

AGENDA

PUBLIC HEARING

**Tuesday, July 3, 2018
7:00 p.m.**

**Council Chamber, Municipal Hall
355 West Queens Road,
North Vancouver, BC**

Council Members:

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



www.dnv.org

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PUBLIC HEARING

**7:00 p.m.
Tuesday, July 3, 2018
Municipal Hall, Council Chambers
355 West Queens Road, North Vancouver**

AGENDA

**2049 Heritage Park Lane
Thirty-Nine Unit Townhouse Project**

1. OPENING BY THE MAYOR

2. INTRODUCTION OF BYLAW BY CLERK

District of North Vancouver Rezoning Bylaw 1372 (Bylaw 8300)

Purpose of Bylaw:

Bylaw 8300 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 123 (CD123) and rezone the subject site from Single-Family Residential 6000 Zone (RS4) to CD123. The CD123 Zone addresses use and accessory uses, density, amenities, setbacks, building height, building and site coverage, landscaping and storm water management, and parking, loading and servicing regulations.

3. PRESENTATION BY STAFF

Presentation: Kevin Zhang, Development Planner

4. PRESENTATION BY APPLICANT

Presentation: Anthem Maplewoods West Ltd.

5. REPRESENTATIONS FROM THE PUBLIC

6. QUESTIONS FROM COUNCIL

7. COUNCIL RESOLUTION

Recommendation:

THAT the July 3, 2018 Public Hearing be closed;

AND THAT "District of North Vancouver Rezoning Bylaw 1372 (Bylaw 8300)" be returned to Council for further consideration.

8. CLOSING

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The Corporation of the District of North Vancouver

Bylaw 8300

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

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

Citation

1. This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1372 (Bylaw 8300)”.

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
 - (a) Part 2A, Definitions is amended by adding CD 123 to the list of zones that Part 2A applies to.
 - (b) Section 301 (2) by inserting the following zoning designation:

“Comprehensive Development Zone 123	CD 123”
-------------------------------------	---------
 - (c) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive of Schedule B:

“4B123 Comprehensive Development Zone 123 CD 123

The CD 123 zone is applied to the areas shown in Schedule A to Bylaw 8300 and includes:

- a) 007-471-505 LOT 2 BLOCKS 2 AND 3 DISTRICT LOT 791 PLAN 16486
- b) 007-471-521 LOT 3 BLOCKS 2 AND 3 DISTRICT LOT 791 PLAN 16486
- c) 007-304-081 LOT A BLOCKS 2 AND 3 DISTRICT LOT 791 PLAN 17275
- d) 007-304-102 LOT B BLOCKS 2 AND 3 DISTRICT LOT 791 PLAN 17275
- e) 007-471-556 LOT 5 BLOCKS 2 AND 3 DISTRICT LOT 791 PLAN 16486

4B 123 – 1 Intent:

The purpose of the CD 123 Zone is to establish specific land use and development regulations for a townhouse development.

4B 123 – 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD 123 Zone:

- a) Uses Permitted Without Conditions:
Not applicable.
- b) Conditional Uses:
The following *principal* uses are permitted when the conditions outlined in Section 4B 123-3 Conditions of Use, are met:
 - (i) *residential use*.

4B 123-3 Conditions of Use

- a) **All conditional uses:** All uses of land, buildings and structures are only permitted when the following condition of use is met:
 - i) Each dwelling unit has access to private or semi-private outdoor space;
 - ii) Each dwelling unit has exclusive access to a private storage space; and
 - iii) Balcony enclosures are not permitted.

4B 123-4 Accessory Use

- a) *Accessory uses* customarily ancillary to the principal uses are permitted.
- b) *Home occupations* are permitted in *residential* dwelling units.

4B 123 – 5 Density

- (a) The maximum permitted density is limited to a floor space ratio (FSR) of 0.45 and a maximum number of 5 dwelling units; and
- (b) For the purposes of calculating floor space ratio, the following areas are exempted:
 - (i) underground parkade;
 - (ii) unenclosed balcony areas; and
 - (iii) mechanical and electrical rooms.

4B 123 – 6 Amenities

- a) Despite Subsection 4B123 – 5, permitted density in the CD 123 Zone is increased to a maximum of 4,980 m² (53,600 sq. ft.) *gross floor area* and 39 units if:
 - i. \$697,041 is contributed to the municipality to be used for any of the following amenities benefiting Maplewood Village Centre (with

allocation and timing of expenditure to be determined by the municipality in its sole discretion):

- ii. The provision or enhancement of public facilities;
 - iii. Improvements to public parks, plazas, trails and greenways;
 - iv. Public art and other beautification projects; and
 - v. Affordable or special needs housing.
- vi. A Housing Agreement is entered into requiring a rental disclosure statement to be filed and prohibiting any strata bylaw or regulation establishing rental restrictions.

4B 123 – 7 Setbacks

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

Location	Minimum Required Setback
North Lot Line	10 m (32.8 ft)
East Lot Line	3.5 m (11.5ft)
South Lot Line	1.5 m (4.9 ft)
West Lot Line	10 m (32.8 ft)

4B123-8 Height:

Maximum permitted height for any building in the CD123 Zone, inclusive of a 15% bonus for any sloping roofs, is as follows:

- (a) Maximum permitted height is 17.1 m (56.1 ft) from finished grade.

4B 123 – 9 Coverage

- a) Building Coverage: The maximum building coverage is 45%.
- b) Site Coverage: The maximum site coverage is 55%.

4B 123 – 10 Landscaping and Storm Water Management

- a) All land areas not occupied by buildings, and patios shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- 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.

4B 123- 11 Parking, Loading and Servicing Regulations

- a) Parking and loading are required as follows:
 - i. Residential townhouse dwelling unit – minimum 1.5 spaces/unit and maximum 2.0 spaces/unit; and
 - ii. Residential Visitor Parking – 0.1 spaces/unit
- b) Bicycle storage for residents shall be provided on the basis of one space per unit.
- c) Except as specifically provided in 4B123 -10 (a) and (b) Parking and Loading shall be provided in accordance with Part 10 of this Bylaw.“

2.1 The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from the Single-Family Residential Level 6000 Zone (RS4) to Comprehensive Development Zone 123 (CD123).

READ a first time June 18th, 2018

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “Bylaw 8300” as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

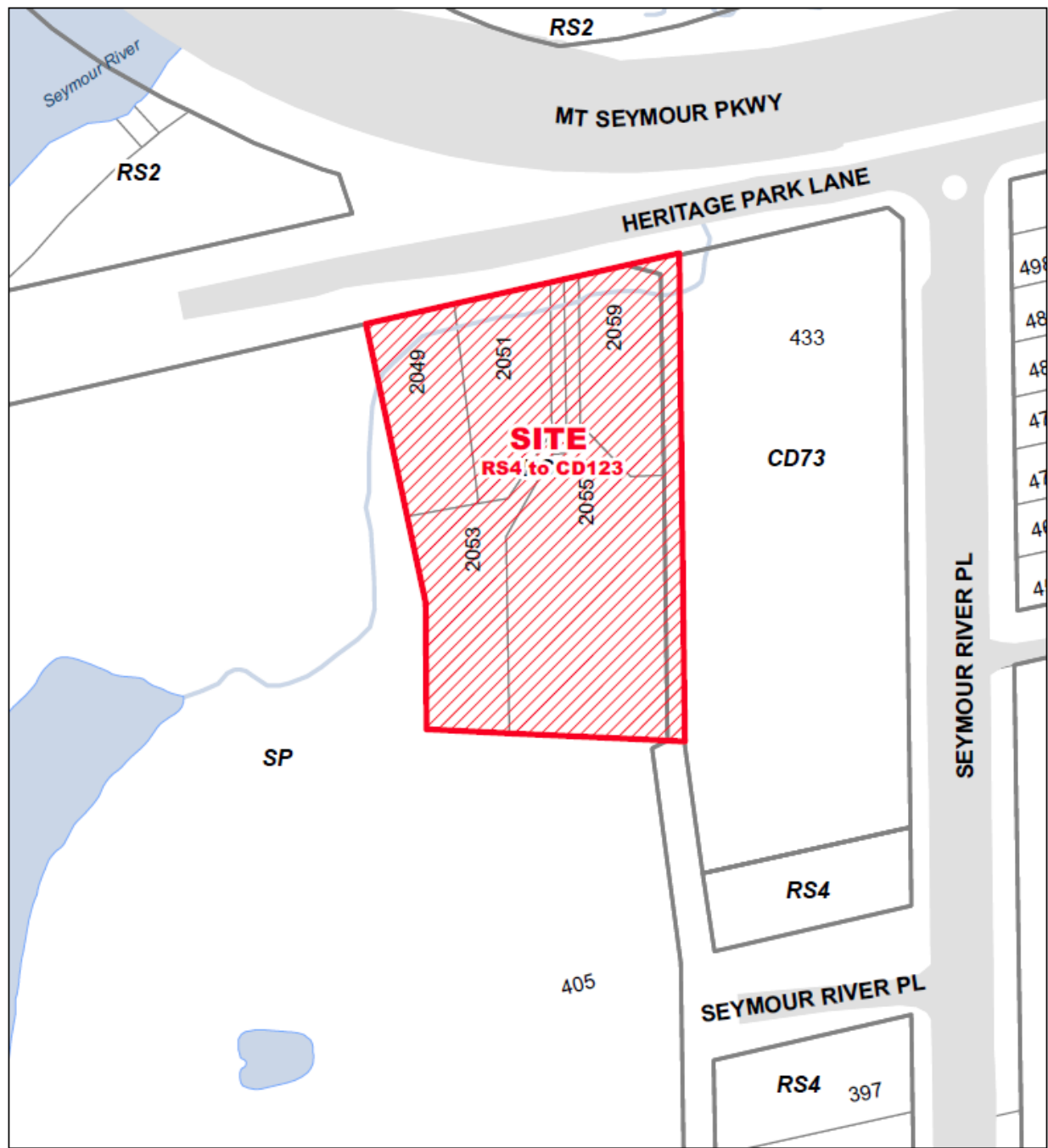
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8300




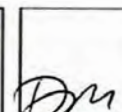
SINGLE-FAMILY RESIDENTIAL 6000 ZONE (550 SQ.M.) (RS4) TO COMPREHENSIVE DEVELOPMENT ZONE 123 (CD123)

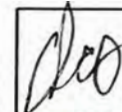


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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>June 18, 2018</u>
<input type="checkbox"/> Other:	Date: _____


Dept.
Manager


GM/
Director


CAO

The District of North Vancouver REPORT TO COUNCIL

June 5, 2018

File: 08.3060.20/042.17

AUTHOR: Kevin Zhang, Development Planner

SUBJECT: Bylaws 8300 and 8301: Rezoning with Development Permit for 2049
Heritage Park Lane – 39 Unit Multi Family Townhomes

RECOMMENDATION

THAT the District of North Vancouver Rezoning Bylaw 1372 (Bylaw 8300) to rezone the subject sites from RS4 to CD123 be given FIRST reading and referred to a Public Hearing;

THAT Housing Agreement Bylaw 8301, 2017 (2049, 2051, 2053, 2055, 2059 Heritage Park Lane) which authorizes a Housing Agreement to prevent future rental restrictions on the subject property, be given FIRST reading;

AND THAT Bylaw 8300 be referred to a Public Hearing.

REASON FOR REPORT

The applicant proposes to redevelop five single family lots as a 39-unit townhouse development comprising of three and four-storey buildings.

Implementation of the proposed project requires Council's consideration of:

- Bylaw 8300 to rezone the subject properties; and
- Bylaw 8301 to authorize a housing agreement to ensure all future owners are eligible to rent their units.

The Rezoning Bylaw, and Housing Agreement Bylaw are recommended for introduction and the Rezoning Bylaw is recommended for referral to a Public Hearing.

SUMMARY

The development site consists of five single family lots (2049-2059 Heritage Park Lane) and an adjacent unopened lane. The properties are located at the northwest corner of the Maplewood Village Centre. Surrounding properties include the Maplewood Place townhouse development to the east and Maplewood Farm to the south and west.

The proposal is a 39-unit townhouse development comprising of three and four-storey buildings with a floor space ratio (FSR) of approximately 1.2.

The proposal is in keeping with the Official Community Plan and the Maplewood Plan.



EXISTING POLICY

Official Community Plan and Maplewood Plan

The Official Community Plan (OCP) designates the site as RES Level 4: Transition Multifamily (1.2 FSR) which envisions townhouses and apartments at a density of up to approximately 1.2 FSR. The proposal is in keeping with the Official Community Plan designation.

The units are well suited for families with 20 three bedroom units, 10 two bedroom units, and 9 four bedroom units. This addresses the OCP Village Centres policies of encouraging a diversity ground oriented attached housing and sensitive redevelopment in locations adjacent to existing multifamily. This also addresses the OCP policy of encouraging appropriate density within areas with a mix of uses and frequent transit service. The proposal is also consistent with the Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines (Maplewood Plan).

Development Permit Areas

The site is currently in the following Development Permit Areas:

- Form and Character;
- Energy and Water Conservation and GHG Emission Reduction;
- Creek Hazard; and
- Streamside Protection.

A Development Permit for the above DPAs would be forwarded to Council for consideration if the rezoning proceeds.

Zoning

The subject properties are currently zoned RS4 (Single Family Residential 6000 Zone). Rezoning is required to accommodate the project and Bylaw 8300 proposes to create a new Comprehensive Development Zone 123 (CD123) tailored specifically to this project. The proposed CD123 zone prescribes permitted uses and other zoning provisions such as maximum floor space, height, setbacks, and parking requirements.

ANALYSIS

Site Plan and Project Description

The project consists of 39 townhomes in four buildings, ranging from three to four storeys.

The units are a mix of two, three, and four bedroom layouts. The units range in size from 86 m² (925 ft²) to 146 m² (1,573 ft²).

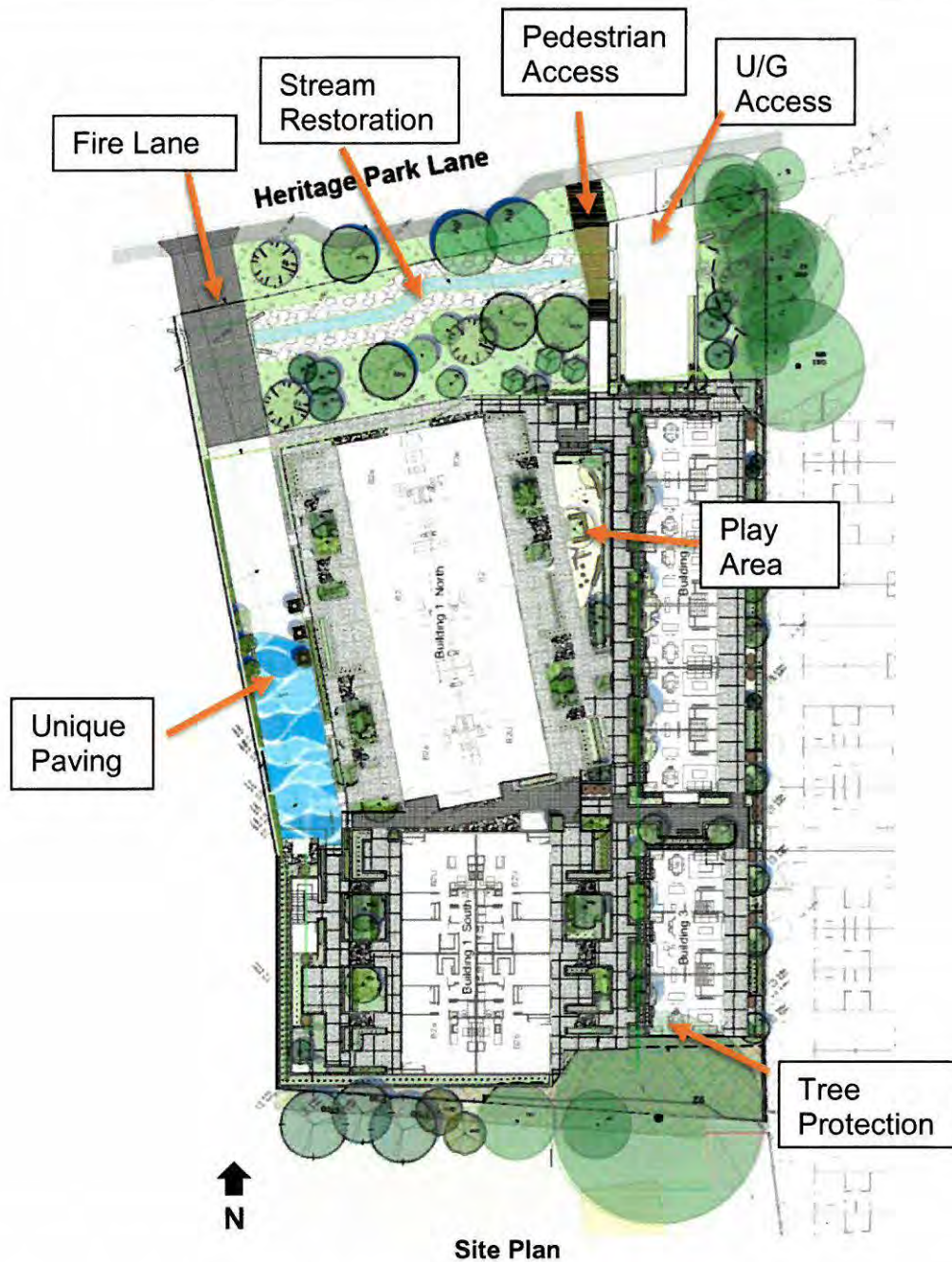
Unit Type	Count
Two-Bed	10
Three-Bed	20
Four-Bed	9

The overall layout of the project (see next page) is influenced by the stream setback to the north, neighbour separation to the east, tree protection zones to the south, and Maplewood Farm buffer to the west.

The buildable area on this site is reduced by the streamside setbacks to Maplewood Creek. As a result, the proposed density is partially accommodated 4-storey stacked townhouses.

The fire lane is situated on the western edge of the site to serve three purposes. First, it provides emergency access to all units within this development. Second, the fire lane also serves as an increased buffer to Maplewood Farm. Finally, the unique treatment of the paving integrates the fire lane as part of the overall landscape plan, adding to the elements of play and utility to the space.

The children's play area in the centre of the site is also more spacious than those of comparable townhouse developments due to the angled layout of the buildings. The separation between buildings on the north end is approximately 51 feet.



The proposal includes three significant environmental contributions.

- The first is the rehabilitation of the Maplewood Creek along the north frontage of the subject properties.
- The second is the relocation and rehabilitation of Maplewood Creek within Maplewood Farm.
- Finally, the project has been designed to a Flood Construction Level of 10m as recommended by the Maplewood Village Flood Risk Management Strategy.

All three components have been designed, and continually refined, in collaboration with the District's Environment, Engineering, Planning, and Parks departments.



View of proposed development from Heritage Park Lane looking southwest



Aerial view of proposed development looking southeast

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on April 12, 2018 and the Panel recommended approval of the project subject to resolution of the Panel comments. The applicant has addressed the Panel's comments by refining the architectural elements at the ends of the building, increasing separation between buildings, and increasing the permeability of the central staircase.

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

Energy and Water Conservation and GHG Emission Reduction

This development will achieve Step 3 of the BC Energy Step Code. Further details outlining the project's compliance with the Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA will be provided for Council's consideration at the Development Permit stage should the rezoning bylaw proceed.

Creek Hazard

As the site is within the creek hazard DPA, a flood hazard report was completed and the proposed redevelopment meets the District's requirements for risk tolerance and is safe for the use intended. The project has been design to a Flood Construction Level of 10m as recommended by the Maplewood Village Flood Risk Management Strategy

Streamside Protection

The site is within the streamside protection DPA and involves significant environment work. An Arborist Report, a Creek Relocation Plan, and a Creek Restoration Management Plan were submitted and reviewed by District staff.

The proposed restoration of the stream include removing concrete from the creek banks, removing impermeable surfaces from within the riparian setback, enhancing the quality and quantity of riparian vegetation, and replacing culverted watercourse crossings. The creek restoration design goals are to improve the spawning and rearing habitat for salmonids, mainly chum and coho, through addition of food sources, appropriate sized spawning bed gravels, and instream and refuge areas. The project will require approvals from the Ministry of Forests, Lands, Natural Resource Operations & Rural Development and Fisheries and Oceans Canada. The approval process with both agencies has already commenced.

The applicant undertook a similar restoration and enhancement project (see below) to the portion of Maplewood Creek on the site to the east with highly successful results, including the return of riparian wildlife.



Photo of adjacent property with completed restoration and enhancement project



Photos of subject properties with existing invasive plant species, and concrete debris

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

Accessibility

The proposal fulfils the requirements of the Accessible Design Policy for Multifamily Housing as 8% of the apartment units (3) meet the 'Enhanced Accessible Design' criteria. The project includes three one-level units that all have completely barrier-free paths from their assigned accessible parking spots via an elevator.

Vehicle Parking

All parking is proposed in a one-level underground garage. Access to the garage areas is proposed through a driveway ramp from Heritage Park Lane. The proposal includes 78 stalls (including visitor parking), which is consistent with the Zoning bylaw parking requirements.

Bicycle Parking and Storage

Each unit will have access to secured bike parking and personal storage. The proposal includes space for 39 secured bicycle storage spaces (additional bike parking can be accommodated in the storage lockers) and 8 outdoor bicycle parking spots. Each unit will have access to personal storage for a total of 39 storage lockers.

Off-site improvements

The application includes improved street frontages such as street tree plantings, undergrounding of services along their frontage and to corner of Heritage Park Lane and Seymour River Place, new sidewalks, curb, gutter, and paving. The applicant will also be responsible for upgrading the water main along their frontage to the corner of Heritage Park Lane and Seymour River Place.

Another major off-site improvement is the relocation of the stretch of Maplewood Creek in Maplewood Farm and new associated infrastructure. The design of this new alignment has been designed in collaboration with the District's Environment, Engineering, Planning, and Parks departments. Further design details will be finalized with Staff in order to minimize environmental impacts in the Maplewood Farm. The project will require approvals from the Ministry of Forests, Lands, Natural Resource Operations & Rural Development and Fisheries and Oceans Canada. The approval process with both agencies has already commenced.



**Diagram showing current and new
Maplewood Creek alignment**

Further details will be provided for Council's consideration at the Development Permit stage should the rezoning bylaw proceed.

Some of the benefits to District from this creek relocation are as follows:

- New creek location is in line with the Maplewood Village Flood Risk Management Strategy.
- A section of currently degraded channel will be rebuilt, making it more amenable to salmon habitat.
- New alignment creates new permanent riparian setbacks on both sides of the Maplewood Creek channel, removing a section of setback that would be impacted by private lands.
- New alignment reduces overall cost of the implementation of the Maplewood Village Flood Risk Management Strategy by integrating flood protection into the private building.
- Current design allows for a new salmon rearing pond south of Mt. Seymour Parkway.
- New creek creates the potential for a new ecology based educational program, focussing on salmon, for Maplewood Farm to develop.
- New alignment potentially removes the requirement for the vertical steel gate currently installed at the edge of the Farm.
- New alignment accommodates further restoration work involving the duck pond at Maplewood Farm.

The benefits to the proposed development are as follows:

- Improved utilization of the development site; and
- Improved flood and erosion protection for the proposed buildings and development site.

The total offsite infrastructure costs and creek relocation and rehabilitation are estimated to be approximately \$650,000, subject to detailed design. The project will also pay Development Cost Charges at the applicable rate at the date of Building Permit issuance should the rezoning be successful.

Community Amenity Contribution

As the subject properties require rezoning, a community amenity contribution (CAC) has been calculated in accordance with District CAC policy at the date of application. The CD123 zone specifies a CAC in the amount of \$697,041 in order to achieve the maximum floor space. The CAC may be applied to District projects including park, trail, environmental, public art, public realm improvements, District facility improvements and/or affordable housing. The CAC is in addition to the offsite works required by bylaw.

Landscaping

A conceptual landscape plan has been submitted with the rezoning application. The site is unique in that the Maplewood Creek runs the entire length of the frontage along Heritage Park Lane. As a result, the fire lane, pedestrian access and parkade entrance are all bridges. The restored Maplewood creek will be planted according to the District guidelines. The play area is located in the widest part of the inner courtyard to maximize space and sun exposure.

The setbacks of the building and parkade have been designed to preserve large offsite trees to the south of the site.



Should the rezoning proposal proceed, a more detailed review of landscape issues will be included in the development permit report.

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 Maplewood Village Centre. As stated within the strategy: "Increased supply of housing in centres will add diverse multi-family housing choices for District residents, and encourage competitive pricing for homes." The homes proposed in the subject development will be suitable for families and provide a relatively more affordable alternative relative to detached single-family homes.

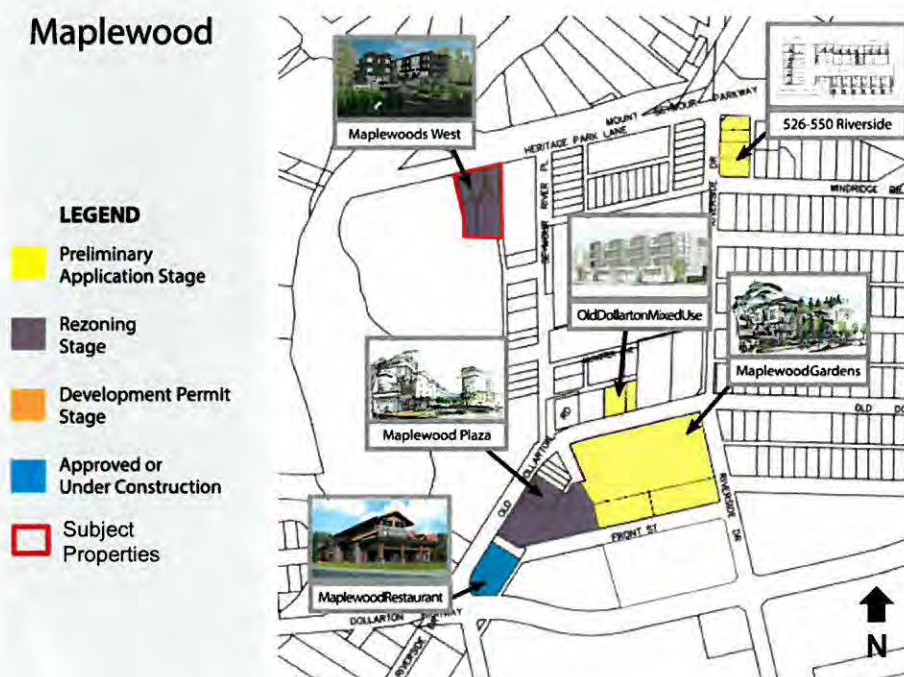
Concurrence:

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

Construction Traffic Management Plan

The site is shown in relation to other residential construction projects and potential development projects in the map below. The site is the only active application on Heritage Park Lane and on this northern portion of Seymour River Place.

Maplewood



In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) as a condition of a Development Permit and secured with a Restrictive Covenant.

The Plan must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement along Heritage Park Lane and Seymour River Place. The plan is required to be approved by the District prior to issuance of a building permit.

In particular, the Construction Traffic Management Plan must:

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

Public Input

The applicant held a facilitated Public Information Meeting on October 11, 2017.

Notices were distributed to 114 residents within approximately a 100 metre radius of the site. A sign was placed on the property to notify passersby of the meeting, and advertisements were placed in two editions of the North Shore News. A webpage was established for this project on the District's website.

The meeting was attended by approximately 23 residents. Some community members expressed support while other expressed concerns including traffic, parking, environmental impacts, affordability, and amenities. The facilitator's report is attached.

The creek relocation strategy has also been presented to the North Shore Streamkeepers.

Implementation

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

Bylaw 8300 (Attachment 2) rezones the subject site from RS4 to a new Comprehensive Development Zone 123 (CD123) which:

- establishes the permitted residential uses;
- establishes the maximum permitted floor area on the site;
- establishes setback and building height regulations;
- establishes parking regulations specific to this project; and
- secures the CAC contribution.

Bylaw 8301, (Attachment 3) authorizes the District to enter into a Housing Agreement to ensure that there will be no future restrictions on renting the units.

A legal framework will be required to support the project and it is anticipated that a development covenant will be used to secure items such as the CTMP and the details of off-site servicing. Additional legal documents required for the project will include:

- consolidation plan;
- statutory right of way to secure fire lane;
- construction traffic management plan;
- development covenant to reference the general form and layout of project as well as requirements for off-site servicing and on-site public features;
- stormwater management covenant;
- streamside protection covenant;
- flood hazard covenant;
- covenant to specify that any “unsold” parking spaces be transferred to strata corporation; and
- registration of housing agreement regarding prohibition of rental restrictions for strata units.

CONCLUSION

This development proposal provides 39 family oriented townhouses in the Maplewood Village area. It assists in implementation of the District's Official Community Plan objectives and the Maplewood Plan. The rezoning proposal is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Introduce Bylaws 8300 and 8301 and refer Bylaw 8300 to a Public Hearing (staff recommendation); or
2. Defeat the bylaws at First Reading.

Respectfully submitted,



Kevin Zhang
Development Planner

Attachments:

1. Architectural and Landscape Plans
2. Bylaw 8300 – Rezoning
3. Bylaw 8301 – Housing Agreement
4. Facilitator Report

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> NVRC _____
<input type="checkbox"/> Environment _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Facilities _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Human Resources _____	<input type="checkbox"/> Real Estate _____	

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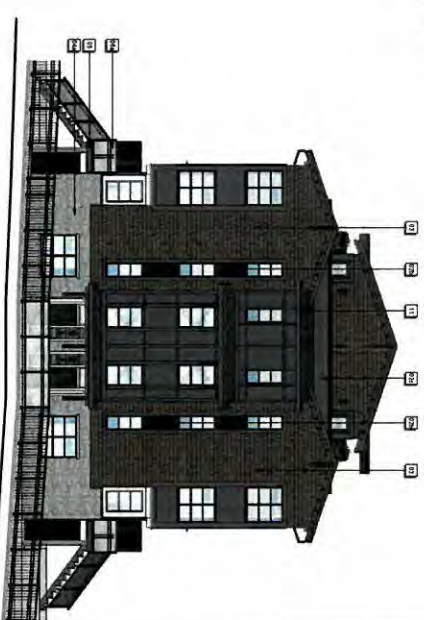
PROJECT NUMBER	DATE
DRAWN BY	RA
CHECKED BY	MS
DATE CHECKED	
CONTRACTANT	

PROJECT
MAPLEWOOD WEST
TOWNHOMES
2049 2051, 2063, 2065, 2069 HERITAGE PARK LANE
NORTH VANCOUVER DISTRICT, BC

A0.06



1 WEST ELEVATION - BLDG 1 NORTH
SCALE: 1/8" = 1'-0"

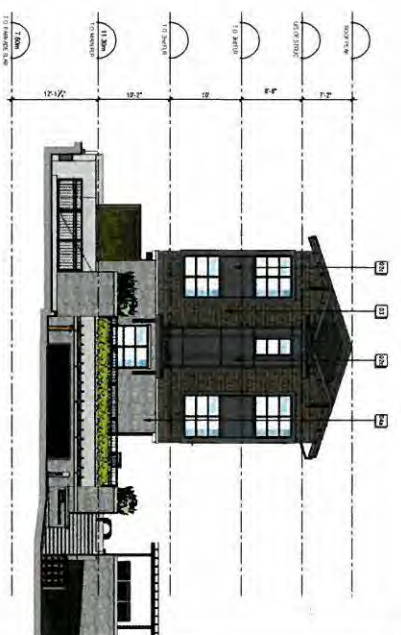


2 NORTH ELEVATION - BLDG 1 NORTH
SCALE 1/8" = 1'-0"

[illegible]



1 WEST ELEVATION- BLDG 2
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION- BLDG 2
SCALE: 1/8" = 1'-0"



3 EAST ELEVATION- BLDG 2
SCALE: 1/8" = 1'-0"

MATERIAL KEY

1	BRICK, DARK RED, 1/2" x 4" x 8"	11	BRICK, DARK RED, 1/2" x 4" x 8"	21	BRICK, DARK RED, 1/2" x 4" x 8"
2	BRICK, DARK RED, 1/2" x 4" x 8"	12	BRICK, DARK RED, 1/2" x 4" x 8"	22	BRICK, DARK RED, 1/2" x 4" x 8"
3	BRICK, DARK RED, 1/2" x 4" x 8"	13	BRICK, DARK RED, 1/2" x 4" x 8"	23	BRICK, DARK RED, 1/2" x 4" x 8"
4	BRICK, DARK RED, 1/2" x 4" x 8"	14	BRICK, DARK RED, 1/2" x 4" x 8"	24	BRICK, DARK RED, 1/2" x 4" x 8"
5	BRICK, DARK RED, 1/2" x 4" x 8"	15	BRICK, DARK RED, 1/2" x 4" x 8"	25	BRICK, DARK RED, 1/2" x 4" x 8"
6	BRICK, DARK RED, 1/2" x 4" x 8"	16	BRICK, DARK RED, 1/2" x 4" x 8"	26	BRICK, DARK RED, 1/2" x 4" x 8"
7	BRICK, DARK RED, 1/2" x 4" x 8"	17	BRICK, DARK RED, 1/2" x 4" x 8"	27	BRICK, DARK RED, 1/2" x 4" x 8"
8	BRICK, DARK RED, 1/2" x 4" x 8"	18	BRICK, DARK RED, 1/2" x 4" x 8"	28	BRICK, DARK RED, 1/2" x 4" x 8"
9	BRICK, DARK RED, 1/2" x 4" x 8"	19	BRICK, DARK RED, 1/2" x 4" x 8"	29	BRICK, DARK RED, 1/2" x 4" x 8"
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Bylaw 8300

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d) 007-304-102 LOT B BLOCKS 2 AND 3 DISTRICT LOT 791 PLAN 17275
e) 007-471-556 LOT 5 BLOCKS 2 AND 3 DISTRICT LOT 791 PLAN 16486

4B 123 – 1 Intent:

The purpose of the CD 123 Zone is to establish specific land use and development regulations for a townhouse development.

4B 123 – 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD 123 Zone:

- a) Uses Permitted Without Conditions:
Not applicable.
- b) Conditional Uses:
The following *principal* uses are permitted when the conditions outlined in Section 4B 123-3 Conditions of Use, are met:
 - (i) *residential use*.

4B 123-3 Conditions of Use

- a) **All conditional uses:** All uses of land, buildings and structures are only permitted when the following condition of use is met:
 - i) Each dwelling unit has access to private or semi-private outdoor space;
 - ii) Each dwelling unit has exclusive access to a private storage space; and
 - iii) Balcony enclosures are not permitted.

4B 123-4 Accessory Use

- a) *Accessory uses* customarily ancillary to the principal uses are permitted.
- b) *Home occupations* are permitted in *residential* dwelling units.

4B 123 – 5 Density

- (a) The maximum permitted density is limited to a floor space ratio (FSR) of 0.45 and a maximum number of 5 dwelling units; and
- (b) For the purposes of calculating floor space ratio, the following areas are exempted:
 - (i) underground parkade;
 - (ii) unenclosed balcony areas; and
 - (iii) mechanical and electrical rooms.

4B 123 – 6 Amenities

- a) Despite Subsection 4B123 – 5, permitted density in the CD 123 Zone is increased to a maximum of 4,980 m² (53,600 sq. ft.) *gross floor area* and 39 units if:
 - i. \$697,041 is contributed to the municipality to be used for any of the following amenities benefiting Maplewood Village Centre (with

allocation and timing of expenditure to be determined by the municipality in its sole discretion):

- ii. The provision or enhancement of public facilities;
 - iii. Improvements to public parks, plazas, trails and greenways;
 - iv. Public art and other beautification projects; and
 - v. Affordable or special needs housing.
- vi. A Housing Agreement is entered into requiring a rental disclosure statement to be filed and prohibiting any strata bylaw or regulation establishing rental restrictions.

4B 123 – 7 Setbacks

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

Location	Minimum Required Setback
North Lot Line	10 m (32.8 ft)
East Lot Line	3.5 m (11.5ft)
South Lot Line	1.5 m (4.9 ft)
West Lot Line	10 m (32.8 ft)

4B123-8 Height:

Maximum permitted height for any building in the CD123 Zone, inclusive of a 15% bonus for any sloping roofs, is as follows:

- (a) Maximum permitted height is 17.1 m (56.1 ft) from finished grade.

4B 123 – 9 Coverage

- a) Building Coverage: The maximum building coverage is 45%.
- b) Site Coverage: The maximum site coverage is 55%.

4B 123 – 10 Landscaping and Storm Water Management

- a) All land areas not occupied by buildings, and patios shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- 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.

4B 123- 11 Parking, Loading and Servicing Regulations

- a) Parking and loading are required as follows:
 - i. Residential townhouse dwelling unit – minimum 1.5 spaces/unit and maximum 2.0 spaces/unit; and
 - ii. Residential Visitor Parking – 0.1 spaces/unit
- b) Bicycle storage for residents shall be provided on the basis of one space per unit.
- c) Except as specifically provided in 4B123 -10 (a) and (b) Parking and Loading shall be provided in accordance with Part 10 of this Bylaw."

2.1 The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from the Single-Family Residential Level 6000 Zone (RS4) to Comprehensive Development Zone 123 (CD123).

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "Bylaw 8300" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

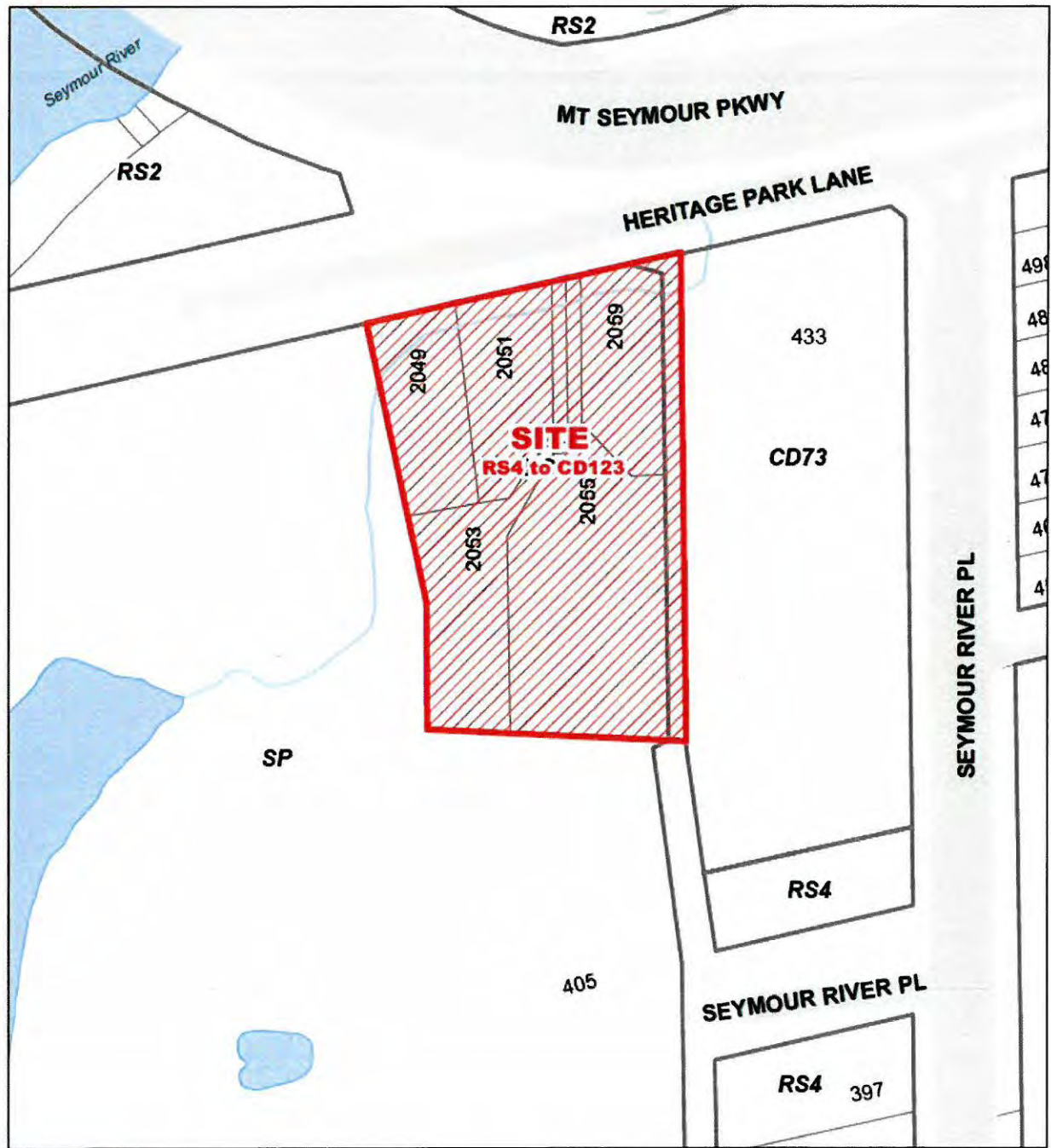
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8300



SINGLE-FAMILY RESIDENTIAL 6000 ZONE (550 SQ.M.) (RS4) TO
COMPREHENSIVE DEVELOPMENT ZONE 123 (CD123)



The Corporation of the District of North Vancouver

Bylaw 8301

A bylaw to enter into a Housing Agreement
(2049, 2051, 2053, 2055, 2059 Heritage Park Lane)

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 8301, 2017 (2049, 2051, 2053, 2055, 2059 Heritage Park Lane)".

2. Authorization to Enter into Agreement

The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Anthem Maplewoods West Developments Ltd. (Inc. No. BC0942249) substantially in the form attached to this Bylaw as Schedule "A" with respect to the following lands:

- a) 007-471-505 Lot 2 Blocks 2 and 3 District Lot 791 Plan 16486
- b) 007-471-521 Lot 3 Blocks 2 and 3 District Lot 791 Plan 16486
- c) 007-471-556 Lot 5 Blocks 2 and 3 District Lot 791 Plan 16486
- d) 007-304-081 Lot A Blocks 2 and 3 District Lot 791 Plan 17275
- e) 007-304-102 Lot B Blocks 2 and 3 District Lot 791 Plan 17275

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 8301

SECTION 219 COVENANT – HOUSING AGREEMENT

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

BETWEEN:

ANTHEM MAPLEWOODS WEST DEVELOPMENTS LTD. (Inc. No. BC0942249) a company incorporated under the laws of the Province of British Columbia having an office at 300 – 550 Burrard Street, Vancouver, BC V6C 2B5

(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. 42.17 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 43 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 8301 and remain in effect until terminated by the District as set out in this Agreement.

3. RENTAL ACCOMODATION

3.01 Rental Disclosure Statement

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

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

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

3.02 Rental Accommodation

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

3.03 Binding on Strata Corporation

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

3.04 Strata Bylaw Invalid

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

3.05 No Bylaw

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

3.06 Vote

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

3.07 Notice

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

3.08 Release of Covenant [optional clause]

The District agrees that if the District of North Vancouver Rezoning Bylaw 1372 (Bylaw 8300), is not adopted by the District's Council before [date], the Owner is entitled to require the District to execute and deliver to the Owner a discharge, in registrable form, of this Agreement from title to the Land. The Owner is responsible for the preparation of the discharge under this section and for the cost of registration at the Land Title Office.

4. **DEFAULT AND REMEDIES**

4.01 Notice of Default

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

4.02 Costs

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

4.03 Damages an Inadequate Remedy

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

4.04 Equitable Remedies

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

4.05 No Penalty or Forfeiture

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

4.06 Cumulative Remedies

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

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

5. LIABILITY

5.01 Indemnity

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

5.02 Release

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

5.03 Survival

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

6. GENERAL PROVISIONS

6.01 District's Power Unaffected

Nothing in this Agreement:

- (a) affects or limits any discretion, rights, powers, duties or obligations of the District under any enactment or at common law, including in relation to the use or subdivision of land;
- (b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or
- (c) relieves the Owner from complying with any enactment, including the District's bylaws in relation to the use of the Lands.

6.02 Agreement for Benefit of District Only

The Owner and District agree that:

- (a) this Agreement is entered into only for the benefit of the District;
- (b) this Agreement is not intended to protect the interests of the Owner, any Unit Owner, any occupant of any Unit or any future owner, occupier or user of any part of the Proposed Development, including any Unit, or the interests of any third party, and the District has no obligation to anyone to enforce the terms of this Agreement; and
- (c) The District may at any time terminate this Agreement, in whole or in part, and execute a release and discharge of this Agreement in respect of the Proposed Development or any Unit therein, without liability to anyone for doing so.

6.03 Agreement Runs With the Lands

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

6.04 Release

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

6.05 Priority of This Agreement

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

6.06 Agreement to Have Effect as Deed

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

6.07 Waiver

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

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

6.08 Time

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

6.09 Validity of Provisions

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

6.10 Extent of Obligations and Costs

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

6.11 Notices

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

If to the District:

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

Attention: Planning Department

If to the Owner:

If to the Unit Owner:

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

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

6.12 Further Assurances

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

6.13 Enuring Effect

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

7. INTERPRETATION

7.01 References

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

7.02 Construction

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

7.03 No Limitation

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

7.04 Terms Mandatory

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

7.05 Statutes

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

7.06 Entire Agreement

- (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 8301.

7.07 Governing Law

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

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

GRANT OF PRIORITY

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

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

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

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

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

ROCKANDEL&ASSOCIATES

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

**PUBLIC INFORMATION
MEETING SUMMARY REPORT**

To: Kevin Zhang, Development Planner, District of North Vancouver
T: 604.990.2321 E: zhangk@dnv.org
Emily Howard, Anthem Properties
T: 604.235.3182 E: ehoward@AnthemProperties.com

From: Catherine Rockandel, IAF Certified Professional Facilitator, Rockandel & Associates
T: 1.604.898.4614 E: cat@growpartnerships.com

Re: Public Information Meeting Summary for 2049 – 2059 Heritage Park Lane

Date: October 11, 2017

Event Date: October 11, 2017
Time: 6:00 PM – 7:30 PM
Location: Kenneth Gordon Maplewood School Gym, 420 Seymour River Place
Attendees: Twenty-three (23) citizens attended
Comment Forms: Provided to Kevin Zhang District of North Vancouver Planning

NotificationFlyer Invitation

114 invitation letters were delivered by Canada Post to homes to a minimum of 100 metres of the site. The notification flyer also included the one page District of North Vancouver Process for Applications Requiring Rezoning.

In addition a copy of the notice was emailed to Stuart Porter, Maplewood Community Association to distribute to members.

Site Signs

There was one (1) site sign erected on Heritage Park Lane on September 25 , notifying the community of the meeting.

Newspaper Advertisement

Advertisements were placed in the North Shore News, on October 4 and 6, 2017

Attendees: A total of twenty-three (23) citizens were in attendance. In addition, the following project team members and District of North Vancouver staff were in attendance.

District of North Vancouver

Kevin Zhang, Development Planner

Anthem Properties - 2049 – 2059 Heritage Park Lane Rezoning
Public Information Meeting Summary, October 11, 2017

Project Team

Property Owner: Anthem Properties
Steve Forrest, VP Development
Simon Taylor, Director Development
Melissa Howey, Development Manager
Brennan Finley, Development Coordinator
Emily Howard, Community Relations Manager

Architect:

Gregory Wilson, EKISTICS Architecture
Mark Blackwood, EKISTICS Architecture
Roxana Abdollahi, Intern Architect, EKISTICS Architecture

Landscape Architects:

Daryl Tyacke, ETA
Jennifer Liu, ETA
Barry Warren, Keystone Environmental

Transportation Planning:

Nicole He, Transportation Analyst, Bunt & Associates

Facilitator

Catherine Rockandel, Rockandel & Associates

Anthem Properties is proposing to construct a 43-unit development in a stacked townhome form at 2049-2059 Heritage Park Lane. The proposal is for 14 two-bedroom and 29 three-bedroom family-oriented units. The site will be accessed from a driveway off Heritage Park Lane. Parking will be located in a single-level underground parkade that provides 64 residential parking spaces and 6 visitor parking spaces.

The proposal will include the realignment and restoration of Maplewood Creek, which runs through the development site and the adjacent Maplewood Farm. The proposed aquatic habitat will be designed to support and improve the spawning and rearing of local salmon. In addition, the proposal includes an enhancement of the pedestrian path in Maplewood Farm as well as a community amenity contribution provided by Anthem to the District of North Vancouver.

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

- Q1** With a 1.2 FSR on this project and stacked townhouse form factor, I am wondering if the bottom piece of this design counts into that from a density perspective?
- A1** The single level apartments, yes they would be counted as part of the FSR.
- Q2** What is the typical size of the bottom unit and the top units?
- A2** The bottom units are 940 square feet and the top units range anywhere between 1500 and 1550

Q3 How much is the site mapping in totality? How big is the site in totality?

A3 Approximately 44,000 square feet if you subtract the creek bank exclusions. There is about 160 square meeting metres that we have to exclude for FSR purposes.

Q4 There is no necessary slope or anything that is allowing you to get extra density over and above 1.2?

A4 No

Q5 I want to commend that set back but I wonder if there is going to be a shadow study as part of the submission? I think it would be interesting to understand the massing of that adjacent building

A5 Absolutely, it is part of the detailed development permit application we submitted in August.

Q6 I have a question about the fire lane access. Could you talk a little bit about the levels there in terms of the levels compared to existing Maplewood Place? I suppose I am wondering is it going to be on the same level as the courtyard and are there any opportunities for level access from Maplewood Place to that fire lane? At the moment, there obviously isn't any level access in that property and that could be a good offering for the neighbourhood

A6 I was involved with the other project as well, so you are talking from the mews area, the sidewalk in the center. Yes, I think that will be because that is popped on top of the parkade. The actual fire lane has to be done at the level of the access road. It should be lower than your mews areas, then substantially landscaped. Obviously you already have landscaping at your west property line. There will be additional landscaping on this projects east property line as well to buffer. We have looked extensively at the types of trees we put in there to create that extra height between those two projects.

Q7 You are saying that the fire lane is lower than the current mews?

A7 Yes, we don't have a section of it. The mews in your project is approximately from street grade, if I recall correctly is about 8 feet above the road.

Q8 So there isn't any parkade under the new access road laneway?

A8 No, not under the fire lane

Q9 I commend you on providing bicycle parking and some spots are for visitors as well on the premises. My question concerns movements of bicycle and pedestrians through the area. Right now Seymour River Boulevard, there is parking on both sides and it is typically a place near a school and parents all drive their kids to school these days. They are pretty anxious to get their kids so sometimes it is a dangerous place to be. That happens to be one of my routes to get over to the commercial area and I imagine anybody living there is going to want to get out of there. If you look at the connections out of there they are not very good. I see your fire lane access and this is a requirement. Is there any way for you to integrate a bike path through there for people on bikes to avoid the main road there at

Seymour Boulevard? It is not going to be a very pleasant place to cycle through there. In all the stuff that the District has put out about being a cycling and walkable area, we are just bringing in more cars. If you look at the plans right now, granted they are going to change in the future, the access to that area, if you are going to Second Narrows bridge from there or if you are going to the Parkway, it is a roundabout way to get there. It is all on Seymour River Place. I think that needs to be addressed and maybe something can be done with the fire lane to integrate it to some friendlier path.

- A9 We do have bicycle parking at surface to bike racks. One at the top of the fire access ramp and one at the very south end of the building. There would be visitor parking as well as secure bicycle storage underground. The fire access lane however stops at Maplewood Farm and actually I will let Kevin speak to this. We did have discussions early on with the District but Maplewood Farms have their own future intentions. Basically there was no accessibility permitted to the farm in the south. Whether it is pedestrian access, whether it is a fire lane, that is why everything is front loading off of Heritage Boulevard. I agree with your point about bicycle safety being very important.

We consulted with Kenneth Gordon School and developed a detailed traffic management plan for this project, based on our experience from the previous development. In that case we had flag people out all day during construction on the street but in particular, in front of the school. We had no truck traffic during peak periods of drop off or pick up. We managed that because it is chaos at pick up time.

- Q10 There are properties up on Lytton that Anthem is developing. It seems like there is a lot of development that is just kind of popping up and I am wondering if there is a plan in regards to my question there about the fire lane. There is other housing to the south of that, does Anthem have an interest in that property?

- A10 No. The farm is directly to the south of us and I think you are saying that the housing that runs parallel to Seymour River Place. We have no current interest in any of those properties that front onto the farm

(K. Zhang) A couple points regarding the fire lane access and to confirm what Steve was saying about Maplewood Farm. Maplewood Farm is not interested in opening up a secondary access and are currently using that piece of land for services relating to the farm. They stressed on multiple occasions that Maplewood Farm is a controlled environment for the safety of the kids and the animals. They only want one access. I do take your point that transportation, especially active transportation, is an important factor. The Maplewood Plan is ongoing and I am sure you are aware of that as well. I think later this month the Maplewood Plan will be made public for comments and feedback. I encourage you to comment on not just the active transportation part of that plan but also any other aspects.

- Q11 On Heritage Park lane is there going to be any street parking added to that area or is it just going to be the underground parking? On the actual lane itself, is there going to be street parking there? Are current residents going to notice an increase in parking traffic?

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A11 We have an underground parking entrance, a pedestrian access bridge and the fire lane. In the area that is available we have worked with the District to create a bulge so there is public parking along the street in front of the project.

Q12 There was another slide that showed the distance from the fire park lane to Maplewood Place. Is the 52 feet going from the new structure to the property line or to the existing?

A12 It goes to the existing.

Q13 With respect to the bike parking, I live in the neighbourhood and personally have about 5 bicycles in my unit. Being a North Shore resident and this close to so much road biking and mountain biking, I would strongly encourage more biking spots in your development. Most of the people who you seem to be marketing to, will want them. I have a question with regards to the CAC funds that we understood are going to be part of this project. Does Anthem have any say in where the CAC funds are going to be spent or does the District have any plans on how they wish to spend them?

A13 (K. Zhang) The CACs follow our District of North Van CAC policy. For this project it is a cash contribution and that goes into a CAC fund and by the local Government Act has to be spent on amenities in the area. That could be either for public art or other services or contribution to other in kind amenities in the area. There are basically two kinds, one is in cash or larger projects for example a library or something like that. In this case it is cash and it goes into part of our CAC fund and then that gets distributed to various projects in the town centre village.

Q14 In respect to the construction schedule, forgive me if this is way too early to be asking these questions. I didn't live in the neighbourhood when the original Maplewood Place was built, so I am not sure how this has worked. Does Anthem have a plan for noise and traffic management during what is expected to be a relatively long construction period for this project?

A14 Anticipated construction period, we would put on the long end of the scale, 18 months. We are applying in the near future for demolition permits. Typically within the District you are waiting for public hearing and third reading to occur before you are actually permitted to demo the home. Currently we have 3 existing homes there and then this site would be fenced once again and sit idle until a building permit was issued. As far as traffic management plan, I touched on that before that is something we do a detailed plan. Basically that takes into account trade parking and supplier drop offs, so during the construction of the previous Maplewood Place construction we used part of the year parking within the farm itself and then part of the year we parked on the school site. The same as Loden Green did as well. That is convenient and takes traffic off the street and then what we do is police trades to minimize and fine them if they are parking on the street. In addition to that we try to manage the suppliers, as far as drop offs and particularly around the kids going to school during the mornings and pick up time. As part of the actual building permit process we have to prepare a traffic management plan that gets reviewed and approved by the District.

- Q15** You mentioned earlier with the Heritage Park Lane, 2 hour parking is going to be for 2 cars. Is there any plan to change to limited parking along Seymour River Place?
- A15** (K. Zhang) I am not aware of any plan currently that restricts parking on Seymour River Place. It may change because along with the Maplewood Plan itself, there is a kind of related transportation plan that goes along with it. They may make recommendations for changes to parking restrictions but not that I know of currently.
- Q16** Can we eliminate parking on Seymour River Place? I ask this reflecting on Anthem's proposal on Lytton, which across from Ron Andrew's pool where it was mentioned that there would be no more parking on Lytton Street. My question is, can you create enough underground parking so that you can take the pressure off the streets? When Anthem had the Open House two years ago in this location, there was a big uproar over parking and basically Anthem said we are providing the parking. I think that quelled it. There is no getting away from providing more parking these days. It seems that everybody wants it but nobody wants the cars. It is a catch 22. I think if we are going to make Maplewood a walkable, cycling community then we can't have our streets filled with cars that are just parked there. I think if you have to have them, put them under ground would be my suggestion and my wish.
- A16** For this 43-unit townhome development we are providing 70 parking spaces underground. If you divide it by the number of units, we are providing 1.5 parking stalls per unit and that is what we believe is more than enough for the parking demand at this neighbourhood. Also particularly because we did a data survey from ICBC and we found out that the average parking rate in this neighbourhood is about 1.2 but we are providing more than that. We believe that providing spaces underground would address your concern about taking the pressure from the on street parking.
- In addition to that, I agree with you and we actually maximize our parking so if there was more parking we could provide underground we would. The site is maxed out. A lot of the jurisdictions, like the City of North Vancouver, actually limit the amount of parking you can put. Then we do the same in regards to bike storage, larger bike rooms, we know that we have to provide secured parking for the bikes, not the common bike rooms with the larger storage area. You are perfectly right in saying that. In this site in particular, we are limited to the 2 spots. The one thing I wanted to point out here that is unique to our project, that isn't on Maplewood Place, we do have visitor parking. But I think what you are getting at is that sometimes people don't use visitor parking and will park on the street. On our project we have put in an elevator, a lift, so it will be more accessible to park in the parkade and get up into the mews and go to the units. It won't be as convenient to try to park on the street.
- Q17** If you are limited on adding more parking, why not trade some car parking for more bike parking? We are not that far from bus service and we have to get away from the car business and dependency on cars. I like what you have and not going into the old fashioned storage locker where the door slams on you and you have hundreds of bicycles

in there. I think that when I down size, I might be interested if you make it interesting for me so I can just hop on my bike and cycle out there.

A17 We don't just have a common bike room, we do individual lockers. Some of these lockers are actually the width of a parking stall and 4 feet wide. It is more than just that. We are always trying to go over and above in that every unit gets a bike locker/ storage locker. For the 43 units, there is bike parking for 86.

Q18 I want to talk more about the street parking. My understanding with the underground parking is that you are providing one space per unit with the option of buying additional spaces.

A18 No we have 1.5 stalls per unit

Q19 In Maplewood, when we bought our townhouse, it came with one spot with the option to buy other spots. Is that the same plan?

A19 It is a similar plan and yes they have an option to purchase a second stall.

C20 A lot of people had got their one parking space when they bought their unit and they didn't buy additional space because they had to pay for it therefore the parking on the street is jammed regularly. You are adding another complex to it and providing two street spots, which is not going to be enough for all the additional cars that are going to try parking in the area. Is there any way that the District can reconsider some of the parking on Heritage Park Lane to accommodate all of the extra people moving into the area?

C21 I just had the luxury of having the last 4 weeks off so I have actually just noticed all of the traffic along here. There are so many people from the school that park right outside here on the street. There are also parents picking up so it is not just the Maplewood residents with their second car that are parking on the street. There is the school and teachers and everything. Once all these spaces are full they park over there so when you have the construction trucks and stuff like that, where are these people going to park? It is a bit of a nightmare at the moment to even get a space outside my own front door. There are so many cars already without an additional new build.

Q22 There is really no additional parking being provided given the influx of residents that you are putting into the area. Does the District have any plan for that or it is just those 2 spaces in that little cut out there?

A22 (K. Zhang) For this project they can only provide what is on their road frontage. I think you are touching on a larger subject of transportation planning as a whole. Unfortunately I am not in the Transportation Planning Department but I know part of the response is to increase other transportation options like cycling and providing better infrastructure for that. I do recognize that there is still parking concerns. There is always a trade off, should you require every unit to have 2 parking stalls? That creates a huge parkade underground and we have to kind of draw a good balance between requiring too much parking or not providing enough. At the end of the day 1.5 is what our policy has arrived at based on what transportation consultants who have done studies in the area have provided us.

Some people go above and some people go less than that and that is a decision for Council. Sometimes it is also a behaviour issue as well. For example, our single family homes, we require 2 parking stalls on site and sometimes people don't use the second spot. Traffic and parking is definitely something we are working on as a District but unfortunately I don't have a specific answer relating to this development

Q23 Can we have resident's only parking in the last part of this street? There are people that park there from the school when they are working for the day and the parents and so on it is almost impossible to get into our parkade sometimes. My request is for resident's only parking on Seymour River Place

A23 (k. Zhang) There is not too much I can say on that. It is definitely a concern we are hearing from people but as you said other parents use it extra for other services in the area.

Q24 I wanted to follow up on what my wife said earlier that given that there is no current level access to the courtyard of Maplewood Place, would there be an opportunity to amend that fire access road so that that could be provided as it might be something nice for the residents of Maplewood Place. Maybe it could be slopped or something?

A24 Are you talking about actually integrating the fire lane with your project?

C25 Yes, to provide a level access, there is no elevator or kind of level access at Maplewood.

A25 You already have an approved strata plan on it. The fire lane will only be for the other project as it has to retain a fire lane. That is the ultimate purpose of it that it is for fire protection of the new residents that will live there. So no, it couldn't be incorporated but obviously there is visual aspect that we have to take into account, the buffering, which we have paid a lot of attention to. In the end aside from how we dress it up, it is a fire lane and its purpose is life safety.

Q26 I have questions about the vision of the project and specifically the marketing of it to families. You have mentioned in your design that you are planning on making a play area within it. Is that a public access play area, or just residents of the Maplewood West complex?

A26 If you are talking about the play area in the central courtyard area that will be for the strata and the owners of the building specifically.

Q27 With respect to your presentation board that says community builder, I am curious to know about your marketing plan for this project. What types of people you are looking to sell this project to?

A27 We are working through that now but the buyers we are expecting could be anything from young couples for the single level units on the bottom all the way up to downsizers in those units because we do have accessible units in there as well. As well as families with kids, we have 3 and 4 bedroom units in those town homes.

Q28 Does Anthem or has Anthem considered opportunities to market this project exclusively to buyers within the North Vancouver or lower mainland community? You have probably

seen some publicity that happened in Horseshoe Bay. Certainly I would be in favour of a marketing plan like that.

A28 No, there is no reason to even suspect that we would have to do that. This is North Vancouver and it is overwhelmingly popular for buyers. This type of product is in limited supply and that is why we are building it and that is why the District is pushing these types of forms which is really trying to bring density in a form other than a single family house that the average person can no longer afford. These will be built just like our previous project, just like in Loden Green, they will be bought by locals. They are not investor units, you are not buying investor units that are costing \$700,000 and up.

Q29 Have you developed a pricing strategy around these units yet?

A29 It is a common question that I always appreciate from people. Generally with the market the way it moves now, you are not doing your pricing until probably 6-8 months before completion. An example is Maplewood Place, when we were selling that we were in the low \$500 a foot and at 1000 square feet, you are at about \$500,000. Prices now in greater North Vancouver for townhouse product are over \$700 a foot so \$700,000. That is what the base price is but a year and a half out there is a lot of world economic conditions.

Q30 With regards to pricing and your marketing strategy, it sounds like you are intending these units to be for families for people who live in the community. Is Anthem considering the form and finish of the units to be in line with what a young family or downsizing couple would be looking for other than a luxury finish?

A30 Yes, totally, there is an expectation on quality now. Building codes have raised jurisdictional requirements on spec quality. There is a tendency for some builders to over build and some to under build. We kind of play middle of the road of that. Family units being some of the units, if you were able to take a look at the floor plans, they will have 2 family rooms, kids on the second level and parents on the top floor master bedroom. Very typical of what you would see in North Vancouver, quality specs tend to get pushed up over time. Everybody wants stainless steel appliances now, now it is just the grade of stainless steel appliance. They are not going to be paneled appliances because that takes you into another level. As far as the quality of construction you can see from the renderings and design, it is wood paneling, stone, you still have to be within the frame work of expectation of quality. That is typically what we do but we are not a builder that tries to build for the luxury market I think is what you are asking.

Q31 Would you market these without parking other than say visitor parking? Do you think you would have a problem if you marketed without parking?

A31 You wouldn't be able to ask people or a family with 2 kids to come in and say no parking. We are not there yet. There are projects in downtown Vancouver that are getting to that point, there have been a few at zero parking in some of the bigger metropolitan areas but not here in the District of North Van

- Q32** You indicated that in Maplewood Place that the owners could purchase a second parking space. What would that cost the owner or what did it cost then?
- A32** That is really a new phenomenon. Five years ago you couldn't sell a second stall, you gave it away with the unit so I am not quite sure on how many were sold. Typically it is the larger units and it is all worked into price whether you pay for it or not. A lot of times the three bedrooms will be worked in the price. I would throw a number of 8-10 thousand I actually don't think on this project that will be the case because you have got larger units and they will be at a higher price point. There will be an expectation that if somebody buys a three-bedroom unit that they will want 2 parking stalls. Then you will have the ground floor units, which are more accessible and may be only a one-car family.
- C33** In Seattle, some developments close to transit, they provided 2 parking spots, but when they offered them to the residents nobody took it. They said it was too expensive. I am wondering with all this parking if we are masking costs. We are talking about affordability all the time and to put in a massive concrete structure like that is not cheap.
- A33** It is not cheap. There have been projects done typically for a first time buyer or investor where it is close to a transit node, a Skytrain type station that they have been successful doing that. Unfortunately we are not there yet. We would like to not have the expense of it but it is certainly not the reality
- C34** I wanted to comment on the resident only parking. Having lived for 8 years up by Cap U where we have resident only parking on the streets, it creates a huge nightmare, not for the people living there but for people that are coming to visit. Essentially, you have people coming to visit from Mission, Chilliwack and Abbotsford and there is nowhere to park. So to have it resident only is probably not a workable thing in my mind.
- Q35** I am concerned about the environment and Maplewood Creek. I did speak to one of your representatives and he did say that there was work to be done on Maplewood Creek. Is Maplewood Creek going to stay in the path or is there the intention to move it to another location? My other question is that I haven't heard anything about rain gardens or storm water management in this project and I would like to know how you folks are dealing with this?
- A35** In regards to the alignment of Maplewood Creek, it actually is going to change from its current alignment slightly through the Maplewood Farm property. It will tie into the pond in a different location about 25-30 meters to the west from where it currently is. It is also going to have a meandering alignment and this actually gives an opportunity to bring greater complexity into the stream, bigger diversity of flows. Maplewood Creek is a nice little fish bearing creek, but it is missing some habitat complexity that can support fish rearing and fish spawning. One of the things I mentioned was having a riffle pool sequence, which you will get in a natural creek system. You will get areas that the flow will drive an accumulation of rocks and then a smoother glide area past that. Those riffles provide an area where there is a refuge from the flow velocity behind the rock just downstream from the rock. The fish can sort of sit in that refuge and wait for the next change to move upstream. They expend a little less energy when they are sitting in that

part of the creek. It also oxygenates the water, which is very critical for fish rearing and spawning in the stream. Causing a meander to the creek is also going to change that diversity of flow and a greater complexity of the flow structure so it is not just a leaner channel where the water is flowing at almost the same speed throughout the entire thing. It will change around the bows and bends of this creek meander. The coarse woody debris that we are going to be embedding there is also going to provide refuge for fish from predators and will also provide wood organic debris which supports the bottom food chain species that the fish can eat. The creek is going to be realigned but we see that as an opportunity to first increase the actual aquatic area. The proposed changes to Maplewood Creek are going to increase the in stream area by about a 110 square meters and is also going to increase the habitat value by having these habitat complex structures that are currently absent in the creek

Q36 Are there any plans that I may see where you are going to relocate it to?

A36 It is actually the board we were looking at previously. It has a mock up of where the proposed re alignment of the creek is. You can look at that and there will be available drawings as well that can be provided to you.

Q37 My second question is about storm water management and rain gardens.

A37 We are reducing the permeability of the site. However anywhere rain will fall on the site, on the buildings and courtyards it will drain down into the parkade area. We have a storm water detention tank under this location here [under the fire access lane near the mailboxes, next to the parkade wall] for about 64 cubic metres.

Q38 Is it going to drain into Maplewood Creek or is it going to drain into Seymour River?

A38 From what I understand it is draining into the creek through a filtration system called a jellyfish

Q39 Another question I would like to ask is what sort of precautions are going to be taken during construction to cross Maplewood Creek? You are going to have heavy equipment going in to the site. I would like to know what sort of protection there is going to be for this creek?

A39 I want to add onto the storm water. There is a capacity issue with the storm water so it was actually a request of the District that we look at draining into the creek, which is an acceptable standard as long as you properly filtrate the onsite storm water. For your second question, which again is a very good one, you usually get into that detail under the building permit but there will be a lot of precautionary steps that will have to be taken because you are crossing a creek. Filter cloth, a temporary structure going over top, we will protect the banks from debris falling in. One thing with working within the District is they are very diligent at ensuring that anything around creeks, anything environmental must have a plan in place and there is ongoing inspection of those areas. I think it will be something that we will get into greater detail with but it will be intensive.

C40 I ask because when you put in the project across the street, I had on two occasions to observe a lot of silted water from your construction going into the creek during a salmon

spawning period. I am a steam keeper and it really upset me that somebody made a mistake. That is not acceptable.

A40 Coming off the bank prior to landscaping and things like that. Those are certainly situations that we want to be informed about because it is not acceptable, certainly during salmon spawning. I know that the pipe under the road was blocked. We actually partially cleared that pipe to increase the salmon spawning. We replaced the head wall so it is quite an improvement to that area. Then again, you don't want to offset that by not protecting the creek during construction, especially when there is a high potential silt and debris running into it, even with the filter cloth. That is something that we didn't do properly first time around and we will ensure we do it properly the second time around.

Q41 There will be due diligence to this problem in this project?

A41 We always have a sign in front. Secondary thing we do, prior to starting construction, we go around the neighbourhood with a flyer detailing who the onsite site superintendent is who the foreman is and who the contact is and there is also a backup contact person at our head office as well. If you are not getting your questions answered via people on site, you call our head office and you talk to somebody like me. We continue to build five projects here it is not appropriate for us if we are not doing the appropriate due diligence during construction.

Q42 I know you have some hoops to jump through but do you have a rough idea of when you plan on starting the demolition phase, is it a year out?

A42 Demolition we plan to do around third reading which we are hoping to get mid next year. The site would then be fenced until we get the building permit approved in which case we would start excavation and full construction ideally in fall of next year is what we are looking at. It is dependent on approvals and design and all that.

C43 I was surprised that you are putting in underground parking because in your other development that wasn't permitted because of the flood zone, the 100 year sea level rise flood issue. Stongs, the other development close by and you have indicated you are raising it as well to protect against flooding from the Seymour River

A43 We are constructing above the flood construction level. We have to be above it, you can't build below it.

Q43 How much buffer do you have? These days the 100 year stuff, I am an engineer, I know the 100 year stuff isn't standing up to scrutiny these days with the severity of storms. When the District approves a project like that for underground storage and the whole thing is inundated, I as a taxpayer often end up with a liability. My question of curiosity is, in the other location it wasn't allowed to go underground but here it is?

A43 It depends on the grade of your site and where it is in proximity to the river. We have a lot of information from our previous site. We have had piezometers on the site for the last year plus the District updated their FCL levels, I believe within the last year as well so you have got increased standards. We had to increase the height of the parkade. We have to have a separation above the 100 year point of the river and then what we have

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inside the parkade. In the event that it would ever flood that we have blow out ports. It is a wood frame building so we can't tank it.

C44 In the District maps the section of Riverside between Seymour Parkway and Dollarton is showing under water for the 100-year scenario.

A44 We designed to 7.6 meters.

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Notification Flyer: Page One

Notice of a Public Information Meeting in Your Neighbourhood

Anthem Properties is hosting a Public Information Meeting to present a development proposal for 43 units in a stacked townhome form at 2049-2059 Heritage Park Lane.

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

Meeting Time and Location:

**Wednesday, October 11, 2017
6:00-7:30pm
Kenneth Gordon Maplewood School Gym
420 Seymour River Place**



Meeting Agenda:

Doors Open: 6:00pm
Open House: 6:00-6:30pm
Presentation and Q+A 6:30-7:30pm

For Further Information Please Contact:

Emily Howard 604-235-3182	Anthem Properties
Kevin Zhang 604-990-2321	District of North Vancouver, Planning Department

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Notification Flyer: Page Two

The Proposal:

Anthem Properties is proposing to construct a 43-unit development in a stacked townhome form at 2049-2059 Heritage Park Lane.

The proposal is for 14 two-bedroom and 29 three-bedroom family-oriented units.

The site will be accessed from a driveway off Heritage Park Lane. Parking will be located in a single-level underground parkade that provides 64 residential parking spaces and 6 visitor parking spaces.

The proposal will include the realignment and restoration of Maplewood Creek, which runs through the development site and the adjacent Maplewood Farm. The proposed aquatic habitat will be designed to support and improve the spawning and rearing of local salmon. In addition, the proposal includes an enhancement of the pedestrian path in Maplewood Farm as well as a community amenity contribution provided by Anthem to the District of North Vancouver.



Project Rendering: 2049-2059 Heritage Park Lane

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Newspaper Advertisement

PUBLIC INFORMATION MEETING

A redevelopment is being proposed for 2049–2059 Heritage Park Lane, North Vancouver, to construct a stacked-townhome development. You are invited to a meeting to discuss the project.

Date: Wednesday, October 11, 2017
Time: 6:00pm – 8:00pm
Location: Kenneth Gordon Maplewood School Gym,
420 Seymour River Place

Anthem Properties proposes to rezone the site to permit 43 townhomes in a stacked building form. Each unit ranges in size from 936 to 1,542 square feet all located atop a single-level underground parkade.



Information packages are being distributed to residents within a 100 meter radius of the site. If you would like to receive a copy or if you would like more information, please contact Kevin Zhang of the Community Planning Department at 604-990-2321, or Emily Howard of Anthem Properties at 604-235-3182, or bring your questions and comments to the meeting.

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

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PUBLIC HEARING

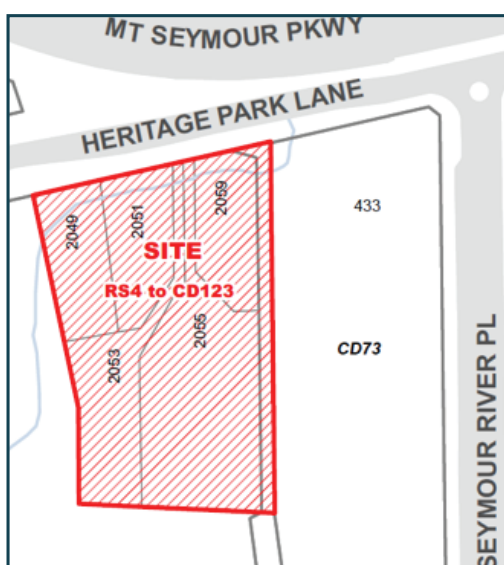
2049 Heritage Park Lane

THIRTY-NINE UNIT TOWNHOUSE PROJECT

What: A Public Hearing for Bylaw 8300, a proposed amendment to the Zoning Bylaw, to permit the development of a thirty-nine unit townhouse project.

When: 7 pm, Tuesday, July 3, 2018

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



What changes?

Bylaw 8300 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 123 (CD123) and rezone the subject site from Single-Family Residential 6000 Zone (RS4) to CD123. The CD123 Zone addresses use and accessory uses, density, amenities, setbacks, building height, building and site coverage, landscaping and storm water management, and parking, loading and servicing regulations.



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

When can I speak?

We welcome your input Tuesday, July 3, 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 19 to July 3. Office hours are Monday to Friday 8 am to 4:30 pm, except statutory holidays.

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