

AGENDA

REGULAR MEETING OF COUNCIL

Monday, July 9, 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



THIS PAGE LEFT BLANK INTENTIONALLY

REGULAR MEETING OF COUNCIL

7:00 p.m.
Monday, July 9, 2018
Council Chamber, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

BROADCAST OF MEETING

- <http://app.dnv.org/councillive/>

CLOSED PUBLIC HEARING ITEMS NOT AVAILABLE FOR DISCUSSION

- Bylaw 8262 – OCP Amendment 1923 Purcell Way
- Bylaw 8263 – Rezoning 1923, 1935, 1947 and 1959 Purcell Way
- Bylaw 8239 – Rezoning 3030 Sunnyhurst Road
- Bylaw 8249 – Rezoning 2932 Chesterfield Avenue
- Bylaw 8250 – OCP Amendment 1944 & 1976 Fullerton Avenue, 1963-1985 Sandown Place & 2028-2067 Glenaire Drive
- Bylaw 8251 – Rezoning 1944 & 1976 Fullerton Avenue, 1963-1985 Sandown Place & 2028-2067 Glenaire Drive
- Bylaw 8304 – Rezoning 1200-1259 Emery Place
- Bylaw 8292 – Rezoning 4670 Capilano Road
- Bylaw 8278 – OCP Amendment 1031 Ridgewood Drive
- Bylaw 8256 – Rezoning 1031 Ridgewood Drive
- Bylaw 8290 – Rezoning 340 Mountain Highway & 1515-1537 Rupert Street
- Bylaw 8313 – OCP Amendment 1552-1568 Oxford Street
- Bylaw 8314 – Rezoning 1552-1568 Oxford Street
- Bylaw 8209 – Rezoning 229 Seymour River Place & 2015 Old Dollarton Road
- Bylaw 8254 – Rezoning 3468, 3472, 3484 & 3490 Mt. Seymour Parkway
- Bylaw 8275 – Rezoning 3428-3464 Mt. Seymour Parkway
- Bylaw 8300 – Rezoning 2049 Heritage Park Lane

1. ADOPTION OF THE AGENDA

1.1. July 9, 2018 Regular Meeting Agenda

Recommendation:

THAT the agenda for the July 9, 2018 Regular Meeting of Council for the District of North Vancouver is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. PUBLIC INPUT

(limit of three minutes per speaker to a maximum of thirty minutes total)

3. PROCLAMATIONS

4. RECOGNITIONS

5. DELEGATIONS

- 5.1. Mr. Taylor Gunn, CIVIX** **p. 11-18**
Re: Student Vote

6. ADOPTION OF MINUTES

- 6.1. June 19, 2018 Public Hearing** **p. 21-28**

Recommendation:

THAT the minutes of the June 19, 2018 Public Hearing are received.

7. RELEASE OF CLOSED MEETING DECISIONS

8. COUNCIL WORKSHOP REPORT

9. REPORTS FROM COUNCIL OR STAFF

With the consent of Council, any member may request an item be added to the Consent Agenda to be approved without debate.

If a member of the public signs up to speak to an item, it shall be excluded from the Consent Agenda.

Recommendation:

THAT items _____ are included in the Consent Agenda and be approved without debate.

- 9.1. 2018 Local Government Election Initiatives** **p. 31-33**
File No. 01.0115.30/002.000

Recommendation:

THAT the June 11, 2018 report of the Chief Election Officer entitled 2018 Local Government Election Initiatives is received for information.

- 9.2. 1310 Monashee Drive - Notice on Title for Work Without Permits** **p. 35-43**
File No. RFS2017-09944

Opportunity for representation:

- Building Inspector
- Property Owner

Recommendation:

THAT Council direct the Municipal Clerk to file a notice in the land title office stating that a resolution relating to 1310 Monashee Drive has been made under Section 57 of the *Community Charter* and further information about it may be inspected at the municipal hall.

- 9.3. Development Permit 47.17 – 600 Mountain Highway – Seylynn Village "Apex"** **p. 45-127**
File No. 08.3060.20/047.17

Recommendation:

THAT Development Permit 47.17, for a 32-storey mixed-use project at 600 Mountain Highway, is ISSUED.

- 9.4. Development Permit 112.17 – 1995 W 1st Street** **p. 129-147**
File No. 08.3060.20/112.17

Recommendation:

THAT Development Permit 112.17, for a Diesel Handling Facility Expansion Project at 1995 W 1st Street, is ISSUED.

- 9.5. Ballot Question Regarding Advisory Body on Reunification with the City of North Vancouver** **p. 149-150**
File No. 01.0115.30/002.000

Recommendation:

THAT, pursuant to section 83 of the *Community Charter*, Council approves the following non-binding question to be placed on the October 20, 2018 general local election ballot:

"Do you support the establishment and funding, not to exceed \$100,000, of an advisory body comprised jointly of residents of the City of North Vancouver and residents of the District of North Vancouver to investigate the costs, benefits and potential implications of reunifying the two municipalities?"

- 9.6. Approach to Coach Houses in the District** **p. 151-159**
File No. 13.6480.30/003.000.000

Recommendation:

THAT staff is directed to proceed with the public engagement described in the June 29, 2018 report of the Community Planner entitled Approach to Coach Houses in the District;

AND THAT following public engagement staff is directed to bring bylaw amendments regarding coach houses to Council for Introduction and First Reading.

9.7. Complaint and Enforcement Policy

p. 161-171

File No. 09.3900.01/000.000

Recommendation:

THAT the Complaint and Enforcement Policy, as set out in the July 3, 2018 report of the General Manager – Planning, Properties & Permits, is APPROVED;

AND THAT the Complaints - Petitions Policy and Recreation Vehicles and Private Pleasure Boats Policy are rescinded.

9.8. Council Remuneration

p. 173-187

File No.

Recommendation:

THAT Council remuneration be adjusted to offset the legislative changes to the 1/3 income tax exemption effective January 1, 2019;

THAT Councillors remuneration remain at 40% of the Mayor's remuneration;

AND THAT the full cost of extended health and dental premiums for Mayor and Council be paid by the District, effective January 1, 2019, to ensure parity with comparable municipalities.

9.9. 2018 Council Meeting Schedule - Amendment

p. 189-191

File No. 01.0570.01 /000.000

Recommendation:

THAT the 2018 Council meeting schedule is amended as outlined in the June 4, 2018 report of the Deputy Municipal Clerk entitled 2018 Council Meeting Schedule - Amendment.

10. REPORTS

10.1. Mayor

10.2. Chief Administrative Officer

10.3. Councillors

10.4. Metro Vancouver Committee Appointees

10.4.1. Aboriginal Relations Committee – Councillor Hanson

10.4.2. Housing Committee – Councillor MacKay-Dunn

10.4.3. Regional Parks Committee – Councillor Muri

10.4.4. Utilities Committee – Councillor Hicks

10.4.5. Zero Waste Committee – Councillor Bassam

10.4.6. Mayors Council – TransLink – Mayor Walton

11. ANY OTHER BUSINESS

12. ADJOURNMENT

Recommendation:

THAT the July 9, 2018 Regular Meeting of Council for the District of North Vancouver is adjourned.

THIS PAGE LEFT BLANK INTENTIONALLY

DELEGATIONS

THIS PAGE LEFT BLANK INTENTIONALLY



Delegation to Council Request Form

District of North Vancouver
Clerk's Department
 355 West Queens Rd, North Vancouver, BC V7N 4N5

Questions about this form: Phone: 604-990-2311
 Form submission: Submit to address above or Fax: 604.984.9637

COMPLETION: To ensure legibility, please complete (type) online then print. Sign the printed copy and submit to the department and address indicated above.

Delegations have five minutes to make their presentation. Questions from Council may follow.

Name of group wishing to appear before Council: CIVIX

Title of Presentation: STUDENT VOTE

Name of person(s) to make presentation: TAYLOR GUNN

Purpose of Presentation: ☒ Information only
☐ Requesting a letter of support
☐ Other (provide details below)

Please describe:

Student Vote is an election program for students under the voting age, organized in parallel with general elections. Students learn about government and the electoral process, research the candidates and issues, and engage in dialogue with family and friends. In the culminating activity, students vote for the official election candidates.

CIVIX will be delivering a Student Vote project in conjunction with the local elections this fall. More than 20 schools from the District of North Vancouver are expected to participate.

Contact person (if different than above): LINDSAY MAZZUCCO
 Daytime telephone number: 1-866-488-8775
 Email address: lindsay@civix.ca

Will you be providing supporting documentation? ☒ Yes ☐ No

If yes: ☒ Handout ☐ DVD
☐ PowerPoint presentation

Note: All supporting documentation must be provided 12 days prior to your appearance date. This form and any background material provided will be published in the public agenda.

Presentation requirements: ☒ Laptop ☐ Tripod for posterboard
☒ Multimedia projector ☐ Flipchart
☐ Overhead projector

Arrangements can be made, upon request, for you to familiarize yourself with the Council Chamber equipment on or before your presentation date.

Delegation to Council Request Form

Rules for Delegations:

1. Delegations must submit a Delegation to Council Request Form to the Municipal Clerk. Submission of a request does not constitute approval nor guarantee a date. The request must first be reviewed by the Clerk.
2. The Clerk will review the request and, if approved, arrange a mutually agreeable date with you. You will receive a signed and approved copy of your request form as confirmation.
3. A maximum of two delegations will be permitted at any Regular Meeting of Council.
4. Delegations must represent an organized group, society, institution, corporation, etc. Individuals may not appear as delegations.
5. Delegations are scheduled on a first-come, first-served basis, subject to direction from the Mayor, Council, or Chief Administrative Officer.
6. The Mayor or Chief Administrative Officer may reject a delegation request if it regards an offensive subject, has already been substantially presented to council in one form or another, deals with a pending matter following the close of a public hearing, or is, or has been, dealt with in a public participation process.
7. Supporting submissions for the delegation should be provided to the Clerk by noon 12 days preceding the scheduled appearance.
8. Delegations will be allowed a maximum of five minutes to make their presentation.
9. Any questions to delegations by members of Council will seek only to clarify a material aspect of a delegate's presentation.
10. Persons invited to speak at the Council meeting may not speak disrespectfully of any other person or use any rude or offensive language or make a statement or allegation which impugns the character of any person.
11. Please note the District does not provide grants or donations through the delegation process.
12. Delegation requests that are non-jurisdictional or of a financial nature may not be accepted.

Helpful Suggestions:

- have a purpose
- get right to your point and make it
- be concise
- be prepared
- state your request, if any
- do not expect an immediate response to a request
- multiple-person presentations are still five minutes maximum
- be courteous, polite, and respectful
- it is a presentation, not a debate
- the Council Clerk may ask for any relevant notes (if not handed out or published in the agenda) to assist with the accuracy of our minutes

I understand and agree to these rules for delegations

LINDSAY MAZZUCCO

JUNE 27, 2018

Name of Delegate or Representative of Group

Date

Signature

For Office Use Only

Approved by:

Municipal Clerk

Deputy Municipal Clerk

Appearance date:

Receipt emailed on:

Rejected by:

Mayor

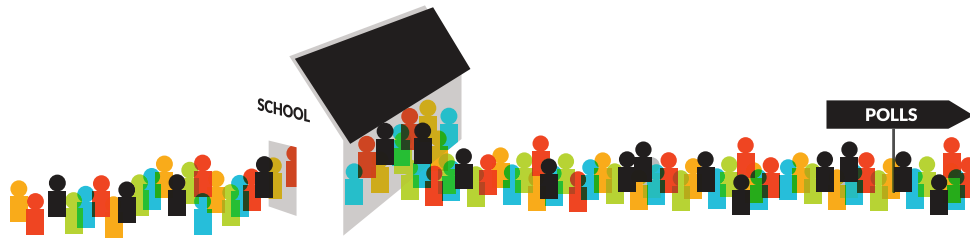
CAO

Applicant informed on:

Applicant informed by:

The personal information collected on this form is done so pursuant to the Community Charter and/or the Local Government Act and in accordance with the Freedom of Information and Protection of Privacy Act. The personal information collected herein will be used only for the purpose of processing this application or request and for no other purpose unless its release is authorized by its owner, the information is part of a record series commonly available to the public, or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207 or at 355 W Queens Road, North Vancouver.

STUDENT VOTE



WHAT IS STUDENT VOTE?

Student Vote is an election program for students under the voting age, organized in parallel with general elections. It provides students with an opportunity to practice the habits of active and engaged citizenship and experience the voting process firsthand.

Student Vote is the flagship program of CIVIX, Canada's premier civic education charity. Since 2003, the CIVIX team has delivered 39 Student Vote projects across the country for elections at the federal, provincial/territorial and local level.

HOW DOES IT WORK?

The Student Vote program involves four key steps:

OUTREACH AND RECRUITMENT:

Teachers are recruited to become volunteer 'Student Vote Team Leaders' and coordinate the program within their school. Participating schools may offer Student Vote to a single class or engage the entire student body in the program.

DISTRIBUTION OF MATERIALS:

Schools receive free resource materials and election supplies, including activity resources, an election manual, campaign posters, ballot boxes, voting screens and ballots. CIVIX also provides online learning materials, including videos and slide decks.

CAMPAIGN ENGAGEMENT:

Using the Student Vote materials, educators facilitate activities to help inform students about government and democracy, encourage research into the candidates and issues, and foster dialogue among students and their families.

STUDENT VOTE DAY:

Participating schools host a Student Vote Day where students vote for the official local candidates. Following the close of the general election polls, the Student Vote results are shared publicly and with media for broadcast and publication.



WHY IS IT IMPORTANT?

The participation of citizens in the electoral process is a central component of a healthy democracy, yet a marked decline in voter turnout has been observed across Canada.

More concerning is the fact that low voter turnout is generally disproportionately concentrated among young Canadians. Studies have shown that the habits of voting and non-voting are established at an early age and persist over time.

WHAT ARE THE OUTCOMES?

An independent evaluation commissioned by Elections Canada in 2015 found that Student Vote had a positive impact on student understanding of Canadian politics and elections as well as on their interest and confidence in discussing politics, and future voting intentions.

Student Vote was also found to promote learning and discussion about the election among families and it positively influenced voter turnout among the parents and guardians of participating children.

DISTRICT OF NORTH VANCOUVER

Schools in the District of North Vancouver have participated in nine Student Vote projects since 2004.

In the 2017 provincial election, 3,851 students participated from 27 schools in the District of North Vancouver.

For the October 2018 local elections, CIVIX estimates that 20 schools will register to participate and 2,500 students will cast a ballot.

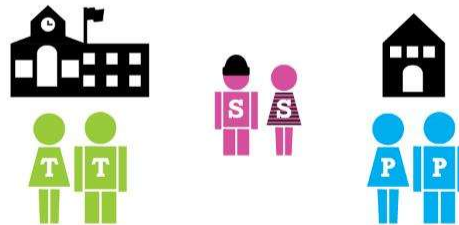




PROGRAM OUTCOMES

Elections Canada commissioned an independent evaluation of the Student Vote Program to study the impact in the context of the 2015 federal election.

The evaluation analyzed the impact of the program on teachers, students and parents.



TEACHER FEEDBACK

Reported being very satisfied
with the resources and support

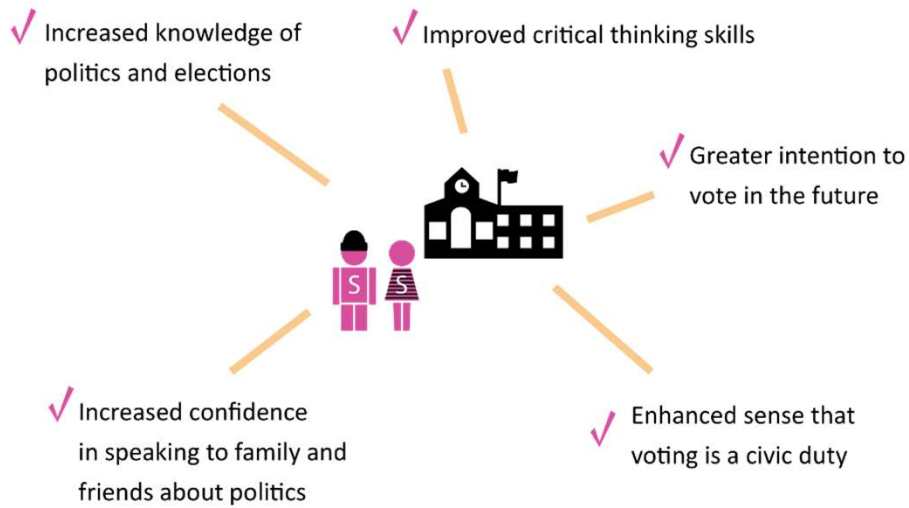
100% will likely participate
in Student Vote again

96% said it increased
their confidence in
teaching government
and civics

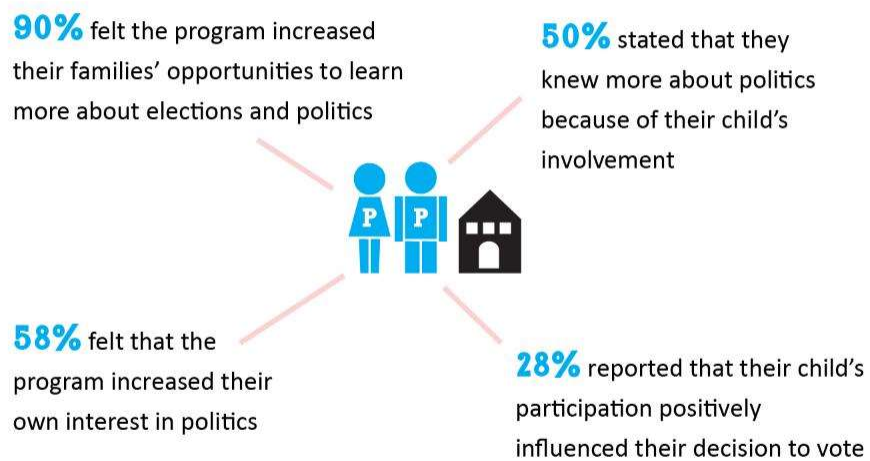


Reported a significant impact on students'
political knowledge and interest, critical
thinking skills, civic duty and voting intentions

STUDENT OUTCOMES



IMPACT ON PARENTS





www.civix.ca

1.866.488.8775

MINUTES

THIS PAGE LEFT BLANK INTENTIONALLY

**DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING**

**229 Seymour River Place &
2015 Old Dollarton Road
6 Storey Mixed-Use Building**

REPORT of the Public Hearing held in the Council Chambers of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Tuesday, June 19, 2018 commencing at 7:00 p.m.

Present: Mayor R. Walton
Councillor R. Bassam (7:05 pm)
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks
Councillor D. MacKay-Dunn

Absent: Councillor L. Muri

Staff: Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. J. Gordon, Manager – Administrative Services
Ms. J. Paton, Manager – Development Planning
Ms. S. Dale, Confidential Council Clerk
Mr. D. Veres, Development Planner

District of North Vancouver Rezoning Bylaw 1347 (Bylaw 8209)

Purpose of Bylaw:

Bylaw 8209 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 99 (CD99) and rezone the subject site from General Commercial Zone 2 (C2) to CD99. The CD99 Zone addresses use and accessory use, density, amenities, setbacks, site and building coverage, building height, landscaping and parking.

1. OPENING BY THE MAYOR

Mayor Richard Walton welcomed everyone and advised that the purpose of the Public Hearing was to receive input from the community and staff on the proposed bylaw as outlined in the Notice of Public Hearing.

Mayor Richard Walton, stated that:

- All persons who believe that their interest in property is affected by the proposed bylaw will be afforded a reasonable opportunity to be heard and to present written submissions;
- Council will use the established speakers list. At the end of the speakers list, the Chair may call on speakers from the audience;
- Each speaker will have five minutes to address Council for a first time and should begin remarks to Council by stating their name and address;

- All members of the audience are asked to be respectful of one another as diverse opinions are expressed. Council wishes to hear everyone's views in an open and impartial forum;
- Council is here to listen to the public, not to debate the merits of the bylaw;
- At the conclusion of the public input Council may request further information from staff which may or may not require an extension of the hearing, or Council may close the hearing after which Council should not receive further new information from the public;
- Everyone at the Hearing will be provided an opportunity to speak. If necessary, the Hearing will continue on a second night;
- After everyone who wishes to speak has spoken once, speakers will then be allowed one additional five minute presentation;
- Any additional presentations will only be allowed at the discretion of the Chair;
- The binder containing documents and submissions related to the bylaw is available on the side table to be viewed; and,
- The Public Hearing is being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*.

2. INTRODUCTION OF BYLAW BY THE CLERK

Mr. James Gordon, Manager – Administrative Services, introduced the proposed bylaw, stating that Bylaw 8209 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 99 (CD99) and rezone the subject site from General Commercial Zone 2 (C2) to CD99. The CD99 Zone addresses use and accessory use, density, amenities, setbacks, site and building coverage, building height, landscaping and parking.

Councillor BASSAM arrived at this point in the proceedings.

3. PRESENTATION BY STAFF

Mr. Darren Veres, Development Planner, provided an overview of the proposal elaborating on the introduction by the Manager – Administrative Services. Mr. Veres advised that:

- The subject site is located at the corner of Old Dollarton Road and Front Street and is approximately 1.7 acres;
- The site currently consists of two commercial lots with approximately 7,500 sq. ft. of commercial space and twenty-eight rental units and is known as the Maplewood Plaza;
- The site is surrounded by small scale retail uses to the north, a multi-family residential property and industrial buildings to the east and a mixed-use commercial residential building to the south;
- The site is designated within the Official Community Plan (OCP) as Commercial Residential Mixed-Use Level 2 (CRMU Level 2) which permits commercial mixed-use development up to a density of approximately 2.5 FSR;
- The site is currently zoned General Commercial Zone (C2) which permits commercial mixed-use development up to a density of approximately 1.75 FSR;
- This site will require rezoning to a new CD zone to accommodate the uses and density proposed. The CD99 zone permits commercial mixed-use development up to a density of 2.49 FSR and is consistent with the OCP;
- The proposal is for two six-storey buildings over a shared underground parkade;

- The buildings are approximately 74 ft. in height;
- A key feature of the proposal is the extension of Seymour River Place to connect Old Dollarton Road to Front Street. This street will be shared by pedestrians, slow-moving cyclists and vehicles;
- The commercial component of the proposal is located along the new shared street on the east while the residential component is predominantly located along Old Dollarton Road on the west;
- Parking for the commercial space is accessed directly off Front Street while access for residential units is located off the proposed extension of Seymour River Place;
- The proposal includes 193 residential units in total and is comprised of 134 strata apartments, twenty-eight market rental units, ten affordable rental units and twenty-one live-work townhouse units;
- The dwelling units are a mix of one, two and three bedroom units ranging in size from approximately 540 sq. ft. to just over 1400 sq.ft;
- Of the 193 residential units, eighty-five units (or 44%) are one bedroom units, ninety-nine units (or 51%) are two bedroom units and nine units (or 5%) are three bedroom units;
- Ten of the rental units will be required to meet an equivalent of CHMC Level 2 affordability in perpetuity (no more than 30% of household income is spent on rent) and twenty-eight units will remain market rental in perpetuity;
- The proposal also includes 10,473 sq. ft. of commercial space;
- Parking is provided on three levels, with two levels of underground parking and one enclosed level at grade;
- There are 255 residential parking spaces, twenty visitor parking stalls, twenty-two parking spaces for commercial use and fourteen accessible parking stalls;
- There are 201 secured bike spaces located in the underground parkade, forty-one short-term spaces, sixty-six secure spaces on levels two through six with a common bike work space included on each level;
- The proposal includes seventeen bike spaces for commercial use located near the commercial retail units;
- The proposal has been reviewed against the Zoning Bylaw and the newly adopted Maplewood Village Centre and Innovation District Implementation Plan and Design Guidelines (Maplewood Village Centre Plan);
- The proposal provides a mix of uses similar to those identified in the Maplewood Village Centre Plan, it complies with the plan's overall vision for commercial space in the Village Heart and it provides a new shared street to connect Old Dollarton Road and Front Street;
- Since the approval of the Maplewood Village Centre Plan, the applicant has revised their plans to incorporate fourteen new live/work units on Old Dollarton Road in addition to the seven proposed on Front Street;
- The project replaces the existing twenty-eight purpose-built market rental units and provides increased commercial space in the village heart;
- The site is located within several Development Permit areas and has been reviewed against guidelines for: Form and Character of Commercial Mixed Use Buildings; Energy and Water Conservation and Green House Gas Emission Reduction; and, Creek Hazard;
- In addition to thirty-eight rental units, the project is proposing a Community Amenity Contribution (CAC) of \$500,000;
- It is anticipated these CACs will be directed towards the affordable housing fund, public art, park and trail improvements or public realm infrastructure improvements;

- Off-site contributions include street trees, curb and gutter upgrades, improved lighting, sidewalks, sanitary and storm sewer improvements and a land dedication of 8,805 sq. ft. along the perimeter of the site for the construction of the shared street and improvements to Old Dollarton Road and Front Street;
- The proposal complies with the use and density provisions of the OCP and the vision for the site in the Maplewood Village Centre Plan;
- The proposed development will be required to meet the BC Energy Step Code requirements for mixed-use buildings;
- The proposal will provide basic design features for 100% of the units and enhanced accessibility features for ten of the units;
- The project has three Housing Agreement Bylaws: one to ensure that thirty-eight of the proposed units remain rental in perpetuity; one to secure ten of those affordable rental units; and, one to ensure that there are no rental restrictions placed on the remaining 155 strata units;
- The project was reviewed by the Advisory Design Panel and on November 10, 2016 and it was recommended for approval;
- A Construction Management Plan has been submitted and a final version will be required prior to a building permit being issued;
- A facilitated public information meeting was held on June 1, 2016 and was attended by approximately thirty-two members of the public;
- There was a variety of feedback including concern with the building height, the timing of the project in relation to the planning process of the Maplewood Village Centre Plan, the loss of older rental units, the risk of increased traffic congestion and safety for cyclists; and,
- In response to these concerns, the applicant has stepped-back the top floor along Old Dollarton Road to reduce the perception of height, revised their proposal to demonstrate compliance with the Maplewood Village Centre Plan and revised the design for the Shared Street/Front Street intersection to improve safety for pedestrians, cyclists and motorists.

In response to a question from Council, staff advised that the existing rents at Maplewood Plaza for a one bedroom unit is \$911-\$1,025 and the rents for a two bedroom unit is \$1,325.

In response to a question from Council, staff advised that the number of rental units on the site will increase from twenty-eight to thirty-eight rental units, ten of which will meet CMHC Level 2 affordability.

In response to a question from Council, staff advised that off-site improvements include improved street frontages with street tree plantings, streetlight upgrades, sidewalks and curb, gutter and paving improvements along Dollarton Road, Front Street and Seymour River Place. The project includes sanitary sewer and storm sewer improvements, a land dedication of 8,805 sq.ft. along the perimeter of the site for the construction of the shared street and improvements to Old Dollarton Road and Front Street.

4. PRESENTATIONS FROM THE APPLICANT

4.1. Mr. Bryce Rositch, Landscape Architect – RH Architects:

- Commented that the proposed development feels like a village inside a village;
- Noted that the project will expand the supply and diversity of affordable housing options;

- Commented on the smooth blending of rental and market units;
- Noted that the applicant has worked closely with the existing tenants to provide tailored residential tenant relocation and assistance packages; and,
- Spoke to the benefits of the proposal noting that an estimated eighty to ninety jobs will be created as a result of the commercial space.

In response to a question from Council regarding the cost of units, the developer advised that the sale prices have not been set.

In response to a question from Council, staff advised that the live/work units will have a direct outside public entrance as well as an entrance onto the corridor that is open to the public.

In response to a question from Council, staff advised that in acknowledgement of the change in the market value of the property since first reading of the Bylaw in 2017, the applicant is proposing to increase the community amenity contribution from \$200,000 to \$500,000.

In response to a question from Council, staff advised that Official Community Plan (OCP) Amending Bylaw 8208 and Rezoning Bylaw 8209 were given first reading and referred to a Public Hearing on April 10, 2017. At the time of first reading, the Maplewood Village Centre Plan had not yet been approved. As a result, the review of the proposal had been informed and directed by the Maplewood Village Centre Plan work that was underway at the time. In response to Council concern regarding the timing of the application in relation to the approval of the Maplewood Village Centre Plan, staff recommended to the applicant that the Public Hearing be postponed until after the approval of the Maplewood Village Centre Plan in order to ensure consistency between the proposal and the Maplewood Village Centre Plan. The applicant agreed and has made amendments to their proposal as a result of the approved Maplewood Village Centre Plan. The Maplewood Village Centre Plan was approved on November 6, 2017 and the Official Community Plan Amending Bylaw 8279 was adopted on February 5, 2018. At the time of first reading for this project's Bylaws, the proposed uses and density of the project required an amendment to the OCP to designate the site Commercial Residential Mixed-Use Level 2 (CRMU Level 2). However, OCP amending Bylaw 8279 (Maplewood Village Centre Plan Land Use Amendments) re-designated the property to CRMU Level 2, which eliminated the need for this project to have an OCP amendment. As a result, Bylaw 8208 has been abandoned at first reading.

In response to a question from Council, staff advised that the applicant has revised their original proposal to include an additional fourteen live/work units along Old Dollarton Road which brings the total to twenty-one live/work units. These units will provide an opportunity for an additional 13,500 sq. ft. of live/work commercial/retail space along Old Dollarton Road and Front Street in accordance with the Maplewood Village Centre Plan concept for this site.

In response to a question from Council, staff advised that there will be a smooth blending of rental and market units throughout the building and will be owned and managed by the applicant.

5. REPRESENTATIONS FROM THE PUBLIC

5.1. Mr. Grant Longhurst, 4700 Block Headland Drive:

IN FAVOUR

- Spoke in support of the proposed development;
- Commented on the housing diversity provided by the proposed development, filling a need for increased rental supply and affordable housing options;

- Commented that the proposed development is aesthetically pleasing and will complement the area; and,
- Commented that the proposed development will enhance pedestrian and cycling connectivity and provides excellent access to existing transit options.

5.2. Ms. Jodie Gruber, 1200 Block Derwent Crescent: IN FAVOUR

- Spoke in support of the proposed development; and,
- Commented that the proposal will provide a variety of housing options for people that live and work on the North Shore.

5.3. Mr. Laurence Putnam, 100 Block West 1st Street: IN FAVOUR

- Expressed concern that young families will not be able to afford to stay on the North Shore; and,
- Commented on the need for a variety of affordable housing options.

5.4. Mr. Fred Rathje, 600 Block Roslyn Boulevard: IN FAVOUR

- Spoke in support of the proposed development; and,
- Spoke to the importance of creating a walkable community with better bicycle infrastructure and less reliance on vehicles in the Maplewood Town Centre.

5.5. Ms. Maureen Elliott, 800 Block Montroyal Boulevard: IN FAVOUR

- Spoke in support of the proposed development;
- Commented on the challenge of finding suitable rental accommodation; and,
- Opined that the proposed development will provide vibrancy to the Maplewood area.

5.6. Ms. Christine Baracos, 800 Block West 16th Street: IN FAVOUR

- Expressed support for the proposed development;
- Opined that single-family housing is unattainable for many District residents;
- Commented on the close proximity to amenities;
- Noted that the proposed project will provide a variety of housing options; and,
- Spoke to the benefits of the off-site improvements.

5.7. Ms. Megan Morin, 2000 Block Old Dollarton Road: IN FAVOUR

- Spoke in support of the development; and,
- Spoke to the issue of affordability.

5.8. Mr. Barry Fenton, 2700 Block Byron Road: IN FAVOUR

- Spoke in support of the proposed development;
- Commented that the proposed development satisfies the vision of the Official Community Plan;
- Expressed concern that families may have to relocate to a different community;
- Commented that the proposed development will provide diverse housing options; and,
- Advised that the Community Housing Association Committee supports replacing the existing twenty-eight purpose-built, market rental units and providing an additional ten non-market rental units.

In response to a question from Council, the applicant advised that parking is provided on three levels, two levels of underground and one enclosed level at grade. The proposal includes 255 residential stalls which results in 1.25 stalls per strata unit and 0.8 stalls per rental unit plus 0.1 stalls per unit (twenty stalls) for visitors. The parking provided is consistent with the District's policy for multi-family residential developments in town and village centres. The proposed commercial parking rate is 1 per 45m² of commercial space and the twenty-two spaces complies with Part 10 of the District Zoning Bylaw. It was noted that although the development will form part of a more compact community which promotes walking, biking and transit, it is a family-oriented development which will rely on the use of cars.

In response to a question from Council, staff advised that the units are a mix of one to three bedroom layouts and range in size from 539 sq. ft. to 1,433 sq. ft. Eighty-five units are one bedroom units, ninety-nine units are two bedroom units and nine units are three bedroom units.

In response to a question from Council, the applicant advised that they would consider allowing the purchase of units without parking spaces being part of the bundle.

5.9. Ms. Mo Flanagan, 235 Block Seymour River Place: COMMENTING

- Spoke in support of the proposed development;
- Expressed concern that she may be forced to relocate due the issue of affordable housing;
- Questioned if childcare spaces will be provided; and,
- Queried details of the tenant relocation program.

5.10. Mr. David Mancini, 300 Block Seymour River Place: COMMENTING

- Expressed concern that the amount of commercial floor space proposed in the application is not sufficient considering Maplewood Village Centre's focus on employment generation.

In response to a question from Council, staff advised that the site is zoned to permit childcare in the commercial space; however, a childcare facility has not been proposed at this time.

In response to a question from Council, staff advised that support for current residents includes:

- Assistance in relocating to market and non-market housing;
- A minimum of six months' official notice to tenants;
- Free rent to tenants in the last three months of tenancy or a cash equivalency;
- \$1,000 move out cash allowance to each tenant;
- Long-term tenant bonus of \$100 for each year of tenancy for tenants over five years;
- Returning tenants to receive free rent for two months;
- First right to buy a unit in the new building;
- No rent increase from March 2016; and,
- Full return of all security/pet deposits.

Staff advised Council of the Public Hearing notification process. A notice was mailed out to residents within a 100m radius, a sign was placed on the property and a notice appeared in the North Shore News and on the District's website.

5.11. Ms. Jessica Sloan, 700 Block Old Dollarton Road: OPPOSED

- Opined that the development will change the character of the neighbourhood;

- Urged the District to be sensitive to residents currently living in the Maplewood area; and,
- Commented on the high cost of housing and affordability for young people.

5.12. Mr. David Hoskins, 1600 Block Larkhall Crescent: COMMENTING

- Spoke to the value of the bicycle maintenance room provided; and,
- Questioned if parking stalls will be wired for electric vehicle charging.

In response to a question from Council, staff advised that all of the parking spaces will be wired for electric vehicle charging (level 1-110 V) and 20% of the parking spaces will have electric vehicle level 1 charging infrastructure installed. For the commercial component, 10% of the parking spaces will be wired for level 2 (240 V) charging and three parking spaces will have electric vehicle level 2 installed.

6. COUNCIL RESOLUTION

MOVED by Councillor MACKAY-DUNN

SECONDED by Councillor BASSAM

THAT the June 19, 2018 Public Hearing be closed;

AND THAT "District of North Vancouver Rezoning Bylaw 1347 (Bylaw 8209)" be returned to Council for further consideration.

CARRIED
(8:16 p.m.)

CERTIFIED CORRECT:




Confidential Council Clerk

REPORTS

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: <u>July 9, 2018</u>
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
--	---	---

The District of North Vancouver REPORT TO COUNCIL

June 11, 2018
File: 01.0115.30/002.000

AUTHOR: James Gordon, Chief Election Officer

SUBJECT: 2018 Local Government Election Initiatives

RECOMMENDATION:

THAT the June 11, 2018 report of the Chief Election Officer entitled 2018 Local Government Election Initiatives is received for information.

REASON FOR REPORT:

The reason for this report is to provide Council with an update on engagement initiatives planned for the 2018 local government elections.

BACKGROUND:

For the past several elections the District has undertaken the following activities:

- Three advance voting opportunities at the District Hall (one statutory and two discretionary)
 - Wednesday, October 10
 - Saturday, October 13
 - Monday, October 15
- General voting day – Saturday, October 20
 - 20 voting locations (no change from 2014 locations)
 - Mail voting available (for those away from the District on voting days and for those in care facilities)
 - Special voting opportunity for patients at Lions Gate Hospital
- Pre-election advertising
 - Required statutory newspaper notices
 - 11 bus shelter ads (placed throughout the community)
 - 4 large banners
 - District Hall
 - 2300 block Mt. Seymour Parkway
 - Intersection of Delbrook Avenue and West Queens Road
 - One other high profile location to be determined for 2018

- Social media activity
 - DNV Facebook page
 - Twitter messages
 - DNV election web page
- Multi-language voting brochure

As we evolve our processes to improve voting engagement we will be undertaking the following new initiatives starting with the 2018 elections:

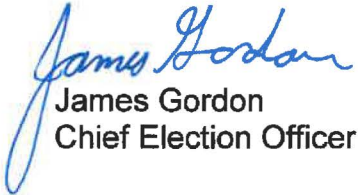
- Leasing state-of-the-art vote tabulators to replace the old tabulators whose technology dates from the early 1990s
- Additional advance voting opportunity at Parkgate Community Centre
 - Saturday, October 13 8:00 am to 8:00 pm
- Large signs on the sides of DNV garbage trucks
 - Early September to voting day
- 4 feather flags to mark high profile voting locations
- “I Voted” stickers
- Messaging through the Parent Advisory Council newsletters
- Increased social media presence – e.g. “I voted” trending
- Increased candidate information provided on election webpage
 - 250 word candidate profile (plus link to candidate page)
- Supporting the Civix Student Vote program which takes election education to local classrooms
- Front page wrap of the North Shore News prior to election
 - jointly with District of West Vancouver (City of North Vancouver chose not to participate)
 - Wednesday, October 3

It is believed that these new initiatives will:

- Generally raise awareness of the election
- Provide us with greater “reach” into the community
- Provide greater access to voting opportunities
- Contribute to increased voter turnout
- Promote civic pride by allowing voters to boast about having participated
- Educate a new generation of voters
- Foster election awareness and discussion at home by targeting the two groups – eligible voters and students

Other than the leasing of the new tabulators, which is budgeted separately, all of the foregoing initiatives can be achieved within the 2018 advertising budget of \$54,000. The suite of initiatives was chosen strategically, to deliver the greatest impact in both the short and long term, with a reasonable expenditure.

Respectfully submitted,


James Gordon
Chief Election Officer

REVIEWED WITH:

<input type="checkbox"/> Community Planning	_____
<input type="checkbox"/> Development Planning	_____
<input type="checkbox"/> Development Engineering	_____
<input type="checkbox"/> Utilities	_____
<input type="checkbox"/> Engineering Operations	_____
<input type="checkbox"/> Parks	_____
<input type="checkbox"/> Environment	_____
<input type="checkbox"/> Facilities	_____
<input type="checkbox"/> Human Resources	_____

<input type="checkbox"/> Clerk's Office	_____
<input type="checkbox"/> Communications	_____
<input type="checkbox"/> Finance	_____
<input type="checkbox"/> Fire Services	_____
<input type="checkbox"/> ITS	_____
<input type="checkbox"/> Solicitor	_____
<input type="checkbox"/> GIS	_____
<input type="checkbox"/> Real Estate	_____
<input type="checkbox"/> Bylaw Services	_____

External Agencies:

<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Other:	_____

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>July 9, 2018</u>
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
---	--	--

The District of North Vancouver REPORT TO COUNCIL

May 17, 2018
File: 08.3221.14
Case: RFS2017-09944

AUTHOR: Brett Dwyer, Manager Development Services

SUBJECT: 1310 Monashee Dr - Notice on Title for work without permits

RECOMMENDATION:

THAT Council direct the Municipal Clerk to file a notice in the land title office stating that a resolution relating to 1310 Monashee Drive (the 'subject property') has been made under Section 57 of the *Community Charter*, and further information about it may be inspected at the municipal hall.

REASON FOR REPORT: In the course of carrying out his duties, the Manager of Development Services discovered that buildings or other structures have been constructed or erected on the subject property, and that permits were not obtained and inspections were not satisfactorily completed. Therefore, the Manager of Development Services recommends that Council consider a resolution to direct the Municipal Clerk to file a notice in the land titles office as described in the Recommendation section of this report.

SUMMARY: The District has initiated enforcement action against the owner of this property in connection with work without permits, non-compliance with the zoning bylaw, and other property use issues. The subject of this report is the construction or erection of buildings or other structures on the subject property without permits and inspections, and the Manager of Development Service's recommendation for the filing of notice in the land titles office pursuant to Section 57 of the *Community Charter*.



Location of Subject Property – 1310 Monashee

BACKGROUND: In December 2017 staff became aware of work without permits occurring at 1310 Monashee Drive. Some of the structures were being rebuilt after a fire that occurred earlier in the year on the premises. An inspection revealed the following buildings or structures located on site, or under construction, without the required permits:

- a new wood-framed structure approximately 40' x 40' under construction,
- a steel-trussed roof structure over shipping containers stacked two high,
- several other shipping containers had also been placed on site,
- a new salt shed with timber roof over lock block walls,
- a new residential building located on a lock block foundation.

A Stop Work Order was posted and a ticket issued. Photos of the varied buildings and structures undertaken without permits are attached to this report as **Appendix 1**.

Other bylaw infractions were also noted including property use violations and encroachments onto District lands.

Enforcement efforts continued over the ensuing months where the Stop Work Order was unlawfully moved or removed and more tickets were issued. A total of 4 tickets have been

issued for various ongoing non-compliances including continuation of construction activities contrary to the Stop Work Order.

Staff are escalating enforcement and most recently sent a compliance letter from the Municipal Solicitor dated May 7, 2018, outlining the areas of non-compliance and what is required to comply with District bylaws with specific deadlines. The property owner has responded to this letter advising that they intend to comply with the District's requirements and regularize the work, and are currently working with the Planning Department to submit a Development Permit application as the first step.

While the property remains in non-compliance with District bylaws it is recommended that a notice be placed on title of the subject property under section 57 of the *Community Charter*.

Staff will continue to seek compliance with the other areas of non-compliance through appropriate enforcement action.

EXISTING POLICY: The District of North Vancouver Construction Bylaw requires a property owner or designated representative to apply for, and obtain, a building permit prior to commencing construction. Further to this, the owner is required to follow the regulated process of requesting building, mechanical and electrical inspections of the work as it proceeds.

Section 57 of the *Community Charter* authorizes local governments to have a notice registered on title to a property where a building or structure has been built or commenced construction on that property without the required permits or inspections. The notice will state that a resolution was passed under section 57 of the *Community Charter* with respect to the subject property. It will not provide details of the contravention, but it will state that further information about the resolution can be obtained at the municipal hall.

Notice to Owners: Where Council is considering the filing of notice in the land titles office, the *Community Charter* requires that the registered owners of the property are provided notice and an opportunity to be heard. Staff will provide the registered owners with written notice that Council will be considering the matter at an upcoming Regular Meeting of Council.

Concurrence: The report has been reviewed by and is supported by the Municipal Solicitor.

Financial Impacts: The nominal cost of registering the notice will be borne by the District.

Conclusion: Filing a notice in the land titles office is recommended by the Manager of Development Services. This enforcement action does not limit or preclude the District from undertaking further enforcement action, but would notify potential purchasers of the property that work has been done without the required permits and inspections.

Options:

1. THAT Council direct the Municipal Clerk to file a notice in the Land Title Office stating that a resolution relating to 1310 Monashee Drive (the 'subject property') has been made under Section 57 of the *Community Charter*, and further information about it may be inspected at the municipal hall (staff recommendation):or
2. THAT Council provide direction to staff on alternative action; or
3. THAT no action be taken at this time.

Respectfully submitted,



Brett Dwyer
Chief Building Official
Manager Development Services

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 _____	

Appendix 1



New wood-framed structure under construction



Interior of wood-framed structure



Shipping containers adjacent to wood framed structure



Steel-trussed roof structure over shipping containers



Steel-trussed roof structure and wood-framed building



New residential building on lock blocks next to steel-trussed roof structure



New residential building on lock blocks



Salt shed with timber roof over lock black walls



Other shipping containers located on site.

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>July 9, 2018</u>
<input type="checkbox"/> Other:	Date: _____


Dept.
Manager


GM/
Director


CAO

The District of North Vancouver REPORT TO COUNCIL

June 26, 2018

File: 08.3060.20/047.17

AUTHOR: Michael Hartford, Development Planner

SUBJECT: DEVELOPMENT PERMIT 47.17 - 600 Mountain Hwy. – Seylunn Village “Apex”

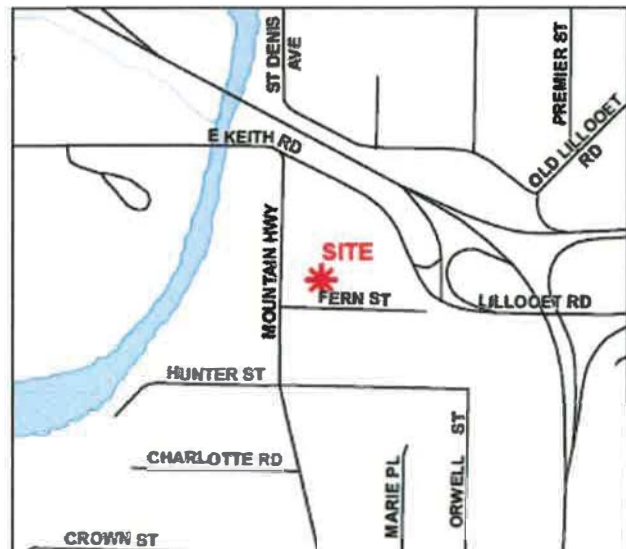
RECOMMENDATION:

THAT Development Permit 47.17 (Attachment C) for Seylunn Village Building B: “Apex,” a 32-storey mixed-use project at 600 Mountain Highway, be issued.

REASON FOR REPORT:

The proposal requires issuance of a Development Permit by Council with respect to the following Development Permit Areas:

- Form and Character (Commercial and Mixed-use Buildings)
- Energy and Water Conservation and Greenhouse Gas Emission Reduction
- Creek Hazard



SUMMARY:

DA Architects and Planners has applied on behalf of the owners of the property, Seylunn North Shore Development, for a development permit to accommodate the construction of a 32-storey, 274 unit, mixed-use building to be called “Apex.”

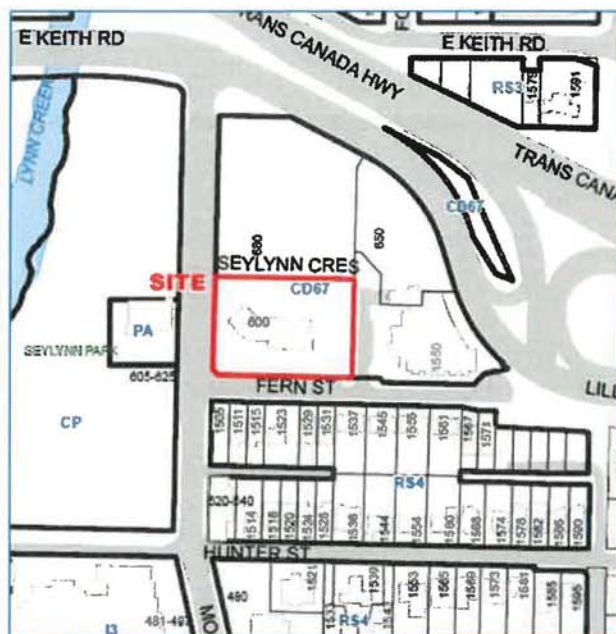
The development is located north of Fern Street and east of Mountain Highway in Lynn Creek Town Centre. It is the fourth and last building of the “Seylunn Village” development. This report recommends issuance of Development Permit 47.17 to accommodate re-development of this last phase of the Seylunn Village project under the site’s existing CD67 zoning.

SUBJECT PROPERTY:

The entire Seylynn Village property is approximately 2.3 hectares (5.7 acres) in size and is located at the east side of Mountain Highway and north side of Fern Street within the Lynn Creek Town Centre. The “Apex” site itself, outlined in red on the adjacent map is approximately 4,354 m² (46,866 sq. ft.) in size.

The proposed building is the final phase of the “Seylynn Village” development, and comprises the south-west corner of the overall development.

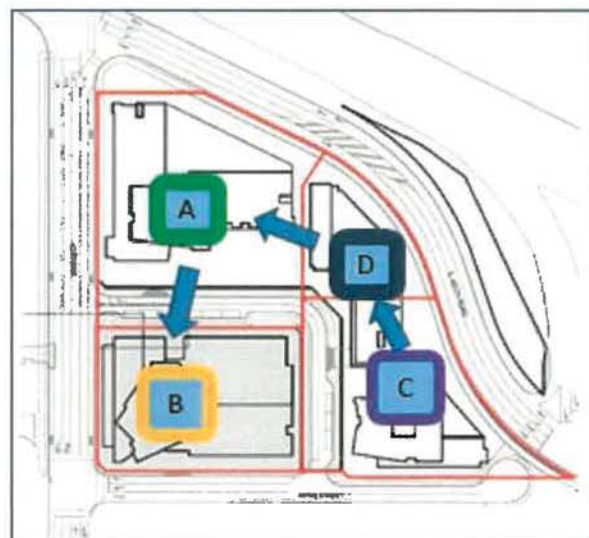
To the north, north-east, and east, respectively are the soon to be completed 28-storey mixed-use “Compass” building, the recently-occupied 6-storey “Horizon” non-market rental building, and the 24-storey “Beacon” condominium building. To the west is Seylynn Park, and to the south is the proposed “Seylynn Gardens” mixed-use development.

**BACKGROUND:**

The Seylynn Village development includes construction of four buildings in total with approximately 1,004 m² (10,800 sq. ft.) of commercial space, a maximum of 720 market condominium apartments and townhouses, 70 non-market rental apartments, a private recreation facility, and a child-care facility of 253 m² (2,723 sq. ft.).

Zoning for the Seylynn Village project was approved in 2012 and the legal framework for the project includes a phased development agreement, and housing agreements, which, in conjunction with the CD-67 zoning, set out the developer’s rights and obligations regarding land use and project amenities at Seylynn Village. In addition to the phased development agreement, rezoning and housing agreement bylaws, the legal framework for Seylynn Village includes a Development Covenant which sets out the developer’s obligations with respect to this project.

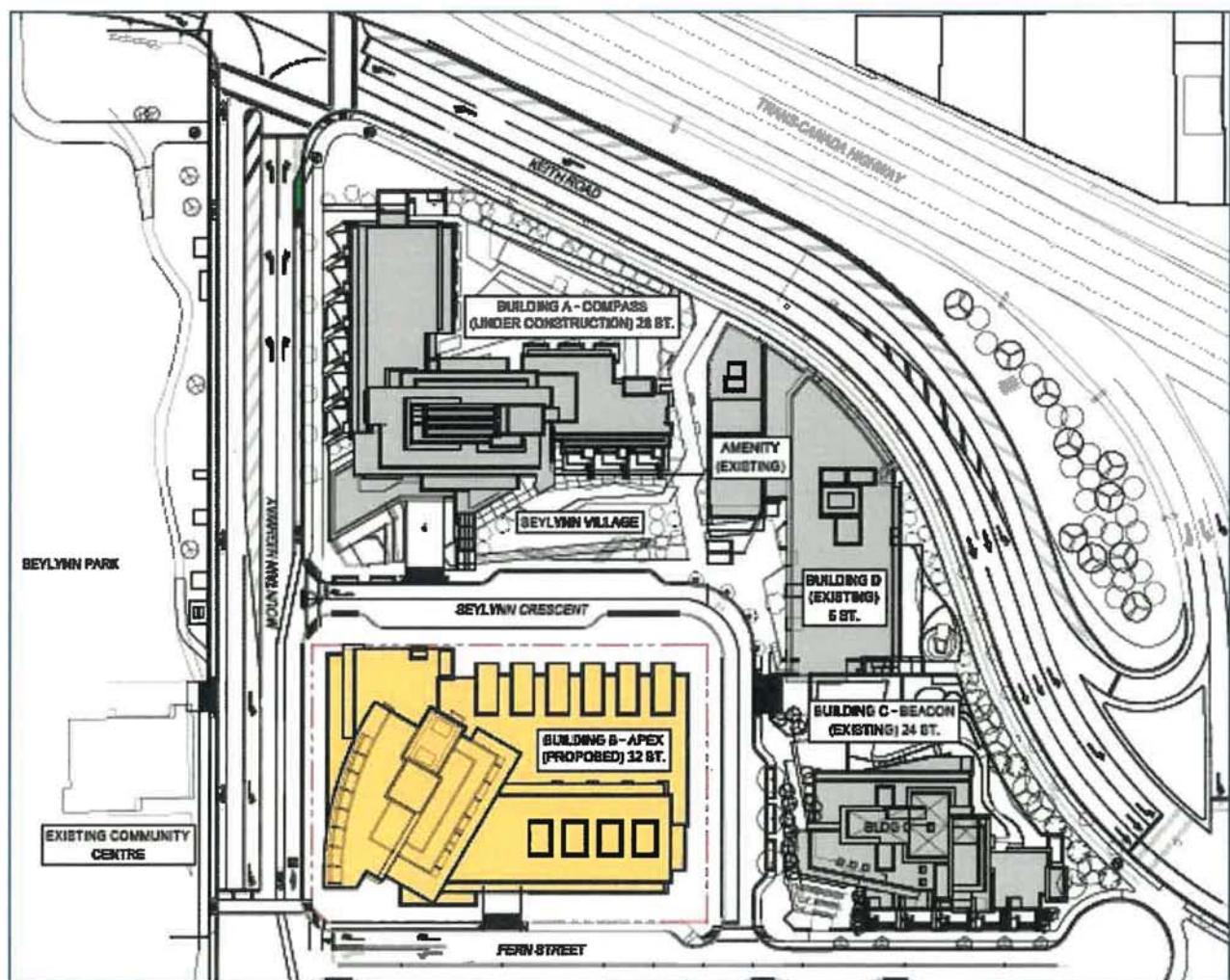
Development of the buildings on the site has proceeded from the south-east starting with “Beacon” (outlined in purple), moving generally in a counter-clockwise direction around the site to “Horizon” in blue, “Compass” in green, and now “Apex” in orange - the last high-rise building at the south-west corner.



The Development Permit for “Phase 1” of the project (“Building C”) was issued in February of 2013, and “Beacon” – a 24-storey condominium building - is occupied. Development Permits for Phase 2 (“Horizon” rental building) and Phase 3 (“Compass” condominium building) were issued in April of 2015. “Horizon,” a 6-storey non-market rental building was occupied in August of 2017. “Compass,” a 28 storey condominium building is anticipated to be occupied in July of this year.

Earlier phases of construction at Seylynn Village have provided for significant off-site improvements including construction of a sanitary sewer main upgrade south to Main Street and the construction of the E. Keith Road extension at the north side of the site. An internal, publicly-accessible roadway in the development (“Seylynn Crescent”) connects Fern Street at the south with Mountain Highway to the west.

The site plan below shows the entire Seylynn Village development with the proposed “Apex” building in yellow at the south-west corner of the site, with Fern Street to the south and Mountain Highway to the west:



EXISTING POLICY:

Official Community Plan & Development Permit Areas

“Seylynn Village” is designated in the District Official Community Plan (OCP) as part of the Lower Lynn Town Centre and has a designation of “Commercial / Residential Mixed Use Level 3 – CRMU3.”

The Seylynn Village site has been considered as a comprehensive development, and the zoning and associated development covenant set out a maximum aggregate development potential for the project, averaged over the project site area. The density for the project complies with the CRMU3 designation.

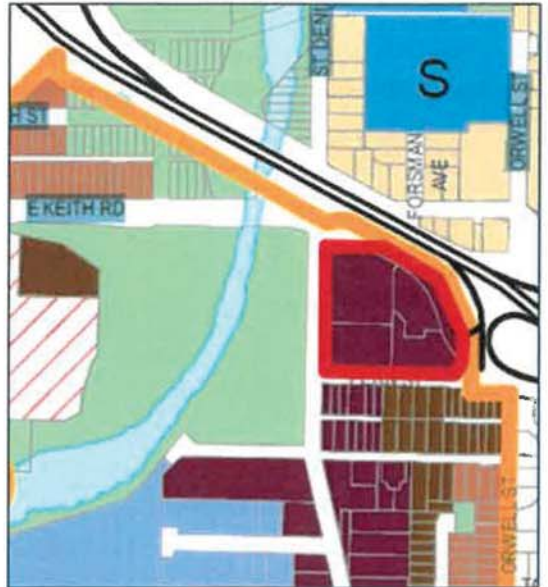
The property is designated in the OCP as Development Permit Areas for the following purposes:

- Form and Character of Commercial and Mixed-use Buildings
- Energy and Water Conservation and Greenhouse Gas Emission Reductions
- Creek Hazard

Each development permit area has specific guidelines within “Schedule B” of the OCP and the “Apex” development proposal has been reviewed against the applicable development permit guidelines as well as the design guidelines for Lynn Creek Town Centre. In addition to the OCP guidelines, development guidelines specific to Seylynn Village were adopted at the time of rezoning of the site - these guidelines build on the OCP and provide more detail regarding items specific to Seylynn Village.

The project design fulfils the various guideline objectives as outlined in this report and attachments.

A view of the proposed building in its Lynn Creek Town centre context (looking east) is shown adjacent, with “Apex” in the centre of this image, soon to be completed “Compass” building to the left, and proposed “Seylynn Gardens” development (south of Fern Street) to the right.



Zoning Compliance

The site’s existing CD67 zoning allows for up to 790 residential units in four buildings with a range of heights from six to thirty-two storeys.

With the final phase of Seylynn Village – the proposed “Apex” building – the development statistics show the absorption of 788 of the maximum 790 dwelling units and an overall floor area of 73,280 m² (788,786 sq. ft.) – slightly below the maximum of 74,425 m² (801,104 sq. ft.) provided for in the site’s CD67 zoning.

The CD67 zoning for the site specifies that for this phase of development a building may not exceed 32 storeys and 98.2 m (322.2 ft.) in height. The proposed building is 32 storeys and 98.0 m (321.5 ft.) in height and complies with the maximum height in the CD67 zoning.

In addition to building height, the CD67 zone regulates the permitted floor area the project and the vehicle and bicycle parking requirements on the site. The “Apex” development project fully complies with the CD67 zoning regulations.

Development Covenant Requirements

The rezoning process for Seylynn Village included the registration of a Development Covenant at the time of adoption of the zoning bylaw. The Development Covenant stipulated items to be resolved prior to construction on the site, as well as occupancy of the buildings, and provides certainty that the development commitments regarding community benefits and amenities will be provided as indicated by the developer.

The Development Covenant references the following topics:

- (a) Allocating development rights to assign the floor area and dwelling unit density limits for the parcels within the development;
- (b) Restrictions and controls on subdivision and phasing;
- (c) Securing off-site servicing upgrades such as the E. Keith Road extension and connector trail to Lynnmour School;
- (d) Securing on-site public features such as streetscape improvements on the internal road and the landscaped public plaza;
- (e) Minimum and maximum commercial floor area requirements;
- (f) Securing a \$600,000 public art contribution;
- (g) Provision of adaptable design features;
- (h) Securing a childcare facility in the development;
- (i) Specifying the need for Green Building features to a “LEED® Silver” or equivalent level.

Issuance of a Building Permit for the proposed “Apex” building will require registration of additional covenants, as guided by and secured through the Development Covenant.

Community Amenity Contribution

The original development approvals for the Seylynn Village project comprised a package of benefits including cash in the amount of \$2.65 million for future improvements to Seylynn Park and other Lower Lynn community facilities, connector trails, public art, childcare, adaptable housing features, car-share vehicles, green building components and off-site servicing upgrades.

Amenities and benefits were secured through a combination of the phased development agreement, the density bonusing provisions in the CD67 Zone, and the development covenant. Issuing a Building Permit for “Apex” will require the final outstanding CAC payment of \$1.0 million toward a reserve fund to be used for the design and construction of improvements and enhancements to Seylynn Park and for other community facility enhancements in the Lynn Creek neighbourhood.

Strata Rental Protection Policy

Corporate Policy 8-3300-2 “Strata Rental Protection Policy” stipulates that the units in condominium buildings be eligible to be operated as rental units, and not be subject to any future strata corporation restriction on operation as rentals.

At the time of rezoning, a housing agreement was entered into (under Bylaw 7956) to ensure that the 274 condominium units in “Apex” will be eligible to have suites operated as private rentals.

PROJECT DESCRIPTION:

The proposed “Apex” building (outlined in blue on the adjacent site plan) includes the following elements:

- 274 strata dwelling units in a mix of 261 apartment units and 13 townhouse units
- A podium element which includes commercial uses fronting Mountain Highway, townhouse units, and household storage and resident bicycle parking
- A landscaped and accessible rooftop on the podium which includes an outdoor play area for the nearby childcare
- 373 parking stalls in a two-level underground parking garage accessed from Fern Street at the south side of the site – including 327 residential parking stalls, 27 visitor stalls, 17 stalls for commercial uses, and 2 stalls to accommodate co-op car vehicles
- Spaces to store a total of 562 bicycles in a combination of bike lockers, bike racks in common bike rooms, the 310 household storage units, and exterior racks for commercial and residential visitors



Residential Unit Mix

One of the objectives for the Seylynn Village project has been to create variety in housing choice in type of dwelling, as well as tenure. “Phase 2” of the project included the creation of 70 non-market rental units in the “Horizon” building. While there are no specific unit type or mix requirements for Seylynn Village, the design of “Apex” offers variety in unit sizes and types to help encourage affordability and housing for a variety of household types.

The “Apex” project includes a total of 274 residential units. The unit mix of the proposed units includes a range of townhouse and apartment unit types with the following configurations:

Unit Type	Number of Units
1 bedroom and den	113
2 bedroom and 2 + den	122
3 bedroom and 3 + den	38
4 bedroom	1
Total	274

Unit sizes range from 55.1 m² (593 sq. ft.) for the smallest one bedroom unit to 198.1 m² (2133 sq. ft.) for the largest 4 bedroom unit.

Parking

Parking is located in a mix of enclosed at-grade parking and in a two level underground garage. At-grade and underground parking areas are both accessed from a single garage entrance on Fern Street at the south side of the building.

The proposal includes a total of 373 parking spaces. Allocations of parking are as shown below:

Type of Vehicle Parking	Number of Vehicle Parking Spaces
Commercial	17
Residential	334
Residential Visitor	27
Co-op Car	2
Total	373

Overall parking proposed slightly exceeds the minimums required in the CD67 zoning. The parking ratios within the CD67 zoning were based on a transportation study completed at the time of the rezoning of the property. Since that time the District has implemented policy providing for reduced parking rates for multi-family residential developments in town centre areas with rates that are consistent with those in the CD67 Zoning. These reduced parking ratios are considered where projects include Transportation Demand Management (TDM) measures to support residents’ choices to own fewer vehicles and ensure that parking occurs on-site so that development-generated parking does not overflow into adjacent neighbourhoods.

A summary of Transportation Demand Management (TDM) measures proposed for “Apex” includes:

- Parking provided for up to 2 on-site car share vehicles
- Provision of one car share vehicle on-site
- Bicycle parking facilities in excess of zoning bylaw requirements
- A bicycle repair station
- Good access to local bike trails and on-street bike facilities being implemented on Mountain Hwy. fronting the site
- Good access to transit options, including transit stops for northbound and southbound transit on Mountain Hwy., and easy walking access to Phibbs exchange and future Frequent Transit Network service along Main Street
- Provision of an information package to residents outlining local transit services, bicycle routes, as well as nearby shopping and recreational opportunities
- Unbundling of parking to allow for up to provide for up to 25% of the units in the building (68 units) to be purchased without parking

These TDM measures will support the parking ratios proposed and should assist in reducing reliance on private automobiles.

Bicycle Parking

The proposal includes space to store a total of 562 bicycles in a combination of bike lockers, bike racks in common bike rooms, household storage units, and exterior racks for commercial and residential visitors:

Type of Bike Parking	Number of Bike Parking Spaces
Residential – lockers	155
Residential – racks	79
Residential – household lockers	310
Residential - visitor	12
Commercial	6
TOTAL	562

A bicycle wash, bicycle repair area and charging station area located adjacent to the main bicycle locker area on Level 2. An easily-accessible elevator is provided for access to grade level from this area. Bicycle parking proposed exceeds the minimum required in the CD67 zoning.

Car Share Vehicles

The CD67 Zone includes a requirement for car share vehicles to be provided at a ratio of one vehicle per 160 dwelling units, for a total of five vehicles in the project. Space for two co-op cars has been provided in each of “Beacon” and “Compass” and security has been taken for a total of four cars. Parking for two additional cars, and security for one car (bringing the total to the required five cars) are included in the proposal for “Apex.”

Parking for the co-op cars in “Apex” as well as security for one car (such as through an appropriate agreement with a car share organization) are both noted as requirements of Development Permit for 47.17.

Accessible Units

As the rezoning for the Seylynn Village development was approved in 2012, the development covenant provisions for housing accessibility pre-date the District’s current policy on accessible design. Covenanted provisions for accessible units at Seylynn Village include that 100% of the units will include “Level Two” (basic) accessible design features and that 15 units will be provided with “Level Three” (enhanced) accessible design features to provide a higher level of accessibility. Prior to issuance of a building permit, Development Permit 47.17 requires submission of a checklist which identifies how the development fulfils the covenant provisions for accessible units.

The accessible design features to be provided will assist with “aging in place” as well as allowing for future retrofitting to a higher level of accessibility if subsequent owners desire.

Acoustic Performance

Development Permit 47.17 includes the District’s residential acoustic regulations for maximum noise levels in the bedrooms, living areas and other areas of the units. Prior to issuance of a Building Permit, the applicant will be required to submit a report from a qualified noise consultant demonstrating that the building will comply. The site’s CD67 zoning also requires specific attention to the proposed ground floor commercial space to confirm that the acoustical report provide evidence that commercial activities will not result in noise impacts for residential units above.

Electric Vehicle and Bicycle Charging

In accordance with the District’s policy on infrastructure for electric vehicle (EV) charging, the applicant has reviewed opportunities for providing charging infrastructure in the building.

EV charging is proposed as follows:

- Of the 327 residential parking stalls, 140 stalls (43%) are proposed to have “Level 2” (208v 40amp) charging which far exceeds the policy guideline to provide a minimum of “Level 1” charging for 20% of residential stalls
- Of the 27 visitor stalls, 5 stalls are proposed to have “Level 2” charging (208V, 40 amp) and 4 stalls with “Tesla Fast Charging” (208V 80 amp) meaning that 33% of the visitor parking stalls will have access to “Level 2” charging. The District’s EV charging policy sets no minimum guideline for charging in residential visitor stalls.
- Of the 17 commercial parking stalls, 3 stalls are proposed to have “Level 2” charging (208V, 40 amp) and 6 stalls with “Tesla Fast Charging” (208V 80 amp) meaning that 53% of the commercial parking stalls will have access to “Level 2” charging which exceeds the policy guideline of a minimum of “Level 2” charging for 10% of the commercial stalls.

The large number of residential, residential visitor, and commercial spaces with access to “Level 2” or faster charging facilities exceed the basic requirements of the District’s policy and would make this building the most “EV-friendly” building in the District to date. Charging facilities for bicycle storage areas will be provided in accordance with the District’s EV charging policy and a minimum of 20% of bicycle storage spaces will have access to charging.

Development Permit for the Form and Character of Mixed-use and Commercial Buildings**Building Design**

Buildings at Seylynn Village have been designed as a “family of buildings” that share many urban design characteristics, but each building has a unique character created by varying the use of materials, colours, and architectural details. The inspirations for the form and character of the buildings as well as the colour schemes, are the surrounding mountain setting, the area’s industrial history and nearby steel bridges, and the mid-century modern buildings that are part of the North Shore’s commercial and residential character. The design for “Apex” incorporates asymmetry and elements of repetition and pattern to accentuate the visual thinness of the building when viewed from the south and north, and to distinguish it from the earlier phases of Seylynn Village.

Building Elements

The proposed “Apex” building is 32 storeys in height and includes a podium element with a commercial frontage along Mountain Hwy. at the west side of the site, as well as townhouses and stacked apartments to the south, east, and north. The main building entrance is located at the south-west corner, and parking access is from a single garage entrance located on Fern Street, just to the east of the main building lobby. The site layout is shown in the image below, with Mountain Hwy. to the west, Fern Street to the south, and Seylynn Crescent to the east and north. The parking entrance is noted with a blue arrow and the main residential lobby entry in green:



The podium element, including townhouses with grade-level entrances, apartment units, and innovative stacked townhouses at upper levels, is divided into three sections reflecting the varying characters of the fronting streets: the Fern Street frontage is 7 storeys in height, the north-facing Seylynn Crescent section is 4 storeys in height, while the Mountain Highway frontage includes double-height commercial spaces with 4 storeys of residential above.

Images of the podium components are provided below for reference.

Looking north-west along Fern Street toward Mountain Highway:



View of the townhomes along Seylynn Crescent, with the landscaped podium roof area beyond:

Commercial space totalling 816 m² (8,782 sq. ft.) is located fronting Mountain Hwy. Design elements such as glass canopies and built-in bench features have been incorporated to ensure that this commercial frontage will be comfortable and attractive to shoppers and pedestrians.

The taller portion of the building includes a series of strong vertical elements with generous balconies and corner glass in most living areas.

The tower is turned 30 degrees on the site and oriented at an angle to the street grid to differentiate it from the other nearby buildings and to provide a thinner appearance when viewed along Mountain Highway.



The main residential entry, a double-height lobby area at the south-west portion of the site, is highlighted by a water-feature and extensive planting, as well as seating opportunities. Landscape lighting will highlight these elements and celebrate the building entrance. The image adjacent shows the main residential entry to the building, with a commercial unit to the left.



A key objective of the Lynn Creek Town Centre design guidelines is to encourage a successful and comfortable “high street” atmosphere along Mountain Highway. Accordingly, the site configuration in this area has been formatted to strengthen the presence of the commercial activities fronting Mountain Highway and to help to create a sense of connectivity with the commercial uses to the north of Seylynn Crescent and to the south of Fern Street. Locating the residential entry slightly away from the corner helps to achieve this objective.

The building rises above the lobby as a series of vertical elements framed within a “ribbon” of metal panel fins that define the corner of the building, as well as the “sky garden” element at Levels 24 and 25. This is an innovative design element reflecting two-storey apartment units with large balconies at these two levels of the building. The “sky garden” feature is outlined in a white ribbon detail and includes large-scale feature landscaping. An image of this feature is shown below for reference.

The Seylynn Village development guidelines encourage particular attention to the tops of taller buildings.

The response to this guideline objective in the “Apex” design has been the sculpting of the cornice of the building to create a unique expression on the skyline of Lynn Creek Town Centre. The “ribbon” element of the building terminates at the cornice level as a cantilevered feature which provides for a distinctive “top” to the building.

The project includes a lighting feature of soft LED lighting to highlight both the building cornice and the ‘ribbon’ wall element that winds its way up the height of the tower at the southwest corner.

The unique form and design of the “Apex” project includes a number of distinctive elements which will create a landmark for the Lynn Creek Town Centre neighbourhood and contribute a gateway aspect to the north portion of the emerging town centre.



Colours and Materials

Colours and materials for “Apex” take their inspiration from nature, and are intended to reflect the colours of water, landscape, and sky. The general concept has been to provide for a darker, richer palette in the podium elements, and a lighter, cooler palette in the taller element of the building.

The commercial frontage includes taupe-coloured brick with storefront “frames” in a warm grey colour with charcoal window mullions. White metal and glass canopies define each storefront.



The townhouse and residential podium elements include finishes of darker-grey metal panel frames projecting from a taupe-coloured brick background. Wood and glass canopies and wood entrance doors for the townhouses will add warmth and create contrast. Apartment balconies will be finished in a textured white glass to accentuate the horizontal massing of the podium.

Colours and materials for the taller portion of the building are visually lighter than the base and include white metal panel, white concrete, silver-grey window frames, elements of blue-grey glass, and accents of vertical blue metal panels to reflect the colours of water and sky.

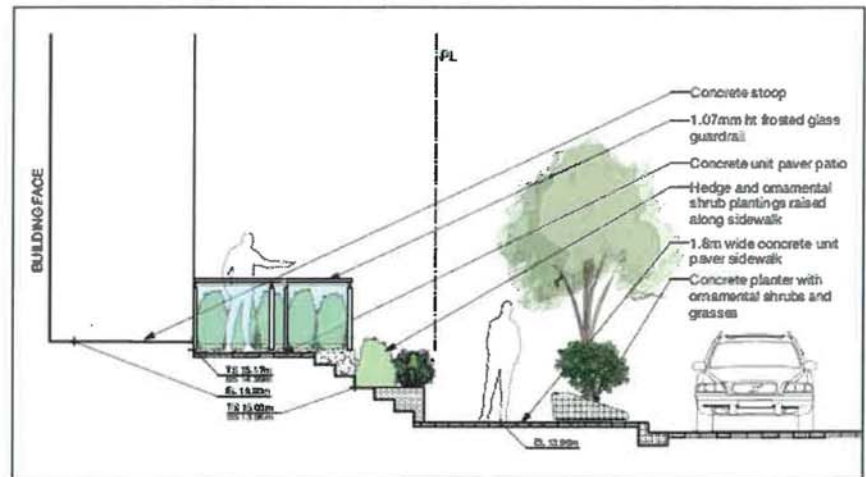
An image of the materials and colour board is attached to Development Permit 47.17.

Landscape Plan

The landscape plan for the project includes unique design responses for each of the street frontages – Mountain Hwy., Fern Street, and Seylynn Crescent to the north and the east – to reflect the unique character of these frontages and to ensure that the landscape design helps to create an attractive, safe, and comfortable environment for pedestrians on these streets.

Plantings of trees and shrubs at upper levels of the building – on the podium rooftop as well as patio spaces at Levels 5 and 7, and the “sky garden” feature at Levels 24 and 25 - will help to integrate the landscape with the building and soften the appearance of the building. Non-accessible roof areas will be planted with extensive “green roof” systems.

Townhouse entries along Fern Street and Seylynn Crescent include defined unit entries, concrete planters, tree plantings, and patio spaces. This landscape approach has been designed to assist in providing for “eyes on the street” while still protecting a sense of privacy on patio areas. A cross-section adjacent shows the relationship of the townhouse patio areas to the sidewalk.



The Mountain Hwy. frontage of the site includes a more urban character to reflect the shopping focus of the commercial units. Custom steel and timber benches are provided along the commercial frontage to provide convenient, weather-protected seating for transit users accessing the transit stop in this portion of Mountain Hwy.

Residents of “Apex” will have access to the focal point of the Seylynn Village project – the central plaza on the north side of Seylynn Crescent directly north of “Apex” – outlined in orange on the map adjacent.

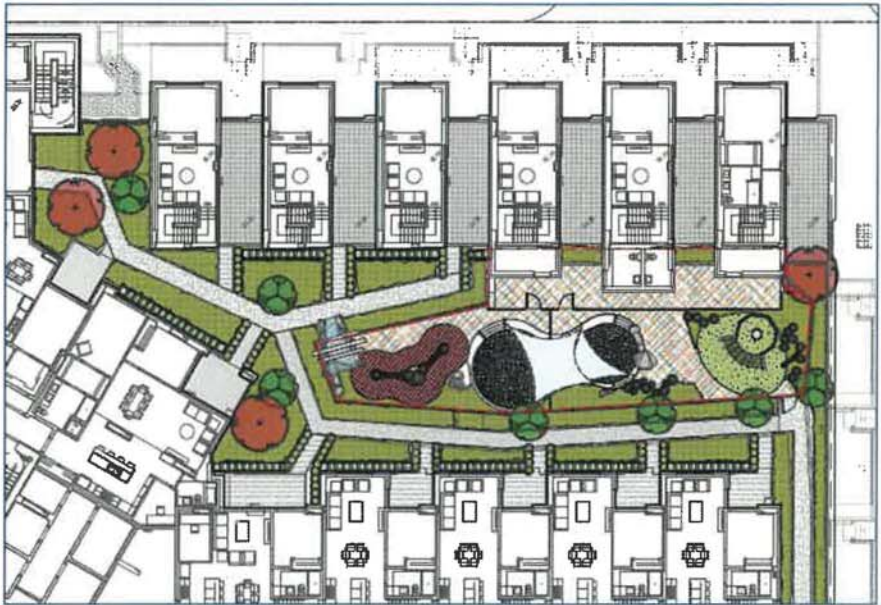
The design for this plaza of approximately 811m² (8,730 sq. ft.) offers a variety of landscape and public realm elements including a water feature, seating opportunities, a lawn area, public art element, and a large timber feature structure that combines seating, shading, play, and gathering opportunities.

Indoor recreation opportunities are provided in the shared amenity facility located to the north-east of the “Apex” building – including fitness facilities and an indoor pool – and shown in purple on the map.



Childcare Outdoor Space and Level 3 Podium Roof

Phase 2 of the Seylynn Village development included a childcare of 255.3 m² (2,748 square feet) in the “Horizon” building. The original intent was for an outdoor play area to be provided adjacent to the childcare space. Licensing challenges created by the proximity of this space to Highway 1 mean that an alternate play area has been incorporated into the roof of the “Apex” podium at Level 3. This outdoor space will be



accessed via an elevator at the north side of the building and will include a weather-protection structure and washrooms in accordance with licencing requirements from Vancouver Coastal Health. The result will be a quieter and more comfortable outdoor area to serve the childcare facility.

This area also includes outdoor amenity spaces that are accessible to residents of the building with sitting areas, gardens, and pathways.

Applicable Guidelines

The project has been reviewed against the Lynn Creek Town Centre’s Public Realm Design Guidelines, the Seylynn Village Development Guidelines, as well as the OCP form and character guidelines for mixed-use and commercial development. Compliance highlights from the OCP guidelines include:

- *B1.2: Connectivity: The siting of new development should take into consideration how to enhance the pedestrian, bicycle and vehicle connections in the area.* This project includes a multi-purpose trail along E. Keith Road, as well as a north-south pedestrian walkway into the centre of the Seylynn Village site. Strong pedestrian connections exist along the Mountain Hwy. commercial frontage as well as south to Fern Street.
- *B1.6: Common Outdoor Space: Residential developments should consider providing communal outdoor space that is conveniently accessible and in a visible, sunny location with suitable wind protection.* The Seylynn Village project includes a large central open plaza which will serve as an active gathering space for the community. The “Apex” building includes an accessible rooftop area that will provide for resident and landscaped areas as well as the childcare play area.

- *B2.1 Unified Streetscape: Within a neighbourhood, a unified streetscape concept for public open spaces, landscaping elements and street furniture (benches, bike racks etc.) should be achieved in order to complement and enhance the neighbourhood's character.* The development includes a very high quality public realm with careful attention to street furniture and high quality materials and surface treatments. Seylynn Crescent – the internal, but publicly-accessible roadway – has been finished in patterned pavers and is lined with planters and landscape elements.
- *B3.1: Variation in Building Design: There should be subtle design variation between neighbouring buildings to avoid repetition while maintaining a harmony to the streetscape.* This last building in the Seylynn Village “family” incorporates elements of the previous three buildings, but clearly presents its own identity through being rotated on the site, as well as through variation in architectural detailing, colour, and material choices.
- *B3.3: Legibility: Design of new development should ensure the identity, function and access to the building is easily understood.* The various components of “Apex” – the commercial frontage, the townhouse entries to the south, east, and north, and the residential lobby entrance – have all been designed to assist with wayfinding and easy identification of the various building components
- *B3.4: Unit Identity and Relationship to the Street: Buildings should be designed to provide a rhythm to the street frontage. Ground level units are encouraged to have front doors on the street, and designs that celebrate the unit identity.* “Apex” includes walk-up townhouse entries and patios to articulate the individual units along Fern Street to the south and Seylynn Crescent to the east and north. These entries will help to provide a comfortable pedestrian environment connect the building to the public realm.

Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reduction

In accordance with the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area guidelines, the project is designed to reduce energy consumption and incorporate building performance measures that will result in improved efficiency and reduced costs for future owners.

Green building provisions for the Seylynn Village project, secured at time of rezoning, require that buildings meet a standard of at least LEED® “Silver” equivalent and this objective is specified in the Development Covenant registered on the site.

The applicant is proposing that the subject “Apex” building comply with the original LEED® “Silver” or equivalent target as noted in the Development Covenant for the Seylynn Village project. Confirmation of the final LEED® calculation will be resolved prior to building permit issuance and referenced in the required green building covenant.

In April 2017, the Province adopted the BC Energy Step Code (“Step Code”) which provides an incremental and consistent approach to achieving more energy-efficient buildings beyond the requirements of the base BC Building Code. The “Step Code” has been included with the District’s new Construction Bylaw and mandatory compliance in effect as of July 1, 2018. As the site for the proposed building is zoned for the intended purpose, the District’s Construction Bylaw requires compliance with “Step 2” of the Provincial Code.

Notable highlights of the applicant’s strategy to address sustainability requirements include:

Energy Conservation:

- a) Heating provided by high efficiency air-source heat pumps and a high efficiency condensing boiler
- b) Dedicated heat recovery chiller designed to reuse energy to allow for preheating of domestic hot water and assist in building heating
- c) Programmable thermostats
- d) Low energy lighting
- e) “Energy Star” appliances
- f) An effective building envelope to reduce heat loss with high performance windows and wall construction
- g) Mechanical systems designed to enable interconnection to a future district energy system

Water Conservation:

- a) Low-flow plumbing fixtures to reduce potable water consumption
- b) Centralized hot water and hot water recirculation
- c) Native and adaptive plant selections will reduce the reliance on irrigation, and where irrigation is required, water-efficient irrigation systems will be provided
- d) Landscaping water features with water-recirculating pumps to minimize water use

Stormwater Management:

- a) A comprehensive stormwater management system was designed as part of the original rezoning proposal. The subject development will contribute additional infrastructure toward the stormwater management system for all of Seylynn Village and planted areas and retention facilities on the site will allow for the storage of rainwater and its slow release into the receiving environment

Greenhouse Gas Emission Reduction:

- a) Selection of durable building materials
- b) Locally and regionally-sourced building materials to reduce transportation energy costs
- c) Products with a high recycled content to reduce embodied energy
- d) A construction waste management plan including recycling of building materials
- e) Building products which have low, or no-VOC off-gassing potential

Registration of a green building covenant prior to Building Permit issuance is listed as a condition of DP 47.17. This covenant will stipulate the minimum energy performance baseline and the measures to be incorporated into the project to ensure the building performance targets in the District’s Construction Bylaw are met.

The proposal fulfils the applicable Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit guideline objectives.

Development Permit for Protection of Development from Hazardous Conditions (Creek Hazard):

The Lynn Creek Town Centre is located at the alluvial fan of Lynn Creek and has been identified as a Creek Hazard Development Permit Area (DPA). The Creek Hazard DPA aims to minimize the risk to people and property from creek hazards, ensure development and construction near Lynn Creek is undertaken safely and to reduce the impacts of flooding in developed areas.

To achieve these goals in the Lynn Creek Town Centre, minimum flood construction levels (FCL) have been established ensuring that floor levels are raised above street level to mitigate potential flood impacts. No habitable space, mechanical, or electrical equipment is permitted below grade and all residential floor space is required to be built to the FCL to reduce the risk of flood damage.

Northwest Hydraulic Consultants has provided a flood hazard report for the site and the proposed construction. This report was reviewed by the District’s Public Safety Section and the report has generally been accepted. Some additional work is required to ensure that flood mitigation solutions are balanced with urban design objectives for the Lynn Creek Town Centre. Meeting flood protection elevation requirements for mixed-use developments in Lynn Creek Town Centre creates competing objectives between flood mitigation measures and providing universally-accessible, pedestrian-friendly commercial spaces.

As designed, the “Apex” project provides sufficient flood protection for the residential spaces, but additional flood mitigation efforts have been recommended for the commercial spaces fronting Mountain Hwy. To ensure that all spaces in the project – both residential and commercial – are safe from flood hazard, Development Permit 47.17 includes a requirement for the resolution of additional flood mitigation measures prior to submission of a building permit application. These measures, once accepted, in addition to those specified in the Northwest Hydraulic Consultant report, will be secured through the required flood hazard restrictive covenant to be registered on title prior to issuance of a building permit.

Public Art

Public Art for Seylynn Village as a whole has been dealt with as part of a comprehensive package with the artist team of Rhonda Weppler and Trevor Mahovsky completing the art pieces.

The first element of the public art was installed in July of 2017 on the existing “Beacon” building to the east of Apex. An image of “Mountain Biker” is included for reference.

Additional elements of the four total pieces of art will be installed as construction and landscaping are completed for Phase 3 and Phase 4 of the project.



OFF-SITE IMPROVEMENTS:

The majority of the off-site improvements associated with this project were secured through the rezoning of the site and completed with earlier phases of development.

Since the original servicing designs were approved, some additional analysis of road and infrastructure objectives has been undertaken, including a revised approach to transit and cycling facilities for the Mountain Hwy. frontage of this site.

As part of the civil works associated with the development project, the developer will be providing road improvements along Mountain Highway with separated bike lanes for safer bicycle passage for all ages and abilities. This cycling infrastructure can help to encourage cycling as a mode of transportation for local and regional commuter trips and provides improved recreational opportunities and alternative transportation options for residents. Improving cycling facilities not only helps to minimize conflicts between cyclists and other vehicles, but can also reduce reliance on private automobiles, particularly in a town centre location.

Part of the work to improve the Mountain Hwy. frontage of the site will be the provision of transit stop with weather protection and seating opportunities along the commercial frontage of the site.

CONCURRENCE:

Staff

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

Advisory Design Panel

The application was considered by the Advisory Design Panel on December 14, 2017. Overall the Panel expressed an appreciation for the design as proposed.

The Panel recommended approval of the project subject to consideration of a number of items noted by the Panel in its review. An excerpt of the minutes of the Panel’s meeting is attached.

In response to the Panel’s review, as well as to comments from the District’s urban design staff, the applicant has incorporated changes into the project as noted below.

- A key change to the south-west corner of the site involves the relocation of the main residential entry and lobby to the east. This allows for the area fronting Mountain Hwy. to be reconfigured as a commercial unit to provide for a strengthened commercial character and greater connection to the commercial functions to the south of Fern Street. A water feature with landscaping and seating further define and celebrate this corner.
- The design of the commercial frontage has been modified to provide for greater variety in colours and materials and contrast in the colours and materials has been strengthened with the use of brick, metal panel cladding and darker window mullions. The commercial unit “frames” are shown as a warmer grey with charcoal mullions to contrast the lighter and cooler colours of the tower and to differentiate the commercial units from the residential townhomes
- Revisions to the commercial frontage along Mountain Highway to strengthen its presence along the street and to create a series of pedestrian-scaled commercial units include:
 - Storefronts defined and enhanced with asymmetrical glass display windows, corner glass features, and recessed entries separated by vertical brick walls
 - Glass canopy elements altered to improve weather protection
 - Full-height opening windows provided for the southwest corner commercial unit to connect the space to the public sidewalk
 - Planters and a water feature define the southwest corner of the site
 - Areas of brick have been reduced and areas of glass increased to strengthen the interface between the retail functions and the pedestrian realm
 - Entry doors and display areas for the commercial unit at the northwest corner re-designed to “wrap” the corner and contribute to a gateway element
 - Signage locations selected accentuate the storefront rhythm and to reflect the signage approach for the rest of Seylynn Village
- Large scale feature landscaping incorporated into the design to accentuate the “sky garden” feature at Levels 24 and 25.
- Lower level “ribbon balconies” on the podium elevations altered to a random pattern to provide for enhanced privacy and visual interest.
- Generator and ventilation louvers modified to minimize their impact on the nearby residential units and additional landscaping and trees added as screening.

Staff are satisfied with the resolution of these items and believe the revisions result in more successful relationships between the private development and the public realm.

PUBLIC INPUT:

The applicant held a facilitated Public Information Meeting (PIM) on May 16, 2018 and the meeting was attended by approximately 30 members of the public, with 24 attendees signing in. A number of topics were raised including:

- proposed timing of the project
- location of the retail elements in the project
- amount of parking proposed for commercial uses, visitors, and residents
- height of buildings on the nearby properties

A number of comments were made at the meeting regarding the attractiveness of the proposed building and a desire for more commercial activities in the area.

Three comment sheets were received at or following the meeting. All of the comment sheets noted the issue of parking in the development and in the neighbourhood. The applicant responded to these comments by including in the development 32 residential parking spaces in excess of the minimum required by the CD67 zoning.

CONSTRUCTION TRAFFIC MANAGEMENT:

Council has directed staff to ensure construction activities are managed to allow continued mobility throughout the District (pedestrian, bicycle and vehicle movements). In order to reduce the subject development's impact on pedestrian and vehicular movements in the area, the applicant, in conjunction with the three other primary developers in the area (Intergulf West, Intergulf East, and Fairborne Homes) is required to create a comprehensive and coordinated Construction Traffic Management Plan (CTMP) to ensure efficient passage of construction vehicles, pedestrians, cyclists, and neighbourhood traffic.

The CTMP requires the appointment of a Construction Traffic Management Coordinator. From demolition to completion of all five projects (Seylynn Village “Apex”, Seylynn Gardens, Intergulf West, Intergulf East and Fairborne) this coordinator will treat the heart of Lynn Creek Town Centre as a single construction project rather than as separate projects.

This Construction Traffic Management Coordinator will be responsible for coordinating traffic plans between the developments, communicating with active developments south of Crown Street, bridging the developers with outside entities (such as the Ministry of Transportation and TransLink who are constructing major infrastructure projects in the area), be listed as the public contact for traffic concerns, ensure adequate implementation of the traffic plans, and provide changes as required. In conjunction with the District, the CTMP coordinator will also be responsible for determining the frequency of developer meetings required for appropriate coordination of construction activities. As the projects approach construction, bi-weekly CTMP meetings with the development group and the District will allow for information exchange and detailed scheduling of activities. These meetings will allow continuous updates to the District and assist in resolving any

complications that arise. Having a single construction traffic management coordinator for these projects is anticipated to improve overall communication, coordination and accountability with both District staff and the public.

To assist with construction management, this project benefits from the fact that the developer owns the vacant property south of Fern Street and some portion of this property will be allocated toward construction staging and trades parking.

To further assist in reducing impacts on Mountain Highway, the developer of a nearby project (1401 Hunter Street – “Intergulf East”) will be installing a required watermain upgrade along Mountain Highway from Fern Street to Crown Street. This will help to reduce the number of disruptions along Mountain Highway.

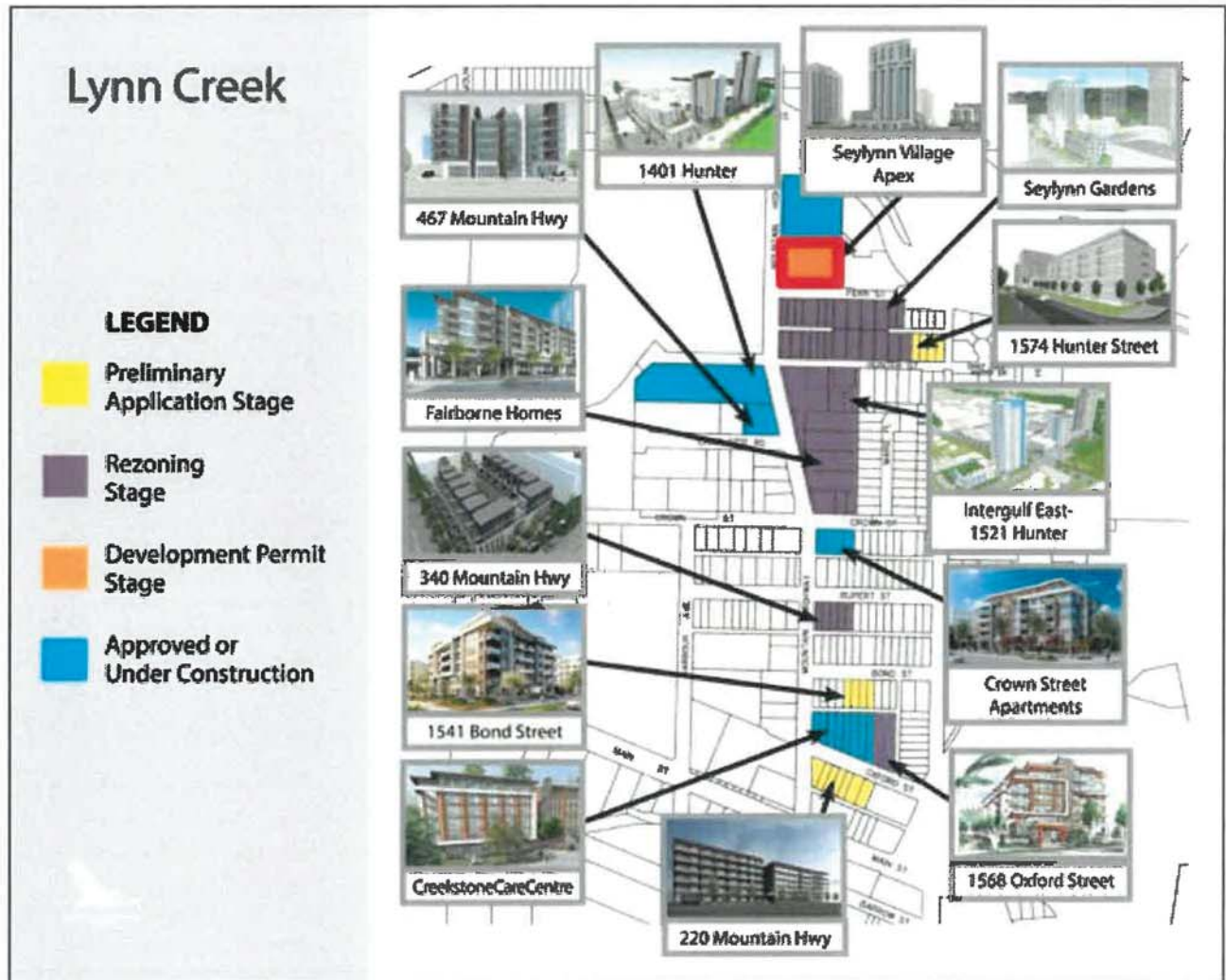
Initial construction phases of the subject “Apex” development will include the closure of the western portion of Fern Street from Seylynn Crescent to Mountain Hwy. Access to Seylynn Village will be provided via a new lane to be constructed to connect Fern Street to Hunter Street, which will provide for access to Mountain Highway at a signalized intersection. Right-in and right-out access to Mountain Hwy. will also be available at the Seylynn Crescent/Mountain Highway intersection.

In summary, the Construction Traffic Management Plan must address:

1. Construction schedule
2. Coordination with other projects in the area or those affecting the transportation network
3. Construction site access and egress
4. Estimated traffic generated by the site during construction
5. Proposed truck routing and staging plan
6. Proposed crane assembly and/or concrete pouring sites
7. How traffic of all types (vehicle, transit, cyclists, pedestrians) will be managed around the site
8. A plan for monitoring and minimizing impacts to the community
9. Location of parking worker/trades vehicles
10. A plan for communicating with neighbours and other stakeholders

An additional requirement of the CTMP for this area is to implement transportation demand management measures designed to reduce the number of single occupant vehicles transporting workers/trades to the area.

The map below indicates the development site in relation to other approved and potential development projects in the area:



CONCLUSION:

The proposed “Apex” development comprises the fourth and final phase of the Seylynn Village development. The building has been designed to reflect the provisions of the CD67 zoning, the Seylynn Village Development Guidelines, the Lynn Creek Town Centre Public Realm Guidelines, and the OCP’s development permit area provisions for commercial and mixed-use buildings. The project fulfils the OCP’s guidelines for energy conservation and greenhouse gas emission reduction as well as the development permit provisions for flood hazard protection. The building’s striking design reflects the architectural themes of Seylynn Village as well as the broader town centre, and its unique architectural expression will help to create a gateway element at the north end of the Lynn Creek Town Centre. Development Permit 47.17 is now ready for Council’s consideration.

OPTIONS:

The following options are available for Council’s consideration:

1. Issue Development Permit 47.17 (Attachment C) to allow for the proposed construction (staff recommendation); or
2. Deny Development Permit 47.17



Michael Hartford
Senior Development Planner

Attachments:

- A. Excerpt of Minutes of Advisory Design Panel – December 14, 2017
- B. Public Information Meeting Facilitator’s Report – May 16, 2018
- C. Development Permit 47.17

REVIEWED WITH:		
<input checked="" type="checkbox"/> Sustainable Community Dev.	<input type="checkbox"/> Clerk’s Office	External Agencies:
<input checked="" 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 checked="" type="checkbox"/> Fire Services	<input type="checkbox"/> RCMP
<input type="checkbox"/> Parks	<input type="checkbox"/> ITS	<input type="checkbox"/> NVRC
<input checked="" type="checkbox"/> Environment	<input checked="" 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	

**EXCERPT OF MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON
DECEMBER 14, 2017 AT THE DELBROOK COMMUNITY CENTRE**

ATTENDING: Mr. Craig Taylor (Chair)
Mr. Laurenz Kosichek
Mr. Stefen Elmitt
Ms. Amy Tsang
Sgt. Kevin Bracewell
Mr. Tieg Martin
Ms. Diana Zoe Coop
Mr. Samir Eidnani

REGRETS: Mr. Steve Wong
Mr. Jordan Levine

STAFF: Ms. Tamsin Guppy (Item 3.a.)
Mr. Nathan Andrews
Mr. Alfonso Tejada
Mr. Kevin Zhang (Item 3.b.)
Mr. Michael Hartford (Item 3.c. & 3.d.)

The meeting came to order at 6:00 pm.

**3. c.) 600 Mountain Hwy (Seylynn Village) – Apex: Detailed Planning Application –
Development Permit for a 32 storey mixed-use building**

Mr. Michael Hartford, Development Planner, introduced the project and explained the context.

The Chair welcomed the applicant team and Mr. Mark Ehman of DA Architects and Planners introduced the project and Mr. Al Johnson of DA Architects and Planners presented the project.

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

Questions were asked and answered on the following topics:

- Has the address been confirmed for the site? The final address identification for the site is determined at the building permit stage but staff are open to input on what will help ensure easy to understand addressing to facilitate access by everyone including first responders.
- Are the trees proposed on the rooftops mature trees? Yes, the plan is to have fairly mature trees planted with plenty of room and soil on the rooftops for continued growth.
- Is the generator exhaust vented through the sides of the building or continued up the tower? The ventilation of generator exhaust and other exhausts will be out the side and various points throughout the tower.

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

- The continuous balconies are a great characteristic of the high-rise development.
- Ensure that landmark features activate the different components of the building edges.
- Blank walls need attention and interactivity on the north side to balance out the rest of the gateway into the Seylynn Crescent.
- Continuity of the Mountain Hwy. frontage should be considered along the north-south corridor to connect with the next block to the south.
- Extending and accentuating the garden piece on the 24th floor is great and perhaps could use further refinement to highlight the ribbon element wrapping this feature.

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

- A very complex site which will require careful addressing, have a robust wayfinding plan to ensure easier access for first responders. Consider the unit identification plan and consider providing townhouse units with addresses from the streets to which they are adjacent.
- Commend the applicant on the project and appreciated the character zones for each street frontage. The variation in landscape character is well thought out and creates positive spaces that are good for all seasons.
- The level 3 amenity space needs further refinement and better connection for the residents. Rethink your three proposed "community garden" plots and either increase the number of them or drop them completely.
- Ensure that sufficient planting depth is provided for plantings and in particular trees
- Look at the generator and exhaust locations to ensure they do not impact nearby units.
- Provide elevator safety zones as part of the plan to accommodate any responders' needs and for building code compliance.
- Street level views (renderings) are important to include as part of the package and would be nice to have more of because they provide a ground level experience that bird's eye view perspectives do not.
- The models and renderings with more complete material portrayal would be nice to see in detail and at a larger scale.
- The beacon characteristic is appropriate and shifting the tower 45 degrees also provides a strong design element.
- The south-west corner of the tower seems to have the least amount of articulation and design as the building hits the ground so further review would be beneficial and it would be nice to see more celebration of the entrance area.
- Vertical pin stripes are a great design touch and while the complex represents a "family" of buildings it would be good to see greater variety in colours and materials.
- A strong horizontal element on the tower is provided but could be reduced to highlight the sky garden feature on the 24th floor.

- Like the concept of the sky garden but it needs more refinement.
- Consider the layering of colours and materials used on the tower to provide added depth, intrigue and definition.
- The townhouse units are a great piece of the development because they follow a nice rhythm and articulation.
- The roof line of the tower is very attractive and could be highlighted even further.
- Very thorough and well thought out plan with a nice street front composition.
- The wrapping or ribbon detailing of the sky garden could be adjusted slightly to make it more proportional.
- Provide more purpose for commercial spaces along the street front and to create a destination point and consider how to continue the commercial character to the south along Mountain Highway.
- The entry to the tower might benefit from some sort of activation, such as more commercial activity.

The Chair invited the project team to respond. Mr. Mark Ehman of DA Architects, acknowledged the Panel's suggestions, appreciated the comments, and was happy to take them into account in the design development.

The Chair invited the Panel to compose a motion:

MOVED by Diana Zoe Coop and **SECONDED** by Amy Tsang:

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

CARRIED

Apex Tower: Seylynn Village Phase 3 Development Permit Application

Public Information Meeting Summary Report

Event Date: May 16, 2018
Time: 6:30pm – 8:00pm
Location: Compass Tower amenity room, 600 Mountain Highway
Attendance: 24 members of the public signed in.
Comments: 3 comment sheets

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

Notification:

In accordance with District of North Vancouver policies:

Invitation Brochures

Invitations and informational packages were delivered to all addresses within a 100m radius from the site, meeting District requirements.

Newspaper Ad

A newspaper ad was placed in the North Shore News on May 9 and May 11, 2018. A copy of the ad is included in Appendix A: Notification.

Attendance:

24 members of the public signed in for the meeting. Approximately 5 other members of the public attended but did not sign in. A copy of the sign-in sheet is included in Appendix B.

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

District of North Vancouver:

- Michael Hartford, Planner

Project Team presenters included:

- Pedram Hosseini, Denna Homes
- Daniel Saket, Denna Homes
- Al Johnson, DA Architects
- Mark Ehman, DA Architects

Facilitators:

- Steven Petersson, Petersson Planning Consulting

- Katrina May, Petersson Planning Consulting

Overview:

The meeting was held in an Open House format. Meeting participants could browse the display boards and engage with the project team directly. The facilitator encouraged participants to note their questions and comments on a flip chart, so other participants could benefit from their question or comment.

Most of the participants were residents of the Seylynn Village Phase 1 Beacon building, or the Phase 2 Compass building.

The participants were invited to submit written comments to the facilitator or to the municipal planner. Three comment sheets were submitted at the meeting, and no further comments were submitted in the two-week comment period after the meeting.

The main message we heard from participants was a concern that insufficient parking would be supplied, especially for visitors and the commercial components of the project. Many participants were keen to see the design of the new building, and the view from their current unit. Other participants were interested in when the swimming pool, constructed as a Seylynn Village amenity, would open.

Public Dialogue:

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

- Q1** When will the project be built?
A1 If the project is approved, construction would begin in approximately 8-16 months, and it would be complete in approximately 3 years.
- C2** I think it is going to be gorgeous!
- C3** I am happy to learn that there will only be a narrow tower.
- Q4** Where will the retail be?
A4 Mostly fronting Mountain Highway.
- Q5** Public Parking – How much is being provided for guests and bistro?
A5 29 residential visitor parking and 17 commercial stalls.
- Q6** When will the pool open?
A6 Unsure. The question directed to property management.
- Q7** How tall will the building be across the street?
A7 18 storeys.
- C8** I am concerned that there is not enough visitor parking.

- C9** What about residents who have more cars than parking spots? They will park on the street. Perhaps on-street parking should be limited to permit parking.
- C10** I am really happy that the tower will be off-set by the low-rise component.
- Q11** When will pre-sales begin?
A11 We will begin collecting a waitlist as soon as permits are obtained (approximately 8-16 months). Existing owners of the first 2 phases will get priority access.
- Q12** What kind of trees will be planted around and on top of building?
A12 No trees are proposed for the roof.

Comment Sheet and Email Summary

Participants were invited to submit comments for a two-week response period after the meeting. No comment sheets were submitted. Three comment sheets were submitted.

All three respondents indicated that they were concerned about whether enough parking would be provided, especially for visitors and the proposed commercial units. One respondent also suggested a sheltered bus stop for the nearest transit stop on Mountain Highway.

Conclusion

The purpose of this development information meeting was to present to neighbours the proposed development permit application and the tower concept and provide them with an opportunity to ask clarifying questions and comment on the proposal. Invitations were distributed within 100m of the site, and 24 community members signed in. Most participants were residents of the first two towers built on the site. Two newspaper ads notified the community of the meeting, and a sign was posted on the property. Three comment forms were submitted.

The public could participate in this process in three ways:

- browsing boards
- talking to the project team and District Planner
- submitting written comments.

The meeting length and format was sufficient to provide all participants an opportunity to learn more, ask questions, and make the comments they wished to provide that evening. Participants asked the development team and District planner a variety of specific questions, mostly related to commercial and visitor parking, the height of surrounding and upcoming buildings with regard to the impact they will have on resident's views, as well as questions regarding pre-sale opportunities. The community was given ample opportunity to express their views of the proposal.

Appendix A: Notification

Newspaper Advertisement: North Shore News May 9 and May 11, 2018

WEDNESDAY, MAY 9, 2018 northshorenews nsnews.com

Screen-free campaign launched to encourage more family time



Parenting Today
Kathy Lynn

During Speech and Hearing BC's new campaign, Speech and Hearing BC has launched a campaign in May to encourage screen-free family time.

Parents may be aware of the risks associated with excessive screen time for kids, yet 85 per cent of Canadian children under five spend more time on devices than suggested guidelines, according to stats provided by the association.

For young children, excessive interactions with phones or tablets is linked with significant language delays and even lifelong learning difficulties. This May, Speech and

Hearing BC launches Talk Spot to combat this: a province-wide advocacy campaign encouraging face-to-face interaction amongst parents and children.

"In-person conversations have immensely positive effects on a child's cognitive development, increasing their vocabulary and language understanding up to six times more than passive consumption alone," said Becca Yu, a speech-language pathologist and director of public education for Speech and Hearing BC.

"That's more effective than reading a book. Our goal is to ensure that all parents and caregivers throughout the province have the knowledge to help their kids thrive."

Children who experience consistent and diverse communication can perform more than two years ahead of their peers in verbal and memory skills by the age of five.

There's a reason for this. According to Dr. Jenny Radesky, assistant professor of developmental behavioral pediatrics at the University of Michigan, "Even if (children)

can mimic what they see on the screen, they can't always transfer that to the real world and the rest of their lives. (This) is something that apps haven't been able to overcome, no matter how interactive they are."

Speech and Hearing BC is a not-for-profit of more than 1,200 licensed speech-language pathologists and audiologists committed to improving communication health for British Columbians. They provide information resources, advocacy and professional support to people of all ages.

Members provide assessment and treatment to individuals who are experiencing problems with their speech, language, hearing, voice, swallowing, fluency or social communication. They are almost entirely volunteer run.

That all sounds fine, but what does it mean for a busy parent? It's a question of developing habits of direct communication right from the start.

Talk to your newborn. I know it sometimes seems

weird but gab away about what you're doing. ("OK, now we're going to get a nice clean diaper for you. Doesn't that feel comfortable?")

Let's face it, you're going to be changing, bathing, feeding and dressing your infant so it's pretty simple to chat while you're doing it. Pretty soon it will become automatic. I recommend that you avoid baby talk and use proper grammar right from the start.

In the car, talk about what you're seeing and where you're going. When they start to talk you'll be amazed at what they have actually taken in.

I remember being in the car with my newly verbal grandchildren when I heard from the backseat, "Stop Grandma. Red means stop." And here when we'd been driving around the city I thought I was talking to the air. But no, they were listening and learning all the time.

Meslines are a classic time for conversation. The trick is to make it a conversation, not an inquisition. When we batter our children with

questions about their schoolwork, friends, social activities and the like they have no interest in chatting.

If you sat at the table and were immediately quizzed on how you did at work, were you polite to the boss, did you eat all your lunch, etc., how keen would you be to participate? But an open-ended question such as, "What was the best thing about school today?" just may get some conversation going.

Even better are less personal topics such as the flowers blooming in the garden or some special activity planned for the weekend.

The more you chat the more they will participate and soon those pesky screens will only be a small part of their lives.

Kathy Lynn is a parenting expert who is a professional speaker and author of *Voice to Difference*, *Who's in Charge Anyway?* and *But Nobody Told Me I'd Ever Have to Leave Home*. If you want to read more, sign up for her informational newsletter at parentingtoday.ca

PARENTING | A21

Capsule comments



The dangers of second-hand tobacco smoke are well-known and very real. The effects on the heart and lungs are well-documented. The same can be true of marijuana smoke. When the drug becomes legal in a couple of months, parents are reminded not to smoke the drug around their children. The health risks are very similar to those of tobacco smoke. As well, parents don't want to have their children see them smoking and think it's OK.

Davies Pharmacy
1401 St. Georges Ave.
NORTH VANCOUVER
604-985-1481
www.daviespharm.com
SINCE 1923

DEVELOPER'S PUBLIC INFORMATION MEETING

Seylunn North Shore Development LP is hosting a Public Information Meeting to present Phase 3 of the Seylunn Village project.

Wednesday May 16th, 2018
6:00PM - 7:30PM

Denna Club - Seylunn Village Amenity Building
650 Seylunn Crescent, North Vancouver, BC



In 2012 District of North Vancouver Council rezoned the Seylunn Village site to allow for a total of four buildings - three high-rise buildings and one mid-rise (6-storey) rental building. An application has been submitted for a development permit to accommodate "Phase 3" of the project under the existing zoning for the property. Phase 3 of the development includes a 32-storey building consisting of approximately 8,000 sq. ft. of commercial space on the ground level, and 274 residential units.

An information package has been distributed to owners and occupants within approximately 100 meter radius of the site in compliance with District of North Vancouver Policy. If you would like to receive a copy or if you would like more information, contact Pedram Hosseini at (604) 987-5000 or Michael Hartford of the District of North Vancouver Planning Department at (604) 990-2480, or bring your questions and comments to the meeting.

PARKING

Seylunn Crescent is a new road located off Fern St. - Half block east of Mountain Highway. It is currently closed to automobile traffic. If you choose to drive please park at the Seylunn Village Presentation Centre (600 Mountain Hwy.) adjacent to the Denna Club.

*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.

CAKLAN
ICE
SPORTS

SUMMER HOCKEY & SPORTS CAMPS

FULL & 1/2 DAY
WEEK LONG
HOCKEY AND
MULTI-SPORT
CAMPS

FOR AGES 4-15
STARTING JULY 3
CALL TO REGISTER OR
VISIT US ONLINE AT
icesports.com/northshore

REGISTER
TODAY!



Hockey
CAMPS

CAKLAN
ICE
SPORTS

CAKLAN
ICE
SPORTS

Ice Sports - North Shore

604-924-0828 • icesports.com/northshore
2411 Mount Seymour Pkwy, North Van

A38 | FILM

nsnews.com north shore news FRIDAY, MAY 11, 2018

REVIEW: LIFE OF THE PARTY

Melissa McCarthy goes back to college

■ *Life of the Party*. Directed and co-written by Ben Falcone. Starring Melissa McCarthy. Rating: G (out of 10)

JULIE CRAWFORD
julie.com/juliefilm

College commencement ceremonies are taking place all over the country, attended by wistful parents wishing they could turn back the clock. The time is right, then, for a movie about a 40-something, newly single woman getting a do-over.

Rodney Dangerfield went Back To School in the '80s. So did Tom Hanks (Larry Crowne), Jonah Hill and Channing Tatum (22 Jump Street), and Vince Vaughn, Will Ferrell and Luke Wilson (in Old School). In fact, movies about old guys going back to school is nothing new: Bing Crosby did it way back in 1960, in *High Time*.

Thanks to co-writers McCarthy and Ben Falcone the back-to-college trope gets a gender makeover, with McCarthy hitting both the books and the party scene, with mixed comic results.



Melissa McCarthy stars in *Life of the Party* which she also wrote with her husband/director Ben Falcone. PHOTO SUPPLIED

No sooner does Deanna (Melissa McCarthy) drop off her daughter Maddie

(Molly Gordon) for her senior year of college when her husband (Ikeep's Matt

Walsi) announces he wants a divorce. One drunken racquetball game later (really,

is there any other way to play racquetball?) Deanna decides to fulfil a sagging dream: to

finish up her last year of college and graduate.

Maddie is initially horrified – particularly when “Dee-Rock”, as she becomes known, hooks up with a fraternity brother – but she welcomes mom once her roommates get on board with having a perimenopausal sorority sister.

And as for the smitten Jack (Luke Benward), he's a cutie, making plans for the odd couple to backpack across Europe after graduation. “I can't do that anymore... my backpacks have wheels,” laments Deanna.

Most viewers will go into the movie knowing from previous McCarthy offerings – *The Heat*, *Tammy*, *The Boss*, *Identity Thief* – what they're in for. Plenty of physical gags, self-effacing dialogue and predictable story arcs. There's nothing earth-shattering about a woman in her 40s going back to university, after all, at least not within the confines of the comedy genre and a PG rating.

Here's what the movie does have going for it.

It's rude, but not raunchy. It's a bit like an '80s

See more page 39

FEATURING NORTH VANCOUVER'S OWN "THE UNSTOPPABLE CONNIE SMUDGE!"

RED PHOENIX
THE CANADIAN FILM BY

Queen's
night out

FRIDAY MAY 18 SHOWTIME 8PM
RIVER ROCK CASINO SHOW THEATRE

Tickets: \$35.00 and VIP \$75.00
Ticketmaster: 604-687-1644 or Little Sister: 604-669-1752

A FUNDRAISING EVENT HOSTED BY **SYMONE SAYS**

ALL PROCEEDS TO: A Loving Support (Helping Men, Women and Children with HIV/AIDS), East Side Women's Centre, Drug Free Kids in Canada, Second Chance at Life Dog Rescue, Helping Forward counselling PW WHAT YOU CAN! Zajeac Ranch for Children (children with spinal injuries)

ONE NIGHT AND ONE NIGHT ONLY!

DEVELOPER'S PUBLIC INFORMATION MEETING

Seylunn North Shore Development LP is hosting a Public Information Meeting to present Phase 3 of the Seylunn Village project.

Wednesday May 16th, 2018
6:00PM - 7:30PM
Denna Club - Seylunn Village Amenity Building
650 Seylunn Crescent, North Vancouver, BC

In 2012 District of North Vancouver Council rezoned the Seylunn Village site to allow for a total of four buildings – three high-rise buildings and one mid-rise (6-storey) rental building. An application has been submitted for a development permit to accommodate “Phase 3” of the project under the existing zoning for the property. Phase 3 of the development includes a 32-storey building consisting of approximately 8,000 sq. ft. of commercial space on the ground level, and 274 residential units.

An information package has been distributed to owners and occupants within approximately 100 meter radius of the site in compliance with District of North Vancouver Policy. If you would like to receive a copy or if you would like more information, contact Pedram Hosseini at (604) 987-5000 or Michael Hartford of the District of North Vancouver Planning Department at (604) 990-2480, or bring your questions and comments to the meeting.

PARKING
Seylunn Crescent is a new road located off Fern St. - Half block east of Mountain Highway. It is currently closed to automobile traffic. If you choose to drive please park at the Seylunn Village Presentation Centre (600 Mountain Hwy.) adjacent to the Denna Club.

*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.

Notification Sign

**DEVELOPER'S
PUBLIC INFORMATION
MEETING**

Proposal:
Seylynn Village "Phase 3"
32-storey condominium
building + light retail

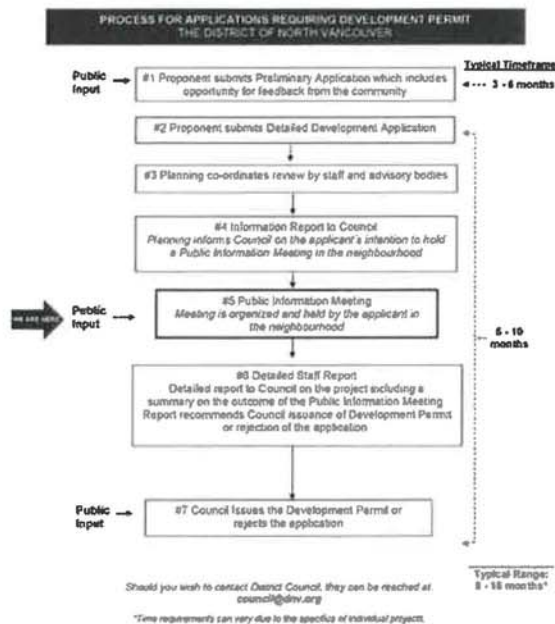


Wednesday, May 16, 2018
6:00PM - 7:30PM
650 Seylynn Crescent, North Vancouver
Seylynn North Shore Development
604-987-5000



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

Notification Flyers



PARKING

Seylynn Crescent is currently closed to automobile traffic. If you chose to drive please park in the Seylynn Village Presentation Centre adjacent to the Denna Club. Thank you

Denna Club
650 Seylynn Crescent
Located off Fern St - Half block east of Mountain Highway

DEVELOPER'S PUBLIC INFORMATION MEETING



Seylynn North Shore Development LP will be hosting a Public Information Meeting to present Phase 3 of the Seylynn Village project. The information package is being distributed to owners and occupants within a 75-meter radius of the site in compliance with District of North Vancouver Policy.

MEETING TIME & LOCATION:

Wednesday May 16th, 2018
6:00PM - 7:30PM

Denna Club - Seylynn Village Amenity Building
650 Seylynn Crescent, North Vancouver, BC
(see back page for location and parking)

The Proposal

In 2012 District of North Vancouver Council rezoned the Seylynn Village site to allow for a total of four buildings – three high-rise buildings and one mid-rise (6-storey) rental building. The first high-rise and rental buildings are complete and the second high-rise is near completion. An application has now been submitted for the development permit to accommodate "Phase 3" of the project under the existing zoning for the property.

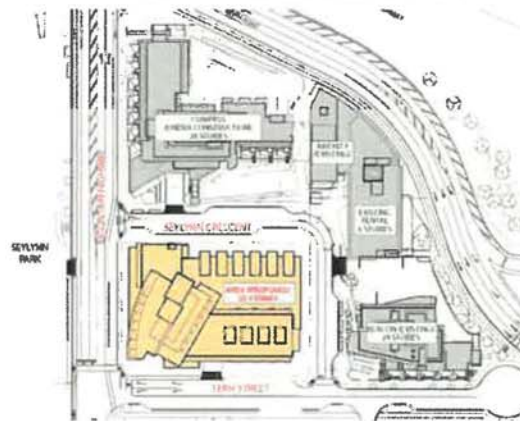
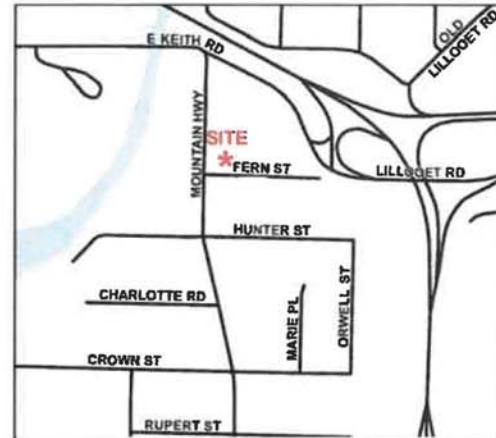
Phase 3 of the development includes a 32-storey building consisting of a small commercial areas on the ground level, and 274 residential units built in accordance to the District of North Vancouver's Level 2 accessibility guidelines.



For Further Information Please Contact:

Seylynn Development
Pedram Hosseini
604-987-5000
pedram@seylynn.ca

District of North Vancouver
Planning Department
Michael Hartford
604-990-2480
mhartford@dnv.org



Sign-In Sheets:

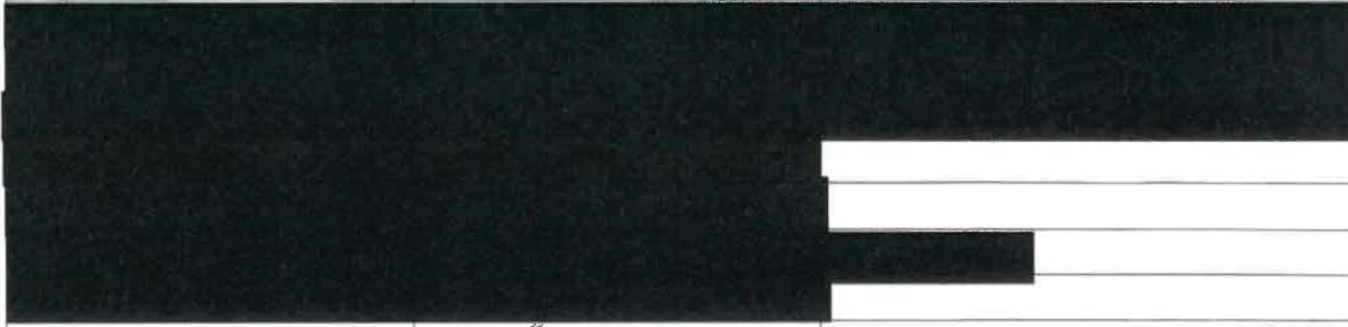
**SEYLYNN VILLAGE "PHASE 3"
PUBLIC INFORMATION MEETING – MAY 16, 2018
SIGN-IN SHEET**

NAME	ADDRESS	EMAIL (Optional)
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
MICHAEL HARTFORD	355 W. QUEENS RD.	MHARTFORD@DNV.ORG
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

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

(2)

**SEYLYNN VILLAGE "PHASE 3"
PUBLIC INFORMATION MEETING – MAY 16, 2018
SIGN-IN SHEET**

NAME	ADDRESS	EMAIL (Optional)
		

The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act.

Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Petersson Planning Consulting

[illegible]

Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

Comment Sheets

COMMENT SHEET
The District of North Vancouver

PROPOSAL: Seylynn Village "Phase 3": a Development Permit application for a 32-storey building with 274 residential units and ground-floor commercial units.

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

⇒ Parking is an issue

Your Name _____

Please check this box if you desire your contact information to be available to the applicant: ☐

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

Please return, by mail or email by May 30, 2018 to:

Michael Hartford

Tel: 604-990-2316

District of North Vancouver - Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

Email: mhartford@dnv.org

Document: 3352896

COMMENT SHEET
The District of North Vancouver

PROPOSAL: Seylynn Village "Phase 3": a Development Permit application for a 32-storey building with 274 residential units and ground-floor commercial units.

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

Parking! Its already at a premium.
where will guests & visitors &
residents with more than one
car park?

where will Bisto customers
park? or people using the gym?

Sheltered bus stop on Mtn Highway
016

Your Name _____ Street Address _____

Please check this box if you desire your contact information to be available to the applicant: ☐

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

Please return, by mail or email by May 30, 2018 to:

Michael Hartford

Tel: 604-990-2316

District of North Vancouver - Development Planning Department

355 West Queens Road, North Vancouver, BC V7N 4N5

Email: mhartford@dnv.org

Document: 3352896

COMMENT SHEET
The District of North Vancouver

PROPOSAL: Seylynn Village "Phase 3": a Development Permit application for a 32-storey building with 274 residential units and ground-floor commercial units.

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

Parking = there isn't enough
Adding retail shops – need more
parking

Your Name [REDACTED] Street Address [REDACTED]

Please check this box if you desire your contact information to be available to the applicant: ☐

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

Please return, by mail or email by May 30, 2018 to:

Michael Hartford
Tel: 604-990-2316

District of North Vancouver - Development Planning Department
355 West Queens Road, North Vancouver, BC V7N 4N5
Email: mhartford@dnv.org

Document: 3952896

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT PERMIT 47.17

This Development Permit 47.17 is hereby issued by the Council for The Corporation of the District of North Vancouver to the registered owner(s) for the development of a 32 storey mixed-use project on the property located at 600 Mountain Highway, legally described as Lot 4, District Lot 613, Group 1, New Westminster District, Plan EPP26561 (PID: 028-988-337) subject to the following terms and conditions:

- A. The following requirements are imposed under Subsection 490 (1) (c) of the Local Government Act:
1. Substantial construction as determined by the Manager of Permits and Licenses shall commence within two years of the date of this permit or the permit shall lapse.
 2. A Construction Management Plan is required prior to issuance of the Building Permit and Excavation Permit, and may require amendments during the course of construction to ensure that construction impacts are minimized.
- B. The following requirements are imposed under Subsections 491 (2) of the Local Government Act:
1. No work shall take place except to the limited extent shown on the attached plans (DP 47.17 A – JJ) and in accordance with the following specifications:
 - i. Prior to submission of a building permit application, acceptance is required of appropriate flood hazard mitigation measures to ensure protection from flood hazard of the commercial spaces fronting Mountain Hwy.
 - ii. The site shall be developed in accordance with the recommendations of the report prepared by Northwest Hydraulic Consultants dated June 12, 2018 and the additional flood mitigation measure noted in sub-section (i) above.
 - iii. Confirmation from a qualified professional engineer that the building permit drawings meet the recommendations of the Northwest Hydraulic Consultants report referenced in sub-section (i) above and the additional flood mitigation measures noted in sub-section ii above, or provides for an equivalent or higher degree of protection.
 - iv. Confirmation of registration of a section 219 restrictive covenant for flood protection, referencing all accepted flood mitigation measures in the project.

C. The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act:

1. The site shall be developed in accordance with the attached plans DP 47.17 A – JJ.

2. Prior to the issuance of a Building Permit, the following shall be submitted to:

i. Building Department:

- a. a completed report prepared by a qualified acoustic professional outlining the measures to be incorporated in the building(s) to ensure:
- compliance with District of North Vancouver Noise Regulation Bylaw for any rooftop mechanical equipment.
 - that noise levels for dwelling unit occupants will not exceed those listed below:

<i>Portion of Dwelling Unit</i>	<i>Noise Level (Decibels)*</i>
<i>bedrooms</i>	<i>35</i>
<i>living, dining, recreation rooms</i>	<i>40</i>
<i>kitchen, bathrooms, hallways</i>	<i>45</i>

*For the purpose of this section the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels

- the acoustical report shall provide evidence that commercial activities in a mixed-use development with ground floor commercial space will not result in contraventions of the above-noted residential noise-level limits.
- b. a summary of the accessibility measures to be provided, consistent with the Adaptable Design Guidelines attached to the Development Covenant with confirmation that 100% of the units are in compliance with the “Level 2” guideline elements and 15 units are in compliance with the “Level 3” guideline elements.
- c. Confirmation of electric vehicle charging facilities in the project to provide for a minimum of 140 residential stalls with “Level 2” charging, 9 residential visitor stalls with “Level 2” charging, and 9 commercial stalls with “Level 2” charging.
- d. confirmation of fulfillment of legal requirements referenced in the Development Covenant, including, but not limited to: Stormwater Management, Green Building, Adaptable Design Features, Transfer to strata corporation of any unsold parking spaces 12 months following occupancy, and Shared Parking.

- e. a signed restrictive covenant document indicating that pairs of tandem parking spaces will be assigned only to the same dwelling unit;
 - f. a signed restrictive covenant document protecting the use of two parking spaces for “co-op car” use and accompanied by an appropriate agreement or security to ensure availability of a minimum of one “co-op car” vehicle at the development site;
- ii. Parks Department:
- a. Three copies of a final detailed landscape plan prepared by a Landscape Architect registered in British Columbia for the approval of the General Manager of Engineering or their designate;
 - b. A written landscape estimate in accordance with District format, submitted by the Landscape Architect for approval by the Parks and Engineering Services Department for the installation of all landscaping as shown on the final approved landscape plan; and,
 - c. A completed “Permission to Enter” agreement to provide evidence that a Landscape Architect has been retained to supervise the installation of the landscape works and the written authorization for the District or its agents to enter the premises and expend any or all of the deposit monies to complete the landscape works in accordance with the approved landscape plan.
- iii. Engineering Department:
- a. Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department;
 - b. An executed Engineering Services Agreement between the property owner and the District related to the required upgrading of off-site facilities on Mountain Highway and Fern Street. Upgrades will include, but are not limited to: sidewalks, streetlighting, curb and gutter, bicycle infrastructure, transit stop facilities, intersection improvements, and street trees.

D. The following requirements are imposed under Subsections 491 (9) and (10) of the Local Government Act:

1. Prior to issuance of the Building Permit the following are required:

- i. A completed Green Building Checklist, outlining the measures to be incorporated in the building leading to a performance level equivalent to or better than the "Silver" standard under the LEED rating system.
- ii. An energy performance commitment form.
- iii. A report from a qualified energy performance advisor clearly establishing that the building design will achieve the energy performance target
- iv. Confirmation of registration of the Section 219 covenant for green building.

E. The following requirements are imposed under Subsection 502 of the Local Government Act:

1. Prior to issuance of the Building Permit the following deposits are required:

- i. A security deposit equal to the greater of 125% of the estimated cost of all on-site landscaping, in accordance with the approved cost estimate or \$100,000. The deposit must be provided prior to issuance of a Building Permit for the development on the Land and will be held as security for landscaping, building, and environmental works.
- ii. Engineering security deposit(s), in an amount(s) specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.
- iii. A public art security deposit in the amount of \$209,620 to be held to secure the installation of public art in accordance with the public art plan accepted by the Public Art Committee and approved by the General Manager of Planning, Properties and Permits.

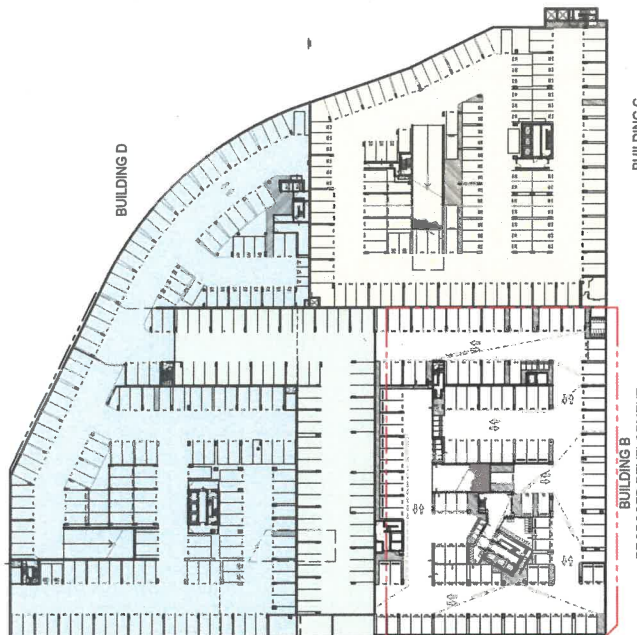
- F. Nothing in this Development Permit alters or affects in any way any of the preconditions to issuance of a Building Permit as set out in the Development Covenant registered against the Land in favour of the District under number CA2917929.

Mayor

Municipal Clerk

Dated this ____ day of _____, _____

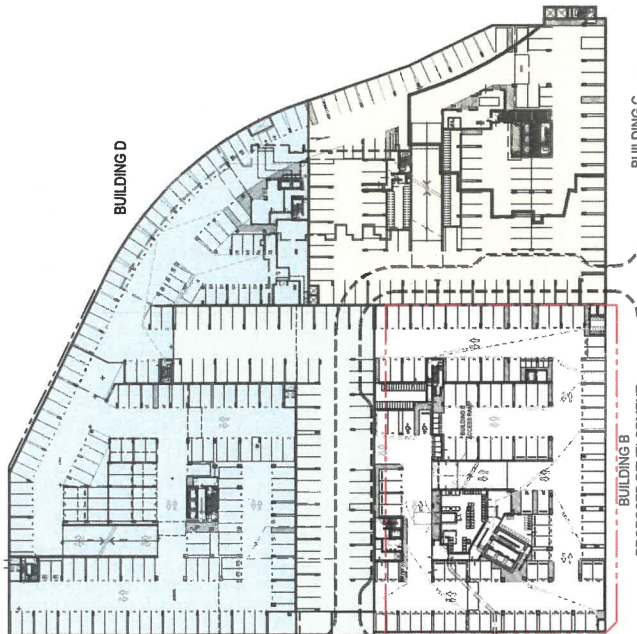




BUILDING C

BUILDING B
PROPOSED DEVELOPMENT

④ P2 PARKING REFERENCE PLAN



BUILDING C

BUILDING B
PROPOSED DEVELOPMENT

④ P1 PARKING REFERENCE PLAN

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR DP	10/11/17	DA
2	REVISION		
NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR DP	10/11/17	DA

Seyllyn

DA

4000 West Hesse Road, Suite 100
Columbia, SC 29204
803.763.6912
www.dacolumbia.com

SELYN BUILDING B, APPEX
DISTRICT OF NORTH WASHINGTON, DC

DP 47.17 B

OVERALL PARKING REFERENCE PLANS	
PLAN	DATE
P1	10/11/17
P2	10/11/17
P3	10/11/17
P4	10/11/17
P5	10/11/17
P6	10/11/17
P7	10/11/17
P8	10/11/17
P9	10/11/17
P10	10/11/17
P11	10/11/17
P12	10/11/17
P13	10/11/17
P14	10/11/17
P15	10/11/17
P16	10/11/17
P17	10/11/17
P18	10/11/17
P19	10/11/17
P20	10/11/17
P21	10/11/17
P22	10/11/17
P23	10/11/17
P24	10/11/17
P25	10/11/17
P26	10/11/17
P27	10/11/17
P28	10/11/17
P29	10/11/17
P30	10/11/17
P31	10/11/17
P32	10/11/17
P33	10/11/17
P34	10/11/17
P35	10/11/17
P36	10/11/17
P37	10/11/17
P38	10/11/17
P39	10/11/17
P40	10/11/17
P41	10/11/17
P42	10/11/17
P43	10/11/17
P44	10/11/17
P45	10/11/17
P46	10/11/17
P47	10/11/17
P48	10/11/17
P49	10/11/17
P50	10/11/17
P51	10/11/17
P52	10/11/17
P53	10/11/17
P54	10/11/17
P55	10/11/17
P56	10/11/17
P57	10/11/17
P58	10/11/17
P59	10/11/17
P60	10/11/17
P61	10/11/17
P62	10/11/17
P63	10/11/17
P64	10/11/17
P65	10/11/17
P66	10/11/17
P67	10/11/17
P68	10/11/17
P69	10/11/17
P70	10/11/17
P71	10/11/17
P72	10/11/17
P73	10/11/17
P74	10/11/17
P75	10/11/17
P76	10/11/17
P77	10/11/17
P78	10/11/17
P79	10/11/17
P80	10/11/17
P81	10/11/17
P82	10/11/17
P83	10/11/17
P84	10/11/17
P85	10/11/17
P86	10/11/17
P87	10/11/17
P88	10/11/17
P89	10/11/17
P90	10/11/17
P91	10/11/17
P92	10/11/17
P93	10/11/17
P94	10/11/17
P95	10/11/17
P96	10/11/17
P97	10/11/17
P98	10/11/17
P99	10/11/17
P100	10/11/17

A-201



NO.	DESCRIPTION	DATE
1	REVISED FOR UP	10/1/18
2	REVISION	10/1/18
3	REVISION	10/1/18
4	REVISION	10/1/18
5	REVISION	10/1/18
6	REVISION	10/1/18
7	REVISION	10/1/18
8	REVISION	10/1/18
9	REVISION	10/1/18
10	REVISION	10/1/18
11	REVISION	10/1/18
12	REVISION	10/1/18
13	REVISION	10/1/18
14	REVISION	10/1/18
15	REVISION	10/1/18
16	REVISION	10/1/18
17	REVISION	10/1/18
18	REVISION	10/1/18
19	REVISION	10/1/18
20	REVISION	10/1/18
21	REVISION	10/1/18
22	REVISION	10/1/18
23	REVISION	10/1/18
24	REVISION	10/1/18
25	REVISION	10/1/18
26	REVISION	10/1/18
27	REVISION	10/1/18
28	REVISION	10/1/18
29	REVISION	10/1/18
30	REVISION	10/1/18
31	REVISION	10/1/18
32	REVISION	10/1/18
33	REVISION	10/1/18
34	REVISION	10/1/18
35	REVISION	10/1/18
36	REVISION	10/1/18
37	REVISION	10/1/18
38	REVISION	10/1/18
39	REVISION	10/1/18
40	REVISION	10/1/18
41	REVISION	10/1/18
42	REVISION	10/1/18
43	REVISION	10/1/18
44	REVISION	10/1/18
45	REVISION	10/1/18
46	REVISION	10/1/18
47	REVISION	10/1/18
48	REVISION	10/1/18
49	REVISION	10/1/18
50	REVISION	10/1/18
51	REVISION	10/1/18
52	REVISION	10/1/18
53	REVISION	10/1/18
54	REVISION	10/1/18
55	REVISION	10/1/18
56	REVISION	10/1/18
57	REVISION	10/1/18
58	REVISION	10/1/18
59	REVISION	10/1/18
60	REVISION	10/1/18
61	REVISION	10/1/18
62	REVISION	10/1/18
63	REVISION	10/1/18
64	REVISION	10/1/18
65	REVISION	10/1/18
66	REVISION	10/1/18
67	REVISION	10/1/18
68	REVISION	10/1/18
69	REVISION	10/1/18
70	REVISION	10/1/18
71	REVISION	10/1/18
72	REVISION	10/1/18
73	REVISION	10/1/18
74	REVISION	10/1/18
75	REVISION	10/1/18
76	REVISION	10/1/18
77	REVISION	10/1/18
78	REVISION	10/1/18
79	REVISION	10/1/18
80	REVISION	10/1/18
81	REVISION	10/1/18
82	REVISION	10/1/18
83	REVISION	10/1/18
84	REVISION	10/1/18
85	REVISION	10/1/18
86	REVISION	10/1/18
87	REVISION	10/1/18
88	REVISION	10/1/18
89	REVISION	10/1/18
90	REVISION	10/1/18
91	REVISION	10/1/18
92	REVISION	10/1/18
93	REVISION	10/1/18
94	REVISION	10/1/18
95	REVISION	10/1/18
96	REVISION	10/1/18
97	REVISION	10/1/18
98	REVISION	10/1/18
99	REVISION	10/1/18
100	REVISION	10/1/18

Seylunn
Architectural Firm

DA
Design Architect

1004 685 6912
1004 685 6912
1004 685 6912

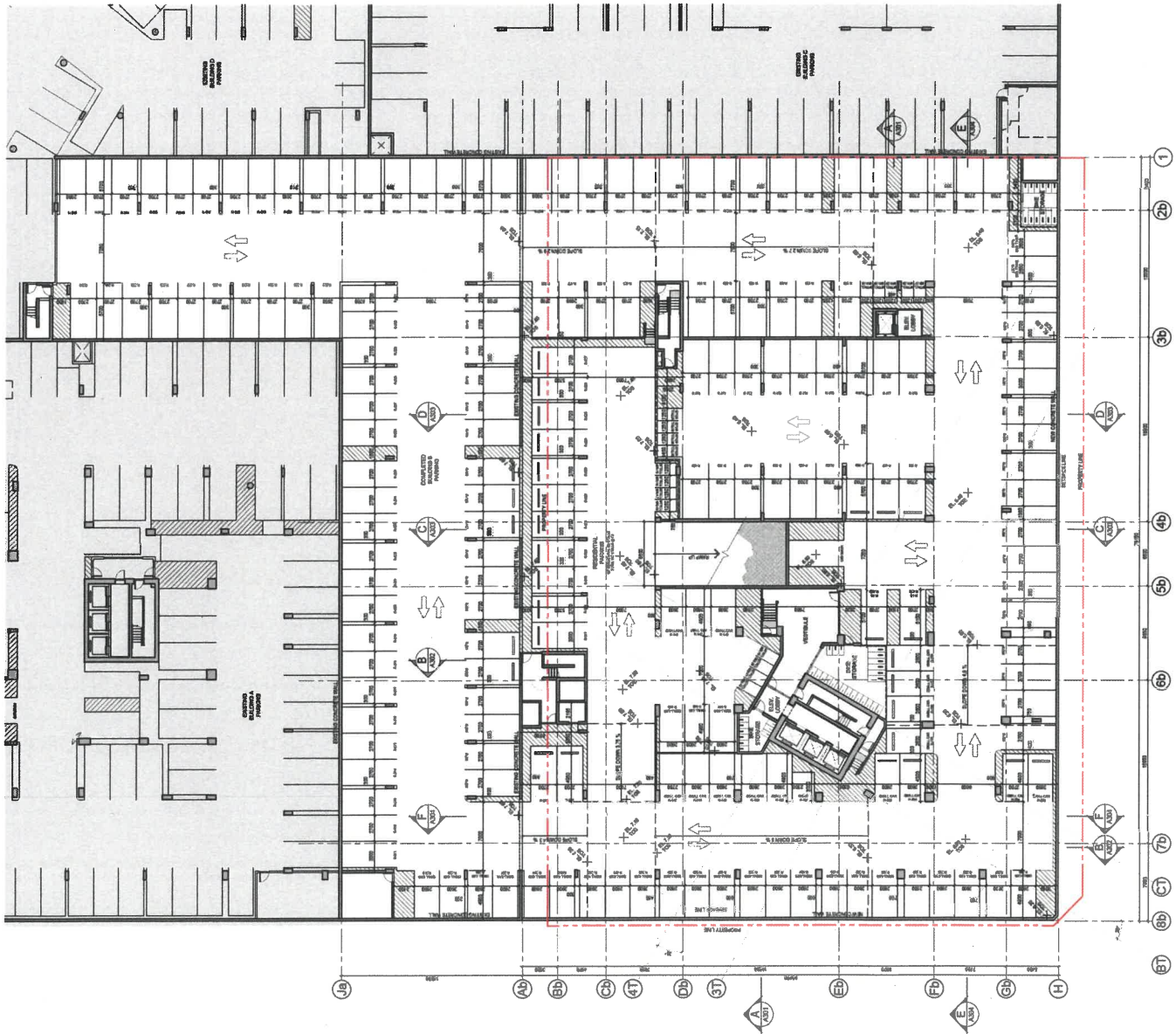
SELYNN BUILDING & APPEX
DISTRICT OF NORTH VANCOUVER, BC

DP 47.17 C

PARKING LEVEL P2

A-202

2018.03.08





NO.	DESCRIPTION	DATE	BY	CHK.
1	REVISION	11/11/10	DA	DA
2	REVISION	11/11/10	DA	DA
3	REVISION	11/11/10	DA	DA
4	REVISION	11/11/10	DA	DA
5	REVISION	11/11/10	DA	DA
6	REVISION	11/11/10	DA	DA
7	REVISION	11/11/10	DA	DA
8	REVISION	11/11/10	DA	DA
9	REVISION	11/11/10	DA	DA
10	REVISION	11/11/10	DA	DA
11	REVISION	11/11/10	DA	DA
12	REVISION	11/11/10	DA	DA
13	REVISION	11/11/10	DA	DA
14	REVISION	11/11/10	DA	DA
15	REVISION	11/11/10	DA	DA
16	REVISION	11/11/10	DA	DA
17	REVISION	11/11/10	DA	DA
18	REVISION	11/11/10	DA	DA
19	REVISION	11/11/10	DA	DA
20	REVISION	11/11/10	DA	DA
21	REVISION	11/11/10	DA	DA
22	REVISION	11/11/10	DA	DA
23	REVISION	11/11/10	DA	DA
24	REVISION	11/11/10	DA	DA
25	REVISION	11/11/10	DA	DA
26	REVISION	11/11/10	DA	DA
27	REVISION	11/11/10	DA	DA
28	REVISION	11/11/10	DA	DA
29	REVISION	11/11/10	DA	DA
30	REVISION	11/11/10	DA	DA
31	REVISION	11/11/10	DA	DA
32	REVISION	11/11/10	DA	DA
33	REVISION	11/11/10	DA	DA
34	REVISION	11/11/10	DA	DA
35	REVISION	11/11/10	DA	DA
36	REVISION	11/11/10	DA	DA
37	REVISION	11/11/10	DA	DA
38	REVISION	11/11/10	DA	DA
39	REVISION	11/11/10	DA	DA
40	REVISION	11/11/10	DA	DA
41	REVISION	11/11/10	DA	DA
42	REVISION	11/11/10	DA	DA
43	REVISION	11/11/10	DA	DA
44	REVISION	11/11/10	DA	DA
45	REVISION	11/11/10	DA	DA
46	REVISION	11/11/10	DA	DA
47	REVISION	11/11/10	DA	DA
48	REVISION	11/11/10	DA	DA
49	REVISION	11/11/10	DA	DA
50	REVISION	11/11/10	DA	DA
51	REVISION	11/11/10	DA	DA
52	REVISION	11/11/10	DA	DA
53	REVISION	11/11/10	DA	DA
54	REVISION	11/11/10	DA	DA
55	REVISION	11/11/10	DA	DA
56	REVISION	11/11/10	DA	DA
57	REVISION	11/11/10	DA	DA
58	REVISION	11/11/10	DA	DA
59	REVISION	11/11/10	DA	DA
60	REVISION	11/11/10	DA	DA
61	REVISION	11/11/10	DA	DA
62	REVISION	11/11/10	DA	DA
63	REVISION	11/11/10	DA	DA
64	REVISION	11/11/10	DA	DA
65	REVISION	11/11/10	DA	DA
66	REVISION	11/11/10	DA	DA
67	REVISION	11/11/10	DA	DA
68	REVISION	11/11/10	DA	DA
69	REVISION	11/11/10	DA	DA
70	REVISION	11/11/10	DA	DA
71	REVISION	11/11/10	DA	DA
72	REVISION	11/11/10	DA	DA
73	REVISION	11/11/10	DA	DA
74	REVISION	11/11/10	DA	DA
75	REVISION	11/11/10	DA	DA
76	REVISION	11/11/10	DA	DA
77	REVISION	11/11/10	DA	DA
78	REVISION	11/11/10	DA	DA
79	REVISION	11/11/10	DA	DA
80	REVISION	11/11/10	DA	DA
81	REVISION	11/11/10	DA	DA
82	REVISION	11/11/10	DA	DA
83	REVISION	11/11/10	DA	DA
84	REVISION	11/11/10	DA	DA
85	REVISION	11/11/10	DA	DA
86	REVISION	11/11/10	DA	DA
87	REVISION	11/11/10	DA	DA
88	REVISION	11/11/10	DA	DA
89	REVISION	11/11/10	DA	DA
90	REVISION	11/11/10	DA	DA
91	REVISION	11/11/10	DA	DA
92	REVISION	11/11/10	DA	DA
93	REVISION	11/11/10	DA	DA
94	REVISION	11/11/10	DA	DA
95	REVISION	11/11/10	DA	DA
96	REVISION	11/11/10	DA	DA
97	REVISION	11/11/10	DA	DA
98	REVISION	11/11/10	DA	DA
99	REVISION	11/11/10	DA	DA
100	REVISION	11/11/10	DA	DA

Seylunn

DA

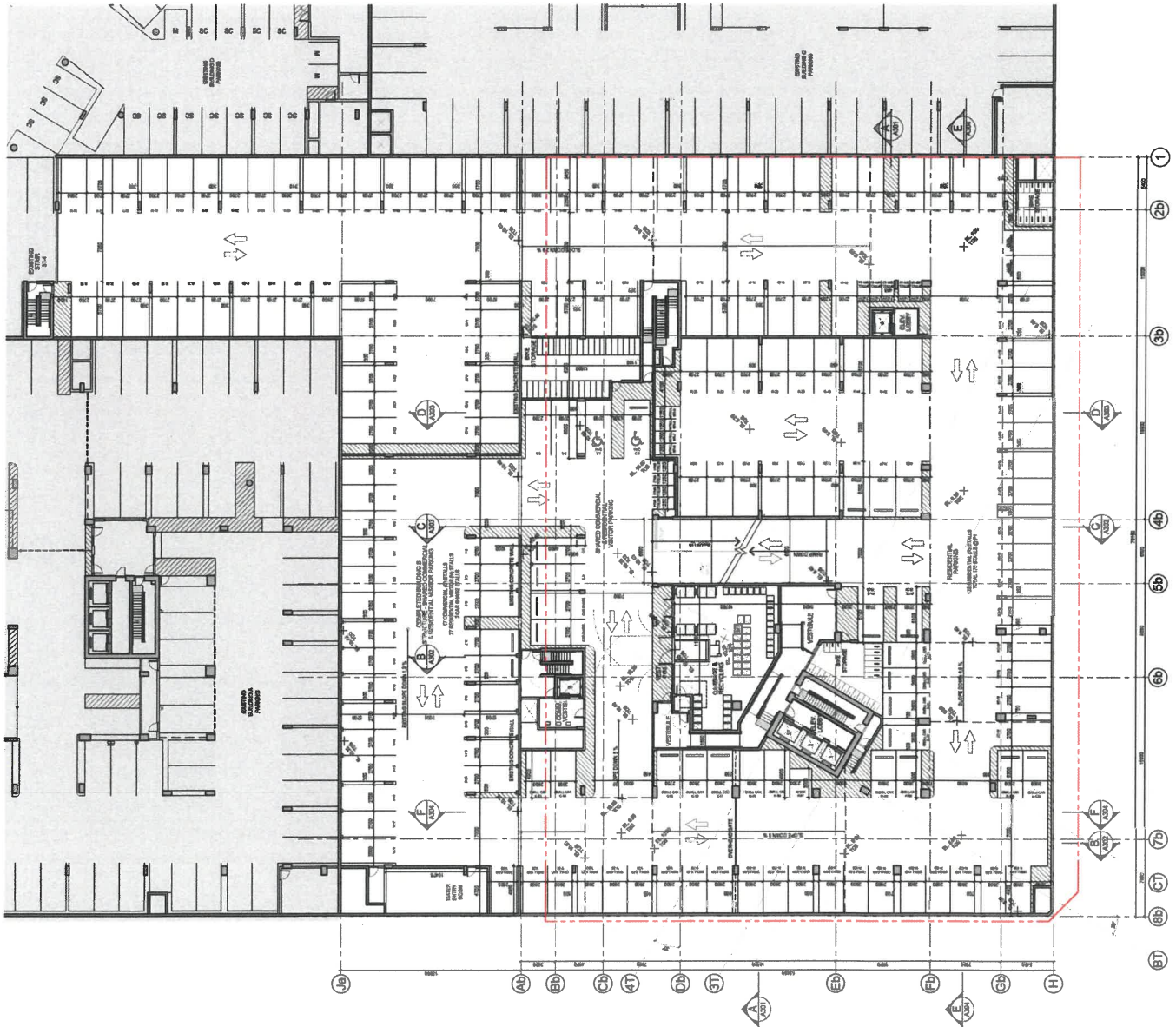
1604 689 6912

SEYLYNN BUILDING B: APPEX

DISTRICT OF NORTH VANCOUVER, BC

DP 47.17 D

PARKING LEVEL P1	
DATE	11/11/10
BY	DA
CHK.	DA
APP.	DA
SCALE	1:100
PROJECT	A-203
DATE	11/11/10





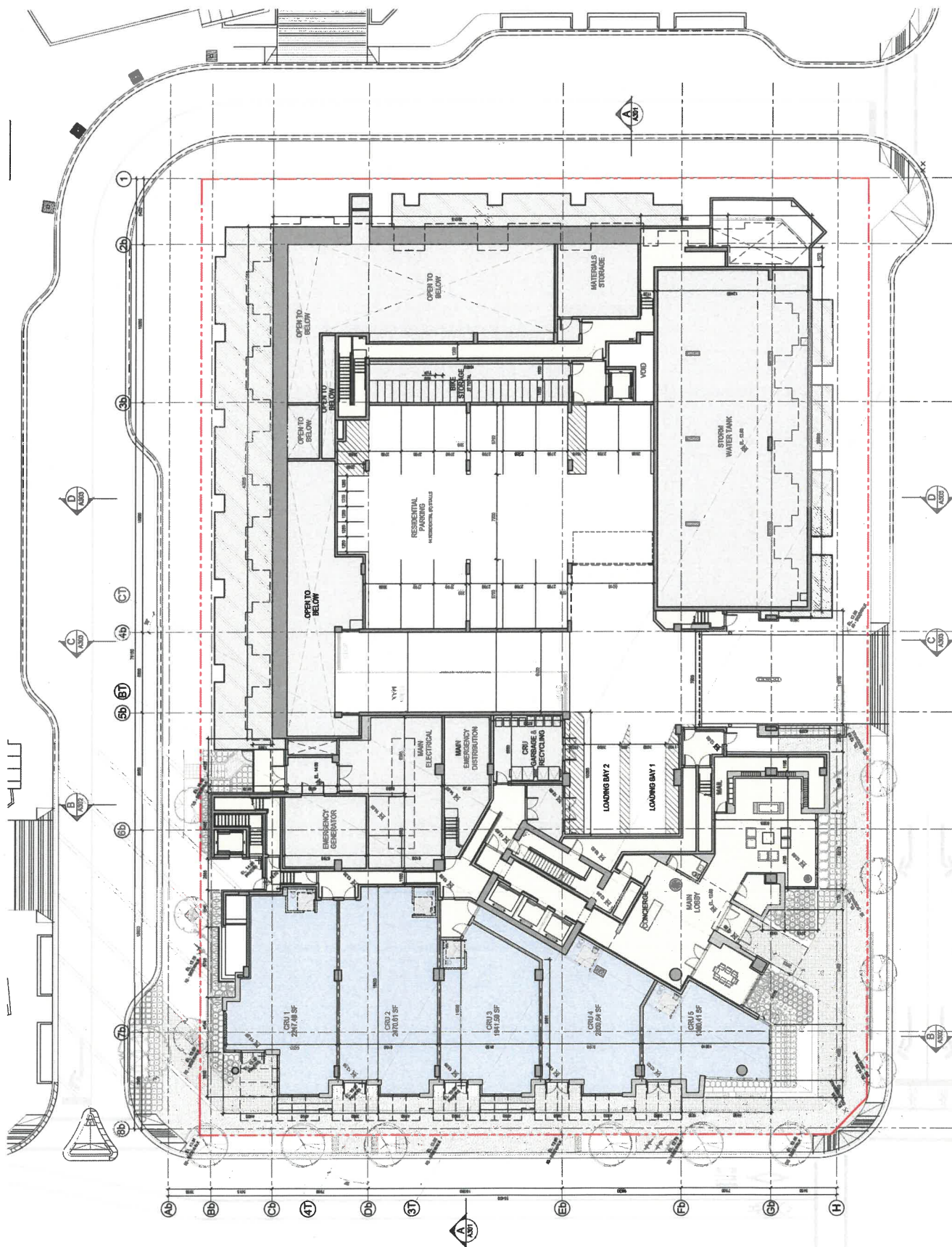
NO.	REVISION	DATE
1	ISSUED FOR PERMIT	10/1/2010
2	REVISION	10/1/2010
3	REVISION	10/1/2010
4	REVISION	10/1/2010
5	REVISION	10/1/2010
6	REVISION	10/1/2010
7	REVISION	10/1/2010
8	REVISION	10/1/2010
9	REVISION	10/1/2010
10	REVISION	10/1/2010



10000 Old Market Road, Suite 100
 Raleigh, NC 27603
 Tel: 919.686.6312
 Fax: 919.686.6313
 www.seylunn.com

SEYLYNN BUILDING & APEX
 OFFICE OF ARCHITECTURE, INC.

DP 47.17 E	
FLOOR PLAN - GROUND LEVEL	
DATE	10/1/2010
SCALE	1/8" = 1'-0"
PROJECT	A-204
DESIGNER	DA
DATE	10/1/2010



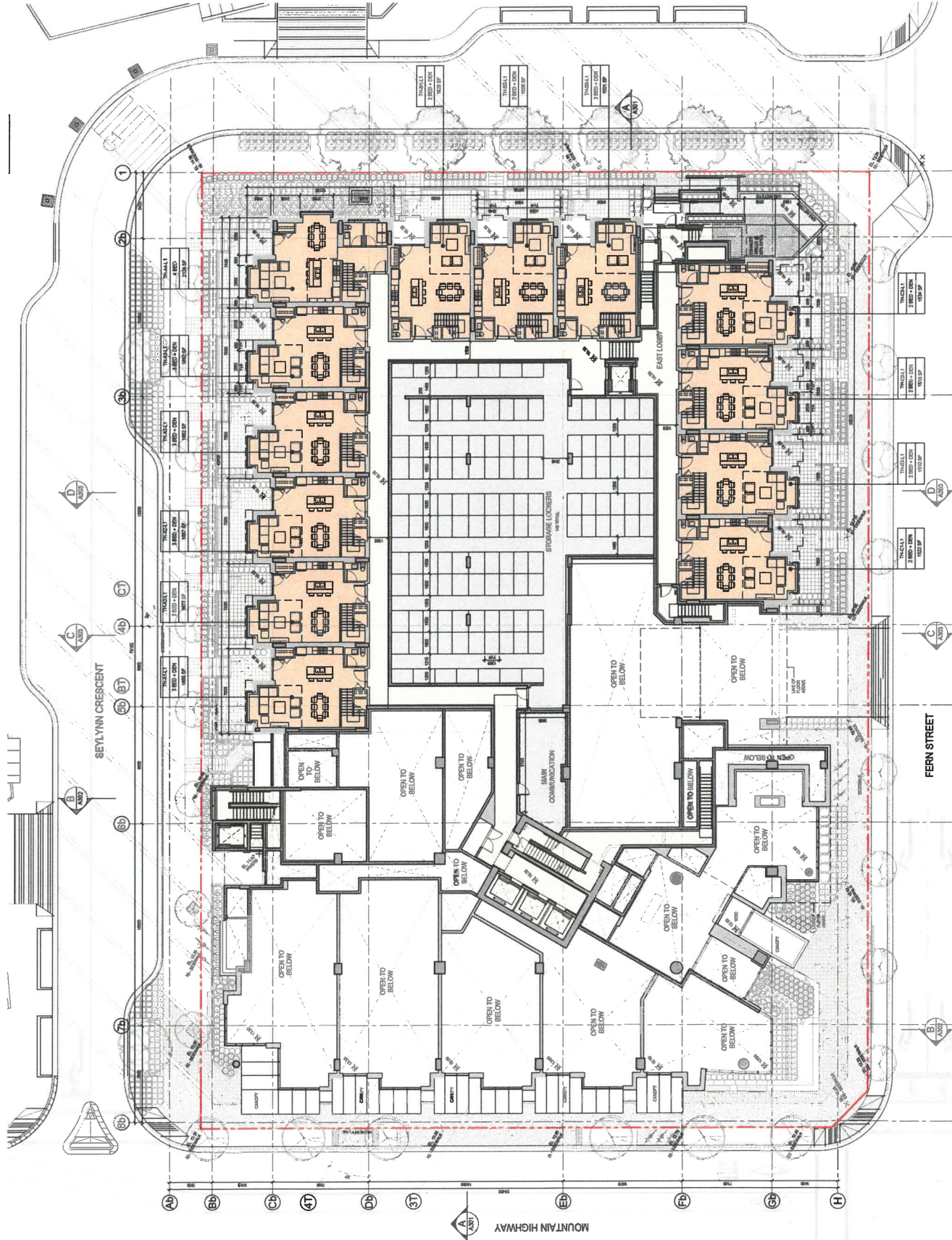


NO.	DESCRIPTION	DATE
1	REVISION	10/1/10
2	REVISION	10/1/10
3	REVISION	10/1/10
4	REVISION	10/1/10
5	REVISION	10/1/10
6	REVISION	10/1/10
7	REVISION	10/1/10
8	REVISION	10/1/10
9	REVISION	10/1/10
10	REVISION	10/1/10



SEYLYNN BUILDING & APPEX
 1601 680 6312
 1601 680 6312
 1601 680 6312

DP 47.17 F	
FLOOR PLAN - LEVEL 1	A-205
DATE: 10/1/10	BY: J.A.
SCALE: 1/8" = 1'-0"	DATE: 10/1/10





NO.	DESCRIPTION	DATE	BY
1	REVISION	10/18/17	DA
2	REVISION	10/18/17	DA

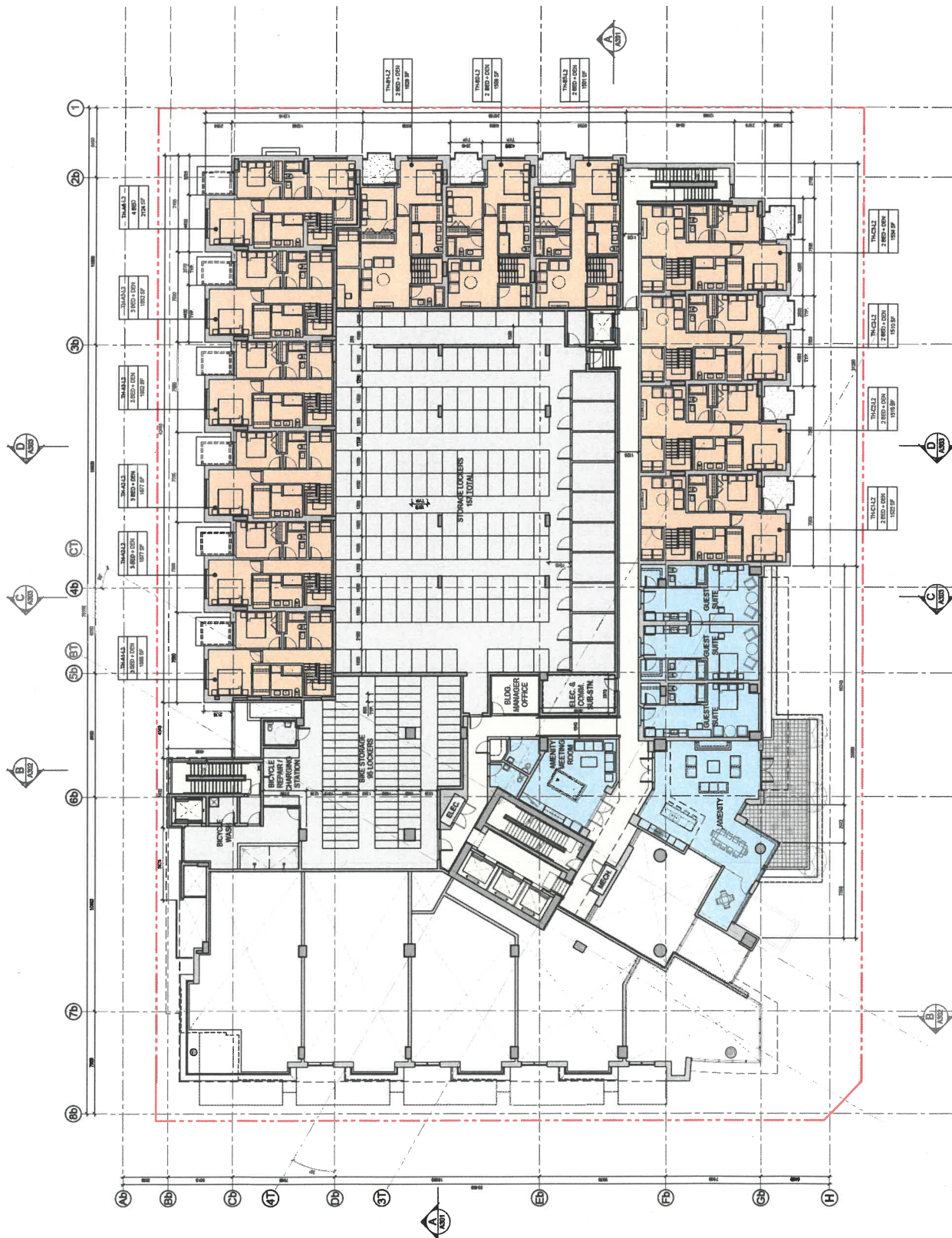
Seylunn
ARCHITECTS

DA
DESIGN ASSOCIATES

1604 6th St SE
Atlanta, GA 30316
404.525.6712

SELYNN BUILDING B: APEX
DISTRICT OF NORTH ANNEARKE, DC

DP 47.17 G	
FLOOR PLAN - LEVEL 2	A-206
DATE: 10/18/17	SCALE: 1/8" = 1'-0"
DRAWN BY: JH	CHECKED BY: JH
IN CHARGE: JH	DATE: 10/18/17





NO.	DESCRIPTION	DATE	BY
1	REVISION		
2	REVISION		

Seylynn
ARCHITECTS

DA
DESIGN ASSOCIATES

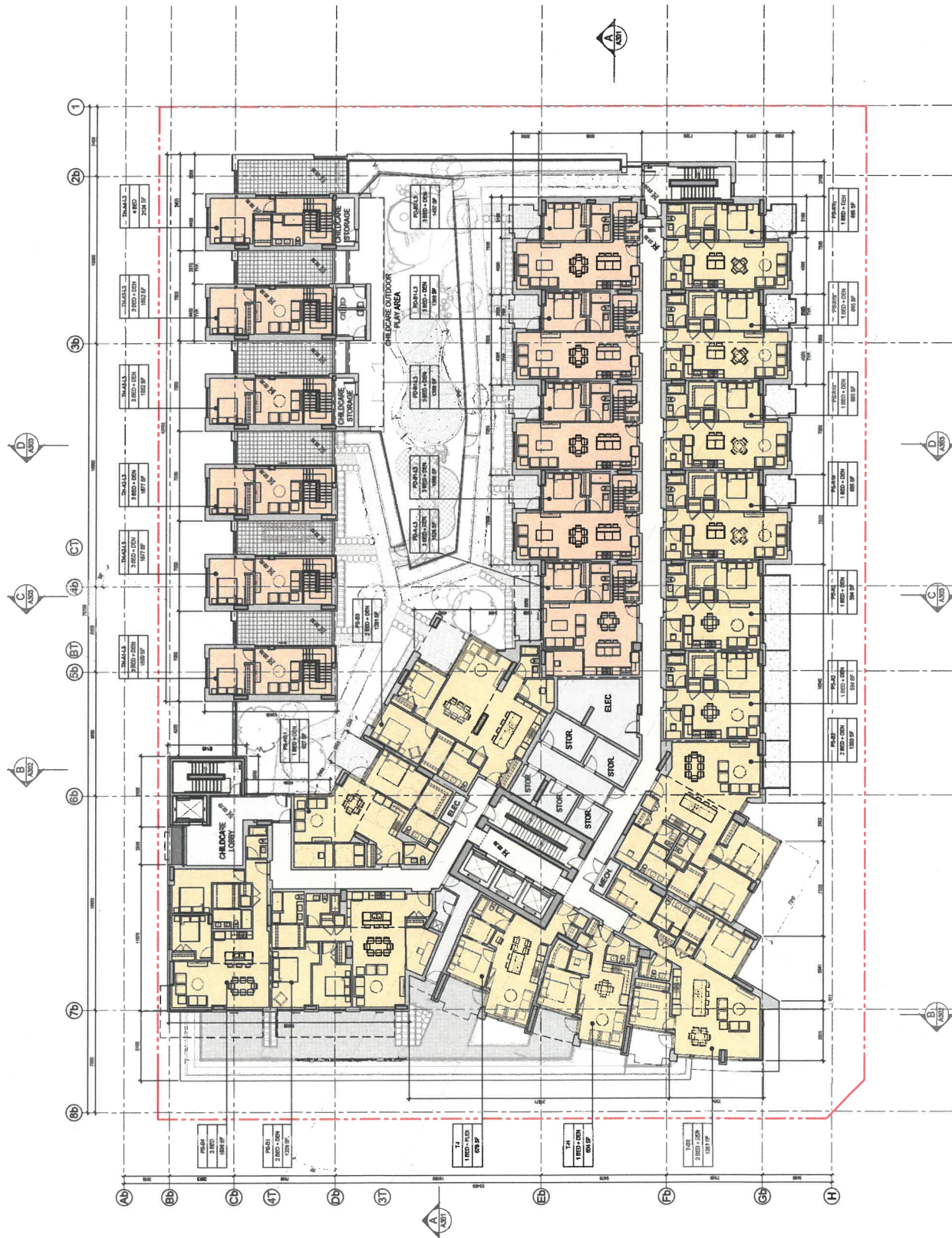
1604 695 6912
1604 695 6912

SELYNN BUILDING & APPEX
DISTRICT OF NORTH WASHINGTON, DC

DP 47.17 H

FLOOR PLAN - LEVEL 3

A-207







NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/1/17
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	
11	REVISION	
12	REVISION	
13	REVISION	
14	REVISION	
15	REVISION	
16	REVISION	
17	REVISION	
18	REVISION	
19	REVISION	
20	REVISION	
21	REVISION	
22	REVISION	
23	REVISION	
24	REVISION	
25	REVISION	
26	REVISION	
27	REVISION	
28	REVISION	
29	REVISION	
30	REVISION	
31	REVISION	
32	REVISION	
33	REVISION	
34	REVISION	
35	REVISION	
36	REVISION	
37	REVISION	
38	REVISION	
39	REVISION	
40	REVISION	
41	REVISION	
42	REVISION	
43	REVISION	
44	REVISION	
45	REVISION	
46	REVISION	
47	REVISION	
48	REVISION	
49	REVISION	
50	REVISION	
51	REVISION	
52	REVISION	
53	REVISION	
54	REVISION	
55	REVISION	
56	REVISION	
57	REVISION	
58	REVISION	
59	REVISION	
60	REVISION	
61	REVISION	
62	REVISION	
63	REVISION	
64	REVISION	
65	REVISION	
66	REVISION	
67	REVISION	
68	REVISION	
69	REVISION	
70	REVISION	
71	REVISION	
72	REVISION	
73	REVISION	
74	REVISION	
75	REVISION	
76	REVISION	
77	REVISION	
78	REVISION	
79	REVISION	
80	REVISION	
81	REVISION	
82	REVISION	
83	REVISION	
84	REVISION	
85	REVISION	
86	REVISION	
87	REVISION	
88	REVISION	
89	REVISION	
90	REVISION	
91	REVISION	
92	REVISION	
93	REVISION	
94	REVISION	
95	REVISION	
96	REVISION	
97	REVISION	
98	REVISION	
99	REVISION	
100	REVISION	



DA
1000 North Main Street, Suite 100
Arlington, VA 22201
464.686.6312
www.dadesign.com

DP 47.17 J

FLOOR PLAN - LEVEL 6

A-209

DATE: 10/1/17
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]





NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR DP	11/11/16	SS
2	REVISION		
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

Seyllyn
ARCHITECTS

DA
DESIGN ASSOCIATES

1604 686 6912
1604 686 6912
1604 686 6912

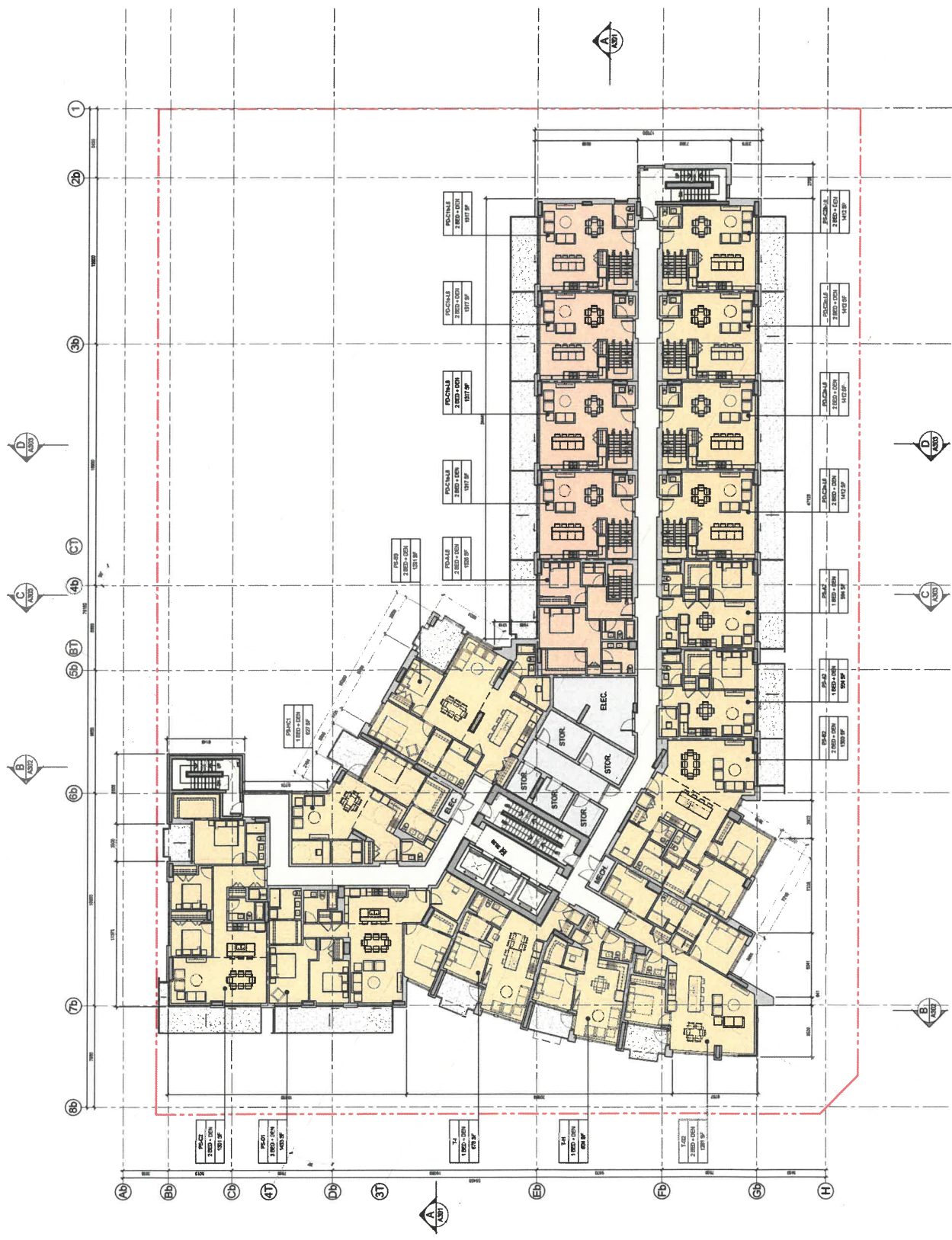
SELYNN BUILDING B, APPEX
DISTRICT OF NORTH WINDHAM, BC

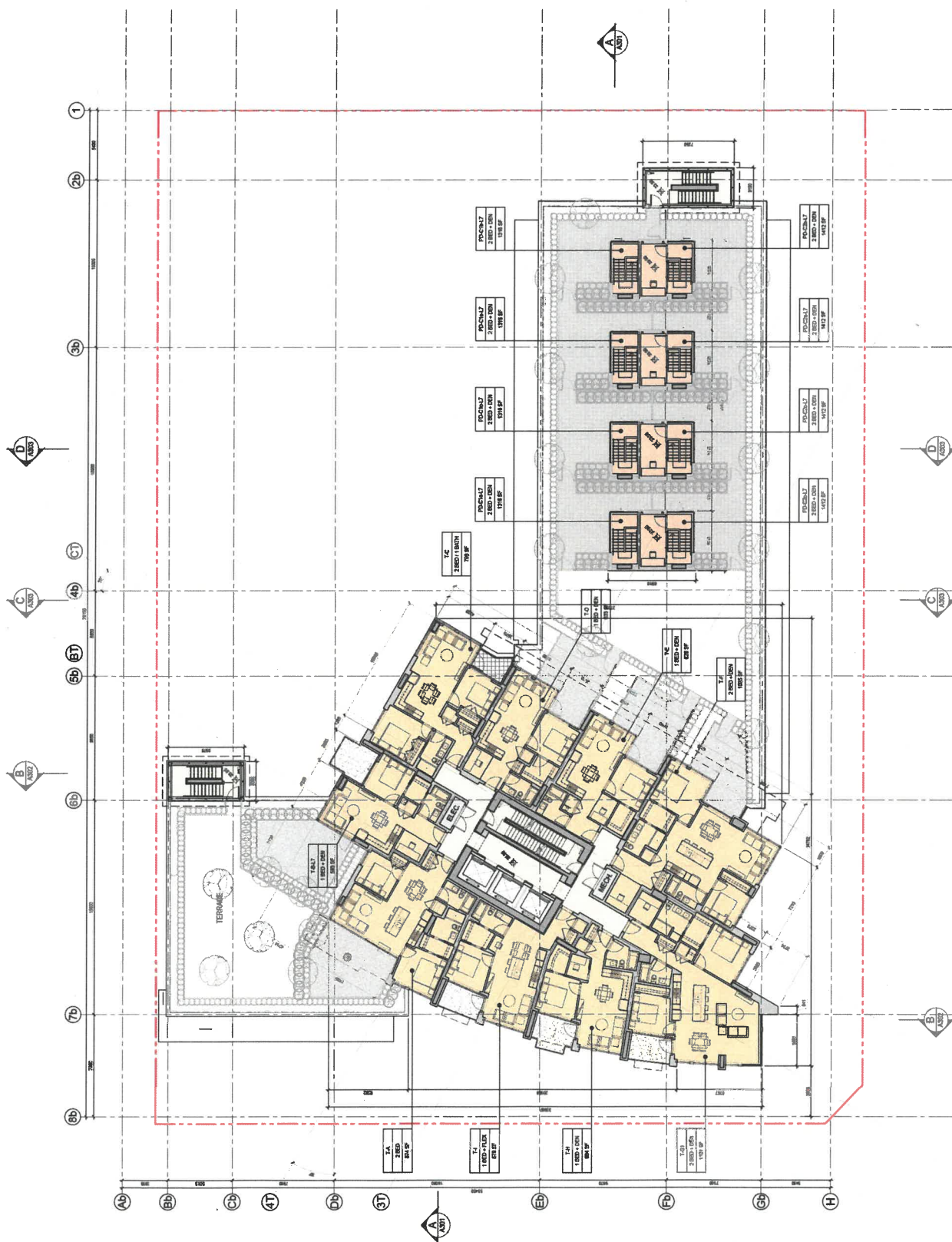
DP 47.17 K

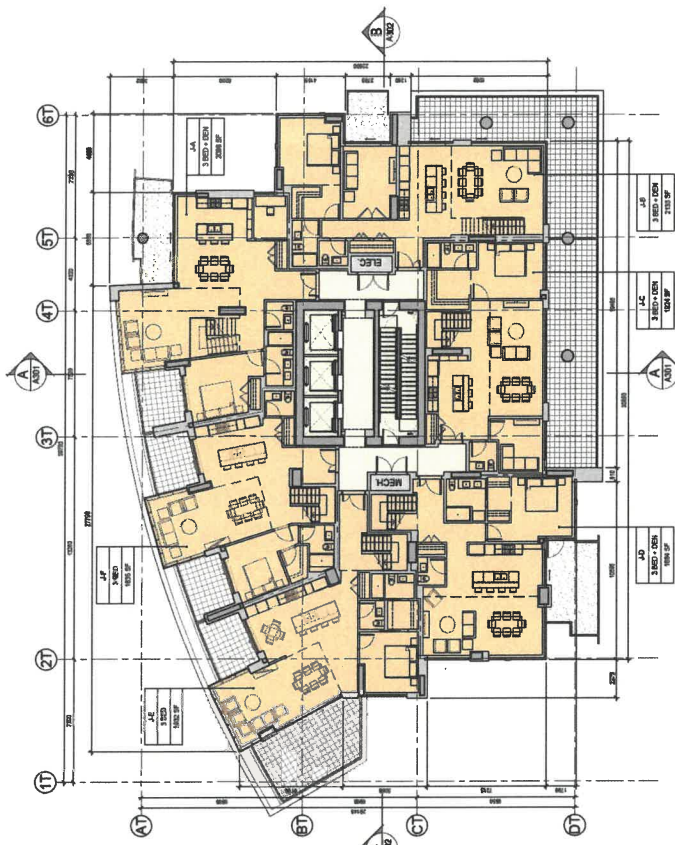
FLOOR PLAN - LEVEL 6

A-210

DATE: 11/11/16
BY: SS
CHECKED: SS
APPROVED: SS



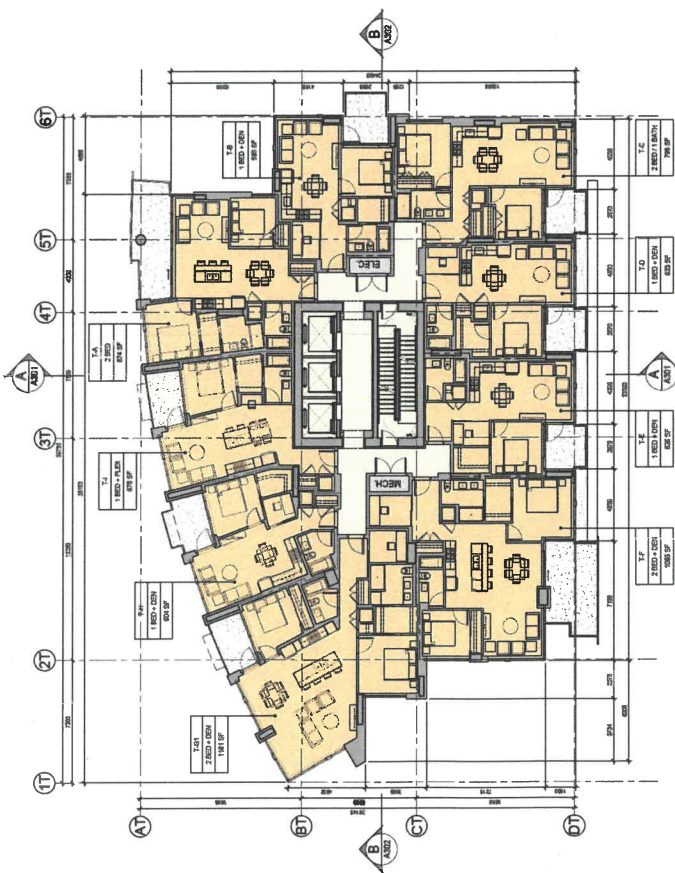




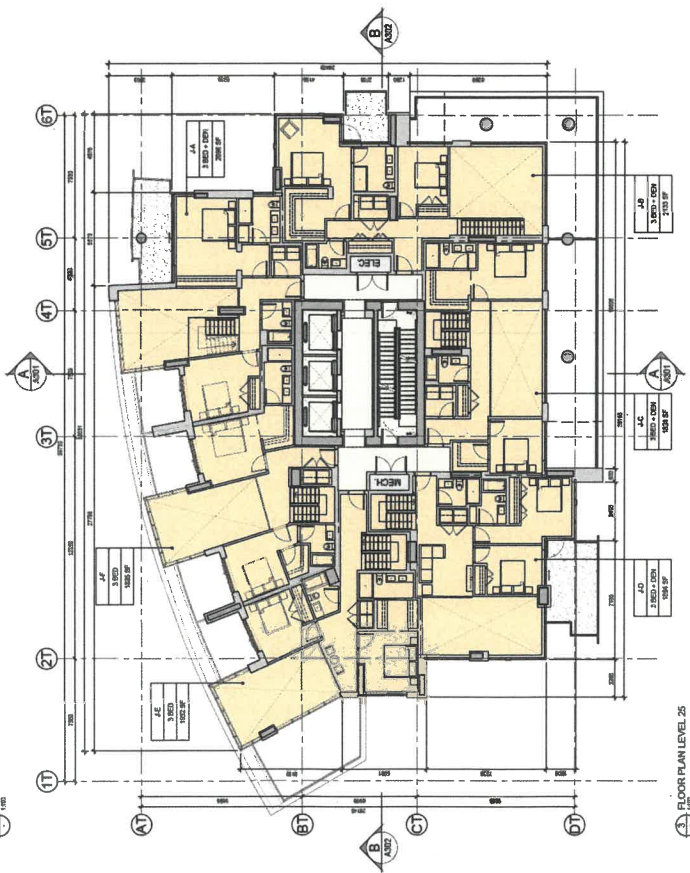
FLOOR PLAN LEVEL 24



TYPICAL FLOOR PLAN LEVEL 28-31



TYPICAL FLOOR PLAN LEVEL 8-23



FLOOR PLAN LEVEL 25

NO.	DESCRIPTION	UNIT	QTY	REMARKS
1	2 BED + DEN	1100 SF	1	
2	3 BED + DEN	1300 SF	1	
3	4 BED + DEN	1500 SF	1	
4	5 BED + DEN	1700 SF	1	
5	6 BED + DEN	1900 SF	1	
6	7 BED + DEN	2100 SF	1	
7	8 BED + DEN	2300 SF	1	
8	9 BED + DEN	2500 SF	1	
9	10 BED + DEN	2700 SF	1	
10	11 BED + DEN	2900 SF	1	
11	12 BED + DEN	3100 SF	1	
12	13 BED + DEN	3300 SF	1	
13	14 BED + DEN	3500 SF	1	
14	15 BED + DEN	3700 SF	1	
15	16 BED + DEN	3900 SF	1	
16	17 BED + DEN	4100 SF	1	
17	18 BED + DEN	4300 SF	1	
18	19 BED + DEN	4500 SF	1	
19	20 BED + DEN	4700 SF	1	
20	21 BED + DEN	4900 SF	1	
21	22 BED + DEN	5100 SF	1	
22	23 BED + DEN	5300 SF	1	
23	24 BED + DEN	5500 SF	1	
24	25 BED + DEN	5700 SF	1	
25	26 BED + DEN	5900 SF	1	
26	27 BED + DEN	6100 SF	1	
27	28 BED + DEN	6300 SF	1	
28	29 BED + DEN	6500 SF	1	
29	30 BED + DEN	6700 SF	1	
30	31 BED + DEN	6900 SF	1	
31	32 BED + DEN	7100 SF	1	
32	33 BED + DEN	7300 SF	1	
33	34 BED + DEN	7500 SF	1	
34	35 BED + DEN	7700 SF	1	
35	36 BED + DEN	7900 SF	1	
36	37 BED + DEN	8100 SF	1	
37	38 BED + DEN	8300 SF	1	
38	39 BED + DEN	8500 SF	1	
39	40 BED + DEN	8700 SF	1	
40	41 BED + DEN	8900 SF	1	
41	42 BED + DEN	9100 SF	1	
42	43 BED + DEN	9300 SF	1	
43	44 BED + DEN	9500 SF	1	
44	45 BED + DEN	9700 SF	1	
45	46 BED + DEN	9900 SF	1	
46	47 BED + DEN	10100 SF	1	
47	48 BED + DEN	10300 SF	1	
48	49 BED + DEN	10500 SF	1	
49	50 BED + DEN	10700 SF	1	
50	51 BED + DEN	10900 SF	1	
51	52 BED + DEN	11100 SF	1	
52	53 BED + DEN	11300 SF	1	
53	54 BED + DEN	11500 SF	1	
54	55 BED + DEN	11700 SF	1	
55	56 BED + DEN	11900 SF	1	
56	57 BED + DEN	12100 SF	1	
57	58 BED + DEN	12300 SF	1	
58	59 BED + DEN	12500 SF	1	
59	60 BED + DEN	12700 SF	1	
60	61 BED + DEN	12900 SF	1	
61	62 BED + DEN	13100 SF	1	
62	63 BED + DEN	13300 SF	1	
63	64 BED + DEN	13500 SF	1	
64	65 BED + DEN	13700 SF	1	
65	66 BED + DEN	13900 SF	1	
66	67 BED + DEN	14100 SF	1	
67	68 BED + DEN	14300 SF	1	
68	69 BED + DEN	14500 SF	1	
69	70 BED + DEN	14700 SF	1	
70	71 BED + DEN	14900 SF	1	
71	72 BED + DEN	15100 SF	1	
72	73 BED + DEN	15300 SF	1	
73	74 BED + DEN	15500 SF	1	
74	75 BED + DEN	15700 SF	1	
75	76 BED + DEN	15900 SF	1	
76	77 BED + DEN	16100 SF	1	
77	78 BED + DEN	16300 SF	1	
78	79 BED + DEN	16500 SF	1	
79	80 BED + DEN	16700 SF	1	
80	81 BED + DEN	16900 SF	1	
81	82 BED + DEN	17100 SF	1	
82	83 BED + DEN	17300 SF	1	
83	84 BED + DEN	17500 SF	1	
84	85 BED + DEN	17700 SF	1	
85	86 BED + DEN	17900 SF	1	
86	87 BED + DEN	18100 SF	1	
87	88 BED + DEN	18300 SF	1	
88	89 BED + DEN	18500 SF	1	
89	90 BED + DEN	18700 SF	1	
90	91 BED + DEN	18900 SF	1	
91	92 BED + DEN	19100 SF	1	
92	93 BED + DEN	19300 SF	1	
93	94 BED + DEN	19500 SF	1	
94	95 BED + DEN	19700 SF	1	
95	96 BED + DEN	19900 SF	1	
96	97 BED + DEN	20100 SF	1	
97	98 BED + DEN	20300 SF	1	
98	99 BED + DEN	20500 SF	1	
99	100 BED + DEN	20700 SF	1	
100	101 BED + DEN	20900 SF	1	
101	102 BED + DEN	21100 SF	1	
102	103 BED + DEN	21300 SF	1	
103	104 BED + DEN	21500 SF	1	
104	105 BED + DEN	21700 SF	1	
105	106 BED + DEN	21900 SF	1	
106	107 BED + DEN	22100 SF	1	
107	108 BED + DEN	22300 SF	1	
108	109 BED + DEN	22500 SF	1	
109	110 BED + DEN	22700 SF	1	
110	111 BED + DEN	22900 SF	1	
111	112 BED + DEN	23100 SF	1	
112	113 BED + DEN	23300 SF	1	
113	114 BED + DEN	23500 SF	1	
114	115 BED + DEN	23700 SF	1	
115	116 BED + DEN	23900 SF	1	
116	117 BED + DEN	24100 SF	1	
117	118 BED + DEN	24300 SF	1	
118	119 BED + DEN	24500 SF	1	
119	120 BED + DEN	24700 SF	1	
120	121 BED + DEN	24900 SF	1	
121	122 BED + DEN	25100 SF	1	
122	123 BED + DEN	25300 SF	1	
123	124 BED + DEN	25500 SF	1	
124	125 BED + DEN	25700 SF	1	
125	126 BED + DEN	25900 SF	1	
126	127 BED + DEN	26100 SF	1	
127	128 BED + DEN	26300 SF	1	
128	129 BED + DEN	26500 SF	1	
129	130 BED + DEN	26700 SF	1	
130	131 BED + DEN	26900 SF	1	
131	132 BED + DEN	27100 SF	1	
132	133 BED + DEN	27300 SF	1	
133	134 BED + DEN	27500 SF	1	
134	135 BED + DEN	27700 SF	1	
135	136 BED + DEN	27900 SF	1	
136	137 BED + DEN	28100 SF	1	
137	138 BED + DEN	28300 SF	1	
138	139 BED + DEN	28500 SF	1	
139	140 BED + DEN	28700 SF	1	
140	141 BED + DEN	28900 SF	1	
141	142 BED + DEN	29100 SF	1	
142	143 BED + DEN	29300 SF	1	
143	144 BED + DEN	29500 SF	1	
144	145 BED + DEN	29700 SF	1	
145	146 BED + DEN	29900 SF	1	
146	147 BED + DEN	30100 SF	1	
147	148 BED + DEN	30300 SF	1	
148	149 BED + DEN	30500 SF	1	
149	150 BED + DEN	30700 SF	1	
150	151 BED + DEN	30900 SF	1	
151	152 BED + DEN	31100 SF	1	
152	153 BED + DEN	31300 SF	1	
153	154 BED + DEN	31500 SF	1	
154	155 BED + DEN	31700 SF	1	
155	156 BED + DEN	31900 SF	1	
156	157 BED + DEN	32100 SF	1	
157	158 BED + DEN	32300 SF	1	
158	159 BED + DEN	32500 SF	1	
159	160 BED + DEN	32700 SF	1	
160	161 BED + DEN	32900 SF	1	
161	162 BED + DEN	33100 SF	1	
162	163 BED + DEN	33300 SF	1	
163	164 BED + DEN	33500 SF	1	
164	165 BED + DEN	33700 SF	1	
165	166 BED + DEN	33900 SF	1	
166	167 BED + DEN	34100 SF	1	
167	168 BED + DEN	34300 SF	1	
168	169 BED + DEN	34500 SF	1	
169	170 BED + DEN	34700 SF	1	
170	171 BED + DEN	34900 SF	1	
171	172 BED + DEN	35100 SF	1	
172	173 BED + DEN	35300 SF	1	
173	174 BED + DEN	35500 SF	1	
174	175 BED + DEN	35700 SF	1	
175	176 BED + DEN	35900 SF	1	
176	177 BED + DEN	36100 SF	1	
177	178 BED + DEN	36300 SF	1	
178	179 BED + DEN	36500 SF	1	
179	180 BED + DEN	36700 SF	1	
180	181 BED + DEN	36900 SF	1	
181	182 BED + DEN	37100 SF	1	
182	183 BED + DEN	37300 SF	1	
183	184 BED + DEN	37500 SF	1	
184	185 BED + DEN	37700 SF	1	
185	186 BED + DEN	37900 SF	1	
186	187 BED + DEN	38100 SF	1	
187	188 BED + DEN	38300 SF	1	
188	189 BED + DEN	38500 SF	1	
189	190 BED + DEN	38700 SF	1	
190	191 BED + DEN	38900 SF	1	



NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR 3P	08/11/2017	SS	SS
2	REVISION	08/11/2017	SS	SS
3	REVISION	08/11/2017	SS	SS

Seylunn
Architectural Firm, Inc.
10000 West 10th Street, Suite 100
Tampa, FL 33607
Phone: 813-686-6312
Fax: 813-686-6313
www.seylunn.com

DA
Design Architect
10000 West 10th Street, Suite 100
Tampa, FL 33607
Phone: 813-686-6312
Fax: 813-686-6313
www.seylunn.com

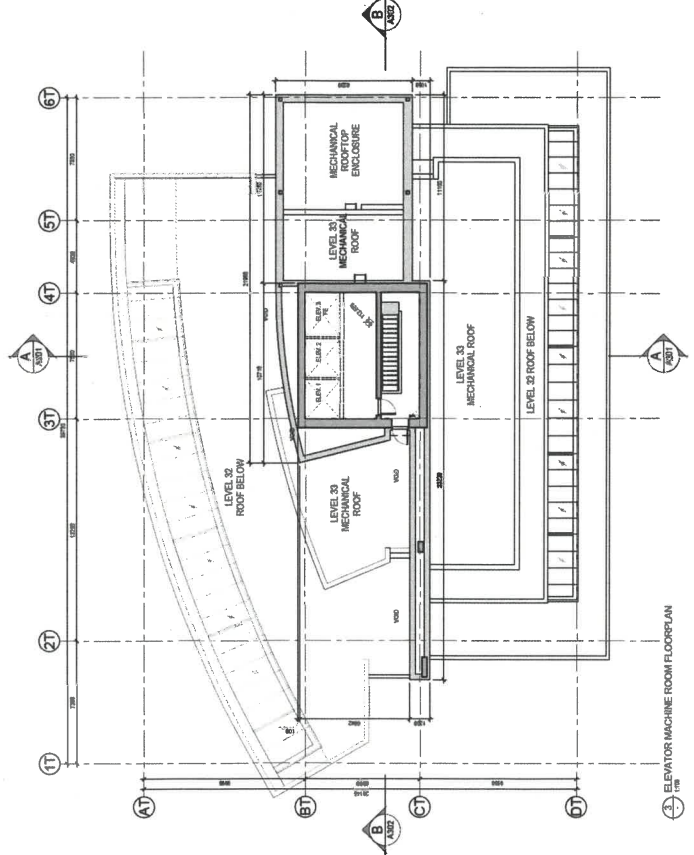
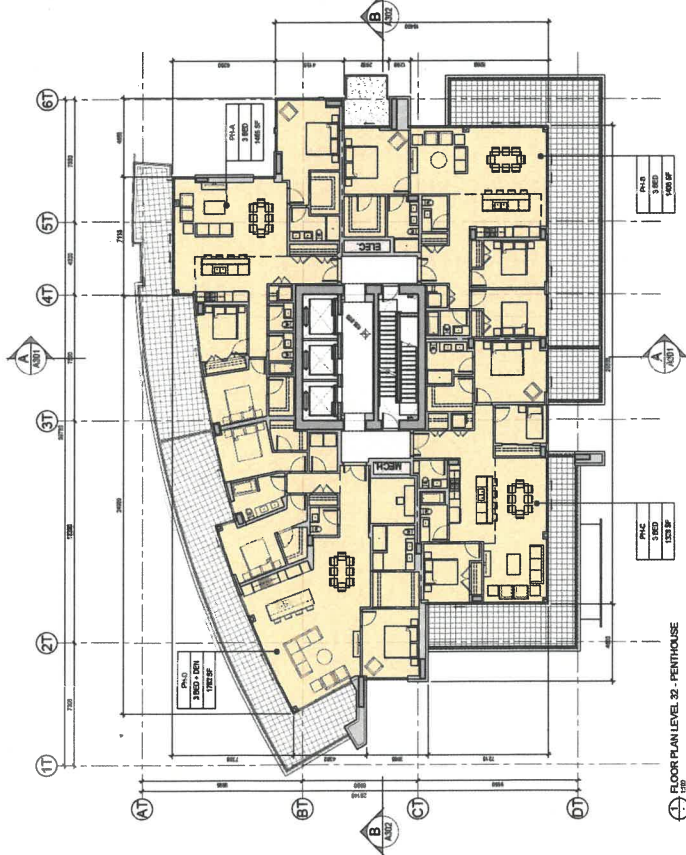
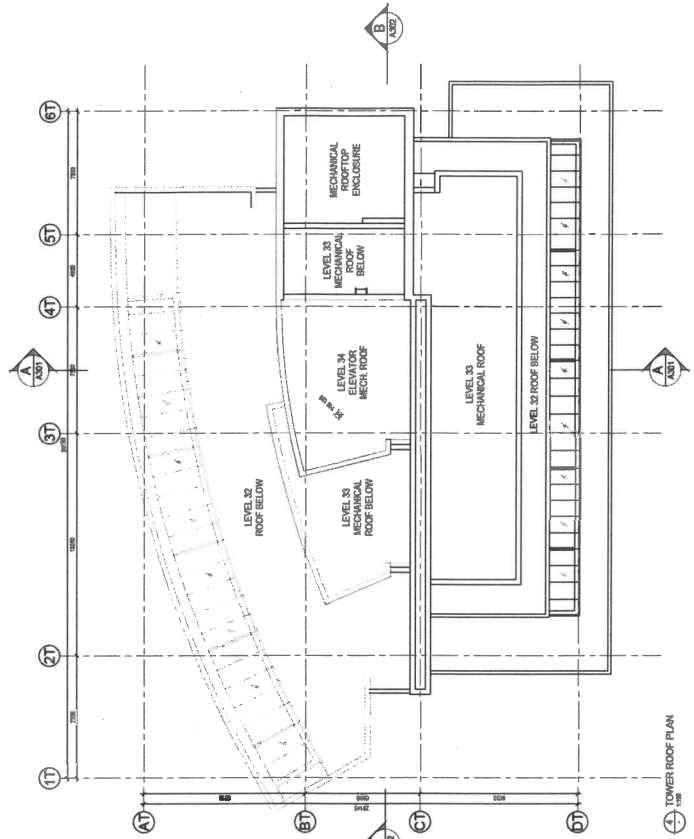
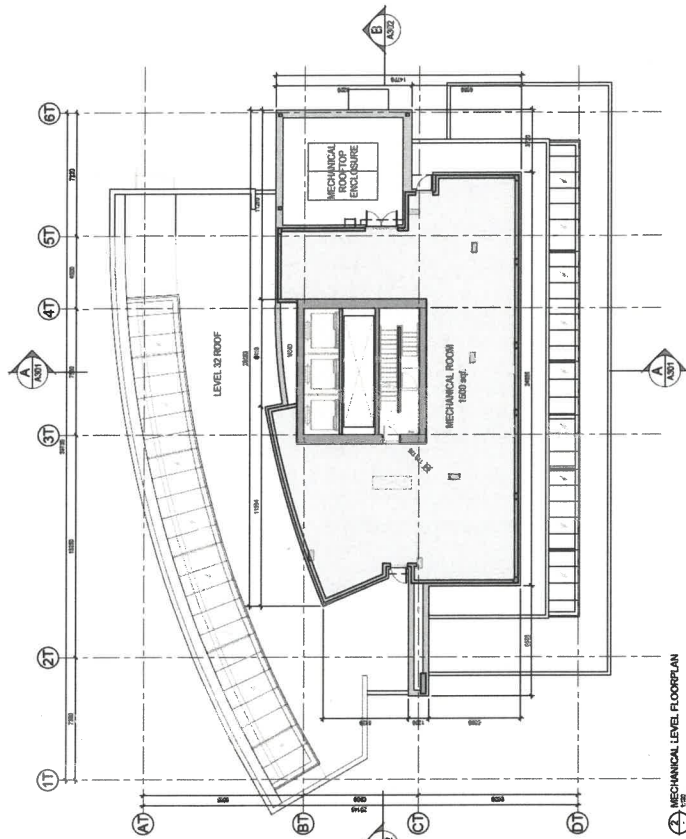
SEYLYNN BUILDING & APPEX
DISTRICT OF NORTH WINDHAM, NC

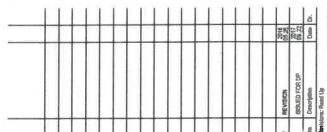
DP 47.17 N

FLOOR PLAN - LEVEL 32-ROOF

Scale: 1/8" = 1'-0"

Sheet: A-213





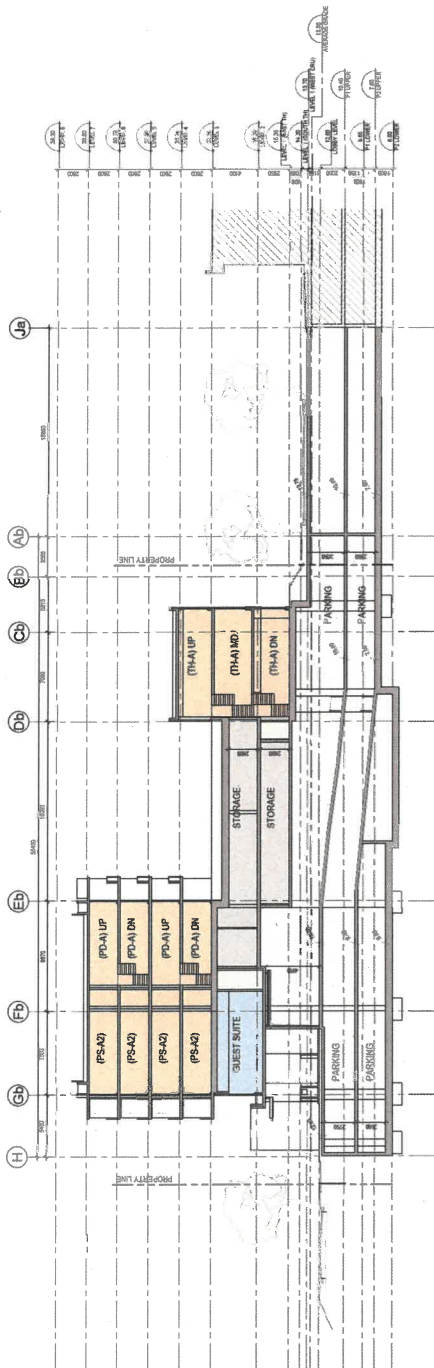
ACA
for Audiences + Members
800-764-7644, Member Service, Membership
and Outreach, Omaha, NE 68131
+604 685 6339

SELYNN BUILDING B; APEX
DISTRICT OF NORTH CAROLINA

Copyright © 1999, The McGraw-Hill Companies, Inc. All rights reserved. This publication is intended to provide accurate and authoritative information in regard to the subject matter covered. It is sold with the understanding that the publisher is not engaged in rendering legal, accounting, or other professional service. If legal advice or other expert assistance is required, the services of a competent professional person should be sought.

[illegible]





2. BUILDING SECTION C



3. BUILDING SECTION D

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	08/11/2011	DA	DA
2	REVISION	08/11/2011	DA	DA

Seylunn

DA

1601 W. 10th Street, Suite 100
Tulsa, Oklahoma 74103
Phone: 918.589.6912
Fax: 918.589.6913

SEYLYNN BUILDING B: APPEX
CONTRACT NO. NORTH LANDMARK, LLC

DP 47.17 Q

BUILDING SECTIONS C & D

A-303

MATERIAL LEGEND - BALUNGA A	
40	UNITED CONCRETE - WHITE
41	UNITED CONCRETE - GREY
1	ROCK - 2M
2	ROCK - 1M
3	ALUMINUM PANEL FRAME
42	CH - SILVER
43	CH - GREY
44	ALUMINUM WALL
45	CH - SILVER
46	CH - GREY
47	ALUMINUM STAIRFLOOR - MID GREY
48	ALUMINUM STAIRFLOOR - LIGHT GREY
49	ALUMINUM STAIRFLOOR - DARK GREY
50	SPANDREL GLASS - JAMB BLUE GREY
51	ALUMINUM GLASS PANEL
52	PAINTED GLAZING
53	GLASS - CLEAR GLASS
54	GLASS - TINTED GLASS
55	CH - TYPICAL ROOF DECK
56	CH - TYPICAL ROOF DECK
57	CH - TYPICAL ROOF DECK
58	CH - TYPICAL ROOF DECK
59	CH - TYPICAL ROOF DECK
60	CH - TYPICAL ROOF DECK
61	CH - TYPICAL ROOF DECK
62	CH - TYPICAL ROOF DECK
63	CH - TYPICAL ROOF DECK
64	CH - TYPICAL ROOF DECK
65	CH - TYPICAL ROOF DECK
66	CH - TYPICAL ROOF DECK
67	CH - TYPICAL ROOF DECK
68	CH - TYPICAL ROOF DECK
69	CH - TYPICAL ROOF DECK
70	CH - TYPICAL ROOF DECK
71	CH - TYPICAL ROOF DECK
72	CH - TYPICAL ROOF DECK
73	CH - TYPICAL ROOF DECK
74	CH - TYPICAL ROOF DECK
75	CH - TYPICAL ROOF DECK
76	CH - TYPICAL ROOF DECK
77	CH - TYPICAL ROOF DECK
78	CH - TYPICAL ROOF DECK
79	CH - TYPICAL ROOF DECK
80	CH - TYPICAL ROOF DECK
81	CH - TYPICAL ROOF DECK
82	CH - TYPICAL ROOF DECK
83	CH - TYPICAL ROOF DECK
84	CH - TYPICAL ROOF DECK
85	CH - TYPICAL ROOF DECK
86	CH - TYPICAL ROOF DECK
87	CH - TYPICAL ROOF DECK
88	CH - TYPICAL ROOF DECK
89	CH - TYPICAL ROOF DECK
90	CH - TYPICAL ROOF DECK
91	CH - TYPICAL ROOF DECK
92	CH - TYPICAL ROOF DECK
93	CH - TYPICAL ROOF DECK
94	CH - TYPICAL ROOF DECK
95	CH - TYPICAL ROOF DECK
96	CH - TYPICAL ROOF DECK
97	CH - TYPICAL ROOF DECK
98	CH - TYPICAL ROOF DECK
99	CH - TYPICAL ROOF DECK
100	CH - TYPICAL ROOF DECK

[illegible]

1604 685 6312
P Box 685
Saskatoon, SK S7N 0A6
www.cbc.ca/saskatoon

SEYLYN BUILDING B: APEX DISTRICT OF NORTH VANCOUVER, BC

[illegible]

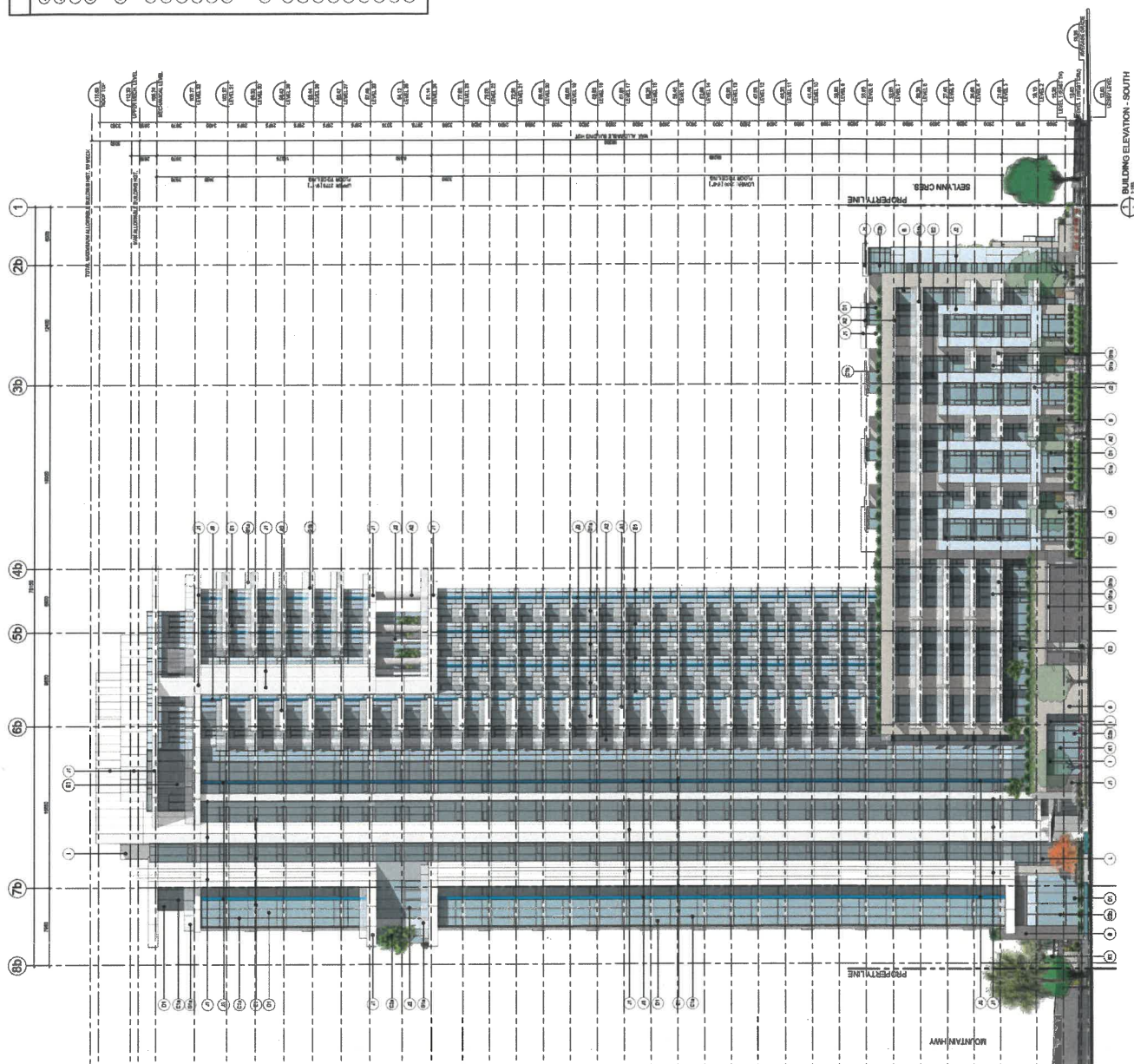
KEY PLAN

INTERNAL DESIGN - BUILDING A	
41	PAVED CONCRETE - WHITE
42	PAINTED CONCRETE - GREY
43	BRICK - TAN
44	ALUMINUM WINDOW FRAME
45	CLT - SILVER
46	ALUMINUM WINDOW WALL
47	CLT - SILVER
48	CLT - GREY
49	ALUMINUM PORCH FLOOR - MED. GREY
50	GLAZING CLASH - WHITE GREY
51	SPANDREL GLASS - LIGHT BLUE GREY
52	SPANDREL GLASS - DARK BLUE GREY
53	ALUMINUM BALCONY RAIL
54	GLAZED BALCONY
55	CLT - CLEAR GREY
56	CLT - GREY
57	CLT - TRANSPARENT GREY
58	CANOPY GLASS
59	CLT - TRANSPARENT BLUE
60	INTERNAL DOORS - WOOD
61	METAL UNIFORMS - GREY
62	METAL PANEL 1 - WHITE
63	METAL PANEL 2 - LIGHT GREY
64	METAL PANEL 3 - BLUE GREY
65	METAL PANEL 4 - DARK BLUE GREY
66	PAINTED FLOOR - WHITE
67	PAINTED FLOOR - DARK BLUE GREY
68	ENG. WOOD STRUCTURE

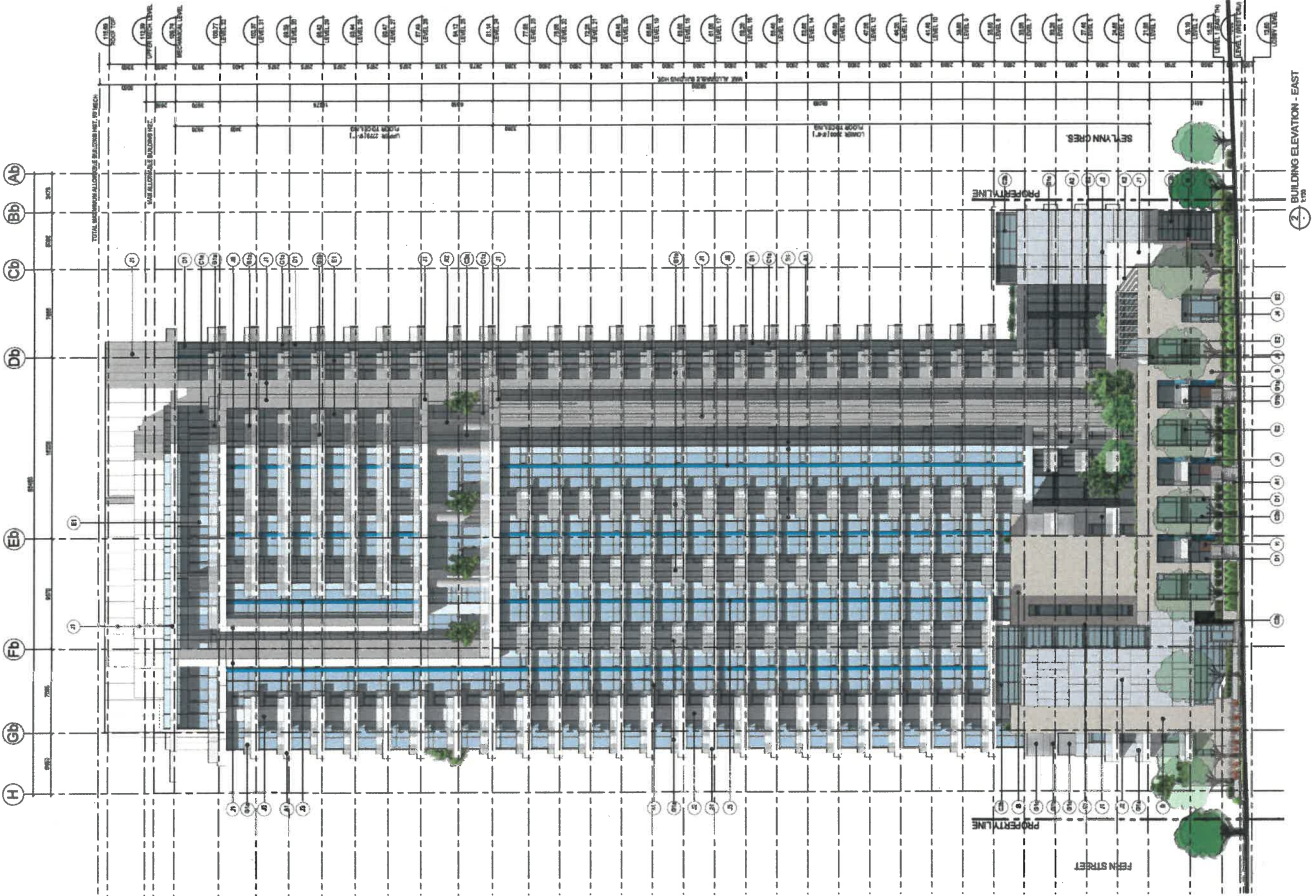
[illegible]

DP 47.17 S

Part No.	1300-0003	Material	
Date	1-19-90	Revision	A
Drawn		Reviewed	ME
By	2018.09.20	Quantity	1



MATERIAL LEGEND - BUILDING A	
(A)	PAINTED CONCRETE - WHITE
(B)	PAINTED CONCRETE - GREY
(C)	BRICK - TAN
(D)	ALUMINUM WINDOW WALL FRAME
(E)	GLASS - CLEAR
(F)	ALUMINUM CURTAIN WALL
(G)	GLASS - TINTED
(H)	ALUMINUM STOREFRONT - MILD GREY
(I)	GLASS - CLEAR LAM-1
(J)	SPANDREL GLASS - LIGHT BLUE GREY
(K)	SPANDREL GLASS - DARK BLUE GREY
(L)	ALUMINUM GUARD RAIL
(M)	GUARD GLAZING
(N)	GLASS - TINTED
(O)	GLASS - TRANSLUCENT GLASS
(P)	GLASS - TRANSLUCENT GLASS
(Q)	GLASS - TRANSLUCENT GLASS
(R)	RESIDENTIAL DOORS - WOOD
(S)	METAL DOORS - DARK GREY
(T)	METAL PANEL 1 - WHITE
(U)	METAL PANEL 2 - LIGHT GREY
(V)	METAL PANEL 3 - ICE BLUE
(W)	METAL PANEL 4 - DARK BLUE GREY
(X)	PAINTED STEEL - WHITE
(Y)	PAINTED STEEL - DARK BLUE GREY
(Z)	ENG. WOOD STRUCTURE



NO.	DESCRIPTION	QTY	UNIT	DATE
1	REVISION			
2	REVISION			
3	REVISION			
4	REVISION			
5	REVISION			
6	REVISION			
7	REVISION			
8	REVISION			
9	REVISION			
10	REVISION			
11	REVISION			
12	REVISION			
13	REVISION			
14	REVISION			
15	REVISION			
16	REVISION			
17	REVISION			
18	REVISION			
19	REVISION			
20	REVISION			
21	REVISION			
22	REVISION			
23	REVISION			
24	REVISION			
25	REVISION			
26	REVISION			
27	REVISION			
28	REVISION			
29	REVISION			
30	REVISION			
31	REVISION			
32	REVISION			
33	REVISION			
34	REVISION			
35	REVISION			
36	REVISION			
37	REVISION			
38	REVISION			
39	REVISION			
40	REVISION			
41	REVISION			
42	REVISION			
43	REVISION			
44	REVISION			
45	REVISION			
46	REVISION			
47	REVISION			
48	REVISION			
49	REVISION			
50	REVISION			
51	REVISION			
52	REVISION			
53	REVISION			
54	REVISION			
55	REVISION			
56	REVISION			
57	REVISION			
58	REVISION			
59	REVISION			
60	REVISION			
61	REVISION			
62	REVISION			
63	REVISION			
64	REVISION			
65	REVISION			
66	REVISION			
67	REVISION			
68	REVISION			
69	REVISION			
70	REVISION			
71	REVISION			
72	REVISION			
73	REVISION			
74	REVISION			
75	REVISION			
76	REVISION			
77	REVISION			
78	REVISION			
79	REVISION			
80	REVISION			
81	REVISION			
82	REVISION			
83	REVISION			
84	REVISION			
85	REVISION			
86	REVISION			
87	REVISION			
88	REVISION			
89	REVISION			
90	REVISION			
91	REVISION			
92	REVISION			
93	REVISION			
94	REVISION			
95	REVISION			
96	REVISION			
97	REVISION			
98	REVISION			
99	REVISION			
100	REVISION			

Sellynn
Architectural Firm

DA
Design Architect

1004 686 6912
1004 686 6912
1004 686 6912

SELYNN BUILDING B. APPEX
DISTRICT OF NORTH VANCOUVER, BC

DP 47.17 T

EAST BUILDING ELEVATION

A-105

DATE: 10/1/2018
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

INTERIAL EXTERIOR - MATERIAL A	
41	PAINTED CONCRETE - WHITE
42	PAINTED CONCRETE - GREY
43	BRICK - TAN
44	ALUMINUM WINDOW FRAME
45	CIN BLIND
46	CIN GREY
47	ALUMINUM WINDOW WALL
48	CIN SILVER
49	CIN GREY
50	ALUMINUM WINDOW - MID. GREY
51	GLAZING CLEAR GLASS
52	GLAZING DARK BLUE GREY
53	SPANDREL GLASS - LIGHT BLUE GREY
54	SPANDREL GLASS - DARK BLUE GREY
55	ALUMINUM WINDOW PAIL
56	GLAZING GLASS
57	CIN CLEAR GLASS
58	CIN DARK BLUE GREY
59	SPIC - CLEAR GLASS
60	SPIC - DARK BLUE GREY
61	SPIC - TRANSLUCENT GLASS
62	GLAZING GLAZING
63	INTERIOR DOOR - WOOD
64	INTERIOR DOOR - GREY
65	METAL LOUVER - DARK WOOD
66	METAL PANEL 1 - WHITE
67	METAL PANEL 2 - LIGHT GREY
68	METAL PANEL 3 - ICE BLUE
69	METAL PANEL 4 - MID. BLUE GREY
70	METAL PANEL 5 - DARK BLUE GREY
71	PAINTED STEEL - WHITE
72	PAINTED STEEL - DARK BLUE GREY
73	ENG. WOOD STRUCTURE

Sl. No.	REVISION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	
11	REVISION	
12	REVISION	
13	REVISION	
14	REVISION	
15	REVISION	
16	REVISION	
17	REVISION	
18	REVISION	
19	REVISION	
20	REVISION	
21	REVISION	
22	REVISION	
23	REVISION	
24	REVISION	
25	REVISION	
26	REVISION	
27	REVISION	
28	REVISION	
29	REVISION	
30	REVISION	
31	REVISION	
32	REVISION	
33	REVISION	
34	REVISION	
35	REVISION	
36	REVISION	
37	REVISION	
38	REVISION	
39	REVISION	
40	REVISION	
41	REVISION	
42	REVISION	
43	REVISION	
44	REVISION	
45	REVISION	
46	REVISION	
47	REVISION	
48	REVISION	
49	REVISION	
50	REVISION	
51	REVISION	
52	REVISION	
53	REVISION	
54	REVISION	
55	REVISION	
56	REVISION	
57	REVISION	
58	REVISION	
59	REVISION	
60	REVISION	
61	REVISION	
62	REVISION	
63	REVISION	
64	REVISION	
65	REVISION	
66	REVISION	
67	REVISION	
68	REVISION	
69	REVISION	
70	REVISION	
71	REVISION	
72	REVISION	
73	REVISION	
74	REVISION	
75	REVISION	
76	REVISION	
77	REVISION	
78	REVISION	
79	REVISION	
80	REVISION	
81	REVISION	
82	REVISION	
83	REVISION	
84	REVISION	
85	REVISION	
86	REVISION	
87	REVISION	
88	REVISION	
89	REVISION	
90	REVISION	
91	REVISION	
92	REVISION	
93	REVISION	
94	REVISION	
95	REVISION	
96	REVISION	
97	REVISION	
98	REVISION	
99	REVISION	
100	REVISION	



DP 47.17 U

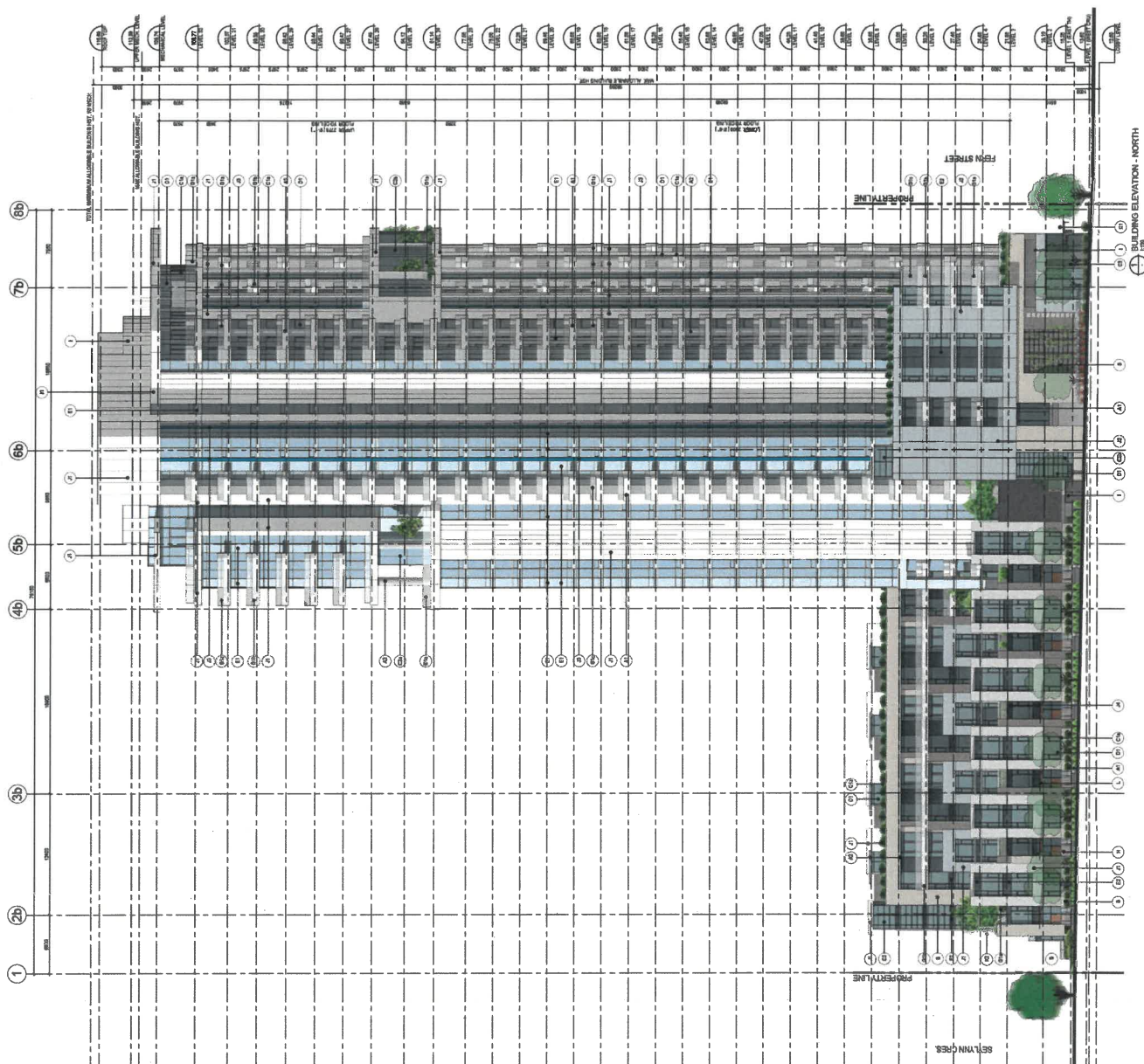
NORTH BUILDING ELEVATOR

DATE: 7/20

TIME: 1:05

BY: AJ

REMARKS: 271121230





TOP REDESIGN

A

SELYNN BUILDING B: APEX
DISTRICT OF NORTH VANCOUVER, BC

DP 47.17 V

FORUM PERSPECTIVE

NEWS

Look for

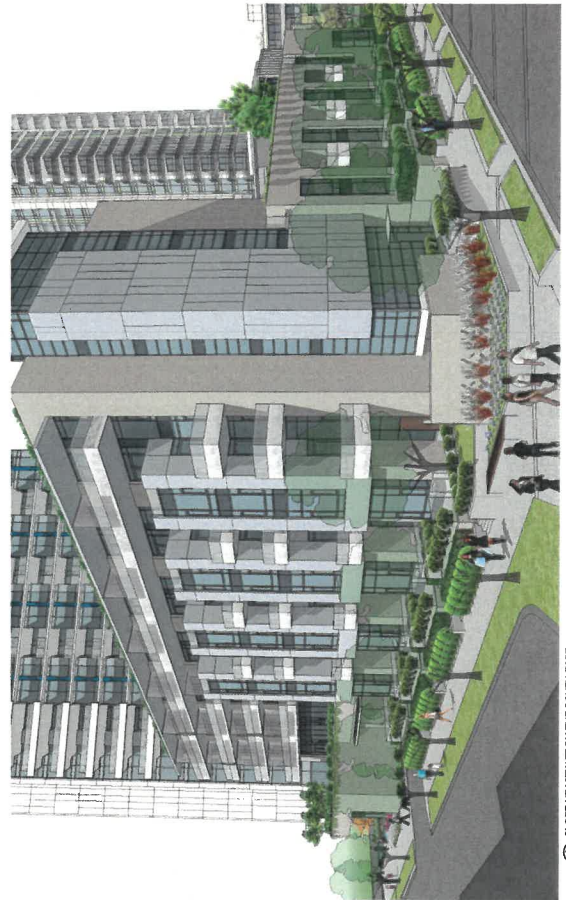
Article	CD-ROM	Book No.
Author	NYE	A-501
Editor	AJ	
Editorial	NYE	
Published	2011/01/20	Reprints



④ CLOSE-UP VIEW FROM THE NORTH-WEST



③ CLOSE-UP VIEW FROM THE SOUTH-WEST



④ CLOSE-UP VIEW FROM THE SOUTH-EAST



③ CLOSE-UP VIEW FROM THE NORTH-EAST

NO.	DESCRIPTION	DATE
1	REVISION	10/1/17
2	REVISION	10/1/17
3	REVISION	10/1/17
4	REVISION	10/1/17
5	REVISION	10/1/17
6	REVISION	10/1/17
7	REVISION	10/1/17
8	REVISION	10/1/17
9	REVISION	10/1/17
10	REVISION	10/1/17
11	REVISION	10/1/17
12	REVISION	10/1/17
13	REVISION	10/1/17
14	REVISION	10/1/17
15	REVISION	10/1/17
16	REVISION	10/1/17
17	REVISION	10/1/17
18	REVISION	10/1/17
19	REVISION	10/1/17
20	REVISION	10/1/17
21	REVISION	10/1/17
22	REVISION	10/1/17
23	REVISION	10/1/17
24	REVISION	10/1/17
25	REVISION	10/1/17
26	REVISION	10/1/17
27	REVISION	10/1/17
28	REVISION	10/1/17
29	REVISION	10/1/17
30	REVISION	10/1/17
31	REVISION	10/1/17
32	REVISION	10/1/17
33	REVISION	10/1/17
34	REVISION	10/1/17
35	REVISION	10/1/17
36	REVISION	10/1/17
37	REVISION	10/1/17
38	REVISION	10/1/17
39	REVISION	10/1/17
40	REVISION	10/1/17
41	REVISION	10/1/17
42	REVISION	10/1/17
43	REVISION	10/1/17
44	REVISION	10/1/17
45	REVISION	10/1/17
46	REVISION	10/1/17
47	REVISION	10/1/17
48	REVISION	10/1/17
49	REVISION	10/1/17
50	REVISION	10/1/17
51	REVISION	10/1/17
52	REVISION	10/1/17
53	REVISION	10/1/17
54	REVISION	10/1/17
55	REVISION	10/1/17
56	REVISION	10/1/17
57	REVISION	10/1/17
58	REVISION	10/1/17
59	REVISION	10/1/17
60	REVISION	10/1/17
61	REVISION	10/1/17
62	REVISION	10/1/17
63	REVISION	10/1/17
64	REVISION	10/1/17
65	REVISION	10/1/17
66	REVISION	10/1/17
67	REVISION	10/1/17
68	REVISION	10/1/17
69	REVISION	10/1/17
70	REVISION	10/1/17
71	REVISION	10/1/17
72	REVISION	10/1/17
73	REVISION	10/1/17
74	REVISION	10/1/17
75	REVISION	10/1/17
76	REVISION	10/1/17
77	REVISION	10/1/17
78	REVISION	10/1/17
79	REVISION	10/1/17
80	REVISION	10/1/17
81	REVISION	10/1/17
82	REVISION	10/1/17
83	REVISION	10/1/17
84	REVISION	10/1/17
85	REVISION	10/1/17
86	REVISION	10/1/17
87	REVISION	10/1/17
88	REVISION	10/1/17
89	REVISION	10/1/17
90	REVISION	10/1/17
91	REVISION	10/1/17
92	REVISION	10/1/17
93	REVISION	10/1/17
94	REVISION	10/1/17
95	REVISION	10/1/17
96	REVISION	10/1/17
97	REVISION	10/1/17
98	REVISION	10/1/17
99	REVISION	10/1/17
100	REVISION	10/1/17

DP REDISIGN

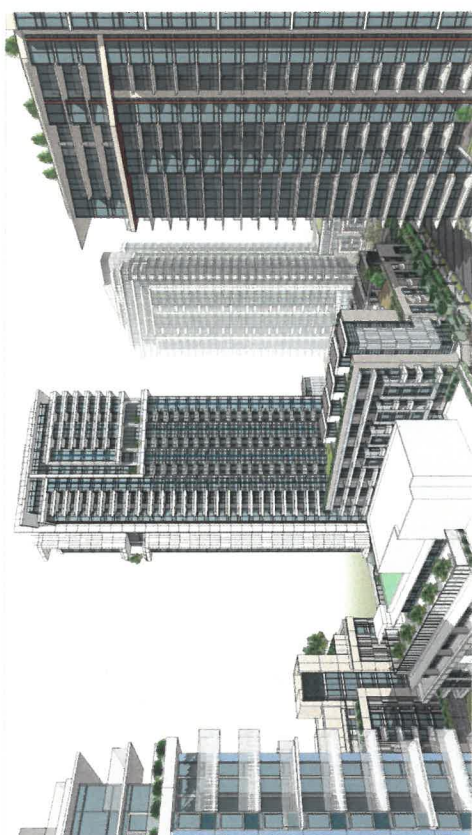


DA
1000 West 10th Street, Suite 100
Anchorage, Alaska 99501
Phone: 907.561.6512
Fax: 907.561.6513
www.dadesign.com

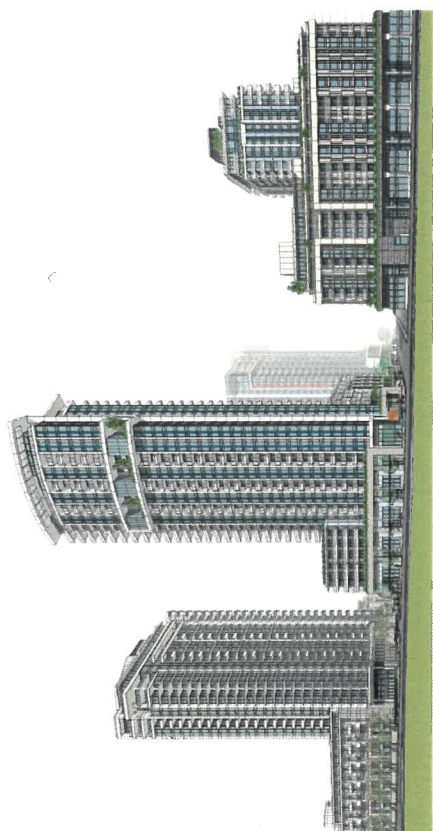
SEYLYN BUILDING E-APEX
DISTRICT OF NORTH ANCHORAGE, AK

DP 47.17 W

PROJECT: SEYLYN BUILDING E-APEX
SHEET: A-502
DATE: 10/1/17
SCALE: 1/8" = 1'-0"



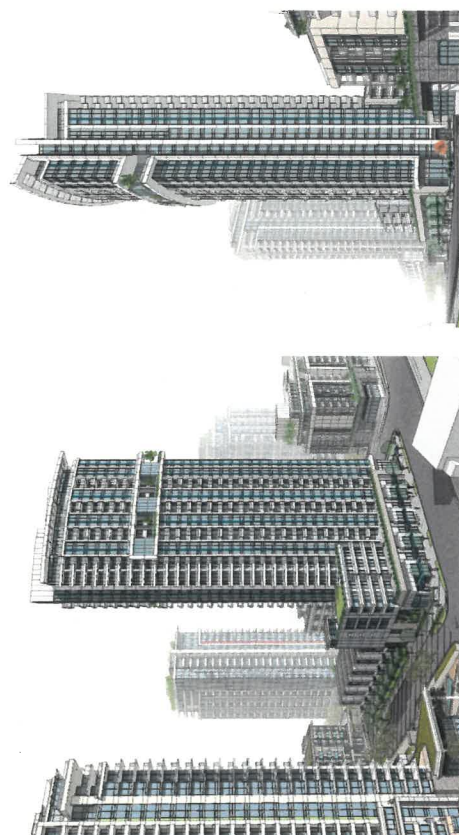
2. VIEW FROM THE SOUTH-EAST



1 VIEW FROM THE SOUTH-WEST



3 VIEW FROM THE NORTH-EAST
N12



4 VIEW FROM THE NORTH-WEST



6. VIEW FROM MOUNTAIN HWY

No.	Description	Date	
		Month	Year
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

[illegible]

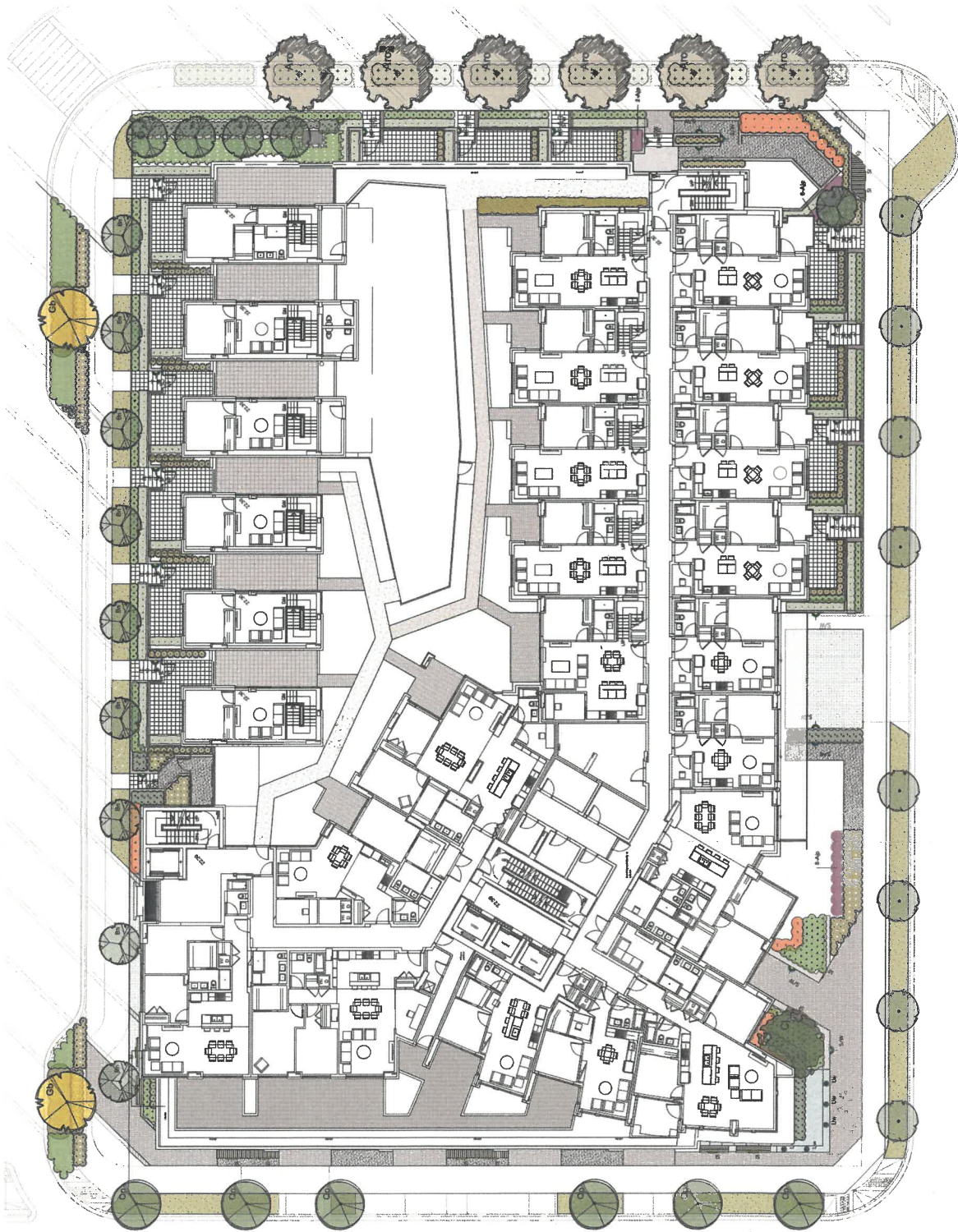
Material and Finish Samples – Seylynn Village “Apex” (600 Mountain Hwy.)

MATERIALS LEGEND

- ① PAINTED CONCRETE - WHITE
- ② PAINTED CONCRETE - GREY
- ③ BRICK - TAN
- ④ ALUMINUM WINDOW WALL FRAME
- ⑤ CH - SILVER
- ⑥ CH - GREY
- ⑦ ALUMINUM CURTAIN WALL
- ⑧ CH - SILVER
- ⑨ CH - GREY
- ⑩ ALUMINUM STOREFRONT - MED. GREY
- ⑪ GLAZING CLEAR LOWE
- ⑫ SPANDREL GLASS - LIGHT BLUE GREY
- ⑬ SPANDREL GLASS - DARK BLUE GREY
- ⑭ ALUMINUM GUARD RAIL
- ⑮ GLAZED GLAZING
- ⑯ CH - CLEAR GLASS
- ⑰ CH - FIRST GLASS
- ⑱ CH - TRANSLUCENT GLASS
- ⑲ CANOPY GLAZING
- ⑳ RESIDENTIAL DOORS - WOOD
- ㉑ METAL LOUVERS - DARK GREY
- ㉒ METAL PANEL 1 - WHITE
- ㉓ METAL PANEL 2 - LIGHT GREY
- ㉔ METAL PANEL 3 - ICE BLUE
- ㉕ METAL PANEL 4 - DARK BLUE GREY
- ㉖ PAINTED STEEL - WHITE
- ㉗ PAINTED STEEL - DARK BLUE GREY
- ㉘ ENG. WOOD STRUCTURE

BUILDING B - APEX
SEYLYNN VILLAGE

DA
DA Architects + Planners





LEGEND

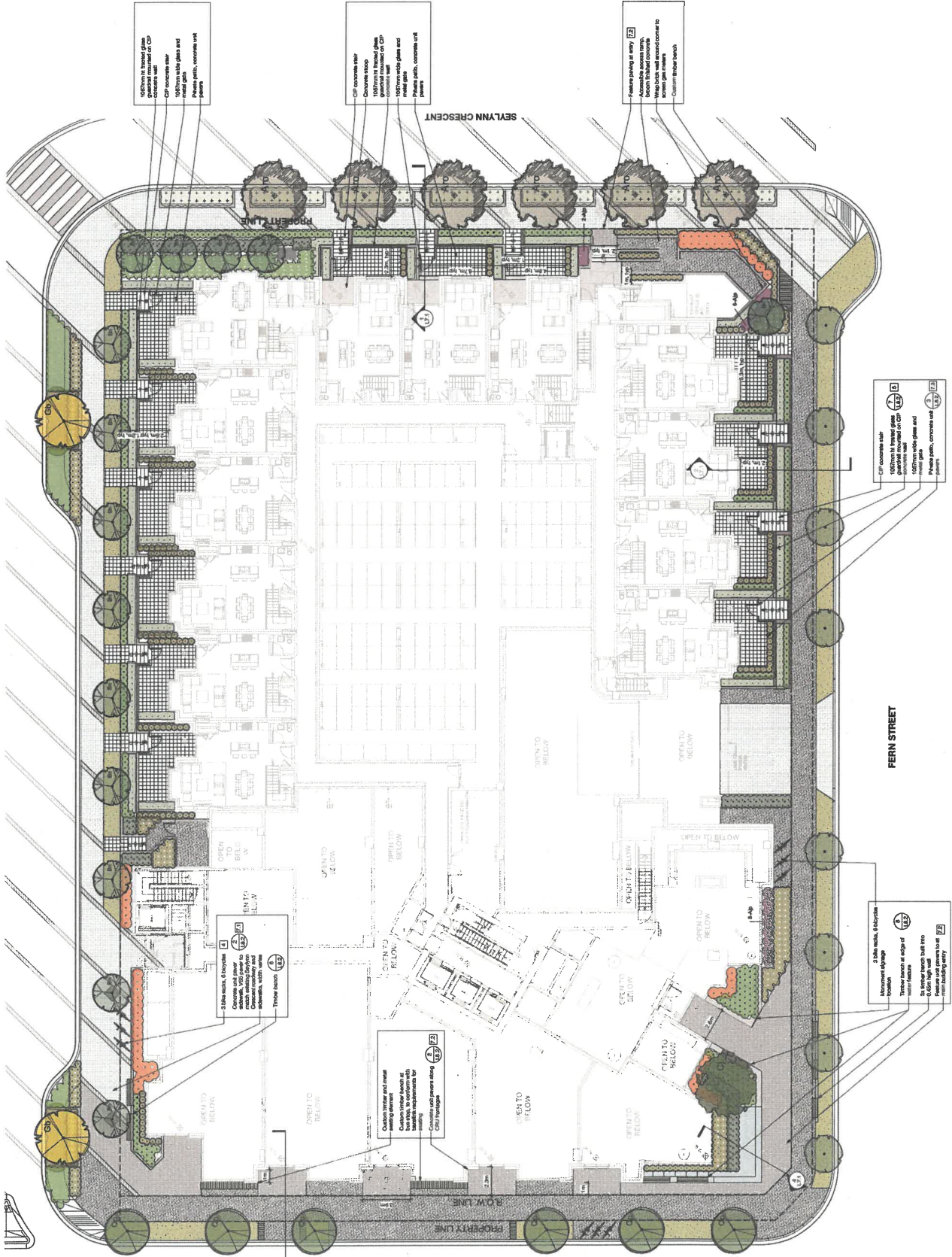
 **EXCAVATE TO 1m DEPTH**
replace with structural soil

 **ROOT BARRIER**
0.6m in depth - 3.0m in length
contoured on site

SEYLUINN CRESCENT

FERN STREET

MOUNTAIN HIGHWAY



Issue No.	Date	Issue Notes
D	30/09/04 (9)	Reviewed for CIP
E	30/08/05 (2)	Reviewed for CIP

etara landscape architecture

1080 West 3rd Avenue
Vancouver, BC, Canada, V6U 1H4

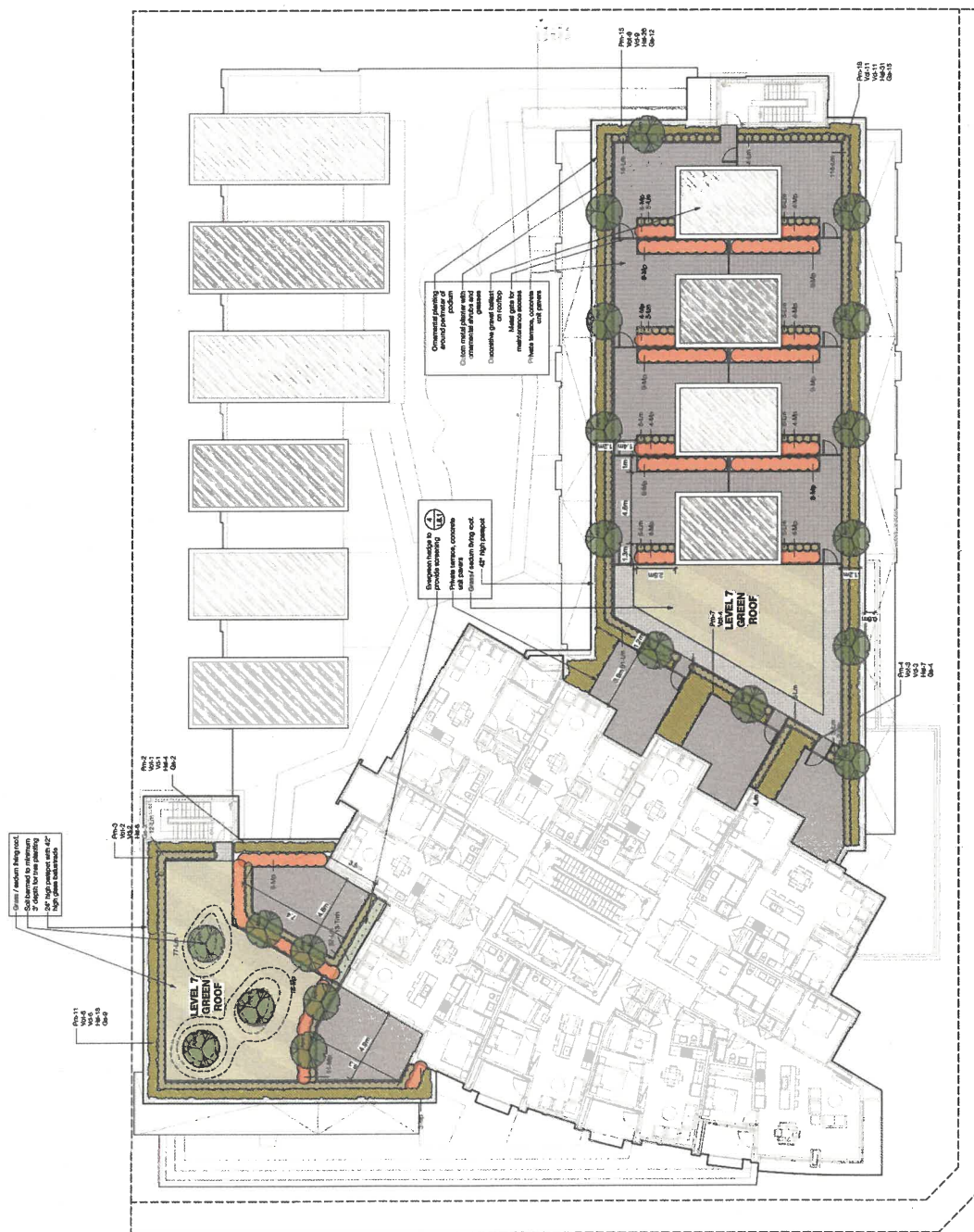
|| 604.683.1406
|| 604.683.1409
|| 1.800.467.4446
|| www.etara.ca

All Rights Reserved by landscape architects Inc.
© 2004 etara landscape architects Inc. All rights reserved.
Landscape Architecture, and 12 Creative Building Systems
are trademarks of etara landscape architects Inc. etara, etara
landscape architects Inc., and etara landscape architects Inc. are
registered trademarks of etara landscape architects Inc. etara, etara
landscape architects Inc., and etara landscape architects Inc. are
registered trademarks of etara landscape architects Inc. etara, etara
landscape architects Inc., and etara landscape architects Inc. are
registered trademarks of etara landscape architects Inc.

Project
Seyllynn Village Apex
Building 'B'
Mountain Highway at Fern St
North Vancouver

Drawing Time
Level 7
Materials Plan

DP47.17 DD	
Project ID 21739 Date 1/1/00 Drawing No. L33	Project Manager Quantity Description Estimated In Date 2018/03/20
Project Name L33	Project Code 47.17



Author	2018.03.25
Checker	2018.03.25
Designer	2018.03.25
Project Manager	2018.03.25
Client	City of Vancouver
Project Name	Seylwyn Village Apex
Project Address	Mountain Highway at Fern St, North Vancouver
Project File Path	\\eta\Projects\Seylwyn Village Apex\B\B_L4.1.dwg

SEYLYNN CRESCENT

SEYLYNN CRESCENT

FERN STREET

PROPERTY LINE

PROPERTY LINE

MOUNTAIN HIGHWAY



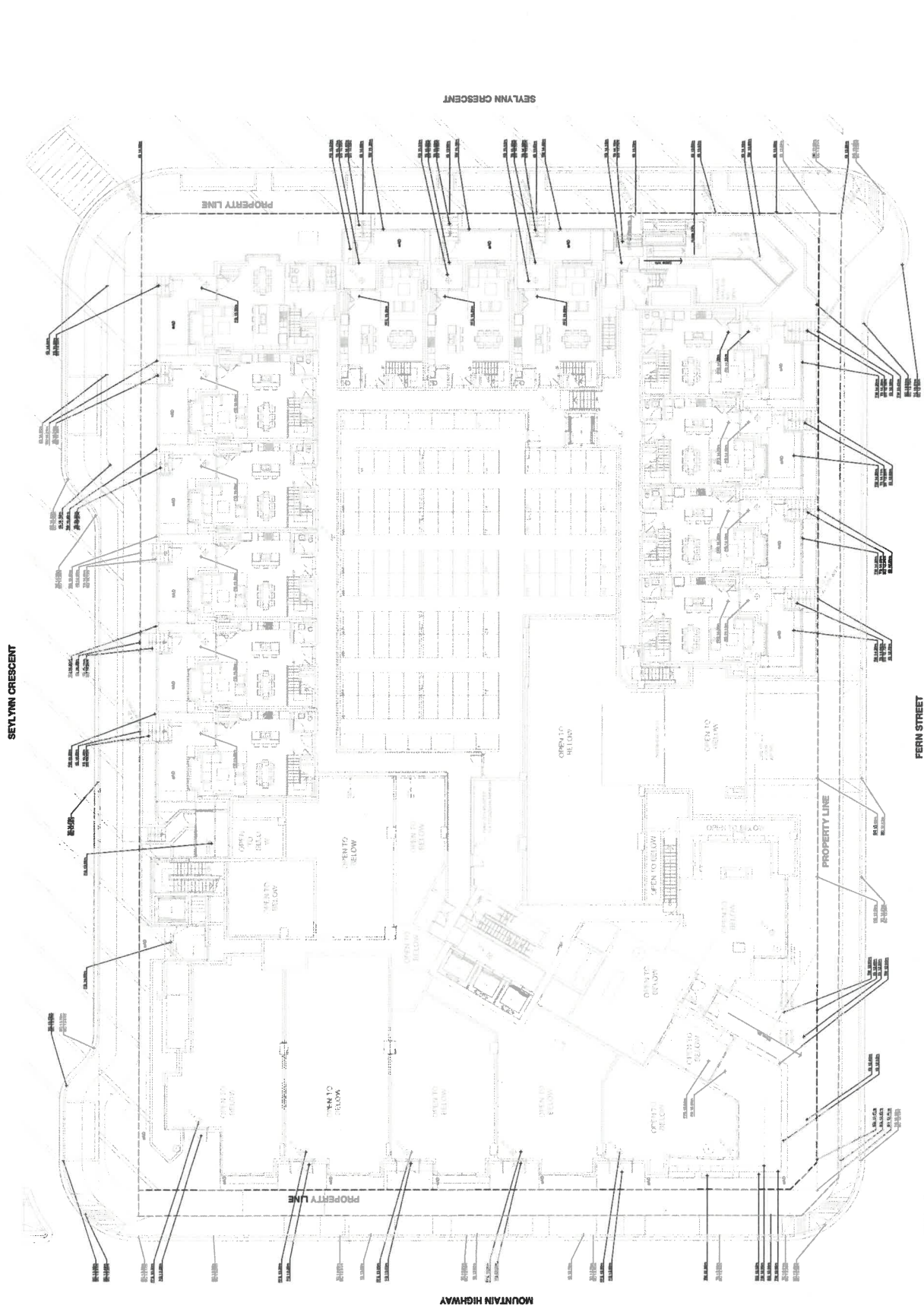
Notes:
 1. All trees and shrubs to be planted in the ground.
 2. All trees and shrubs to be planted in the ground.
 3. All trees and shrubs to be planted in the ground.
 4. All trees and shrubs to be planted in the ground.

Notes:
 1. All trees and shrubs to be planted in the ground.
 2. All trees and shrubs to be planted in the ground.
 3. All trees and shrubs to be planted in the ground.
 4. All trees and shrubs to be planted in the ground.



- LEGEND**
- Spot Light
 - Recessed Light
 - Panel Light
 - Strip Light
 - Undercabinet Light







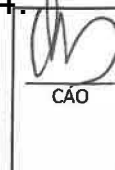


**Seyllynn Village Apex
Building 'B'**
Mountain Highway at Farm St
North Vancouver

[illegible]

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>July 9, 2018</u>
<input type="checkbox"/> Other:	Date: _____

9.4.	9.4.	9.4.
 Dept. Manager	 GM/ Director	 CAO

The District of North Vancouver REPORT TO COUNCIL

June 28, 2018
File: 08.3060.20/112.17

AUTHOR: Kevin Zhang, Development Planner

SUBJECT: DEVELOPMENT PERMIT 112.17 - 1995 W 1st Street

RECOMMENDATION

THAT Development Permit 112.17 (Attachment A) for a Diesel Handling Facility Expansion Project at 1995 W 1st Street be issued.

REASON FOR REPORT

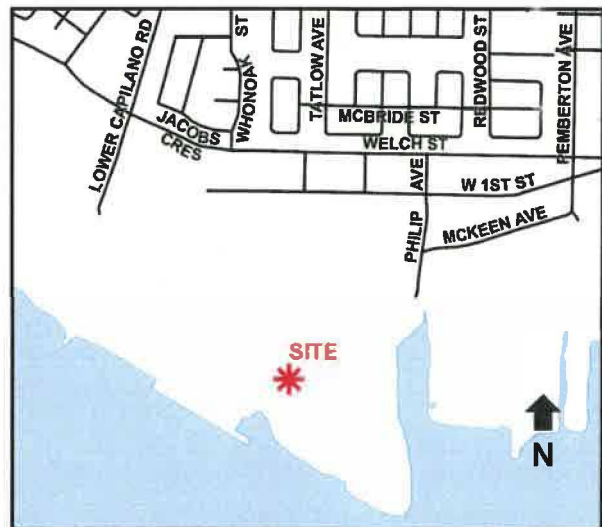
The proposed Diesel Handling Facility Expansion Project requires the issuance of a Development Permit by Council.

SUMMARY

Hemmera Envirochem Inc. has applied on behalf of Kinder Morgan Marine Terminal Limited Partnership (KMCMT) to increase the diesel handling capacity at the Vancouver Wharves Terminal. The facility expansion includes 12 additional railcar unloading spots and two new storage tanks.

The site is in Development Permit Areas for Form and Character of Industrial Development, Energy and Water Conservation and GHG Emission Reduction, and Creek Hazard.

The proposal complies with the site's Employment Zone Industrial (EZ-I) zoning, is in keeping with above Development Permit guidelines, and is in line with Official Community Plan (OCP) goals to intensify uses on industrial lands.



SUBJECT PROPERTY

The site is located at the western terminus of McKen Avenue and is approximately 51 hectares (125 acres) in size. The site has approximately 1.5 km of waterfront access to the Burrard Inlet. Surrounding land uses include the Squamish First Nations to the west, CN Rail yards to the north, and various industrial properties to the east including: North Shore Wastewater Treatment Plant (NSWWTP), 1371 McKen, Fibreco, and Seaspan (see map below).

The site is owned by The British Columbia Railway Company (BC Rail) and is currently occupied by the Vancouver Wharves Terminal (the terminal). The terminal is operated by Kinder Morgan Marine Terminal Limited Partnership (KMCMT) under a long-term lease with BC Rail. The terminal has been in operation since 1959, handling approximately four million tonnes of inbound and outbound cargo annually, including mineral concentrates, sulphur, agricultural products, and liquids. This terminal is a unique industrial asset to the North Shore given its transportation capacities: trucking via the overpass, a looped-rail setup, and 4 berths for shipping vessels.

**Site Map**

EXISTING POLICY

Official Community Plan

This site is designated as Industrial in the District's OCP, which is intended predominantly for a range of manufacturing, warehousing, transportation, service, and port-related uses. OCP goals for industrial lands include:

- Protecting the Employment Function of Employment Lands; and
- Intensifying Uses on Employment Lands.

The proposal is consistent with the OCP.

Zoning

The existing EZ-I zoning accommodates port oriented uses and other industrial activities on lands adjacent to the Port and the rail corridor. It is expected that uses in the Industrial Zone will be industrial in character and impact. Permitted uses relevant to this proposal include port-oriented use, transportation use, and warehouse use.

The proposal is consistent with the Zoning Bylaw.

Development Permit Areas

The property is designated in the OCP as Development Permit Areas for the following purposes

- Form and Character Guidelines for Industrial Development;
- Energy and Water Conservation and GHG Emission Reduction; and
- Creek Hazard.

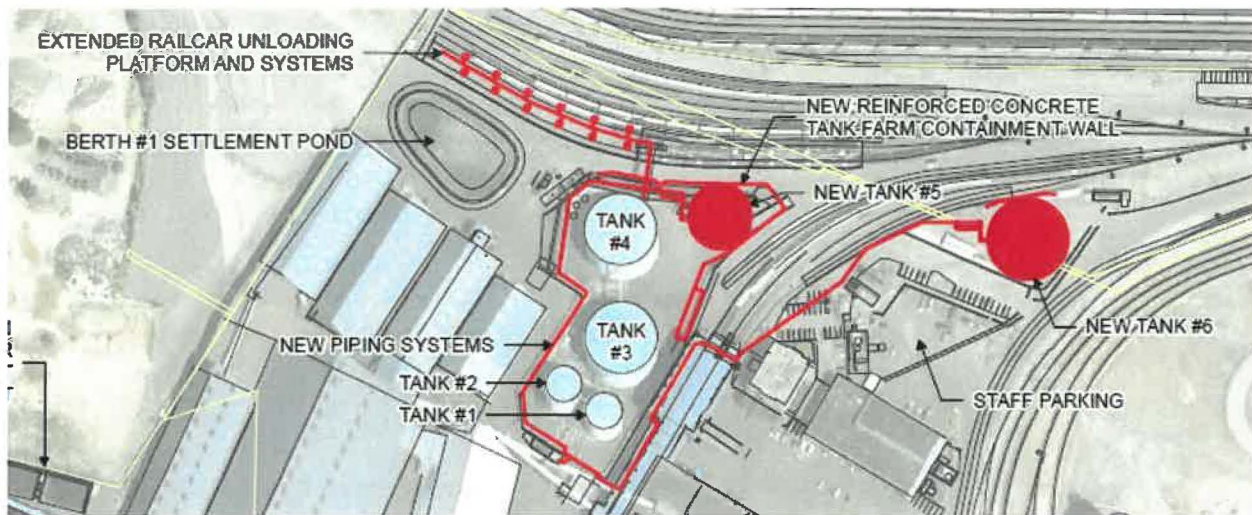
The Proposal is consistent with the guidelines of the above Development Permit Areas.

THE PROPOSAL

The Diesel Handling Facility Expansion Project only impacts the northwest portion (7%) of the site and consists of:

- 2 new diesel storage tanks (there are 4 existing tanks),
- 12 new railcar unloading spots (there are 12 existing spots), and
- associated pumping, containment, firefighting, and other infrastructure.

The total capital investment for the project is estimated at approximately \$32 million. The proposal results in two additional full-time-equivalent jobs and approximately one additional vessel and three additional rail spottings per week.



2 new tanks (#5 and #6), 12 new railcar spots, and associated infrastructure highlighted in red



Rendering: Two new tanks and 12 new railcar unloading spots highlighted in red dashed line

Key Map



Other Regulatory Authorities

The applicant team has been working collaboratively with Metro Vancouver, and the Ministry of Environment to ensure that all requirements are satisfied.

Ministry of Environment & Climate Change Strategy (MoE)

The District's Environment Department has reviewed the proposal and determined that a MoE Release is not required because the following exemptions apply:

- A previous application triggered a Site Profile submission. Therefore there is a Site Profile already filed that accurately reflects the status of the site.
- The site is already the subject of a provincial government remediation instrument as it has been on file with the Province and has actively been remediating.

Metro Vancouver

A Metro Vancouver's air emissions permit amendment is expected closer to the start of new operations due the requirement of as-built drawings.

Development Permit Areas

Form and Character for Industrial Development DPA

The intent of the industrial form and character guidelines is to encourage industrial development that is visually integrated with surrounding land uses and minimizes negative environmental impacts. The proposed tanks are approximately 21m and 23m in total height. These heights are consistent the existing proximate storage tanks onsite.

Due to the size of the subject site, the location on the lot, and the surrounding industrial lands, the tanks can only be seen from Welch Street and are not visible from the Norgate neighbourhood. The proposed tank #5 and tank #6 are seen next to existing tanks and other industrial structures in the image below.



Rendering of proposed expansion from Whonoak Street and Welch Street

Energy and Water Conservation and GHG Emission Reduction DPA

The proposal is exempt from the requirements of this DPA as the new structures do not contain habitable space.

Creek Hazard DPA

Northwest Hydraulic Consultants (NHC) have conducted a flood hazard assessment which took into account sea-level rise up to the year 2100 along with 200-year peak instantaneous flow of MacKay Creek and 200-year coastal flood event. New coastal flood construction levels of 4.7 – 5.3 m are recommended for various structures on the site. The District's environment, building, and engineering department have reviewed and are supportive of the recommendations. The project designs are consistent with the recommendations of the NHC report. Development Permit 112.17 requires development in accordance with the report.

Economic Impacts

The direct capital investment in this expansion project is approximately \$32 million. Project expenditures will directly affect local contractors and business owners. In addition, the project is estimated to create 12 full time equivalent jobs during construction and two full time equivalent jobs subsequently during the operational phase.

Environmental Management and Response

Hemmera Envirochem has developed a draft Construction Environmental Management Plan. The plan outlines strategies for adhering to relevant Federal, Provincial and Municipal environmental legislation. The plan sets out general practice guidelines for:

- Surface Water Quality Management;
- Wildlife Management;
- Air Quality Management;
- Lighting Management;
- Noise Management;
- Construction Traffic Management;
- Spill Prevention and Emergency Response;
- Construction Fire Safety;
- Erosion and Sediment Control;
- Contaminated Soil and Groundwater Management;
- Waste Management; and
- Archaeological and Heritage Resources Management.

This existing Spill Prevention and Emergency Response Plan has been modified in response to this expansion project. Several design safeguards have been put in place including:

- Both new tanks include secondary containment that are capable of holding 110 percent of the contents of the tank (see below);
- Tank foundations will be constructed to ensure that the tanks will survive significant seismic;
- Galvanized steel catch pans will be installed to catch and direct stormwater and any potentially spilled or leaked distillate to an oil/water separator; and
- Stormwater and distillate, if spilled outside of the track catch pans, will flow to an existing pump station which includes an oil sensor system to interlock pumping upon the detection of hydrocarbons.



Example of existing spill containment area and enclosure

The applicant has submitted a Noise Management Plan which outlines that operator will comply with the District's Noise Regulation Bylaw (Bylaw 7188), both during construction and operation of the site. The applicant further notes that the stationary railcars on the CN yards and existing industrial buildings to the north will act as noise attenuation barriers, reducing noise effects to residential neighbourhoods.

The applicant has submitted Fire Flow Calculations, a Fire Code Analysis, a Construction Fire Safety Plan, and an Operational Fire Safety Plan to the satisfaction of District Staff. All systems will comply with the application requirements of the BC Fire Code. New fire response infrastructure as part of this proposal include of additional 275-foam totes and 150lb dry chemical extinguishers.

Stormwater Management

The impacts on surface water quality is accounted for in the existing stormwater management system at the terminal. An Erosion and Sediment Control Plan and a Spill Prevention and Emergency Response Plan has been developed to mitigate potential impacts during construction. During operation, because the subject portion of the site is impermeable in its entirety, all stormwater will be contained, monitored for presence of distillates and hydrocarbons, and treated prior to leaving the site.

Construction Traffic Management

On November 3, 2017, the North Shore Construction Traffic Steering Committee was created by the major industrial operations in the area. This committee consists of KMCMT Vancouver Wharfs, Fibreco, Wesbild, Acciona Infrastructure Canada, Hemmera Envirochem, and Seaspan. The steering committee shares construction scheduling information and works together to coordinate the various project activities. The steering committee meets regularly to ensure that construction activities are coordinated and impacts to the public are identified and mitigated. The regular interaction will look to capitalize on shared opportunities for deliveries (such as concrete) as well as notifications of activity.

The applicant has submitted a draft Construction Traffic Management Plan (CTMP) to the District and will continue to work with the District, City of North Vancouver, and adjacent properties to refine the plan as needed. Heavy trucks will be encouraged to arrive during off-peak hours to limit burden to the local infrastructure. KMCMT is exploring marine and rail delivery where economically and technically feasible.

All construction related parking and staging will be accommodated on site. During the course of construction, it is expected that a maximum of 40 trades persons (12 FTEs) will be accessing the site.

All finalized CTMP will be required prior to Building Permit issuance. In particular, the plan must address:

1. Construction schedule;
2. Coordination with other projects in the area or those affecting the transportation network;
3. Construction site access and egress;
4. Estimated traffic generated by the site during construction;
5. Proposed truck routing and staging plan;
6. Proposed crane assembly and/or concrete pouring sites ;
7. How traffic of all types (vehicle, transit, cyclists, pedestrians) will be managed around the site;
8. A plan for monitoring and minimizing impacts to the community;
9. Location of parking worker/trades vehicles; and
10. A plan for communicating with neighbours and other stakeholders.

Construction Coordination with Neighbouring Projects



Development Context Map

Parking

As this proposal involves no new building floor space, no new parking is required. All construction related parking will be accommodated on site.

Offsite Improvements

Development Engineering have determined that no offsite improvements are required as part of this proposal.

CONCURRENCE

The project has been reviewed by staff from Engineering, Environment, Fire, Building, Construction Traffic Management, and the Business Licencing departments. Staff are satisfied with the resolution of items identified.

PUBLIC INPUT

The District's Corporate Policy on Non-Statutory Public Consultation for Development Applications encourages applicants to consult the public in a number of ways. KMCMT conducted a public engagement process that included the following:

- Notification and Information provided by:
 - Flyer distribution to neighbours in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications;
 - Signs placed on the property;
 - Advertisements in the North Shore News; and
 - A project webpage created by the applicant.
- Feedback was collected through:
 - A dedicated toll-free phone line;
 - A dedicated email address; and
 - Web-based feedback form.

A total of 25 responses were received, with five being from the Norgate area. Generally, feedback included concerns and information sought regarding noise, vehicular and rail traffic, and emergency management. The applicant has responded to and addressed the above input through follow-up studies as detailed in previous sections of this report.

CONCLUSION

The project has been proposed in accordance with the EZ-I Zone regulations, the Development Permit Area Guidelines for Industrial Development, Greenhouse Gas Emission Reduction, and Creek Hazard. The project also aligns with OCP policies to intensify uses on employment lands, create jobs, and encourage infill development of underutilized sites with industrial uses. After review of the application, Staff is supportive of this development application.

Development Permit 112.17 is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. THAT Development Permit 112.17 (Attachment A) for a Diesel Handling Facility Expansion Project at 1995 W 1st Street be issued (staff recommendation); or
2. THAT Development Permit 112.17 be denied.

Respectfully submitted,



Kevin Zhang
Development Planner

ATTACHMENTS

- A. Development Permit 112.17

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	_____		

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT PERMIT 112.17

This Development Permit 112.17 is hereby issued by the Council for The Corporation of the District of North Vancouver to the registered owner(s) for the development Diesel Handling Facility Expansion Project on the properties located at 1995 W 1st St, legally described as:

- 008-006-148 Lot 5, Except; Part on SRW Plan LMP48354 Block C District Lot 264 and of the Bed and Foreshore of Burrard Inlet Plan 13846;
- 003-631-184 Lot 1, Except Part in Plan 13846 and BCP10747, Block C District Lot 264 Group 1 and of the Bed and Foreshore of Burrard Inlet New Westminster District Plan 12357; and
- 024-922-323 That Part of Lot 5 shown on SRW Plan LMP48354 Block C District Lot 264 and of the Bed and Foreshore of Burrard Inlet Plan 13846.

subject to the following terms and conditions:

- A) The following requirement is imposed under Subsection 490 (1) (c) of the Local Government Act:
- 1) Substantial construction as determined by the Manager of Permits and Licenses shall commence within two years of the date of this permit or the permit shall lapse; and
 - 2) A finalized Construction Traffic Management Plan to the satisfaction of the General Manager of Planning, Properties, and Permits is required prior to issuance of the Building Permit and Excavation Permit.
- B) The following requirements are imposed under Subsections 491 (1) of the Local Government Act:
- 1) No work shall take place except to the limited extent shown on the attached plans (DP 112.17 A – E) and in accordance with the following specifications:
 - i) The site must be developed in accordance with the recommendations of a final version of the Construction Environmental Management Plan prepared by Hemmera Envirochem Inc. dated 2017-12-01, to the satisfaction of the General Manager of Planning, Properties, and Permits.

C) The following requirements are imposed under Subsections 491 (2) of the Local Government Act:

- 1) No work shall take place except to the limited extent shown on the attached plans (DP 112.17 A – E) and in accordance with the following specifications:
 - i) The site must be developed in accordance with the recommendations of the geotechnical study prepared by Hayward Baker Canada Ltd. dated 2016-04-25;
 - ii) The site must be developed in accordance with the recommendations of a final version of the flood hazard assessment report prepared by Northwest Hydraulic Consultants dated 2017-12-15, to the satisfaction of the General Manager of Planning, Properties, and Permits;
 - iii) The site must be developed in accordance with the recommendations of the Fire Code Analysis prepared by Jensen Hughes dated 2017-12-18; and
 - iv) The site must be developed in accordance with the recommendations of a final version of the Construction Environmental Management Plan prepared by Hemmera Envirochem Inc. dated 2017-12-01, to the satisfaction of the General Manager of Planning, Properties, and Permits.

D) The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act:

- 1) The site shall be developed in accordance with the attached plans DP 112.17 A – E.
- 2) Prior to the issuance of a Building Permit, the following shall be submitted to:
 - i) Building Department:
 - a. A final version of the Construction Traffic Management Plan prepared by Creative Transportation Solutions Ltd. dated 2017-12-01, to the satisfaction of the General Manager of Planning, Properties, and Permits;
 - b. A final version of the Construction Environmental Management Plan prepared by Hemmera Envirochem Inc. dated 2017-12-01, to the satisfaction of the General Manager of Planning, Properties, and Permits; and
 - c. Confirmation of registration of a section 219 restrictive covenant for flood hazard mitigation which should include the report noted in C.1.ii of this Development Permit.

Mayor

Municipal Clerk

Dated this _____ day of _____, 2018

SITE PLAN
SCALE: 1/8"=1'-0"

LIQUIDS TANK

SYSTEMS (12 HIGH POSITIONS; 6 PER SIDE)

NEW REINFORCED CONCRETE TRUSS FROM
CONCRETE WALL (~24M TALL)

OFFICE

SITE SERVICES BUILDING

NEW TANK \$5

NEW TANK #5

[illegible]

MORROW ENGINEERING
NOT FOR CONSTRUCTION

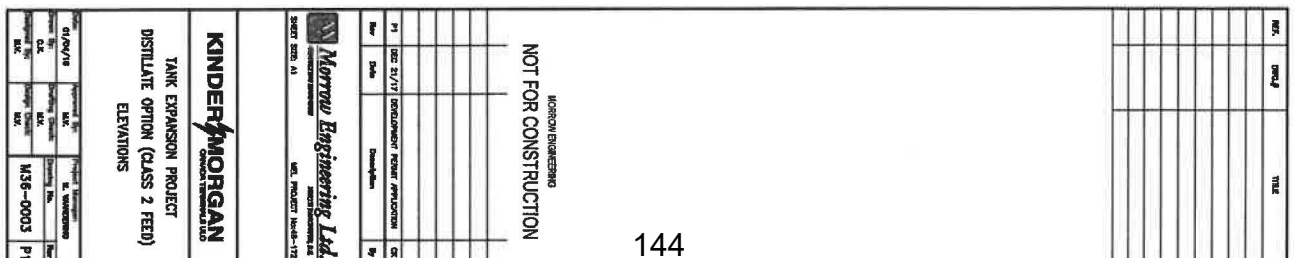
143

 **Morrow Engineering Ltd.**
an ISO 9001 registered company
 HARROGATE ENGINEERING, Ltd.
 SHEET SIZE: A1
 DEL. PROJECT No: 16-1772

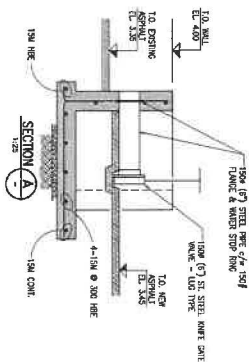
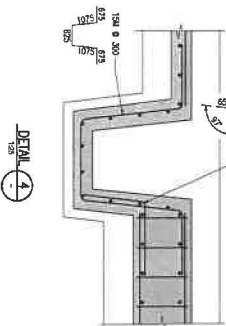
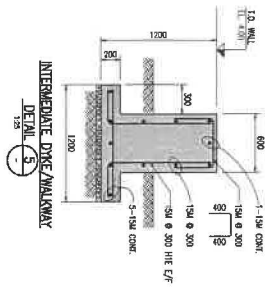
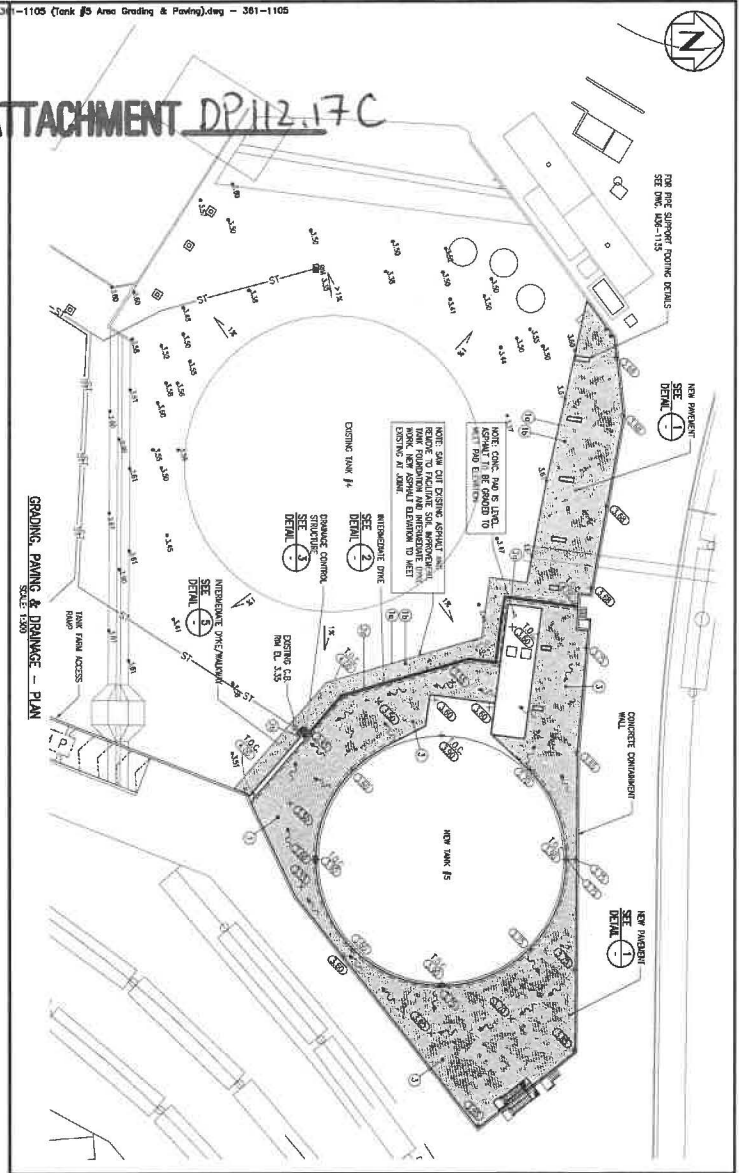
KINDER MORGAN
CHARTER FINANCIAL U.S.A.

**TANK EXPANSION PROJECT
DISTILLATE OPTION (CLASS 3 FEED)
SITE PLAN**

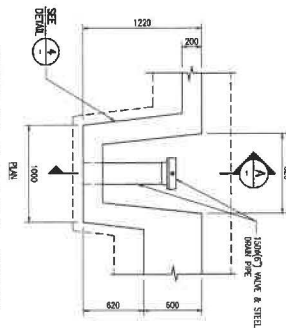
Date	87/06/18	Approved By:	M.V.	Project Manager:	A. Subramanian
Drawn by:	C.R.	Drafting Check:	M.V.	Drawing No.	
Designed by:	M.C.	Design Check:	M.V.	Revision No.	P1



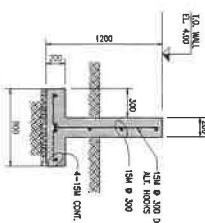
ATTACHMENT DP112.17C



DRAINAGE CONTROL STRUCTURE - PLAN VIEW
DETAIL 3



INTERMEDIATE DRIVE
DETAIL 2



NEW PAVEMENT STRUCTURE
DETAIL 1

NOTES:

1. REFER TO PROJECT NOTES ON SHEET 1105-1110
2. EXISTING 200mm WIDE NEW ASPHALT PAVEMENT IS 150mm WIDE

LEGEND
EXISTING ELEVATION
PROPOSED ELEVATION
NEW PAVEMENT

TASKS:

1. SEE CIVIL ENGINEER AND REMOVE TO REQUIRE THE PROPOSED, TANK FOUNDATION AND INTERMEDIATE DRIVE
2. CONSTRUCT NEW INTERMEDIATE DRIVE WITH 150mm WIDE CONCRETE
3. CONSTRUCT NEW ASPHALT PAVEMENT TO ROAD TOWARD INTERMEDIATE DRIVE DRAINAGE CONTROL STRUCTURE

NOT FOR CONSTRUCTION

MORROW ENGINEERING

Morrow Engineering Ltd.
ENGINEERING
MELB. PROJECT: 1105-1110

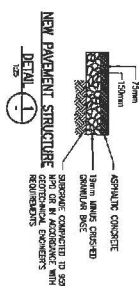
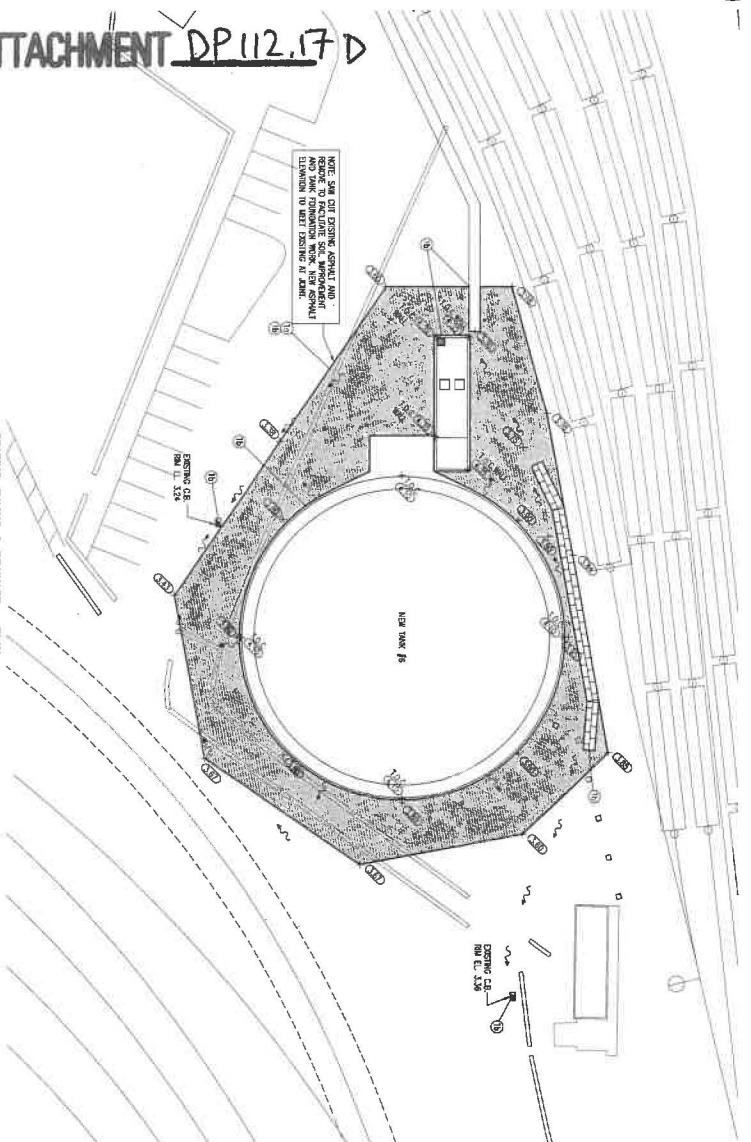
KINDERMORGAN
CANADA THERMAL OIL

TANK EXPANSION PROJECT
DISTILLATE OPTION (CLASS 3 FEED)
CIVIL-TANK #5 AREA GRADING & DRAINAGE
PLAN & DETAILS

DATE	BY	CHKD.	APP'D.
2016/11/17	DRG	CHK	APP
2016/11/18	DRG	CHK	APP
2016/11/18	DRG	CHK	APP

REMOVE TO FACILITATE SOIL IMPROVEMENT
AND TANK FOUNDATION WORK. NEW ASPHALT
ELEVATION TO MEET EXISTING AT JOINT.

GRADING, PAVING & DRAINAGE - PLAN
SCALE: 1:500



LEGEND	
• XXX	EXISTING ELEVATION
× OOO	NEW ELEVATION
	NEW PAVEMENT

1. REFER TO PROJECT NOTES ON DWG. MSB-1109
2. ESTIMATED AREA OF NEW ASPHALT PAVEMENT IS 1,250 M²

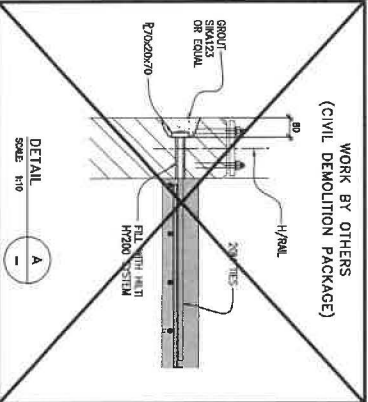
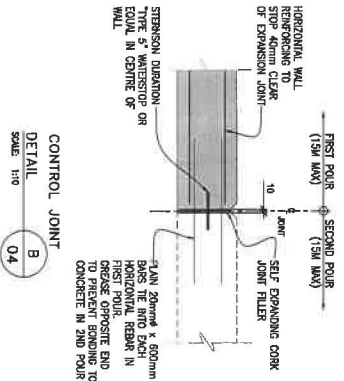
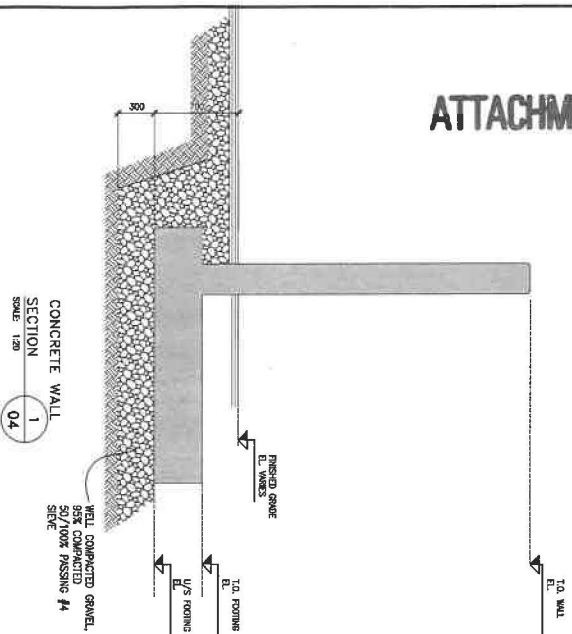
(12) SAIL OFF DURING REMOVAL AND REPAIRS TO EXISTING CONCRETE REINFORCED TANK FOUNDATION OF 100' DIAMETER STORAGE TANK BEING DEMOLISHED OF P-61 AND P-62 PLANT PIT ON WATER SEPARATOR (REFER TO DRAWING 306-1100).

(13) CONSTRUCT NEW ASPHALT PAVEMENT TO SUIT EXISTING BASE, REGRADE ELEVATIONS, DB'S AND NEW CONSTRUCTION SUCH AS THE STORAGE TANK FOUNDATION, LACK BLOCK DRAINAGE WALL, PLANT PIT, PIPE TRENCH AND ON WATER SEPARATOR (DMS NOT SHOWN, REFER TO DRAWING 306-1100).

MORROWENGINEERING
NOT FOR CONSTRUCTION

146

Morrow Engineering Ltd.
INCORPORATED IN ENGLAND
KINDERMORGAN
CIVIL ENGINEERING LTD.
SHEFFIELD S10 2TA
TEL. 0114 276 1171
FAX 0114 276 1172



NOTES:
1. REFER TO PROJECT NOTES ON DRAWING MS-1100

MORROW ENGINEERING
NOT FOR CONSTRUCTION

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: July 9, 2018
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
--	---	---

The District of North Vancouver REPORT TO COUNCIL

June 27, 2018
File: 01.0115.30/002.000

AUTHOR: James Gordon, Municipal Clerk

SUBJECT: Ballot Question Regarding Advisory Body on Reunification with the City of North Vancouver

RECOMMENDATION:

THAT, pursuant to section 83 of the *Community Charter*, Council approves the following non-binding question to be placed on the October 20, 2018 general local election ballot:

“Do you support the establishment and funding, not to exceed \$100,000, of an advisory body comprised jointly of residents of the City of North Vancouver and residents of the District of North Vancouver to investigate the costs, benefits and potential implications of reunifying the two municipalities?”

BACKGROUND:

At the June 25 regular meeting of Council the following resolution was adopted:

THAT staff report back in the July 9, 2018 Regular Council Meeting on possible wording for a ballot question to determine community support of the creation and funding of an impartial arms length advisory body, such as a “Citizens’ Assembly”, to further study the costs, benefits and potential implications of a reunification of North Vancouver District and City.

ANALYSIS:

Section 83 of the *Community Charter* allows Council to seek community opinion on a question of community interest by voting or any process it otherwise deems appropriate. The direction on June 25 was that the question be included on the October 20 general local election ballot. Accordingly, Part 4 – Assent Voting of the *Local Government Act* specifies the statutory procedure to be followed with respect to ballot questions.

In order to meet the statutory timeframe for a ballot question Council will need to approve the question no later than July 23. The statutory processes commence in early August. There is no flexibility in the required statutory process which means not commencing on time precludes an October 20 ballot question.

SUBJECT: Ballot Question Regarding Advisory Body on Reunification with the City of North Vancouver

June 27, 2018

Page 2

Ballot questions must be framed clearly and concisely and in a way that elicits a yes or no response. Long, complex or convoluted questions should be avoided as they distract from the core question, cause confusion and ultimately cast doubt upon the result. Any sort of qualifying statements, such as a "subject to", must be completely avoided as failing to eventually meet one of those qualifiers morally invalidates the result of a section 83 opinion question.

Conclusion:

Staff have provided a question believed to meet Council's direction. Council must ultimately approve the question and may alter the wording of the recommendation but should keep the above-noted guidelines in mind, lest the efficacy of the question be undermined. A final decision on the question must be made by July 23 in order to commence the statutory timeframe.

Options:

The following options are available to Council with respect to this issue:

1. Approve the ballot question as recommended by staff by July 23 and proceed with a non-binding ballot question on October 20;
2. Modify the question as Council deems appropriate, approve it by July 23 and proceed with a non-binding ballot question on October 20; or,
3. Opt to proceed with some other option other than a ballot question for soliciting community opinion on this or a similar question or questions.

Respectfully submitted,


James Gordon
Municipal Clerk

REVIEWED WITH:

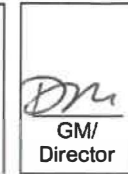
<input type="checkbox"/> Community Planning	_____
<input type="checkbox"/> Development Planning	_____
<input type="checkbox"/> Development Engineering	_____
<input type="checkbox"/> Utilities	_____
<input type="checkbox"/> Engineering Operations	_____
<input type="checkbox"/> Parks	_____
<input type="checkbox"/> Environment	_____
<input type="checkbox"/> Facilities	_____
<input type="checkbox"/> Human Resources	_____

<input type="checkbox"/> Clerk's Office	_____
<input type="checkbox"/> Communications	_____
<input type="checkbox"/> Finance	_____
<input type="checkbox"/> Fire Services	_____
<input type="checkbox"/> ITS	_____
<input type="checkbox"/> Solicitor	_____
<input type="checkbox"/> GIS	_____
<input type="checkbox"/> Real Estate	_____
<input type="checkbox"/> Bylaw Services	_____

External Agencies:

<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Other:	_____

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: July 9, 2018
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

June 29, 2018

File: 13.6480.30/003.000.000

AUTHOR: Nicole Foth, Community Planner

SUBJECT: Approach to Coach Houses in the District

RECOMMENDATION:

THAT staff is directed to proceed with the public engagement described in the June 29, 2018 report entitled Approach to Coach Houses in the District; AND

THAT following public engagement staff is directed to bring bylaw amendments regarding coach houses to Council for Introduction and First Reading.

REASON FOR REPORT:

At the June 19, 2017 Council Workshop, Council voiced support for simplifying the coach house application and approvals processes to reduce the time, cost and administrative burden of the approval process in order to increase the number of coach houses approvals in the District.

The purpose of this report is to present a new approach to permitting one- and two-storey coach houses, to seek public input on this approach, and to return the results of this consultation to Council with proposed bylaw amendments. Staff is seeking Council direction on specific aspects of the approach. The proposed coach house approach would include amending the Zoning Bylaw 3210, the Fees and Charges Bylaw 6481, the Bylaw Notice Enforcement Bylaw 7458, and the Official Community Plan Bylaw 7900.

SUMMARY:

The proposed coach house approach responds to Council's direction to simplify the application and approvals processes in order to facilitate streamlined coach house approvals in the District. Currently all coach house applications are processed as Development Variance Permits (DVPs), which requires Council approval. The proposed approach aims to reduce the number of variances related to coach house development to simplify the process. Current zoning regulations typically require variances to secondary suite location, maximum accessory building size, setbacks, and height, for example.

The proposed approach is summarized in Table 1.

Criteria (all must be met)	Process
<u>One-storey coach house</u> <ul style="list-style-type: none"> • Open lane access • Lot width minimum 50 ft. (15.24 m) • Lot area minimum 5,000 sq. ft. (464.5 m²) 	<ul style="list-style-type: none"> • Building Permit
<u>Two-storey coach house</u> <ul style="list-style-type: none"> • Open lane access • Lot width minimum 50 ft. (15.24 m) • Lot area minimum 5,000 sq. ft. (464.5 m²) 	<ul style="list-style-type: none"> • Development Permit (issued by staff) • Building Permit
Applications that do not meet all of the criteria above such as no open lane, and narrower lots, would require variance(s).	<ul style="list-style-type: none"> • Development Variance Permit or Development Permit with variances (Council decision) • Building Permit

Table 1: Proposed Coach House Permitting Approach

Staff is seeking Council input on several aspects of the approach as the bylaw amendments are being prepared for Council's consideration, including:

1. A new Intensive Residential (Coach House) Development Permit Area (DPA) to manage privacy and overlook issues for the second storey of a coach house;
2. Notifying neighbours for two-storey coach house applications to provide an opportunity for input on privacy and overlook;
3. Provide minor floor space exemptions for energy efficient construction;
4. Provide additional floor space in the range of 200-400 sq. ft. (18.6-37.2 m²) to lots developing a coach house in order to facilitate coach house development while maintaining the maximum coach house size of 968 sq. ft. (90 m²);
5. A staff-issued variance to reduce parking requirements from three to two parking spaces for coach house development on lots meeting the criteria in Table 1, and that are within walking distance of the current and future Frequent Transit Network (FTN) (400 m radius); and
6. Explore whether lots with a narrower width of less than 50 ft. (15.24 m) could accommodate coach house development.

BACKGROUND:

At the Council Workshop on June 19, 2017, staff reported that coach house applications that have been more successful tended to be one-storey and have open lane access. Staff heard Council express concern about the low number of coach house applications received, and that Council supported revising the coach house program to simplify the process for applications that meet certain criteria; specifically coach house applications for one-storey coach houses on lots that are a minimum 50 feet (15.24 m) wide and have open lane access would be eligible to apply directly for a Building Permit. For two-storey coach houses, Council expressed support, but also some concern about privacy and overlook, and interest in continuing to have some form of neighbour input.

Council endorsed the District's coach house program in 2014 in order to encourage a greater diversity of housing options for the community. Coach houses form part of the Housing Continuum (**Attachment 1**). Coach houses suit diverse demographic interests, potentially meeting the housing demands of various ages, incomes, and housing preferences, such as seniors looking to downsize, inter-generational and extended families, or young couples looking for ground-oriented homes.



One-storey coach house on a lane in the District

Current Coach House Process

The District regulates coach house development through issuance of a Development Variance Permit (DVP) that varies the location of a secondary suite on a lot. Other variances such as maximum accessory building size and accessory building height are also commonly needed to permit coach houses under current zoning regulations. The District's *Coach House How-To Guide* (www.dnv.org/property-and-development/build-coach-house) outlines the application and approval process where final approval of a DVP rests with Council.



Rendering of an approved two-storey coach house on a lane in the District

The DVP process was selected for the introduction of coach houses in order to provide Council with the opportunity to review all the initial coach house applications since coach houses were a new housing option at the time in the District. This approach has facilitated a controlled and gradual entry of coach houses in the District.

Coach House Approvals

There have been 14 approved coach houses to date (Figure 1), which is an average of four coach houses approved per year since the program began. Of the approved coach houses, nine are one-storey, and seven have open lane access.

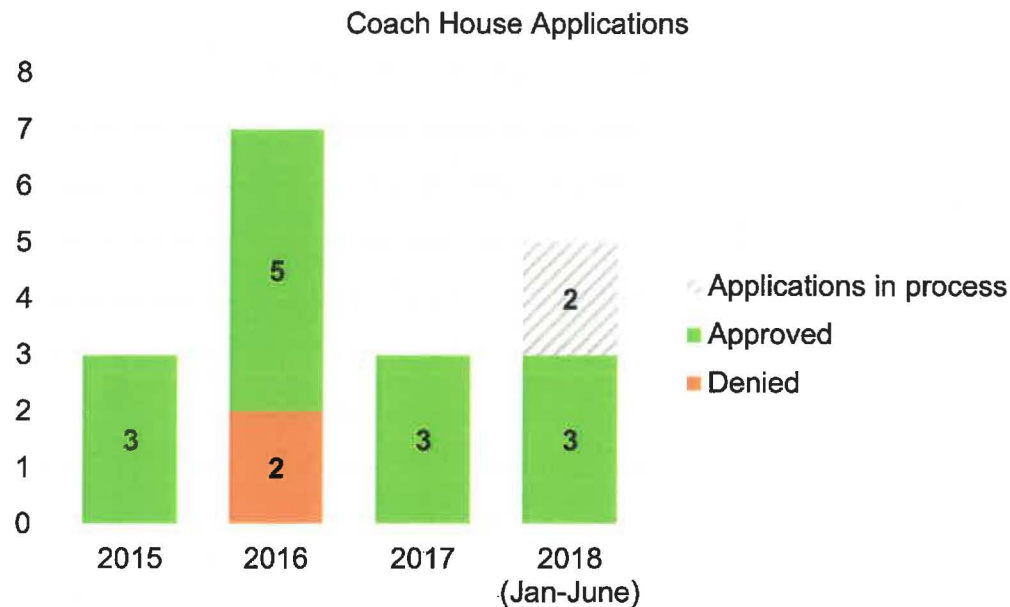


Figure 1: Coach House applications to date

OCP Implementation Monitoring Committee Recommendations

The Official Community Plan Implementation Monitoring Committee (OCPIMC), presented a report on housing at the May 7, 2018 Regular Meeting of Council. Composed of 14 community members, the OCPIMC's mandate includes providing commentary on implementation of the OCP, including topics such as housing diversity.

Regarding coach houses, the OCPIMC's report recommended encouraging Council to take steps towards gentle densification in single-family neighbourhoods, and commented that the District needs to create more housing affordability including opening up zoning so that housing diversity is possible. The report commented that the District should consider different types of residential dwellings including laneway housing.

EXISTING POLICY:

Official Community Plan

The District's OCP encourages diversity of housing choices across the full spectrum of housing needs. The *Detached Residential* land use designation in the OCP includes provision for secondary suites or coach houses in single-family residential areas.

ANALYSIS:

Lots with Lane Access

There are approximately 1,570 lots zoned for single-family use that have open lane access and are a minimum of 50 feet (15.24 m) wide, minimum 5,000 sq. ft., and are within the Urban Containment Boundary (see map in **Attachment 2**). This represents about 7.8% of all single-family residential-zoned lots in the District within the Urban Containment Boundary. Narrowing the eligible lot width criterion may include additional lots.

Issues and Proposed Approach

Issues		Approach
Form and Character	1. Privacy and overlook of two-storey coach houses	To respond to Council's concerns about privacy and potential overlook with two-storey coach houses, staff recommend introducing a new Intensive Residential (Coach House) Development Permit Area to guide two-storey coach house development. A Development Permit would guide second storey building form and window orientation to address privacy and overlook.
	2. Neighbour input on privacy and overlook	Staff heard some interest from Council to have neighbour input for privacy and overlook issues for two-storey coach houses. With the Development Permit (DP) approach and if directed, staff could amend the <i>Non-Statutory Public Consultation For Development Applications Policy</i> to add a notification procedure for abutting neighbours of two-storey coach house applications. Neighbours would have the opportunity to provide input that would be considered in the review of the DP application.
Limitations on coach house development	3. Energy efficiency	Energy efficient construction such as beyond BC Energy Step Code Step 3, or Passive House often necessitates thicker walls to achieve higher efficient energy performance. Staff recommend providing minor floor space exemptions to facilitate energy efficient coach house construction.
	4. Density	The current coach house program requires distributing the gross floor area among the principal dwelling and the coach house on single-family residential lots, as determined by the floor space ratio specified by zone. To facilitate and encourage coach house development, staff recommend providing a limited amount of additional floor area in the range of approximately 200-400 sq. ft. (18.6-37.2 m ²) while maintaining the maximum coach house size of 968 sq. ft. (90 m ²).
	5. Parking requirements	The area available for coach house development is limited by the space required for three parking spaces, which may result in small, "studio" coach houses on 50 ft. wide lots. For properties within a five minute walk (400 m) of the Frequent Transit Network (current and future), staff recommend reducing the parking requirement for houses with a coach house from three to two parking spaces.
	6. Lot width	The current coach house guidelines specify a minimum lot width of 50 ft. (15.24 m). Staff recommend exploring whether lots narrower than 50 ft. that have open lane access could accommodate coach house development.

Timing/Approval Process:

Should Council direct staff to conduct public engagement on the coach house approach, staff anticipate it to occur through to the fall 2018. Results of public engagement and bylaw amendments would be brought forward for Council's consideration following public input. Table 2 lists the bylaws that would be amended to implement the approach described in this report.

Bylaw	Description of amendment
Zoning Bylaw 3210	Add coach house regulations (e.g. setbacks, heights, etc.)
Bylaw Notice Enforcement Bylaw 7458	Add coach house fines associated with regulations in Zoning Bylaw.
Official Community Plan 7900	Add new coach house Development Permit Area to Schedule B to guide privacy and overlook concerns related to the second storey of a coach house. One-storey coach houses would be exempt.
Fees and Charges Bylaw 6481	Add coach house Development Permit fee.

TABLE 2: Bylaws that would be amended to implement coach house program changes**Concurrence:**

The recommendations of this report have been review by Development Planning.

Financial Impacts:

A new coach house Development Permit would have an application fee, which would be brought forward with the Fees and Charges Bylaw 6481 bylaw amendment.

Liability/Risk:

The options for amending the coach house program do not expose the District to any particular risk or liability. It is worth noting that adding coach houses to the Zoning Bylaw gives the right to develop a coach house to property owners as per the regulations that would be added to the Zoning Bylaw.

Social Policy Implications:

Coach houses provide opportunities for greater housing diversity, enable residents to age-in-place on their property, or provide housing for family members. Coach houses have the potential to enable young families or young adults to live in single-family neighbourhoods in a detached dwelling that might otherwise be unaffordable. Coach houses provide a unique housing option that is different than apartments, townhouses, and larger single-family homes.

Environmental Impact:

Coach houses enable efficient use of existing developed land and infrastructure in existing neighbourhoods throughout the District. Coach house development must adhere to environmental Development Permit Area regulations and servicing requirements.

Public Input:

As directed by Council, staff would engage the public on the coach house approach outlined in this report. Staff anticipate the public engagement would take place through to the fall 2018. The results would be summarized and brought to Council for consideration.

Conclusion:

The coach house program encourages a diversity of housing choices to fit the needs of a diverse population, including a mix of ages and incomes. The revisions to the coach house program described in this report are aimed at simplifying the process for lots that meet certain criteria in order to increase the uptake of coach houses, while addressing concerns about privacy and overlook for two-storey coach houses.

Options:

THAT staff is directed to proceed with the public engagement described in the June 29, 2018 report entitled Approach to Coach Houses in the District; AND

THAT following public engagement staff is directed to bring bylaw amendments regarding coach houses to Council for Introduction and First Reading.

OR

THAT no further action be taken at this time.

Respectfully submitted,



Nicole Foth
Community Planner

Attachment 1: Housing Continuum

Attachment 2: Potential eligible lots for coach house approach

REVIEWED WITH:

<input type="checkbox"/> Community Planning	_____
<input type="checkbox"/> Development Planning	_____
<input type="checkbox"/> Development Engineering	_____
<input type="checkbox"/> Utilities	_____
<input type="checkbox"/> Engineering Operations	_____
<input type="checkbox"/> Parks	_____
<input type="checkbox"/> Environment	_____
<input type="checkbox"/> Facilities	_____
<input type="checkbox"/> Human Resources	_____

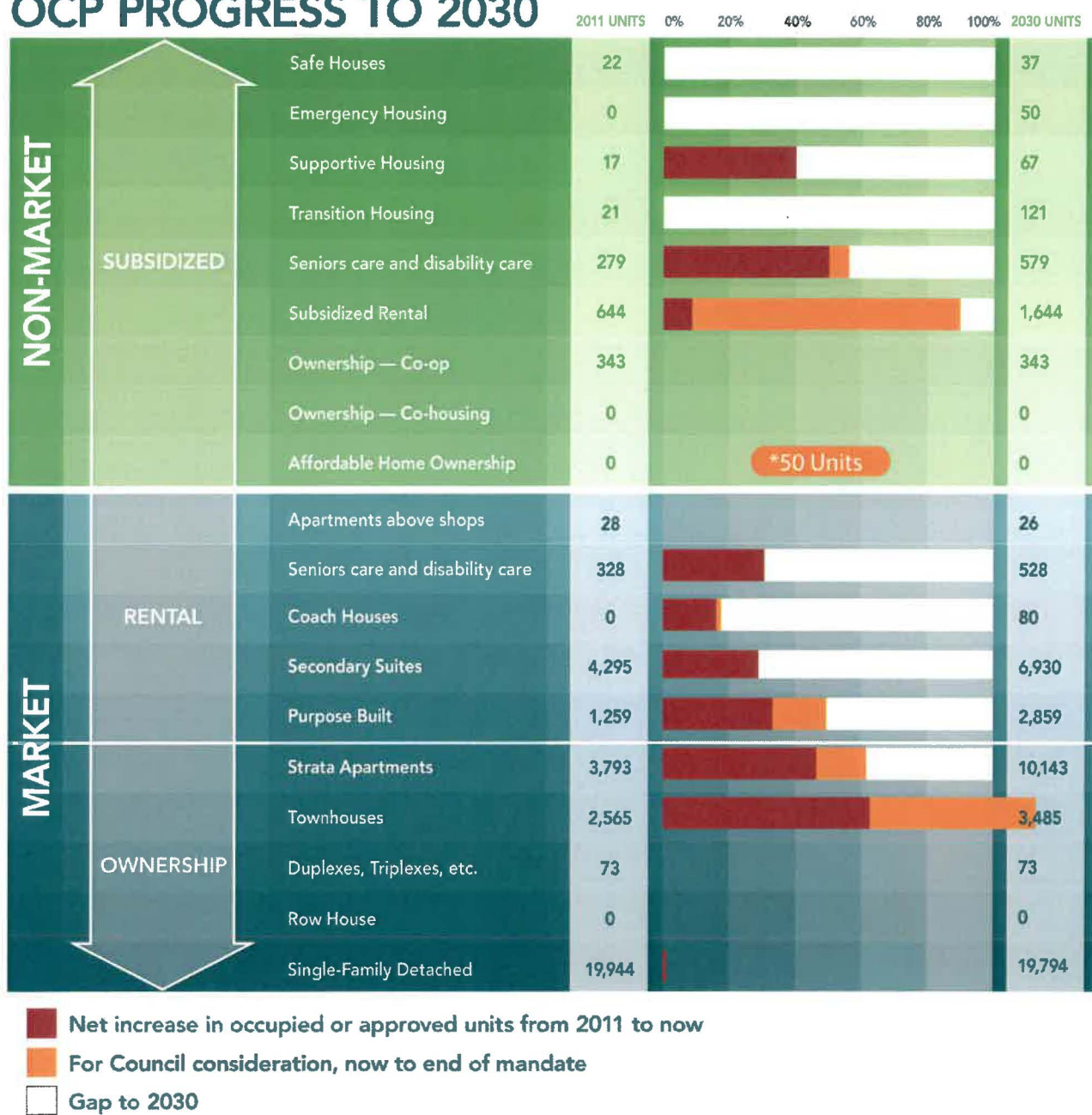
<input type="checkbox"/> Clerk's Office	_____
<input type="checkbox"/> Communications	_____
<input type="checkbox"/> Finance	_____
<input type="checkbox"/> Fire Services	_____
<input type="checkbox"/> ITS	_____
<input type="checkbox"/> Solicitor	_____
<input type="checkbox"/> GIS	_____
<input type="checkbox"/> Real Estate	_____
<input type="checkbox"/> Bylaw Services	_____

External Agencies:

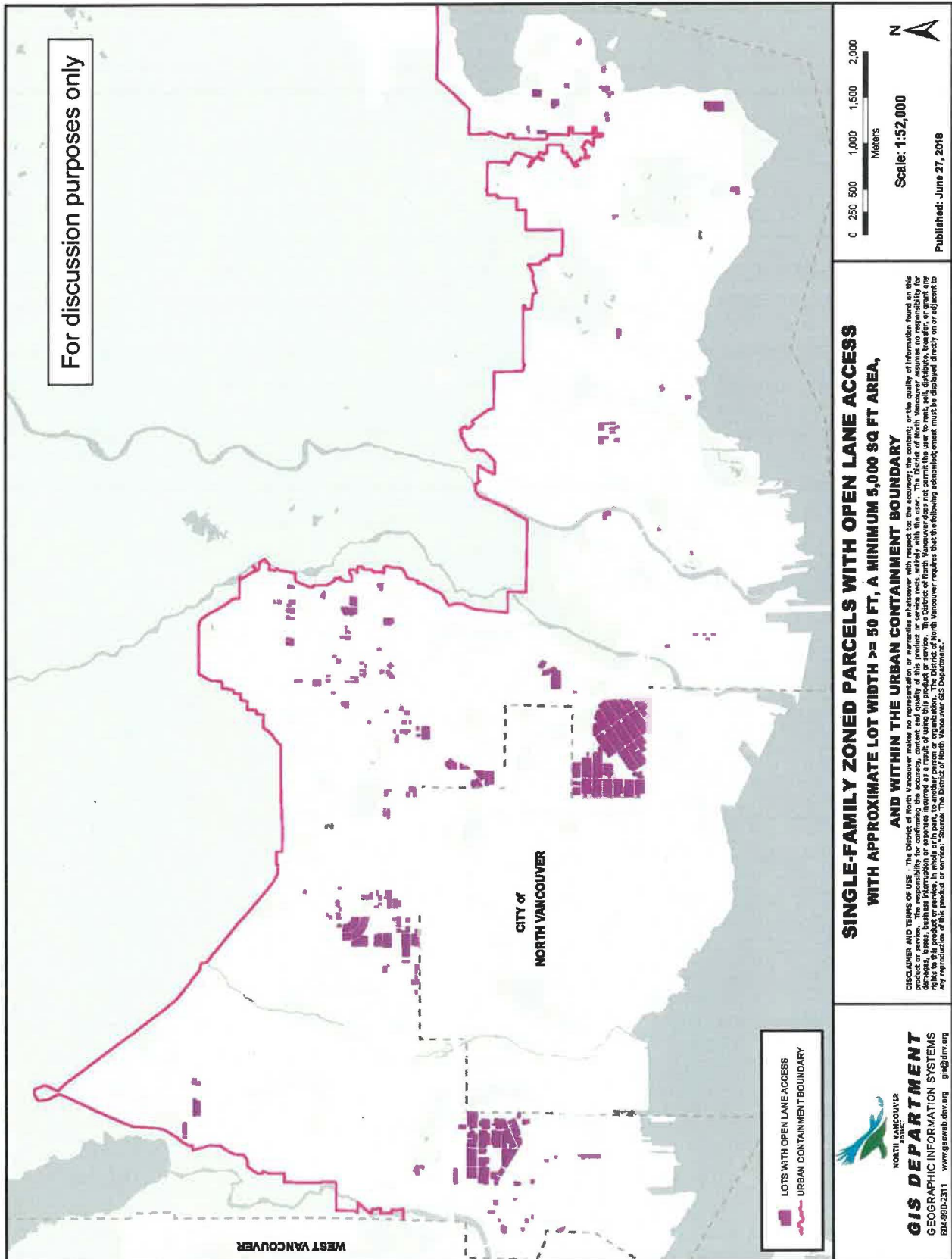
<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Other:	_____

ATTACHEMENT 1: Housing Continuum

OCP PROGRESS TO 2030



ATTACHEMENT 2: Potential eligible lots for coach house approach



THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting:	Date: July 9, 2018
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
--	---	---

The District of North Vancouver REPORT TO COUNCIL

July 3, 2018
File: 09.3900.01/000.000

AUTHOR: Dan Milburn, General Manager of Planning, Properties & Permits

SUBJECT: Complaint and Enforcement Policy

RECOMMENDATION:

1. THAT Council approve the Complaint and Enforcement Policy (Attachment 1).
2. AND THAT the Complaints – Petitions Policy (Attachment 2) and Recreation Vehicles and Private Pleasure Boats Policy (Attachment 3) are rescinded.

REASON FOR REPORT:

At a Workshop held on May 14, 2018, staff sought Council's feedback on a Draft Complaint and Enforcement Policy. At that time, Council also asked that the draft Policy be returned to Council for consideration at a Regular Meeting. This report is intended to seek Council's approval of a new Complaint and Enforcement Policy (Attachment 1).

SUMMARY:

The District's bylaw enforcement approach is to prioritize public safety and encourage a peaceful law-abiding community by proactively monitoring public lands and responding to complaints regarding alleged violations on private lands within the District of North Vancouver.

The Complaint and Enforcement Policy attached to this report is intended to establish a fair and reasonable framework for bylaw enforcement, to provide staff with guidance on exercising discretion, and provide the public with information on how and why bylaw enforcement decisions are made.

EXISTING POLICY:

Complaints – Petitions Policy. This policy addresses the need to protect the identity of a complainant, and directs staff to redact the names and addresses of complainants from publicly released documents. This policy complements the *Freedom of Information and Protection of Privacy Act*.

Recreation Vehicles and Private Pleasure Boats Policy. This policy clarifies what constitutes a valid complaint that will be investigated by the District's enforcement staff.

ANALYSIS:

A key component of the District's enhanced bylaw enforcement strategy is a new Complaint and Enforcement Policy. When preparing the Complaint & Enforcement Policy (Attachment 1) staff closely reviewed the *Bylaw Enforcement: Best Practices Guide for Local Governments (2016)* published by the BC Office of the Ombudsperson, in addition to reviewing policies used by other local governments in BC. The draft policy includes the following sections:

- Information available to the public
- Role of Council in the enforcement process (consistent with the above-noted Ombudsperson's report).
- Role of bylaw enforcement staff.
- Standards of conduct for bylaw enforcement staff.
- Receiving complaints.
- Freedom of information and protection of privacy.
- Complaint priority.
- Assessing complaint and method of enforcement.
- Communication with alleged offender and complainant.

Public education and awareness about the District's complaint and enforcement approach is critical to the success of this Policy's implementation. Bylaw enforcement staff will work closely with the Communications Department on the messaging associated with our proposed complaint and enforcement approach including updates to the District's web-page and other resources available to staff and community members.

CONCLUSION:

The Complaint and Enforcement Policy will guide staff with their responsibilities to complainants and alleged offenders. Processing complaints, prioritizing complaints, and choosing a method of enforcement are all key steps in that process. The attached Policy provides clear guidance and may also be used as a tool to help inform the public about how and why enforcement decisions are made.

Options:

1. THAT Council approve the Complaint and Enforcement Policy (Attachment 1).
2. AND THAT the Complaints – Petitions Policy (Attachment 2) and Recreation Vehicles and Private Pleasure Boats Policy (Attachment 3) are rescinded.


OR

3. That no further action be taken at this time.

Respectfully submitted,



Dan Milburn
General Manager, Planning, Properties & Permits

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

ATTACHEMENT 1



The Corporation of the District of North Vancouver

COUNCIL POLICY

Title	Complaint and Enforcement Policy
Section	

POLICY

It is the policy of Council that a fair and reasonable framework for bylaw enforcement is needed to provide staff with guidance on exercising discretion, and the public with clarity and detail on how and why enforcement decisions are made.

Policy approved on:

Policy amended on:

PROCEDURE

The following procedure is used to implement this policy:

The District's bylaw enforcement approach is to prioritize public safety and encourage a peaceful law-abiding community by proactively monitoring public lands and responding to complaints regarding alleged violations on private lands within the District of North Vancouver.

1. Information available to the public:

- All current bylaws in accordance with applicable statutory provisions.
- The DNV Complaint & Enforcement Policy.
- Information on the complaints process.
- Information about the bylaw enforcement and appeal process.
- Contact information for the bylaw enforcement department.

2. Role of Council in the enforcement process:

- Enacts bylaws that foster the economic, social, and environmental well-being of the community.
- Approves annual budgets for bylaw enforcement staff, equipment and other resources to meet service level expectations.
- Approves policies that:
 - provide staff with guidance on exercising discretion,
 - establish overall priorities and set clear expectations and standards for bylaw enforcement, and
 - establish standards of conduct for bylaw enforcement staff.

ATTACHEMENT 1

- Individual Council members shall not become directly involved in enforcement actions either publicly or privately, nor shall individual Council members direct enforcement actions against specific residents, groups or businesses, or direct that an enforcement action not occur in a particular circumstance, unless and until the matter is put on the agenda for the entire Council to consider. This shall not preclude individual Council members seeking assurances that bylaw enforcement staff have fairly applied this policy as per the Provision of Information to Council Policy and Consultation with the Municipal Solicitor by Individual Council Member Policy. Nor shall this prevent an individual Council member from referring a complainant to the Chief Bylaw Officer.
- In consideration of a report from bylaw enforcement staff, direct staff and legal counsel to pursue an injunction in the Supreme Court of B.C. to prevent or restrain the contravention of a bylaw, in accordance with the *Community Charter*.
- Consider direct enforcement recommendations from bylaw enforcement staff (Examples: notice on title, remedial action requirements, business license cancellation, and service discontinuance)
- Hear appeals (Examples: business license suspension)

3. Role of bylaw enforcement staff:

The District has a decentralized bylaw enforcement model with enforcement staff in many divisions and departments. Collectively these staff are defined in this policy as “bylaw enforcement staff”, and their role is to:

- Encourage education and awareness of community standards.
- Receive and document complaints.
- Enforce the Districts bylaws in a fair, efficient and reasonable manner.
- Apply discretion in the assessment of complaints and enforcement of bylaws in accordance with this policy.
- Act in accordance with the standards of conduct found in this policy.
- Administer enforcement proceedings (Examples: manage ticket disputes, the adjudication process, appeal process, formal legal remedies, and debt collection).
- Manage communications with complainants and alleged offenders.
- Provide full, clear and accurate information, while recognizing a complainant’s and the alleged offender’s right to confidentiality, and the importance of timely communication.

4. Standards of Conduct for bylaw enforcement staff:

Bylaw enforcement staff maintain awareness of this policy and demonstrate the following attributes:

- Accountability,
- Impartiality,
- integrity and professionalism,
- Uphold community standards,
- Respect diversity, needs, values and aspirations of the public, and
- Respect rights to confidentiality.

ATTACHEMENT 1

5. Receiving Complaints:

- Complaints may be received:
 - in person,
 - over the telephone, or
 - in writing (letters, emails etc.)
- Complainants must provide a location and general description of the potential bylaw violation.
- Complainants must provide their name, address, telephone number or email.

Complaints which do not include the information noted above shall not be deemed a valid complaint. Anonymous complaints will not be acted upon unless the alleged violation is a Priority 1: Safety issue, or a matter which the District proactively enforces (example: public lands).

The Inappropriate, Offensive, Misleading, Harassing, or Threatening Correspondence to Members of Council or Staff Policy, Positive Workplace Environment: Anti-bullying and Harassment Policy and Violence Free Workplace Policy are applicable to bylaw enforcement complaints.

6. Freedom of Information and Protection of Privacy:

Confidentiality is necessary to ensure complainants are not exposed to retaliation or other adverse actions because of the complaint, and to maintain effective investigation techniques. The identity of the complainant and identifying information will not be disclosed publicly or to the alleged offender, except as required by law. Likewise, the details of the District's complaint assessment or enforcement approach will not be disclosed to the complainant.

Situations where a complainant's identity or alleged offender's enforcement history may be disclosed include:

- If required by Court order, warrant or other similar judicial or quasi-judicial process
- If required under the *Freedom of Information and Protection of Privacy Act*, or
- If required as part of the disclosure process in the event of an injunction, prosecution, or direct enforcement proceedings.

If the complainant is the only witness to an alleged violation and the complainant's information is necessary to proceed with enforcement, the complainant will be advised of the extent to which his or her identity needs to be disclosed and the reasons enforcement staff consider the disclosure necessary as part of the enforcement proceedings. Except in Priority 1: Safety situations, the complainant will be provided with the option of consenting to the disclosure or withdrawal of the complaint.

7. Complaint Priority:

- Priority 1: Safety - An alleged bylaw violation which may adversely impact public safety, civil infrastructure, or the environment.

ATTACHEMENT 1

- Priority 2: Significant negative impact to adjacent properties – the alleged bylaw violation is significantly impacting the adjacent properties in a negative manner but does not impose an immediate risk to public safety, civil infrastructure or the environment.
- Priority 3: General nuisance – the alleged bylaw violation may be a matter that is a general neighbourhood concern. These violations tend to be cosmetic in nature and do not affect public safety, civil infrastructure or the environment.

8. Assessing Complaints and Choosing a Method of Enforcement

Most people voluntarily comply with the District's bylaws as they see the collective benefit. However, whether through negligence or deliberate actions, some people violate the District's bylaws, which may result in action from the District to obtain compliance. The District promotes an enforcement philosophy that seeks voluntary compliance. Education usually is the first step, and alleged offenders are usually provided time to comply with the bylaw. Penalties are usually only applied where cooperation and compliance cannot be or is not achieved. However, education and warning notices are not appropriate in all circumstances, and immediate penalties may be applied in the following circumstances:

- The violation is occurring on public property (Examples: parking infractions, improper use of parks and open spaces, and public nuisance)
- Health, safety or security of the public, civil infrastructure, or the environment is being negatively impacted
- Enforcement follows a public education campaign
- Council has prioritized enforcement to address a specific existing or emerging issue
- Where the alleged offender knows or reasonably ought to know his or her conduct contravenes the District's bylaws (Examples: repeat offenders or offences, or when warranted by the circumstances)

While all complaints will be received and recorded, not all complaints will be investigated or acted upon. Assessing complaints involves the bylaw enforcement staff member applying discretion to determine:

- the priority of the complaint in accordance with this policy.
- Whether the matter is within the District's jurisdiction. In cases where the alleged bylaw violation is not within the District's jurisdiction or authority, the bylaw enforcement staff member receiving the complaint may refer the complainant to the governing body having jurisdiction or authority.
- Whether education or a warning notice prior to enforcement is appropriate in accordance with this policy.
- Whether there is sufficient geographic or other connection between the complainant and the location of the alleged violation. (Example: Alleged nuisance or vehicle parking/storage within 100 m of, or on the same cul-de-sac as, the complainant's residence)
- Proportionality – considering whether the potential penalty is proportionate to the gravity of the offence

ATTACHEMENT 1

- Equitability - considering the alleged offender's personal circumstance and ability to comply
- Consistency – bylaw enforcement staff are not required to follow the same approach in every case, but similar circumstances should be treated in a similar way
- frivolous, vexatious, repeat, multiple or minor complaints – While bylaw enforcement staff receive and assess all complaints, a complaint may be:
 - frivolous: without merit, no basis in fact, or does not constitute a bylaw violation.
 - vexatious: is intended as retaliation, to frustrate ongoing enforcement efforts, or originates from a purely private dispute
 - repeat or multiple: repeated complaints from one person or household, or multiple complaints from different people or households, which after assessment staff may decide to respond collectively rather than individually.
 - minor – (Example: Priority 3 general nuisance complaints)

In the above-noted cases bylaw enforcement staff will apply discretion to determine if any enforcement action is warranted. In such cases, enforcement staff will focus on education and may conclude that it is not in the District's interest to pursue enforcement action.

Factors to be considered when choosing a method of enforcement:

- Nature, number and duration of violation
- Whether safety is threatened (Example: Priority 1)
- Whether sufficient evidence is available, or can be reasonably acquired to obtain a conviction
- Whether the violation is highly visible and therefore undermines the respect for law
- Whether property damage may occur as a result
- Whether the alleged offender is seeking to legitimize the violation through an application review process
- Goal to be achieved (Examples: obtain bylaw compliance, mitigate impacts, or penalize the offender)
- Cost of enforcement proceedings

9. Communication with the alleged offender and complainant

Bylaw enforcement staff should provide clear, complete and consistent information to the alleged offender including:

- the violation,
- the enforcement action being taken and why,
- the relevant bylaw provision,
- any options or requirements for complying,
- any important deadlines,
- how to pay fines (if applicable),

ATTACHEMENT 1

- how to appeal the decision, and
- how to contact the District with questions about the enforcement action.

The District's bylaw enforcement resources are prioritized to ensure the timely receipt and assessment of complaints. It is not the District's practice to provide follow-up information to complainants unless the complainant specifically requests information. In such cases the bylaw enforcement staff will endeavor to provide a response (subject to confidentiality requirements) as time permits.



The Corporation of the District of North Vancouver

CORPORATE POLICY MANUAL

Section:	Legislative and Regulatory Affairs	9
Sub-Section:	Bylaw Enforcement - General	4000
Title:	COMPLAINANTS - PETITIONS	1

POLICY

Names of complainants who refer to possible infractions of municipal bylaws shall not be revealed.

Copies of petitions which refer to possible infractions of municipal bylaws shall not be distributed to the general public unless the names and addresses of the petitioners are first deleted.

REASON FOR POLICY

To prevent the complainant(s) from being harassed or suffering retaliatory measures and to comply with Freedom of Information and Privacy Protection requirements.

AUTHORITY TO ACT

Delegated to Staff

Approval Date:	November 13, 1974	Approved by:	Council - in Camera
1. Amendment Date:	April 13, 1975	Approved by:	Council
2. Amendment Date:	September 12, 1977	Approved by:	Policy & Planning Committee
3. Amendment Date:	January 25, 1982	Approved by:	Policy & Planning Committee
4. Amendment Date:	June 22, 1987	Approved by:	Policy & Planning Committee
5. Amendment Date:	December 11, 1995	Approved by:	Regular Council



CORPORATE POLICY MANUAL

Section:	Legislative and Regulatory Affairs	9
Sub-Section:	Property Use Investigations	4020
Title:	RECREATION VEHICLES AND PRIVATE PLEASURE BOATS	1

POLICY

With respect to the enforcement of zoning regulations regarding the parking or storing of recreation vehicles and private pleasure boats in residential zones, all valid complaints shall be investigated. In order to be valid, a complaint must meet the following criteria:

1. the person making the complaint shall provide his or her name and residential address, and
2. the person making the complaint shall be a resident within 100 metres of the subject property, or, in the case of a cul de sac, a resident of the same cul de sac.

Bylaw Enforcement staff shall limit enforcement to valid complaints.

REASON FOR POLICY

To limit enforcement of zoning regulations regarding the parking or storing of recreation vehicles and private pleasure boats in residential zones to those cases which affect nearby residents, in view of the hardship that the regulations impose on some residents that have limited access to their property, the desires of each neighbourhood and the availability of limited enforcement resources.

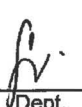


AUTHORITY TO ACT

Delegated to Staff.

Approval Date:	January 5, 2004	Approved by:	Regular Council
1. Amendment Date:		Approved by:	
2. Amendment Date:		Approved by:	
3. Amendment Date:		Approved by:	

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>July 9, 2018</u>
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
---	--	--

The District of North Vancouver REPORT TO COUNCIL

June 28, 2018

File:

AUTHOR: Andy Wardell, Acting General Manager, Finance & Technology / CFO
Saira Walker, Manager, Human Resources

SUBJECT: COUNCIL REMUNERATION

RECOMMENDATION:

Based on the recommendations in the report by Sainas Consult Inc.:

THAT Council remuneration be adjusted to offset the legislative changes to the 1/3 income tax exemption effective January 1, 2019;

THAT Councillors remuneration remain at 40% of the Mayor's remuneration and,

THAT the full cost of extended health and dental premiums for Mayor and Council be paid by the District to ensure parity with comparable municipalities effective January 1, 2019.

REASON FOR REPORT:

District of North Vancouver (DNV) Council Remuneration policy recommends a review of Council remuneration and the approval of any recommendations arising from that review take place before the current Council's term expires. In March 2018, following best practices, the DNV enlisted the services of Sainas Consult Inc. an independent compensation consultant to review remuneration, benefits and allowances for Municipal Councillors with the expectation that any recommended changes would be applied to the incoming Council.

Terms of Reference for the independent review were established by the Finance and Audit Committee and are attached. This report is intended to highlight the findings of the Sainas report and to provide recommendations with respect to council remuneration, benefits and allowances.

SUMMARY:

The proposed recommendations are intended to keep Councillors 'whole' following the significant change in income tax legislation and establish parity with comparable municipalities with respect to group benefits.

BACKGROUND:

Currently, one third of remuneration for elected officials is received as a tax free allowance for income tax purposes. This will change in the 2019 tax year, when all remuneration paid to elected officials will be subject to personal income tax resulting in Councillors receiving less pay than previously elected municipal officials. Municipalities throughout the region have recognized the importance of providing sufficient compensation in order to:

- Attract a diverse range of qualified candidates with a broad range of skills and backgrounds who can act as representatives of the District of North Vancouver.
- Adequately compensate elected officials for the significant personal time and dedication expended serving in the roles of Mayor and Councillor.

A survey was undertaken to gather relevant information from comparable municipalities to assist in determining the 2019 compensation for Mayor and Councillors. Comparator municipalities include the following: City of Coquitlam, Township of Langley, City of Delta, City of Maple Ridge, City of New Westminster, City of Port Coquitlam, City of North Vancouver, and District of North Vancouver.

The survey data provides the following highlights:

- DNV Councillors annual salaries fall within the median or 50th percentile of all comparable municipalities. Municipalities typically adjust salaries annually for consumer price increases (CPI).
- On average, Councillors' salaries are at 40.2% of Mayors' salaries with Mayor's positions being full-time.
- Acting Mayor Pay – The median for acting pay in comparable municipalities is 13.2%. Acting pay at DNV is 14.1% of the Mayor's salary.
- Vehicle Allowance – Vehicle allowances are paid to the Mayors at all but one of the comparison municipalities. The average allowance is \$735.00 per month. Five of the municipalities provide car allowances to Councillors with an average of \$320.00 per month. The DNV does not provide a vehicle allowance.
- Group Benefits – With the exception of one municipality, 100% of the extended health and dental premiums are paid for by the municipality. The DNV currently pays 50% of the extended health and dental premiums for Mayor and Council.
- Pension, Retirement, or Transition allowance – Four of the comparison municipalities provide a transition allowance or pension benefit to the Mayor and Council upon leaving Council. The DNV does not provide any allowances or pension benefit.
- Tax-Free Allowance – According to the report, comparison municipalities have taken a range of actions to address the changes to income tax legislation. Some municipalities have left it to the incoming Council to address. Others anticipate that the current remuneration will be increased to maintain the same level of net pay as prior to the tax change. Based on a recent Metro Vancouver survey, some municipalities including the City of Port Coquitlam, Langley City and Richmond have already indicated that they will be increasing council remuneration in 2019 to keep Council members 'whole'.

SUBJECT: COUNCIL REMUNERATION

June 28, 2018

Page 3

EXISTING POLICY:

Finance – Council Remuneration

Timing/Approval Process:

Per policy, current council approves remuneration recommendations for incoming Council.

Concurrence:

Council's Finance and Audit Committee concur with this report.

Financial Impacts:

Salary costs for the recommendations in this report total \$63,827. Employer paid benefits costs could increase by \$22,607 if all members of Council signed up for these benefits. At this time, not all Councillors access these benefits.

Costs will be absorbed through reductions in other administrative areas.

	Current 2018 Total Annual Remuneration	Proposed New 2019 Annual Salary	Net Change
Mayor			
Gross Pay	\$ 104,005	\$ 122,777	\$ 18,773
Income Taxes	(12,945)	(31,718)	(18,773)
CPP	(2,594)	(2,594)	-
Net Pay	\$ 88,466	\$ 88,466	\$ 0
Per Councillor			
Gross Pay @ 40% of Mayor	\$ 41,602	\$ 49,111	\$ 7,509
Income Taxes	(2,663)	(7,309)	(4,646)
CPP	(1,200)	(2,258)	(1,058)
Net Pay	\$ 37,740	\$ 39,544	\$ 1,805
Employer Benefits	50% Paid by DNV	100% Paid by DNV	Net Change
MSP, Extended, Dental, Other	\$ 22,607	\$ 45,213	\$ 22,607

Liability/Risk:

Failure to provide adequate compensation and benefits in alignment with other Metro Vancouver municipalities could significantly impact our ability to attract a diverse range of candidates to the position of Mayor and Councillor.

Attachments:

- Council Remuneration Review – Terms of Reference
- Sainas Consult Inc. – District of North Vancouver – Review of Council Remuneration
- North Shore municipalities' comparator summary

Conclusion:

To attract a diverse range of qualified candidates who can represent the community and act as stewards of the DNV, compensation should adequately reflect the time required to serve in the capacity of Mayor or Councillor. Staff support the recommendations in the consultant's report as follows:

- Council remuneration be adjusted to offset the legislative changes to the 1/3 income tax exemption effective January 1, 2019 in order to keep Councillors 'whole' including maintaining Councillor gross pay at 40% of the Mayor's gross pay.
- Extended Health and Dental benefits be paid at 100% for consistency with the sector.

That all other matters relating to Council remuneration be referred to the incoming 2019 Council including:

- Changes to Acting pay from the current 14.1% of Mayor's gross pay (currently within the range of comparator municipalities).
- Additional research on Pension, Retirement and Transition allowances
- Vehicle allowances.

Respectfully submitted,



Andy Wardell
Acting General Manager, Finance
& Technology / CFO



Saira Walker
Manager, Human Resources

REVIEWED WITH:

☐ Sustainable Community Dev. _____
☐ Development Services _____
☐ Utilities _____
☐ Engineering Operations _____
☐ Parks _____
☐ Environment _____
☐ Facilities _____
☐ Human Resources _____

☐ Clerk's Office _____
☐ Communications _____
☐ Finance _____
☐ Fire Services _____
☐ ITS _____
☐ Solicitor _____
☐ GIS _____
☐ Real Estate _____

External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ NVRC _____
☐ Museum & Arch. _____
☐ Other: _____

Council Remuneration Review

Terms of Reference

Purpose	To review Council remuneration making recommendations on remuneration, benefits, and future review mechanisms including updates, if necessary, to the policy.
Origin of Work	The Chief Administrative Officer will provide management oversight of the work of the firm and provide direction and clarification where/when necessary.
Qualifications	The firm selected to conduct the work and make recommendations must be appropriately and professionally qualified to undertake the work. Selection of the firm shall be in compliance with District procurement policies and procedures.
Work	Duties may include: researching and reviewing current trends and approaches used to set remuneration levels for elected officials; conducting interviews with Councillors and other persons thought to be appropriate; reviewing the existing policy for possible improvements to future review processes; reviewing issues of, and access to, professional development; and making recommendations to Council regarding the remuneration and benefits received by its members.
Work Plan	The Chief Administrative Officer and Manager, Human Resources will meet with the firm to establish a work plan outlining the tasks to be undertaken in order to meet the reporting deadline.
Budget	Subject to the procurement policies and competitive market forces.
Reporting	The firm shall update the Finance and Audit Committee of Council in the spring / early summer of 2018 followed by a final report with recommendations to be presented to Council in a public meeting by the reporting deadline. The reporting deadline is no later than June 30, 2018.
Staff Support	Finance, the Clerk's Office, and Human Resources will provide whatever support is deemed necessary. This may include but is not limited to advice, research and analysis and any other support service the Chief Administrative Officer deems necessary. The cost of support services outside of regular hours or by non-regular staff sources will be offset by transfers to department/divisional budgets from the Council Contingency budget.

District of North Vancouver

Review of Council Remuneration

June 28, 2018

Sainas Consult Inc.

June 28, 2018

Ms. Saira Walker
Director of Human Resources
District of North Vancouver
355 West Queens Road
North Vancouver, BC
V7N 4N5

Via e-mail: WalkerS@dnv.org

Dear Ms. Walker:

Re: Survey of Council Remuneration

We are pleased to present our report on the survey of Mayor and Council remuneration conducted on behalf of the District of North Vancouver.

We look forward to discussing this report with you. If you have any questions in the meantime, please call.

Yours truly,

SAINAS CONSULT INC.



Katherine M. Sainas

**DISTRICT OF NORTH VANCOUVER
REVIEW OF COUNCIL REMUNERATION**

June 28, 2018

TABLE OF CONTENTS

<u>INTRODUCTION</u>	<u>1</u>
<u>MARKET FINDINGS</u>	<u>2</u>
COUNCIL MEMBER 2018 SALARY	2
ACTING MAYOR PAY	3
VEHICLE ALLOWANCES	3
GROUP BENEFITS	3
PENSION, RETIREMENT, OR TRANSITION ALLOWANCE	3
APPROACHES FOR REVIEWING COUNCIL MEMBER SALARIES	4
TAX-FREE ALLOWANCE	4
SUMMARY OF THE MARKET FINDINGS	4
<u>RECOMMENDATIONS</u>	<u>5</u>



INTRODUCTION

The District of North Vancouver retained Sainas Consult Inc. to undertake a review of Council remuneration. The project involved a survey of a number of comparison municipalities for the following information as it pertains to the Mayor and Councillor positions:

- Annual salary;
- Acting Mayor pay;
- Vehicle allowance;
- Incidence and cost-sharing of group benefits;
- Incidence of pension, retirement or transition allowance;
- Approaches for reviewing and determining adjustments to pay; and,
- Proposed approach for addressing tax changes pertaining to tax free allowance.

The comparison municipalities are shown in the table below, along with their 2016 population and 2016 consolidated expenses.

Municipality	2016 Census Population	2016 Consolidated Expenses
City of Coquitlam	139,284	229,213,932
Township of Langley	117,285	210,753,000
City of Delta	102,238	209,040,298
City of Maple Ridge	82,256	116,301,382
City of New Westminster	70,996	183,507,248
City of Port Coquitlam	58,612	87,816,298
City of North Vancouver	52,898	103,786,663
District of West Vancouver	42,473	141,243,024
Average	83,255	160,207,731
25th percentile	57,184	113,172,702
Median	76,626	162,375,136
75th percentile	106,000	209,468,474
District of North Vancouver	85,935	167,823,823

MARKET FINDINGS

This section contains the market findings. The data collected in the survey is current as at May 2018.

COUNCIL MEMBER 2018 SALARY

The annual 2018 Mayor and Councillor annual salaries are shown in the table below.

Municipality	Mayor	Councillor
City of Coquitlam	\$134,902	\$58,713
Township of Langley	\$118,598	\$47,439
City of Delta ¹	\$118,874	\$50,470
City of Maple Ridge ²	\$92,310	\$37,285
City of New Westminster	\$106,034	\$43,189
City of Port Coquitlam	\$96,752	\$37,859
City of North Vancouver	\$107,185	\$37,078
District of West Vancouver	\$97,335	\$38,934
Average	\$108,999	\$43,871
25th percentile	\$97,189	\$37,716
Median	\$106,610	\$41,062
75th percentile	\$118,667	\$48,197
District of North Vancouver	\$104,005	\$41,602

¹ The City of Delta has not adjusted Mayor and Council remuneration since 2016

² The City of Maple Ridge Mayor and Council remuneration is effective until June 2018

Across the comparison municipalities, Councillors' salaries range from 34.6% to 43.5% of the Mayors' salaries, with a median of 40.2%.

We analyzed the data based on size of population and there appears to be a moderate correlation between population size and Mayor or Councillor salaries amongst the comparison group of municipalities. A graph showing this correlation is presented in Exhibit 1.

ACTING MAYOR PAY

The acting pay policies vary across the comparison municipalities. Some of the policies offer a percentage of the Mayor's salary for the acting period. Others provide a flat rate per month or for an assigned length of time. The actual pay provided to an Acting Mayor ranges between 5% and 20% of the Mayor's salary, in addition to the Councillor salary, with a median of 13.2%.

The District of North Vancouver provides an acting rate of \$1224 per month, which is 14.1% of the Mayor's monthly salary.

VEHICLE ALLOWANCES

Vehicle allowances are provided to the Mayors at all but one of the comparison municipalities, and the amounts range from a monthly allowance of \$200 to \$1394, with a median of \$735. Five of the municipalities extend car allowances to Councillors, with a median monthly allowance of \$320. One of the two municipalities that does not offer a car allowance to Councillors provides a small vehicle allowance for the Acting Mayor.

The District of North Vancouver does not provide vehicle allowances to the Mayor or Councillors.

GROUP BENEFITS

The benefits that are provided to staff are typically also available to Council members. The premiums are 100% paid by the comparison municipalities for the Mayor and Councillors with one exception: one municipality requires Councillors to pay 100% of the MSP premiums and 25% of the dental and extended health premiums.

The District of North Vancouver offers benefits to the Mayor and Councillors, with 50% of the premiums paid by the municipality.

PENSION, RETIREMENT, OR TRANSITION ALLOWANCE

Four of the comparison municipalities provide a transition allowance or pension benefit to the Mayor and Councillors upon leaving Council.

The District of North Vancouver does not provide such an allowance.

APPROACHES FOR REVIEWING COUNCIL MEMBER SALARIES

Where the municipality has a policy for reviewing Mayor and Council remuneration, the approach is typically to review other municipalities that are similar in size. For this, they typically conduct a market survey of their comparison municipalities every three to five years, although some do this annually.

For adjustments during the years in between the more comprehensive reviews, the municipalities typically make annual adjustments based on consumer price index increases. A number of the comparison municipalities left their remuneration levels unchanged for several years, two of which recently adjusted by CPI for 2018.

TAX-FREE ALLOWANCE

At the present time, one-third of the remuneration for elected officials is received as a tax-free allowance for income tax purposes. The allowance is meant to offset the expenses related to carrying out the duties of elected office, and relieves the elected official from having to maintain detailed records of business expenses which would then be deducted from income for tax purposes.

This provision will change in the 2019 tax year, when all remuneration paid to elected officials will be subject to personal income tax.

In our discussions with the comparison organizations, most have indicated that the matter is still under review, and some have determined that it will be left to the incoming council to address. The other municipalities generally anticipate that the current remuneration will be increased to maintain the same level of net pay as prior to the tax change. Some municipalities in BC have already committed to making such adjustments to Mayor and Council salaries effective January 1, 2019.

SUMMARY OF THE MARKET FINDINGS

The District of North Vancouver Mayor and Councillor 2018 remuneration rates compare with the median of the market as follows:

	<u>Mayor</u>	<u>Councillor</u>
District of North Vancouver	\$104,005	\$41,602
2018 Market Median	\$106,610	\$41,062
DNV as % of the Median	97.6%	101.3%

While the salaries are within 2-3% of the market median, the District of North Vancouver does not offer a vehicle allowance to the Mayor and Councillors, while most of the other municipalities provide an allowance. Furthermore, the District of North Vancouver pays half the cost of benefits premiums while most of the comparison municipalities cover the full cost.

RECOMMENDATIONS

The following adjustments would place the District of North Vancouver Mayor and Council remuneration at the median (middle) of the market.

Remuneration:

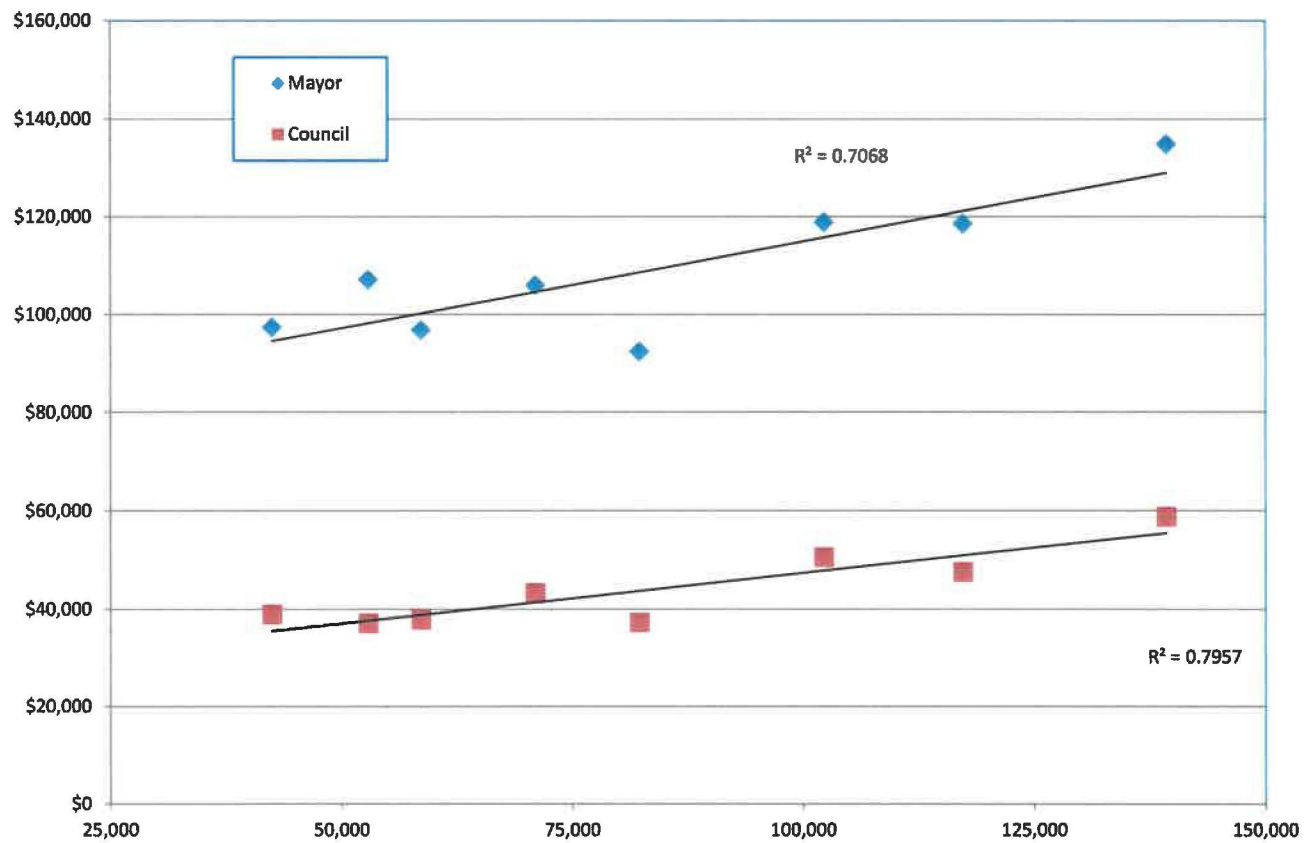
- Most of the other municipalities have increased – or are intending to increase – remuneration levels to offset the 2019 tax changes. Therefore, we recommend the District of North Vancouver consider adjusting Mayor and Council rates, effective January 2019, to maintain the current level of net pay under the new tax regime.
- The ratio of Councillor to Mayor remuneration should be maintained at 40%.

Benefits:

- Since most of the comparison municipalities pay the full cost of benefits premiums for Mayor and Council, we recommend the District of North Vancouver also cover the premium costs.

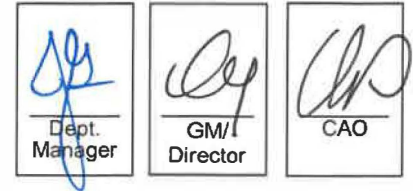
Vehicle Allowance:

- Most of the comparison municipalities provide a vehicle allowance for the Mayor (median of \$735) and more than half provide a vehicle allowance to the Councillors (median of \$320). The District of North Vancouver may wish to consider implementing a vehicle allowance for Mayor and Council to maintain parity with the market.

CORRELATION BETWEEN POPULATION AND MAYOR AND COUNCIL REMUNERATION

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>July 9, 2018</u>
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

June 4, 2018
File: 01.0570.01/000.000

AUTHOR: Linda Brick, Deputy Municipal Clerk

SUBJECT: 2018 Council Meeting Schedule - Amendment

RECOMMENDATION:

THAT the 2018 Council meeting schedule is amended as outlined in the June 4, 2018 report of the Deputy Municipal Clerk entitled 2018 Council Meeting Schedule – Amendment.

REASON FOR REPORT:

The reason for this report is to amend the 2018 Council meeting schedule to include changes to accommodate the 2019 Financial Plan process. The proposed changes to the 2018 Council Meeting Schedule are as follows:

- 1) Schedule a Council Workshop on Tuesday, September 25 at 5:00 pm; and,
- 2) Schedule a Regular meeting of Council on Tuesday, September 25, 2018 at 7:00 pm.

BACKGROUND:

Council must annually approve a meeting schedule for the forthcoming year which was adopted at the December 11, 2017 Regular Council meeting. The two proposed meetings will provide sufficient meeting time for Council to consider the 2019 Financial Plan prior to the October 20, 2018 general local election.

Conclusion:

The 2019 Financial Plan timeline has been compressed to provide the sitting Council an opportunity to consider the 2019 Financial Plan through the entire process in advance of the October 20, 2018 general local election. This compressed timeline will provide continuity to the process; to facilitate the timeline two additional meetings are required on Tuesday, September 25, 2018.

Options:

1. That Council amend the 2018 Council meeting schedule as outlined;
2. Consider alternate dates and times for the 2019 Financial Plan process.

District of North Vancouver Council Schedule - 2018

 Regular Meeting	 Workshop followed by Regular Meeting
 Workshop	 Workshop tentatively followed by Public Hearing
 Statutory Holidays	 FCM & UBCM

All Regular Council meetings will be held at the District of North Vancouver Municipal Hall starting at 7:00 pm unless otherwise indicated.

All Monday and Tuesday Workshops will be held at the District of North Vancouver Municipal Hall starting at 5:00 pm unless otherwise indicated.

November 5, 2018 is the inaugural meeting.

January 2018

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February 2018

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March 2018

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April 2018

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May 2018

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June 2018

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July 2018

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August 2018

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September 2018

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

October 2018

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November 2018

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December 2018

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

2019 Financial Plan Schedule - DRAFT

Attachment B

Date	Meeting Purpose	Time / Location	Comments
2018			
Monday May 7	First three readings 2018 Financial Plan, Spring Amendment	Council Chamber 7:00 pm	Regular Council Meeting
Monday May 14	Final adoption 2018 Financial Plan, Spring Amendment	Council Chamber 7:00 pm	Regular Council Meeting
Tuesday June 19	2019 Budget Update	Committee Room 5:00-7:00 pm	Workshop
Monday June 25	Annual Report	Council Chamber 7:00 pm	Regular Council Meeting
Monday July 16	First three readings Utility and User Fees & Charges	Council Chamber 7:00 pm	Regular Council Meeting
Monday July 23	Final adoption Utility and User Fees & Charges	Council Chamber 7:00 pm	Regular Council Meeting
Monday September 17	2019 Budget Introduction - Draft Financial Plan Workbook	Council Chamber 7:00 pm	Regular Council Meeting
Thursday September 20	Community Associations briefing	Meeting Room XX 7:00 – 9:00 pm	Financial Plan Meeting
Monday September 24	Public Input & Council Opening remarks	Council Chamber 7:00 pm	Regular Council Meeting
Tuesday September 25	Financial Plan deliberations	Committee Room 5:00-7:00 pm	Workshop <i>(tbc)</i>
Tuesday September 25	First three readings of Financial Plan Bylaws	Council Chamber 7:00 pm	Regular Council Meeting
Monday October 1	Final adoption of Financial Plan Bylaws	Council Chamber 7:00 pm	Regular Council Meeting <i>(tbc)</i>
MUNICIPAL ELECTIONS - October 20			

June 2018

Source Document 3491151

THIS PAGE LEFT BLANK INTENTIONALLY