSTRUCTION MANAGEMENT:**

Tendering of the project, issuance of the IFC drawings and documents (architectural, civil, landscape, mechanical, geo-technical, etc.) as well as planning of the construction (demolition, site clearing, excavation, shoring, access/egress, crane operations, etc.) should be coordinated with the tree protection specifications herein and the measures outlined as specified on the **Tree Management Drawing** prepared by this office. Any conflicts with the TPZs identified by the project team or the contractor will require additional detailed review by the project arborist in advance of proceeding.

5. **BARRIERS – TREE PROTECTION FENCES:**

Barriers should be erected at the CPZ setback where possible, but must be installed no closer to the RPZ specified alignments as a minimum tree protection measure. Signs stating “TREE PROTECTION ZONE - NO ENTRY” must be placed on the tree protection fence at a suitable frequency at the direction of the project arborist. The contractor, sub-contractors and trades should be made aware of the restrictions therein (see above). The barriers must be maintained at those alignments in good condition, and may not be removed for any reason (including landscaping), unless prior approval from the project arborist is obtained.

6. **SURVEYING:**

Tree locations are derived from the project survey, and any discrepancies should be coordinated with their office directly and reported to the project arborist. Tree barriers aligned with or within close proximity to a property line, a design feature, a restrictive covenant line, and/or an environmentally sensitive or protected area may require a survey in advance to enable accurate barrier installation.

7. **TREE PRUNING, TREATMENTS, ENHANCEMENTS AND SPECIAL MEASURES:**

The developer and their contractors are responsible to ensure completion of enhancement or remedial tree treatments, and proactive tree protection measures for retained trees as specified by the project arborist, including but not limited to:

- Pruning for risk mitigation, crown restoration, form, building or overhead clearance, and/or sight lines.
- Pre-treatments such as root mapping, vertical aeration, advance root pruning and other treatments.
- Installation of soil amender (i.e. mulch) within the RPZ to mitigate soil desiccation and to improve soil fertility.
- Supplemental watering to compensate for soil hydrology changes.
- Low impact removal for stumps located within a CPZ (i.e. stump grinding or cutting with project arborist supervision).
- Windfirming of new forest edges created by clearing of the development lands, including; re-assessment, tree removals, pruning, modification to wildlife tree, or other treatments as specified by the project arborist.

See the tree management drawing for further details.

8. **DEMOLITION OR PRE-CONSTRUCTION OPERATIONS:**

If tree removal permits are issued at this stage, please review next item also. Note that some municipalities will not approve tree removal at the demolition phase. Tree barriers may need to be installed prior to demolition and/or the municipality may require on-site direction and supervision by the project arborist during the process of demolishing existing structures and hardscapes. In some cases tree protection barriers must be realigned, and restoration of the zone undertaken, after demolition is complete. A letter of undertaking (LOU) confirming supervision may be required by, or may be on file with, the municipality. The demolition contractor will need to coordinate with the project arborist accordingly.

9. **TREE REMOVAL/CLEARING OPERATIONS:**

A copy of the tree permit must be provided to the project arborist to check for congruency with our tree management drawing. Note that neighbour approvals, additional municipal permits and/or authorizations from regulatory bodies may be required and are the responsibility of the developer or their assigned representative. Certain trees requiring removal may not be shown or referenced on the drawing or documents prepared by this office (i.e. undersize or non-bylaw trees or untagged trees assessed in groups). There are often removal trees (identified or unidentifed on our drawings) that require felling, extraction and stump removal from TPZs using low impact methods. Only the trees shown for retention within a tree protection zone as specified on our tree management drawing shall be retained (unless otherwise directed by the developer). The contractor and/or the land clearing subcontractor should verify the tree removal and clearing scope based on their own site investigation. The developer/owner and their contractor should also coordinate with the project arborist in advance to identify retained trees, identify low impact removal trees, review the work plan, and to ensure contractor compliance with the tree protection measures specified.
10. CONSTRUCTION OPERATIONS:
A letter of undertaking (LOU) for arborist supervision may be on file with the municipality. The contractor (project manager/site superintendent) and the developer are encouraged to proactively meet with the project arborist in advance of commencing work on the project to: establish communication and procedural protocols, review responsibilities for tree protection measures at specific milestones of the project, and identify and resolve any anticipated tree protection related challenges. Pursuant to the Tree Protection Zone Restrictions noted above, the trunks, branches, foliage and roots of retained trees, as well as the soil within the TPZ must not be damaged by construction activities. Careful attention to excavation, access/egress, servicing, and machinery equipment and crane operation in proximity to the height and size of the TPZ is recommended. Note that pruning to reduce the height of retained trees (topping or heading) CANNOT be accommodated. It is recognized that certain unpredictable construction conflicts with a TPZ may arise that could interfere with the protection of the selected trees, however any proposed encroachment into a TPZ and/or changes to the tree retention scheme are subject to approval in advance by the project arborist and the municipality. Special measures required for tree protection compliance related to construction work in the CPZ or within an RPZ may be feasible to accommodate managed encroachments into a TPZ, such as but not limited to:
- Root mapping by the project arborist.
- Installing armour or suspended structures over the soil within the RPZ to accommodate temporary worker or equipment passage within a TPZ. Several types of armouring may be available. Implementation is at the discretion of the project arborist and may be conditional to municipal approvals.
- Low impact trenching using air-vac or hydro-vac, with arborist supervision, to accommodate underground services or utilities. This option is restricted as to viability by; proximity, scope, depth, shoring needs, tree species, site/soil conditions and other factors.

11. LANDSCAPING OPERATIONS:
Removal of the tree barriers requires advance coordination and approval by the project arborist. The operation of equipment of any size or type, the placement of growing medium, all grading and sub-base preparation for hard landscape features, (i.e. sidewalks and patios), site preparation for retaining walls and footings, excavation for fences, signs and other landscape features, digging of planting holes for new plants and trees, the digging of trenches for irrigation, drainage and lighting infrastructure, and the placement of turf and other surface finishing, all equipment of any size or type, the placement of growing medium, all grading and sub-base preparation for hard landscape features, (i.e. sidewalks and patios), site preparation for retaining walls and footings, excavation for fences, signs and other landscape features, digging of planting holes for new plants and trees, the digging of trenches for irrigation, drainage and lighting infrastructure, and the placement of turf and other surface finishing, all have a high potential for causing damage to trees, roots or soil. Advance coordination between the landscape contractor and our office prior to landscape operations commencing is required to avoid tree protection non-compliance and bylaw issues.

ASSUMPTIONS AND LIMITING CONDITIONS

This report was prepared for and on the behalf of the client as addressed herein, and upon receipt of payment of our account in full, this report will become the property of the client. This report is intended for the exclusive use of our client in its entirety. Arbortech Consulting shall not accept any liability derived from partial, unintended, unauthorized or improper use of this report.

This report is restricted only to the subject trees as detailed herein, and no other trees were inspected or assessed.

The inner tissue of the trunk, limbs and roots, as well as the majority of the root systems of trees are hidden within the tree and the ground. Also, trees have adaptive growth strategies that can effectively mask defects. Tree assessment is limited by having to rely on the outward signs and/or non-destructive testing to identify the severity of defects and health concerns that may be indicators of structural deficiencies. We use our training, experience and judgement in this regard however not all defects can be diagnosed. It may not be feasible to identify certain defects, or to measure the severity, without causing mortal injury to the tree. Further, we must acknowledge that extreme weather and environmental influences are unpredictable, and that any tree has risk of failure in such events. Arbortech Consulting does not guarantee or warrant that a tree is free of defect or that it will not fail.

The accuracy of the locations of trees, property lines and other site features were not verified by Arbortech Consulting, and determination of ownership requires advice from a suitably qualified professional. Third party information provided to the consultant may have been relied upon in the formation of the opinion of the consultant in the preparation of this report, and that information is assumed to be true and correct. Arbortech does not warrant such third party information as correct.

The use of maps, sketches, photographs and diagrams are intended only as a reference for the readers' use in understanding the contents and findings of this report, and are not intended as a representation of fact.

Approvals from a municipality and/or senior government agencies may be required prior to carrying out recommendations for action or treatments provided in this report. The owner is responsible to make application for, pay related fees and costs, and meet all requirements and conditions for the issuance of such permits, approvals or authorizations.
### TREE INVENTORY AND ASSESSMENT LIST

#### Notes:
- **Tag #** denotes the tag affixed to the tree for reference in report and on drawing. See drawing or figure for locations.
- **Ht** and **Spr** denote the height and spread (radius of crown) of the tree in metres as measured or estimated by the assessor if applicable.
- **Class** denotes the structural class of a tree growing in a forest stand environment; **SUPP =** suppressed, **SUB =** subdominant, **COD =** codominant and **DOM =** dominant.
- **Dbh** denotes the diameter of the trunk measured at 1.4 m above grade or as per arboricultural standards (i.e. for multi stem trees).
- **Cond** denotes health and structural rating using Visual Tree Assessment (VTA) procedures. **U** denotes unsuitable, **M** denotes marginal, **S** denotes suitable. See report for details.
- **Loc** denotes the ownership of Off-Site trees; **City, Off-Site** (private), or **Park** (includes ESA), based on the survey provided.
- **Action** denotes the proposed treatment of the tree within the current development design. See report and drawing for details.

#### Observations (based on VTA only):
- Two stems attach at the root crown with a bark inclusion extending below grade.
  - DBH is representative of the largest of multiple stems measures (22, 16cm φ at 1.4m above grade) for protection setback calculation purposes.
  - Historic leader failure of the east stem at 4.0m above grade, resulting in a large, decayed wound.
  - Asymmetrical crown biased to the south due to suppression from adjacent trees with dieback throughout the crown.
  - Conflicting directly with lane construction envelope, and is proposed to be removed.

<table>
<thead>
<tr>
<th>Tag #</th>
<th>Ht</th>
<th>Spr</th>
<th>Class</th>
<th>Dbh (cm)</th>
<th>Tree Type</th>
<th>Cond</th>
<th>Loc</th>
<th>Additional Observations</th>
<th>Action</th>
<th># of Trees</th>
</tr>
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<tbody>
<tr>
<td>209</td>
<td>10</td>
<td>6</td>
<td>SUPP</td>
<td>22</td>
<td>Red alder</td>
<td>U</td>
<td>CITY</td>
<td>Two stems attach at the root crown with a bark inclusion extending below grade.</td>
<td>REMOVE</td>
<td>1</td>
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<td>DBH is representative of the largest of multiple stems measures (22, 16cm φ at 1.4m above grade) for protection setback calculation purposes.</td>
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<td>Historic leader failure of the east stem at 4.0m above grade, resulting in a large, decayed wound.</td>
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<td>Asymmetrical crown biased to the south due to suppression from adjacent trees with dieback throughout the crown.</td>
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<td>Conflicting directly with lane construction envelope, and is proposed to be removed.</td>
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<tr>
<td>210</td>
<td>10</td>
<td>6</td>
<td>S</td>
<td>17</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>Embedded in the crown of adjacent tree, resulting in a poorly tapered stem and asymmetrical crown biased to the east, dependent on adjacent trees for stability.</td>
<td>REMOVE</td>
<td>1</td>
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<td>Sweep to the east corrected at 7.0m above grade.</td>
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<td></td>
<td>Excessive root and crown loss will result from lane construction, related grading and pruning to mitigate aerial conflict and this tree is proposed to be removed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>211</td>
<td>12</td>
<td>6</td>
<td>COD</td>
<td>28</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>Sweep to the southeast corrected at 9.0m above grade.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
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<td></td>
<td></td>
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<td></td>
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<td></td>
<td>Asymmetrical crown biased to the southeast due to suppression from adjacent trees.</td>
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<td></td>
<td></td>
<td>Excessive root and crown loss will result from lane construction, related grading and pruning to mitigate aerial conflict and this tree is proposed to be removed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>212</td>
<td>20</td>
<td>11</td>
<td>DOM</td>
<td>106</td>
<td>Bigleaf maple</td>
<td>M</td>
<td>OFF</td>
<td>Multiple co-dominant stems coalesce at base with a bark inclusion extending to the root crown on the north side.</td>
<td>PROTECT</td>
<td>1</td>
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<td></td>
<td></td>
<td></td>
<td>Asymmetrical crown biased to the south due to proximity and shading from adjacent trees.</td>
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<td></td>
<td></td>
<td>Some dead branches throughout the crown.</td>
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<td></td>
<td></td>
<td>Pruning to mitigate aerial conflict with land will result in minor impacts.</td>
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<tr>
<td>Tag #</td>
<td>Ht</td>
<td>Spr</td>
<td>Class</td>
<td>Dbh (cm)</td>
<td>Tree Type</td>
<td>Cond</td>
<td>Loc</td>
<td>Additional Observations (based on VTA only)</td>
<td>Action</td>
<td># of Trees</td>
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</tr>
<tr>
<td>213</td>
<td>14</td>
<td>12</td>
<td>COD</td>
<td>52</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>• Asymmetrical crown bowed and biased to the southeast. &lt;br&gt;• Growing on a nurse stump, restricting root growth to the northwest. &lt;br&gt;• Seasonally saturated soil conditions in the northwest quadrant of the root zone, further restricting root growth. &lt;br&gt;• This tree is in very poor condition, and is recommended for treatment at the discretion of the owner, but will not be impacted by lane construction or land clearing and is proposed to be protected.</td>
<td>PROTECT</td>
<td>1</td>
</tr>
<tr>
<td>214</td>
<td>15</td>
<td>3</td>
<td>COD</td>
<td>69</td>
<td>Western redcedar</td>
<td>M</td>
<td>OFF</td>
<td>• Narrow crown, suppressed on the southwest side due to proximity and shading from adjacent tree. &lt;br&gt;• Small girdling root over root crown on the southeast side - could be pruned.</td>
<td>PROTECT</td>
<td>1</td>
</tr>
<tr>
<td>215</td>
<td>15</td>
<td>3</td>
<td>COD</td>
<td>56</td>
<td>Western redcedar</td>
<td>M</td>
<td>OFF</td>
<td>• Growing on the east side of a nurse stump, resulting in a stilted root structure which has developed fair anchoring capabilities. &lt;br&gt;• Subordinate stem attaches at the root crown on the east side and embedded in the crown.</td>
<td>PROTECT</td>
<td>1</td>
</tr>
<tr>
<td>216</td>
<td>12</td>
<td>4</td>
<td>SUPP</td>
<td>33</td>
<td>Western hemlock</td>
<td>U</td>
<td>OFF</td>
<td>• Suppressed by adjacent trees, resulting in a poorly tapered stem, narrow crown and depend on adjacent trees for stability. &lt;br&gt;• ‘J-Shaped’ stem from the southwest at base, suggesting an asymmetrical root structure biased to the southwest. &lt;br&gt;• Excessive root loss will result from lane construction and related grading and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>217</td>
<td>12</td>
<td>2</td>
<td>SUPP</td>
<td>20</td>
<td>Bitter cherry</td>
<td>U</td>
<td>OFF</td>
<td>• Appears to be significantly dead (80%). &lt;br&gt;• Poorly tapered stem, high crown, low LCR (10%). &lt;br&gt;• Dependent on adjacent trees for stability. &lt;br&gt;• Excessive impacts will result from land clearing, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>218</td>
<td>12</td>
<td>3</td>
<td>SUPP</td>
<td>23</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>• Excessive epicormic growth on the poorly tapered stem. &lt;br&gt;• High crown, dependent on adjacent trees for stability. &lt;br&gt;• Excessive root loss and impacts will result from land construction, related grading and land clearing, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>219</td>
<td>12</td>
<td>2</td>
<td>SUPP</td>
<td>20</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>• Fill over root crown. &lt;br&gt;• Large, open decayed cavity on the stem 20cm above grade on the southwest side with coresponding cross-sectional flattening of the stem. &lt;br&gt;• High crown, poorly tapered stem, dependent on adjacent trees for stability. &lt;br&gt;• Conflicts directly with land construction. Protection measures cannot be accommodated, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>Tag #</td>
<td>Ht</td>
<td>Spr</td>
<td>Class</td>
<td>Dbh (cm)</td>
<td>Tree Type</td>
<td>Cond</td>
<td>Loc</td>
<td>Additional Observations (based on VTA only)</td>
<td>Action</td>
<td># of Trees</td>
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<tr>
<td>220</td>
<td>12</td>
<td>2</td>
<td>SUPP</td>
<td>20</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>• Poorly tapered stem with a high crown. • Dependent on adjacent trees for stability. • Excessive root loss and impacts will result from lane construction, related grading and land clearing and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>221</td>
<td>12</td>
<td>3</td>
<td>SUPP</td>
<td>24</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>• Bowed to the south due to suppression from adjacent dominant tree (north of the path). • Excessive root loss and impacts will result from lane construction, related grading and land clearing and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>222</td>
<td>8</td>
<td>2</td>
<td>UNDER</td>
<td>14</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>• Understorey tree, suppressed by adjacent trees and dependent for stability. • Excessive root loss will result from land construction and related grading, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>223</td>
<td>12</td>
<td>4</td>
<td>COD</td>
<td>30</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>• High crown, sweep to the south and corrected at 10m above grade. • Epicormic growth on the stem. • Excessive root loss will result from lane construction and related grading, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>224</td>
<td>10</td>
<td>6</td>
<td>SUPP</td>
<td>20</td>
<td>Bigleaf maple</td>
<td>U</td>
<td>OFF</td>
<td>• Sweep to the south and bowed to the southwest due to proximity and suppression of adjacent trees. • Dependent on adjacent trees for stability. • Excessive root loss will result from lane construction and related grading, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>225</td>
<td>12</td>
<td>4</td>
<td>SUPP</td>
<td>19</td>
<td>Red alder</td>
<td>U</td>
<td>OFF</td>
<td>• Embedded in the crown of adjacent tree, resulting in a poorly tapered stem bowed to the southeast - corrected at 6.0m above grade. • Dependent on adjacent trees for stability. • Excessive root loss will result from lane construction and related grading, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>226</td>
<td>10</td>
<td>4</td>
<td>SUPP</td>
<td>40</td>
<td>Western redcedar</td>
<td>U</td>
<td>OFF</td>
<td>• Sparingly foliated crown with dieback from the top-down (20%). • Declining beyond a reasonable expectation of recovery. • Excessive root loss will result from lane construction and related grading. Protection measures cannot be accommodated in the current design, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td>227</td>
<td>12</td>
<td>7</td>
<td>COD</td>
<td>33</td>
<td>Bigleaf maple</td>
<td>U</td>
<td>OFF</td>
<td>• Two co-dominant stems narrowly attach at the root crown with a bark inclusion extending below grade. • DBH is representative of the largest measured stem (33, 26cm ø at 1.4m above grade) for protection setback calculation purposes. • Asymmetrical crown restricted to the south due to proximity and suppression of adjacent trees. • Excessive root loss will result from lane construction and related grading. Protection measures cannot be accommodated in the current design, and this tree is proposed to be removed.</td>
<td>REMOVE</td>
<td>1</td>
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<td>Tag #</td>
<td>Ht</td>
<td>Spr</td>
<td>Class</td>
<td>Dbh (cm)</td>
<td>Tree Type</td>
<td>Cond</td>
<td>Loc</td>
<td>Additional Observations (based on VTA only)</td>
<td>Action</td>
<td># of Trees</td>
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<tr>
<td>228</td>
<td>18</td>
<td>6</td>
<td>COD</td>
<td>40</td>
<td>Black cottonwood</td>
<td>U</td>
<td>OFF</td>
<td>Two co-dominant stems narrowly attach at base with a bark inclusion extending below grade.</td>
<td>REMOVE</td>
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<td>DBH is representative of the largest measured stem (40, 33cm ø at 1.4m above grade) for protection setback calculation purposes.</td>
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<td></td>
<td></td>
<td>High crowns and poorly tapered stems, dependent on adjacent trees for stability.</td>
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<td>Excessive root loss will result from lane construction and related grading. Protection measures cannot be accommodated in the current design, and this tree is proposed to be removed.</td>
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<tr>
<td>229</td>
<td>18</td>
<td>6</td>
<td>SUPP</td>
<td>33</td>
<td>Black cottonwood</td>
<td>U</td>
<td>OFF</td>
<td>Poorly tapered stem and asymmetrical crown bowed and biased to the north due to proximity and shading from adjacent trees. Co-dependent with adjacent trees for stability.</td>
<td>REMOVE</td>
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<td>DBH is representative of the largest measured stem (40, 33cm ø at 1.4m above grade) for protection setback calculation purposes.</td>
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<td>Excessive impacts will result from land clearing, and this tree should be removed for risk mitigation.</td>
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<tr>
<td>230</td>
<td>8</td>
<td>3</td>
<td>SUPP</td>
<td>23</td>
<td>Western hemlock</td>
<td>U</td>
<td>OFF</td>
<td>Severe dieback from the bottom -up (80%).</td>
<td>REMOVE</td>
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<td></td>
<td>Poorly tapered stem and sparsely foliated crown.</td>
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<td></td>
<td>This tree is declining beyond a reasonable expectation of recovery.</td>
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<td>Excessive impacts will result from land clearing for lane construction, and this tree is proposed to be removed.</td>
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<tr>
<td>231</td>
<td>12</td>
<td>2</td>
<td>SUPP</td>
<td>23</td>
<td>Bitter cherry</td>
<td>U</td>
<td>OFF</td>
<td>Two co-dominant stems attach at the root crown with a bark inclusion extending below grade.</td>
<td>REMOVE</td>
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<td>DBH is representative of the largest measured stem (23, 20cm ø at 1.4m above grade) for protection setback calculation purposes.</td>
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<td>Poorly tapered stem, high crown and dependent on adjacent trees for stability.</td>
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<td>Excessive impacts will result from land clearing for lane construction, and this tree is proposed to be removed.</td>
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<tr>
<td>232</td>
<td>20</td>
<td>4</td>
<td>DOM</td>
<td>20</td>
<td>Western hemlock</td>
<td>U</td>
<td>OFF</td>
<td>Girdling root over 20% of the root crown on the southeast side.</td>
<td>PROTECT</td>
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<td>Slight and continuous sweep to the south.</td>
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<td></td>
<td></td>
<td>Reaction wood on the stem at 8.0m above grade on the north side.</td>
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<td></td>
<td>Minor dieback (5%) throughout the crown.</td>
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<td>Refer condition findings to the neighbouring owner for their information and consideration for further assessment and treatment as appropriate.</td>
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<td>Tag #</td>
<td>Ht</td>
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<td>Class</td>
<td>Dbh (cm)</td>
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</table>
| 233   | 10 | 6   | COD   | 30       | Bigleaf maple| U    | OFF | • Two stems attach at the root crown with a bark inclusion extending below grade. West (dominant) stem narrowly bifurcated at 3.5m above grade and forming a rib.  
• DBH is representative of the largest measured stem (30, 13cm ø at 1.4m above grade) for protection setback calculation purposes.  
• Asymmetrical crown biased to the west due to suppression from adjacent trees.  
• Excessive root loss will result from lane construction and related grading. Protection measures cannot be accommodated in the current design, and this tree is proposed to be removed. | REMOVE    | 1           |
| 234   | 12 | 6   | COD   | 42       | Red alder    | U    | OFF | • Two stems attach at the root crown with a bark inclusion extending below grade.  
• Asymmetrical crown biased to the south.                                                                 | REMOVE    | 1           |
| 235   | 10 | 1   | SUPP  | 15       | Red alder    | U    | CITY| • Sun-scaled injury to the stem on the south side with fruiting bodies (saprophytic) above 8.0m.  
• This tree is declining beyond a reasonable expectation of recovery.  
• Conflicts directly with the lane construction envelope and protection measures (unwarranted), cannot be accommodated in the current design. | REMOVE    | 1           |
| 236   | 10 | 3   | SUPP  | 17       | Red alder    | U    | CITY| • Poorly tapered stem bowed to the south with low LCR.  
• Dependent on adjacent trees for stability.  
• Conflicts directly with the lane construction envelope. Protection measures cannot be accommodated in the current design, and this tree is proposed to be removed. | REMOVE    | 1           |
| 407   | 20 | 6   |       | 56       | Douglas-fir  | M    | CITY| • Sweep to the south corrected at 4.0m above grade.  
• Narrowly bifurcated at 17m above grade with a bark inclusion. | REMOVE    | 1           |
| 408   | 10 | 4   |       | 15-28    | Mixed species hedge | U    | ON  | • Mixed species **HEDGEROW** consisting of **40** stems (1x Blue spruce, 39x Western redcedar) ranging 15-28cm DBH.  
• Growing in a raised planting bed with root zone restricted by concrete retaining wall.  
• Historically topped at 10m, resulting in large pruning wounds and a weak structural form.  
• This hedgerow is not viable for retention consideration due to its very poor pre-existing condition and is proposed to be removed. | REMOVE    | 40          |
| 409   | 23 | 4   |       | 19-45    | Norway spruce| M    | ON  | • **WINROW** consisting of **4** stems ranging 19-45cm DBH.  
• Growing above an existing retaining wall on the west side of the stem.  
• Excavation for the underground parking structure will result in excessive root loss, and this windrow is proposed to be removed. | REMOVE    | 4           |
<table>
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<tr>
<th>Tag #</th>
<th>Ht</th>
<th>Spr</th>
<th>Class</th>
<th>Dbh (cm)</th>
<th>Tree Type</th>
<th>Cond</th>
<th>Loc</th>
<th>Additional Observations (based on VTA only)</th>
<th>Action</th>
<th># of Trees</th>
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</table>
| 410   | 36  | 8   |       | 148      | Douglas-fir      | M    | ON  | • Rock Retaining wall embedded in the stem at the base. Roots below the retaining wall and growing below surface of the existing asphalt driveway have heaved the hardscape and subsequently been ground down. Historically 'window-pruned' on the south side of the crown for BC Hydro safety setback. Historically topped or failed at 25m above grade.  
  • Multiple replacement leaders attach at the historic topping site and have developed a weak structural form, but somewhat limb-tied in the crown.  
  • Excavation for the underground parking structure will result in excessive root loss, and this tree is proposed to be removed. | REMOVE  | 1    |
| 411   | 3   | SUB | 30    | Western redcedar | S    | CITY | • Somewhat sparsely foliated and suppressed on the north side due to the proximity of adjacent trees.  
  • This tree is located within the lane construction envelope and is proposed to be removed. | REMOVE  | 1    |
| 412   | 4   | COD | 44    | Western hemlock  | M    | CITY | • Dieback (5%) in the crown mid-height.  
  • Asymmetrical crown biased to the south due to proximity and shading of adjacent trees.  
  • This tree is located within the lane construction envelope and is proposed to be removed. | REMOVE  | 1    |
| 413   | 4   | COD | 51    | Western redcedar | M    | CITY | • Asymmetrical crown biased to the south due to proximity of adjacent trees.  
  • This tree is located within the lane construction envelope and is proposed to be removed. | REMOVE  | 1    |
| 414   | 6   | DOM | 111   | Western redcedar | S    | CITY | • Preparation for lane construction will result in excessive root loss, and this tree is proposed to be removed. | REMOVE  | 1    |
| 415   | SUPP| 31  | Bitter cherry | U    | CITY | • Lean to the south and embedded in the crown of adjacent tree.  
  • Excess debris over the root zone and obscures root crown.  
  • Sounding suggests internal decay.  
  • This tree is located within the lane construction envelope and is proposed to be removed. | REMOVE  | 1    |
| 416   | SUPP| 25  | Western redcedar | U    | CITY | • Embedded in crown of adjacent tree, resulting in an asymmetrical crown biased to the south and dependent on adjacent tree for stability.  
  • This tree is located within the lane construction envelope and is proposed to be removed. | REMOVE  | 1    |
| 417   | COD | 42  | Cottonwood | U    | CITY | • Asymmetrical crown biased to the south.  
  • Slight lean to the south and excessive epicormic growth on the stem from base to 15m above grade.  
  • This tree is located within the lane construction envelope and is proposed to be removed. | REMOVE  | 1    |
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<th>Tag #</th>
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<th>Dbh (cm)</th>
<th>Tree Type</th>
<th>Cond</th>
<th>Loc</th>
<th>Additional Observations (based on VTA only)</th>
<th>Action</th>
<th># of Trees</th>
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<tbody>
<tr>
<td>418</td>
<td></td>
<td>SUB</td>
<td>30</td>
<td></td>
<td>Red alder</td>
<td>U</td>
<td>CITY</td>
<td>• Asymmetrical crown biased to the south due to suppression and shading of adjacent trees.</td>
<td>REMOVE</td>
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<td></td>
<td>• This tree is located within the lane construction envelope and is proposed to be removed.</td>
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<tr>
<td>419</td>
<td></td>
<td>SUB</td>
<td>25+21</td>
<td></td>
<td>Bigleaf maple</td>
<td>U</td>
<td>CITY</td>
<td>• Two stems narrowly attach at base with bark inclusion and lean to the south.</td>
<td>REMOVE</td>
<td>1</td>
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<td></td>
<td>• Asymmetrical crown biased to the south.</td>
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<td>• Longitudinal reaction wood on the west stem at 3.0m above grade (shear-plane crack).</td>
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<td>• Co-dominant scaffold branch historically removed via heading cuts at 1.5m above grade.</td>
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<td>• This tree is located within the lane construction envelope and is proposed to be removed.</td>
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<tr>
<td>420</td>
<td></td>
<td>SUB</td>
<td>28</td>
<td></td>
<td>Red alder</td>
<td>U</td>
<td>CITY</td>
<td>• Asymmetrical crown biased to the south due to suppression and shading of adjacent trees.</td>
<td>REMOVE</td>
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<td></td>
<td>• This tree is located within the lane construction envelope and is proposed to be removed.</td>
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<tr>
<td>421</td>
<td></td>
<td>SUB</td>
<td>32</td>
<td></td>
<td>Bigleaf maple</td>
<td>U</td>
<td>CITY</td>
<td>• Two stems narrowly attach at the base with a bark inclusion and entwined in the crown.</td>
<td>REMOVE</td>
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<td></td>
<td>• Asymmetrical crown biased to the south and dependent on stand for stability.</td>
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<td>• This tree is expected to be impacted by lane construction and will also be impacted by removal of adjacent trees and is proposed to be removed.</td>
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<tr>
<td>422</td>
<td></td>
<td>SUB</td>
<td>27+13</td>
<td></td>
<td>Bigleaf maple</td>
<td>U</td>
<td>CITY</td>
<td>• Excess fill historically placed over root zone and in contact with stem.</td>
<td>REMOVE</td>
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<td>• Poorly tapered stem and high crown biased to the south dependent on adjacent trees for stability.</td>
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<td></td>
<td>• This tree is expected to be impacted by lane construction and will also be impacted by removal of adjacent trees and is proposed to be removed.</td>
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<tr>
<td>423</td>
<td></td>
<td>SUB</td>
<td>32+27</td>
<td></td>
<td>Bigleaf maple</td>
<td>U</td>
<td>CITY</td>
<td>• Two divergent, poorly tapered stems attach at the root crown.</td>
<td>REMOVE</td>
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<td>• Asymmetrical crown biased to the south and dependent on adjacent trees for stability.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• This tree is expected to be impacted by lane construction and will also be impacted by removal of adjacent trees and is proposed to be removed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>424</td>
<td></td>
<td>SUPP</td>
<td>35</td>
<td></td>
<td>Western redcedar</td>
<td>U</td>
<td>CITY</td>
<td>• Significantly dead. Dieback throughout the crown (90%).</td>
<td>REMOVE</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• This tree is expected to be impacted by lane construction and will also be impacted by removal of adjacent trees and is proposed to be removed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tag #</td>
<td>Ht</td>
<td>Spr</td>
<td>Class</td>
<td>Dbh (cm)</td>
<td>Tree Type</td>
<td>Cond</td>
<td>Loc</td>
<td>Additional Observations (based on VTA only)</td>
<td>Action</td>
<td># of Trees</td>
</tr>
<tr>
<td>-------</td>
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<td>----------------------------------------------------------------------------------------------------------------</td>
<td>---------</td>
<td>------------</td>
</tr>
</tbody>
</table>
| 425   | 27 | SUB | 27    | Red alder |             | U    | CITY | • Asymmetrical crown bowed and biased to the south due to the proximity and shading of adjacent trees.  
|        |    |     |       |          |             |      |     | • Dependent on adjacent trees for stability.  
|        |    |     |       |          |             |      |     | • This tree is expected to be impacted by lane construction and will also be impacted by removal of adjacent trees and is proposed to be removed. | REMOVE  | 1          |
| 426   | 25+23 | SUB | 25+23 | Bigleaf maple |         | U    | CITY | • Two divergent stems attach at the base with bark inclusion.  
|        |    |     |       |          |             |      |     | • Asymmetrical crown biased to the south and dependent on adjacent trees for stability.  
|        |    |     |       |          |             |      |     | • This tree is located within the lane construction envelope and is proposed to be removed. | REMOVE  | 1          |
| 427   | 23 | SUB | 23    | Red alder |             | U    | CITY | • Cankered stem leans to the south.  
|        |    |     |       |          |             |      |     | • Asymmetrical crown biased to the south due to proximity of adjacent trees.  
|        |    |     |       |          |             |      |     | • This tree is located within the lane construction envelope and is proposed to be removed. | REMOVE  | 1          |
| 428   | 36 | M   | 36    | Horsechestnut  |              | M    | ON  | • Asymmetrical crown biased and bowed to the south due to proximity and shading of adjacent trees.  
|        |    |     |       |          |             |      |     | • Large surface roots.  
|        |    |     |       |          |             |      |     | • Multiple scaffold branches attach between 2 & 3.0m above grade with a long bark inclusion.  
|        |    |     |       |          |             |      |     | • Excavation for the underground parking structure will result in excessive root loss, and this tree is proposed to be removed. | REMOVE  | 1          |
| 429   | 32 | M   | 32    | Red maple   |             | M    | ON  | • Multiple leaders narrowly attach at 3.0m above grade with a bark inclusion.  
|        |    |     |       |          |             |      |     | • Historically crown raise pruned to 3.0m, resulting in a large decayed pruning wound.  
|        |    |     |       |          |             |      |     | • Surface roots growing along the existing driveway.  
|        |    |     |       |          |             |      |     | • Asphalt driveway heaving from roots growing below the surface.  
|        |    |     |       |          |             |      |     | • Excavation for the underground parking structure will result in excessive root loss, and this tree is proposed to be removed. | REMOVE  | 1          |
| 430   | 34-53 | U   | ON    | Norway spruce |            |      |     | • WINDBROW consisting of 3 stems ranging 34+53cm DBH.  
|        |    |     |       |          |             |      |     | • Historically topped at 10m above grade and pruned via heading cuts for BC Hydro safety setback, resulting in decayed pruning wounds and development of a weak structural form prone to failure.  
|        |    |     |       |          |             |      |     | • Shear pruned on the south side for BC Hydro and sidewalk clearance.  
|        |    |     |       |          |             |      |     | • This windrow is not viable for retention consideration due to its very poor condition and is proposed to be removed. | REMOVE  | 3          |
NO DISTURBANCE WITHIN 10FT OR BEYOND THE EDGE OF EXISTING PAVED PEDESTRIAN PATH TO AVOID IMPACTS TO PROTECTED OFF-SITE TREES.

DISTRICT OF NORTH VANCOUVER AND/OR NEIGHBOUR PROPERTY WILL BE NOTIFIED IN ADVANCE OF CUTTING OFF-SITE TREES.

Tree Removal Plan Legend:
Orange Highlight = Within Northlands
Blue Highlight = Within Lane
2400 o.c. max.

150X150 post

Page wire

50X150 rail (X3) screwed onto post with galv. screws

PLAN

150X150 post

Top ends to have 30 deg. backslope

50X150 rail (X3)

Page wire fencing.

Bend back excess at bottom of fence

Finished grade

ELEVATION

19mm minus crushed compacted gravel

19mm clear crush drain rock base

SECTION

Notes:
- All wood to be dimensional rough textured standard grade cedar.
- All wood to be stained with BRODA PRO-TEK-TOR Deck-Rail Water-borne Natural Oil finish
  Colour to be 011A Natural Clear Lite, as supplied by CBR Products (604-254-3325), or approved equal.
- Confirm layout on site with DNV Representative prior to installation.
- All fence posts to be installed plumb and true.
- Restore any disturbed areas to the satisfaction of the DNV Representative.
- Contractor to provide sample of materials for DNV Representative’s approval prior to installation.
- Ensure all page wire is taut and aligned at right angles with posts and rails.
- Page wire to be Low Carbon Field Fence, product #118233, by Bekaert. Supplied by Otter Co-op (604-607-6909),
  or Fraser Valley Steel (604-856-3391), or approved equal.
March 23, 2018

Mr. Kuldeep Tatla and Mr. Ryan Allaire
Tatla and Allaire Developments

Dear Mr. Tatla and Mr. Allaire:

Re: Planting Plan Requirements for Slope Rehabilitation
3468-3490 Mt. Seymour Parkway District of North Vancouver, BC
File No. 14022

Introduction

Keystone Environmental Ltd. (Keystone Environmental) has completed the following Planting Plan for Slope Rehabilitation at 3468-3490 Mt. Seymour Parkway District of North Vancouver (DNV), BC (the Site) to assist you in your development. The planting plan at the Site is required to bring the associated Development Permit Area (DPA) Environmental Lands north and adjacent to the Site up to required environmental standards required by the DNV.

On March 15, 2018 Keystone Environmental staff completed a Site visit to verify if the habitat was conducive for sustaining Species at Risk as defined in Schedule 1 of the Species at Risk Act (SARA) and to inventory existing vegetation (i.e., native and exotic trees, shrubs and ground cover) then prepare a planting plan using existing vegetation species identified at the Site for rehabilitating the sloped bank after construction.

Field Survey Results

A reconnaissance visit of the Site was conducted on March 15, 2018 to document the existing habitat conductions for species at risk and define vegetation species associated with the Site.

The Site is located between a row of single-family residences to the south and a golf course to the north. A paved walking and cycling trail runs parallel to the bank north side of the Site. Dominate vegetation documented that the Site included species of red alder (Alnus rubra), hemlock (Tsuga heterophylla), red cedar (Thuja plicata), Douglas fir (Pseudotsuga menziessi), snowberry (Rubus spectabilis), and sword fern (Polystichum muritum; see Table 1 for a complete species list).
Several invasive species were distributed throughout the Site and along the edges that included predominately Himalayan blackberry (*Rubus armeniacus*) and English ivy (*Hedera helix*). Additionally, a small patch of Japanese knotweed (*Fallopia japonica*) approximately 10 x 5 m² (50m²) was recorded at the northwest side of the Site, adjacent to a single-family residence. Minor garbage and debris was observed throughout the area as well.

**Table 1: Species observed on Site**

<table>
<thead>
<tr>
<th>Native Vegetation Species</th>
<th>Latin Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>red alder</td>
<td><em>Alnus rubra</em></td>
</tr>
<tr>
<td>Western hemlock</td>
<td><em>Tsuga heterophylla</em></td>
</tr>
<tr>
<td>red cedar</td>
<td><em>Thuja plicata</em></td>
</tr>
<tr>
<td>cherry</td>
<td><em>Prunus sp.</em></td>
</tr>
<tr>
<td>bigleaf maple</td>
<td><em>Acer macrophyllum</em></td>
</tr>
<tr>
<td>cascara</td>
<td><em>Rhamnus purshiana</em></td>
</tr>
<tr>
<td>douglas fir</td>
<td><em>Pseudotsuga menziesii</em></td>
</tr>
<tr>
<td>pacific dogwood</td>
<td><em>Cornus nuttallii</em></td>
</tr>
<tr>
<td>salmon berry</td>
<td><em>Rubus spectabilis</em></td>
</tr>
<tr>
<td>red huckleberry</td>
<td><em>Vaccinium parvifolium</em></td>
</tr>
<tr>
<td>vine maple</td>
<td><em>Acer circinatum</em></td>
</tr>
<tr>
<td>beaked hazelnut</td>
<td><em>Corylus cornuta</em></td>
</tr>
<tr>
<td>salal</td>
<td><em>Gaultheria shallon</em></td>
</tr>
<tr>
<td>Nootka rose</td>
<td><em>Rosa nutkana</em></td>
</tr>
<tr>
<td>buttercup</td>
<td><em>Ranunculus occidentalis</em></td>
</tr>
<tr>
<td>sword fern</td>
<td><em>Polystichum munitum</em></td>
</tr>
<tr>
<td>deer fern</td>
<td><em>Blechnum spicant</em></td>
</tr>
<tr>
<td>Oregon Grape</td>
<td><em>Mehonia nervosa</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-native, Exotic, Invasive Vegetation Species</th>
<th>Latin Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>english ivy</td>
<td><em>Hedera helix</em></td>
</tr>
<tr>
<td>Himalayan blackberry</td>
<td><em>Rubus armeniacus</em></td>
</tr>
<tr>
<td>spurge-laurel</td>
<td><em>Daphne laureola</em></td>
</tr>
<tr>
<td>lamiastrum</td>
<td><em>Lamium galeobdolon</em></td>
</tr>
<tr>
<td>english holly</td>
<td><em>Ilex aquifolium</em></td>
</tr>
<tr>
<td>Japanese knotweed</td>
<td><em>Fallopia japonica</em></td>
</tr>
</tbody>
</table>
A Site walkthrough using transects spaced 5 m apart was performed searching for species at risk and habitats as defined in the federal Schedule 1 SARA listed species and/or active bird nests of potential nesting birds as identified in the provincial Wildlife Act and the Migratory Birds Convention Act.

It was confirmed that no species at risk are present or have the potential to be present at the Site. In addition, no active bird nests (i.e., nests occupied by a bird or their egg) were identified at the Site during the time of the survey.

Figures 1 and 2 present the revegetation and planting plan for the slope re-contouring required as part of the proposed development. It identifies areas to be revegetated using appropriate native species (i.e., inventoried species) acceptable to the DNV and in accordance with modified Ministry of Environment (MOE)\(^1\) planting requirements. The planting plan includes the following:

a. Revegetated area with existing inventoried plants to enhance the area;

b. General landscape specifications detailing all the works to be done.

In addition, the revegetation and planting plan has considered geotechnical and arborist report recommendations. A cost estimate for completing the works has also be prepared that breaks down necessary costs for invasive species removal, plants and maintenance and monitoring of the area areas over 3 years.

PROPOSED WORKS

The information presented in this document should be completed at the Site in support of the development application and will include the supply and installation of a minimum of approximately 278 native plants (ranging in size from nursery stock #1 to #5 pot sizes) (Table 1, Figure 1). Nursery stock to be planted will be obtained from a native plant nursery containing the required inventory. A minimum of 150 mm of top soil will be tilled into soils in areas to be planted.

PLANTING DETAILS

A detailed breakdown of plant species, by pot size and planting location is presented on Figure 1 and the hydroseeding recommended for the eastern sections are presented in Figure 2. The revegetation and planting plan focuses on rehabilitating the slope where sections are either devoid of vegetation or they contain invasive species that should be removed. Plant species, pot sizes and itemized costs are presented in Appendix A with an estimated cost for fencing, 3 years of maintenance watering and survival monitoring as required by the DNV Parks Department.

GENERAL LANDSCAPE SPECIFICATIONS

General landscape specifications for the proposed planting are as follows:

General Notes:

- In the Environmentally Sensitive Area Removal of invasive species will be completed under the supervision of a Qualified Environmental Professional (QEP) to oversee the protection of the existing shrub layer surrounding the area. All invasive plants will be removed by hand. Machinery will not be allowed to remove the invasives.
- Terrestrial coarse woody debris will be placed throughout the enhancement area to provide wildlife enhancement value at the direction/supervision of a QEP. Where possible coarse woody debris shall be provided from salvaged material on the Site from tree clearing.
- Unless instructed otherwise, specifications for materials/products and execution of this work shall follow the master documents – general conditions, specifications and standard detail drawings.
- All planting will shall be completed per BC Landscape Nursery Association Specifications.
- Contractor shall follow all manufacturer’s instructions and recommendations for installation, operation and maintenance.

Contractor Specifications

- All work is to comply with the British Columbia workers’ compensation board occupational health and safety regulation applicable federal, provincial and municipal laws and regulations and standards and to the satisfaction of the authorities having jurisdiction.
- Be responsible for the condition of all materials and equipment supplied under this contract and provide all necessary protection for same. Be responsible for the protection and maintenance of the work, until the project has been completed and accepted. Damaged materials shall be rejected.
- Be responsible for the establishment of all grades and elevations.
- Be responsible to determine the degree of the progress and coordinate times for inspections.
- Perform all clearing, grubbing and planting work.
- Be responsible for the setting grades and confirm all elevations with owner, and/or local authorities.
- All works will be conducted in accordance with the regulations of the Workers Compensation Act of British Columbia.
- Contractor to be responsible for detailed layout of work to locations, elevations and grades shown on the contract drawing.
- Contractor shall be responsible to protect property and structures adjacent to the work, the work itself.
• Excavated material must not be stockpiled alongside the channel unless, in the opinion of 
the engineer, working space is adequate for this purpose and stockpile will not spill onto 
private properties or the watercourse or damage adjacent structures, trees, shrubs or 
other items.

• An ESC Plan for the works will be developed by a Qualified Environmental Professional 
(QEP) and it will be in accordance with the DNV’s Environmental Protection and 
Preservation Bylaw No. 6515. It will be reviewed and accepted by DNV staff prior to the 
construction works. An environmental monitor will be provided by the contractor to monitor 
all construction works.

Planting Specifications

• All works are to be conducted in accordance with the sediment control provisions of the 
"Land Development Guidelines for the protection of aquatic habitat" jointly published by the 
provincial Ministry of Environment and the federal Department of Fisheries and Oceans 
and the Environmental Protection and Preservation Bylaw No. 6515.

• A certified arborist will be required to provide direction for any works as per the Arborist 
Report prepared for this project for areas that may impact retained trees.

• All western redcedar (Thuja plicata) must be native stock. Cultivars shall not be planted. 
Only native plantings for the site are to be used for vegetation rehabilitation as 
specified in attached drawings. Cultivars are not to be planted.

• A mulch ring, stakes and fencing will be required for planting of trees as per specification in 
the Arborist' Recommendations.

• All stock spacings shall be adjusted to accommodate existing vegetation (i.e., shrub and tree 
retention) and natural recruitment as required.

• Package slips shall be retained and provided to consultant to assess compliance with the 
planting plan.

• All works will be performed after erosion sediment controls are erected to prevent silt and 
sediment from entering the municipal storm sewer.

• Where invasive plant species are identified, they shall be removed by hand and disposed of 
appropriately. Soils in the area will be removed to a depth of 20 cm to remove the existing 
seed bank and disposed of in accordance to soil management guidelines.

• Growing medium of 30cm is to be used. Growing medium is to be free of any subsoils, 
roots, noxious weeds, toxic material, stone over 30 mm diameter, foreign objects, and 
possess an acidity range (pH) of 5.5 to 7.5. Growing medium is to be approved by an 
R.P.Bio. prior to placement.

• All exotic and invasive species, blackberry (Rubus armanicus and R. laciniatus), Lamiastrium 
(Lamiastrium galeobdolon), English ivy (Hedera helix), Bamboo etc. are to be cleared from 
project site prior to planting using mechanical brush cutters to ground level. Mowing or 
brushing should be repeated twice during the growing season to reduce re-establishments. 
The occasional hand pulling will be necessary on some larger plants of invasive species 
being targeted.
• Invasives and soil will be disposed of two ways: 1) plant material will be bagged placed into haul trucks that will have tarp covers over buckets and sent to an approved facility. The cuttings will be hauled in a covered dump truck box and dumped at an approved facility under their direction where the material will be incinerated, and 2) all excavated material will be hauled by tandem dump truck to a commercial dumpsite that is approved to handle soil where it will be deposited in accordance to soil management guidelines.

• Maintenance is to include watering (undertake watering between June 1 and September 15 if required (e.g., dry year and obvious moisture stress)) as required on a monthly or bimonthly basis during the growing season, and clearing of invasive species.

• The contractor is responsible for any damage to existing native vegetation from construction works.

• All debris and/or excess material from operations are to be collected and disposed offsite in accordance with all regulatory requirements without risk to contamination of other site locations.

• The contractor is to provide three (3) years of plant maintenance. Plant maintenance is to include watering, selective pruning and clearing of blackberry or other invasive plant species in the area. Species survivorship for trees shall be 100% and for trees and at least 80% for shrubs over three (3) years from planting. Replacement of dead stock may be required annually to fulfill this specification.

• If existing trees are good quality (deemed by the Project Arborist), there will be no excavation in the Conservation Reserve Zone of the trees root system. All under planting around retained trees will be done using pocket planting. If necessary, pocket planting holes should be dug under arborist supervision to route around stabilizing roots of existing trees.

• Planted stock shall be inspected by the Owner or Owner’s representative to the end of the warranty period to assess the requirements for watering and maintenance/weeding of non-native invasive plant species per requirements of DNV staff.

• All planting material is to be approved by an approved Registered Professional Biologist in the province of BC prior to installation and installed as presented in Planting Photographs 1 and 2.
PLANTING FIGURES

Photograph 1

![Typical container shrub and No. 2 and 3 pot tree planting detail](image1)

Photograph 2

![Typical container (No. 5 and 7 pot) tree planting detail](image2)
We trust this document is consistent with the District of North Vancouver’s requirements. If you have any questions please contact the undersigned at 604-430-0671.

Sincerely,

Keystone Environmental Ltd.

Corrie Allen  
Junior Biologist

Senior Biologist

ATTACHMENTS:
- Appendix A: Plant Species, Pot Sizes and Itemized Costs
APPENDIX A

PLANT SPECIES, POT SIZES AND ITEMIZED COSTS
<table>
<thead>
<tr>
<th>Common Name</th>
<th>Latin Name</th>
<th>Code</th>
<th>No. of Plants</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salmonberry</td>
<td>Rubus spectabilis</td>
<td>Rs</td>
<td>4</td>
<td>no. 2 pot, densely branched; well established</td>
</tr>
<tr>
<td>Salal</td>
<td>Gautheria shallon</td>
<td>Gs</td>
<td>39</td>
<td>no. 2 pot, densely branched; well established</td>
</tr>
<tr>
<td>Nootka rose</td>
<td>Rosa nutkana</td>
<td>Rn</td>
<td>5</td>
<td>no. 2 pot, densely branched; well established</td>
</tr>
<tr>
<td>Red alder</td>
<td>Alnus rubra</td>
<td>Ar</td>
<td>6</td>
<td>no. 2 pot, densely branched; well established</td>
</tr>
<tr>
<td>Sword fern</td>
<td>Polystichum munitum</td>
<td>Pm</td>
<td>28</td>
<td>no. 1 pot, densely branched; well established</td>
</tr>
<tr>
<td>Oregon-grape</td>
<td>Mahonia nervosa</td>
<td>Mn</td>
<td>41</td>
<td>no. 1 pot, densely branched; well established</td>
</tr>
</tbody>
</table>

No. of Plants: 123

Figure 1
Planting Plan
Hydroseed all disturbed areas (in green) with native grass coastal seed mix approved by a Qualified Environmental Professional.
GENERAL LANDSCAPE SPECIFICATIONS
• Removal of invasive species will be completed under the supervision of a Qualified Environmental Professional (QEP) to oversee the protection of the existing shrub layer surrounding the area. All invasive plants will be removed by hand. Machinery will not be allowed to remove the invasives.
• A fence shall be erected and be black-lined chain-link fencing (1.2 m high).
• Terrestrial coarse woody debris will be placed throughout the enhancement area to provide wildlife enhancement value at the direction/supervision of a QEP. Where possible coarse woody debris shall be provided from salvaged material on the Site from tree clearing.
• Unless instructed otherwise, specifications for materials/products and execution of this work shall follow the master documents – general conditions, specifications and standard detail drawings.
• All plantings shall be completed per BC Landscape Nursery Association Specifications.
• Contractor shall follow all manufacturer’s instructions and recommendations for installation, operation and maintenance.
Contractor Specifications
• All work is to comply with the British Columbia workers’ compensation board occupational health and safety regulation applicable federal, provincial and municipal laws and regulations and standards and to the satisfaction of the authorities having jurisdiction.
• Be responsible for the condition of all materials and equipment supplied under this contract and provide all necessary protection for same. Be responsible for the protection and maintenance of the work, until the project has been completed and accepted.
• Damaged materials shall be rejected.
• Be responsible for the establishment of all grades and elevations.
• Be responsible to determine the degree of the progress and coordinate times for inspections.
• Perform all clearing, grubbing and planting work.
• Be responsible for the setting grades and confirm all elevations with owner, and/or local authorities.
• All works will be conducted in accordance with the regulations of the Workers Compensation Act of British Columbia.
• Contractor to be responsible for detailed layout of work to locations, elevations and grades shown on the contract drawing.
• Contractor shall be responsible to protect property and structures adjacent to the work, the work itself.
• Excavated material must not be stockpiled alongside the channel unless, in the opinion of the engineer, working space is adequate for this purpose and stockpile will not spill onto private properties or the watercourse or damage adjacent structures, trees, shrubs or other items.
• An ESC Plan for the works will be developed by a Qualified Environmental Professional (QEP) and it will be in accordance with the DNV’s Environmental Protection and Preservation Bylaw No. 6515. It will be reviewed and accepted by DNV staff prior to the construction works. An environmental monitor will be provided by the contractor to monitor all construction works.
• All works are to be conducted in accordance with the sediment control provisions of the “Land Development Guidelines for the protection of aquatic habitat” jointly published by the provincial Ministry of Environment and the federal Department of Fisheries and Oceans and the Environmental Protection and Preservation Bylaw No. 6515.
• A certified arborist will be required to provide direction for any works as per the Arborist Report prepared for this project for areas that may impact retained trees.
• All western redcedar (Thuja plicata) must be native stock. Cultivars shall not be planted. Only native plantings for the site are to be used for vegetation rehabilitation as specified in attached drawings. Cultivars are not to be planted.
• A mulch ring, stakes and fencing will be required for planting of trees as per specification in the Arborist Recommendations.
• All stock plantings shall be accommodated to accommodate existing vegetation (e.g., shrub and tree retention) and natural recruitment as required.
• Package slips shall be retained and provided to consultant to assess compliance with the planting plan.
• All works will be performed after erosion sediment controls are erected to prevent silt and sediment from entering the municipal storm sewer.
• Where invasive plant species are identified, they shall be removed by hand and disposed of appropriately. Soils in the area will be removed to a depth of 20 cm to remove the existing seed bank and disposed of in accordance to soil management guidelines.
• Growing medium of 30cm is to be used. Growing medium is to be free of any subsoils, roots, noxious weeds, toxic material, stone over 30 mm diameter, foreign objects, and possess an acidity range (pH) of 5.5 to 7.5. Growing medium is to be approved by a R.P.Bio. prior to placement.
• All exotic and invasive species, blackberry (Rubus armeniacus and R. laciniatus), Lamiastrom (Lamiastrom galeobdoloblon), English ivy (Hedera helix), Bamboo etc. are to be cleared from project site prior to planting using mechanical brush cutters to ground level. Moving or brushing should be repeated twice during the growing season to reduce re-establishments. The occasional hand pulling will be necessary on some larger plants of invasive species being targeted.
• Invasive and soil will be disposed of two ways: 1) plant material will be bagged placed into haul trucks that will have tarp covers over buckets and sent to an approved facility. The cuttings will be hauled in a covered dump truck box and dumped at an approved facility under their direction where the material will be incinerated, and 2) all excavated material will be hauled by tandem dump truck to a commercial dumping site that is approved to handle soil where it will be deposited in accordance to soil management guidelines.
• Maintenance is necessary to include watering (undertake watering between June 1 and September 15 if required (e.g., dry year and obvious moisture stress)) as required on a monthly or bimonthly basis during the growing season, and clearing of invasive species.
• The contractor is responsible for any damage to existing native vegetation from construction works.
• All debris and/or excess material from operations are to be collected and disposed of in accordance with all regulatory requirements without risk to contamination of other site locations.
• The contractor is to provide three (3) years of plant maintenance. Plant maintenance is to include watering, selective pruning and clearing of blackberry or other invasive plant species in the area. Species survivorship for these shall be 100% for and trees and at least 80% for shrubs over three (3) years from planting. Replacement of dead stock may be required annually to fulfill this specification.
• If existing trees are good quality (deemed by a DNV Arborist), there will be no excavation in the Conservation Reserve Zone of the trees root system. All under planting around retained trees will be done using pocket planting. If necessary, pocket planting holes should be dug under arborist supervision to route around stabilizing roots of existing trees.
• All plant material is to be approved by an approved Registered Professional Biologist in the province of BC prior to installation.

NOTES:
1. THIS DRAWING IS FOR GENERAL INFORMATION ONLY

Planted Plant Requirements for Slope Rehabilitation
346-3930 M. Service Road
District of North Vancouver, BC
KEYSTONE ENVIRONMENTAL
39156030
March 22, 2018
14922-103
GENERAL PLANTING SPECIFICATIONS
**TYPICAL CONTAINER SHRUB AND NO. 2 AND 3 POT TREE PLANTING DETAIL**

N.T.S.

- **Top of Root Ball Level with Finish**
- **Dish Soil to Hold Water**
- **Finish Grade**

**Growing Medium**

400mm Minimum

300mm Minimum

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**TYPICAL CONTAINER (NO. 5 AND 7 POT) TREE PLANTING DETAIL**

N.T.S.

- **Tree to be Planted with Top of Pot Level with Finish Grade**
- **Finish Grade**

**Growing Medium**

200mm to Base of Tree Pit

300mm Minimum

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NOTES:

1. THIS DRAWING IS FOR GENERAL INFORMATION ONLY

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POT PLANTING SPECIFICATIONS

Keystone Environmental

Planting Plan Requirements for Slope Rehabilitation

3400-2400 W. Seymour Parkway

District of North Vancouver, BC

DATE: March 25, 2018

PROJECT NO: 19320-110
## Estimated Costs

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Latin Name</th>
<th>Code</th>
<th>No. of Plants</th>
<th>Unit Cost</th>
<th>Total Cost</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salmonberry</td>
<td><em>Rubus spectabilis</em></td>
<td>Rs</td>
<td>4</td>
<td>$8.00</td>
<td>$32</td>
<td>no. 2 pot; densely branched; well established</td>
</tr>
<tr>
<td>Salal</td>
<td><em>Gautheria shallon</em></td>
<td>Gs</td>
<td>39</td>
<td>$8.00</td>
<td>$312</td>
<td>no. 2 pot; densely branched; well established</td>
</tr>
<tr>
<td>Nootka rose</td>
<td><em>Rosa nutkana</em></td>
<td>Rn</td>
<td>5</td>
<td>$8.00</td>
<td>$40</td>
<td>no. 2 pot; densely branched; well established</td>
</tr>
<tr>
<td>Red alder</td>
<td><em>Alnus rubra</em></td>
<td>Ar</td>
<td>6</td>
<td>$8.00</td>
<td>$48</td>
<td>no. 2 pot; densely branched; well established</td>
</tr>
<tr>
<td>Sword fern</td>
<td><em>Polystichum munitum</em></td>
<td>Pm</td>
<td>28</td>
<td>$6.00</td>
<td>$168</td>
<td>no. 1 pot; densely branched; well established</td>
</tr>
<tr>
<td>Oregon-grape</td>
<td><em>Mahonia nervosa</em></td>
<td>Mn</td>
<td>41</td>
<td>$6.00</td>
<td>$246</td>
<td>no. 1 pot; densely branched; well established</td>
</tr>
</tbody>
</table>

**Total Plant Costs**

<table>
<thead>
<tr>
<th>No. of Plants</th>
<th>123</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Plant Costs</td>
<td>$846</td>
</tr>
<tr>
<td>Approximate Area to be Planted (m sq.)</td>
<td>1,125</td>
</tr>
<tr>
<td>Labour (Plant Costs x 1.5 Total Plant Costs)</td>
<td>$1,058</td>
</tr>
<tr>
<td>Soil (@30 cm base)</td>
<td>$7,573</td>
</tr>
<tr>
<td>Estimated Cost for 3 years of monitoring, watering, invasive control</td>
<td>$58,500</td>
</tr>
</tbody>
</table>

**Based on unit cost of $52/m sq.**

**ESTIMATED TOTAL PLANTING COST**

| ESTIMATED TOTAL PLANTING COST | $68,076 |