

AGENDA

REGULAR MEETING OF COUNCIL

Monday, November 19, 2018

7:00 p.m.

Council Chamber, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Mike Little

Councillor Jordan Back

Councillor Mathew Bond

Councillor Megan Curren

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Lisa Muri



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REGULAR MEETING OF COUNCIL

7:00 p.m.
Monday, November 19, 2018
Council Chamber, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

BROADCAST OF MEETING

- Online at <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 8278 – OCP Amendment 1031 Ridgewood Drive
- Bylaw 8256 – Rezoning 1031 Ridgewood Drive
- Bylaw 8344 – OCP Amendment 600 West Queens Road
- Bylaw 8345 – Rezoning 600 West Queens Road

1. ADOPTION OF THE AGENDA

1.1. November 19, 2018 Regular Meeting Agenda

Recommendation:

THAT the agenda for the November 19, 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

6. ADOPTION OF MINUTES

6.1. October 1, 2018 Regular Council Meeting

p. 11-17

Recommendation:

THAT the minutes of the October 1, 2018 Regular Council meeting are adopted.

6.2. October 29, 2018 Regular Council Meeting

p. 19-24

Recommendation:

THAT the minutes of the October 29, 2018 Regular Council meeting are adopted.

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. Bylaws 8344, 8345 and 8356: OCP Amendment and Rezoning for 600 West Queens Road

File No. 08.3060.20/042.18

Recommendation:

THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8344, 2018 (Amendment 36)" is given SECOND and THIRD Readings;

AND THAT "District of North Vancouver Rezoning Bylaw 1380 (Bylaw 8345)" is given SECOND and THIRD Readings;

AND THAT "600 West Queens Road Non-Market Rental Housing and Seniors Respite Care Facility Development Cost Charge Waiver Bylaw 8356, 2018" is given SECOND and THIRD Readings.

9.2. Bylaws 8278, 8256 and 8257: OCP Amendment, Rezoning and Housing Agreement for 1031, 1037, 1041 and 1045 Ridgewood Drive

p. 111-167

File No. 08.3060.20/009.17

Recommendation:

THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8278, 2017 (Amendment 31)" is ADOPTED;

AND THAT "District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256)" is ADOPTED;

AND THAT "Housing Agreement Bylaw 8257, 2017 (1031-1045 Ridgewood Drive)" is ADOPTED.

9.3. Development Permit 09.17 – 1031-1045 Ridgewood Drive **p.169-198**
File No. 08.3060.20/009.17

Recommendation:

THAT Development Permit 09.17, for a 25-unit three-storey townhouse development at 1031-1045 Ridgewood Drive, is ISSUED.

9.4. Development Variance Permit 18.17 – Coach House at **p. 199-210**
1685 Alderlynn Drive
File No. 08.3060.20/018.17

Recommendation:

THAT Development Variance Permit 18.17, to allow for the construction of a coach house at 1685 Alderlynn Drive, is ISSUED.

9.5. 1450 Rupert Street – The Woods Spirit Company Inc. – Distillery **p. 211-216**
Lounge Endorsement
File No. 08.3060.20/015.18

Recommendation:

Be it resolved THAT:

1. The Council has considered the following:

- The location of the establishment; and,
- The person capacity and hours of liquor service.

2. The Council's comments on the prescribed criteria are as follows:

a) The impact of noise on the community in the vicinity of the proposed establishment:

Noise impacts are expected to be minimal as the location is in a primarily industrial area, there is no outdoor seating area, and closing hours are not excessively late.

b) The impact on the community if the application is approved:

The impact on the community is expected to be minimal for the following reasons:

- The venue is small with a maximum occupancy of 20 patrons and employees;
- The venue would likely appeal to the nearby growing town centre community;
- Operating hours of the lounge will be limited to after 5 pm on weekdays to reduce potential parking conflicts;
- The site is a reasonable from residential zones; and,
- The operations under the manufacturing licence at this site have not resulted in negative community impacts.

3. The Council's comments on the views of residents are as follows:

Staff completed the following notification procedure in accordance with District Public Notification Policy:

- A Public Notice sign was placed on the site; and,
- A notice requesting input was mailed to 178 neighbouring property owners and tenants.

Two responses were received from nearby business owners who had concerns about the parking in the area. They both noted that parking on the street during business hours is strained and suggested that the hours of operation be limited to after regular weekday business hours.

4. The Council recommends the approval of the licence endorsement for the following reasons:

The requested distillery lounge endorsement to allow for a lounge with a maximum occupancy of 20 patrons and employees during the below operating hours is supported by District Council. This support is given as:

- The establishment is not expected to create noise impacts on the surrounding community;
- The Zoning Bylaw permits the requested accessory use to accommodate a 20 person capacity lounge;
- Parking Regulations of the Zoning Bylaw have been met; and,
- Adjustments have been made to operating hours to alleviate concerns regarding parking in the area.

This support is provided with the provision that the endorsed lounge will allow a maximum occupancy of 20 patrons and employees during the operating hours of:

Monday to Wednesday: 5:00 pm to 7:00 pm

Thursday to Friday: 5:00 pm to 11:00 pm

Saturday: 11:00 am to 11:00 pm

Sunday: 11:00 am to 7:00 pm”

9.6. Major Road Network Expansion

p. 217-220

File No. 16.8620.00/000.000

Recommendation:

THAT Council endorse the following candidate additions to the Major Road Network (MRN):

- Lynn Valley Road from Hwy 1 to Mountain Hwy (6.4 lane-km)
- W 1st Street from City of North Vancouver border to Garden Avenue (3.2 lane-km)

9.7. National Energy Board Reconsideration of Aspects of its Recommendation Report for the Trans Mountain Expansion Project **p. 221-243**
File No. 01.0595.20/006.04

Recommendation:

THAT the November 8, 2018 report of the Section Manager – Environmental Sustainability Policy entitled National Energy Board Reconsideration of Aspects of its Recommendation Report for the Trans Mountain Expansion Project is received for information;

AND THAT the continued participation of the District as an intervenor be endorsed;

AND THAT additional feedback for the National Energy Board's Reconsideration process be provided.

9.8. Non-Binding Assent Voting Questions: Next Steps **p. 245-253**
File No. 01.0115.30/002.000

Recommendation:

THAT the November 14, 2018 joint report from the General Manager – Planning, Properties and Permits and the General Manager – Corporate Services entitled Non-Binding Assent Voting Questions: Next Steps is received for information.

10. REPORTS

10.1. Mayor

10.2. Chief Administrative Officer

10.3. Councillors

10.4. Metro Vancouver Committee Appointees

11. ANY OTHER BUSINESS

12. ADJOURNMENT

Recommendation:

THAT the November 19, 2018 Regular Meeting of Council for the District of North Vancouver is adjourned.

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MINUTES

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

Minutes of the Regular Meeting of the Council for the District of North Vancouver held at 7:00 p.m. on Monday, October 1, 2018 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks (via telephone)
Councillor L. Muri

Absent: Councillor D. MacKay-Dunn

Staff: Mr. G. Joyce, Acting Chief Administrative Officer
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. A. Wardell, Acting General Manager – Finance & Technology
Mr. J. Gordon, Manager – Administrative Services
Mr. T. Lancaster, Manager – Community Planning
Ms. J. Paton, Manager – Development Planning
Ms. A. Reiher, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. October 1, 2018 Regular Meeting Agenda

MOVED by Councillor BASSAM

SECONDED by Councillor HANSON

THAT the agenda for the October 1, 2018 Regular Meeting of Council for the District of North Vancouver is adopted as circulated.

CARRIED

2. PUBLIC INPUT

2.1. Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Expressed concern regarding item 9.1;
- Opined that the OCP Monitoring Committee final report should be a part of consideration for the new Council; and,
- Expressed concern about an interaction between a member of Council and a member of the Committee.

2.2. Ms. Kim Benson, 500 Block Keats Road:

- Thanked Mayor and Council for their service;
- Spoke about the post Public Hearing process and discretionary procedures regarding bylaw approval consideration and the use of section 131 of the *Community Charter*; and,

- Expressed that if new information is received, the public should be granted an opportunity to comment on the bylaw.

2.3. Ms. Alice Hamilton, 3400 Block Mount Seymour Parkway:

- Spoke in favour of item 3.1;
- Spoke about the history and heritage of District communities and of the Hamilton family; and,
- Opined that the community character is in danger due to Council decisions regarding development.

2.4. Mr. John Harvey, 1900 Block Cedar Village Crescent:

- Requested a proclamation for Wrongful Conviction Day;
- Presented information regarding correspondence with a convict;
- Suggested a way to increase voting; and,
- Commented about difficulties uploading his nomination information for Council on the District webpage.

3. PROCLAMATIONS

3.1. International Day of Older Persons – October 1, 2018

4. RECOGNITIONS

Nil

5. DELEGATIONS

5.1. Patrick Stafford-Smith and Kris Neely, Economic Partnership North Vancouver

Mr. Patrick Stafford-Smith and Ms. Kris Neely, Economic Partnership North Vancouver (EPNV), provided an overview of the work and accomplishments by the EPNV over the last three years.

Mr. Peter Leitch, Board Member, EPNV, commented about the various businesses located on the North Shore and the quest to find solutions for their continued retention.

Ms. Neely further discussed the various goals for the next three years and advised that the focus is to create an economically thriving and sustainable community.

MOVED by Councillor MURI

SECONDED by Councillor BOND

THAT the Economic Partnership North Vancouver delegation is received.

CARRIED

6. ADOPTION OF MINUTES

Nil

7. RELEASE OF CLOSED MEETING DECISIONS

Nil

8. COUNCIL WORKSHOP REPORT

Nil

9. REPORTS FROM COUNCIL OR STAFF

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT items 9.5, 9.6, 9.7, 9.8, 9.9 and 9.10 are included in the Consent Agenda and be approved without debate.

CARRIED

9.1. OCP Implementation Monitoring Committee Final Report

File No. 13.6480.30/001.001.000

Mr. Tom Lancaster, Manager – Community Planning and Ms. Jennifer Ohlhauser, OCP Implementation Monitoring Committee Chair, presented the OCP Implementation Monitoring Committee Final Report.

Ms. Ohlhauser, along with other committee members, spoke about the work of the OCP as well as the topics, targets and policies that were covered by the committee. They spoke favourably about their review of the OCP and staff's cooperation in providing the committee with information.

The committee recommended further engagement with the public to educate the community regarding District work being carried out on behalf of its constituents. They also commented regarding their willingness to continue the committee work if the new Council so wishes.

MOVED by Councillor BOND

SECONDED by Councillor MURI

THAT the October 1, 2018 joint report of the Community Planner and the Manager of Community Planning entitled OCP Implementation Monitoring Committee Final Report is received for information.

CARRIED

9.2. Reconsideration of Bylaws 8275 and 8276: 3428-3464 Mount Seymour Parkway

File No. 08.3060.20/033.17

At the request of Mayor Walton, the following resolution from the September 17, 2018 Regular Meeting of Council is put before Council for reconsideration pursuant to s.131 of the *Community Charter*.

MOVED by Councillor MURI

SECONDED by Councillor MACKAY-DUNN

THAT "District of North Vancouver Rezoning Bylaw 1366 (Bylaw 8275)" is given no further readings;

AND THAT "Housing Agreement Bylaw 8276, 2017 (3428 - 3464 Mount Seymour Parkway)" is given no further readings.

DEFEATED

Opposed: Mayor WALTON, Councillors BASSAM and HICKS

MOVED by Councillor BASSAM

SECONDED by Mayor WALTON

THAT "District of North Vancouver Rezoning Bylaw 1366 (Bylaw 8275)" is given SECOND and THIRD Readings as amended;

AND THAT "Housing Agreement Bylaw 8276, 2017 (3428 - 3464 Mount Seymour Parkway)" is given SECOND and THIRD Readings as amended.

DEFEATED

Opposed: Councillors BOND, HANSON and MURI

9.3. Bylaws 8254 and 8255: Rezoning and Housing Agreement for 3468, 3472, 3484 and 3490 Mount Seymour Parkway

File No. 08.3060.20/020.17

MOVED by Councillor BASSAM

SECONDED by Councillor BOND

THAT "District of North Vancouver Rezoning Bylaw 1359 (Bylaw 8254)" is ADOPTED;

AND THAT "Housing Agreement Bylaw 8255, 2017 (3468 - 3490 Mount Seymour Parkway) is ADOPTED.

CARRIED

Opposed: Councillors HANSON and MURI

9.4. Development Permit 20.17 – 3468-3490 Mount Seymour Parkway

File No. 08.3060.20/020.17

MOVED by Councillor BASSAM

SECONDED by Councillor BOND

THAT Development Permit 20.17, for a 27 unit townhouse development at 3468, 3472, 3484, 3490 Mount Seymour Parkway, is ISSUED.

CARRIED

- 9.5. Bylaw 8249: Rezoning 2932 Chesterfield Avenue**
File No. 08.3060.20/042.16

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT "District of North Vancouver Rezoning Bylaw 1357 (Bylaw 8249)" is ADOPTED.

CARRIED

- 9.6. Development Permit 42.16 – 2932 Chesterfield Avenue**
File No. 08.3060.20/042.16

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT Development Permit 42.16, for a four-unit townhouse development at 2932 Chesterfield Avenue, is ISSUED.

CARRIED

- 9.7. Bylaw 8366: 2016-2019 Taxation Exemptions by Council Bylaw**
File No. 05.1930

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT "2016-2019 Taxation Exemptions by Council Bylaw 8130, 2015, Amendment Bylaw 8366, 2018 (Amendment 3)" is ADOPTED.

CARRIED

- 9.8. Bylaw 8368: 2016- 2019 Taxation Exemptions for Places of Public Worship Bylaw**
File No. 05.1930

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT "2016 - 2019 Taxation Exemptions for Places of Public Worship Bylaw 8131, 2015, Amendment Bylaw 8368, 2018 (Amendment 2)" is ADOPTED.

CARRIED

- 9.9. Bylaw 8317: 2019-2022 Royal Canadian Legion Branch 114 Lynn Valley Taxation Exemption Bylaw**
File No. 05.1930

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT "2019-2022 Royal Canadian Legion Branch 114 Lynn Valley Taxation Exemption Bylaw 8317, 2018" is ADOPTED.

CARRIED

9.10. Bylaw 8373: 2019-2023 Financial Plan Approval Bylaw
File No. 05.1780/2018

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT "2019 - 2023 Financial Plan Approval Bylaw 8373, 2018" is ADOPTED.

CARRIED

10. REPORTS

10.1. Mayor

Mayor Walton encouraged the community to vote in the upcoming elections. He stated that October 29, 2018 would be the last Council meeting for the current Council.

10.2. Chief Administrative Officer

Nil

10.3. Councillors

Councillor Muri commented about an All-candidates meeting which conflicts with the Public Hearing scheduled for October 11, 2018.

10.4. Metro Vancouver Committee Appointees

10.4.1. Aboriginal Relations Committee – Councillor Hanson

Nil

10.4.2. Housing Committee – Councillor MacKay-Dunn

Nil

10.4.3. Regional Parks Committee – Councillor Muri

Nil

10.4.4. Utilities Committee – Councillor Hicks

Nil

10.4.5. Zero Waste Committee – Councillor Bassam

Nil

10.4.6. Mayors Council – TransLink – Mayor Walton

Nil

11. ANY OTHER BUSINESS

Nil

12. ADJOURNMENT

MOVED by Councillor BASSAM

SECONDED by Councillor BOND

THAT the October 1, 2018 Regular Meeting of Council for the District of North Vancouver is adjourned.

CARRIED

(9:26 p.m.)

Mayor

Municipal Clerk

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

Minutes of the Regular Meeting of the Council for the District of North Vancouver held at 7:01 p.m. on Monday, October 25, 2018 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor M. Bond
Councillor J. Hanson
Councillor D. MacKay-Dunn (7:02 pm)
Councillor L. Muri

Absent: Councillor R. Bassam
Councillor R. Hicks

Staff: Mr. D. Stuart, Chief Administrative Officer
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. A. Wardell, Acting General Manager – Finance & Technology
Mr. J. Gordon, Manager – Administrative Services
Mr. S. Ono, Manager – Engineering Services
Ms. S. Dale, Confidential Council Clerk

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

Councillor MACKAY-DUNN arrived at this point in the proceedings.

5. DELEGATIONS

5.1. Royal Canadian Legion Branch #114 Lynn Valley Re: Presentation of First Poppy

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

1. ADOPTION OF THE AGENDA

1.1. October 29, 2018 Regular Meeting Agenda

MOVED by Councillor MURI
SECONDED by Councillor BOND

THAT the agenda for the October 29, 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.

CARRIED

2. PUBLIC INPUT

2.1. Ms. Juana Hanlon, 700 Block Forsman Avenue:

- Spoke regarding expropriation of her family home on Forsman Avenue;
- Commented that finding suitable alternative accommodation is difficult; and,
- Urged Council to permit her to retain a portion of the lot.

2.2. Ms. Jessica Fan, 2000 Block McLallen Court:

- Spoke to the rapid development in the Belle Isle neighbourhood;
- Expressed concern regarding traffic and safety issues;
- Requested the developer submit a traffic management plan; and,
- Urged staff to appoint a contact person from the District to follow up and maintain communication with local residents.

2.3. Mr. Po Lee, 1900 Block Sandown Place:

- Stated that his home will be the most negatively impacted with the development at 1944 & 1976 Fullerton Avenue, 1963-1985 Sandown Place and 2028-2067 Glenaire Drive; and,
- Expressed concern with privacy issues.

2.4. Ms. Monika Kodete, 4100 Block Grace Crescent:

- Spoke to item 9.3 regarding 3635 Sunnycrest Drive – Options for Heritage Conservation;
- Advised that delaying construction of the proposed new single-family house would negatively impact caring for her elderly mother; and,
- Urged Council to not delay this project.

2.5. Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Thanked Mayor Walton and Councillors for their service on Council.

2.6. Ms. Jennifer Clay, 700 Block East 8th Street:

- Spoke to item 9.3 regarding 3635 Sunnycrest Drive – Options for Heritage Conservation;
- Opined that the Watts Residence has significant heritage value;
- Urged Council to issue a sixty day temporary protection order to explore options for heritage conservation; and,
- Thanked Mayor Walton and Councillors for their service on Council.

2.7. Mr. Hazen Colbert, 1100 Block East 27th Street:

- Expressed concern regarding the absence of a transportation plan in the District;
- Commented on the transparency of Closed Council meetings; and,
- Thanked Council for including the non-binding assent voting question regarding affordable housing on the ballot.

2.8. Ms. Val Moller, 2000 Block Fullerton Avenue:

- Spoke to item 9.1 regarding the proposed naming of Lions Lane;
- Opined that Lions Lane may not be an appropriate name as it is surrounded by high rise buildings and suggested Lions Way or Lions Close as alternatives; and,
- Thanked Mayor Walton and Councillors for their service on Council.

2.9. Ms. Babs Perowne, 2000 Block Fullerton Avenue:

- Spoke regarding pedestrian safety in the Lions Gate area;
- Expressed concern that there are no sidewalks in this area;
- Urged staff to remove the overgrown trees; and,
- Thanked Mayor Walton and Councillors for their service on Council.

2.10. Mr. Gerry Brewer, 400 Block West Kings Road:

- Thanked Mayor Walton and Councillors for their service on Council.

3. PROCLAMATIONS

Nil

4. RECOGNITIONS

Nil

6. ADOPTION OF MINUTES

6.1. September 17, 2018 Regular Council Meeting

MOVED by Councillor BOND

SECONDED by Councillor MURI

THAT the minutes of the September 17, 2018 Regular Council meeting are adopted.

CARRIED

6.2. September 24, 2018 Regular Council Meeting

MOVED by Councillor BOND

SECONDED by Councillor MURI

THAT the minutes of the September 24, 2018 Regular Council meeting are adopted.

CARRIED

6.3. September 25, 2018 Regular Council Meeting

MOVED by Councillor BOND

SECONDED by Councillor MURI

THAT the minutes of the September 25, 2018 Regular Council meeting are adopted.

CARRIED

6.4. September 18, 2018 Public Hearing

MOVED by Councillor BOND

SECONDED by Councillor MURI

THAT the minutes of the September 18, 2018 Public Hearing are received.

CARRIED

7. RELEASE OF CLOSED MEETING DECISIONS

Nil

8. COUNCIL WORKSHOP REPORT

Nil

9. REPORTS FROM COUNCIL OR STAFF

9.1. Bylaw 8372: Naming of New Street between Curling Road and Fullerton Avenue in Lions Gate Village Centre

File No. 01.0380.20/074.000

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT "Lions Lane, Street Naming Bylaw 8372, 2018" be referred back to the Place Naming Committee for further consultation with the local community.

CARRIED

9.2. Bylaw 8342: Smoking Regulation Bylaw Amendment

File No. 13.6410.01/000.000

MOVED by Councillor BOND

SECONDED by Councillor HANSON

THAT "Smoking Regulation Bylaw 7792, 2010 Amendment Bylaw 8342, 2018 (Amendment 1)" is ADOPTED.

CARRIED

9.3. 3635 Sunnycrest Drive – Options for Heritage Conservation

File No. 13.6800.70/000.000

MOVED by Councillor BOND

SECONDED by Councillor MURI

THAT the October 25, 2018 joint report of the Community Planner and Senior Community Planner entitled 3635 Sunnycrest Drive – Options for Heritage Conservation be received for information;

AND THAT Council direct staff to place a temporary protection order of 60 days on 3635 Sunnycrest Drive (Watts Residence) in accordance with s. 606 of the *Local Government Act*.

CARRIED

10. REPORTS

10.1. Mayor

Mayor Walton expressed his appreciation to staff, residents and fellow Council members as well as highlighted past achievements attained during their time on Council.

10.2. Chief Administrative Officer

Nil

10.3. Councillors

- 10.3.1.** Councillor MacKay-Dunn expressed his appreciation to staff, residents and fellow Council members.
- 10.3.2.** Councillor Hanson thanked the Mayor, Council and staff for their service to the community.
- 10.3.3.** Councillor Bond thanked Mayor Walton and Councillor MacKay-Dunn for their wisdom and guidance.
- 10.3.4.** Councillor Muri thanked Mayor Walton and Councillor MacKay-Dunn for their service on Council and expressed her best wishes in their future endeavours.

10.4. Metro Vancouver Committee Appointees

10.4.1. Aboriginal Relations Committee – Councillor Hanson

Nil

10.4.2. Housing Committee – Councillor MacKay-Dunn

Nil

10.4.3. Regional Parks Committee – Councillor Muri

Nil

10.4.4. Utilities Committee – Councillor Hicks

Nil

10.4.5. Zero Waste Committee – Councillor Bassam

Nil

10.4.6. Mayors Council – TransLink – Mayor Walton

Nil

11. ANY OTHER BUSINESS

Nil

12. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Councillor MACKAY-DUNN

THAT the October 29, 2018 Regular Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(8:13 pm)

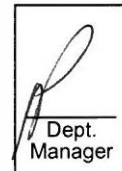
Mayor

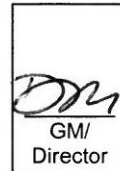
Municipal Clerk

REPORTS

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AGENDA INFORMATION	
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<input type="checkbox"/> Other:	Date: _____


Dept.
Manager


GM/
Director


CAO

The District of North Vancouver REPORT TO COUNCIL

November 13, 2018
File: 08.3060.20/042.18

AUTHOR: Kevin Zhang, Development Planner

SUBJECT: Bylaws 8344, 8345 and 8356: OCP Amendment and Rezoning for 600 West Queens Road

RECOMMENDATION:

THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8344, 2018 (Amendment 36)" is given SECOND and THIRD Readings;

AND THAT "District of North Vancouver Rezoning Bylaw 1380 (Bylaw 8345)" is given SECOND and THIRD Readings;

AND THAT "600 West Queens Road Non-Market Rental Housing and Seniors Respite Care Facility Development Cost Charge Waiver Bylaw 8356, 2018" is given SECOND and THIRD Readings.

REASON FOR REPORT:

Bylaws 8344, 8345 and 8356 received First Reading on June 25, 2018. A Public Hearing for Bylaws 8344 and 8345 was held on September 11, 2018 and closed on October 11, 2018.

Bylaw 8344, 8345 and 8356 are now ready to be considered for Second and Third Readings by Council.

BACKGROUND:

A detailed rezoning application by Catalyst Community Developments Society was received on May 17, 2018. During the subsequent Public Information Meeting and two Public Hearing sessions, there was general support expressed for both the seniors respite care and for the affordable rental housing. Concerns were raised related to the overall height of the building and other matters noted in the Public Hearing minutes. In response, the applicant has reduced the building by two stories on the western end (see attachments A, B, and C). This change can be secured through the ground lease with the applicant.

**SUBJECT: Bylaws 8344, 8345 and 8356: OCP Amendment and Rezoning for 600
West Queens Road**

November 13, 2018

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Options for Council include: give the bylaws Second and Third Readings, give the bylaws no further Readings, or open a new Public Hearing which will give the new Council the opportunity to ask their questions to Staff and the applicant.

OPTIONS:

1. Give the bylaws Second and Third Readings;
2. If Council desires additional input, refer the bylaws to a new Public Hearing; or
3. Give no further Readings to the bylaws and abandon the bylaws at First Reading.

Respectfully submitted,



Kevin Zhang
Development Planner

Attachments

- A. Frequently Asked Questions, published September 14, 2018
- B. Questions Arising from the Public Hearing, published October 11, 2018
- C. Updated Architectural Drawings
- D. Public Hearing Minutes
- E. Bylaw 8344
- F. Bylaw 8345
- G. Bylaw 8356
- H. Staff Report dated June 15, 2018

REVIEWED WITH:				
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:
<input checked="" type="checkbox"/> Development Planning		<input type="checkbox"/> Communications	_____	
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____	
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____	

FREQUENTLY ASKED QUESTIONS - 600 WEST QUEENS ROAD

This document provides answers to common questions received regarding the proposed OCP Amendment and Rezoning Bylaws for the development at 600 West Queens Road (former Delbrook Community Centre, PLN2018-00042).

1. Building size and location

- The proposed building size and location results from combining two uses (non-market rental housing and seniors respite care) in the interest of maximizing the remaining park land. Should these uses be separated into two buildings, portions of the future park land would be compromised.
- Combining the two uses into one building also creates economies of scale benefits (one parkade, one construction process, shared utilities etc) that reduce the cost of both the non-market housing and the seniors' care facilities.
- BC Housing has indicated a sufficient number of units are needed for optimal management and use of resources to meet funding objectives.
- Both the uses, along with park use and childcare, were envisioned through the Delbrook Deliberative Dialogue public consultation process.
- The building location and height mitigates the impacts to the tennis courts. The upper floors are also set back to mitigate impacts to the east and west neighbours.

2. Building height relative to adjacent neighbours to the west

- The zoning bylaw sets the overall parameters for zoning on the site but does not set the architectural form and character development permit (DP) parameters. Since zoning introduction, the building has been modified to reduce the western end to 3 stories above the parkade / residential lobby level. The parkade and residential lobby are fully out of the ground at the south-west corner due to the lot slope. This is a similar condition for the apartment building located at 678 W. Queens Rd.

- The red highlighted area in the illustration below shows the approximate portion of the building removed since the first submission.



3. Building distance from neighbouring property lines

- Since introduction of bylaws, top 2 storeys on the west side have been further set back. The distance from the neighbouring property lines are as follows:

Level	Distance from west neighbour property line	Distance from east neighbour property line
Parkade to Level 3	~21ft (6.4m)	~80ft (24.4m)
Level 4 and 5	~51ft (17.3m) to 44ft (12.4m)	~80ft (24.4m)

- The illustration below shows the distance between neighbouring property lines.



4. Revised Drawings

- The revised drawings have been included in the public hearing package available online <http://app.dnv.org/OpenDocument/Default.aspx?docNum=3704566> (see Architectural Plans (second submission)) and at the Clerk's Department at District Hall. You can contact the planner Kevin Zhang (zhangk@dnv.org) if you'd like him to review the changes with you.

5. Parks Planning Process

- The draft 2019 budget includes a request to develop a conceptual park plan based upon the preliminary public feedback through the Delbrook Deliberative Dialogue process. If funding is approved, a consultant would be engaged in the spring, and the project would continue through 2019. The conceptual park planning process will include public consultation.
- Following Council approval of the park plan, capital budgets will be developed for the park improvements.

6. Tennis Courts

- The existing tennis courts will remain operational for the foreseeable future. The location of the proposed building accommodates the tennis courts. Future decisions regarding the tennis courts will be arrived at through the parks planning process.

7. DNV Financial Contribution

- The District's waived fees associated with this project is estimated at \$3.3 million dollars (including permit fees, DCCs, forgone CACs and off-site improvements).

8. Tenant Eligibility

- The affordability of the units are secured by the District through a property lease. The rental tenancies will be managed by Catalyst. Anyone who applies to live in the building will be required to meet the income eligibility requirements. Annual tenant eligibility review will be conducted by Catalyst.

9. Change in Eligibility

- For those tenants that are fortunate enough to have gained increases in their annual incomes, the Catalyst team will work with them to find appropriate housing. Catalyst typically provides up to one year for this transition for their tenants as the increases in income may be temporary,

or finding other housing, even with increases in annual incomes, may be challenging. Catalyst would take into consideration circumstance such as a tenant getting a contract or commission that was unexpected and is not anticipated to form part of the tenant's anticipated regular income.

- Catalyst's first choice would be to find alternative housing within the tenant's income range (and at the development if, for example, the tenant now qualifies for a one bedroom rather than a studio). Following that first year of higher than usual income, and assuming they are not able to find another unit, the tenant would be given extended notice as described above.

10. Planning Process and Timing

- The Delbrook Deliberative Dialogue planning process occurred in 2015-2016. Catalyst Community Developments Society (applicant and operator) submitted the application May 17, 2018 and held a Public Information Meeting on May 30, 2018.
- The public hearing scheduled for September 18th, 2018 is for the OCP Amendment and Rezoning bylaws. The zoning bylaw establishes the use, density, setbacks and other general parameters for the site.
- Should the OCP Amendment and Rezoning bylaws be adopted by Council, a Development Permit application will be submitted. At the Development Permit application stage, details such as the design of the building, servicing, construction traffic management will be reviewed further.

11. Construction Management Plan

- As per standard practice, a Construction Management Plan will be required to be submitted and approved as part of a Development Permit Application and Engineering Service Agreement.

12. Unit Mix

- The proposal is targeted towards residents who want to continue to live and work in the District, but face a shortage of affordable, suitable housing. The unit types and variety are intended to accommodate a range of seniors, singles, couples, and families who work in our local businesses, service organizations, and the customer service industry and who want to live close to where they work. There are 16 studios, 42 one-bedrooms, 14 two-bedrooms, and 8 three-bedrooms. The units are also geared to the "missing middle", young families who are having their first child and would like to remain renting in the District as well as to seniors.

The housing needs of the above groups have been determined to be primarily studios, one bedrooms, and some two bedroom units.

13. Parking

- The proposal includes a total of 84 parking spots (61 residential, 9 visitor, 2 surface, and 12 Care BC staff spaces). The parking rate of 0.88 spaces/unit is based on a transportation engineering report prepared by Bunt and Associates citing the observed parking demands at existing non-market rental developments on the North Shore. The report further suggests Transportation Demand Management strategies such as exploring car-share opportunities and increasing cycling infrastructure. The site is also on a future Frequent Transit Network (Queens). The report is available at <http://app.dnv.org/OpenDocument/Default.aspx?docNum=3704566> (see parking variance memorandum)
- The proposal includes secured bike storage at rates of one space per studio and one-bed units and two spaces per two-bed and three-bed units. This results in a total of 106 residential bike parking (85 residential and 21 for residential visitors and staff).

14. Workforce Housing

- The term “workforce housing” emerged from Catalyst as a means of putting a name to the demographics of some likely future residents. Many people who work in the District of North Vancouver cannot afford to live here, resulting in longer commute times, which contribute to traffic congestion. While this development is not required to be occupied by workers, it is acknowledged that many people who work in our local businesses, service organizations, and the customer service industry cannot afford housing in the community.

15. Affordability Framework

- The affordability framework that Catalyst will commit to from occupancy of the project is as follow:
 - 100% of the units will be affordable to households earning at or below the area median income (for the District of North Vancouver), paying no more than 30% of gross annual household income on rent;
 - 25% of all units will rent at Housing Income Limits (HILs) as specified by BC Housing annually;

- Tenant eligibility is determined by checking that household income is at or below the corresponding maximum household incomes;
 - All units in the development are at least 10% below market rents; and
 - The development as a whole will achieve at least 20% below market rents.
- Catalyst is also pursuing external grants with BC Housing, CMHC, and other organizations. Should these capital grant applications be successful, deeper levels of affordability may be achieved.

**QUESTIONS ARISING FROM THE PUBLIC HEARING
FOR PROPOSED REZONING OF 600 WEST QUEENS ROAD**

The following are questions arising from the September 18th Public Hearing that have been referred to Catalyst and Care BC. Responses are presented below.

A) Project Financing

- 1) What is the financial model for this project?
 - a) The applicant has provided the following:
 - i) The land is being contributed by DNV through a 60 year land lease at nominal value.
 - ii) The costs for the project (including design, permitting, financing, and construction) are estimated to be \$29.8M, with rental housing portion costing \$22.4M and the seniors respite care centre costing \$7.4M.
 - iii) The rental housing portion will be funded by Catalyst through equity of \$2.4M and a mortgage of \$20.0M.
 - iv) The seniors care portion will be funded by Care BC through raised funds and/or a mortgage.
 - v) Once completed, the rents from leases cover the building's operating costs (including capital reserves), and mortgage payments.
 - vi) The lender requires a cash flow buffer (i.e. an amount by which net rents exceed the mortgage payments), this is currently estimated at \$120,000 per year.
 - vii) If grant funding is secured (e.g. BC Housing, CMHC), then these funds would be used to reduce the mortgage amount and rents would be decreased in proportion to the reduction in mortgage payments.
- 2) How much more expensive would it be to build an additional 50 parking stalls?
 - a) Based on current cost estimates, the 50 extra parking stalls would cost approximately \$2.75M, which translates to \$55,000 per parking stall.
- 3) Would a three storey project be financially viable?
 - a) No. If the housing component is reduced by two floors (eliminating 40 rental homes), it would reduce the rental income of the housing by approximately half. Rents of the remaining units would need to be increase by approximately \$688 per unit per month in order to cover operation and mortgage payments. This would eliminate the affordability component.
 - b) Reducing the number of units by half does not reduce projects costs by half because there are some component costs that stay much the same, such as

the roof, the outdoor spaces, the underground parking, the slab, as well as the costs for permitting, consulting, etc.

- c) Theoretically, if height is reduced to 3 stories without reducing the number of units, the building would need to use additional land because it would have a larger footprint with impacts to the park. Catalyst has indicated that this is likely not financially viable due to the costs and delays associated with a complete redesign. Delays in the timeline may also impact VCH's funding for the respite care centre.
- 4) Would a three storey project attract grant funding from senior levels of government?
 - a) This is undetermined. Senior government funders seek to maximize the value for their investments. Both the capital and operating costs/unit decrease as the number of units approaches 80 on this site. The provision of 40 vs 80 homes would be viewed as having relatively low benefit compared to cost, and thereby would be less attractive to government funders.
 - b) Also, any grant amount would be reduced on a proportionate basis.
- 5) How much are construction costs increasing on a monthly basis?
 - a) Local construction index (Vanmar) suggests a cost escalation contingency for 2018 of 5-7%. With project hard costs of approximately \$25 million, this means that over a year, the costs would increase to \$26.75M via cost escalation alone. This is approximately \$145,000 per month.
- 6) How do increases in construction costs impact the rents for the potential residents?
 - a) There is contingency built into the financials to allow for estimated cost increases between now and start of construction.
 - b) The project may be able to absorb some delays if additional equity is secured and additional grant monies are awarded.
 - c) Every month that goes by, the project costs increase by about \$145,000, making it more challenging to deliver below market rents.
 - d) A delay of six months adds about \$870,000 to the project, which translates to rent increases of \$565 per unit, per year.

B) Adult Day Care & Overnight Seniors Respite Care

- 1) What are the demands for overnight respite care on the North Shore?
 - a) Care BC estimates the demand for overnight respite care on the North Shore to be approximately 4,500 seniors.
 - b) The demand estimates are based on the population of North Shore seniors aged 65 years and older who are being looked after by caregivers who require a break from their 24/7 responsibilities.

- 2) How many overnight respite beds and adult day care centre spaces are currently available on the North Shore?
 - a) There are seven overnight beds and 50 adult day care spaces in total located in North and West Vancouver.
- 3) How many overnight beds are included in the proposed respite care centre?
 - a) This proposal includes 18 overnight beds.
- 4) What are the costs of adult day care and overnight respite services?
 - a) Currently the cost per day for adult day care is \$10.
 - b) The cost for overnight care is \$37.10. The overnight rate is reviewed annually and established by the provincial government.
- 5) Will this care centre only cater to dementia patients? Will this care centre also cater to patients with autism?
 - a) This care centre will not only cater to seniors with dementia; it will also cater to clients with other chronic illnesses.
- 6) How many residents can be accommodated at the respite care centre during the day?
 - a) It is anticipated there will be 20 - 22 adult day clients in addition to the 18 overnight clients attending the adult day program on weekdays (approximately 40 total).

C) Non-Market Rental

- 1) How are residents selected for the non-market rental units?
 - a) Interested parties make an application to Catalyst providing details of current income. Catalyst then processes applicants that qualify by income and undertakes income verification and reference checks. Applicant households also need to be within minimum and maximum occupancy levels to avoid overcrowding, or over-housing (e.g. a single person occupying a two bedroom home). At this point, if the housing is over subscribed, applications are prioritized based on when the application was made.
- 2) How will provincially published maximum allowable rent increases be addressed?
 - a) The projected rent increases over time are at or below the current provincially mandated maximums. Catalyst endeavours to minimize annual rent increases. By way of example, at Madrona, Catalyst's project in Victoria, rent increases for 2019 are fixed at 1%.

- 3) What are the proposed rents/maximum incomes allowed in the building?

	Studio	1 bedroom	2 bedroom	3 bedroom
Monthly Rent Range. The lower amount shown here is HILs* rate.	\$1,000 to \$1,260	\$1,125 to \$1,680	\$1,388 to \$2,100	\$1,663 to \$2,550
Range of annual household income to qualify	\$40,000 to \$50,400	\$45,000 to \$67,200	\$55,500 to \$84,000	\$66,520 to \$102,000

Table 1: Proposed Rents and Qualifying Incomes

*HILs: Housing Income Limits (HILs) are rents set by BC Housing derived from CMHC rental figures. HILs stipulates that not more than 30% of annual household income (see second row of the table) is spent on rent.

- 4) Explain the process for tenants who earn more than the eligibility criteria.
- Catalyst will work with all tenants with changing needs and financial situations. The ultimate goal is to find suitable housing within the building, within other Catalyst projects, or elsewhere.
 - Annual income-testing for all tenants will be conducted by Catalyst.
 - For those whose annual incomes have consistently increased beyond the permitted maximum for their home type, the Catalyst team will work with them to find other housing, more appropriate to their income, including potentially alternative housing within the project (e.g. someone moving from a studio to a one bedroom).
 - Catalyst's policy is to provide a one-year grace period as often tenant incomes vary significantly from year to year. If a tenant has income for two consecutive years greater than the permitted levels for all units within the building, they will be given four months notice, in accordance with RTA regulations.
- 5) Can Catalyst implement a locals targeting strategy?
- Yes, the marketing and advertising for tenants is very locally focussed. Most applicants hear about the project from site signage, local word of mouth and referrals from local community organizations. Catalyst's experience has been that the vast majority of applicants for these types of developments already live in the community.
- 6) How is this proposed development suitable for families given the share of studio and one-bed apartments?
- Families vary in size and economic situation.
 - Based on CMHC data, there are 1,470 single or two parent families in DNV paying more than 30% of their income in rent (i.e. core need housing).

- c) There are also 1200 seniors households (singles and couples) and 1800 single and two person households.
 - d) While there is a need for affordable housing for large families, there is also a significant need from other family types in the District, in particular seniors on a fixed income. The project contains a mix of housing that meets all these needs including 22 homes suitable for larger families with children.
- 7) Further explanation of the affordability model required.
- a) The affordability of this project increases with time (translating into lower monthly rents), as the construction loan and other financing is paid off.
 - b) At initial occupancy of the building (assuming no grant funding) average rents across the building as a whole will be a minimum of 20% below market, with each unit being a minimum of 10% below market. All homes will be affordable to people at or below the Area Median (DNV) Income (with rents based on max 30% of income).
 - c) At the outset a minimum of 25% of homes will be rented at rents based on HILs (30% of household income allocated to housing is the 'Housing Income Limit' or HILs rate). See Table 1.
 - d) Over time, as the mortgage is paid down and if the project receives grant funding, the intent is that all units will offer lower rents based on HILs, see Table 1.
- 8) How does the median income of the District/Metro Region factor into the rent calculations?
- a) All of the units will be affordable to households earning at or below the Area Median Income (for DNV), which is \$103,981. The highest proposed rents (3-bedroom units) are \$2,550/month which is less than 30% of the monthly median income. Most units will be rented for less, see Table 1.
- 9) How would additional parking affect the affordability of rental units?
- a) If 50 parking stalls are added this would increase overall project cost by \$2.75M, which would equate to an average rent increase of \$164 per unit per month.
- 10) What is 'workforce housing' and is this building restricted to workforce housing?
- a) Workforce rental housing is a term typically used to describe housing that is targeted towards people who are working (excluding non-working seniors) as opposed to people who are solely on social assistance. While this building is not restricted to working people, the rents and resulting incomes would typically mean that people are working.

D) Building and Site Design

1) How many stories is the building?

- a) The building ranges from 3-5 storeys over a partially exposed parkade and lobby on the west end (same configuration as the adjacent apartment building), and over a fully underground parkade on the east end. See image below.



Rendering along West Queens Road

2) What are the changes to the building since first submission?

- a) Three major changes were made in response to the comments from the public and the Advisory Design Panel.
 - i) The west end of the building was lowered by two storeys to better relate to the adjacent building. Also the 4th and 5th floor at this corner were pushed back from West Queens Road.
 - ii) The lobby was enlarged and wraps around the ground floor to create a friendlier ground level environment and residential entry. This helps to reduce the amount of visible concrete wall from the parkade, which is exposed at this corner of the building.
 - iii) The stepping on the west-side of the building impacted the rental housing program. The upper floor residential units were relocated to the northeast corner facing Stanley Avenue.

3) Why was the eastern end of the building also not lowered?

- a) The 4th and 5th floors on the east end already benefit from a large setback from the property line and Stanley Avenue.
- b) Lowering the building on the east end would also reduce the number of units, rental affordability, and financial feasibility (see section A: Project Financing).

4) Why is the open space on the north side of the building?

- a) The open space on the north side creates a more private outdoor space for the residents and users of the respite care facility. The building provides a visual and acoustic separation from the noise and traffic along Queens Road.
- b) The respite program requires the outdoor space to be secured due to the nature and sensitivity of the types of seniors in care, such as those with dementia.

- c) In addition, if the open space were to be swapped with the building, the building would then shadow the tennis courts. In its current location, shadowing is not an issue.
- 5) Why was the parking lot chosen as the location for the building instead of somewhere else on the site?
- a) The parking lot was chosen as a location for the following reasons:
 - i) It is the lowest point on the site, thereby mitigating the impact of height and minimising the amount of exposed parkade;
 - ii) It has access to both West Queens Road and Stanley Avenue, key for accommodating both residential and seniors' care uses.
 - iii) Having the parkade entrance from Queens reduces the need for parking ramps, which reduces the total construction costs, which directly affects the monthly rental cost by unit; and
 - iv) It does not impact current uses on the site including the North Buildings, Little Rascals Daycare, existing green space, and the tennis courts.
- 6) How much taller would the building have to be if the entrance to the parkade is on Stanley Avenue?
- a) Having the parkade entrance on Stanley Avenue would have significant impacts to the overall project program.
 - i) The grade along Stanley Avenue is at the highest topographical point for the project site. If the parkade entrance were on the Stanley Avenue side of the building, the parkade would need to be raised and would look like two storeys at the lowest south-west corner of the site. This would create a less desirable ground/pedestrian sidewalk relationship.
 - ii) Also a parkade ramp length of over 200 ft would be required to meet the current parking level and would eliminate 1/4 of the current parking spaces. (Note, the site slopes from the north-east corner to south-west corner by 23 ft or 7m).
 - iii) The current location of the respite drop-off area provides a safe and level drop off zone, with direct access to the respite care facility, away from the busier West Queens Road. Putting a parking ramp adjacent to the respite drop-off area creates traffic congestion and conflicts with the respite program for daily drop-off/pickup, deliveries, Handi-Dart vehicle parking, and loading areas.
- 7) Are there 80 or 82 units proposed?
- a) There are 80 units proposed. There are 16 studios, 42 one-bedrooms, 14 two-bedrooms, and 8 three-bedrooms.
- 8) How tall is the building relative to the trees to the west?
- a) The tops of the existing trees to the west are currently approximately half a storey above the west end of the building (see previous illustration).

E) Traffic and Parking

- 1) Why is parking reduced?
 - a) Affordable rental projects require less parking. In affordable rental housing projects, typically not every resident will own a vehicle. There are more trips taken by transit and car share.
 - b) A number of municipalities are working on affordable rental housing sections to their parking bylaws to address this. The Bunt Engineering report includes information on similar affordable housing projects which show a lower parking demand.
- 2) How is the reduced parking calculated?
 - a) A literature review of parking rates for three comparable non-market rental developments on the North Shore were used. For the three sites studied, an observed parking supply rate was collected along with an observed parking demand. This resulted in a weighted average demand of 0.85 stall per unit.
 - b) Another parking reduction was in regards to the visitor parking rate. DNV requires 0.25 stalls per unit for visitors, however, the Metro Vancouver Apartment Parking Study has results hovering under 0.10 visitor stalls per unit. Hence, a visitor supply of 0.10 stalls per unit is more applicable.
 - c) Utilizing both the reduced visitor rate and parking demand, a lower parking rate was proposed.
- 3) How are Bunt's comparisons applicable to this proposed development?
 - a) The comparisons that were used for the purpose of this project are based on non-market rental developments on the North Shore. These units are comparable to the proposed development. The developments include the following:
 - i) St. Andrews Place (North Shore Housing Society): affordable rental housing by the Kiwanis North Shore Housing Society; they develop homes to serve seniors in need of below market housing.
 - ii) Klahanee Park Lodge (North Shore Disability Resource Centre): senior housing for aged 55 and older, families, person with disabilities and couples; subsidized housing (rent geared to income).
 - iii) Creekside Coop: co-operative affordable housing.
- 4) Why is access from West Queens Road and not Stanley Avenue?
 - a) See previous response (D6).

F) Process

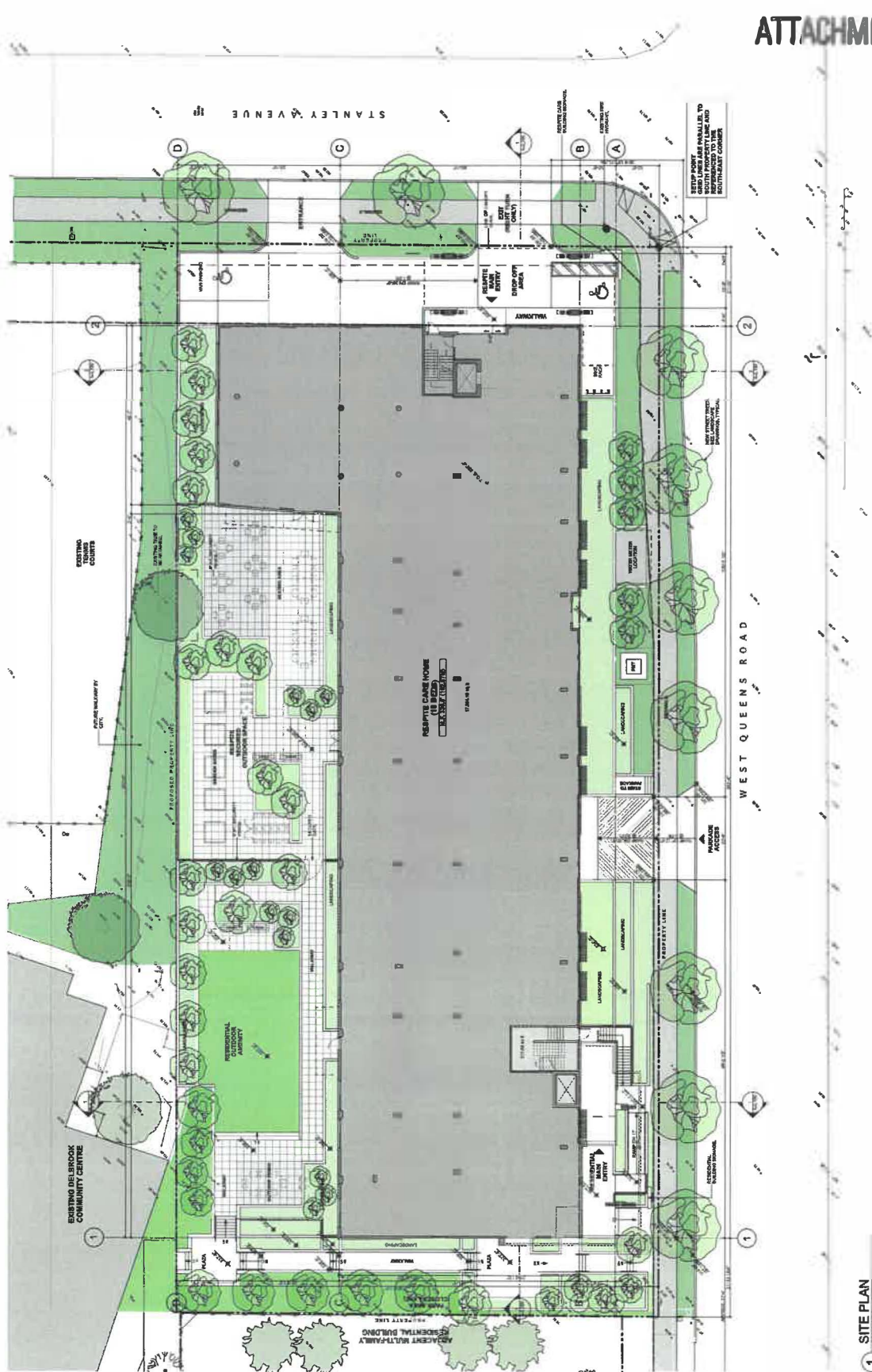
- 1) What document was sent on Friday, September 14th?
 - a) The Frequently Asked Question sheet was distributed to the public, Council, and made available in the public hearing binder. It can be found on page 42 here: <http://app.dnv.org/OpenDocument/Default.aspx?docNum=3704566>
- 2) Has the planning process for the proposed development been rushed?
 - a) No, the land use consultation was wide-ranging and spanned several years before the rezoning process began. As a result, the process provided clear direction from the public.
 - b) The timeline is as follows:
 - i) In September 2015 the land use planning process began with the Delbrook Deliberative Dialogue public consultation, which provided residents and stakeholders from across the District with multiple in-depth opportunities to participate in discussing possibilities, and providing ideas and opinions regarding possible future uses for the site.
 - ii) By the fall of 2016 the public input report was finalized and provided to council indicating that there was highest public support for affordable housing, parks, and seniors and child care, as future uses for the site.
 - iii) In 2017 Council chose Catalyst to create the housing development proposal for the project through a formal Request for Expressions of Interest process.
 - iv) In January 2018 Council signed an Agreement to Lease with Catalyst to deliver an affordable rental and seniors care project on the site.
 - v) In March 2018 the detailed rezoning application was submitted.
 - c) The overall timeline of this project is longer than average due to the extensive land use planning work.
 - d) Public engagement opportunities regarding the rezoning proposal were provided according to District policies and the Local Government Act.
- 3) Why can't you build the park first?
 - a) Council has identified affordable housing as a priority through the adoption of the Rental and Affordable Housing Strategy.
 - b) While the planning work for the subject development and the park inform each other, the two timelines are dictated by the availability of funding.
 - c) The 2019 budget includes a request to develop a conceptual park plan based upon the preliminary public feedback from the Delbrook Deliberative Dialogue process. A consultant will be engaged, and the project will continue through 2019.
 - d) The conceptual park planning process will include public consultation.
 - e) Following Council approval of the park plan, capital budgets will be developed for the park improvements.

- 4) Can the District rezone the remainder of the Delbrook site from Public Assembly (PA) to Park, Recreation, and Open Space (PRO)?
 - a) That decision will be at the discretion of Council.
- 5) Where is childcare proposed to be located in the future Delbrook Plan?
 - a) The location of a child care will be determined by the future park planning process with input from the community and stakeholders.
- 6) Please clarify Advisory Design Panel input and process.
 - a) Advisory Design Panel review is required as part of a Detailed Development Permit application. The Panel reviews applications for their adherence to Form and Character Guidelines.
 - b) In this case, Catalyst has voluntarily attended ADP at the earlier Rezoning stage in order to address design issues as early as possible.
 - c) Should the application advance to the Development Permit stage, the design will return to the ADP once again for further analysis.



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ARCHITECTURE INC.

DESIGNED BY: INTEGRITY ARCHITECTURE INC.
ARCHITECT: INTEGRITY ARCHITECTURE INC.
DATE: 2018-06-28
PROJECT: DELBROOK RESPIRE CARE HOME & NON-MARKET HOUSING
SHEET: 1 OF 1



1 SITE PLAN

ATTACHMENT C

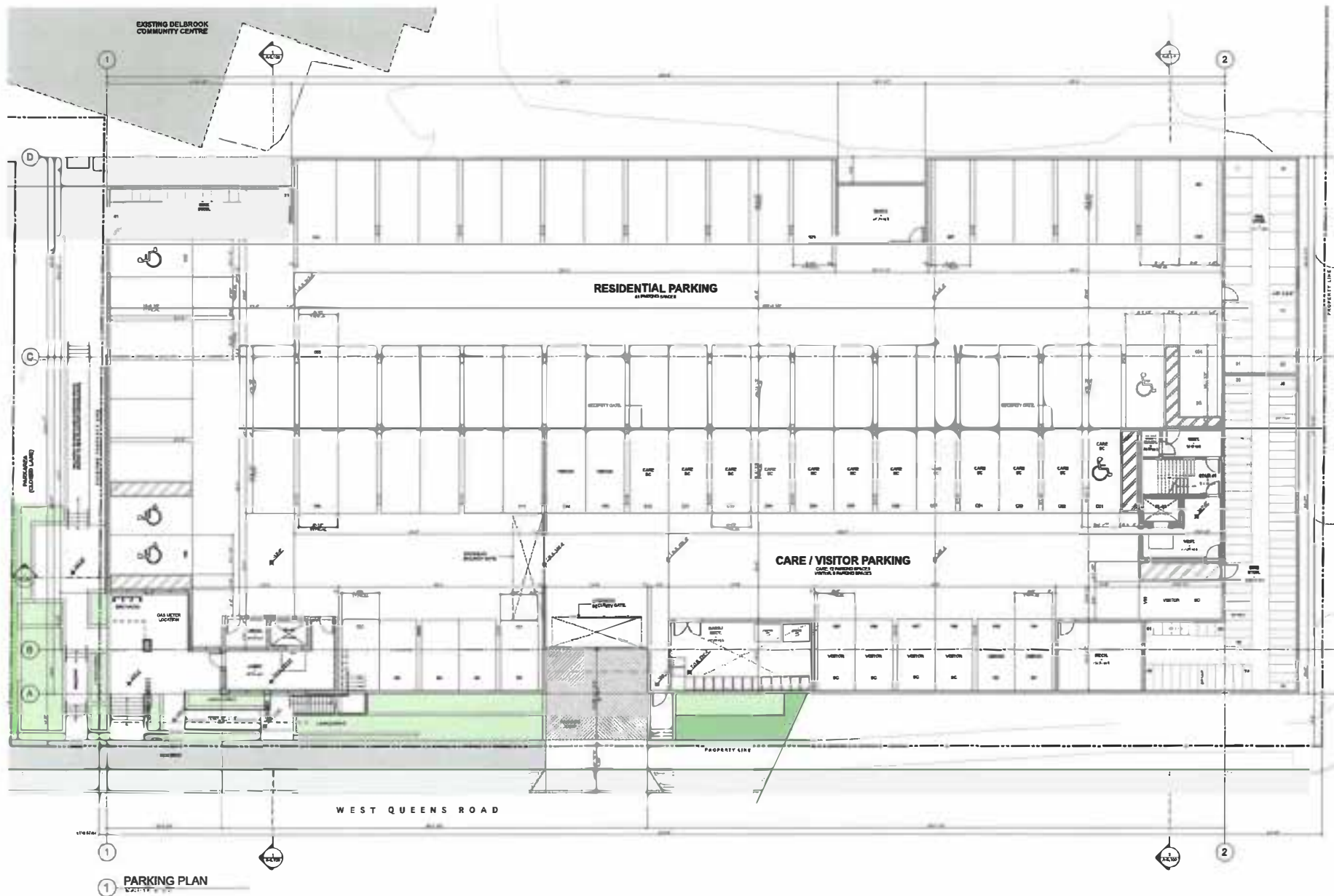
CLIENT: CATALYST COMMUNITY DEVELOPMENTS SOCIETY / CARE BC

PROJECT: DELBROOK RESPIRE CARE HOME & NON-MARKET HOUSING
LOCATION: NORTH VANCOUVER, BC

SITE PLAN

DATE: 2018-06-28	SCALE: 1/8" = 1'-0"	DATE: 2018-06-28
PROJECT: DELBROOK RESPIRE CARE HOME & NON-MARKET HOUSING	SCALE: 1/8" = 1'-0"	DATE: 2018-06-28
PROJECT: DELBROOK RESPIRE CARE HOME & NON-MARKET HOUSING	SCALE: 1/8" = 1'-0"	DATE: 2018-06-28
PROJECT: DELBROOK RESPIRE CARE HOME & NON-MARKET HOUSING	SCALE: 1/8" = 1'-0"	DATE: 2018-06-28
PROJECT: DELBROOK RESPIRE CARE HOME & NON-MARKET HOUSING	SCALE: 1/8" = 1'-0"	DATE: 2018-06-28

A-1.000



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AND WORK. WE ARE ARCHITECTS. CHANGING.



1/16/2018

CATALYST COMMUNITY
DEVELOPMENTS SOCIETY
/ CARE BC

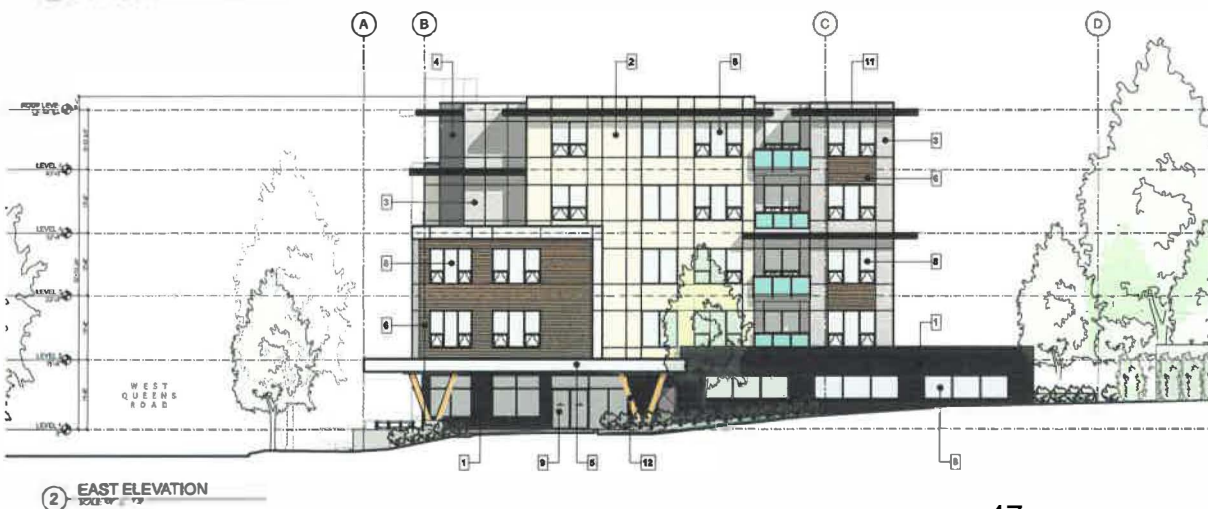
**DELBROOK RESPITE
CARE HOME & NON-
MARKET HOUSING**
400 WEST QUEENS ROAD
NORTH VANCOUVER, BC

**PARKING LEVEL
PLAN**

DATE: 1/16/2018
1/8" = 1'-0"
PLAN BY: JMM
CHECKED BY: JMM

A-2.000

MATERIAL AND COLOUR LEGEND									
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CATALYST COMMUNITY
DEVELOPMENT SOCIETY
/ CARE BC

**DELBROOK RESPITE
CARE HOME & NON-
MARKET HOUSING**
808 WEST OLIVER ROAD
NORTH VANCOUVER, BC

STREET ELEVATIONS

June 28, 2018	2018
Account for ADP	2018

A-4.300
(20-41720-5)









**DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING**

**600 West Queens Road
Five-Storey Unit 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, September 18, 2018 commencing at 7:00 p.m.

Present: Mayor R. Walton
Councillor M. Bond
Councillor R. Hicks
Councillor D. MacKay-Dunn
Councillor L. Muri

Absent: Councillor R. Bassam
Councillor J. Hanson

Staff: Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. T. Lancaster, Manager – Community Planning
Ms. L. Brick, Deputy Municipal Clerk
Ms. S. Dale, Confidential Council Clerk
Ms. A. Mauboules, Senior Community Planner
Mr. K. Zhang, Development Planner

**District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment
Bylaw 8344, 2018 (Amendment 36)**

Purpose of Bylaw:

Bylaw 8344 proposes to amend the OCP land use designation of the subject site from Institutional (INST) to Residential Level 6: Medium Density Apartment (RES6).

District of North Vancouver Rezoning Bylaw 1380 (Bylaw 8345)

Purpose of Bylaw:

Bylaw 8345 proposes to amend the District's Zoning Bylaw by rezoning the subject site from Public Assembly (PA) to Comprehensive Development Zone 124 (CD124). The CD124 Zone addresses use and accessory use, density, height, setbacks, building and site coverage, landscaping and storm water management and parking, loading and servicing regulations.

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 bylaws as outlined in the Notice of Public Hearing.

Mayor Richard Walton, stated that:

- 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 will use the established speakers list. At the end of the speakers list, the Chair may call on speakers from the audience;
- 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; Council is here to listen to the public, not to debate the merits of the bylaws;
- 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;
- The binder containing documents and submissions related to the bylaws 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 BYLAWS BY CLERK

Ms. Linda Brick, Deputy Municipal Clerk, introduced the proposed bylaws, stating that 8344 proposes to amend the OCP land use designation of the subject site from Institutional (INST) to Residential Level 6: Medium Density Apartment (RES6). Bylaw 8345 proposes to amend the District's Zoning Bylaw by rezoning the subject site from Public Assembly (PA) to Comprehensive Development Zone 124 (CD124). The CD124 Zone addresses use and accessory use, density, height, setbacks, building and site coverage, landscaping and storm water management and parking, loading and servicing regulations.

3. PRESENTATION BY STAFF

Mr. Kevin Zhang, Development Planner, provided an overview of the proposal elaborating on the introduction by the Deputy Clerk. Mr. Zhang advised that:

- The proposal is for a five-storey, mixed-use building over one level of parkade located on the parking lot site at the former Delbrook Community Centre;
- This building contains eighty non-market rental units to be operated by Catalyst Community Developments Society and a seniors' respite care facility to be operated by Care BC;
- The Advisory Design Panel has reviewed the application in advance of a Development Permit process and since then, the applicant has responded to the comments from the public and the Advisory Design Panel;
- The biggest change is lowering the west end of the building by two storeys, thereby stepping down the building to three storeys on top of an exposed parkade, the same configuration as the neighbouring Queensbrook apartment building to the west;
- This proposal requires the adoption of an OCP amendment to change the site's designation from Institutional to Residential Level 6 and a zoning amendment to rezone the site from Public Assembly to a new Comprehensive Development Zone 124;

- Details regarding the exact design of the building will be resolved later through the Development Permit process;
- The proposed OCP designation permits density of up to 2.5 FSR;
- The site is situated close to the intersection of two arterial roads, Delbrook Avenue and West Queens Road and also has easy access to both Lonsdale Avenue and Highway 1;
- West Queens Road is identified as a Future Frequent Transit Network in Translink's North Shore Area Transit Plan;
- The location is close to Edgemont Village, Westview Shopping Centre and Queensdale Market;
- To the west is the Queensbrook apartment building;
- Directly north is the remainder of the Delbrook site which currently contains the former Delbrook Community Centre buildings and Little Rascals Daycare;
- To the east and south there are existing single-family homes;
- Planning for the northern portion of the site will be led by the Parks Department and also informed by the outcomes of the Delbrook Deliberative Dialogue process;
- The Parks Department requested capital funding in 2019 to initiate a process to develop a conceptual park plan for the park areas based upon the preliminary public feedback through the Delbrook Deliberative Dialogue process. If Parks receives funding approval for 2019, the District would engage a consultant. As part of the process, the District would develop a Communications Plan. The purpose of the conceptual plan is to consult with the public and develop a final conceptual park plan and to obtain a preliminary cost estimate for future park development. Parks would then apply for capital funding in future years for the park development;
- One of the most notable features of the former Delbrook site is its size and slope;
- The overall slopes are down to the south with twelve metres of elevation change and down to the west with a four metre difference. The current proposal is situated at the lowest point of the site;
- As the site sits well outside the environmentally sensitive areas associated with Mission Creek, this proposal is exempt from the requirements of Natural Area, Streamside and Creek Hazard development permits;
- The site is approximately 3400m² (36,600 ft²) and slopes down to the south-west which allows for the underground parking access to be off West Queens Road;
- The seniors' respite care facility will be accessed via an at-grade drop off area from Stanley Avenue;
- The residential access will be at the south west corner of the site which is adjacent to a public path that connects West Queens Road to the outdoor area and the future park lands to the north;
- The estimated peak hour vehicle trips for the apartment portion is approximately one car every two minutes and for the respite care facility one car per six minutes;
- The top four floors include eighty non-market rental units and the total rents across the entire project must not exceed 80% of market rents;
- The ground level is a seniors' respite care facility with twenty-five daycare and eighteen overnight spaces;
- There is a total of eighty-four parking spots (sixty-one residential, nine visitor and twelve Care BC staff spaces and two surface spaces);
- The applicant has proposed secured bike storage at rates of one space for studio and one-bedroom units and two spaces for two-bedroom and three-bedroom units.

This results in a total of 106 residential bike parking and eight bike parking spaces for residential visitors and Care BC staff;

- A public information meeting was held on May 30, 2018 and was attended by approximately sixty-five residents;
- Some community members expressed support based on the District's need for affordable housing and seniors' facilities while others expressed concerns including the height of the building, unit mix, parking and traffic impacts;
- This proposal is also a direct response to the public input from the 2015-2016 Delbrook Deliberative Dialogue process in which residents identified the preferred uses on these lands as parks, childcare, non-market housing and seniors care;
- The proposal advances the Official Community Plan's housing goal of increasing non-market housing and creating age and disability friendly communities;
- The proposal has been evaluated against the Development Permit guidelines for Form and Character and Energy Conservation; and,
- The proposal contributes to the Rental and Affordable Housing Strategy by adding eighty units to the 1000 affordable rental units needed in the District over the next decade.

4. PRESENTATION BY APPLICANT

4.1. Mr. Robert Brown, President – Catalyst Community Developments Society:

- Provided history and context of the proposed project; and,
- Commented regarding the facility, respite centre and non-market rental units which will be 10 – 20 % below market values to increase affordability and retain North Shore residents.

4.2. Ms. Inge Schamborzki, Executive Director – Health Care BC:

- Spoke in support of the proposed development and suggesting it will provide quality of life for residents;
- Spoke to the need for more seniors' care facilities due to the demographics of the area; and,
- Commented on the importance of taking care of senior citizens.

5. REPRESENTATIONS FROM THE PUBLIC

5.1. Mr. Ralph Sultan, 7100 Block Rockland Wynd:

IN FAVOUR

- Spoke to the aging population on the North Shore;
- Spoke in support of the respite facility noting that more centres are needed in British Columbia; and,
- Commented on the importance of taking care of senior citizens.

5.2. Mr. Peter Teevan, 1900 Block Indian River Drive:

COMMENTING

- Spoke in support of affordable housing;
- Expressed concern regarding the proposed height of the building suggesting that it may set a precedent for future developments;
- Requested that the building be capped at three-storeys;
- Expressed concern that the proposal does not include enough parking stalls and may spill out onto the neighbourhood streets; and,
- Expressed concern that there was not enough public consultation.

- 5.3. Mr. Keith McBain, 200 Block East 15th Street: IN FAVOUR**
- Spoke in support of the proposed seniors' respite care facility;
 - Suggested the location is ideal for seniors and will provide quality of life for residents; and,
 - Commented that the proposed development will accommodate the needs of a diverse community with an aging population.
- 5.4. Mr. Keith Reynolds, 600 Block West Windsor Road: COMMENTING**
- Expressed concern that the proposed bylaws will proceed to third reading prior to the municipal election; and,
 - Expressed concern with the planning process for this proposal.
- 5.5. Mr. James Gill, 500 Block West Kings Road: COMMENTING**
- Spoke in support of the proposed seniors' respite care facility and non-market housing;
 - Opined that the proposed height of the building is not appropriate for the area;
 - Recommended that the building height be reduced to three-storeys; and,
 - Noted housing options and opportunities are needed for young families.
- 5.6. Ms. Sharlene Hurst, 600 Block West Windsor Road: COMMENTING**
- Commented that the proposal does not cater to families and noted the close proximity to recreation amenities and schools;
 - Expressed concern with the proposed height of the building; and,
 - Expressed concern that the proposal does not include enough parking stalls and may spill out onto the neighbourhood streets.
- 5.7. Ms. Linda Travers, 600 Block Queens Road: COMMENTING**
- Spoke in support of the proposed seniors' respite care facility;
 - Expressed concern with the height of building;
 - Expressed concern with the shortage of parking stalls; and,
 - Opined that parking access to the proposed building should not be on West Queens Road and may be a significant safety risk.
- 5.8. Mr. Lee Wilks, 500 Block West Kings Road: OPPOSED**
- Spoke to the negative impacts the proposed building may have on the community;
 - Stated that there is too much construction in the Edgemont area;
 - Expressed concern with the height of the proposed building suggesting that it does not fit in with the character of the neighbourhood;
 - Expressed concern with traffic issues;
 - Commented that more family housing is needed; and,
 - Noted that not enough parking stalls are being provided.
- 5.9. Mr. Wing Chow, 600 Block West 29th Street: COMMENTING**
- Questioned what the plan for the rest of the former Delbrook Community Recreation Centre site will look like; and,
 - Expressed concern with the shading of the tennis courts.

- 5.10. Ms. Barb McKinley, 3800 Block Norwood Avenue: OPPOSED**
- Spoke in opposition to the proposed development;
 - Expressed concern with the shading of the tennis court and recreation space;
 - Requested that the building be reduced to three-storeys;
 - Commented that residents of the North Shore are dependent on their cars; and,
 - Noted that the proposal does not include enough parking stalls.
- 5.11. Mr. Stewart Bailey, 500 Block West St. James Road: OPPOSED**
- Spoke in opposition to the proposal;
 - Expressed concern with the proposed height of the building;
 - Expressed concern with regards to the increased traffic congestion; and,
 - Commented that not enough parking stalls are being provided.
- 5.12. Mr. Rene Gourley, 600 Block St. Ives Crescent: COMMENTING**
- Commented that more family-oriented housing is needed;
 - Expressed concern with the proposed height of the building; and,
 - Suggested that this site be rezoned to Parks, Recreation and Open Spaces.
- 5.13. Mr. Barry Forward, 600 Block Montroyal Boulevard: COMMENTING**
- Questioned if this is the right project at the right time for this community;
 - Expressed concern with the height of the proposed building; and,
 - Suggested that this bylaw be considered after the municipal election.
- 5.14. Mr. Barry Fenton, 900 Block Marine Drive: IN FAVOUR**
- Spoke in support of the proposed development;
 - Commented on the need for more non-market rental units;
 - Commented that the proposed development satisfies the vision of the Official Community Plan;
 - Commented that the proposal will provide housing options for people that live and work on the North Shore;
 - Noted the opportunity to retain District-owned land;
 - Spoke to the aging population on the North Shore;
 - Commented that this proposal is in line with the District's Rental and Affordable Housing Strategy;
 - Noted that the parking ratio improves affordability of the units; and,
 - Mentioned that the proposal fulfills the requirements of the Accessible Design Policy for Multifamily Housing.
- 5.15. Mr. Geoff Bodnarek, 1800 Block Lonsdale Avenue: IN FAVOUR**
- Spoke in support of the proposed project;
 - Spoke to the increased need for seniors' care facilities on the North Shore; and,
 - Commented that the proposed development will allow residents to remain in their community.
- 5.16. Ms. Diana Belhouse, 500 Block Granada Crescent: COMMENTING**
- Requested that this site be rezoned to Parks, Recreation and Open Spaces;

- Commented that as densification increases park space will become more important; and,
- Noted that park space would allow a place for people to gather within the community.

5.17. Mr. Bill Lloyd-Jones, 500 Block Granada Crescent: COMMENTING

- Thanked staff for engaging the residents of the community;
- Opined that the proposed development is not aesthetically pleasing and does not fit in with the character of the area;
- Expressed concern that more family-oriented housing is needed; and,
- Spoke to the missing middle being forced to move off the North Shore.

5.18. Ms. Jane Chersak, 3400 Block Calder Avenue: OPPOSED

- Thanked the District for engaging residents of the community;
- Opined that more parkland is needed;
- Spoke in support of the proposed seniors' respite care facility;
- Commented that the former Delbrook Community Recreation Centre site should be planned in its entirety;
- Expressed concern that not enough parking is proposed and will spill into the neighbourhoods;
- Expressed concern with the height of the proposed building noting that it may set a precedence for future development in the area; and,
- Expressed concern with increased traffic.

Council recessed at 8:57 pm and reconvened at 9:09 pm.

5.19. Ms. Diane Bellhouse, 500 Block Granada Crescent: SPEAKING FOR A SECOND TIME

- Stated that there is not enough park space in this community;
- Urged Council to reject this proposal; and,
- Commented on the need for a more thought-out plan for affordable housing in the District.

5.20. Mr. Don Peters, 600 Block West Queens Road: IN FAVOUR

- Spoke in support of the proposed development;
- Thanked the District for engaging the community;
- Commented that the proposed development satisfies the vision of the Official Community Plan;
- Expressed concern with congestion issues on West Queens Road and noted that a traffic management plan is needed;
- Commented on the need for more non-market rental units;
- Suggested that the District implement a residents only parking permit; and,
- Thanked the applicant for reducing the massing of the proposed building.

5.21. Ms. Shelley Tapp, 200 Block Carisbrooke Crescent: OPPOSED

- Commented on the importance of retaining parkland;
- Expressed concern with the proposed height of the building;
- Suggested the entire former Delbrook Community Recreation Centre be looked at as one site;

- Expressed concern that childcare is not being provided as part of the project; and,
- Opined that the proposal does not include enough parking stalls.

5.22. Mr. Corrie Kost, 2800 Block Colwood Drive: OPPOSED

- Expressed concern with the height of the proposed building;
- Opined that the development is not in keeping with the character of the neighbourhood;
- Spoke to the Public Assembly (PA) Lands Strategy; and,
- Commented on the importance of preserving parkland.

5.23. Ms. Betty Forbes, 2300 Block Kirkstone Road: COMMENTING

- Commented that the proposed development will create more affordable housing options;
- Spoke to the increased need for seniors' care facilities on the North Shore;
- Expressed concern regarding the height and massing of the proposed building;
- Opined that not enough parking is proposed and cars may spill into the neighbourhoods;
- Noted the importance of implementing a comprehensive traffic management plan;
- Commented on the need for more units suitable for families;
- Expressed concern with shadowing issues; and,
- Stated that more childcare facilities are needed on the North Shore.

5.24. Ms. Kathleen Wagner, 1200 Block West 15th Street: COMMENTING

- Opined that the quality of life on the North Shore is decreasing as young families cannot afford to live here; and,
- Spoke to the importance of providing affordable housing.

5.25. Ms. Sharlene Hurst, 600 Block West Windsor Road: SPEAKING A SECOND TIME

- Requested that staff provide a copy of the financial model for the proposed development; and,
- Spoke to the Delbrook Deliberative Dialogue process.

5.26. Mr. Keith Reynolds, 600 Block West Windsor Road: SPEAKING FOR A SECOND TIME

- Commented on the need for more family housing options;
- Commented on the lack of infrastructure to accommodate increased traffic;
- Expressed concern with the loss of park space; and,
- Stated that the public consultation process has been disappointing.

6. QUESTIONS FROM COUNCIL

Council submitted questions in writing to staff. Council requested staff to report back on the submitted questions before the Public Hearing closed.

7. COUNCIL RESOLUTION

MOVED by Councillor MACKAY-DUNN

SECONDED by Councillor MURI

THAT the September 18, 2018 Public Hearing regarding Bylaws 8344 and 8345 be adjourned.

DEFEATED

Opposed: Mayor WALTON and Councillors BOND and HICKS

MOVED by Mayor WALTON

SECONDED by Councillor MURI

THAT the September 18, 2018 Public Hearing regarding Bylaws 8344 and 8345 be adjourned.

CARRIED

(9:55 p.m.)

The Public Hearing reconvened in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, B.C. on Thursday, October 11, 2018 commencing at 7:00 pm.

Present: Mayor R. Walton
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks

Absent: Councillor R. Bassam
Councillor D. MacKay-Dunn
Councillor L. Muri

Staff: Mr. D. Milburn, General Manager - Planning, Properties & Permits
Mr. T. Lancaster, Manager – Community Planning
Ms. L. Brick, Deputy Municipal Clerk
Ms. S. Dale, Confidential Council Clerk
Ms. A. Mauboules, Senior Community Planner
Mr. K. Zhang, Development Planner

1. OPENING BY THE MAYOR

Mayor Richard Walton advised that the purpose of the reconvened Public Hearing was to receive further input from the community on Bylaws 8344 and 8345 and reviewed the established rules of the meeting.

5. REPRESENTATIONS FROM THE PUBLIC (continued)

5.27. Ms. Madeline Boscoe, 900 Block Bowron Court:

IN FAVOUR

- Spoke to the importance of providing care for the elderly;

- Spoke in support of the project in its entirety; and,
- Opined that the proposed development is in an ideal location.

5.28. Mr. Colin Truong, 200 Block Granville Street: IN FAVOUR

- Commented that the transit corridor is established and the proposed development is within walking distance to amenities;
- Advised that a shadow analysis has been completed and the tennis courts will not be effected;
- Spoke to the architectural design of the building;
- Commented that greenspace has been maintained to avoid privacy issues; and,
- Noted that a proper pick-up and drop-off area will be located on Stanley Avenue.

5.29. Ms. Esme Mills, 300 Block Harbour Road, Victoria: IN FAVOUR

- Spoke to her experience living in a Catalyst building in Victoria; and,
- Commented that the proposed development would provide safe and affordable housing.

5.30. Mr. Tegan Gosling, 300 Block Harbour Road, Victoria: IN FAVOUR

- Spoke to his experience living in a Catalyst development in Victoria; and,
- Commented that developments like these help to keep families together.

5.31. Mr. David Hutniak, 1000 Block West Pender Street: IN FAVOUR

- Spoke as the Chief Administrative Officer of Landlord BC;
- Spoke in support of the proposed project;
- Noted that the proposed development provides safe, secure and affordable rental housing; and,
- Spoke to the low vacancy rate on the North Shore.

5.32. Ms. Kim Miles, 3100 Block Mountain Highway: IN FAVOUR

- Spoke in support of the proposed project;
- Commented that non-market affordable rental housing is needed on the North Shore;
- Noted that the proposed development addresses both affordable and accessible housing issues;
- Commented that it is important for local employees to live on the North Shore; and,
- Suggested that the proposed development may allow residents to return to their community.

5.33. Mr. Terry Gould, Kings Road: OPPOSED

- Spoke in opposition to the height of the proposed building;
- Opined that it may set a precedence for future developments;
- Suggested the Public Hearing be delayed until after the municipal election; and,
- Spoke in opposition to the urbanization of the neighbourhood.

- 5.34. Mr. Peer-Daniel Krause, 1600 Block Commercial Drive: IN FAVOUR**
- Spoke in support of the proposed development;
 - Commented on the suitability of the proposed development for families;
 - Spoke to the issue of affordable housing; and,
 - Opined that change should be embraced.
- 5.35. Mr. Gerry Brewer, 400 Block West Kings Road: IN FAVOUR**
- Spoke in support of the proposed development;
 - Opined that change is needed in this community; and,
 - Questioned how much government funding is proposed.
- 5.36. Mr. Dave Currey, 700 Block Blueridge Avenue: IN FAVOUR**
- Spoke in support of the proposed project;
 - Commented that the proposed development would support the needs of both young families and the aging population; and,
 - Commented that there is insufficient affordable housing options for employees working on the North Shore.
- 5.37. Ms. Betty Holmes, 500 Block East 9th Street: IN FAVOUR**
- Commented that it is hard to find staff who can afford to live and work on the North Shore;
 - Noted that the proposed development is in close proximity to walkable amenities;
 - Commented that seniors want to stay in their homes as long as they can and would allow primary caregivers a break; and,
 - Opined that the proposed project would help rebuild a healthy community.
- 5.38. Mr. Erez Barzilay, 4500 Block Strathcona Road: OPPOSED**
- Spoke in opposition to the proposed project; and,
 - Stated that further public consultation is needed and the Delbrook community needs to be engaged.
- 5.39. Ms. Claire Shepansky, 4600 Block Wickendn Road: IN FAVOUR**
- Suggested that diverse housing will help promote a healthy community;
 - Commented on the shortage of non-market rental housing on the North Shore;
 - Commented on the diverse housing mix;
 - Expressed concern that residents are forced to move off the North Shore;
 - Noted that more housing is needed for the growing homeless population; and,
 - Commended the District for their public engagement process.
- 5.40. Ms. Laura Nickerson, 1600 Block Phillip Avenue: IN FAVOUR**
- Spoke in support of the proposed project;
 - Spoke to affordability issues in the community;
 - Noted that the proposed development is close to amenities, parks and local schools; and,

- Commented that the project will provide families the opportunity to stay on the North Shore.

5.41. Mr. Colin Lincaister, 600 Block Windsor Road: OPPOSED

- Spoke in opposition to the proposed building;
- Expressed concern with the public consultation process;
- Opined that parks and greenspace should be made a priority;
- Expressed concern with the proposed height of the building noting that it is not in keeping with the character of the neighbourhood;
- Expressed concern with traffic and parking issues; and,
- Stated that the Public Hearing should not be conducted until after the municipal election.

5.42. Mr. Jonathan Skelcher, 3100 Block Mountain Hwy: IN FAVOUR

- Spoke to the importance of providing a seniors' care facility on the North Shore;
- Opined that the proposed building is aesthetically pleasing;
- Noted that the concerns of residents have been addressed; and,
- Spoke to the importance of keeping employees of local businesses on the North Shore.

5.43. Mr. Keith Collyer, 400 Block West Windsor Road: OPPOSED

- Spoke in support of affordable housing and seniors' respite care facilities;
- Expressed concern with the proposed height of the building;
- Opined that the proposal may set a precedence for future development; and,
- Expressed concern with parking issues stating that an inadequate number of parking stalls are proposed.

Council recessed at 8:09 pm and reconvened at 8:15 pm.

5.44. Mr. Paul Harmon, 1100 Block Moody Avenue: IN FAVOUR

- Commented that more seniors' housing is needed on the North Shore;
- Spoke to the difficulty of being able to afford to live in North Vancouver; and,
- Suggested that the proposed development will allow young families to move back to the North Shore.

5.45. Mr. Sameer Parekh, 2100 Block Kirkstone Road: IN FAVOUR

- Spoke in support of the proposed project;
- Commented that more seniors' care facilities are needed on the North Shore;
- Noted that the developer has modified the proposed project to address the concerns of residents;
- Noted that the proposed development is close to transit; and,
- Commented that funding may be lost if the District does not proceed with the project.

5.46. Mr. Glenn Webb, 3600 Block Rutherford Crescent: IN FAVOUR

- Spoke in support of the proposed project;
- Commented that the proposed development provides affordable housing options; and,

- Opined that this is the right project, in the right location, at the right time.

5.47. Mr. Don Peters, SPEAKING A SECOND TIME
600 Block West Queens Road:

- Questioned the availability of funding for the proposed project;
- Commented that the proposed development will provide affordable housing; and,
- Questioned if delaying this project would result in lost funding.

5.48. Mr. James Gill, SPEAKING A SECOND TIME
500 Block West Kings Road:

- Spoke in opposition to the proposed project;
- Expressed concern that not enough family housing is provided; and,
- Expressed concern with the proposed height of the building.

5.49. Ms. Linda Travers, SPEAKING A SECOND TIME
600 Block West Queens Road:

- Expressed concern that the proposed development does not include parkland; and,
- Suggested that the proposed building be repositioned on the land to be surrounded by parkland.

5.50. Mr. Rene Gourley, SPEAKING A SECOND TIME
600 Block St. Ives Crescent:

- Spoke to the issues of affordability; and,
- Commented that Catalyst Community Development has been transparent during the public consultation process.

In response to a question from Council, Mr. Robert Brown, President – Catalyst Community Developments Society, advised that Catalyst is pursuing external grants with BC Housing, CMHC, and other organizations and should these capital grant applications be successful, deeper levels of affordability may be achieved. It was further noted that should this project be delayed, the funding may be allocated to other projects.

5.51. Mr. Keith Reynolds, SPEAKING A THIRD TIME
600 Block West Windsor Road:

- Expressed concern with the public consultation process; and,
- Expressed concern with the height of the proposed building stating that it may set a precedence for future development.

5.52. Mr. Keith Collyer, SPEAKING A SECOND TIME
400 Block West Windsor Road:

- Expressed concern about subsidizing housing; and,
- Questioned the availability of funding for the proposed project.

5.53. Ms. Esme Mills, SPEAKING A SECOND TIME
300 Block Harbour Road, Victoria:

- Spoke to the issue of affordable housing; and,

- Opined that the proposed building fits in with the character of the neighbourhood.

5.54. Mr. Corrie Kost, 2800 Block Colwood Drive: COMMENTING

- Opined that affordable housing was not made a priority;
- Expressed concern with the proposed height of the building;
- Expressed concern that the Advisory Design Panel minutes for this project are still in draft form;
- Commented that funding should have been finalized before the project is proposed;
- Suggested that the parkade entrance be accessed off Stanley Avenue; and,
- Opined that the consideration of these bylaws not occur during the municipal election as there may be a conflict of interest.

5.55. Mr. Terry Gould, Kings Road: SPEAKING A SECOND TIME

- Expressed concern with the proposed height of the building.

5.56. Mr. Jonathan Skelcher, 3100 Block Mountain Hwy: SPEAKING A SECOND TIME

- Thanked Council for conducting the Public Hearing before the municipal election.

5.57. Mr. Colin Truong, 200 Block Granville Street: SPEAKING A SECOND TIME

- Spoke to the proposed setback of the building;
- Noted that the proposed building has been reduced by two storeys; and,
- Commented that the colours selected soften the massing of the building.

6. COUNCIL RESOLUTION

MOVED by Councillor HANSON

SECONDED by Councillor BOND

THAT the October 11, 2018 reconvened Public Hearing regarding Bylaws 8344 and 8345 be adjourned.

DEFEATED

Opposed: Mayor WALTON and Councillors BOND and HICKS

MOVED by Councillor HICKS
SECONDED by Councillor BOND

THAT the October 11, 2018 Reconvened Public Hearing be closed;

AND THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8344, 2018 (Amendment 36)" be returned to Council for further consideration;

AND THAT "District of North Vancouver Rezoning Bylaw 1380 (Bylaw 8345)" be returned to Council for further consideration.

CARRIED

Opposed: Councillor HANSON
(9:21 pm)

CERTIFIED CORRECT:



Confidential Council Clerk

The Corporation of the District of North Vancouver**Bylaw 8344**

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

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

Citation

1. This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8344, 2018 (Amendment 36)".

Amendments

2. District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:
 - a) Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from "Institutional" (INST) to "Residential Level 6: Medium Density Apartment" (RES6);

READ a first time June 25th, 2018 by a majority of all Council members.

PUBLIC HEARING held September 18th, 2018 and October 11th, 2018

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

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

ADOPTED by a majority of all Council members.

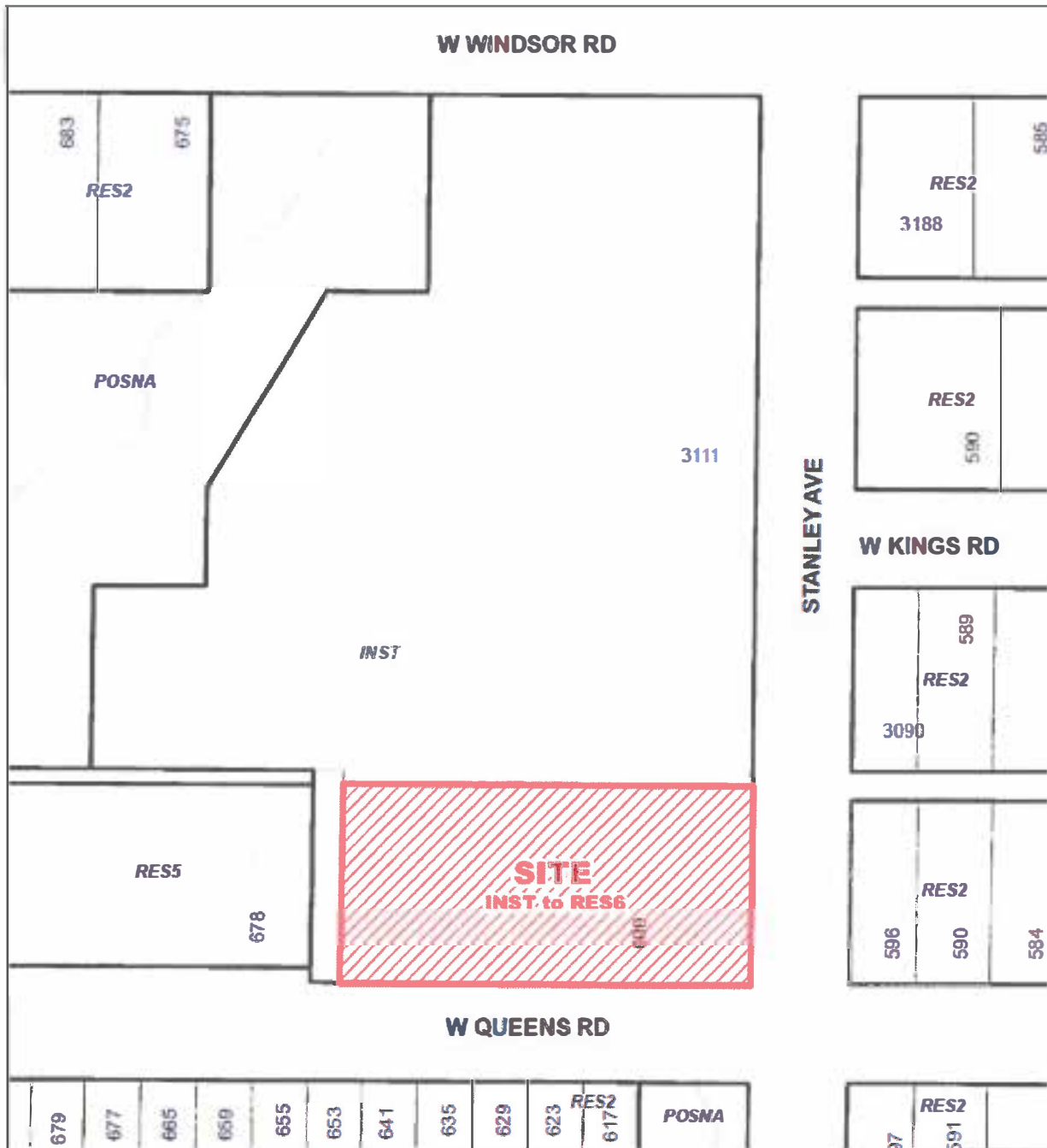
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8344



**INSTITUTIONAL (INST) TO
RESIDENTIAL LEVEL 6: MEDIUM DENSITY APARTMENT (RES6)**



The Corporation of the District of North Vancouver

Bylaw 8345

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

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

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1380 (Bylaw 8345)".

Amendments

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

- (a) Part 2A, Definitions is amended by adding CD 124 to the list of zones that Part 2A applies to.
- (b) Section 301 (2) by inserting the following zoning designation:

"Comprehensive Development Zone 124 CD 124"
- (c) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive of Schedule B:

"4B124 Comprehensive Development Zone 124 CD 124"

The CD 124 zone is applied to a portion of the site below as described in Schedule A to Bylaw 8345:

- a) 006-999-832 LEGAL DESCRIPTION: BLOCK 19, EXCEPT PART IN EXPLANATORY PLAN 16399, WEST 1/2 OF DISTRICT LOT 617 PLAN 19489. R/P-R/W LMP24200

4B 124 – 1 Intent

The purpose of the CD 124 Zone is establish specific land use and development regulations for a residential rental building with a seniors' respite care facility.

4B 124 – 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD 124 Zone:

- a) Uses Permitted Without Conditions:
 - i. *multi-level care facility* (as defined in Part 2); and
 - ii. adult day care.
- b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B 124-3 Conditions of Use, are met:

 - i. *residential use* (as defined in Part 2A).

4B 124-3 Conditions of Use

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

4B 124-4 Accessory Use

- a) Accessory uses are permitted and include, but not necessarily limited to:
 - i. Storage;
 - ii. Laundry;
 - iii. Kitchen;
 - iv. Dining;
 - v. Administration spaces;
 - vi. Therapy treatment rooms;
 - vii. Multi-purpose rooms;
 - viii. Activity rooms; and,
 - ix. Other uses customarily incidental to the principal use.
- b) *Home occupations* are permitted in *residential* dwelling units.

4B 124 – 5 Density

Buildings and structures shall be sited and constructed in accordance with the following regulations:

- a) The maximum permitted floor space in the CD124 Zone is 7,237 sq m (77,900 sq ft);
- b) For the purposes of calculating floor space ratio, the following areas are excluded:

- i. All spaces underground including but not limited to parking and storage
- ii. Balconies, decks, canopies, overhangs, architectural elements and awnings.

4B124 – 6 Height:

- a) West end of the site from finished grade:
 - i. The maximum permitted height measured to the top of the fifth floor of the building is 21.4m (70 ft).
- b) East end of the site from finished grade:
 - i. The maximum permitted height measured to the top of the fifth floor of the building is 16.7m (55 ft).
- c) Rooftop elevator mechanical shafts and other utilities are exempted from the height calculation up to 1.5m (5 ft).

4B124 – 7 Setbacks:

- a) Buildings shall be set back from property lines to the closest building face as established by development permit and in accordance with the following regulations:

Setback	Minimum Required Setback
North	0m (0 ft)
East (Stanley Avenue)	6.5m (21.5 ft)
South (West Queens Road)	6.5m (21.5 ft)
West	0m (0 ft)

- b) For the purpose of measuring setbacks, measurements exclude:
 - i. Balconies, canopies, overhangs, architectural elements and awnings.

4B124 - 8 Coverage:

- a) Building Coverage: The maximum building coverage is 80%.
- b) Site Coverage: The maximum site coverage is 95%.

4B 124 - 9 Landscaping and Storm Water Management:

- a) All land areas not occupied by buildings, and patios shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- b) All electrical kiosks and garbage and recycling container facilities not located underground or within a building must be screened.

4B 124 – 10 Parking, Loading and Servicing Regulations:

- a) A minimum of 82 parking spaces are required, inclusive of 61 residential parking, 9 visitor parking, and 12 staff parking;
 - b) All parking spaces shall meet the minimum width and length standards established in Part 10 of the Zoning Bylaw, exclusive of building support columns;
 - c) Bicycle storage for residents shall be provided on the basis of minimum one space per studio and one-bed units and two spaces per two-bed and three-bed units.
 - d) A minimum of 8 class 2 visitor bicycle parking spaces must be provided."
- (d) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from the Public Assembly Zone (PA) to Comprehensive Development Zone CD 124 (CD124).
- (e) The Siting Area Map section is amended by deleting Plan Section PA/03 and replacing with the revised Plan Section PA/03 attached in Schedule B.

READ a first time June 25th, 2018

PUBLIC HEARING held September 18th, 2018 and October 11th, 2018

READ a second time

READ a third time

Certified a true copy of "Bylaw 8345" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

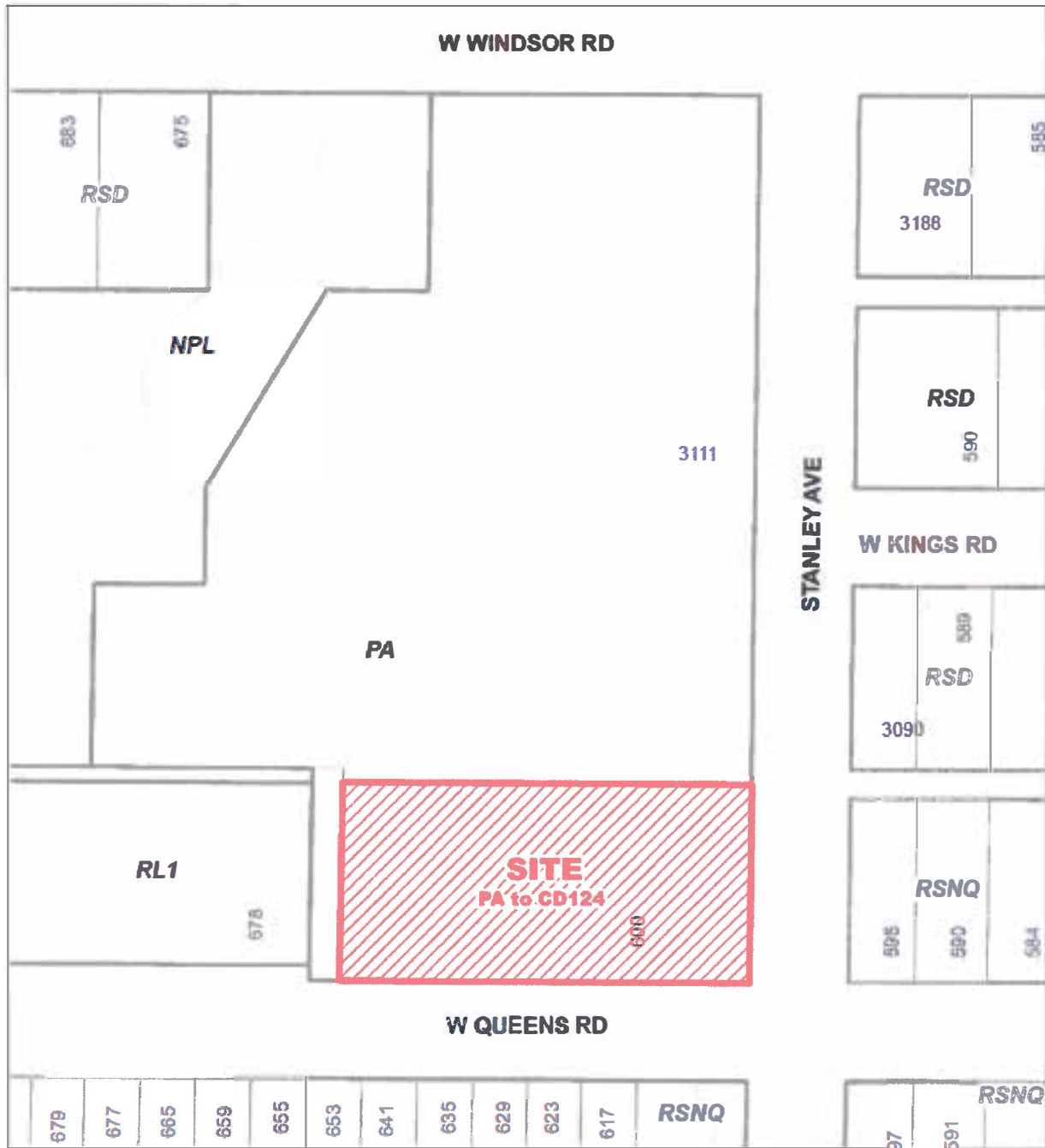
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8345



**PUBLIC ASSEMBLY ZONE (PA) TO
COMPREHENSIVE DEVELOPMENT ZONE 124 (CD124)**



Schedule B to Bylaw 8345

PLAN SECTION PAGE PA / 03



The Corporation of the District of North Vancouver**Bylaw 8356****A bylaw to waive Development Cost Charges**

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

Citation

- 1) This bylaw may be cited as "600 West Queens Road Non-Market Rental Housing and Seniors Respite Care Facility Development Cost Charge Waiver Bylaw 8356, 2018".

Waiver

- 2) Development Cost Charges are hereby waived in relation to the Eligible Development proposed to be constructed on "Site A" as shown on the attached map, and the development cost charge rates for the Eligible Development are hereby set at zero.
- 3) For the purpose of this Bylaw "Eligible Development" means not more than 80 non-market rental housing units and a seniors' respite care facility in a building not exceeding 5 storeys, where the non-market rental rate structure is secured by way of a lease agreement or other measure acceptable to the Municipal Solicitor.

READ a first time June 25th, 2018

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

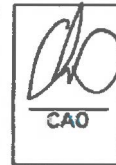
Schedule A to Bylaw 8356



AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>June 25 2018</u>
<input type="checkbox"/> Other:	Date: _____


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver REPORT TO COUNCIL

June 15, 2018

File: 08.3060.20/042.18

AUTHOR: Kevin Zhang, Development Planner

SUBJECT: Bylaws 8344, 8345, and 8356: OCP Amendment and Rezoning for 600 West Queens Road – 5 Storey Non-Market Rental and Seniors' Respite Care Facility

RECOMMENDATION

THAT the District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8344, 2018 (Amendment 36) to amend the Official Community Plan (OCP) from Institutional (INST) to Residential Level 6 (RES6) be given FIRST reading;

AND THAT the District of North Vancouver Rezoning Bylaw 1380 (Bylaw 8345) to rezone the subject site from Public Assembly (PA) to Comprehensive Development Zone 124 (CD124) be given FIRST reading;

AND THAT pursuant to Section 475 and Section 476 of the Local Government Act, additional consultation is not required beyond that already undertaken with respect to Bylaw 8344;

AND THAT in accordance with Section 477 of the Local Government Act, Council has considered Bylaw 8344 in conjunction with its Financial Plan and applicable Waste Management Plans;

AND THAT Bylaw 8344 and Bylaw 8345 be referred to a Public Hearing;

AND THAT 600 West Queens Road Non-Market Rental Housing and Seniors Respite Care Facility Development Cost Charge Waiver Bylaw 8356, 2018 be given FIRST, SECOND, and THIRD reading.

REASON FOR REPORT

The applicant proposes to redevelop the southern portion of the site as a 5-storey mixed use building which consists of 80 non-market rental units and a seniors’ respite care facility. Implementation of the proposed project requires Council’s consideration of:

- Bylaw 8344 to amend the Official Community Plan;
- Bylaw 8345 to rezone the subject property; and
- Bylaw 8356 to waive Development Cost Charges.

The OCP Amendment Bylaw and Rezoning Bylaw are recommended for introduction and referral to a Public Hearing. A Development Permit would be forwarded to Council for consideration if the rezoning proceeds.

SUMMARY

The following provides a brief summary of the background public engagement and resulting development proposal for consideration.

Background

On January 17, 2017, the Delbrook Deliberative Dialogue Series concluded after extensive consultation with the community and with Council. The one and half year engagement process included two public meetings with approximately 400 participants and over a thousand more providing feedback through an online engagement process. The final consensus from the community engagement process was that the Delbrook lands should:

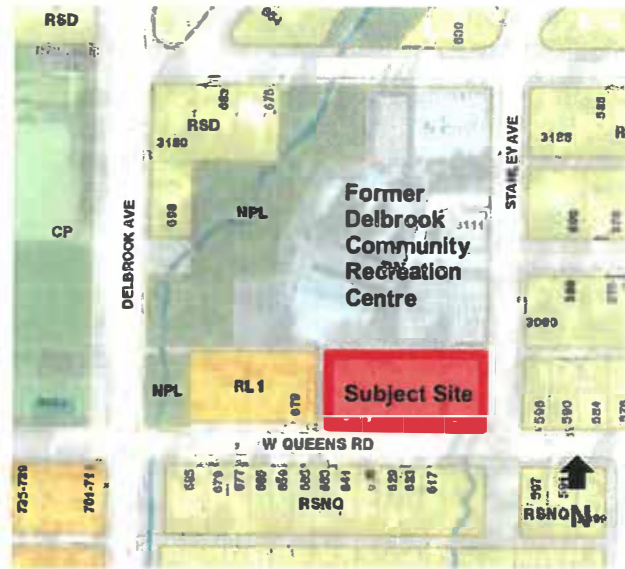
- remain owned by the District, and
- have uses restricted to: non-market housing, community services (adult day care, child care), and park space.

Subsequently, Council directed staff to work with Care BC and seek out a non-profit housing society to deliver a project consisting of non-market rental housing and a seniors respite care facility on the parking lot portion of the Delbrook site.

Site and Proposed Development

The development site is the parking lot of the former Delbrook Community Recreation Centre, located at the corner of West Queens Road and Stanley Avenue. Surrounding properties include an apartment building to the west, the remainder of the Delbrook site to the north, and single family homes to the east and south.

The subject site will be leased through separate lease agreements executed by Catalyst Community Development Society and Health and Home Care Society of BC ("Care BC") for 60 years which will facilitate the construction and operation of a 5-storey mixed use building consisting of 80 non-market rental units and a seniors' respite care facility.



The proposal is in keeping with the outcomes of the Delbrook Deliberative Dialogue process and the District's Rental and Affordable Housing Strategy. The proposal also advances the OCP objectives of expanding rental options, improving housing affordability, providing non-market housing, and seniors' care facility.

EXISTING POLICY

Official Community Plan

The Official Community Plan (OCP) designates the site as Institutional (INST), which envisions a range of public assembly uses. While the seniors' respite care facility portion is generally in keeping with the Official Community Plan designation, the amount of residential proposed exceeds the intent of "accessory residential." As a result, an OCP Amendment to Residential Level 6 (RES6) is required. The project is consistent with RES6 as it is predominately residential (80% of floor space).

The proposal is inline with the following OCP policies:

- 7.1.1 Encourage and facilitate a broad range of market, non-market and supportive housing;
- 7.4.4 Consider the use of District land, where appropriate, to contribute towards and leverage other funding for the development of social and affordable housing;

- 7.3.7 Consider incentives such as reduced Development Cost Charges to facilitate affordable rental housing; and
- 6.3.2 Plan and support initiatives for an age and disability-friendly community.

Rental and Affordable Housing Strategy

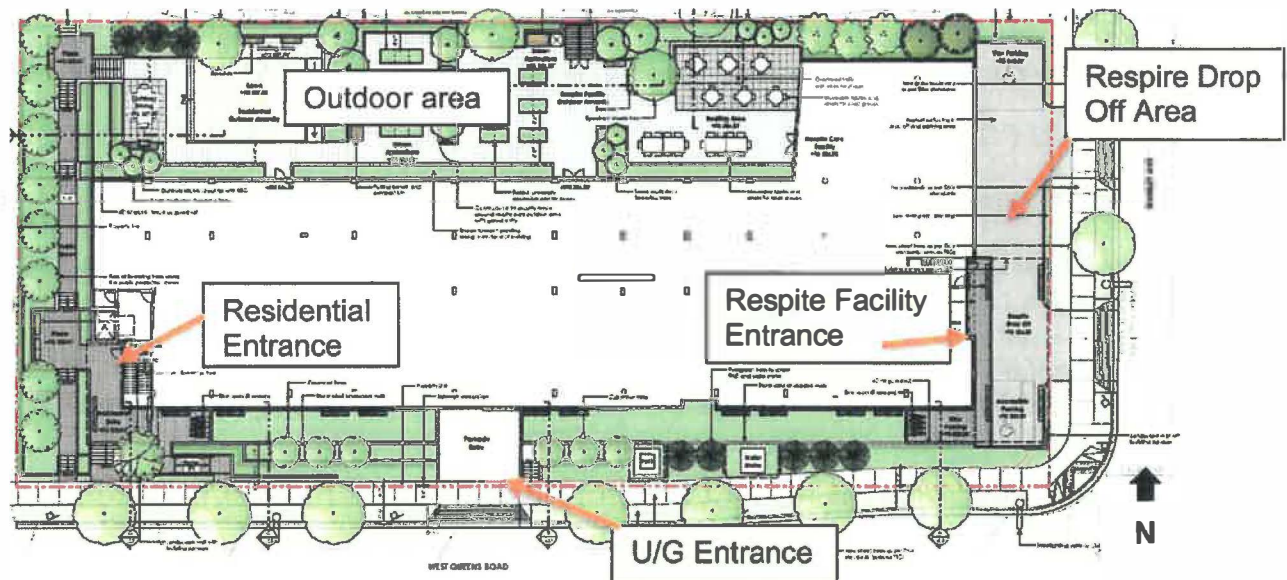
This proposal is in line with the District's Rental and Affordable Housing Strategy (RAHS) as it contributes to meeting the District's demand for non-market rental units in the next decade, which is estimated to be 1000 units.

Zoning

The subject site is currently zoned PA (Public Assembly). Rezoning is required to accommodate the project and Bylaw 8345 proposes to create a new Comprehensive Development Zone 124 (CD124) tailored specifically to this project. The proposed CD124 zone prescribes permitted uses and zoning provisions such as a maximum density, height, setbacks, and parking requirements. The existing siting area map is amended to accommodate the proposal as per Bylaw 8345 (attachment 3).

ANALYSIS

Site



Site Plan / Ground Level

The site (approximately 3400m², 36,600 ft²) slopes down to the west, which allows for the underground parking access to be off West Queens Road. The seniors' respite care

facility will be accessed via an at-grade drop off area from Stanley Avenue. The residential access will be at the south west corner of the site. Running along the western edge of the property will be a public path that connects West Queens Road to the future park lands to the north. The remainder of the former Delbrook Community Centre site will be the subject of a Parks planning process led by the District's Parks Department and informed by the outcomes of the Delbrook Deliberative Dialogues.

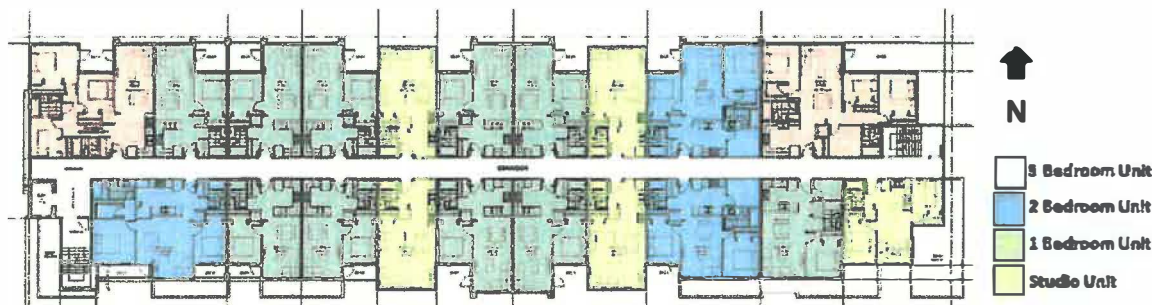
Project Description

The project consists of 80 non-market rental units and a seniors' respite care facility with 25 adult day care spaces and 18 over night spaces in a 5 storey building over one level of underground parking.

The District will enter into long term ground leases with both Catalyst Community Developments Society and Care BC. The District will retain ownership of the land and building. The non-market rental will be operated by Catalyst Community Developments Society. The seniors' respite care facility will be operated by Care BC. Both Care BC and Catalyst Community Developments Society are registered non-profit societies, each with their own volunteer Boards of Directors.



View looking northwest from West Queens and Stanley, showing Respite Care Facility Entrance



Typical 2nd to 5th Level Floor Plan



South elevation along West Queens

Housing Affordability

The lease will require that the total rents across the entire project must not exceed 80% of market value rents. In addition, rents must not exceed 30% of the Housing Income Limit for the applicable Lease Year. Canadian Mortgage and Housing Corporation's (CMHC) definition of housing affordability, considers housing to be "affordable" when a household spends no more than 30% of the gross household income on shelter costs (rent, mortgage, property taxes, strata fees, and heating costs).

Catalyst is also pursuing external grants with BC Housing and other organizations. Should these capital grant applications be successful, deeper levels of affordability of approximately 35% below market rents may be achieved.

Housing Mix

The proposal is targeted towards District tenants who want to continue to live and work in the District, but face a shortage of affordable, suitable housing. The unit types and variety are intended to accommodate a range of seniors, singles, couples, and families who want to live proximate to where they work in our local businesses, service organizations, and the customer service industry. There are 16 studios, 41 one-bedrooms, 15 two-bedrooms, and 8 three-bedrooms. The units are also geared to the

“missing middle”, young families who are having their first child and would like to remain renting in the District. The housing needs of the above groups have been determined to be primarily studios, one bedrooms, and some two bedroom units.

Accessibility

The proposal intends to fulfill the requirements of the Accessible Design Policy for Multifamily Housing with 100% of the apartment units (80) meeting the ‘Basic Accessible Design’ criteria and 5% of the apartment units (4) meeting the ‘Enhanced Accessible Design’ criteria. The care facility is designed to higher accessibility standards set by the Residential Care Regulations of the Community Care and Assisted Living Act.

Development Permits

The site is currently in the following Development Permit Areas:

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

Form and Character of Multifamily Development

The proposal is generally in keeping with the Official Community Design Guidelines for Multi-Family Housing. Further details outlining the project’s compliance with the Design Guidelines for Multi-Family Housing will be provided for Council’s consideration at the Development Permit stage should the rezoning bylaw proceed.

Energy and Water Conservation and GHG Emission Reduction

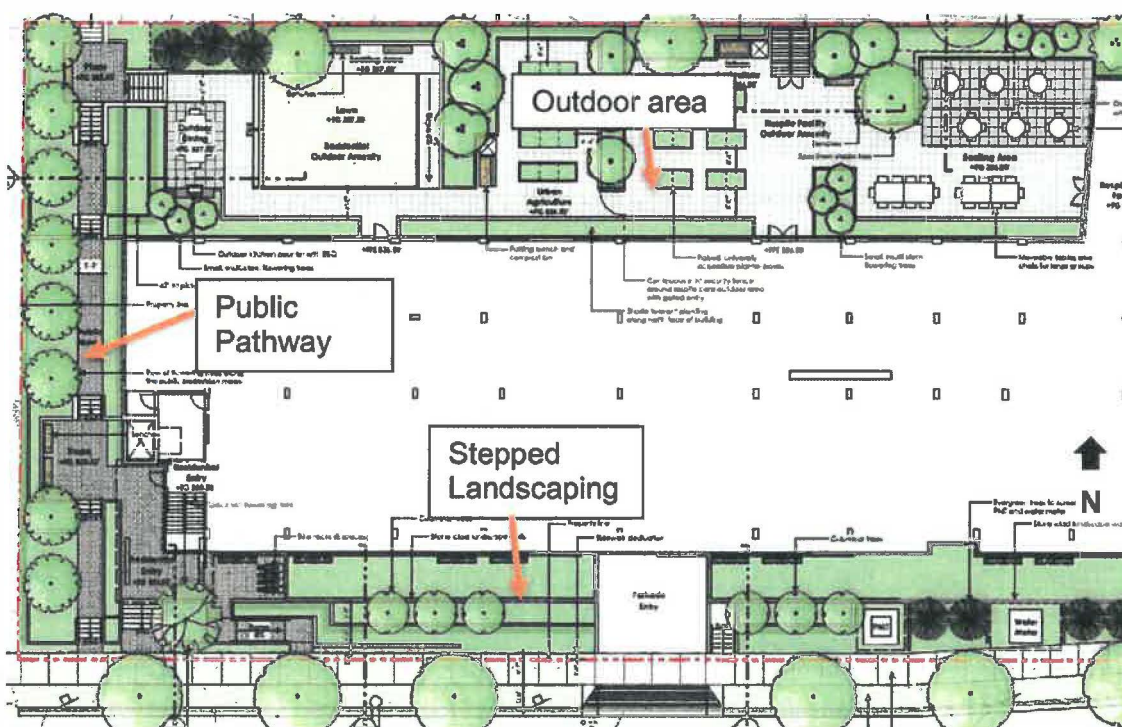
This development will achieve Step 3 of the BC Energy Step Code. Further details outlining the project’s compliance with the Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA will be provided for Council’s consideration at the Development Permit stage should the rezoning bylaw proceed.

Protection of the Natural Environment, Creek Hazard, and Streamside Protection

This property is within the Development Permit Areas for Protection of the Natural Environment, Creek Hazard, and Streamside Protection. However, the project does not fall within the setback areas for the above three DPAs. As a result, this proposal is exempted from the requirements of the above three DPAs.

Landscaping

A landscape plan (below) has been submitted with the rezoning application. Key components of the plan include a secured outdoor area for the seniors' respite care centre on the northern portion of the site, with spaces for seating, dining, activities and urban agriculture. The public pathway on the western portion of the site connects West Queens Road with the future park to the north. Stepped landscaping on the south portion of the site help negotiate the slopes and screen the exposed sections of the parkade.



Western portion of the landscape plan

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

Vehicle Parking

The proposal includes a total of 82 parking spots (61 residential, 9 visitor, and 12 Care BC staff spaces). The reduced parking rate of 0.88 spaces/unit is justified by a transportation engineering report citing the observed parking demands at comparable, existing non-market rental developments on the North Shore. The report further

opportunities and increasing cycling infrastructure. The site is also adjacent to a future Frequent Transit Network (Queens).

Bicycle Parking

The proposal includes secured bike storage at rates of one space per studio and one-bed units and two spaces per two-bed and three-bed units. This results in a total of 103 residential bike parking and 8 bike parking spaces for visitors and Care BC staff.

Financial Impacts

Offsite Works

The District will fund offsite works associated with this proposal. Staff will prepare a Financial Plan amendment for Council consideration.

Development Cost Charges

DCC's are estimated to be \$950,000 (in accordance with the new DCC Bylaw). Bylaw 8328 (Attachment 4) established DCC rate at \$0 for this development in support of decreased cost to provide 80 affordable rental units and the care facility. Finance staff are preparing a strategy to account for this waiver in order to keep the DCC funds whole.

Concurrence

The project has been reviewed by staff from the Development Planning, Building, Urban Design, Business Licencing, Fire and Rescue Services, Community Planning, Landscape, Environment, Arborist, Development Engineering, Construction Traffic Management, Real Estate and Properties, Parks, and Legal departments.

Construction Traffic Management Plan

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

The Plan must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement along West Queens Road and Stanley Avenue. In particular, the plan should coordinate with the demolition of the former Delbrook Community Centre, stage on site whenever possible, and minimize impacts to West Queens Road. The only road closures will be during the roadworks and during service upgrades. The plan is required to be approved by the District prior to issuance of a building permit.

In particular, the Construction Traffic Management Plan must:

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

Public Input

The applicant held a Public Information Meeting on May 30th, 2018. Notices were distributed to neighbours in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications. Two signs were placed on the property to notify passersby of the meeting, and advertisements were placed in the North Shore News. A webpage was established for this project on the District's website.

The meeting was attended by approximately 65 residents. Some community members expressed support while other expressed concerns including the height of the building, unit mix, parking, and traffic impacts. The height of the building is required in order to deliver both the non-market rental units and the respite care centre. The proposal is consistent with the outcomes of the Delbrook Deliberative Dialogue process. The Public Information Meeting Summary Report is attached as Attachment 4.

Implementation

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

Bylaw 8345 (Attachment 3) rezones the subject site from Public Assembly to a new Comprehensive Development Zone 124 (CD124) which:

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

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

- 60-year lease;
 - Topics normally covered by a development covenant and a Stormwater management covenant will be included in the lease.
- Subdivision plan;
- Airspace parcel subdivision plan; and
- Construction traffic management plan.

CONCLUSION

This development proposal provides 80 non-market rental units and a seniors’ respite care facility with 25 adult day care spaces and 18 over night rooms. It assists in implementation of the District’s Official Community Plan, the Rental and Affordable Housing Strategy, and the outcomes of the Delbrook Deliberative Dialogue process. The rezoning proposal is now ready for Council’s consideration.

OPTIONS

The following options are available for Council’s consideration:

1. Introduce Bylaws 8344, 8345 and 8356, and refer Bylaws 8344 and 8345 to a Public Hearing (staff recommendation); or
2. Defeat the Bylaws at First Reading.


Respectfully submitted,



Kevin Zhang
Development Planner

Attachments:

1. Architectural and Landscape Plans
2. Bylaw 8344 – OCP Amendment
3. Bylaw 8345 – Rezoning
4. Bylaw 8356 – DCC Waiver
5. Public Information Meeting Summary Report

<input checked="" type="checkbox"/> Sustainable Community Dev.  <input type="checkbox"/> Development Services _____ <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 _____	REVIEWED WITH: <input type="checkbox"/> Clerk's Office _____ <input type="checkbox"/> Communications _____ <input checked="" type="checkbox"/> Finance  <input type="checkbox"/> Fire Services _____ <input type="checkbox"/> ITS _____ <input type="checkbox"/> Solicitor _____ <input type="checkbox"/> GIS _____ <input checked="" type="checkbox"/> Real Estate 	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: _____
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The Corporation of the District of North Vancouver

Bylaw 8344

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

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

Citation

1. This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8344, 2018 (Amendment 36)".

Amendments

2. District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:
 - a) Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from "Institutional" (INST) to "Residential Level 6: Medium Density Apartment" (RES6);

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

PUBLIC HEARING held

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

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

ADOPTED by a majority of all Council members.

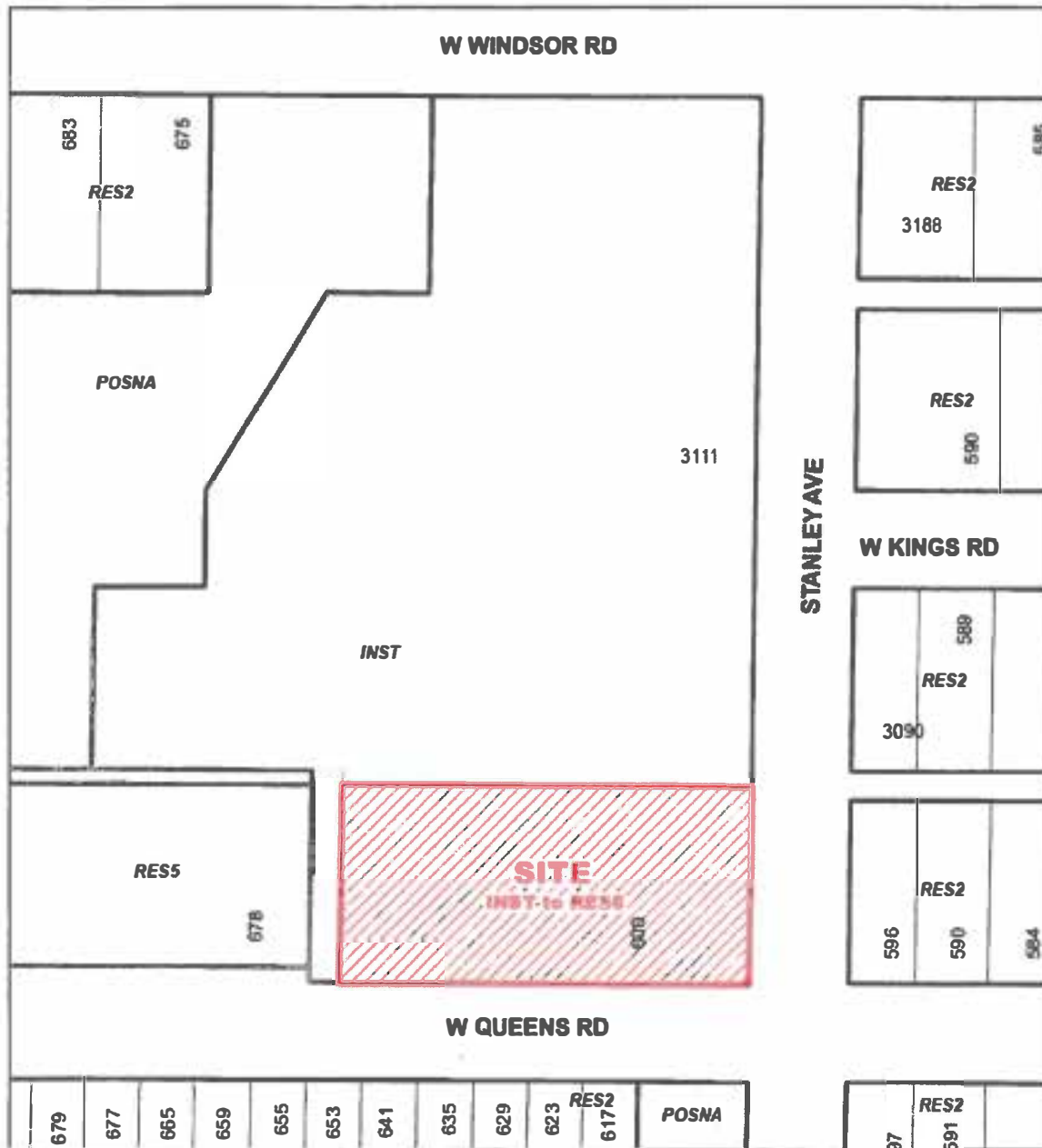
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8344



**INSTITUTIONAL (INST) TO
RESIDENTIAL LEVEL 6: MEDIUM DENSITY APARTMENT (RES6)**



The Corporation of the District of North Vancouver**Bylaw 8345**

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

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

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1380 (Bylaw 8345)".

Amendments

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

- (a) Part 2A, Definitions is amended by adding CD 124 to the list of zones that Part 2A applies to.
- (b) Section 301 (2) by inserting the following zoning designation:
"Comprehensive Development Zone 124 CD 124"
- (c) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive of Schedule B:

"4B124 Comprehensive Development Zone 124 CD 124"

The CD 124 zone is applied to a portion of the site below as described in Schedule A to Bylaw 8345:

- a) 006-999-832 LEGAL DESCRIPTION: BLOCK 19, EXCEPT PART IN EXPLANATORY PLAN 16399, WEST 1/2 OF DISTRICT LOT 617 PLAN 19489. R/P-R/W LMP24200

4B 124 – 1 Intent

The purpose of the CD 124 Zone is establish specific land use and development regulations for a residential rental building with a seniors' respite care facility.

4B 124 – 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD 124 Zone:

- a) Uses Permitted Without Conditions:
 - i. *multi-level care facility* (as defined in Part 2); and
 - ii. adult day care.
- b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B 124-3 Conditions of Use, are met:

 - i. *residential use* (as defined in Part 2A).

4B 124-3 Conditions of Use

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

4B 124-4 Accessory Use

- a) Accessory uses are permitted and include, but not necessarily limited to:
 - i. Storage;
 - ii. Laundry;
 - iii. Kitchen;
 - iv. Dining;
 - v. Administration spaces;
 - vi. Therapy treatment rooms;
 - vii. Multi-purpose rooms;
 - viii. Activity rooms; and,
 - ix. Other uses customarily incidental to the principal use.
- b) *Home occupations* are permitted in *residential* dwelling units.

4B 124 – 5 Density

Buildings and structures shall be sited and constructed in accordance with the following regulations:

- a) The maximum permitted floor space in the CD124 Zone is 7,237 sq m (77,900 sq ft);
- b) For the purposes of calculating floor space ratio, the following areas are excluded:

- i. All spaces underground including but not limited to parking and storage
- ii. Balconies, decks, canopies, overhangs, architectural elements and awnings.

4B124 – 6 Height:

- a) West end of the site from finished grade:
 - i. The maximum permitted height measured to the top of the fifth floor of the building is 21.4m (70 ft).
- b) East end of the site from finished grade:
 - i. The maximum permitted height measured to the top of the fifth floor of the building is 16.7m (55 ft).
- c) Rooftop elevator mechanical shafts and other utilities are exempted from the height calculation up to 1.5m (5 ft).

4B124 – 7 Setbacks:

- a) Buildings shall be set back from property lines to the closest building face as established by development permit and in accordance with the following regulations:

Setback	Minimum Required Setback
North	0m (0 ft)
East (Stanley Avenue)	6.5m (21.5 ft)
South (West Queens Road)	6.5m (21.5 ft)
West	0m (0 ft)

- b) For the purpose of measuring setbacks, measurements exclude:
 - i. Balconies, canopies, overhangs, architectural elements and awnings.

4B124 - 8 Coverage:

- a) Building Coverage: The maximum building coverage is 80%.
- b) Site Coverage: The maximum site coverage is 95%.

4B 124 - 9 Landscaping and Storm Water Management:

- a) All land areas not occupied by buildings, and patios shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- b) All electrical kiosks and garbage and recycling container facilities not located underground or within a building must be screened.

4B 124 – 10 Parking, Loading and Servicing Regulations:

- a) A minimum of 82 parking spaces are required, inclusive of 61 residential parking, 9 visitor parking, and 12 staff parking;
 - b) All parking spaces shall meet the minimum width and length standards established in Part 10 of the Zoning Bylaw, exclusive of building support columns;
 - c) Bicycle storage for residents shall be provided on the basis of minimum one space per studio and one-bed units and two spaces per two-bed and three-bed units.
 - d) A minimum of 8 class 2 visitor bicycle parking spaces must be provided.”
- (d) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from the Public Assembly Zone (PA) to Comprehensive Development Zone CD 124 (CD124).
- (e) The Siting Area Map section is amended by deleting Plan Section PA/03 and replacing with the revised Plan Section PA/03 attached in Schedule B.

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "Bylaw 8345" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

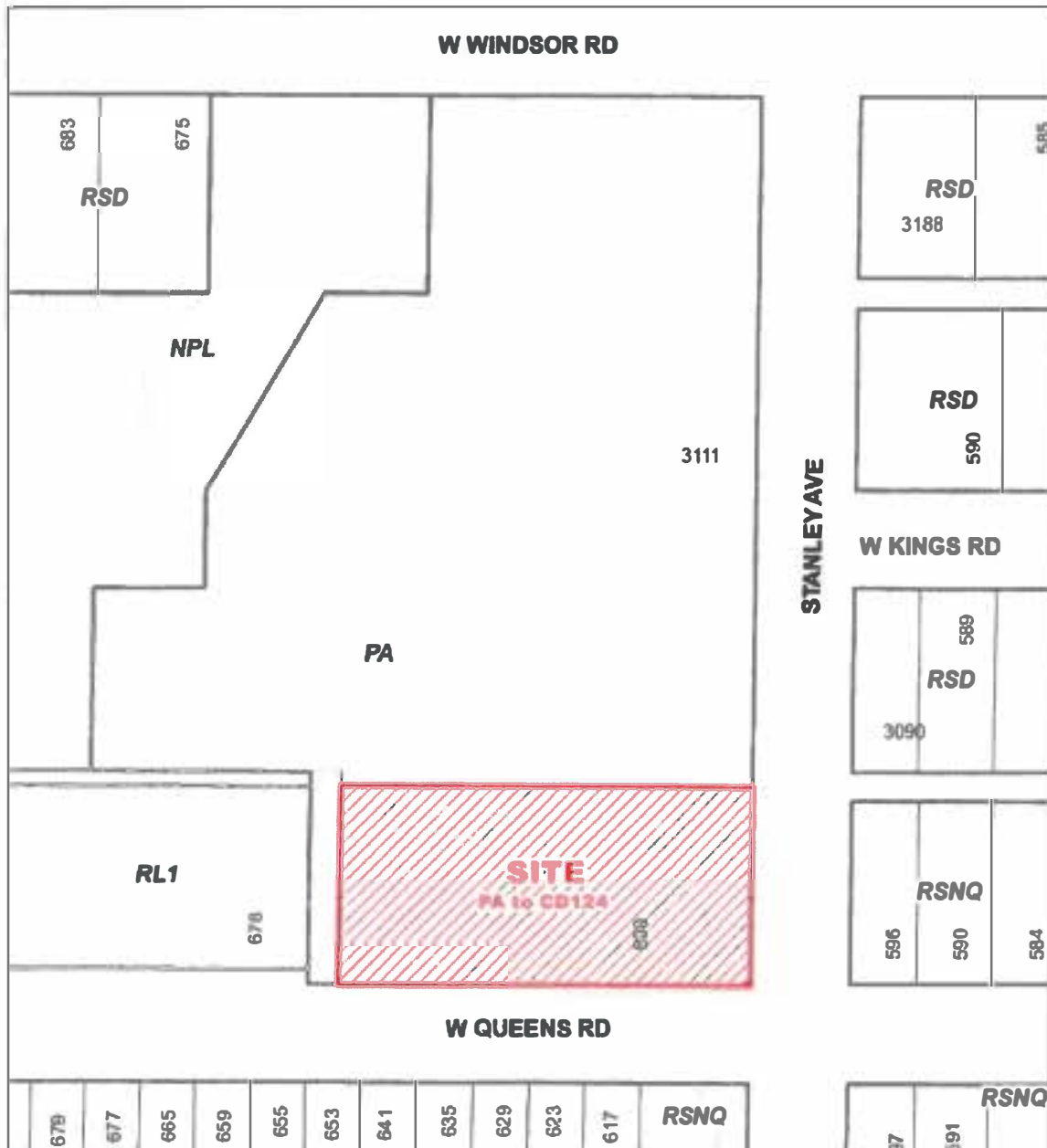
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

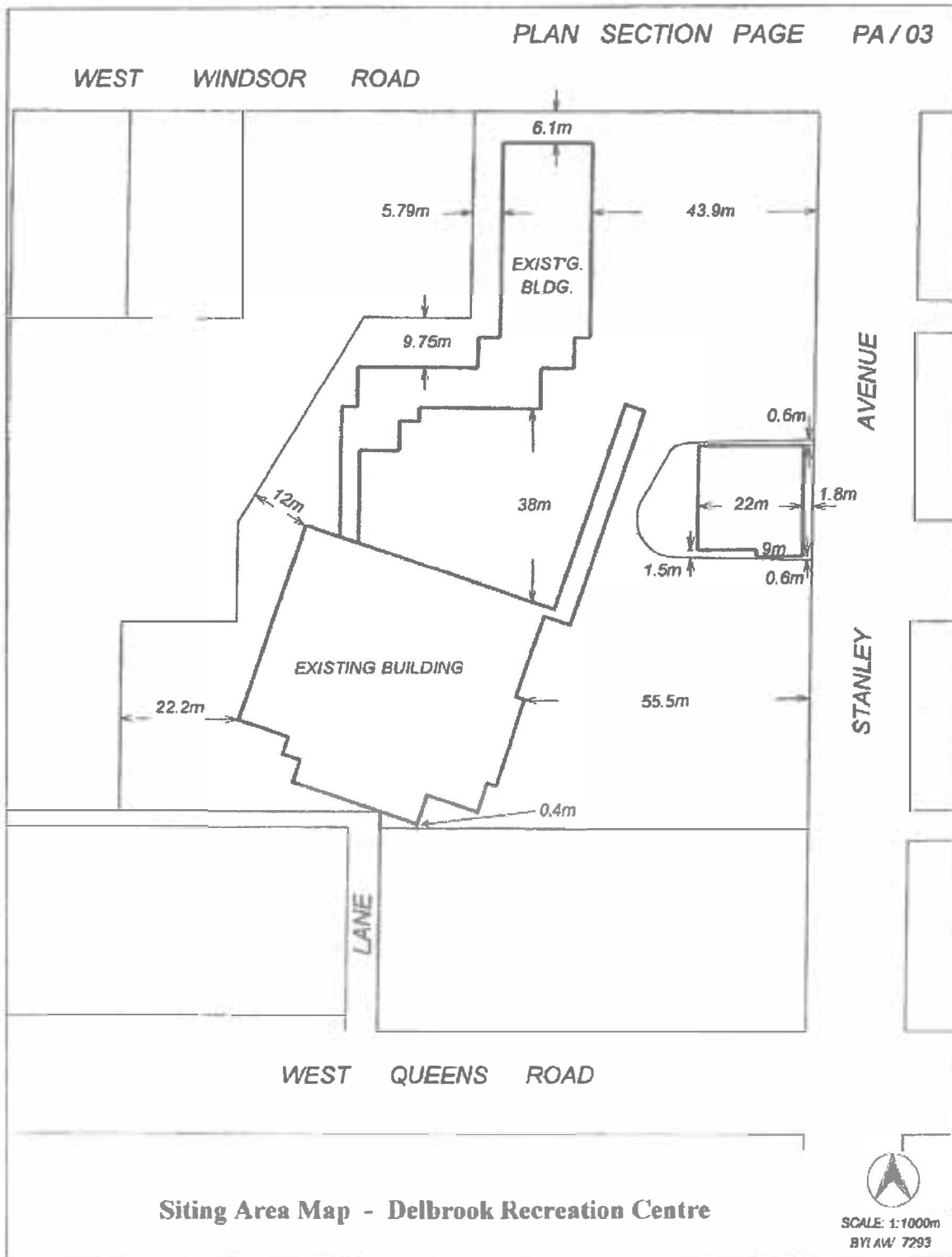
Schedule A to Bylaw 8345



**PUBLIC ASSEMBLY ZONE (PA) TO
COMPREHENSIVE DEVELOPMENT ZONE 124 (CD124)**



Schedule B to Bylaw 8345



The Corporation of the District of North Vancouver**Bylaw 8356****A bylaw to waive Development Cost Charges**

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

Citation

- 1) This bylaw may be cited as "600 West Queens Road Non-Market Rental Housing and Seniors Respite Care Facility Development Cost Charge Waiver Bylaw 8356, 2018".

Waiver

- 2) Development Cost Charges are hereby waived in relation to the Eligible Development proposed to be constructed on "Site A" as shown on the attached map, and the development cost charge rates for the Eligible Development are hereby set at zero.
- 3) For the purpose of this Bylaw "Eligible Development" means not more than 80 non-market rental housing units and a seniors' respite care facility in a building not exceeding 5 storeys, where the non-market rental rate structure is secured by way of a lease agreement or other measure acceptable to the Municipal Solicitor.

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8356





To: Kevin Zhang
Development Planner
District of North Vancouver

From: Robin Petri
Vice-President, Development
Catalyst Community Developments Society

Date: June 4, 2018

RE: Public Information Meeting Summary- 600 West Queens Road

Project Overview:

In May 2017, the District of North Vancouver invited proponents to submit proposals for the development of an affordable rental housing project and an adult respite care facility at 600 West Queens Road in North Vancouver. Catalyst Community Developments Society ("Catalyst") was selected to develop 80 affordable rental homes above an 18 bed respite care facility operated by Care BC.

Event Details:

A public information meeting was held for the proposed project at 600 West Queens Road. The event details are outlined below:

Date: Wednesday, May 30, 2018

Time: 6:00pm – 8:00pm

Place: New Delbrook Community Recreation Centre
851 West Queens Road
North Vancouver, BC

Notification Details:

Mail Notification

A notification was sent by Canada Post to all property owners within 100 metres of 600 West Queens Road (approximately 129 addresses) to notify them of the meeting. Mail notifications were also sent to the Delbrook Community Association and Upper Delbrook Community Association.

A copy of the notification is attached in the Appendix.



Site Sign

A site sign was erected on Wednesday May 16, 2018 (two weeks prior to the meeting) to notify the community of the meeting.

A picture of the site sign is attached in the Appendix.

Newspaper Advertisement

Advertisements were placed in the North Shore News on May 23, 2018 and May 25, 2018.

A copy of the advertisement is attached in the Appendix.

Number of Attendees:

There were approximately 65 people at the meeting. The District of North Vancouver sign in sheet includes 44 of these attendees. A number of attendees did not sign in.

Feedback:

There were 41 comment forms received during the public information meeting. The forms that have been submitted to date are included in the Appendix and the comments are summarized below.

The comments included concerns about:

- the number of parking stalls being provided by the proposed development;
- height and the number of storeys;
- shading of tennis courts and surrounding single family homes;
- percentage of family housing (25% too little);
- construction noise and traffic;
- tenant selection;
- childcare not being part of the project;
- amount of park space remaining;
- setback from Queens (min 25'); and
- length of lease (60 years too long).

There were also positive comments about:

- the provision of affordable rental housing;
- the respite facility;
- the height, massing and unit mix;
- streetscape, landscape, look and design elements;
- location of parking entrance off of Queens Avenue;
- tenant selection; and
- parking supply.

APPENDIX

Mail Notification - Page 1 of 2



Public Information Meeting Notice

Catalyst Community Developments Society is hosting a Public Information Meeting to present the development proposal for a 5 storey mixed-use building at 600 West Queens Road.

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

Meeting Time & Date:

**Wednesday May 30, 2018
6:00-8:00pm**

Meeting Location:

**Delbrook Community Recreation Centre
Arbutus Meeting Room
851 West Queens Road
North Vancouver, BC V7N 4E3**



Mail Notification - Page 2 of 2

Meeting Agenda

Doors Open: 6:00pm
Open House Discussion: 6:00-8:00pm

For further information please contact:

Danielle Dhallwal Catalyst Community
250.320.9321 Developments Society

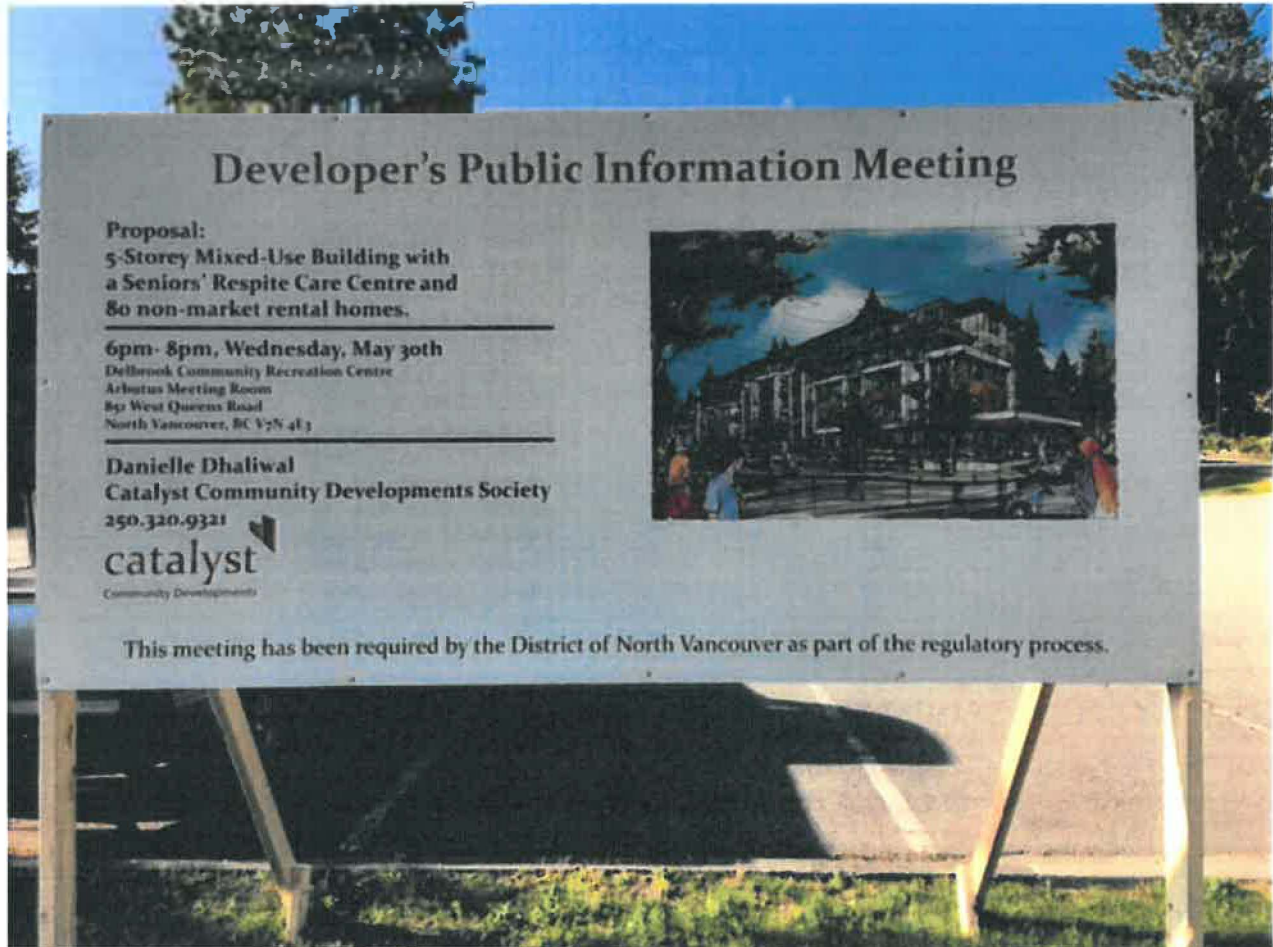
Kevin Zhang District of North Vancouver,
604.990.2321 Planning Department

The Proposal

Catalyst Community Developments Society proposes to construct a 5 ~~storey~~ mixed-use building at 600 West Queens Road, at the corner of Stanley Avenue and West Queens Road. The proposal is for 80 non-market rental homes (16 studios, 41 one bedroom units, 15 two bedroom units, and 8 three bedroom units) and an 18 bed seniors' respite care centre. The seniors' respite care centre has a pick-up/drop-off area accessed from a driveway off of Stanley Avenue. Access to the site is also provided off of West Queens Road to the underground parking garage for residents (60 stalls), visitors (8 stalls) and respite care staff (12 stalls).



Sign on Site at 600 West Queens Road



Newspaper Advertisement (North Shore News)

PUBLIC INFORMATION MEETING

A redevelopment is being proposed for 600 West Queens Road, to construct a 5 storey, mixed-use building.

You are invited to a meeting to review and discuss the project.

Date: Wednesday May 30, 2018
Time: 6:00 – 8:00pm
Location of Meeting: Delbrook Community Recreation Centre
 Arbutus Meeting Room
 851 West Queens Road
 North Vancouver, BC V7N 4E3

The applicant has applied to rezone the site from a public assembly zone to a comprehensive development zone to permit an 18 bed seniors' respite care centre and 80 non-market rental homes with 1 level of underground parking.




Information packages are being distributed to residents within a 100 metre radius of the site. If you would like to receive a copy or more information, please contact Danielle Dhaliwal of Catalyst Community Developments Society at 250.320.9321 or Kevin Zhang of the Development Planning Department at 604.990.2321 or bring your questions and comments to the meeting.

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

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>October 29, 2018</u>
<input type="checkbox"/> Other:	Date: _____

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

August 8, 2018
File: 08.3060.20/009.17

AUTHOR: Linda Brick, Deputy Municipal Clerk

SUBJECT: Bylaws 8278, 8256 and 8257: OCP Amendment, Rezoning and Housing Agreement for 1031, 1037, 1041 and 1045 Ridgewood Drive

RECOMMENDATION:

THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8278, 2017 (Amendment 31)" is ADOPTED;

AND THAT "District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256)" is ADOPTED;

AND THAT "Housing Agreement Bylaw 8257, 2017 (1031-1045 Ridgewood Drive)" is ADOPTED.

BACKGROUND:

Bylaws 8278, 8256 and 8257 received First Reading on November 6, 2017. A Public Hearing for Bylaws 8278 and 8256 was held and closed on December 5, 2017. Bylaws 8278, 8256 and 8257 received Second and Third Readings on July 16, 2018.

The bylaws are now ready to be considered for Adoption by Council.

OPTIONS:

1. Adopt the bylaws;
2. Abandon the bylaws; or,
3. Rescind Third Reading, debate possible amendments to the bylaws and return Bylaws 8278 and 8256 to a Public Hearing if required.

Respectfully submitted,



Linda Brick
Deputy Municipal Clerk

SUBJECT: Bylaws 8278, 8256 and 8257: OCP Amendment, Rezoning and Housing Agreement for 1031, 1037, 1041 and 1045 Ridgewood Drive

August 8, 2018

Page 2

Attachments:

- Bylaw 8278
- Bylaw 8256
- Bylaw 8257
- Staff report dated July 3, 2018

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input checked="" type="checkbox"/> Development Planning	<u> 42 </u>	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input checked="" type="checkbox"/> Solicitor	<u> PR </u>	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		

The Corporation of the District of North Vancouver

Bylaw 8278

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

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

1. Citation

This bylaw may be cited as “District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8278, 2017 (Amendment 31)”.

2. Amendments

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

- a) Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the properties on Map 2 from Residential Level 2: Detached Residential to Residential Level 4: Transition Multifamily;
- b) Map 3.1 Form and character Development Permit Area: as illustrated on Schedule A, by adding the properties to Map 3.1, designating them as a Form and Character of Commercial, Industrial and Multifamily Development Development Permit Area; and,
- c) Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule A, by adding the properties to Map 4.1, designating them as an Energy and Water Conservation and Greenhouse Gas Reduction Development Permit Area.

READ a first time November 6th, 2017 by a majority of all Council members.

PUBLIC HEARING held December 5, 2017

READ a second time July 16th, 2018 by a majority of all Council members.

READ a third time July 16th, 2018 by a majority of all Council members.

ADOPTED by a majority of all Council members.

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8278



The Corporation of the District of North Vancouver

Bylaw 8256

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

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

1. Citation

This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256)”.

2. Amendments

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

- (a) Part 3, Section 301 (2) by inserting the following zoning designation:

“Comprehensive Development Zone 111 CD 111”

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

“4B111 Comprehensive Development Zone 111 CD 111

The CD 111 zone is applied to:

1031, 1037, 1041 and 1045 Ridgewood Drive
Legally described as:

- (i) Lot 4 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-861);
- (ii) Lot 3 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-836);
- (iii) Lot 2 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-801);
- (iv) Lot 1 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-798).

4B 111 – 1 Intent:

The purpose of the CD 111 Zone is to establish specific land use and development regulations for a 25 unit townhouse project.

4B 111 – 2 Permitted Uses:

The following *principal uses* shall be permitted in the Comprehensive Development 111 Zone:

a) **Uses Permitted Without Conditions:**

Not Applicable.

b) **Conditional Uses:**

- (i) Residential building, multiple family townhouse.

4B 111 – 3 Conditions of Use:

- a) Balcony enclosures are not permitted.

4B 111 – 4 Accessory Use:

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

4B 111 – 5 Density:

- a) The maximum permitted density in the CD111 Zone is limited to a floor space ratio (FSR) of 0.45 and four residential units, inclusive of any density bonus for energy performance.
- b) For the purposes of calculating *gross floor area*, the following floor areas are excluded:
 - (i) basement living space;
 - (ii) underground parking garages, including: drive aisles; electrical/mechanical rooms, garbage and recycling collection areas, and bicycle storage areas; and,
 - (iii) common parking garage access elevator shaft and stairwells.

4B 111 – 6 Amenities:

- a) Despite Subsection 4B111 – 5, density in the CD 111 Zone is increased to a maximum of 3,717.15 m² (40,011 sq. ft.) *gross floor area* and a maximum number of 25 residential units, inclusive of any density bonus for energy performance, if the owner completes the following:

- (i) Contributes \$180,374.38 to the municipality to be used for any or all of the following amenities (with allocation and timing of expenditure to be determined by the municipality in its sole discretion):
 - a. Improvements to public parks, plazas, trails and greenways;
 - b. Municipal facilities and facility improvements;
 - c. Public art and other beautification projects; and,
 - d. Affordable or special needs housing.
- (ii) Enters into a Housing Agreement prohibiting any restrictions preventing the owners in the project from renting their units; and,
- (iii) Provides at least four units with enhanced accessible design features, as outlined in the District of North Vancouver Council Policy: 'Accessible Design Policy for Multi-Family Housing.', and at least seven units with private elevators.

4B 111 – 7 Height:

- a) The maximum permitted height for any building in the CD 111 Zone shall be as established by development permit and regulated as follows, where building numbers are listed on Schedule B:

Building	Maximum Permitted Height	Maximum Permitted number of storeys
Building 1	10.5 m (34.4 ft)	3 storeys
Building 2	11.6 m (38 ft)	3 storeys
Building 3	10.4 m (34 ft)	3 storeys
Building 4	10.7 m (35 ft)	3 storeys
Building 5	10.4 m (34 ft)	3 storeys

4B 111 – 8 Setbacks:

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

Setback	Minimum Required Setback
North (From Ridgewood Dr.)	2.19 m (7.2 ft.)
West (From Ayr Ave.)	3.04 m (10.0 ft.)
South (interior lot line)	3.04 m (10.0 ft.)
East (interior lot line)	3.04 m (10.0 ft.)

4B 111 – 9 Coverage:

- a) Building coverage shall not exceed 55% not including underground parking or patios.
- b) Site Coverage shall not exceed 60%.

4B 111 – 10 Acoustic Requirements:

- a) In the case of residential purposes, a development permit application shall require evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurements, demonstrating that the noise levels in those portions of the dwelling listed below shall not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units:

Portion of Dwelling Unit	Noise Level (Decibels)
Bedrooms	35
Living and Dining rooms	40
Kitchen, Bathrooms and Hallways	45

4B 111 – 11 Landscaping and Storm Water Management:

- a) All land areas not occupied by buildings must be landscaped in accordance with a landscape plan approved by the District of North Vancouver; and,
- b) All electrical kiosks and garbage and recycling container facilities not located underground or within a building must be screened.

4B 111 – 12 Parking, Loading and Servicing Regulations:

- a) A minimum of 52 parking spaces are required for the use of residents;
 - b) A minimum of 6 parking spaces are required for designated visitor parking;
 - c) All parking spaces must meet the minimum width and length standards established in Part 10 of the Zoning Bylaw, exclusive of building support columns; and,
 - d) Resident bicycle storage must be provided on the basis of one space per unit;
 - e) Visitor bicycle storage must be provided on the basis of a minimum of 5 class 2 bicycle parking spaces."
- (c) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from the Single Family Residential Edgemont Zone (RSE) to Comprehensive Development Zone 111 (CD 111).

READ a first time November 6th, 2017

PUBLIC HEARING held December 5, 2017

READ a second time July 16th, 2018

READ a third time July 16th, 2018

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

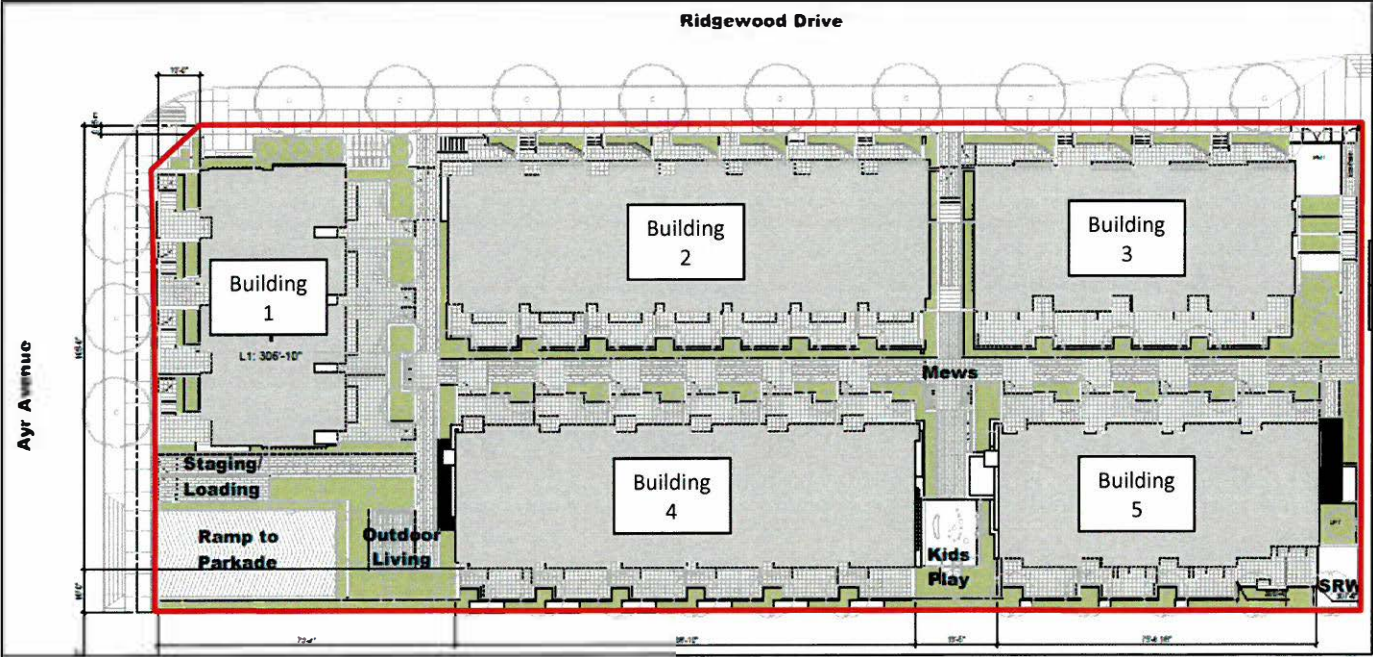
Schedule A to Bylaw 8256



**SINGLE-FAMILY RESIDENTIAL EDMONTON ZONE (RSE) TO
COMPREHENSIVE DEVELOPMENT ZONE 111 (CD111)**



Schedule B to Bylaw 8256



The Corporation of the District of North Vancouver

Bylaw 8257

A bylaw to enter into a Housing Agreement
(1031-1045 Ridgewood Drive)

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

1. Citation

This bylaw may be cited as "Housing Agreement Bylaw 8257, 2017 (1031-1045 Ridgewood Drive)".

2. Authorization to Enter into Agreement

2.1 The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Boffo Properties (Ridgewood) LP substantially in the form attached to this Bylaw as Schedule "A" with respect to the following lands:

- a) Lot 4 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-861);
- b) Lot 3 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-836);
- c) Lot 2 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-801); and,
- d) Lot 1 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-798).

3. Execution of Documents

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

READ a first time November 6, 2017

READ a second time July 16th, 2018

READ a third time July 16th, 2018

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8257

SECTION 219 COVENANT – HOUSING AGREEMENT

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

BETWEEN:

Boffo Properties (Ridgewood) LP
1391 Venables Street
Vancouver, BC V5L 2G1

(the “Developer”)

AND:

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

(the “District”)

WHEREAS:

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

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

1. **DEFINITIONS**

1.01 Definitions

In this agreement:

- (a) "*Development Permit*" means development permit No. _____ issued by the District;
- (b) "*Lands*" means land described in Item 2 of the *Land Title Act* Form C to which this agreement is attached;
- (c) "*Owner*" means the Developer and any other person or persons registered in the Lower Mainland Land Title Office as owner of the Lands from time to time, or of any parcel into which the Lands are consolidated or subdivided, whether in that person's own right or in a representative capacity or otherwise;
- (d) "*Proposed Development*" means the proposed development containing not more than 40 townhouse units to be constructed on the Lands in accordance with the Development Permit;
- (e) "*Short Term Rentals*" means any rental of a Unit for any period less than 30 days;
- (f) "*Strata Corporation*" means the strata corporation formed upon the deposit of a plan to strata subdivide the Proposed Development pursuant to the *Strata Property Act*;
- (g) "*Unit*" means a residential dwelling strata unit in the Proposed Development; and
- (h) "*Unit Owner*" means the registered owner of a Dwelling Unit in the Proposed Development.

2. **TERM**

This Agreement will commence upon adoption by District Council of Bylaw 8257 and remain in effect until terminated by the District as set out in this Agreement.

3. **RENTAL ACCOMODATION**

3.01 **Rental Disclosure Statement**

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

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

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

3.02 Rental Accommodation

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

3.03 Binding on Strata Corporation

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

3.04 Strata Bylaw Invalid

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

3.05 No Bylaw

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

3.06 Vote

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

3.07 Notice

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

3.08 Release of Covenant

The District agrees that if the District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256), is not adopted by the District's Council before February 1st, 2018, the Owner is entitled to require the District to execute and deliver to the Owner a discharge, in registrable form, of this Agreement from title to the Land. The Owner is responsible for the preparation of the discharge under this section and for the cost of registration at the Land Title Office.

4. DEFAULT AND REMEDIES

4.01 Notice of Default

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

4.02 Costs

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

4.03 Damages an Inadequate Remedy

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

4.04 Equitable Remedies

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

4.05 No Penalty or Forfeiture

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

4.06 Cumulative Remedies

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

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

5. LIABILITY

5.01 Indemnity

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

5.02 Release

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

5.03 Survival

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

6. GENERAL PROVISIONS

6.01 District's Power Unaffected

Nothing in this Agreement:

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

6.02 Agreement for Benefit of District Only

The Owner and District agree that:

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

6.03 Agreement Runs With the Lands

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

6.04 Release

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

6.05 Priority of This Agreement

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

6.06 Agreement to Have Effect as Deed

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

6.07 Waiver

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

6.08 Time

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

6.09 Validity of Provisions

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

6.10 Extent of Obligations and Costs

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

6.11 Notices

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

If to the District:

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

Attention: Planning Department

If to the Owner:

Boffo Properties (Ridgewood) LP
1391 Venables Street
Vancouver, BC V5L 2G1

Attention: Jamie Wallace

If to the Unit Owner:

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

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

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

6.12 Further Assurances

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

6.13 Enuring Effect

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

7. INTERPRETATION

7.01 References

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

7.02 Construction

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

7.03 No Limitation

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

7.04 Terms Mandatory

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

7.05 Statutes

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

7.06 Entire Agreement

- (g) This is the entire agreement between the District and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to this Agreement, except as included in this Agreement.
- (h) This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by District Council of a bylaw to amend Bylaw 8257.

7.07 Governing Law

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

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

GRANT OF PRIORITY

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

(a) _____ (the "Charge");

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

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

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

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>July 16, 2018</u>
<input type="checkbox"/> Other:	Date: _____

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

July 3, 2018
File: 08.3060.20/009.17

AUTHOR: Kevin Zhang, Development Planner

SUBJECT: Bylaws 8278, 8256, and 8257: OCP Amendment, Rezoning, and Housing Agreement - 1031, 1037, 1041, and 1045 Ridgewood Drive

RECOMMENDATION:

THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8278, 2017 (Amendment 31)" is given SECOND and THIRD Readings;

AND THAT "District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256)" is given SECOND and THIRD Readings;

AND THAT "Housing Agreement Bylaw 8257, 2017 (1031-1045 Ridgewood Drive)" is given SECOND and THIRD Readings.

REASON FOR REPORT:

The reason for this report is to respond to concerns raised at the Public Hearing regarding construction timing of this project. The applicant has proposed a delayed construction start time to reduce construction traffic impacts of the proposed development.

Bylaws 8278, 8256, and 8257 are now ready to be considered by Council for Second and Third Reading.

BACKGROUND:

Bylaws 8278, 8256 and 8257 received First Reading on November 6, 2017. A Public Hearing for Bylaws 8278 and 8256 was held and closed on December 5, 2017.

Construction Timing

At the Public Hearing, concern was raised regarding the construction timing of this project in relation to other projects currently under construction or expected to begin construction in Edgemont Village.

In response to this public input, and under the advice of the District's Construction Traffic Management Department, the applicant has volunteered to delay the construction start date to the earlier of the following:

1. Completion of roadworks on Ayr Ave., associated with the Grosvenor development; or,
2. April 30, 2019.

The District's Construction Traffic Management Department is of the opinion that delaying the construction start date of this project as noted above, will help alleviate construction traffic related impacts in Edgemont Village. The map and summary included below provide further detail regarding the anticipated timing of development projects currently approved or under construction, or under application review in Edgemont Village.



1. **Boffo 1 Townhomes**
Anticipated occupancy: Summer/Fall 2018
2. **Grosvenor**
Anticipated occupancy: November, 2018 for grocery store and phase 1 residential;
and Summer 2019 for phase 2 residential
3. **3105 Crescentview**
Anticipated construction start: Fall, 2018
4. **Boffo 2 Townhomes (if Rezoning is successful)**
Anticipated construction start: April 30, 2019 or completion of roadworks on Ayr Ave.
5. **Brookridge Townhomes, Canfield Townhomes, and 3105 Woodbine**
Not yet considered by Council.

If Bylaws 8278, 8256, and 8257 are given Second and Third Reading by Council, and if Bylaws 8278, 8256, and 8257 are adopted by Council, the construction timing requirement for this project, as noted in this report, will be secured by a Development Covenant.

CONCLUSION:

Bylaws 8278, 8256, and 8257 are now ready to be considered by Council for Second and Third Reading.

OPTIONS:

1. Give the bylaws Second and Third Readings; or,
2. Give no further Readings to the bylaws and abandon the bylaws at First Reading.

Respectfully submitted,



Kevin Zhang
Development Planner

Attachments

- Attachment 1: Bylaw 8278: District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8278, 2017 (Amendment 31)
- Attachment 2: Bylaw 8256: District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256)
- Attachment 3: Bylaw 8257: Housing Agreement Bylaw 8257, 2017 (1031-1045 Ridgewood Drive)
- Attachment 4: Public Hearing Minutes – December 5, 2017
- Attachment 5: Staff report dated October 23, 2017

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 _____	

**DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING**

**1031, 1037, 1041 & 1045 Ridgewood Drive
Twenty-Five Unit Townhouse Project**

REPORT of the Public Hearing held in the Council Chambers of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Tuesday, December 5, 2017 commencing at 7:00 p.m.

Present: Mayor R. Walton
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks

Absent: Councillor R. Bassam
Councillor D. MacKay-Dunn
Councillor L. Muri

Staff: Mr. J. Gordon, Manager – Administrative Services
Ms. J. Paton, Manager – Development Planning
Ms. S. Dale, Confidential Council Clerk
Ms. E. Nordin, Development Planner

**District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment
Bylaw 8278, 2017 (Amendment 31)**

Purpose of Bylaw:

Bylaw 8278 proposes to amend the OCP land use designation of the subject properties from Residential Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily (RES4) and to designate these properties as Development Permit Areas for Form and Character and Energy and Water Conservation and GHG Emission Reduction.

District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256)

Purpose of Bylaw:

Bylaw 8256 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 111 (CD111) and rezone the subject site from Residential Single-Family Residential Edgemont Zone (RSE) to CD111. The CD111 Zone addresses use, density, amenities, height, setbacks, site coverage, acoustic requirements, landscaping and parking.

1. OPENING BY THE MAYOR

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

Mr. James Gordon, Manager – Administrative Services, stated that:

- All persons who believe that their interest in property is affected by the proposed bylaws will be afforded a reasonable opportunity to be heard and to present written submissions;
- Use of 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 bylaws;
- 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 these bylaws 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 BYLAWS BY THE CLERK

Mr. James Gordon, Manager – Administrative Services, introduced the proposed Bylaws, stating that Bylaw 8278 proposes to amend the OCP land use designation of the subject properties from Residential Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily (RES4) and to designate these properties as Development Permit Areas for Form and Character and Energy and Water Conservation and GHG Emission Reduction. Bylaw 8256 proposes to amend the District's Zoning Bylaw by creating a new Comprehensive Development Zone 111 (CD111) and rezone the subject site from Residential Single-Family Residential Edgemont Zone (RSE) to CD111. The CD111 Zone addresses use, density, amenities, height, setbacks, site coverage, acoustic requirements, landscaping and parking.

3. PRESENTATION BY STAFF

Ms. Emel Nordin, Development Planner, provided an overview of the proposal elaborating on the introduction by the Manager – Administrative Services. Ms. Nordin advised that the development site is located at the southeast corner of Ridgewood Drive and Ayr Avenue. There are existing single family lots to the north, east and southeast of the site. The recently completed Edgemont Seniors Living project (seniors' independent living and care facility) is located south of the site and the Grosvenor project (mixed-use development) is under construction to the west of the site, across Ayr Avenue. The five residential properties to the east and southeast, along Ridgewood Drive and Highland Boulevard are identified in the Edgemont Village Centre: Plan and Design Guidelines for multiplex development (triplex and four-plex).

The Official Community Plan (OCP) designates the subject properties as RES Level 2: Detached Residential (RES2) which allows for a density of up to approximately 0.55 FSR. The Edgemont Village Centre: Plan and Design Guidelines identifies these four lots as a future townhouse site, with a density of up to 1.20 FSR. The Edgemont Village: Plan and Design Guidelines envisions OCP amendments for the townhouse, multiplex, and duplex sites in the residential periphery of the village. The OCP amendment would change the designation of the lots to Residential Level 4: Transition Multifamily (RES4), with a density of up to 1.20 FSR, consistent with the Edgemont Village Centre: Plan and Design Guidelines. The project will contribute to the creation of additional family-oriented housing in this neighbourhood which responds to the goal of the OCP to encourage and enable a diverse mix of housing types, to accommodate the lifestyles and needs of people at all stages of life and addresses the intent of the OCP housing diversity policies by providing units suitable for families and encouraging a range of multifamily housing sizes. The property will also be designated within Development Permit Areas for Form and Character of Ground-Oriented Housing, and Energy and Water Conservation and Green House Gas emission reduction.

The proposal is for a twenty-five unit townhouse development in five three storey buildings framing a central courtyard over one level of underground parking. The units all have a three bedroom layout and range in size from approximately 1,700 to 2,400 sq ft. The proposal meets the Zoning Bylaw parking requirement by providing fifty-two underground residential parking spaces at a ratio of just under 2.1 spaces per unit (including visitor parking). Each unit is provided one secured class one bicycle parking space in the underground parking garage and additional bicycle storage is available in individual unit garages and storage areas. Five Class 2 bicycle storage spaces are also provided at grade adjacent to the northwest corner of the site.

In accordance with the District's Community Amenity Contribution policy, the CAC for this project is calculated to be just over \$180,000. Additional off-site improvements include:

- Road dedications on Ridgewood Drive and Ayr Avenue to allow for the construction of an east bound dedicated bike lane along the property frontage on the south side of Ridgewood Drive and a north bound dedicated bike lane on the east side of Ayr Avenue;
- The existing overhead hydro lines along Ridgewood Drive, Ayr Avenue and on Woodbine Drive just beyond the property frontage, will be removed and replaced with underground service connections;
- A new accessible pedestrian crosswalk with let-downs and road markings will be installed across Ayr Avenue on the south side of Ridgewood Drive; and,
- A new sidewalk and boulevard will be installed on the east side of Ayr Avenue and upgrades will be made to the sidewalks, street trees, curb, gutter and lighting along both Ridgewood Drive and Ayr Avenue frontages.

Other residential construction projects and potential development projects were identified. In order to reduce the development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan. A traffic study has also been submitted and indicates that the increase in vehicles as a result of this development will be equivalent to approximately one additional vehicle every six minutes in the morning and one additional vehicle every four to five minutes in the afternoon.

The proposal complies with the following:

- The use, density and height provisions of the Edgemont Village Centre: Plan and Design Guidelines;
- Current and proposed green building policies (Gold standard and the BC Step Code);
- Exceeds the minimum requirements of the District's Accessible Design Policy by providing four units with enhanced accessibility and seven units with personal elevators from the parking garage. The remaining units will meet the basic accessible design criteria;
- The Strata Rental Protection Policy, to ensure that strata units are available for rental;
- The project was reviewed by the Advisory Design Panel in May 2017 and was recommended for approval subject to the resolution of the Panel's comments which have been addressed in the most recent design; and,
- A facilitated Public Information meeting was held in May 2017 and approximately thirty-nine members of the public attended. A mix of opinions were expressed including support for the development and the need for an increased diversity of housing options in the Edgemont neighbourhood.

4. REPRESENTATIONS FROM THE APPLICANT

4.1. Ms. Mackenzie Biggar, Boffo Properties:

- Noted that extensive community consultation has taken place and the developer has worked with the community to address their needs;
- Stated that construction will not commence until after the completion of Boffo 1;
- Commented on the detailed Traffic Management Plan to minimize impacts on the community;
- Opined that the proposed project is in keeping with the character of the neighbourhood;
- Advised that the sidewalk on Ridgewood Drive will be kept open during construction; and,
- Highlighted the benefits and amenities of the proposed development.

4.2. Mr. Craig Taylor, Taylor Kurtz Architecture & Design:

- Provided an overview of the proposed site plan and building design;
- Noted that the proposed development is consistent with the Edgemont Village Centre: Plan and Design Guidelines;
- Spoke to the importance of pedestrian safety;
- Advised that the proposal exceeds the requirements of the Accessible Design Policy for Multi-Family Housing; and,
- Highlighted the benefits and amenities of the proposed development.

5. REPRESENTATIONS FROM THE PUBLIC

5.1. Ms. Erin O'Neill, 1000 Block Prospect Avenue:

IN FAVOUR

- Opined that this is a good location for densification;
- Commented on the site's proximity to transit;
- Suggested that the proposed development would provide housing options that are sustainable and affordable for young families; and,

- Opined that the proposed development is aesthetically pleasing.

5.2. Mr. Adrian Chaster, 3000 Block Crescentview Drive: IN FAVOUR

- Spoke in support of the proposed project;
- Noted that Boffo met with the Edgemont Community Association and the concerns of residents have been addressed; and,
- Commented on the importance of working collaboratively with all parties involved to mitigate the impacts on the community during the construction phase.

5.3. Mr. Gordon Savage, 3400 Block Edgemont Boulevard: OPPOSED

- Spoke to the issue of affordability;
- Expressed concern regarding traffic congestion; and,
- Suggested the quality of life for Edgemont residents has been affected by development.

5.4. Mr. Beau Jarvis, 900 Block Kennedy Avenue: IN FAVOUR

- Spoke in support of the proposed development;
- Noted that the proposed project is consistent with the vision of the Edgemont Village Centre: Plan and Design Guidelines;
- Noted that the proposed development will provide housing options; and,
- Opined that construction is a short-lived inconvenience.

5.5. Mr. Grigg Cameron, 1000 Block Clements Avenue: IN FAVOUR

- Spoke in support of the proposed project;
- Noted that the proposed project is consistent with the vision of the Edgemont Village Centre: Plan and Design Guidelines;
- Commented on housing diversity and affordability;
- Expressed concern with regards to the timing of the project;
- Stated that it is essential that the proposed development be phased properly; and,
- Suggested that the proposed project not commence until the completion of the Grosvenor development.

5.6. Ms. Erin Macnair, 3400 Block Emerald Drive: COMMENTING

- Requested that the crosswalk at Ridgewood Drive and Ayr Avenue be lit;
- Spoke to the issue of pedestrian safety;
- Expressed concern with the amount of development in the Edgemont area; and,
- Expressed concern regarding increased traffic.

5.7. Ms. Alex Troll, 3100 Block Highland Boulevard: IN FAVOUR

- Spoke in support of the proposed development;
- Opined that growth in Edgemont Village will benefit local businesses; and,
- Opined that traffic will only be a short term inconvenience during the construction phase.

5.8. Mr. Steven Boale, 1000 Block Arlington Crescent: OPPOSED

- Spoke in opposition of the proposed development;
- Recommended that the proposed density be reduced;

- Expressed concerns with shadowing issues; and,
- Expressed concerns regarding traffic and pedestrian safety issues.

5.9. Mr. Brent Carlson, 4500 Block Marineview Crescent: IN FAVOUR

- Spoke in support of the proposed project;
- Noted that the proposed project is consistent with the vision of the Edgemont Village Centre: Plan and Design Guidelines;
- Suggested that the proposed development will diversify the housing stock in Edgemont Village; and,
- Commented that the proposed development is aesthetically pleasing and will complement the area.

5.10. Mr. Eric Jensen, 3100 Block Woodbine Drive: COMMENTING

- Spoke as the President of the Edgemont Village Business Association;
- Stated that there is too much development going on all at one time and as a result businesses have been affected;
- Commented that traffic is difficult in Edgemont Village; and,
- Urged Council to stall development but not stop development.

5.11. Ms. Alyson Kelly, 400 Block Seymour River Place: IN FAVOUR

- Spoke to the issue of affordability;
- Commented that the proposed development will provide more housing options;
- Opined that Edgemont Village is a good location for young families; and,
- Acknowledged that the amount of construction has impacted residents of this neighbourhood.

5.12. Mr. Robin Delaney, 4300 Block Skyline Drive: COMMENTING

- Spoke in support of the proposed project;
- Expressed concern that not all Edgemont Village merchants were notified of the Public Hearing;
- Suggested that the proposed project not commence until the completion of Thrifty's;
- Expressed concern with the timing of the project;
- Spoke to the issue of development fatigue; and,
- Stated that flaggers need to be competent and alert.

5.13. Mr. Adrian Beruschi, 2900 Block Newmarket Avenue: IN FAVOUR

- Spoke in support of the proposed development;
- Commented that the proposed development will diversify the housing stock in Edgemont Village;
- Suggested that modest growth will help Edgemont Village merchants;
- Opined that the proposed development is aesthetically pleasing and will enhance the neighbourhood; and,
- Expressed concern with regards to the crosswalk at Ridgewood Drive.

5.14. Mr. Ken Harris, 400 Block Evergreen Place: IN FAVOUR

- Spoke in support of the proposed development; and,
- Opined that development is needed and will provide a much-needed refresh for the Edgemont community.

5.15. Mr. Peter Thompson, 900 Block Clements Avenue:

IN FAVOUR

- Spoke in support of the proposed project;
- Stated that change is inevitable;
- Spoke to the quality of schools surrounding the Edgemont area; and,
- Noted that 230 parking stalls will be available upon completion of the Grosvenor development.

Council recessed at 8:21 pm and reconvened at 8:26 pm.

In response to a question from Council regarding the cost of units, the developer advised that the sale prices have not been set but noted that townhouses at Boffo 1 are projected to start at \$1.5 million.

In response to a question from Council, staff advised that the proposed twenty-five unit townhouse development is arranged in five buildings, framing a central courtyard, over one level of underground parking. The units are all three bedroom and three storey layouts ranging in size from 1,725 sq. ft. to 2,402 sq. ft.

In response to a question from Council, staff advised that off-site improvements will include road dedications on Ridgewood Drive and Ayr Avenue to allow for the construction of an east bound dedicated bike lane on Ridgewood Drive and a north bound dedicated bike lane on Ayr Avenue, upgrades to the sidewalks, street trees, curb, gutter and lighting along the south side of Ridgewood Drive and the east side of Ayr Avenue. Existing overhead hydro lines along Ridgewood Drive, Ayr Avenue and Woodbine Drive will be removed and replaced with underground service connections, with overhead connections maintained for the existing single family properties to the east of the subject site. A new wheelchair accessible pedestrian crossing will be installed across Ayr Avenue, at the intersection of Ayr Avenue and Ridgewood Drive to improve pedestrian safety and accessibility. In addition, a small seating area will be provided at the northwest corner of the property, with a right of way established to allow for public access. The value of offsite improvements is estimated at \$250,000.

In response to a question from Council regarding construction timing and coordination, staff highlighted the following:

- Construction (from site clearing to occupancy) of the subject project is expected to begin in spring 2018 and last approximately 17 months;
- The draft Construction Traffic Management Plan provided for this project includes a provision for careful communication with the management team for the Grosvenor development to the west and a commitment to coordinate construction activities with the Grosvenor development to mitigate impacts on the neighbourhood;
- The off-site utility and road upgrades associated with the Grosvenor development are anticipated to be complete in summer 2018; and,
- Required off-site utility and road upgrades for the subject project are anticipated to take place during summer 2019 in order to limit road closures during the school year.

In response to a question from Council, staff advised that the proposed eastbound bicycle lane along the south side of Ridgewood Drive cannot be extended to Highland Boulevard without resulting in significant impacts to the frontages of existing single family properties located on Ridgewood Drive to the east of the subject site. It was noted that until such a time as these properties are redeveloped, the bicycle lane will

taper off at the east property line of the subject site. Signage will be installed on Ridgewood Drive to redirect eastbound cyclists south on Ayr Avenue to access Highland Boulevard.

Staff advised that as part of the application, Bunt and Associates undertook a signal warrant analysis to explore what sort of crosswalk is best suited for the intersection of Ridgewood Drive and Ayr Avenue. It was determined that with the current pedestrian and vehicle traffic numbers, no signal is necessary. However, staff advised that this study was done during the summer and have requested this be reviewed during school hours. Staff will report back at the development stage.

In response to a question from Council regarding enforcement, staff advised that a construction traffic management security deposit is required and used to cover any enforcement ticketing and will create a financial incentive for the developer to ensure efficient traffic flows, enforcement of parking and construction vehicle routing in the area.

Staff advised that in accordance with District of North Vancouver policies:

- A sign was erected on the site to notify neighbours of the meetings;
- A newspaper ad was placed in the North Shore News on Sunday, November 26, 2017 and Wednesday, November 29, 2017;
- A notice was mailed to residents within a 100m radius; and,
- A notice, agenda and supporting documents were posted on the District's website.

5.16. Mr. Brian Platts, 3100 Block Beverley Crescent:

IN FAVOUR

- Spoke in support of the proposed development;
- Commended the applicant for providing key accessible design features such as personal elevators;
- Suggested that the proposed project not commence until the completion of Thrifty's;
- Noted that the Construction Traffic Management Plan has not been well enforced; and,
- Spoke to the issue of development fatigue in Edgemont Village.

5.17. Ms. Christine Young, 3300 Block Ayr Avenue:

COMMENTING

- Stated that too much construction is happening all at once;
- Urged Council to slow the pace of development;
- Expressed concern with traffic issues; and,
- Suggested that the proposed project not commence until the completion of Grosvenor.

5.18. Mr. Henry Indra, 1000 Block Ridgewood Drive:

IN FAVOUR

- Expressed concern with shadowing issues;
- Expressed concern with traffic issues;
- Suggested the proposed development be reduced in size by two units; and,
- Requested a traffic light be installed at Ridgewood Drive and Ayr Avenue.

5.19. Mr. Theo Birkener, 200 Block West 16th Street:

IN FAVOUR

- Spoke in support of the proposed project;
- Opined that this is a good location for densification; and,
- Commented that three storey townhomes are not family-friendly.

5.20. Mr. Corrie Kost, 2800 Block Colwood Drive:

IN FAVOUR

- Spoke in support of the proposed project;
- Expressed concern with overhead hydro lines along Woodbine Drive; and,
- Spoke to the issue of traffic congestion and development stress in the Edgemont Village community.

5.21. Mr. Robin Delaney, 4300 Block Skyline Drive:

SPEAKING A SECOND TIME

- Expressed concern with traffic issues;
- Spoke to the issue of development stress in the Edgemont area; and,
- Commented that there is too much development going on at one time.

5.22. Mr. Henry Indra, 1000 Block Ridgewood Drive:

SPEAKING A SECOND TIME

- Expressed concern with overhead hydro lines.

5.23. Ms. Christine Young, 3300 Block Ayr Avenue:

SPEAKING A SECOND TIME

- Commented on the proposed Landscape Plan.

5.24. Mr. Eric Jensen, 3100 Block Woodbine Drive:

SPEAKING A SECOND TIME

- Spoke to the timing of projects and development in the Edgemont area.

In response to a question from Council, staff advised that the proposed height of three storeys and the proposed FSR are consistent with the Edgemont Village Centre: plan and Design Guidelines. The building height is generally consistent with adjacent development sites and the proposed building design and site layout responds to the steep topography of the property. In addition, units have been designed with individual expression through incorporation of a mix of materials and colours, recessed upper storeys and a defined entrance to break up the building massing. The townhouses have been designed with flat roofs without roof decks to further limit the visual impact and preserve the privacy of adjacent properties. Trees and landscaping around the edges and throughout the property will provide additional screening and enhance the visual appearance of the site.

In response to a question from Council regarding the Construction Traffic Management Plan, staff advised that this plan must identify methods of sharing a construction schedule with other developments in the area. It was noted that Grosvenor and Boffo are in constant communication with each other.

6. COUNCIL RESOLUTION

MOVED by Councillor HANSON

SECONDED by Councillor HICKS

THAT the December 5, 2017 Public Hearing be closed;

AND THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8278, 2017 (Amendment 31)" and "District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256)" be returned to Council for further consideration.

CARRIED
(9:08 p.m.)

CERTIFIED CORRECT:



Confidential Council Clerk

AGENDA INFORMATION

☒ Regular Meeting
☐ Other:

Date: Nov 6, 2017
 Date: _____


 Dept.
 Manager


 GM/
 Director


 CAO

The District of North Vancouver REPORT TO COUNCIL

October 25, 2017

File: 08.3060.20/009.17

AUTHOR: Emel Nordin, Development Planning

SUBJECT: Bylaws 8278, 8256 and 8257: OCP Amendment, Rezoning, and Housing Agreement for a 25 unit townhouse project - 1031, 1037, 1041 and 1045 Ridgewood Dr.

RECOMMENDATION

THAT the "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8278, 2017 (Amendment 31)" to amend the Official Community Plan (OCP) land-use designation from RES Level 2: Detached Residential (0.55 FSR) to RES Level 4: Transition Multifamily (1.2 FSR) be given FIRST reading;

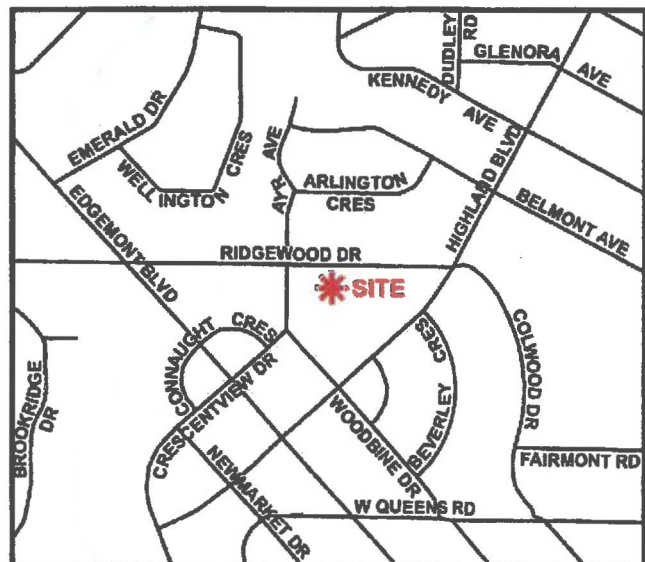
AND THAT the "District of North Vancouver Rezoning Bylaw 1360 (Bylaw 8256)" to rezone the subject site from Single Family Residential Edgemont Zone (RSE) to Comprehensive Development Zone 111 (CD111) be given FIRST reading;

AND THAT "Housing Agreement Bylaw 8257, 2017 (1031-1045 Ridgewood Drive)" be given FIRST reading;

AND THAT pursuant to Section 475 and Section 476 of the Local Government Act, additional consultation is not required beyond that already undertaken with respect to Bylaw 8278;

AND THAT in accordance with Section 477 of the Local Government Act, Council has considered Bylaw 8278 in conjunction with its Financial Plan and applicable Waste Management Plans;

AND THAT Bylaw 8278 and Bylaw 8256 be referred to a Public Hearing.



REASON FOR REPORT

The proposed project requires Council's consideration of:

- Bylaw 8278 to amend the Official Community Plan (OCP) for the subject properties;
- Bylaw 8256 to rezone the subject properties;
- Bylaw 8257 to authorize a housing agreement to ensure all future owners are eligible to rent their units.

SUMMARY

The applicant proposes to redevelop the four residential lots located at 1031, 1037, 1041 and 1045 Ridgewood Dr. to create a 25 unit three-storey townhouse development.

Implementation of the project requires an OCP amendment (Bylaw 8278), a rezoning (Bylaw 8256), and a Housing Agreement (Bylaw 8257). The OCP amendment would change the designation of the site from RES Level 2: Detached Residential (0.55 FSR) to RES Level 4: Transition Multifamily (1.2 FSR) and designate the site a Development Permit Area for Form and Character of multi-family development, and Energy and Water Conservation and GHG Emission Reduction.



The OCP amendment and rezoning is consistent with the Edgemont Village Centre: Plan and Design Guidelines. A development permit will be forwarded to Council if the OCP amendment and rezoning are approved.

SUBJECT PROPERTY

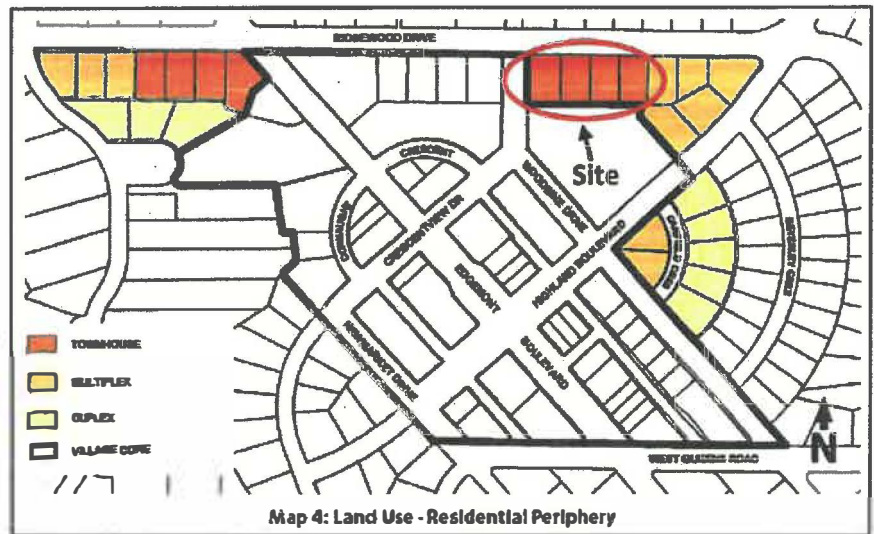
The development site is located at the southeast corner of Ridgewood Dr. and Ayr Ave. There are existing single family lots to the north, east and southeast of the site. The recently completed Edgemont Seniors Living project (seniors' independent living and care facility) is located south of the site and the Grosvenor project (mixed-use development) is under construction to the west of the site, across Ayr Ave. The five residential properties to the east and southeast, along Ridgewood Dr. and Highland Blvd., are identified in the Edgemont Village Centre: Plan and Design Guidelines for multiplex development (triplex and four-plex).

EXISTING POLICY

1. Official Community Plan

The Official Community Plan (OCP) designates the subject properties as RES Level 2: Detached Residential (RES2) which allows for a density of up to approximately 0.55 FSR.

The Edgemont Village Centre: Plan and Design Guidelines identifies these four lots as a future townhouse site, with a density of up to 1.20 FSR. The Edgemont Village: Plan and Design Guidelines envisions OCP amendments for the townhouse, multiplex, and duplex sites in the residential periphery of the village (as indicated by the adjacent map). The OCP amendment would change the designation of the lots to Residential Level 4: Transition Multifamily (RES4), with a density of up to 1.20 FSR, consistent with the Edgemont Village Centre: Plan and Design Guidelines.



The units are all three bedroom floor plans, which will be attractive to both families and downsizers, responding to Goal #2 of the OCP to “encourage and enable a diverse mix of housing types...to accommodate the lifestyles and needs of people at all stages of life.”

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

The proposed height of three storeys and the proposed FSR are consistent with the Edgemont Village Centre: Plan and Design Guidelines.

2. Zoning

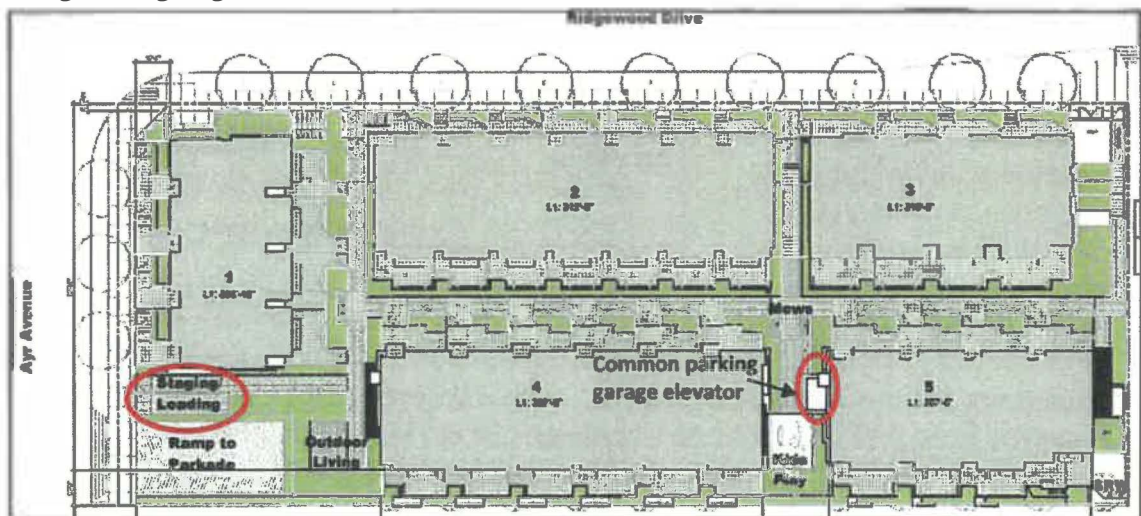
The subject properties are currently zoned Single Family Residential Edgemont Zone (RSE). Rezoning is required to accommodate the project and Bylaw 8256 proposes to create a new Comprehensive Development Zone 111 (CD111) tailored specifically to this project. The proposed CD111 zone prescribes permitted uses and zoning provisions such as a density, height, setbacks, parking requirements, and requires a community contribution of \$180,374.38 to achieve maximum density.

ANALYSIS:

Site Plan and Project Description

The project consists of an OCP Amendment and a Rezoning to allow for a 25 unit townhouse development in five three storey buildings. The proposal includes a 0.65 m (2.13 ft) road dedication along Ridgewood Dr. which will enable the construction of a dedicated eastbound bike lane on the south side of Ridgewood Dr., and a 1.6 m (5.24 ft) road dedication along Ayr Ave. which will enable a dedicated northbound bike lane and a new sidewalk on the east side of Ayr Ave.

The townhomes are arranged in five buildings, framing a central courtyard, over one level of underground parking. The units are all three bedroom layouts and range in size from 160.3 m² (1,725 sq. ft.) to 223.2 m² (2,402 sq. ft.). All units have basements or mudrooms at the parkade level. A passenger drop-off and loading/moving vehicle space is provided on Ayr Ave., immediately north of the underground garage entrance.



Site Plan

The subject site slopes from north to south and east to west, with a fairly significant 18 ft. change in grade across the property. The proposed building design and layout responds to the topography of the site.

The ground floor elevations for the two buildings fronting Ridgewood Dr. were established to ensure that the residential front doors of these townhouses are clearly visible from the street and to maximize the number of accessible units from Ridgewood Dr., in accordance with the Edgemont Village Centre Plan. As a result, the ground floor



View from northwest along Ridgewood Dr.

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elevations of these buildings are 5-8 ft. higher than the other buildings on the site. The ground floor elevations of the southern units have been established as close to natural grade as possible to provide accessible entry from the central courtyard, and in consideration of the adjacent south property.

The five buildings range in height from 33.82 ft to 37.62 ft which is generally consistent with the built form of adjacent developments to the south and west. The buildings have been designed with architectural treatments, such as orienting the buildings towards Ayr Ave. and Ridgewood Dr., breaking up the building massing on Ridgewood Dr., and using flat roofs and articulated elevations with recessed upper storeys. These strategies reduce apparent building height, and are consistent with direction in the Edgemont Village Centre: Plan and Design Guidelines.

Development Permits

If the OCP amendment is approved, the subject lots will be included in the following Development Permit Areas:

- Form and Character
- Energy and Water Conservation and GHG Emission Reduction

A detailed development permit report, outlining the project's compliance with the applicable development permit guidelines will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning be approved.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on May 11, 2017 and the Panel recommended approval of the project subject to resolution of the Panel comments. The applicant has addressed the Panel's comments by enhancing the building elevation on the northwest corner with a new brick elevation, articulation of the façade, and an additional vertical window. The landscaping at the corner has been enhanced through use of stepped planter boxes at the northwest corner, and a greater variety of trees and plantings have been incorporated throughout the property and along the Ridgewood Dr. frontage. In addition, the visual impact of the parkade ramp entrance has been reduced through use of a lighter-coloured gate and landscape screening on three sides. Further, all on-site common area furniture has been redesigned with armrests and backrests to enhance comfort and quality of gathering spaces.



View from northwest corner

Accessibility

The proposal exceeds the requirements of the Accessible Design Policy for Multifamily Housing as 84% (21) of the townhouse units meet the 'Basic Accessible Design' criteria and 16% (4) of the townhouse units meet the 'Enhanced Accessible Design' criteria. The project includes the following key accessible design features:

- seven units with personal elevators from the parking garage to all levels of the units
- six of the seven units with personal elevators will be provided two adjacent parking stalls within a private garage large enough to accommodate a universal size parking stall if required
- the four enhanced accessible units will have rough in provided for optional power operated entry doors
- the four enhanced accessible units will have kitchens and bathrooms designed to meet the enhanced accessible design elements
- an accessible path of travel from Ridgewood Dr. to the central courtyard and common parking garage elevator
- all units will be provided with ground level accessible patios where possible despite significant grade changes on the property
- all unit entry doors will have a clear opening width of 850 mm (34 in.)
- one bathroom in each unit with a minimum clear space of 1219 mm (48 in.) x 762 mm (30 in.), enhanced door and plumbing handles, and reinforcement to accommodate future installation of grab bars

Vehicle Parking

All parking is proposed in a one level underground garage. Access to the garage areas is proposed through a driveway ramp from Ayr Ave. at the southwest corner of the site. A total of 52 parking stalls are proposed which provides 2.1 parking stalls per unit, inclusive of six visitor stalls. This parking rate is higher than the District's 'Parking Principles for OCP Town and Village Centres'. This rate responds to the community's desire for increased parking of at least two stalls per unit due to the limited availability of on-street parking along Ridgewood Dr. and Ayr Ave.

Each townhouse unit will have a private garage that includes one Level 2 (240V) electrical vehicle charging conduit. All remaining visitor stalls will be wired for Level 2 (240V) charging.

Bicycle Parking and Storage

The proposal includes 25 Class 1 secure bicycle parking spaces (one per unit) in the underground parking garage and five Class 2 (short term) bicycle spaces at grade. Electrical outlets will be provided within the Class 1 bicycle storage room. Additional bicycle storage is available in individual unit garages and basements.

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The bicycle parking proposed meets the requirement in the District's Zoning Bylaw, and this parking, in addition to the other facilities to support cycling, should help to support alternate transportation options for residents and visitors to the site.

Off-site Improvements

The application includes road dedications on Ridgewood Dr. and Ayr Ave. to allow for the construction of an east bound dedicated bike lane on Ridgewood Dr. and a north bound dedicated bike lane on Ayr Ave., upgrades to the sidewalks, street trees, curb, gutter and lighting along the south side of Ridgewood Dr. and the east side of Ayr Ave.

Existing overhead hydro lines along Ridgewood Dr., Ayr Ave. and Woodbine Dr. will be removed and replaced with underground service connections, with overhead connections maintained for the existing single family properties to the east of the subject site. A new wheelchair accessible pedestrian crossing will be installed across Ayr Ave., at the intersection of Ayr Ave. and Ridgewood Dr., to improve pedestrian safety and accessibility. In addition, a small seating area will be provided at the northwest corner of the property, with a right of way established to allow for public access.

The development cost charge rates applicable to this development will be as set out in the Development Cost Charge Bylaw in effect on the date of the issuance of the building permit for this development.

Community Amenity Contribution

The District's Community Amenity Contribution (CAC) Policy outlines expectations for contribution for projects which result in an increase in density. A preliminary application for this development was submitted on June 27, 2016, at which time the target rate for CAC contributions for projects outside of a town centre was \$5 per square foot of increased residential floor area. In accordance with the CAC policy, the CAC rate for this development has been calculated at the rate applicable at the time of submission of the preliminary application. A CAC of \$180,374.38 is included in the proposed CD111 Zone. It is anticipated that the CACs from this development will be directed toward off-site public art, plazas, facilities, parks, trails, environmental or other public realm improvements, and/or the affordable housing fund.

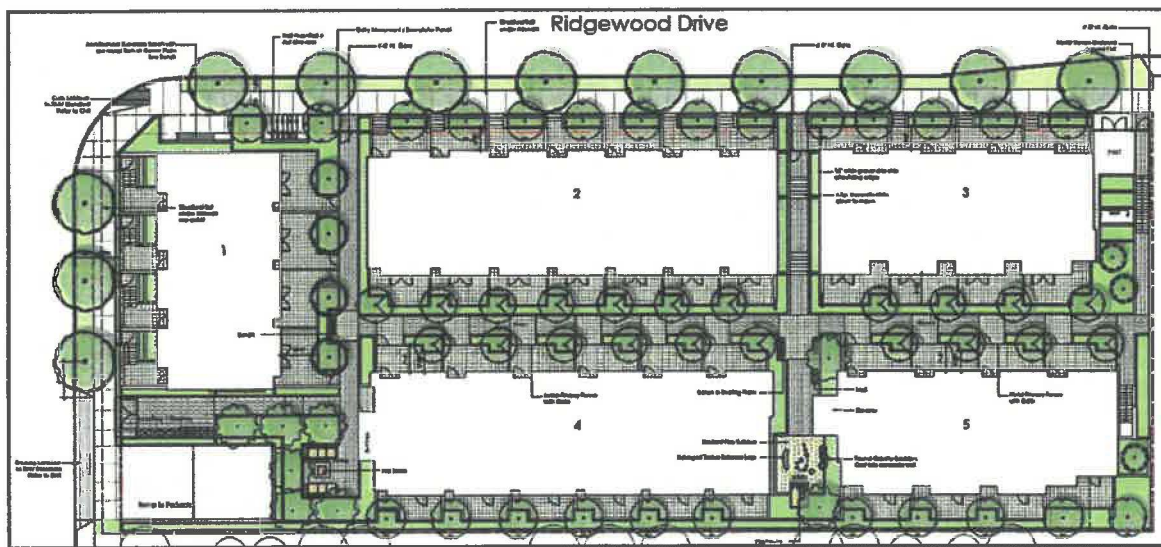
Green Building Measures

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

Landscaping

A conceptual landscape plan has been submitted with the rezoning application showing a variety of plantings throughout the site to delineate public, private and common spaces. Street trees are proposed along Ridgewood Dr., Ayr Ave. and the south property line, and additional onsite trees and landscaping are provided.

The project features communal spaces including an on-site children's play area and outdoor seating area which are accessed from the central courtyard. In addition, a small public seating area is provided at the northwest corner of the property with a bench, shade trees and Class 2 bicycle parking, and public access will be secured through a right of way.



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

Concurrence:

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

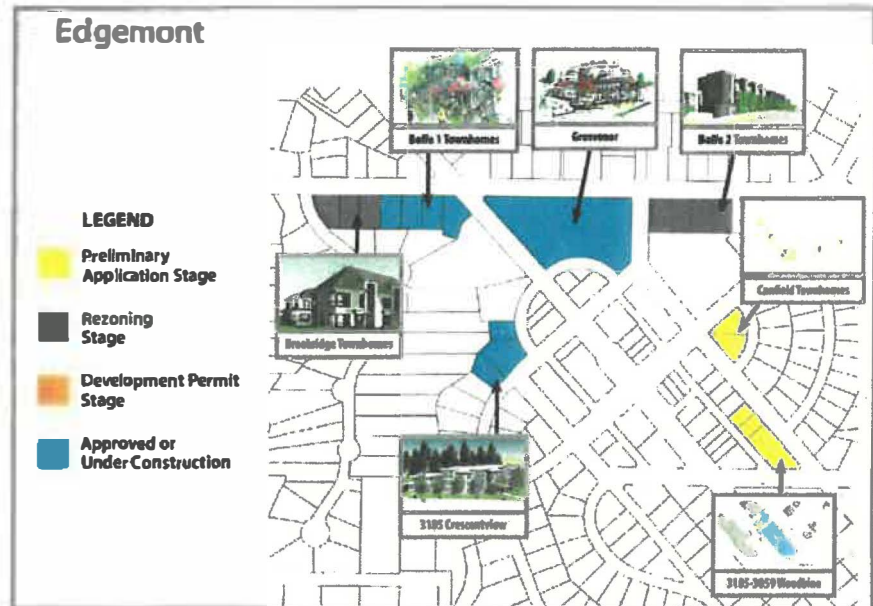
Construction Traffic Management Plan:

The site is shown in relation to other residential construction projects and potential development projects in the image below.

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

In particular, the Construction Traffic Management Plan must:

1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);
3. Make provisions for trade vehicle parking which is acceptable to the District and minimizes impacts to neighbourhoods;
4. Provide a point of contact for all calls and concerns;



5. Provide a sequence and schedule of construction activities;
6. Identify methods of sharing construction schedule with other developments in the area;
7. Ascertain a location for truck marshalling;
8. Address silt/dust control and cleaning up from adjacent streets;
9. Provide a plan for litter clean-up and street sweeping adjacent to site; and,
10. Include a communication plan to notify surrounding businesses and residents.

The following are some key features of the plan for this proposal:

Construction timing and coordination:

- Construction (from site clearing to occupancy) of the subject project is expected to begin in spring 2018 and last approximately 17 months.
- The draft Construction Traffic Management Plan provided for this project includes a provision for careful communication with the management team for the Grosvenor development to the west and a commitment to coordinate construction activities with the Grosvenor development to mitigate impacts on the neighbourhood.
- The off-site utility and road upgrades associated with the Grosvenor development are anticipated to be complete in summer 2018.
- Required off-site utility and road upgrades for the subject project are anticipated to take place during summer 2019 in order to limit road closures during the school year.

Pedestrian access and road circulation:

- Construction is to be coordinated to limit impacts on pedestrian and vehicle movement along Ridgewood Dr. and Ayr Ave.

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- Unimpeded pedestrian access is to be maintained along Ridgewood Dr. throughout construction.
- The only road closures will be during the roadworks and the installation of utility service connections. The plan and timing of any road closures must be approved by the District prior to issuance of an excavation permit or a building permit.

Routing of Trucks

- Construction vehicle traffic will be routed to avoid the Village core.

Security

- A \$50,000 construction traffic management security deposit is required. This deposit will be used to cover any enforcement ticketing and creates a financial incentive for the developer to ensure efficient traffic flows, enforcement of parking, and construction vehicle routing in the area.

The plan is required to be approved by the District prior to issuance of a building permit.

Public Input

Public Information Meeting:

The applicant held a facilitated Public Information Meeting on May 4, 2017. Notices were distributed to 1,070 addresses within approximately a 100 metre radius of the site and to the Edgemont and Upper Capilano Community Association. A sign was placed on the property to notify passerbys of the meeting, and advertisements were placed in the North Shore News on April 26th and April 28th, 2017. The meeting was attended by approximately 39 residents.

A key concern raised by the neighbourhood was pedestrian mobility during construction of the development and improvements to pedestrian and cycling connections along Ridgewood Dr. The preliminary Construction Traffic Management Plan submitted with the application outlines that pedestrian access along Ridgewood Dr. will remain open and unimpeded throughout development of the property. Further, the applicant has been in communication with the Highlands Elementary Parent Advisory Council regarding safe passage of students to school during construction.

As part of the project, a new accessible pedestrian crosswalk will be installed across Ayr Ave. and road upgrades will provide improved pedestrian and cycling connections along the south side of Ridgewood Dr. and along the east side of Ayr Ave.

Following extensive review by District staff, it was determined that the proposed eastbound bicycle lane along the south side of Ridgewood Dr. cannot be extended to Highland Blvd. at this time without resulting in significant impacts to the frontages of existing single family properties located on Ridgewood Dr. to the east of the subject site. Until such a time as these properties redevelop, the

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bicycle lane will taper off at the east property line of the subject site. Signage will be installed on Ridgewood Dr. to redirect eastbound cyclists south on Ayr Ave. to access Highland Blvd.

In response to public input, District staff also explored the opportunity for the installation of a new sidewalk on the north side of Ridgewood Dr. Due to the existing grade and tree coverage in this location, staff have determined that there would be extensive impacts to the existing single family properties to the north of Ridgewood Dr. if a sidewalk were to be installed, including regrading, installation of retaining walls and tree removal. Until such a time as these properties redevelop, staff do not recommend installation of a sidewalk on the north side of Ridgewood Dr.

An increase in traffic due to the new development was cited as a concern. It is anticipated that there will be a net increase of 10 vehicle trips in the morning peak hours and 13 vehicle trips in the afternoon peak hours. This is equivalent to approximately one additional vehicle every six minutes in the morning and one additional vehicle every four to five minutes in the afternoon. This level of increase in trips from the development is not expected to have a material effect on the operation of adjacent intersections. When considered in combination with the anticipated net trip increase as a result of surrounding developments in Edgemont Village, and applying background growth to 2030, adjacent intersections are anticipated to operate within an acceptable capacity threshold.

Concerns were also expressed regarding the proposed density of this project. The proposed density of 1.2 FSR and the height of 3 storeys is consistent with the density and height envisioned for this site within the Edgemont Village Centre: Plan and Design Guidelines. The building height is generally consistent with adjacent development sites and the proposed building design and site layout . responds to the steep topography of the property. In addition, units have been designed with individual expression through incorporation of a mix of materials and colours, recessed upper storeys, and defined entrances to break up the building massing. The townhouses have been designed with flat roofs without roof decks to further limit the visual impact and preserve the privacy of adjacent properties. Trees and landscaping around the edges and throughout the property will provide additional screening and enhance the visual appearance of the site.

A copy of the facilitator's report of the Public Information Meeting is attached to this report (Attachment E).

Implementation

Implementation of this project will require an OCP amendment bylaw, a rezoning, and a Housing Agreement, as well as issuance of a development permit and registration of legal agreements. Bylaw 8278 (Attachment B) amends the OCP designation of the subject site from RES2 to RES4.

Bylaw 8256 (Attachment C) rezones the subject site from Single Family Residential Edgemont Zone (RSE) to a new Comprehensive Development Zone 111 (CD111) which:

- establishes the permitted residential uses;
- allows home occupations as an accessory use;

SUBJECT: Bylaws 8278, 8256 and 8257: OCP Amendment, Rezoning, and Housing Agreement for a 25 unit townhouse project - 1031, 1037, 1041 and 1045 Ridgewood Dr.

October 25, 2017

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- establishes the maximum permitted floor area on the site;
- establishes setback and building height regulations;
- establishes parking regulations specific to this project; and,
- establishes a community contribution of \$180,374.38 to achieve maximum density.

Bylaw 8257, (Attachment D) authorizes the District to enter into a Housing Agreement to ensure that there will be no future strata restrictions on renting the units, with the exception of short-term rentals of less than 30 days.

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

Additional legal documents required for the project will include:

- a consolidation plan that shows the required road dedications
- statutory right of way to secure public access to the northwest corner seating area/plaza
- development covenant to reference the general form and layout of project as well as requirements for off-site servicing and on-site public features
- covenant to secure accessible design features
- covenant to specify that any “unsold” parking spaces be transferred to strata corporation
- registration of housing agreement regarding prohibition of rental restrictions for strata units
- statutory right of way for hydro service connections
- statutory right of way for sanitary sewer connections
- green building covenant
- stormwater management covenant
- an engineering servicing agreement (including construction management plan)

CONCLUSION:

This project assists in implementation of the District’s Official Community Plan objectives and the Edgemont Village Centre: Plan and Design Guidelines. The rezoning proposal is now ready for Council’s consideration.

Options:

The following options are available for Council’s consideration:

1. Introduce Bylaws 8278, 8256, and 8257 and refer Bylaw 8278 and 8256 to a Public Hearing (staff recommendation); or,
2. Defeat the bylaws at First Reading.



Emel Nordin
Development Planning

SUBJECT: Bylaws 8278, 8256 and 8257: OCP Amendment, Rezoning, and Housing Agreement for a 25 unit townhouse project - 1031, 1037, 1041 and 1045 Ridgewood Dr.

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Attachments:

- A. Architectural and Landscape Plans
- B. Bylaw 8278 – OCP Amendment
- C. Bylaw 8256 – Rezoning
- D. Bylaw 8257 – Housing Agreement
- E. Public Information Meeting Facilitator's Report

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

Boffo Properties: 1031-1045 Ridgewood Drive Development Application

Public Information Meeting Summary Report

Event Date: May 4, 2017
Time: 6:00pm – 8:00pm
Location: Highlands United Church
Attendance: 39 members of the public signed in.
Comment Forms: 11 comment sheets; 2 emails

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 were delivered to 1,070 addresses, exceeding District requirements.

Site Sign

A sign was erected on the site to notify neighbours of the meeting. A copy of the sign is included in Appendix A: Notification.

Newspaper Ad

A newspaper ad was placed in the North Shore News on Wednesday, April 26, 2017 and Friday, April 28. A copy of the ad is included in Appendix A: Notification.

Attendance:

39 members of the public signed in for the meeting. Approximately 60 people were in attendance.

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

District of North Vancouver:

- Natasha Letchford, Community Planner, District of North Vancouver

Project Team:

- Jamie Wallace, Boffo Properties
- Mackenzie Biggar, Boffo Properties
- Chris Karu, Boffo Properties
- Lance Berelowitz, Urban Forum Associates

- Craig Taylor, Taylor Kurtz Architecture + Design
- Kimberly Simpson, Durante Kreuk Ltd.
- Bethany Dobson, Bunt & Associates

Facilitator:

- Steven Petersson, Petersson Planning Consulting

Overview:

The meeting was structured to engage the public through several methods:

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

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

The Open House was followed by a presentation by the proponent and a facilitated dialogue. The participants asked many questions and provided detailed feedback to the proponent during the facilitated dialogue.

The key themes of the evening were parking and traffic, bike lanes and sidewalks, and the pace of development and densification throughout the District.

Public Dialogue:

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

- C1 I have concerns about changes in road access. I live on the corner of Edgemont and Ridgewood. I park on the boulevard, as street access has changed. Then I started getting parking tickets from the District. I can no longer back out of my driveway. At one point, someone dumped crushed gravel on the boulevard, which I parked on. Boffo is doing a good job though, and I like the design.
- A1 (Facilitator) Construction work has not begun on this project yet. Is your driveway trouble due to Boffo's project? Is this issue within the scope of Boffo's project to fix?
- C1 No, but I wanted to take advantage of this public dialogue to raise this issue with District staff publicly.
- A1 (Letchford) District staff are familiar with your problem and have spoken to you about it. The District requires driveway access off the lowest order of road. The District aims to reduce curb cuts in that location and we will work with residents to ensure appropriate access to their property as construction and development occurs.

- Q2 Please clarify the setbacks, and size of the bike lane and road. Will this project add to congestion, and how will safety be addressed?
- A2 The bike lane has been designed to extend 10 feet from the curb, and the curb will be set 10 feet back from the building. The District calls for the bike lane to be included, and the space required will be taken out of our property, as a land dedication.
- Q3 What about a bike lane going in the other direction? It would be unacceptable not to have a bike lane going the other direction.
- A3 (Letchford) We follow AAA Design Guidelines for safe bike lane design, and are working towards building a complete network.
- Q4 Are you taking the sidewalk out for the bike lane?
- A4 No, we will be replacing it further in on the property through a land dedication.
- Q5 What will happen with the bike lane further down, in front of the other two properties not part of this project? Will it continue?
- A5 (Letchford) We're looking into the safest options. We can't take property from private property owners to build the bike lanes. It will depend on what happens with those properties in the future.
- Q6 Will each parking stall have an electric vehicle-charging outlet?
- A6 Yes. We're unsure of what level of charging will be provided at this point because detailed electrical design has not started.
- Q7 My concern is that with higher density throughout the neighbourhood, what will happen with traffic? The influx of traffic concerns me. Everyone already cuts through Edgemont Village when there is congestion elsewhere.
- A7 We anticipate 10-15 cars in peak hours. We account for our project with monitoring and counts that consider growth rates to 2030. We don't anticipate problems, and we are just one piece of the puzzle.
- Q8 We allow all this development so we can move towards becoming a transit hub. Is there anyway you could provide one, instead of two, parking stalls per unit to discourage car dependency?
- A8 The OCP designates village centers where growth will be concentrated for walkability. We are following DNV parking requirements, but we may consider reducing the number of parking stalls.
- Q9 We live on Ayr Street, and I think we need street parking. People like to use street parking when dropping off friends, or carrying groceries. Will there street parking on Ayr?
- A9 We are proposing a drop-off spot on Ayr.
- Q10 Are you burying the hydro lines?
- A10 Yes, we will be undergrounding the hydro lines. Any hydro lines on our frontage will be underground. At the back of the property, it will depend on neighbours. We are currently in discussion with BC Hydro.

- Q11 What will your community amenity contribution (CAC) be?
A11 Our CAC will be determined according to DNV guidelines. The District has a list, which was created with community consultation, that identifies projects on which CAC money may be spent.
- C12 I'm a neighbour, and to me this seems really dense and high, like a monster.
A12 The units range from 16-20 feet in width, and we've given each unit individual expression so it's not a big, blank façade. Building height is not maximized. According to the Zoning Bylaw, a single family home could have a similar height. To address privacy concerns, all of the main rooms (e.g. master bedroom, kitchen) will face inward, not to the surrounding homes.
- C12 A single family home wouldn't be built right to the street though. This is too much, too soon.
- C13 I agree [with the above statement]. Amica was meant to be three stories, but with everything on the roofs, it seems like four.
A13 Nothing will be on the roofs. We even removed the roof decks in response to neighbor concerns. From street level, it will appear as two storeys due to the stepped back massing.
- C14 I encourage my kids to walk to the village, and this project won't change that. The Edgemont Refresh was a public process based on vigorous consultation. All of these new buildings meet its standards. I don't see why we are resisting and rehashing these conversations with each new project, especially when we need an affordable and diverse housing supply. I am in huge support of this project. Grosvenor has an extra layer of community parking underground, which was a response to community input. I think that was a waste.
- Q15 Speaking of affordability, what will these units cost?
A15 It's too soon to say.
- C16 Our OCP and Refresh have a twenty-year scope. It seems like we're dashing to fill what it allows in the first four years. I want the process to slow down.
- C17 The site containment of this project is zero. This will impact Amica residents, and old growth trees will be cut down. There's no rainwater catchment, and no setback. This won't be affordable. I've had enough of construction. Who will cut the trees down? Who will live in these units? They won't be quality. There are many other options we could be pursuing. The CAC should be higher. We've had enough.
- C18 I grew up here, and I'm lucky to live here now. I think a variety of housing options makes it more affordable and accessible for others who want to do the same.
- C19 We have to think of the future. Coming together, and living more closely is a different way of living. The future generations won't care about cars, they'll want walkable neighbourhoods. They'll have different desires and values. We should support this kind of development.

C20 We're not against development, we're against all of it happening in the first one to five years. It should slow down.

A20 (Letchford) We're currently reviewing progress since the latest OCP, and we're actually below the number of new units that we could have built across the District by this point. It may seem like a lot all at once because many of these new units are concentrated in Edgemont.

Q21 Are there any plans to bring Car2Go or Evo to Edgemont?

A21 (Letchford) Not yet, but please let the District know if that's something you'd like to see.

C22 There are three pillars of sustainability, which must be balanced. We need housing to achieve the social pillar.

Comment Sheet and Email Summary

Comments and emails were received for a two-week response period after the meeting. Eleven comment sheets were submitted after the meeting, and two emails were submitted during the response period.

Several comment sheets stated their full support for the project, highlighting Edgemont's need for a "refresh" and diverse housing options. Other comment sheets expressed concern over the density and height of the proposed building, particularly in relation to the adjacent homes. Concerns were raised about an influx of traffic and the number of parking stalls, as well as dumpster servicing. Two comment sheets suggested that the modern design did not fit well with the neighbourhood, whereas others liked the design. There was one comment requesting that the District consider introducing a car sharing service. Other comments requested the provision of sidewalks and protected bike lanes for school children, pedestrians and cyclists. An email gave several suggestions for how to accommodate this development, such as how to ensure that the units actually contribute to affordable, diverse housing options for local residents, accommodating electric vehicles, and mitigating traffic congestion.

Conclusion




The purpose of this public meeting was to present to neighbours the proposed development concept, and provide an opportunity to ask clarifying questions and comment on the proposal. 1,070 invitations were mailed to the community. Approximately 60 participants were observed at the meeting, and 39 people signed in. A sign advertising the meeting was posted on the site, and two newspaper ads notified the community of the meeting.

The public could participate in this process in four ways:

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

The meeting 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 parking and traffic, bike lanes and sidewalks, and the pace of development and densification throughout the District. There was fulsome discussion and the community was given ample opportunity to express their views of the proposal.

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AGENDA INFORMATION <input checked="" type="checkbox"/> Regular Meeting <input type="checkbox"/> Other: _____	Date: <u>Nov 19, 2018</u> Date: _____	 Dept. Manager	 GM/ Director	 CAO
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The District of North Vancouver REPORT TO COUNCIL

October 31, 2018

File: 08.3060.20/009.17

AUTHOR: Kevin Zhang, Development Planner

SUBJECT: Development Permit 09.17 – 1031 - 1045 Ridgewood Drive

RECOMMENDATION

THAT Development Permit 09.17 (Attachment A) for a 25-unit three-storey townhouse development at 1031 - 1045 Ridgewood Drive be issued.

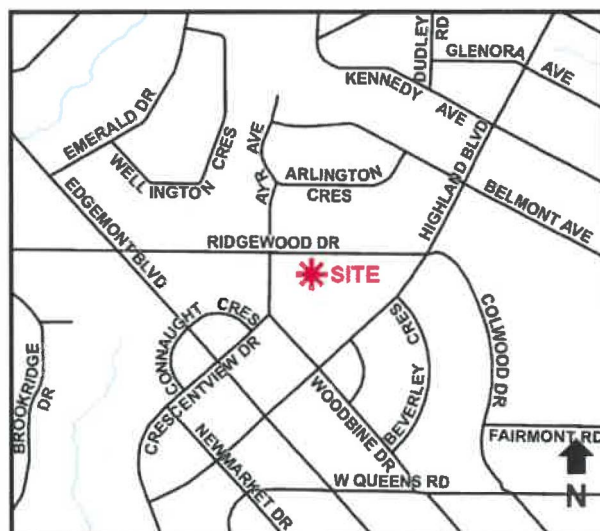
REASON FOR REPORT

The site is in Development Permit Areas for Form and Character for Ground Oriented Housing, and Energy and Water Conservation and GHG Emission Reduction. The proposed townhouse development requires the issuance of a Development Permit by Council.

SUMMARY

Bylaw 8278, amending the OCP designation of the properties from RES 2 to RES 4, Bylaw 8256, rezoning the site to the CD111 Zone, and Housing Agreement Bylaw 8257, received 2nd and 3rd readings on July 16, 2018 and are scheduled for consideration of adoption on November 19, 2018.

If the Bylaws are adopted, the project is ready to be considered for the issuance of a Development Permit. This report recommends issuance of Development Permit 09.17 as the development complies with the CD 111 zone and all applicable development permit guidelines.



Changes since Consideration of Third Reading

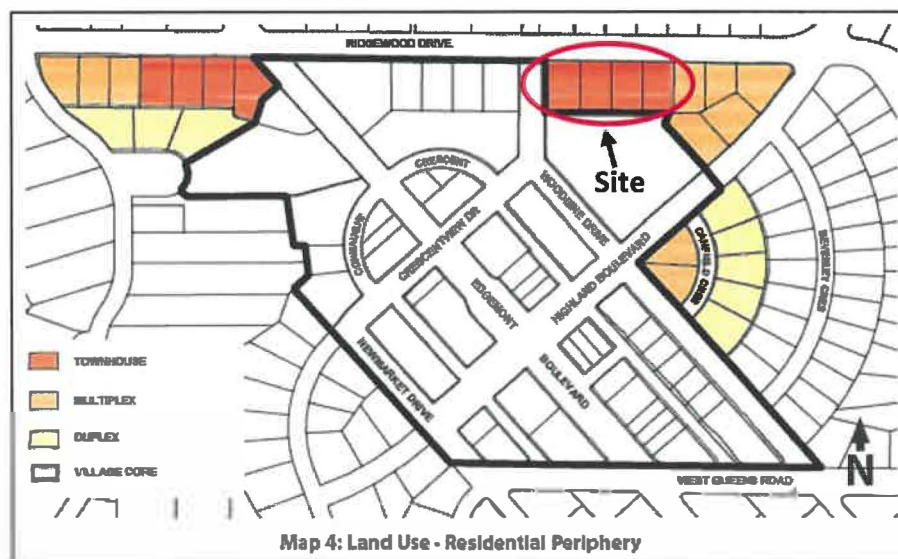
At consideration of Third Reading, the building and landscape designs were well advanced and have not changed, with the exception of the underground parkade. Originally, each townhouse unit had access to a private two-car garage (with their own garage doors) within the shared underground parkade. The applicant has now removed this design feature. The parkade is now of a conventional design, with the entirety being common property.

SUBJECT PROPERTY

The development site, approximately 3,098 m² (33,343 sq. ft.) in size, is located at the southeast corner of Ridgewood Dr. and Ayr Ave. There are existing single family lots to the north, east, and southeast of the site. The recently completed Edgemont Seniors Living project (seniors' independent living and care facility) is located south of the site and the Grosvenor project (mixed-use development) is under construction to the west of the site, across Ayr Ave.

EXISTING POLICY

The Edgemont Village Centre: Plan and Design Guidelines identifies these four lots as a future townhouse site, with a density of up to 1.20 FSR. The Edgemont Village: Plan and Design Guidelines envisions OCP amendments for the townhouse, multiplex, and duplex sites in the residential periphery of the village (as indicated by the map below).



The units are all three bedroom floor plans, which will be attractive to both families and downsizers, responding to Goal #2 of the OCP to “encourage and enable a diverse mix of housing types...to accommodate the lifestyles and needs of people at all stages of life.”

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

The proposed height of three storeys and the proposed FSR are consistent with the Edgemont Village Centre: Plan and Design Guidelines.

Zoning

The CD111 zoning allows for up to 25 residential units in five buildings with an overall density of approximately 1.2 Floor Space Ratio. The CD111 zone regulates the permitted heights for each of the buildings, the density for the project, and the vehicle and bicycle parking requirements on the site. The project fully complies with the CD111 Zone regulations. In addition to the CD111 zoning, development at the site must conform to the Development Covenant registered on the property as a condition of the rezoning.

Development Permit Areas

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

- Form and Character for Ground-Oriented Housing; and
- Energy and Water Conservation and GHG Emission Reduction.

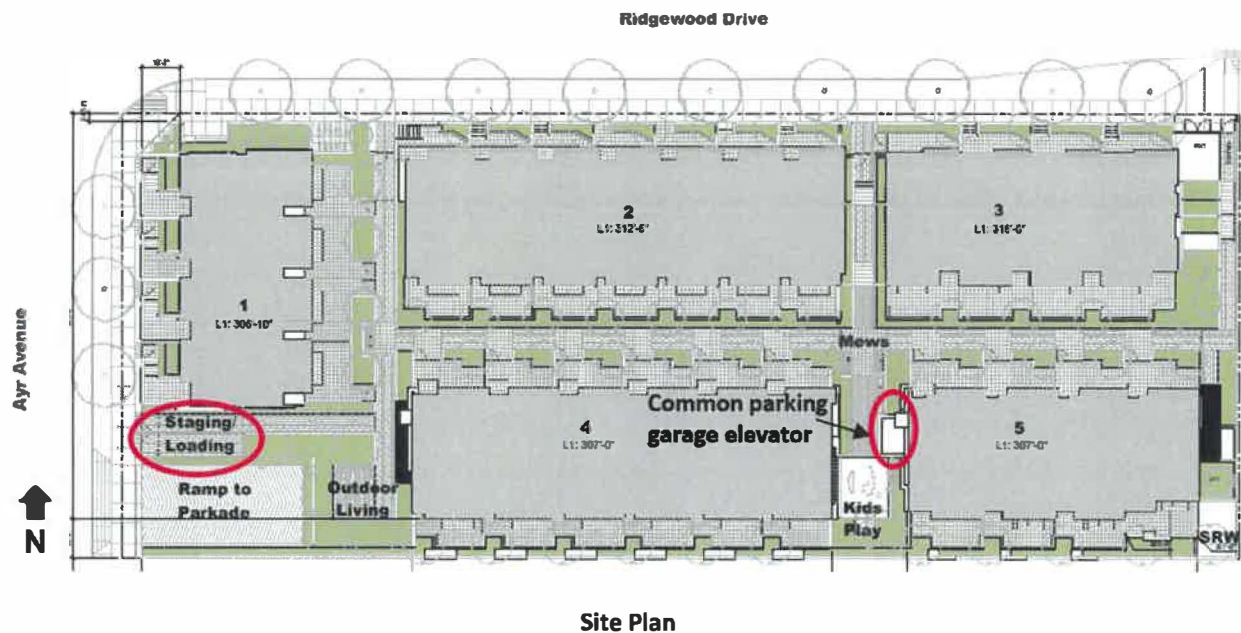
The proposal has been measured against the development permit guidelines in Schedule B of the OCP.

THE PROPOSAL

Site Plan and Project Description

The project consists of 25 unit townhouses in five three-storey buildings. The proposal includes a 0.65 m (2.13 ft) road dedication along Ridgewood Dr. which will enable the construction of a dedicated eastbound bike lane on the south side of Ridgewood Dr., and a 1.6 m (5.24 ft) road dedication along Ayr Ave. which will enable a dedicated northbound bike lane and a new sidewalk on the east side of Ayr Ave.

The townhomes are arranged in five buildings, framing a central courtyard, over one level of underground parking. The units are all three bedroom layouts and range in size from 166 m² (1,788 sq. ft.) to 198 m² (2,130 sq. ft.). A passenger drop-off and loading/moving vehicle space is provided on Ayr Ave., immediately north of the underground garage entrance.



Development Permit for Form and Character of Ground Oriented Housing

Massing and Street Orientation

In response to guidelines regarding massing (C1.1), the proposed building design and layout responds to the sloping topography of the site by stepping down with the terrain.

In response to guidelines regarding street orientation (C1.3), the ground floor elevations for the buildings fronting Ridgewood Drive and Ayr Avenue were designed to ensure that the residential front doors of these townhouses are clearly visible from the street and to maximize the number of accessible units from Ridgewood Drive and Ayr Avenue.



View from Northwest along Ridgewood Drive

Height

In response to guidelines around height and massing (C1.1), the five buildings are three storeys and on average 9.1m (30 ft) in height which is lower than the height maximum set in the guideline of 12m (39 ft). The building design also address guidelines around roof treatment (C1.2) by articulating the rooflines and setting back the upper storeys, thereby maximizing light

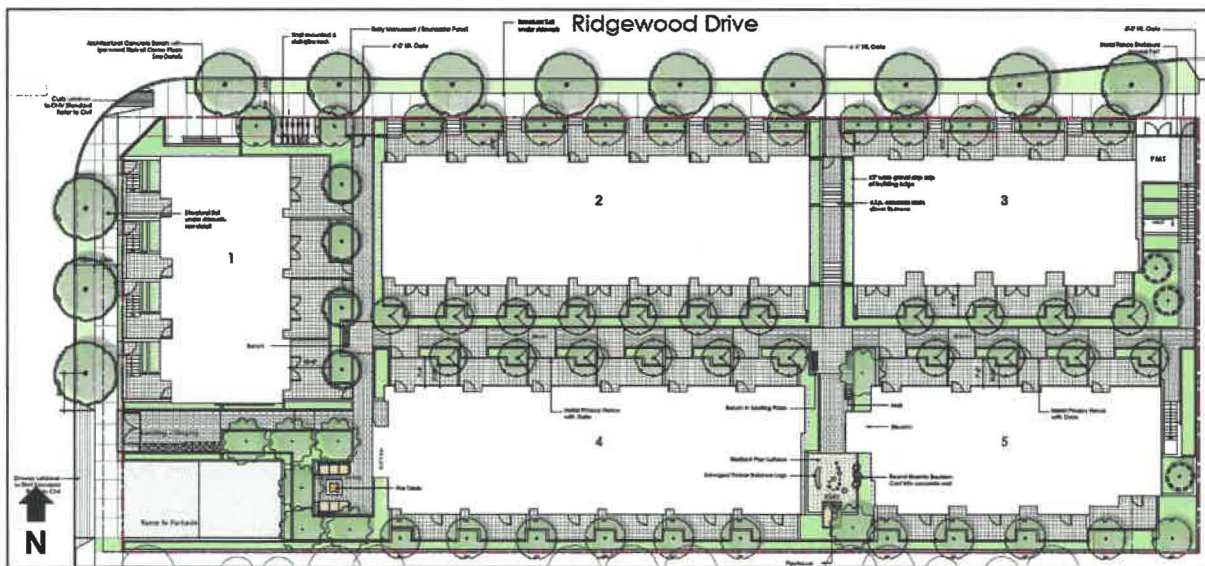
between buildings. These strategies reduce apparent building height, and are consistent with direction in the Edgemont Village Centre: Plan and Design Guidelines.



View from northwest along Ridgewood Dr.

Landscaping

The landscape plan shows a variety of plantings throughout the site to delineate public, private and common spaces. In response to guidelines regarding street interface and privacy (C2.3 and C2.4), street trees are proposed along Ridgewood Dr., Ayr Ave. and the south property line, and additional onsite trees and landscaping are provided.



Landscape Plan

In response to guidelines regarding shared outdoor spaces (C2.6) the project features communal spaces including an on-site children's play area and outdoor seating area which are accessed from the central courtyard. In addition, a small public seating area is provided at the northwest corner of the property with a bench, shade trees and Class 2 bicycle parking, and public access will be secured through a right of way.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on May 11, 2017 and the Panel recommended approval of the project subject to resolution of the Panel comments. The applicant has addressed the Panel's comments by enhancing the building elevation on the northwest corner with a new brick elevation, articulation of the façade, and an additional vertical window. The landscaping at the northwest corner has been enhanced through use of stepped planter boxes, and a greater variety of trees and plantings have been incorporated throughout the property and along the Ridgewood Dr. frontage. In addition, the visual impact of the parkade ramp entrance has been reduced through use of a lighter-coloured gate and landscape screening on three sides. Further, all on-site common area furniture has been redesigned with armrests and backrests to enhance comfort and quality of gathering spaces.

Energy and Water Conservation and GHG Emission Reduction

In April 2017, the Province adopted the BC Energy Step Code ("Step Code") which provides an incremental and consistent approach to achieving more energy-efficient buildings beyond the requirements of the base BC Building Code. The "Step Code" has been included with the District's new Construction Bylaw and mandatory compliance came into effect on July 1, 2018. The development proposal will need to comply with the "Step 3" of the Step Code. Prior to Building Permit issuance, DP 09.17 requires submission of a report from a qualified energy performance advisor summarizing the proposed measures to be incorporated in the development to meet the performance requirements specified in Step 3 of the Energy Step Code.

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. Notable sustainability features to be incorporated into the development include:

Energy Conservation:

- a. An integrated design process to reduce energy consumption through energy efficient heating equipment, heat recovery ventilators, low energy lighting, "Energy Star" appliances, and programmable thermostats

- b. Double glazed, soft coat low-e, metal spacer, vinyl window frames to reduce heat loss

Water Conservation:

- a. Low-flow faucets and toilets to reduce water consumption
- b. Stormwater managed on-site where possible

Greenhouse Gas Emission Reductions:

- a. Use of locally/regionally-sourced building materials to reduce transportation energy costs
- b. Recycling of building materials
- c. A construction waste management plan

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

Accessibility

The proposal exceeds the requirements of the Accessible Design Policy for Multifamily Housing as 84% (21) of the townhouse units meet the 'Basic Accessible Design' criteria and 16% (4) of the townhouse units meet the 'Enhanced Accessible Design' criteria. The project includes the following key accessible design features:

- seven units with personal elevators from the parking garage to all levels of the units
- the four enhanced accessible units will have rough in provided for optional power operated entry doors
- the four enhanced accessible units will have kitchens and bathrooms designed to meet the enhanced accessible design elements
- an accessible path of travel from Ridgewood Dr. to the central courtyard and common parking garage elevator
- all units will be provided with ground level accessible patios where possible despite significant grade changes on the property
- all unit entry doors will have a clear opening width of 850 mm (34 in.)
- one bathroom in each unit with a minimum clear space of 1219 mm (48 in.) x 762 mm (30 in.), enhanced door and plumbing handles, and reinforcement to accommodate future installation of grab bars

Vehicle Parking

All parking is proposed in a one level underground garage. Access to the garage areas is proposed through a driveway ramp from Ayr Ave. at the southwest corner of the site. A total of 52 parking stalls are proposed which provides 2.1 parking stalls per unit, inclusive of six visitor stalls. This parking rate is higher than the District's 'Parking Principles for OCP Town and Village Centres'. This rate responds to the community's desire for increased parking of at least two stalls per unit due to the limited availability of on-street parking along Ridgewood Dr. and Ayr Ave.

Bicycle Parking and Storage

The proposal includes 25 Class 1 secure bicycle parking spaces (one per unit) in the underground parking garage and five Class 2 (short term) bicycle spaces at grade. Electrical outlets will be provided within the Class 1 bicycle storage room. Additional bicycle storage is available in individual unit garages and basements.

The bicycle parking proposed meets the requirement in the District's Zoning Bylaw, and this parking, in addition to the other facilities to support cycling, should help to support alternate transportation options for residents and visitors to the site.

Off-site Improvements

The application includes road dedications on Ridgewood Dr. and Ayr Ave. to allow for the construction of an east bound dedicated bike lane on Ridgewood Dr. and a north bound dedicated bike lane on Ayr Ave., upgrades to the sidewalks, street trees, curb, gutter and lighting along the south side of Ridgewood Dr. and the east side of Ayr Ave.

Existing overhead hydro lines along Ridgewood Dr., Ayr Ave. and Woodbine Dr. will be removed and replaced with underground service connections, with overhead connections maintained for the existing single family properties to the east of the subject site. A new wheelchair accessible pedestrian crossing will be installed across Ayr Ave., at the intersection of Ayr Ave. and Ridgewood Dr., to improve pedestrian safety and accessibility. In addition, a small seating area will be provided at the northwest corner of the property, with a right of way established to allow for public access.

Off-site works are secured through the rezoning process with a Development Covenant.

Construction Traffic Management Plan

The site is shown in relation to other residential construction projects and potential development projects in the image below.



In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a finalized Construction Traffic Management Plan (CTMP) as a condition of a Development Permit and the Development Covenant. The plan is required to be approved by the District prior to issuance of a building permit.

In particular, the Construction Traffic Management Plan must:

1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);
3. Make provisions for trade vehicle parking which is acceptable to the District and minimizes impacts to neighbourhoods;
4. Provide a point of contact for all calls and concerns;

5. Provide a sequence and schedule of construction activities;
6. Identify methods of sharing construction schedule with other developments in the area;
7. Ascertain a location for truck marshalling;
8. Address silt/dust control and cleaning up from adjacent streets;
9. Provide a plan for litter clean-up and street sweeping adjacent to site; and
10. Include a communication plan to notify surrounding businesses and residents.

The following are some key features of the plan for this proposal:

Construction timing and coordination:

- Construction (from site clearing to occupancy) of the subject project is expected to begin in spring 2019 and last approximately 17 months.
- Construction timing has been secured via a Development Covenant registered on title.
- The draft Construction Traffic Management Plan provided for this project includes a provision for careful communication with the management team for the Grosvenor development to the west and a commitment to coordinate construction activities with the Grosvenor development to mitigate impacts on the neighbourhood.
- Required off-site utility and road upgrades for the subject project are anticipated to take place during summer 2019 in order to limit road closures during the school year.

Pedestrian access and road circulation:

- Construction is to be coordinated to limit impacts on pedestrian and vehicle movement along Ridgewood Dr. and Ayr Ave.
- Unimpeded pedestrian access is to be maintained along Ridgewood Dr. throughout construction.
- The only road closures will be during the roadworks and the installation of utility service connections. The plan and timing of any road closures must be approved by the District prior to issuance of an excavation permit or a building permit.

Routing of Trucks

- Construction vehicle traffic will be routed to avoid the Village core.

Security

- A \$50,000 construction traffic management security deposit is required. This deposit will be used to cover any enforcement ticketing and creates a financial incentive for the developer to ensure efficient traffic flows, enforcement of parking, and construction vehicle routing in the area.

PUBLIC INPUT

The applicant held a facilitated Public Information Meeting on May 4, 2017 and a Public Hearing was held on December 5, 2017. Based on the feedback from both events, the applicant has volunteered to delay the start of construction to the earlier of the completion of roadworks on Ayr Ave., associated with the Grosvenor development or April 30, 2019. This construction timing requirement has been secured via a Development Covenant registered on title.

CONCURRENCE

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

CONCLUSION

The project has been developed in accordance with the CD111 Zone regulations and the Development Permit Area Guidelines for Ground-Oriented Housing and Greenhouse Gas Emission Reduction in the OCP, and the Edgemont Village Centre Plan and Design Guidelines. It also addresses the policy directions in the OCP with reference to the provision of family oriented housing.

Development Permit 09.17 is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration

1. Issue Development Permit 09.17 (Attachment A) to allow for the proposed construction (staff recommendation); or
2. Deny Development Permit 09.17 and provide direction to staff.

Respectfully submitted,



Kevin Zhang
Development Planner

ATTACHMENTS

- Development Permit 09.17

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 09.17

This Development Permit 09.17 is hereby issued by the Council for The Corporation of the District of North Vancouver for the development a 25-unit three-storey townhouse development to the registered owner(s) of 1031 Ridgewood Dr, 1037 Ridgewood Dr, 1041 Ridgewood Dr, and 1045 Ridgewood Dr, legally described as:

1. Lot 4 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-861);
2. Lot 3 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-836);
3. Lot 2 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-801); and
4. Lot 1 Block 31 District Lots 598 to 601 Plan 6659 (PID 010-845-798).

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.
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 09.17 1-14) and in accordance with the following specifications:
 - a. The site shall be developed in accordance with the recommendations of the Geotechnical Investigation Report prepared by Geopacific Consultants Ltd. dated April 27, 2016.
 - b. A qualified professional engineer shall confirm that the building permit drawings meet the recommendations of the reports referenced above, or meets and equivalent or higher degree of protection.

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

1. The site shall be developed in accordance with the attached plans DP 09.17 1-14.
2. Prior to the issuance of a Building Permit, the following shall be submitted to:
 - a. Building Department:
 - i. A summary of the accessible design measures that will be provided, consistent with the objectives of the District's Accessible Design Policy for Multi-Family Housing.
 - b. Parks Department:
 - i. 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;
 - ii. 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,
 - iii. 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.
 - c. Engineering Department:
 - i. Finalized Construction Traffic Management Plan designed by a Professional Engineer, for review and acceptance by the Engineering Department.
 - ii. Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department.

- iii. An executed Engineering Services Agreement between the property owner and the District related to the required upgrading of off-site facilities.
- iv. Confirmation of the registration of the Engineering Service Agreement.

d. Legal Department

- i. Confirmation of the registration of the Development Covenant.
- ii. Confirmation of the registration of the Housing Agreement.
- iii. Confirmation of Dedications set out in the Development Covenant.
- iv. Confirmation of the registration of the Storm Water Management Covenant.
- v. Confirmation of the registration of the Public Plaza Covenant, Rent Charge and Statutory Right of Way;
- vi. Confirmation of the registration of the SRW for sanitary.
- vii. Confirmation of the registration of the SRW for sanitary on adjacent lands.

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:

- a. A report from a qualified energy performance advisor summarizing the proposed measures to be incorporated in the development to meet the performance requirements specified in Step 3 of the Energy Step Code.

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

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

- a. 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 and building works.

- b. Engineering security deposit(s), in an amount specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.
 - c. The deposits will be held as security for completion of landscaping, engineering and off-site works. The required work must be completed and approved by the District before any of the security is released.
- 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 section 219 Covenants, if any, registered against the Land in favour of the District.

Mayor

Municipal Clerk

Dated this _____ day of _____,



View of Block 1-3 from NW



View of Block 1 from SW

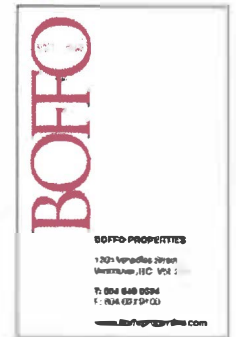


View of Staging + Parkade Entry

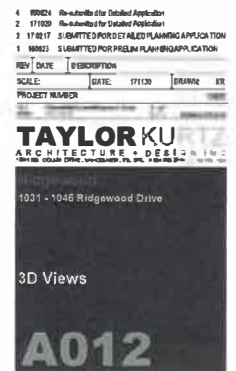


View of Block 1 from NW - Close Up

TKA+D



DP 09.17 - 1





View of Block 3 & 5 from NE



View of Block 1 from NE

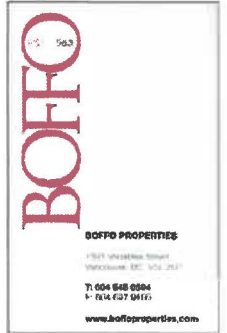


View of Block 3 from NW



View of Block 2 from NW

TKA+D



DP 09.17 - 2

4	18021	Revised for Detailed Application
2	17102	Revised for Detailed Application
2	170217	SUBMITTED FOR DETAILED PLANNING APPLICATION
1	180422	SUBMITTED FOR PRELIMINARY APPLICATION
REV	DATE	DESCRIPTION
SCALE:	DATE:	171130
PROJECT NUMBER	18029	
FILE	18029	
FILE	18029	

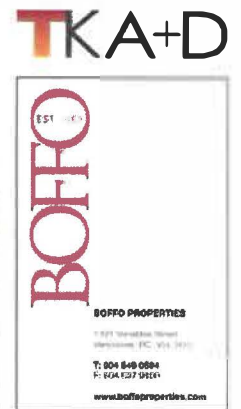




View of Courtyard facing West



View of Block 2 from SW.

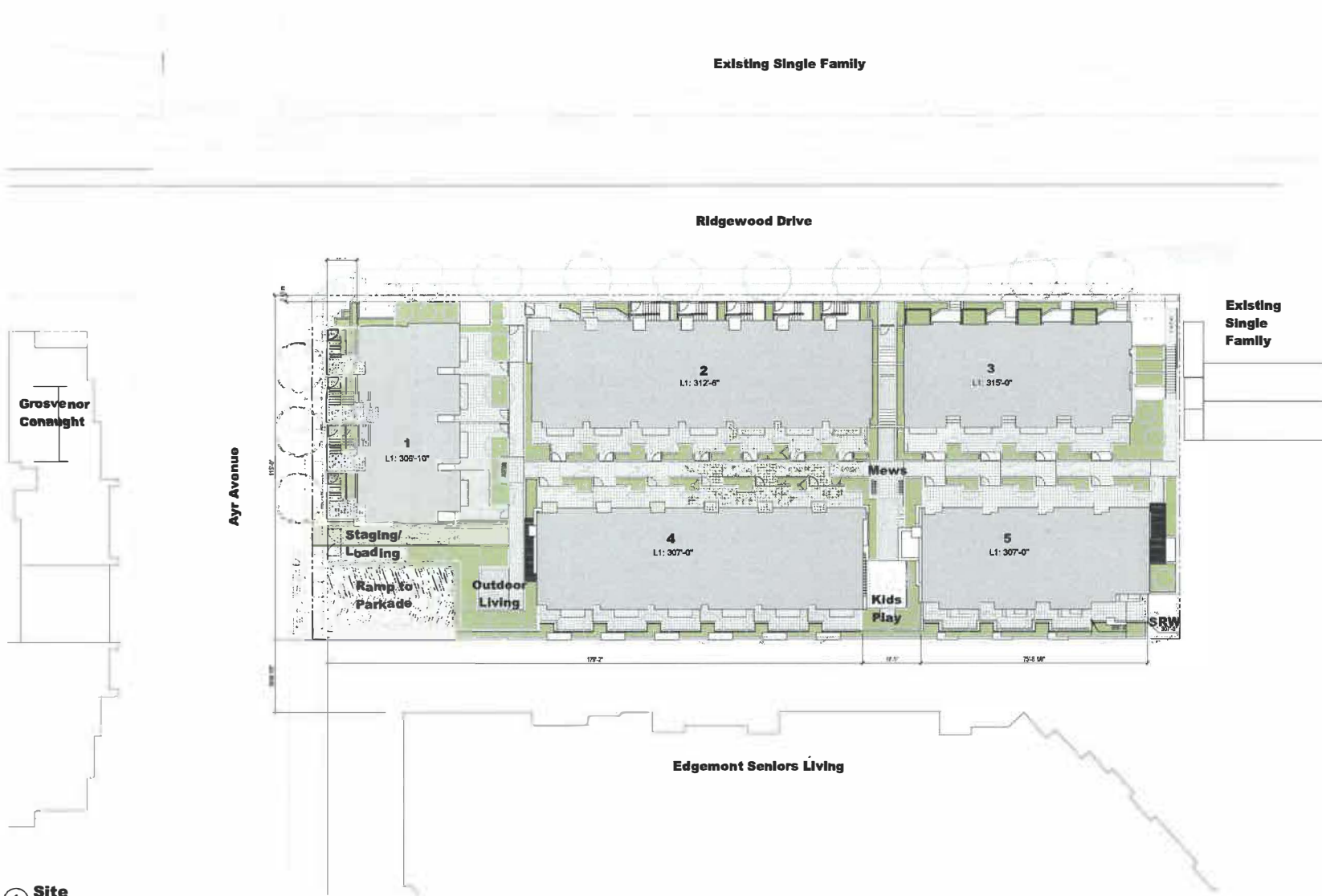


DP 09.17 - 3



View of Block 5 from SE





① **Site**
1/16" = 1'-0"

TKA+D

BOFFO
EST. 1963
BOFFO PROPERTIES
1000 Broadway Street
Newark, NJ 07102
T: 908 848 0004
F: 908 848 7910
www.boffoproperties.com

DP 09.17 - 4

- 4 000210 Re-submitted for District Application
- 3 171000 Re-submitted for District Application
- 2 170210 SUBMITTED FOR PRELIMINARY PLANNING APPLICATION
- 1 160620 SUBMITTED FOR PRELIMINARY PLANNING APPLICATION

REV	DATE	DESCRIPTION	SCALE	DATE	DATE	DRAWN	BY
1	171000	171000	1/16" = 1'-0"	171000	171000	BR	BR

TAYLOR KURTZ
ARCHITECTURE + DESIGN INC.
1000-1000 1000-1000 1000-1000 1000-1000 1000-1000 1000-1000 1000-1000 1000-1000

1031 - 1045 Ridgewood Drive

Site Plan

A100



① Level P1
3/32" = 1'-0"

- Type A1
 - Type A2.a
 - Type A2.b
 - Type B
 - Type C1
 - Type C2
 - Type C3
- PP 09.17 - 5

1	10/20/17	Revised for Detailed Application
2	11/20/17	Revised for Detailed Application
3	12/20/17	Submitted for City Planning Application
4	1/20/18	Submitted for City Planning Application
REV	DATE	DESCRIPTION
SCALE	3/32" = 1'-0"	DATE 11/15/18 DRAWN: KIR
PROJECT	1001 10th Street, Suite 100	1001 10th Street, Suite 100
FILE	1001 10th Street, Suite 100	1001 10th Street, Suite 100



② South
3/32" = 1'-0"

KEYNOTE LEGEND

BR1	BRICK - WHITE
BR2	BRICK - CHARCOAL
CMC1	CAST IN PLACE CONCRETE - GRAY
CS-C	WOOD SIDING - CLEAR
CS-DS	WOOD SIDING - DARK STAIN
FC1	FIBRE CEMENT - BLACK
FC2	FIBRE CEMENT - GREY
FL2	FLASHING - BLACK (ON SHROUD)
GRD-F	GUARDRAIL - FLAT BAR
GRD-T	GUARDRAIL - TEMPERED GLASS
GT	GATE - FLAT BAR
MC	METAL CLADDING - GALVALUM
VW	VINYL WINDOWS - BLACK

DP 09-17-6



① North (Ridgewood)
3/32" = 1'-0"

1. 19004 - Pre-submitted for Detailed Application
2. 171020 - Pre-submitted for Detailed Application
3. 171017 - SUBMITTED FOR SETBACK PLANNING APPLICATION
1. 160022 - SUBMITTED FOR SETBACK PLANNING APPLICATION
REV / DATE / DESCRIPTION
SCALE: 3/32" = 1'-0" DATE: 171119 DRAWN: JCB
PROJECT NUMBER: 1000
FILE: 1000 - 3045 Ridgewood Drive - 171119 - 1000.dwg
TAYLOR KURTZ
ARCHITECTURE + DESIGN INC.
1000 - 3045 Ridgewood Drive

Elevations - North & South
A300



③ East
3/32" = 1'-0"

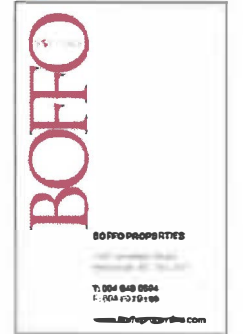


② Courtyard - East (Section @ GL 2)
3/32" = 1'-0"



① West (Ayr)
3/32" = 1'-0"

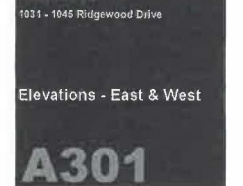
TKA+D



KEYNOTE LEGEND

KEY	DESCRIPTION
BRT	BRICK - WHITE
CPCE1	CAST-IN-PLACE CONCRETE - CUR
CS4C	WOOD SIKING - CLEAR
CS4S	WOOD SIKING - DARK STAIN
FC1	FIBRE CEMENT - BLACK
FC2	FIBRE CEMENT - GREY
GRDF	GUARD RAIL - FLAT BAR
GRDF	GUARD RAIL - TEMPERED GLAZING
GT	GATE - FLAT BAR
MC	METAL CLADDING (CHARCOAL)
VW	VIRYL WINDOWS (BLACK)

DP09.17 - 7





① Courtyard - North (Section @ GL X)
3/32" = 1'-0"



② Courtyard - South (Section @ GL Y)
3/32" = 1'-0"

KEYNOTE LEGEND

Code	Description
BR1	BRICK - WHITE
BR2	BRICK - CHARCOAL
CPC1	6MM AS CPC1
CPC2	WOOD SIDING - CLEAN
CSC1	WOOD SIDING - DARK STAIN
FC1	FIBRE CEMENT - BLACK
FC2	FIBRE CEMENT - GREY
GRD1	GUARDRAIL - FLAT BAR
GRD2	GUARDRAIL - TEMPERED GLASS
HX1	HEDGE - GROOMED
MC	METAL CLADDING - CHARCOAL
VW	VINYL WINDOWS (BLACK)

DP 09.17 - 8

4 18025 Re-submitted for Detailed Application
2 17025 Re-submitted for Detailed Application
2 17021 SUBMITTED FOR DETAILED PLANNING APPLICATION
1 18021 SUBMITTED FOR DETAILED PLANNING APPLICATION

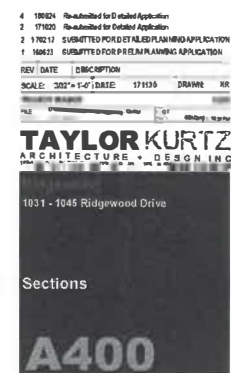
REV DATE DESCRIPTION
SCALE: 3/32" = 1'-0" DATE: 171130 DRAWN BY: 15029

TAYLOR KUTZ
ARCHITECTURE - DESIGN
1031 - 1045 Ridgewood Drive

Elevations - Mews

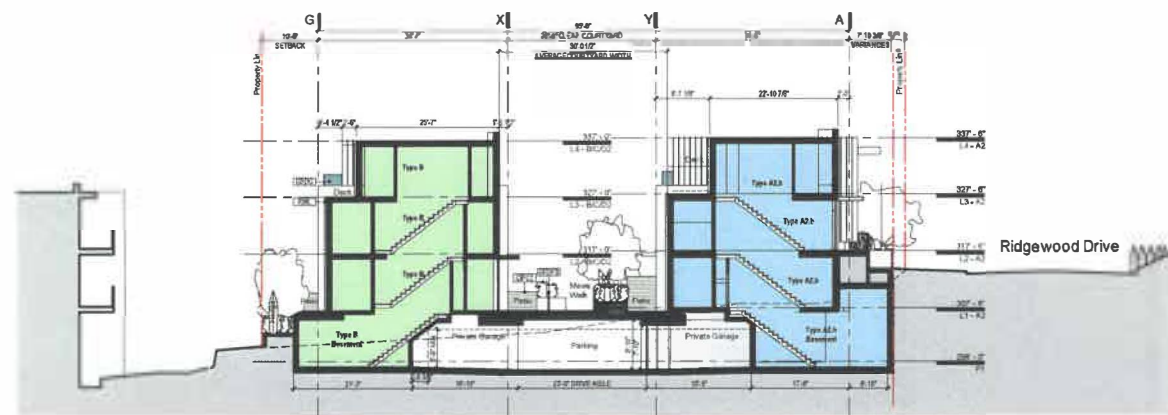
A302

DP 09.17 - 9

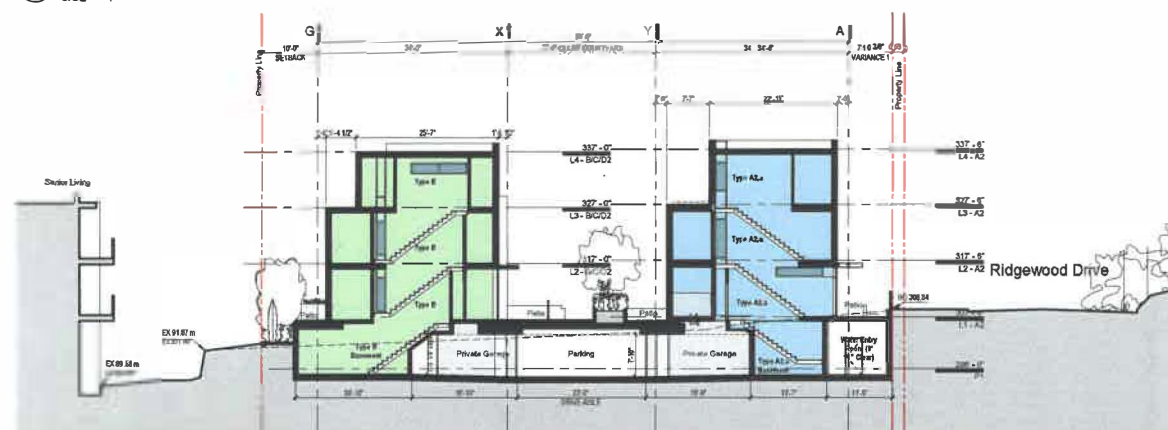


KEYNOTE LEGEND
CIPC2 SAME AS CIPC1
GRDWB GUARDRAIL - FLAT BAR
GRDGS GUARDRAIL - TEMPORARY CLUTCH
RW. RAIN WATER LEADER

DP 09.17 - 10



Section @ GL 9- & 22-
3/32" = 1'-0"



Section @ GL 3
3/32" = 1'-0"

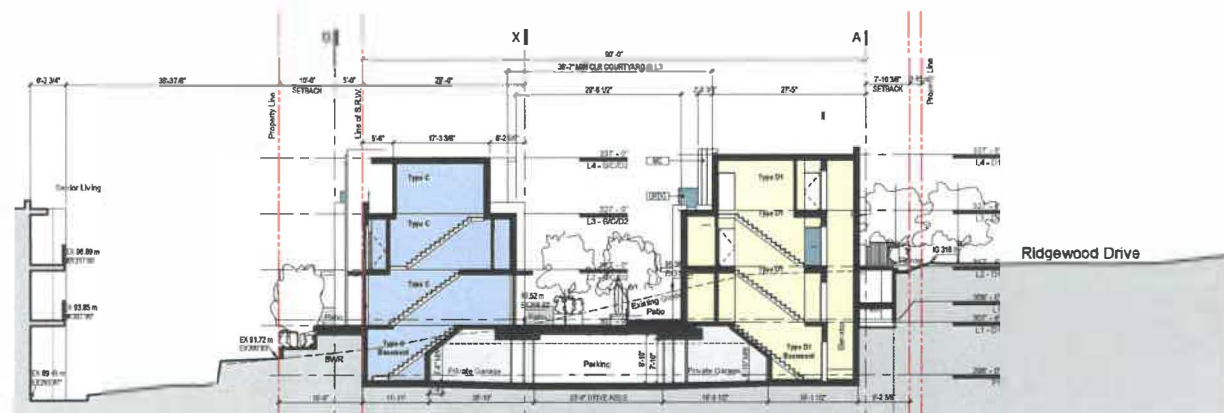
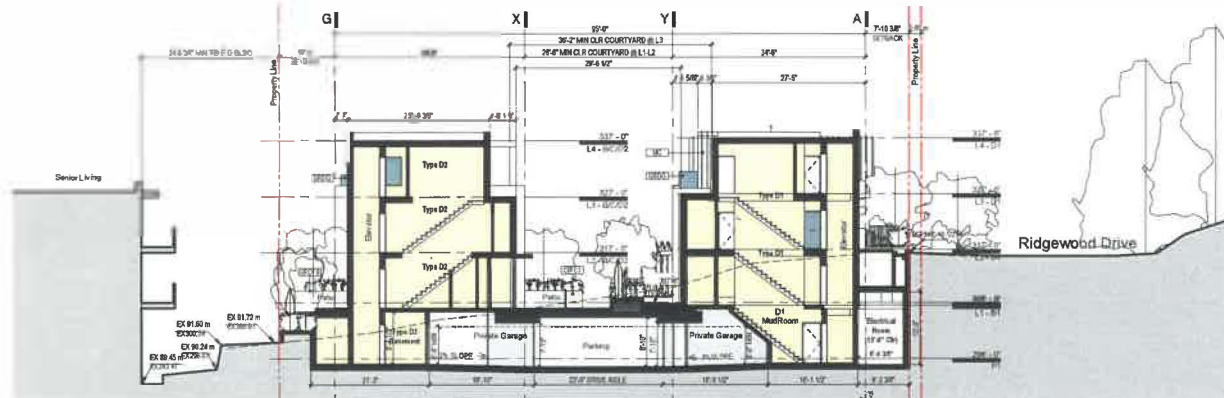
REV	DATE	DESCRIPTION
4	10/24	Revised for Detailed Application
3	10/23	Revised for Detailed Application
2	10/22	SUBMITTED FOR DETAILED APPLICATION
1	10/22	SUBMITTED FOR PRELIMINARY APPLICATION

TAYLOR KUFITZ
ARCHITECTS
1031 - 1045 Ridgewood Drive

1031 - 1045 Ridgewood Drive

Sections

A401



KEYNOTE LEGEND

TAG	DESCRIPTION
CIPG1	CANTIN PLACED ON GROUND FLOOR
CHOPB	CHANGING ROOM - PLATINUM
CHOPD	CHANGING ROOM - PLATINUM
MC	MECHANICAL GLAZING (CHARCOAL)

REV	DATE	DESCRIPTION
1	17/11/16	SUBMITTED FOR DETAILED PLANNING APPLICATION
2	17/11/16	SUBMITTED FOR DETAILED PLANNING APPLICATION

SCALE: 3/32" = 1'-0" DATE: 17/11/16 DRAWN: KSI
PROJECT NUMBER: 16029
FILE: 16029.dwg

TAYLOR KL
ARCHITECTURE + DESIGN
1031 - 1045 Ridgewood Drive

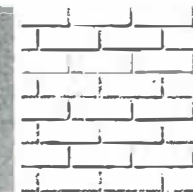
Sections
A402



CIPC1:
CAST-IN-PLACE CONCRETE -
CLEAR



BR-2 BRICK 2
MUTUAL MATERIALS
ALASKAN WHITE- SMOOTH

BR-1 BRICK 1
MUTUAL MATERIALS
COAL CREEK

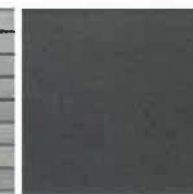
CS-C: T&G WOOD SIDING
SANSIN SDF/ENS STAIN
COLOUR: "DRIFTWOOD"



CS-DC: T&G WOOD SIDING
SANSIN SDF/ENS STAIN
COLOUR: "ONYX 27 W WHITE BLEND"



FC-3 FIBRE CEMENT 3:
3.5" EXPOSED FACE LAPPED FINISH
CLOVERDALE 8298
DIAMON HEIGHTS



FC-2 FIBRE CEMENT 2:
CONCEALED SYSTEM M
CLOVERDALE 8301
OPENING NIGHT



FC-1:FIBRE CEMENT 1:
CONCEALED SYSTEM
CLOVERDALE 8260
MERCURY



4	178514	Re-submitted for Detailed Application
2	178520	Re-submitted for Detailed Application

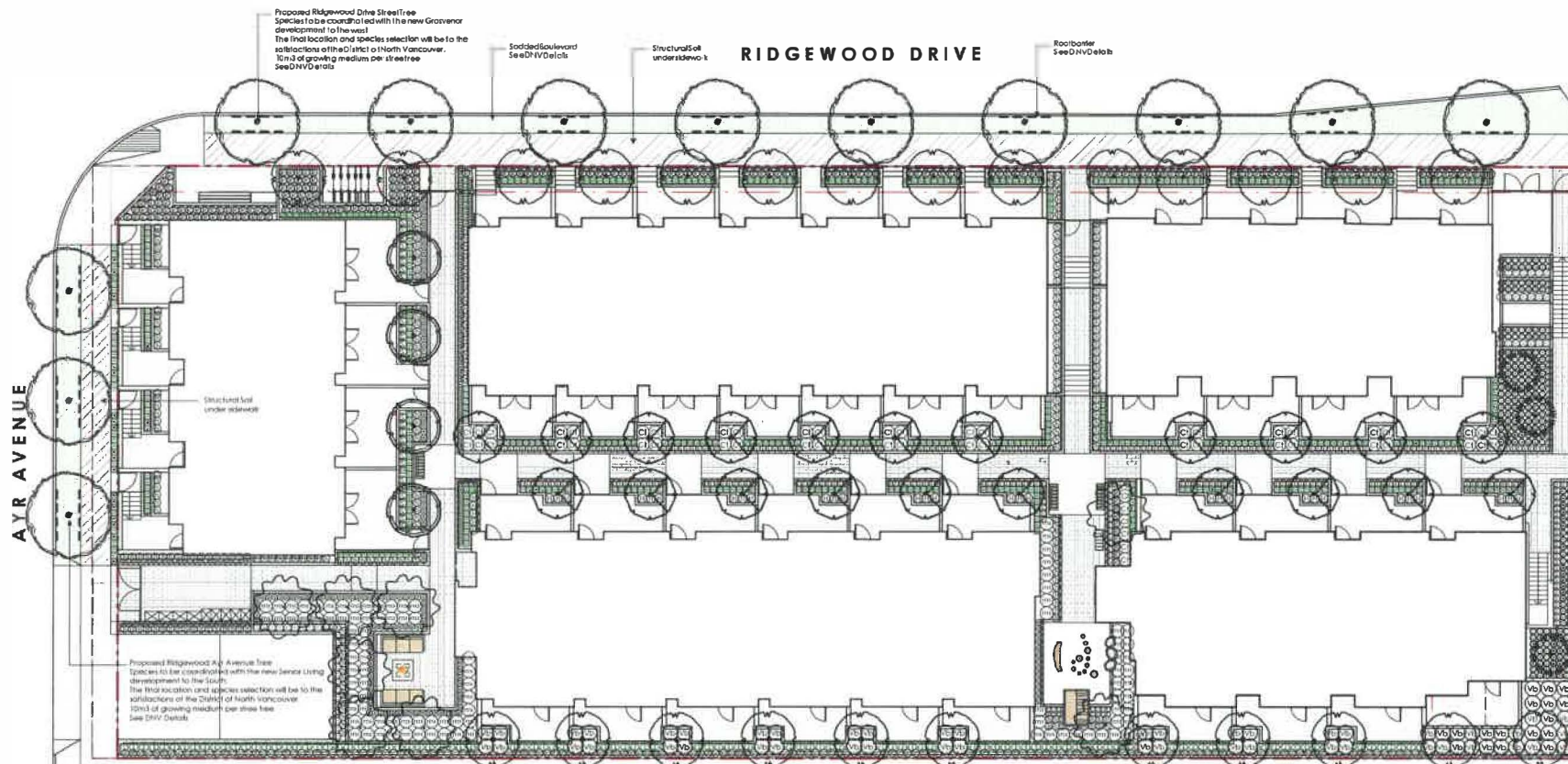
TAYLOR KURTZ
ARCHITECTURE + DESIGN INC.

Ridgewood
1031 - 1045 Ridgewood Drive

Materials

A710.

DP 09.17 - 12



2 2017-02-22 Issued for DPA
2017-02-17 Issued for Review
2017-01-27 Issued for Review
01 2016-12-06 Issued for DP
no. 1 date: 8 am:

Revisions

Dr. Philip K. K. Ltd.
102, 1637 West 16th Avenue
Vancouver, BC V6M 1A5
Tel: 604 684 4511
Fax: 604 684 0577
www.dkinc.ca

BOFO

Project:

Edgemont Village

1031 - 1045 Ridgewood Dr.

NORTH VANCOUVER BC

DP 09.17 - 13

Drawn by: **JK**

Checked by: **JK**

Date: 2016-06-20

Scale: 1/8" = 1'

Drawing Title:

**Landscape
Planting
Plan**

Project No.:
16070

Sheet No.:

L1.3

Plant List

Sym Qty Botanical Name

Common Name

Size / Spacing / Comments

Sym Qty Botanical Name

Common Name

Size / Spacing / Comments

General Planting Notes:

Trees			
25	25	Fagus sylvatica 'Dawy Gold'	Columnar Beech
8	8	Magnolia x 'Butterflies'	Butterflies Magnolia
3	3	Picea mariana	Sebian Spruce
21	21	Prunus serrulata 'Amanagawa'	Columnar Flowering Cherry
4	4	Stewartia pseudocamellia	Japanese Stewartia
12	12	Street Tree - To be determined by District of North Vancouver	




Shrubs			
h	232	Azalea 'Hino White'	Dwarf Azalea
Cl	54	Chalysia temala	Mexican Orange Blossom
R	217	Rhododendron 'Ramapo'	Dwarf Rhododendron
S	29	Sarcococca h. humilis	Sweet Box
S	528	Taxus m. 'Hill'	Yew Hedge
Q	108	Thuja occidentalis 'Smaragd'	Cedar Hedge
Vb	65	Viburnum bodianense 'Dawn'	Winter Flowering Viburnum

Perennials / Groundcovers / Vines

c	236	Celoneaster dammerii	Coloneaster	#1 pot
o	203	Carex morrowii 'Ice Dance'	Blue Sedge	#1 pot
Cl	4	Clematis montana	Clematis	#2 pot, staked
f	66	Fragaria chiloensis	Coastal Strawberry	4" pot
h	35	Hosta 'Blue Moon'	Blue Moon Hosta	#1 pot
l	300	Liriodendron 'Big Blue'	Lilyflur	#1 pot
ms	100	Miscanthus 'Morning Light'	Maiden Grass	#3 pot
o	230	Polystichum muratum	Western Sword Fern	#1 pot

- All work shall meet or exceed the requirements as outlined in the Current Edition of the B.C. Landscape Standard.
- Plant sizes and related container classes are specified according to the B.C. Landscape Standard Current Edition. For container classes #3 and smaller, plant sizes shall be as shown in the plant list and the Standard; for all other plants, both plant size and container class shall be as shown in the plant list. Specifically, when the plant list call for #5 class containers these shall be as defined in the BCNTA (ANSI) Standard.
- Sod is to be sand based turf and mesh free. No subsoils.
- All soft landscape area are to be irrigated using a high efficiency drip system, complete with rain sensor. All work to IABC standards.
- All patios to be equipped with base bits.
- See District of Vancouver Notes on sheet L1.1

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>November 19, 2018</u>
<input type="checkbox"/> Other:	Date: _____

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

9.4

The District of North Vancouver REPORT TO COUNCIL

October 26, 2018
File: 08.3060.20/018.17

AUTHOR: Ashley Rempel, Development Planning

SUBJECT: Development Variance Permit 18.17 - Coach House at 1685 Alderlynn Drive

RECOMMENDATION:

THAT Development Variance Permit 18.17 (Attachment A), to allow for the construction of a coach house at 1685 Alderlynn Drive, is issued.

REASON FOR REPORT:

The application includes variances to the Zoning Bylaw that require Council's approval of a Development Variance Permit.

SUMMARY:

The applicant has applied for a Development Variance Permit to construct a one storey coach house in the rear yard of a new single-family house currently under construction. The proposal requires four variances as follows: maximum accessory building size; total size of parking structures and other accessory buildings in combination; accessory building height; and location of a secondary suite. These variances are supportable as they are consistent with the District's "Coach House How to Guide".



ANALYSIS:

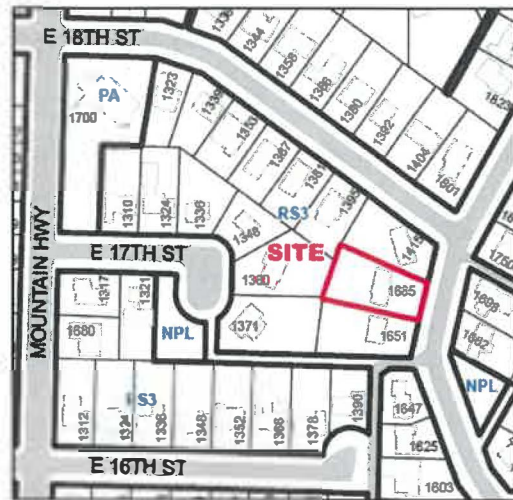
Purpose: To allow for the construction of a one storey Coach House.

Site and Surrounding Area: The site and surrounding lots are zoned Single-Family Residential 7200

Zone (RS3) as seen in the below air photo and context map. The property is not located in any development permit areas.



Air Photo



Context Map

DISCUSSION:

The applicant proposes to construct a one storey coach house at 1685 Alderlynn Drive. The coach house will be located in the rear yard of a new single-family home that is currently under construction. The subject property is 1,367.53 m² (14,720 sq ft) in area, 20.88 m (68.51 ft) in width along the frontage, and 52.11 m (170.96 ft) in depth. The land gently slopes toward the southeast.

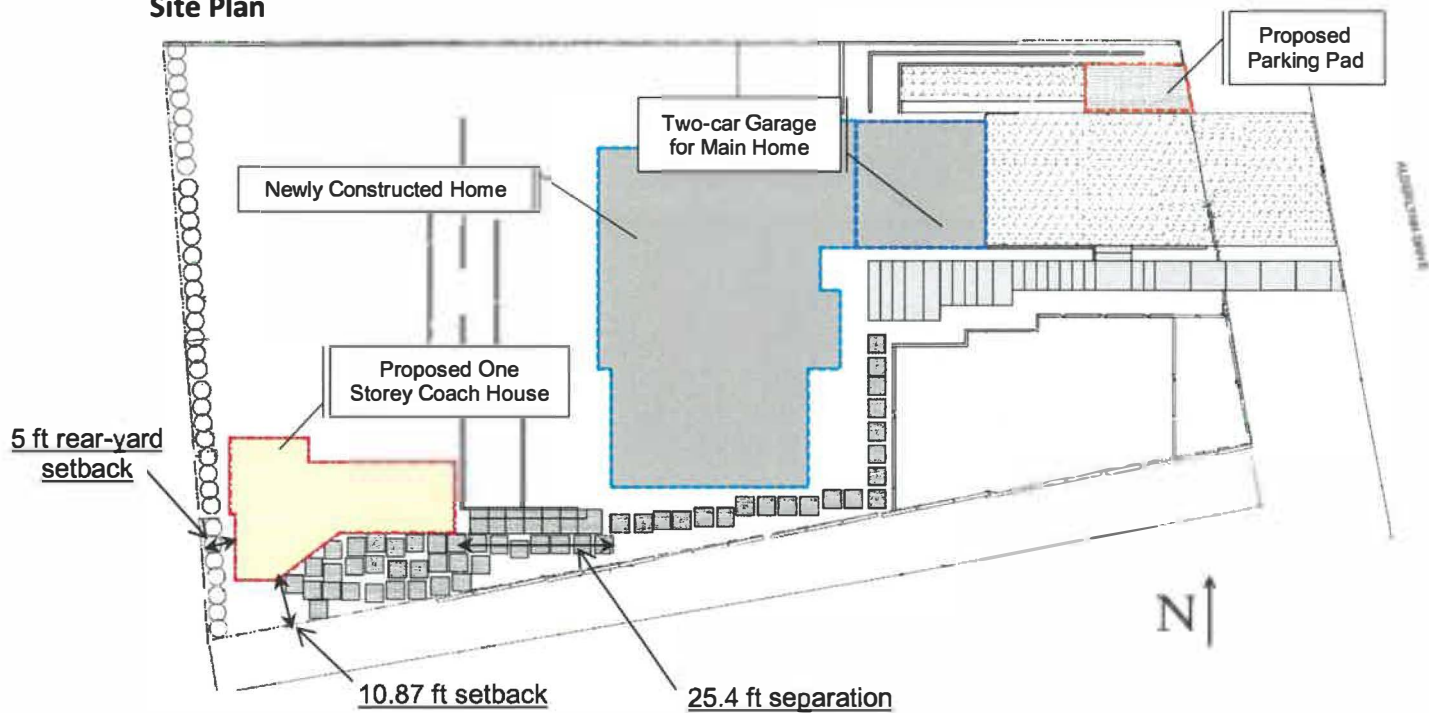
The existing driveway from Alderlynn Drive will be used to access parking for both the proposed coach house and the principal dwelling. The proposal provides three non-tandem parking spaces on the property; one surface parking pad located at the north side of the driveway is proposed for the couch house, and the principal dwelling has a two-car garage.

The architectural design of the proposed coach house is complementary in quality and character to the principle dwelling. To complement the principle dwelling, the coach house features a flat roof and is finished in medium charcoal wood stain and dark charcoal trim.

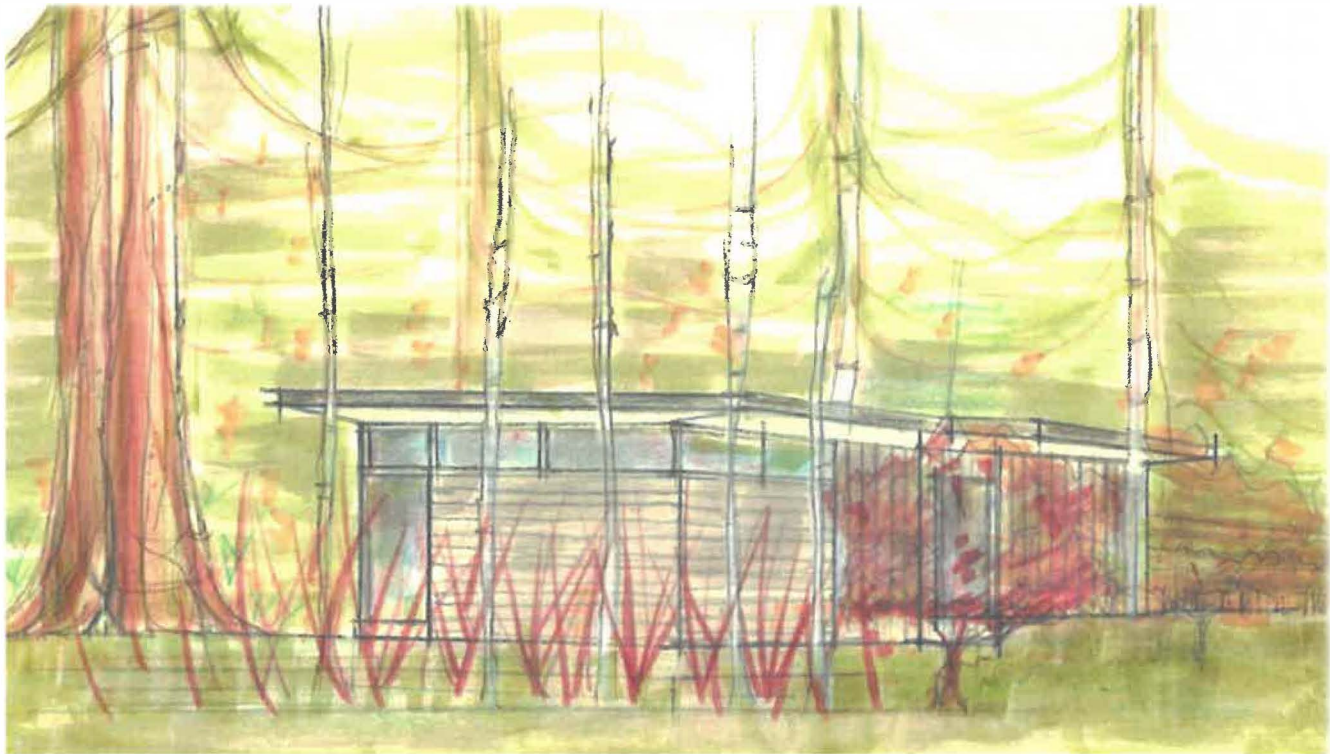
The proposed coach house will be sited in the south-west corner of the lot and has been designed with 55.74 m² (600 sq. ft.) of living space with a crawl space below (the crawl space has a floor to ceiling height of 1.22 m (4 ft)). The proposed design allows for the coach house to be set back 8.05 m (26.41 ft) from the principal dwelling, 1.52 m (5 ft) from the rear property line and 3.31 m (10.87 ft) from the property to the south. The coach house has a 31.40 m² (338 sq ft) outdoor space located to the south of the proposed building. To provide additional privacy between the principal dwelling and coach house, planting will be provided to give screening. Privacy is maintained between the neighbours to the west and south by way of fences, trees and location of houses.

A site plan and a photo of the principal dwelling under construction, a rendering of the proposed coach house and elevation drawings of the proposed coach house are shown on the following pages.

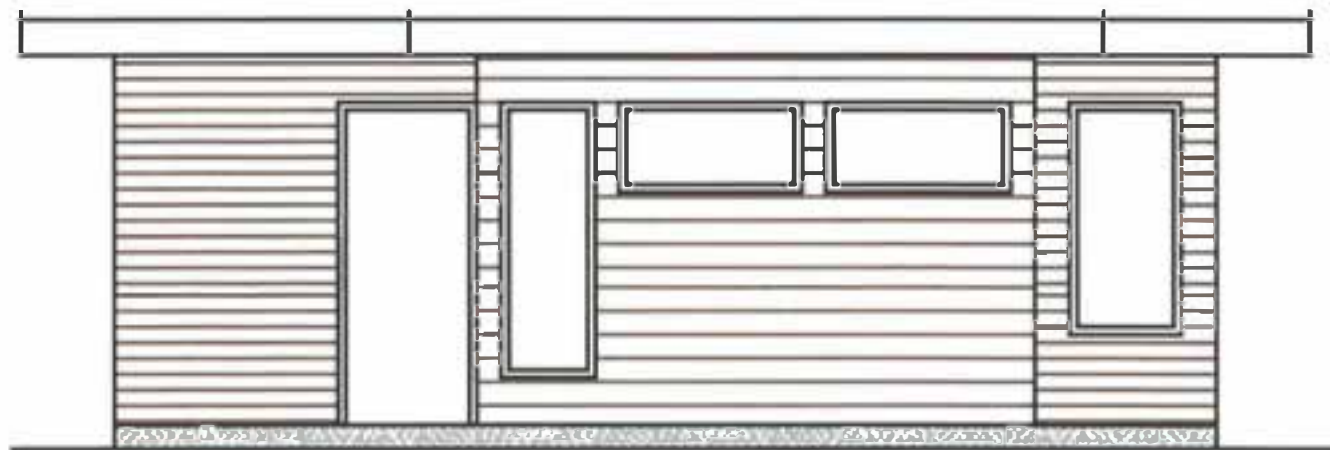
Site Plan



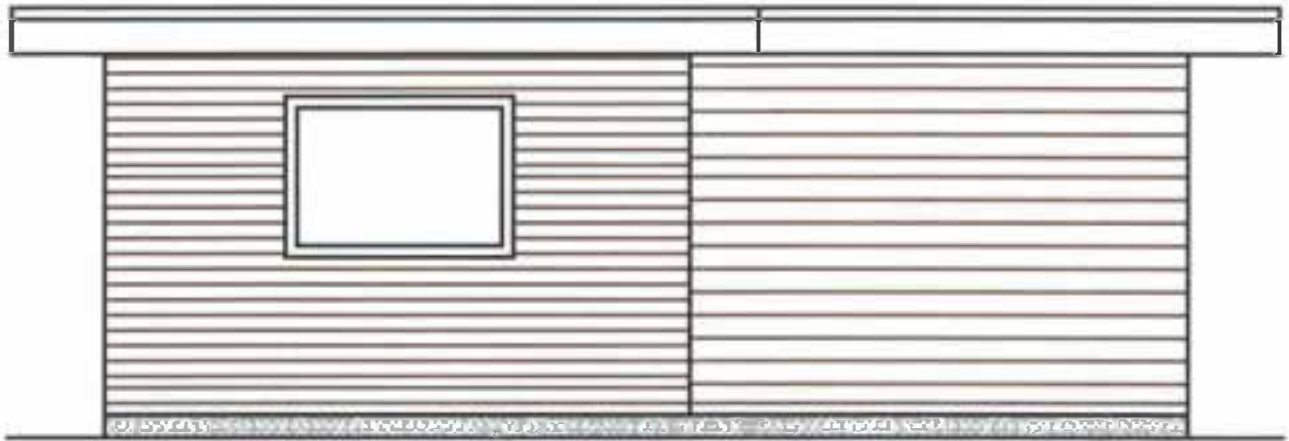
Principal Dwelling Currently Under Construction



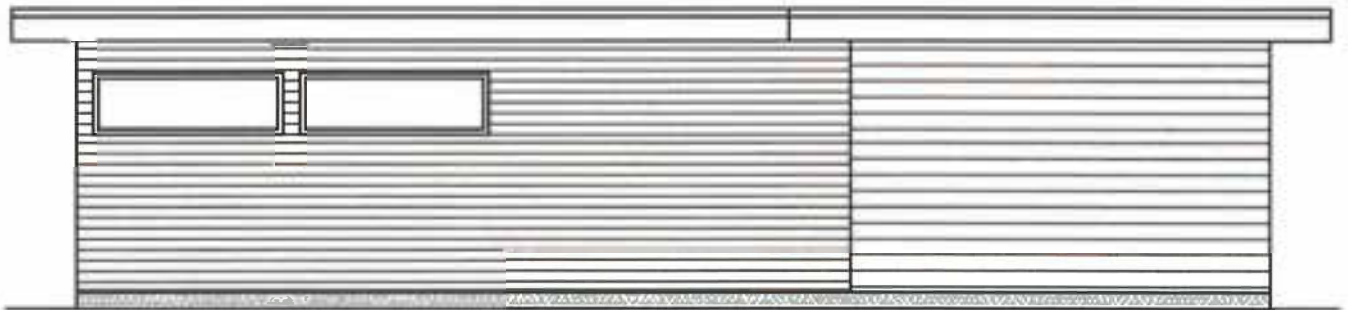
Rendering of Proposed Coach House from Rear Yard of Principal Dwelling



Elevation of Proposed Coach House from Rear Yard of Principal Dwelling



West Elevation of Proposed Coach House



North Elevation of Proposed Coach House



South Elevation of Proposed Coach House

Zoning Bylaw Compliance:

The table below outlines the Zoning Bylaw variances required as part of this application:

Zone	Regulation	Permitted	Proposed	Variance
RS3	Location of Secondary Suite	In main dwelling	Detached	Allow location of secondary suite to be detached
	Accessory Building Height	3.66 m (12 ft)	4.26 m (14 ft)	0.6 m (2 ft)
	Accessory Building Size	25 m ² (269 sq ft)	55.74 m ² (600 sq ft)	30.75 m ² (331 sq ft)
	Size of Parking Structures and Other Accessory Buildings in Combinations	74.3 m ² (800 sq ft)	100.15 m ² (1078 sq ft)	25.82 m ² (278 sq ft)

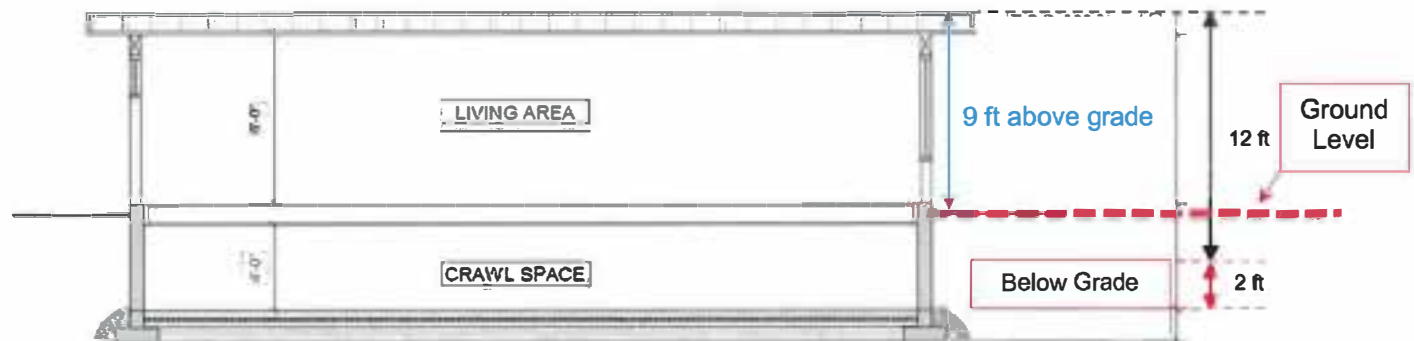
Variances:

Location of Secondary Suite:

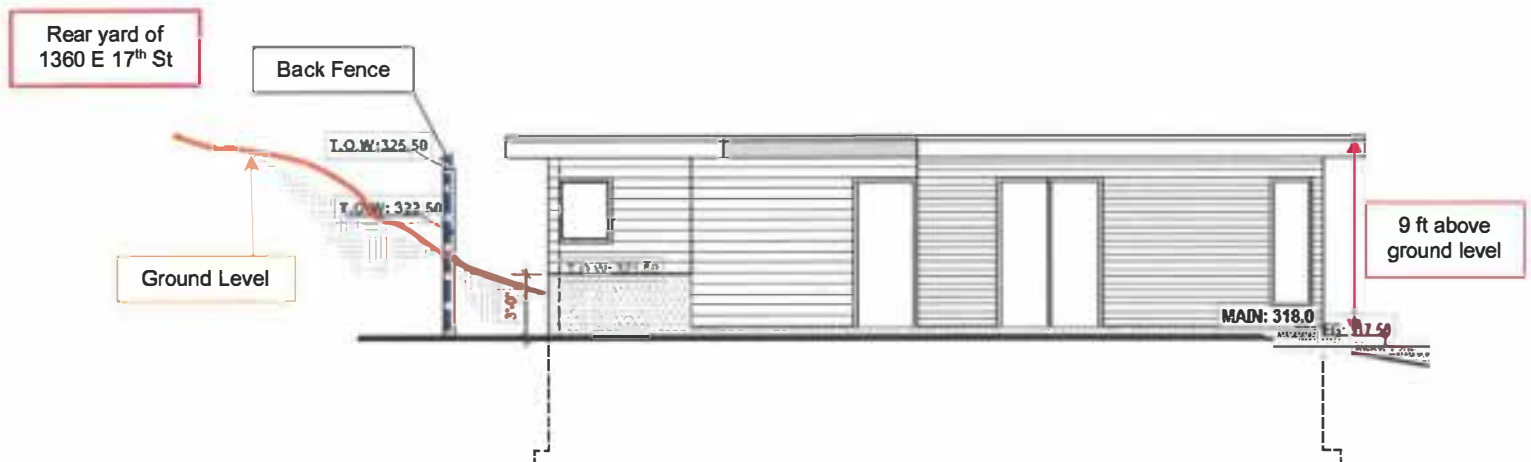
The proposed coach house requires a variance to allow for a secondary suite to be located outside of the main dwelling. This variance is in accordance with the Coach House How to Guide. To ensure there are no further suites on the property, a Section 219 Covenant to prohibit a secondary suite within the main dwelling is required.

Maximum Accessory Building Height:

The Zoning Bylaw measures height for accessory buildings from top of the foundation. In this case, the proposed coach house is considered to be 4.26 m (14 ft) in height, including a 1.2 m (4 ft) below ground crawl space, as building height is measured from the top of the crawl space slab. The coach house is one level above grade measuring 2.74 m (9 ft) in height. The total height including the below ground crawl space is less than the maximum height contemplated for a one storey coach house in the the Coach House How to Guide.



A variance of 0.6 m (2 ft) to the 3.66 m (12 ft) maximum height permitted for accessory buildings is required. If there were no crawl space, and the height were measured from the ground level, there would be no variance required.



Due to the slope of the land (shown above), the coach house is expected to be of a low visual impact when viewed from the neighbouring rear property located at 1360 E 17th Street.

Maximum Accessory Building Size:

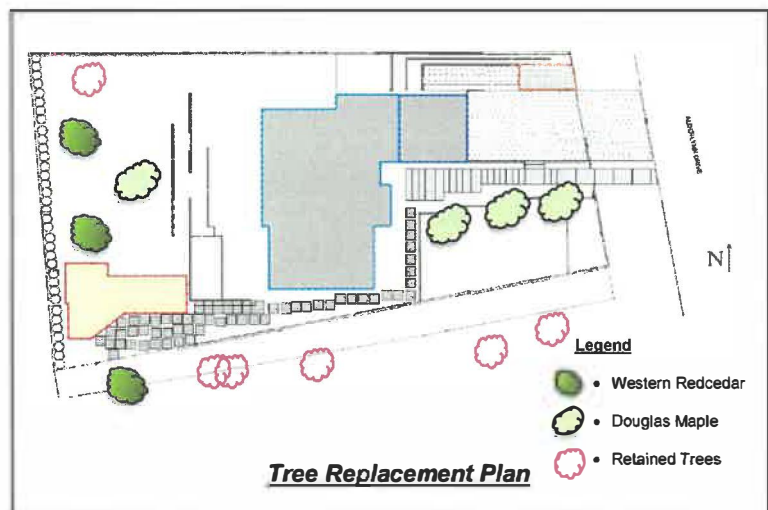
The RS3 zone limits accessory buildings to a total area of 25 m² (269 sq ft). A variance of 30.75 m² (331 sq ft) is required to accommodate the proposed 55.74 m² (600 sq ft) coach house. This is less than the maximum size envisioned in the Coach House How to Guide for a lot that is greater than 743.2 m² (8000 sq ft) in size and is therefore supportable.

Total Parking Structure and Accessory Building:

The RS3 zone limits “parking structures and other accessory buildings in combinations” to a total area of 74.3 m² (800 sq ft). A variance of 25.82 m² (278 sq ft) is required to accommodate the proposed 55.74 m² (600 sq ft) coach house in addition to the existing 142.65 m² (468 sq ft) garage. The coach house is consistent with the District’s design guidelines for maximum permitted floor space of a coach house and parking structure, and therefore is supportable.

Trees & Hedging:

A tree permit for the removal of three large diameter trees was issued with the building permit for the new house. A condition of the tree permit was the replanting of seven trees; three coniferous and four deciduous. Replacement of these trees is required as outlined in the Tree Replacement Plan (shown to the right). The arborist report identifies six other trees for retention; one large diameter onsite tree at the north-west corner of the property



and five offsite trees at the southern property line. To ensure that all on and offsite trees being retained are monitored and protected throughout the duration of the development and that replacement trees are planted, a tree protection bond is required and secured in Development Variance Permit 17.18.

Coach House Design Guidelines:

The proposal has been reviewed by staff and addresses the Coach House How to Guide as follows:

- The proposed lot is 1,367.53 m² (14,720 sq ft) in area, which exceeds the size outlined in the coach house design guidelines;
- The proposed height of 4.26 m (14 ft) is consistent with the design guidelines, which envisions a maximum height of 4.57m (15ft) for a one storey coach house;
- The combined floor space of the single-family dwelling and the coach house does not exceed the maximum permitted floor space for the property;
- The proposed coach house will provide a liveable, above grade, alternative form of housing with 55.74 m² (600 sq ft) of indoor living space, in compliance with the maximum permitted coach house size;
- The submitted site plan illustrates a distance of approximately 8.05 m (26.41 ft) from the principal dwelling, which exceeds the minimum building separation of 6.07 m (20 ft) outlined in the coach house design guidelines;
- The applicant has proposed landscaping which will provide good separation between the principle dwelling and coach house, and usable outdoor living space for each dwelling;
- To ensure there are no further suites on the property a Section 219 Covenant to prohibit a secondary suite within the main dwelling is required as a condition of the attached Development Variance Permit 18.17.

PUBLIC INPUT:

In accordance with the Non-Statutory Public Consultation for Development Applications Policy, a notification letter was sent out to the adjacent neighbours to inform them of the application. One adjacent neighbour responded providing support for the proposed development.

As required by The Local Government Act and Development Procedures Bylaw, notification advising that Council will be considering whether to issue a Development Variance Permit will be sent to owners and tenants of the subject property and abutting properties. Response to the notification will be provided to Council prior to consideration of this application.

CONCLUSION:

The proposed one storey coach house requires variances for accessory building size, total size of parking structures and other accessory buildings in combinations, accessory building height, and the location of a secondary suite.

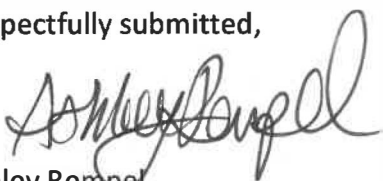
Staff are supportive of the Development Variance Permit as the coach house is located in the rear yard, complies with the coach house design guidelines and is anticipated to have minimal impact on the surrounding neighbours due to siting, and the elevation change between the coach house and the property adjacent to the rear lot line.

OPTIONS:

The following options are available for Council's consideration:

1. Issue Development Variance Permit 18.17 (Attachment A) to allow for the construction of a coach house at 1685 Alderlynn Drive (staff recommendation); or
2. Deny Development Variance Permit 18.17.

Respectfully submitted,



Ashley Rempel
Development Planning

Attach

Attachment A – DVP 18.17 A – B

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 VARIANCE PERMIT 18.17

This Development Variance Permit 18.17 is hereby issued by the Council for The Corporation of the District of North Vancouver to accommodate a Coach House on the property located at 1685 Alderlynn Dr, legally described as Lot 20 Block 8 Westlynn Plan 9070, (PID: 005-116-821) subject to the following terms and conditions:

A. The following Zoning Bylaw regulations are varied under Part 14, Division 9, Subsection 498 (1) of the Local Government Act:

1. The maximum accessory building height is increased from 3.66 m (12 ft) to 4.26 m (14 ft);
2. The maximum accessory building size is increased from 25 m² (269 ft²) to 55.74 m² (600 ft²);
3. The maximum size of parking structures and other accessory buildings in combination is increased from 74.3 m² (800 ft²) to 100.15 m² (1078 ft²);
4. The location of a secondary suite is permitted to be outside of the single-family residential building subject to registration of a Section 219 Covenant on the property in favour of the District in priority of all financial charges to ensure the coach house building contains the only secondary suite on the property;
5. The relaxations above apply only to the proposed coach house as illustrated in the attached drawings.

B. The following requirement is imposed under Subsection 504 of the Local Government Act:

Substantial construction as determined by the Manager of Development Services shall commence within two years of the date of this permit or the permit shall lapse.

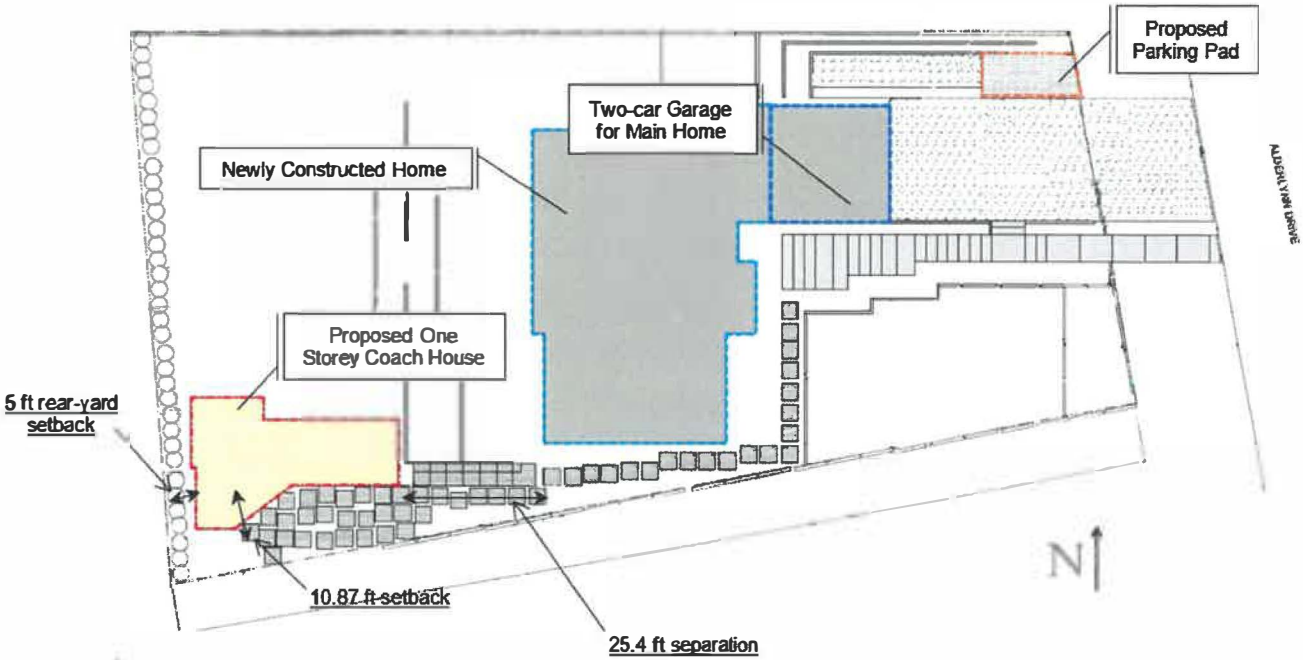
C. Prior to issuance of a Building Permit a \$10,000 bond for tree protection and a signed Letter for Arborist Presence must be submitted.

Mayor

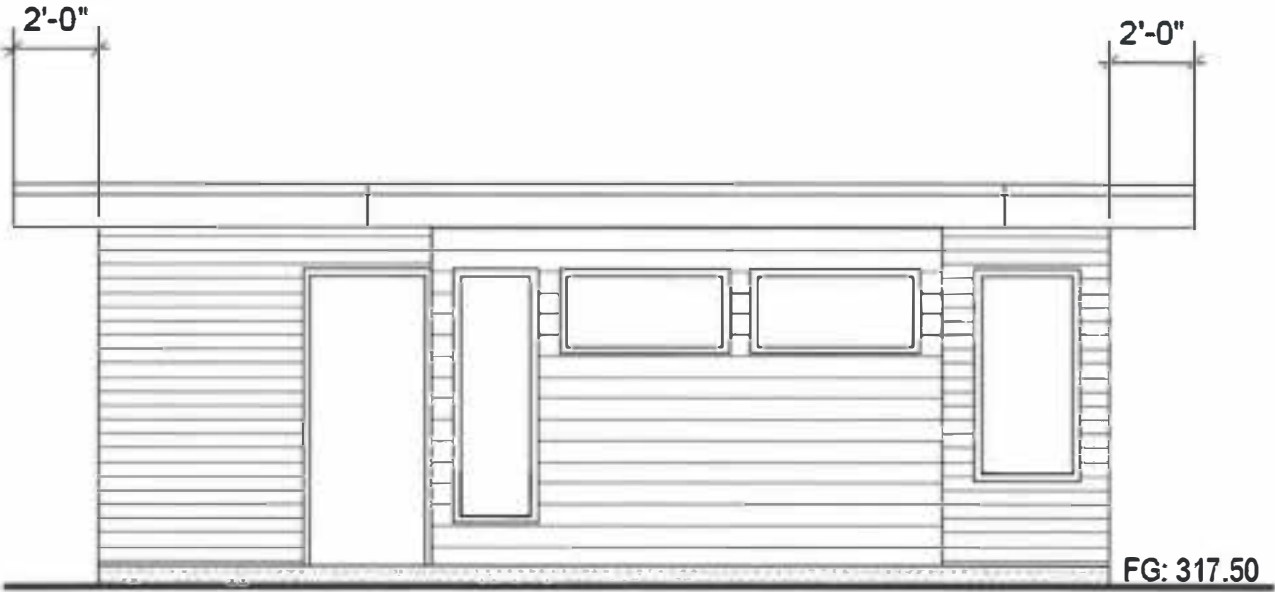
Municipal Clerk

Dated this _____ day of _____, _____

Site Plan:

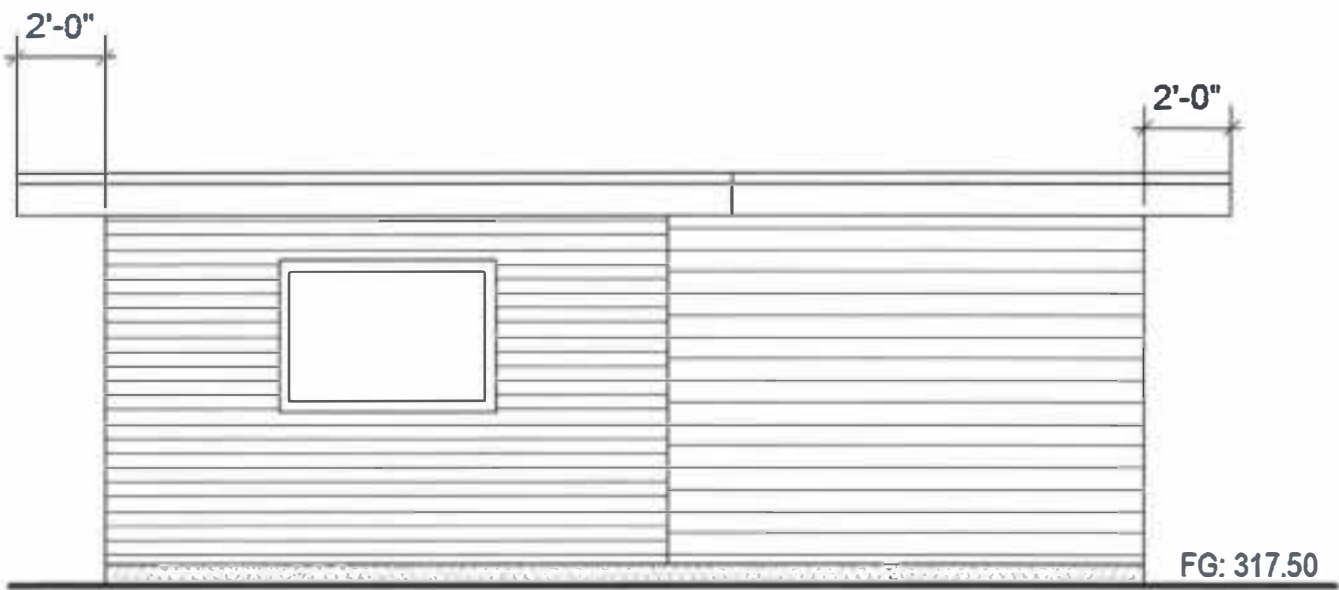


Elevations:

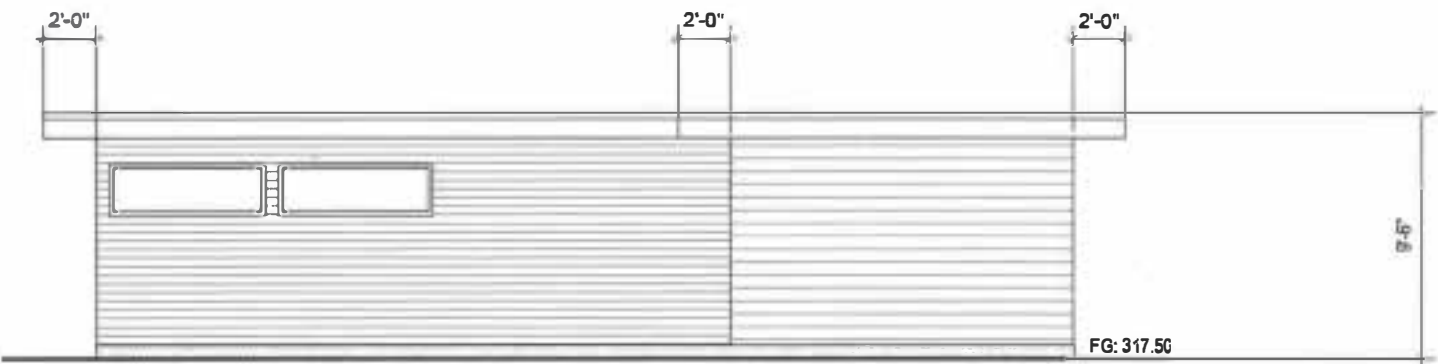


East Elevation of Proposed Coach House

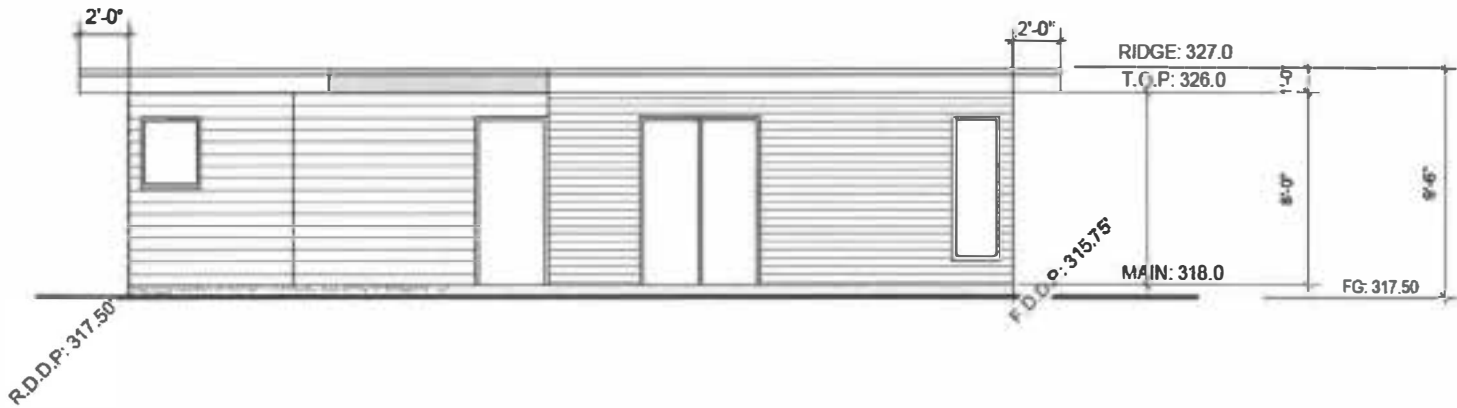
Elevations:



West Elevation of Proposed Coach House



North Elevation of Proposed Coach House



South Elevation of Proposed Coach House

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>November 19, 2018</u>
<input type="checkbox"/> Other:	Date: _____

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

October 26, 2018

File: 08.3060.20/015.18

AUTHOR: Ashley Rempel, Development Planning

SUBJECT: 1450 Rupert St - The Woods Spirit Company Inc. - Distillery Lounge Endorsement

RECOMMENDATION:

THAT Council pass the attached resolution (Attachment 1) in relation to The Woods Spirit Company Inc.'s request for a distillery lounge endorsement at 1450 Rupert Street.

REASON FOR REPORT:

The Woods Spirit Company Inc. has applied to the Liquor & Cannabis Regulation Branch for a distillery lounge endorsement. The provincial licensing process is designed to allow local governments to consider the impact of the licence application and provide comments in the form of a resolution. A Council resolution for the Liquor & Cannabis Regulation Branch is required as part of this process.



SUMMARY:

In accordance with the *Liquor Control and Licensing Act*, licensees with a manufacturing licence are eligible to apply for a lounge endorsement. Approval of this endorsement allows the manufacturer to sell and serve liquor for on-site consumption.

The intent of this type of endorsement requires the lounge to be primarily devoted to sale of the licensee's registered products. However, the lounge may also sell any kind of liquor provided the cost of liquor purchased from another manufacturer does not exceed 20% of the total liquor sold at the

site for any given quarter. The lounge must also provide a reasonable variety of hot or cold snacks and non-alcoholic beverages at reasonable prices at all times.

Proposal:

The Woods Spirit Company Inc. has submitted an application to the Liquor and Cannabis Regulation Branch for a small lounge with a maximum occupancy of 20 patrons and staff at 1450 Rupert Street.

The distillery has obtained approval for their manufacturing licence and is in operation in the existing building. The proposed lounge area is currently being used as a public tasting area, which is permitted under the manufacturing licence. The tasting area allows for the sale of a limited volume and quantity of the product to demonstrate how it tastes and is currently open to the public on Saturdays from 1:00 pm to 7:00 pm.

The proposed hours of the lounge are as follows:

Monday to Wednesday: 5:00 pm to 7:00 pm

Thursday to Friday: 5:00 pm to 11:00 pm

Saturday: 11:00 am to 11:00 pm

Sunday: 11:00 am to 7:00 pm

ANALYSIS:

Site and Surrounding Area:

The property in question, is located on the north side of Rupert Street and is within Lynn Creek Town Centre (see aerial photo). The block is bound by a lane shared with Crown Street to the north, Mountain Highway to the east and Harbour Avenue to the west.

The site has an OCP designation of Light Industrial Commercial (LIC), which enables a mix of industrial, warehouse, office, service, utility and business park type uses.



Aerial Photo

The site's Light Industrial Zoning (I3) allows for a variety of industrial uses including light manufacturing, such as the manufacturing of alcoholic spirits.

Public Input:

The Liquor and Cannabis Regulation Branch requires that municipalities consider the potential impacts on a community prior to passing a motion on liquor licensing applications. Staff placed a sign on the site and a notice was delivered to 178 neighbouring property owners and tenants in accordance with the District of North Vancouver's policy on Non-Statutory Public Consultation for Development Applications.

Two responses were received from nearby business owners noting concerns about parking in the area. Both noted that parking on the street during business hours is strained and suggested that the hours of operation be restricted to after regular weekday business hours. This change in hours has been agreed to by the applicant and is included in the motion.

Should additional public comments be received, they will be provided to Council via agenda addenda prior to Council consideration.

Concurrence:

District of North Vancouver Bylaw Services Department has reviewed the proposal and indicates that parking is a concern in this neighbourhood, and on this block specifically parking is strained during weekday business hours. It was also noted that parking issues have arisen from a similar establishment in the Lynn Creek industrial area.

The RCMP reviewed the proposal and indicated that other than concerns about parking violations in the area, (predominately a bylaw enforcement concern), there were no objections to the proposal. It was recommended that limiting the hours of operation until after normal weekday business hours may alleviate some of the parking concerns.

The Senior Licensing Analyst from the Liquor and Cannabis Regulation Branch has reviewed the proposal and has identified no concerns.

Parking:

The Zoning Bylaw requires a total of four parking spaces to be provided for the distillery and proposed accessory lounge. The site has a total of nine parking spaces, five of which are designated for this unit and the other four for the other tenant in the building. Parking proposed complies with Zoning Bylaw requirements.

In light of the parking comments from the District Bylaws Department, RCMP, and neighbouring business owners, the applicant has proposed limiting its opening hours to after 5:00 pm on weekdays. This approach should allow parking demand to be generally limited to evening hours when the surrounding businesses in the industrial area are closed or operating in a reduced capacity.

Impact on the community:

The location is in a primarily industrial area which will provide a unique venue for adult socializing within the developing walkable Lynn Creek Town Centre. Access to the lounge will be from Rupert Street, reducing the potential for late night disturbance in the back lane area.

The OCP supports intensifying uses on employment lands and supporting business investment and job growth. The addition of this lounge will add life in the evening to the industrial area and supply a

range of eclectic services with the potential to help energize and revitalize the emerging Lynn Creek Town Centre, while maintaining the light industrial focus for the area.

CONCLUSION:

The proposed distillery lounge is supportable as the impact to the neighbourhood is expected to be minimal and it will provide a new and unique venue in the area that is likely to appeal to the local community. The proposed lounge is anticipated to create minimal noise impacts to the surrounding neighbourhood as it does not have an outdoor seating area and is located within an industrial area. Operating hours have been reduced to after 5:00 pm on weekdays in order to alleviate potential parking conflicts with surrounding businesses. The proposed lounge complies with the applicable District of North Vancouver Bylaws.

OPTIONS:

1. That Council pass the attached resolution (Attachment 1) which supports the requested lounge endorsement for a lounge with opening hours limited to weekdays after 5:00 pm and weekends at 11:00 am, and closing hours on Sunday to Wednesday by 7:00 pm and Thursday to Saturday by 11:00 pm (staff recommendation); or
2. That Council amend, then pass the attached resolution; or
3. That Council recommend to the Liquor and Cannabis Regulation Branch that the application be denied and provide reasons for that recommendation.

Respectfully submitted,



Ashley Rempel
Development Planning

Attachment 1 – Resolution to the Liquor and Cannabis Regulation Branch

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	

RE: 1450 Rupert St - The Woods Spirit Company Inc. - Distillery Lounge Endorsement

At the Council meeting held on _____, Council passed the following resolution with respect to the above-referenced application:

"Be it resolved that:

1. The Council has considered the following:

- The location of the establishment; and
- The person capacity and hours of liquor service.

2. The Council's comments on the prescribed criteria are as follows:

a) The impact of noise on the community in the vicinity of the proposed establishment:

Noise impacts are expected to be minimal as the location is in a primarily industrial area, there is no outdoor seating area, and closing hours are not excessively late.

b) The impact on the community if the application is approved:

The impact on the community is expected to be minimal for the following reasons:

- *The venue is small with a maximum occupancy of 20 patrons and employees;*
- *The venue would likely appeal to the nearby growing town centre community;*
- *Operating hours of the lounge will be limited to after 5 pm on weekdays to reduce potential parking conflicts;*
- *The site is a reasonable from residential zones; and*
- *The operations under the manufacturing licence at this site have not resulted in negative community impacts.*

3. The Council's comments on the views of residents are as follows:

Staff completed the following notification procedure in accordance with District Public Notification Policy:

- *A Public Notice sign was placed on the site; and*
- *A notice requesting input was mailed to 178 neighbouring property owners and tenants.*

Two responses were received from nearby business owners who had concerns about the parking in the area. They both noted that parking on the street during business hours is strained and suggested that the hours of operation be limited to after regular weekday business hours.

4. The Council recommends the approval of the licence endorsement for the following reasons:

The requested distillery lounge endorsement to allow for a lounge with a maximum occupancy of 20 patrons and employees during the below operating hours is supported by District Council. This support is given as:

- *The establishment is not expected to create noise impacts on the surrounding community;*
- *The Zoning Bylaw permits the requested accessory use to accommodate a 20 person capacity lounge;*

- *Parking Regulations of the Zoning Bylaw have been met; and*
- *Adjustments have been made to operating hours to alleviate concerns regarding parking in the area.*

This support is provided with the provision that the endorsed lounge will allow a maximum occupancy of 20 patrons and employees during the operating hours of:

Monday to Wednesday: 5:00 pm to 7:00 pm

Thursday to Friday: 5:00 pm to 11:00 pm

Saturday: 11:00 am to 11:00 pm

Sunday: 11:00 am to 7:00 pm"

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>November 19 2018</u>
<input type="checkbox"/> Other:	Date: _____

9.6

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

October 29, 2018
File: 16.8620.00/000.000

AUTHOR: Steve Carney, Transportation Section Manager

SUBJECT: Major Road Network Expansion

RECOMMENDATION:

THAT Council endorse the following candidate additions to the Major Road Network (MRN):

- Lynn Valley Rd from Hwy 1 to Mountain Hwy (6.4 lane-km)
- W 1st St from CNV border to Garden Ave (3.2 lane-km)

REASON FOR REPORT:

TransLink is recommending an expansion of the MRN across the Lower Mainland. Road segments within the MRN receive funding towards rehabilitation, operations and maintenance. Recommended MRN road segments within the DNV include Lynn Valley Rd from Hwy 1 to Mountain Hwy, and West 1st from CNV border to Garden Ave. To achieve expansion of the MRN in 2018, the TransLink Board must now approve a bylaw amendment, identifying all expansion roadways. To finalize expansion, a MRN Bylaw Amendment is scheduled for adoption by the TransLink Board at the December 6, 2018 Board Meeting. For candidate MRN additions to be considered by the TransLink Board, Municipal Council endorsement is required.

SUMMARY:

Established in 1999, the MRN is part of TransLink's multimodal mandate. The MRN consists of approximately 600 road-km (2,300 lane-km) of arterial roads and bridges stretching across the region that carry the majority of the region's commuter, bus transit and truck traffic. While most of the MRN is owned by municipalities, TransLink is responsible for establishing performance standards and providing funding to municipalities to operate, maintain and rehabilitate the MRN. Phase 1 of the Mayors' Vision 10-Year Investment Plan includes a 10% expansion of the total MRN lane-km. This will result in approximately 237 lane-km of new MRN across Greater Vancouver, with 9.6 lane-km of proposed new MRN in the District of North Vancouver.

The proposed MRN Expansion along with the existing MRN is shown in **Figure 1**.

The District currently has approximately 42.3 lane-km of roadway designated as MRN and receives approximately \$20,600 per lane-km or \$870,000 annually from TransLink. The proposed 9.6 lane-km MRN expansion will result in approximately \$198,000 in new annual TransLink funding.

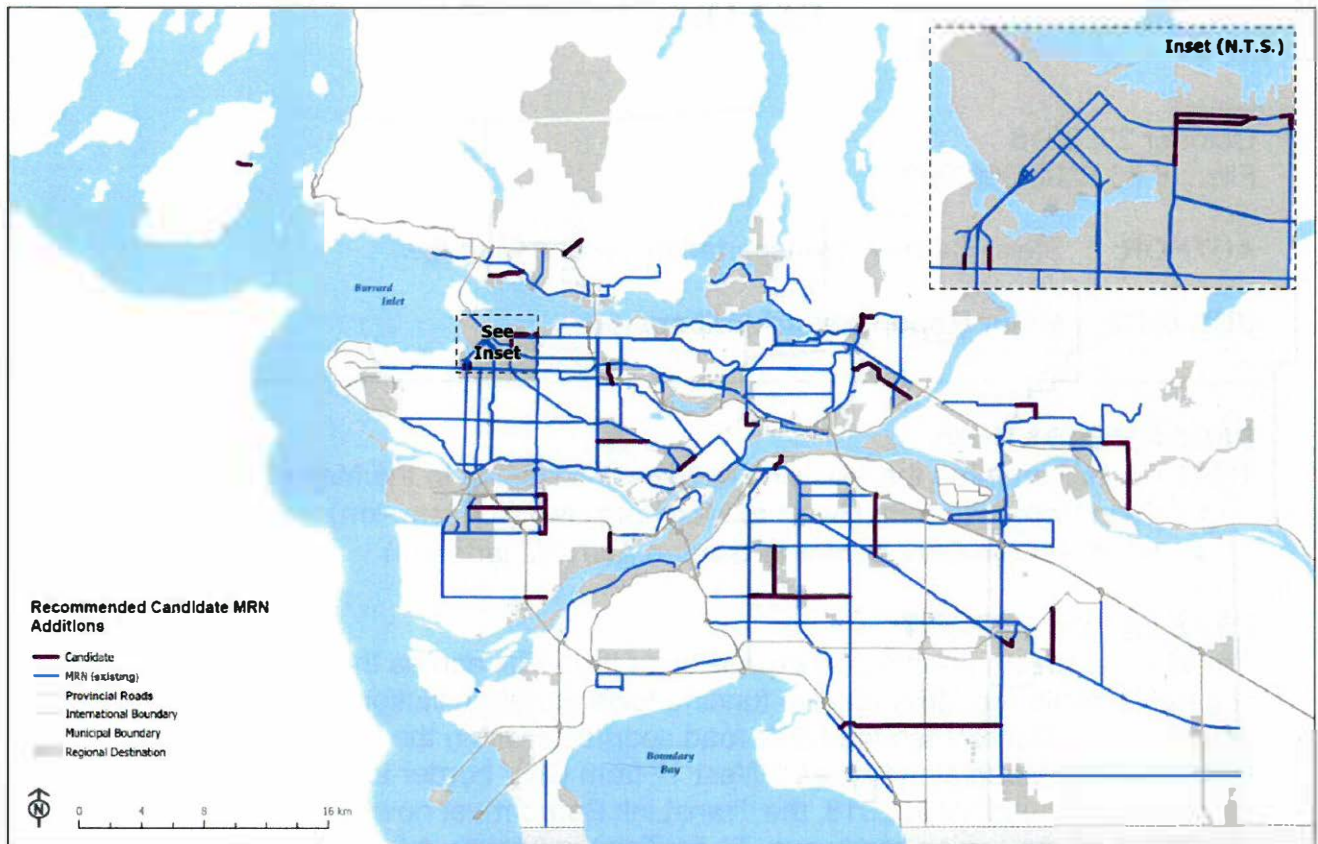


Figure 1. TransLink's Proposed MRN Expansion

BACKGROUND:

When established in 1999, the MRN had five objectives, intended to guide decisions and performance monitoring. As part of the 2018 MRN expansion process, these objectives were reviewed and updated to reflect current regional policy direction, including the 2014 Regional Transportation Strategy (RTS), 2017 Regional Goods Movement Strategy (RGMS), and the Mayors' Vision.

The updated MRN objectives are:

1. Facilitate intra-regional travel of people and transportation of goods
2. Connect regionally significant destinations
3. Form an interconnected and complete network
4. Move high volumes of general purpose vehicles, transit passengers and / or trucks
5. Maximize safety of travel
6. Maintain roads and bridges in a state of good repair to support all modes
7. Minimize adverse impacts to adjacent neighbourhoods

8. Expand over time to meet the needs of a growing population and economy

EXISTING POLICY:

District of North Vancouver Transportation Plan adopted by Council July 09, 2012.

ANALYSIS:

Timing/Approval Process:

In order to implement the 2018 expansion, a MRN Bylaw Amendment must be adopted by the TransLink Board at the December 06, 2018 Board Meeting.

Any MRN candidates that do not receive municipal consent by November 20 will be removed from the package of MRN additions within the MRN Bylaw Amendment for the December 06, 2018 Board Meeting.

Financial Impacts:

If municipal consent is endorsed as recommended by November 20, 2018, and the 9.6 lane-km MRN additions are approved by the TransLink Board, the District of North Vancouver will receive the following additional payments:

- a. Rehabilitation payments of \$8,585 per lane-km
- b. Operation and Maintenance funds of \$12,025 per lane-km

Based on these lane-km payment rates for rehabilitation, operation, and maintenance, and a proposed 9.6 lane-km expansion, new MRN funding is expected to be approximately \$198,000 annually for the District.

Liability/Risk:

If Council agrees to expansion of the MRN, the District will be obliged to uphold the MRN objectives in return for receiving MRN funds from TransLink. If Council does not endorse the proposed MRN expansion candidates prior to November 20, 2018, \$115,400 in Operation and Maintenance funds will be lost for 2018.

Conclusion:

Phase 1 of the Mayors' Vision 10-Year Investment Plan includes a 10% expansion of the total MRN lane-km across Greater Vancouver. Candidate MRN road segments within the DNV include Lynn Valley Rd from Hwy 1 to Mountain Hwy, and West 1st from CNV border to Garden Ave. The proposed addition will result in approximately 9.6 lane-km of new MRN in the District of North Vancouver, or approximately \$198,000 in new annual TransLink funding. For candidate MRN additions to be considered by the TransLink Board, Municipal Council endorsement is required by November 20, 2018.

Options:

1. Council endorse the recommended candidate Major Road Network (MRN) additions for TransLink staff to bring to the TransLink Board for approval and implementation.

2. Council does not endorse the recommended candidate Major Road Network (MRN) additions.


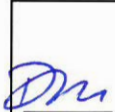

Respectfully submitted,



Steve Carney, P.Eng, PTOE
Transportation Section Manager

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
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<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>Nov. 19, 2018</u>
<input type="checkbox"/> Other:	Date: _____

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

November 8, 2018
File: 01.0595.20/006.04

AUTHOR: Julie Pavey, Section Manager - Environmental Sustainability Policy

SUBJECT: **National Energy Board Reconsideration of aspects of its
Recommendation Report for the Trans Mountain Expansion Project**

RECOMMENDATION:

THAT Council receive the staff report for information, endorse the continued participation of the District as an intervenor and provide any additional feedback for the NEB's Reconsideration process.

REASON FOR REPORT:

There was a decision on August 30th, 2018 from the Federal Court of Appeal (*Tsleil-Waututh Nation v. Canada (Attorney General)*, 2018 FCA 153) that quashed the December 1st, 2016 approval of the TMX Project. As a follow-up, the NEB issued a letter on September 26th, 2018 to indigenous peoples and groups on the Crown Consultation List, Intervenor and Trans Mountain regarding the reconsideration of aspects of the NEB Recommendation Report (May 2016) with respect to the TMX Project.

SUMMARY:

This report provides to Council:

1. An update on District participation as an intervenor in the NEB reconsideration of aspects of the TMX Project;
2. A summary of previous concerns identified by the District of North Vancouver; and
3. An update on related initiatives including the Oceans Protection Plan (OPP), emergency response planning and modelling impacts of dilbit and oil spills in the Salish Sea.

BACKGROUND:

1. Update on District participation in the NEB review process

The District has been a participant in the NEB Review process for the TMX project since 2013. The initial NEB review process took place between 2014 and 2016. The NEB issued its recommendation report on May 19th, 2016 to the Governor in Council (GIC) recommending approval of the TMX project subject to 157 conditions. The GIC issued a

certificate on December 1st, 2016 approving the construction and operation of the TMX project.

On August 30th, 2018, there was a decision from the Federal Court of Appeal (*Tsleil-Waututh Nation v. Canada (Attorney General)*, 2018 FCA 153) that quashed the GIC's approval of the TMX Project. The Federal Court of Appeal view was in part, that the NEB unjustifiably excluded project-based marine shipping from the definition of the "designated project" under the *CEAA* 2012. The Court noted that this resulted in successive deficiencies including limiting the NEB consideration of mitigation measures and section 79 of the *Species at Risk Act* (SARA).

On September 20th, 2018, the GIC referred aspects of the NEB Recommendation Report from May 2016 back to the NEB for reconsideration (the "Reconsideration"). On September 26th, 2018, the NEB issued a letter to indigenous peoples and groups on the Crown Consultation List, Intervenor and Trans Mountain regarding the Reconsideration with respect to the TMX Project (Attachment 1).

The District was an Intervenor in the previous NEB consultation process and registered by the deadline of October 3rd, 2018 to participate in the Reconsideration process. The District was granted Intervenor status which allows the District to be part of the process for reconsideration. To date, staff has been directed to prepare comments based on the evidence and legal argument previously reviewed by Council in 2015.

2. Previous concerns identified by the District

Previous concerns identified by the District for the TMX project are found in Attachment 2. The final argument of the District of North Vancouver to the NEB on January 12th, 2016 identified significant environmental and public health risks to the District and sensitive ecological areas on its waterfront. The key issues of concern to the District may be summarized as:

- a) Environmental impacts of the project, including air quality, human health, parks impact, natural environment and ecology; and
- b) Emergency spill response, both planning and execution.

3. Related initiatives

In the past couple of years, there have been a number of initiatives and consultations which relate directly or indirectly to the TMX project (Attachment 3). These include:

Federal Oceans Protection Plan (2017-2022)

The OPP is a multi-year \$1.5 billion program with objectives to improve marine safety, protect Canada's marine environment, strengthen partnerships with indigenous communities and science for evidence-based decision-making.

Spill Response Planning (2015-2016).

The Greater Vancouver Integrated Response Plan (GVIRP) for Marine Pollution Incidents was designed as a guide for multi-agency on-water response to serious oil pollution events in the area of English Bay and Burrard Inlet.

Model of Impact of Dilbit and Oil Spills in the Salish Sea (MIDOSS) (2018-2021, initial stakeholder workshop was October 19, 2018).

This research is project underway at the University of British Columbia and funded by the Marine Environmental Observation Prediction & Response Network (MEOPAR) to improve evidence-based planning for oil spills and improve modelling of dilbit in the coastal ocean, prediction of near-surface currents, and risk communication strategies for diverse decision-making groups.

EXISTING POLICY:

There are a number of policies that inform and support the District's feedback on the TMX project including:

- Official Community Plan (OCP) goals include conserving the ecological integrity of our natural environment while providing for diverse park and outdoor recreation opportunities and to develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change.
- The Parks and Open Space Strategic Plan (POSSP) identifies that public waterfront access continues to be highly valued for outdoor recreation and environmental and historical appreciation. The POSSP includes key recommendations to improve and strengthen public access to the waterfront and supports the Maplewood Conservation Area goal to protect and manage the last remaining waterfront wetland ecosystem on the North Shore.
- The Corporate Policy – Harbour Development – Port of Vancouver Master Plan (13-6850-1) provides policy considerations for future developments in the harbour. The policy notes that the operation of loading and storage terminals for hazardous goods is deemed to be incompatible with the primary residential character of the District and that such facilities should be located outside the inner Port away from centres of population.

ANALYSIS:

The District has been involved in the NEB review process for the Trans Mountain Expansion Project since 2013. This has includes actively participating as an Intervenor as well as participating in related plans and processes including regional discussions on concerns identified by the District, development of a regional spill response plan and improved emergency response coordination.

It is appreciated that there are a number of efforts underway to address concerns but there is an issue of timing as some of the initiatives will not be completed within the compressed timelines for the NEB Reconsideration.

Staff recommend that the District continue its participation as an Intervenor to allow the opportunity to look at updated information as it is provided and to file legal written argument and comments on draft conditions on January 22nd, 2019. Staff will concurrently participate in regional discussions relevant to District concerns to better understand if and how they are being addressed.

Timing/Approval Process:

There is a time limit of 155 calendar days for the Reconsideration which must be completed by February 22nd, 2019. On October 12th, 2018, the NEB released the Hearing Order which included the hearing events and associated deadlines. On November 13th, 2018, there was an extension to the deadline to file opening statements and direct evidence which impacted subsequent deadlines.

Intervenors can file opening statements and direct evidence until December 5th, 2018, file information requests regarding other Parties Evidence until December 17th, 2018, and respond to information requests asked of them until December 31st, 2018.

Written argument from intervenors including comments on draft conditions is due by January 22nd, 2019. Parties are not required to re-file or re-test evidence that was filed during the initial (OH-001-2014) Certificate Hearing for the TMX project.

Concurrence:

The preparation of information requests and evidence in the NEB review process for the TMX was developed with staff input from Community Planning, Environmental, Engineering and Parks, Public Safety, Emergency Management, Legal and the District of North Vancouver Fire Department.

Financial Impacts:

The cost to participate as an intervenor in the NEB reconsideration process includes existing staff time. Legal support to date has been provided by in house legal counsel.

Liability/Risk:

Participation as an intervenor in the NEB process allows the District the opportunity to have a voice at the table to speak to community concerns about the proposed expansion of the Westridge Marine Terminal and the significant increase in oil tanker traffic in Burrard Inlet. This includes discussion on the mitigation of potential impacts to the marine and foreshore habitat through improvements to oil spill management and capacity and risk assessments undertaken for the project.

Social Policy Implications:

The District is a community with a waterfront that ranges from industrial to sensitive estuary and as such our waterfront is a highly valued asset. There is a public expectation that this important community asset will be protected and maintained.

Environmental Impact:

A key District concern expressed previously by Council for the TMX project is the increased potential for an oil spill which would have a significant environmental impact to sensitive marine and foreshore habitats. In 2016, there was evidence submitted that identifies significant concerns in the event of marine oil spill and modelling that indicates the high likelihood of oil impacting shorelines in the District of North Vancouver. In addition, the Oil Spill Response Analysis conducted by peer review experts (Nuka Research & Planning Group) revealed significant concerns for the ability to respond effectively to a spill including timing, capacity, and oil recovery capability.

There are initiatives currently underway intended to strengthen environmental protection and response including the review of spill response organizations standards and increasing the federal response including 24/7 emergency response capacity to minimize environmental damage. OPP initiatives underway or planned to preserve and restore marine ecosystems include a pilot coastal baseline environmental data collection program to protect sensitive marine habitat, and work to reduce the threat of vessel traffic on whales and other marine mammals.

The GVIRP includes the development of an Environmental Unit Tool Kit which provides guidance and tools in the event of a marine oil spill. The District has four staff (Environment) trained in Shoreline Cleanup Assessment Techniques (SCAT) as local expertise is typically requested to support assessment of shoreline.

Public Input:

A public information meeting was hosted by the District on September 12th, 2013 which provided the opportunity for public input following presentations from Trans Mountain, Port Metro Vancouver, Tsleil-Waututh Nation and the Georgia Strait Alliance.

In July and August 2016, the Ministerial Panel for the Trans Mountain Expansion Project (TMX) held a series of meetings along the pipeline and marine corridors in Alberta and British Columbia. The District hosted a local government roundtable and Public town hall on August 19, 2016 to allow the Panel to engage with our local community, stakeholders and

indigenous groups to identify additional views to inform the Government's final decision on the project.

Staff have met on several occasions with community stakeholders, including other intervenors from North Vancouver such as North Shore NO Pipeline Expansion (NS NOPE), a North and West Vancouver residents group and with representatives from environmental stewardship groups including the WildBird Trust who has shared a number of concerns related to potential environmental impacts to Maplewood mud flats and the Burrard Inlet Marine Enhancement Society (BIMES).

District staff met with representatives of NS NOPE on November 9th, 2018 to hear their concerns which continue to be related to human health impacts in the event of a spill including the safety of first responders who could be exposed to air quality concerns such as benzene. NS NOPE are concerned with respect to the ability of the general population to evacuate or shelter-in-place in the event of a spill including considerations of increased traffic volumes on the North Shore and restricted emergency routes. As an update, they shared local concerns for human and ecological health related to the potential use of dispersants such as Corexit (approved by Environment Canada in 2016) in the event of a marine spill and for potential environmental impacts to wildlife populations.

The District website has maintained a page to provide updates and links to the Project Review process and the District's participation including evidence submitted, requests for information, and links to the NEB website and contact information.

Conclusion: There is value in the District continuing to participate as an intervenor in the NEB public hearing process for the TMX project. Staff will provide updates at appropriate milestones in the NEB process for Council's information.

Options:

1. THAT Council receive the staff report for information, endorse the continued participation of the District as an intervenor and provide any additional feedback for the NEB's Reconsideration process. (Staff recommendation)
2. That no further action be taken at this time.



Julie Pavey
Section Manager Environmental Sustainability Policy

Attachments:

SUBJECT: NEB Reconsideration of the Trans Mountain Expansion Project

November 8, 2018

Page 7

REVIEWED WITH:		
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS
<input type="checkbox"/> Parks	_____	<input checked="" type="checkbox"/> Solicitor
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate
<input type="checkbox"/> Human Resources	_____	<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:

National Energy
BoardOffice national
de l'énergie

File OF-Fac-Oil-T260-2013-03 59
26 September 2018

To: All intervenors in the OH-001-2014 Certificate hearing for the Trans Mountain Expansion Project¹
Trans Mountain Pipeline ULC (regulatory@transmountain.com)
All Indigenous peoples and groups on the Crown Consultation List in the OH-001-2014 Certificate hearing
All interested persons and groups

**Trans Mountain Pipeline ULC (Trans Mountain)
Application for the Trans Mountain Expansion Project (Project)**

**National Energy Board (Board) reconsideration of aspects of its Recommendation Report (Report) as directed by Order in Council (OIC) P.C. 2018-1177
MH-052-2018**

Application to Participate process; and comment process on the draft List of Issues, the draft Amended Factors and Scope of the Factors for the Environmental Assessment under the *Canadian Environmental Assessment Act, 2012* (CEAA 2012), and the design of the hearing process

A. Overview

On 20 September 2018, through OIC P.C. 2018-1177, the Governor in Council (GIC) referred aspects of the Board's Report for the Project back to the Board for reconsideration (Reconsideration). The GIC's direction follows a 30 August 2018 decision² of the Federal Court of Appeal that quashed the GIC's approval of the Project. The GIC has imposed a time limit of 155 calendar days for the Reconsideration. Therefore, the Board must complete the Reconsideration process and issue its Reconsideration report no later than **22 February 2019**.

The Board will hold a public hearing in carrying out the Reconsideration. The Chair of the Board has assigned a Panel of three Board Members (Lyne Mercier – presiding, Alison Scott, and Murray Lytle) to conduct the Reconsideration.

../2

¹ Those remaining in the hearing process at the time that the Board issued its Recommendation Report in May 2016, as listed in Appendix 6 of the Report.

² *Tsleil-Waututh Nation v. Canada (Attorney General)*, 2018 FCA 153.

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Canada

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www.neb-one.gc.ca
Telephone/Téléphone : 1-800-899-1285
Facsimile/Télécopieur : 1-877-288-8803

As detailed in this letter, the Board is now seeking public comments on:

- 1) whether, “on a principled basis,”³ Project-related marine shipping should be included in the “designated project” to be assessed under the CEAA 2012;
- 2) the draft Amended Factors and Scope of the Factors for the Environmental Assessment pursuant to the CEAA 2012 (Appendix 1), and the draft List of Issues to be considered in the Reconsideration hearing (Appendix 2); and
- 3) the design of the hearing process to be used for the Reconsideration;
- 4) which government departments or bodies that the Board should require information from during the hearing.

Directions on how to file comments with the Board on the above matters are provided in Part G below.

This letter also provides background and guidance on how those interested in participating in the hearing as an intervenor can apply or register to do so.

The deadline for filing all comments, and for applying or registering to participate, is 3 October 2018.

Once the Board has considered the filed comments and Application to Participate (ATP) forms, it will:

- release a Hearing Order setting out the hearing process that will be followed;
- confirm the Amended Factors and Scope of the Factors for the Environmental Assessment pursuant to the CEAA 2012, and the List of Issues for the Reconsideration hearing; and
- announce the intervenors that will be participating in the hearing.

In determining the Amended Factors and Scope of the Factors for the Environmental Assessment pursuant to the CEAA 2012 and the List of Issues for the Reconsideration hearing, in addition to considering the comments received, the Board will be guided by the GIC’s direction, the Federal Court of Appeal’s decision, and relevant provisions of the CEAA 2012 and the *National Energy Board Act* (NEB Act).

B. Background

On 19 May 2016, the Board issued its Report for the Project, which recommended that the GIC approve the Project.

On 29 November 2016, the GIC accepted the Board’s recommendation and issued OIC P.C. 2016-1069. That OIC directed the Board to issue a certificate of public convenience and necessity approving the construction and operation of the Project, subject to the conditions recommended by the Board, which the Board did on 1 December 2016 (Certificate OC-064).

³ *Tsleil-Waututh Nation v. Canada (Attorney General)*, *supra* note 2 at para. 770.

On 30 August 2018, the Federal Court of Appeal overturned the GIC's approval of the Project, in part because, in the Court's view, the Board unjustifiably excluded Project-related marine shipping from the definition of the "designated project" under the CEAA 2012. The Court noted that this resulted in successive deficiencies, including limiting the Board's consideration of mitigation measures and of section 79 of the *Species at Risk Act* (SARA). The Court noted that the Board had considered Project-related marine shipping under the NEB Act, and that this was adequate for the purposes of informing the GIC of the effects of Project-related marine shipping on Southern resident killer whales and their use by Indigenous groups, as well as of the significance of these effects.

The Federal Court of Appeal quashed OIC 2016-1069, rendering Certificate OC-064 a nullity. The Court stated that the issue of Project approval should be remitted to the GIC for redetermination, and, in that redetermination, the GIC must refer the Board's recommendations and its terms and conditions back to the Board for reconsideration. At paragraph 770 of its judgment, the Court stated:

Specifically, the Board ought to reconsider on a principled basis whether Project-related shipping is incidental to the Project, the application of section 79 of the [SARA] to Project-related shipping, the Board's environmental assessment of the Project in the light of the Project's definition, the Board's recommendation under subsection 29(1) of the [CEAA 2012] and any other matter the [GIC] should consider appropriate.

In OIC 2018-1177 dated 20 September 2018, the GIC, on the recommendation of the Minister of Natural Resources, pursuant to section 53 of the NEB Act and section 30 of the CEAA 2012:

- a) refers back to the National Energy Board for reconsideration the recommendations and all terms or conditions set out in its May 19, 2016 report entitled *Trans Mountain Expansion Project OH-001-2014* that are relevant to addressing the issues specified by the Federal Court of Appeal in paragraph 770 of *Tsleil-Waututh Nation v. Canada (Attorney General)* (2018 FCA 153), including conditions 91, 131 to 134, 144 and 151;
- b) directs that the Board conduct the reconsideration taking into account the following factors:
 - i) the environmental effects of Project-related marine shipping in view of the requirements of the *Canadian Environmental Assessment Act, 2012*, and
 - ii) the adverse effects of Project-related maritime shipping on species at risk, including the Northeast Pacific southern resident killer whale population, and their critical habitat, in view of any requirements of section 79 of the *Species at Risk Act* that may apply to the Project; and
- c) directs that the Board complete its reconsideration within 155 calendar days after the day on which this Order is made."

C. Including Project-related marine shipping as part of the “designated project” under the CEAA 2012

The Board invites public comments on whether, on a principled basis, Project-related marine shipping should be part of the “designated project” under the CEAA 2012, and the rationale for why or why not. More specifically, comments should address whether Project-related marine shipping is “incidental” to Project physical activities, as that term is used in the definition of “designated project” in subsection 2(1) of the CEAA 2012.

The Board is also seeking comments on a draft Amended Factors and Scope of the Factors for the Environmental Assessment pursuant to the CEAA 2012 (Appendix 1), which reflects a scenario where the Board determines that Project-related marine shipping is part of the “designated project” under the CEAA 2012.

D. Government departments or bodies that the Board should require information from during the hearing

Pursuant to paragraph 20(a) of the CEAA 2012, the Board intends to request specialist or expert information or knowledge from each of Fisheries and Oceans Canada, Environment and Climate Change Canada, and Transport Canada in relation to the Reconsideration.

The Board is seeking comments about which other government departments or bodies, if any, that the Board should require information from during the hearing.

E. Draft List of Issues for the Reconsideration hearing

The Board invites public comments on the appropriate List of Issues to be considered in the Reconsideration hearing. A draft List of Issues for the Reconsideration hearing is provided in Appendix 2.

F. Hearing process design

The Board invites public comments on the design of the hearing process that it should use to carry out its Reconsideration. Comments regarding the hearing process design should include a description of the hearing steps that are appropriate, the timing of these steps, and whether they should be written or oral.

Comments must take into account the **time limit and the limited focus** of the Reconsideration process, and that a portion of the time will be required by the Board to collect and consider comments in determining its hearing process and focus, and to prepare its Reconsideration Report. The Board’s hearing process will be, in accordance with subsection 11(4) of the NEB Act, carried out as expeditiously as the circumstances and considerations of fairness permit, but, in any case, within the time limit imposed by the GIC.

Given what will be an expedited hearing process, **all Parties, including individuals, groups and government departments and bodies, that intend to participate as intervenors, are strongly encouraged to start preparing any additional evidence immediately, based on the draft List of Issues for the Reconsideration hearing.** The Board intends for the entirety of the record filed in the OH-001-2014 Certificate hearing to be included as part of its record for the Reconsideration. **Parties will not be required to re-file or re-test evidence that was filed during the OH-001-2014 Certificate hearing.**

G. How to file comments

The deadline for filing all comments pertaining to Parts C to E above is 3 October 2018.

Comments can be filed online using the Board's e-filing tool (when asked to choose a project name, choose "Trans Mountain Expansion Project – Reconsideration – MH-052-2018").

All filings must refer to **Hearing Order MH-052-2018** and **File OF-Fac-Oil-T260-2013-03 59**, and be addressed to:

Ms. Sheri Young
Secretary of the Board
National Energy Board
Suite 210, 517 Tenth Avenue SW
Calgary, AB T2R 0A8
Facsimile 403-292-5503 (toll-free 1-877-288-8803)

Alternatively, comments may be mailed or faxed to the Board using the contact information above. **The Board does not accept filings by email.**

Anyone filing comments with the Board should also provide a copy to Trans Mountain at regulatory@transmountain.com.

All comments received, and any future filings related to this Reconsideration hearing, will be found in the Board's online public registry.

H. How to apply or register to participate in the Reconsideration hearing

The Board's Reconsideration hearing will involve:

- the participation of **intervenors**, which typically may file and challenge relevant evidence and submit final argument; and
- gathering **letters of comment from the public** – related to the final List of Issues for the Reconsideration Hearing or the Amended Factors and Scope of the Factors for the Environmental Assessment pursuant to the CEAA 2012 – by a deadline to be set by the Board at a later time.

Only those seeking to participate as an **intervenor** in this hearing are required to file an ATP form. Anyone wanting to file a letter of comment by this future deadline does **not** need to file an ATP form.

Intervenors in the OH-001-2014 Certificate hearing

Intervenors in the OH-001-2014 Certificate hearing at the time that the Board issued its Recommendation Report are **guaranteed intervenor status** in this Reconsideration hearing, should they choose to participate. These intervenors must file an ATP form as a means of "registering" only, though a number of the steps can be skipped.

The purpose of this registration process for these intervenors is to ensure that the Board and Parties to the hearing have their current contact information for the purpose of serving documents.

In the case of a **group** that was granted intervenor status during the OH-001-2014 Certificate hearing, the Board notes that intervenor status was tied to the **group** that participated; **not** to the representative(s) of that group. In other words, **only the group is guaranteed intervenor status** in this Reconsideration hearing. Any individual that represented a group and who wants to participate on his/her own as an individual must file an ATP form for the Board's consideration and decision.

Other interested persons or groups seeking intervenor status

Any other member of the public (individuals or groups) may apply to participate in this Reconsideration hearing as an intervenor. The Board will assess all filed ATP forms and decide who will be allowed to participate as an **intervenor**. Intervenor status will be granted to those who, in the Board's opinion, are directly affected or have relevant information or expertise. Applicants must demonstrate how they meet this criteria as they relate to the draft List of Issues for the Reconsideration hearing.

Those not granted intervenor status – as well as any other interested person or group – will be able to file a letter of comment by a deadline to be set by the Board at a later time.

How to file an ATP form

The ATP form for this Reconsideration hearing can be found on the Board's [website](#).

If you require a hard copy of the ATP form, please contact a Process Advisor (see Part J below).

I. Participant funding

Participant funding is available to facilitate eligible intervenors' participation in this hearing. A simplified funding process will be used for this hearing to reduce administrative burden. Eligible groups may request up to \$80,000, and individuals up to \$12,000.

For information about participant funding and eligible costs, please visit www.neb-one.gc.ca/pfp or contact a Participant Funding Program Coordinator at 1-800-899-1265.

The Participant Funding Request Form is found at the link above, and also attached to this letter as Appendix 3.

J. Where to find additional information

As information becomes available or is released regarding the Reconsideration hearing, the Board's will update its Project [webpage](#).

If you require additional information about this letter, including information on how to file an ATP form or comments, please contact a Process Advisor by phone at 1-800-899-1265 (toll-free) or by email at TMX.ProcessHelp@neb-one.gc.ca.

Trans Mountain is directed to serve this letter on its list of interested parties.

Yours truly,

Original signed by

Sheri Young
Secretary of the Board

Attachments

Appendix 1

Draft Amended Factors and Scope of the Factors for the Environmental Assessment pursuant to the *Canadian Environmental Assessment Act, 2012*⁴

1.0 INTRODUCTION

On 16 December 2013, Trans Mountain Pipeline ULC (Trans Mountain) filed an application with the National Energy Board (Board or NEB) proposing to construct and operate the Trans Mountain Expansion Project (Project). As the Project would require more than 40 kilometres of new pipeline and would be regulated under the *National Energy Board Act* (NEB Act), it is a designated project under the *Canadian Environmental Assessment Act, 2012* (CEAA 2012) and requires a CEAA 2012 environmental assessment for which the NEB is the Responsible Authority. On 20 September 2018, through OIC P.C. 2018-1177, the Governor in Council (GIC) referred aspects of the Board's Report for the Project back to the Board for reconsideration.

For the purposes of the environmental assessment under the CEAA 2012, the designated project includes the various components and physical activities as described by Trans Mountain in its 16 December 2013 application submitted to the NEB. The Board determined that Project-related marine shipping between the Westridge Marine Terminal and the 12-nautical-mile territorial sea limit is also part of the "designated project" under the CEAA 2012. The Board has determined that the potential environmental and socio-economic effects of increased marine shipping activities to and from the Westridge Marine Terminal that would result from the designated project, including the potential effects of accidents or malfunctions that may occur, will be considered under the NEB Act (see the NEB's Letter of 10 September 2013 for filing requirements specific to these marine shipping activities). To the extent that there is potential for environmental effects of the designated project to interact with the effects of the marine shipping, the Board will consider those effects under the cumulative effects portion of the CEAA 2012 environmental assessment.

As noted in the List of Issues (attached to Hearing Order OH-001-2014), the Board does not intend to consider the environmental and socio-economic effects associated with upstream activities, the development of oil sands, or the downstream use of the oil transported by the pipeline.

In accordance with paragraph 79(2)(b) of the CEAA 2012, the following provides a description of the factors to be taken into account in the environmental assessment under the CEAA 2012 and of the scope of those factors.

⁴ Deletions from the original Scope of Factors are shown with in ~~black strikethrough~~ text, while draft additions are shown in red underlined text. While this document indicates that Project-related marine shipping is part of the designated project on a draft basis, the Board will consider comments on this issue.

2.0 FACTORS AND SCOPE OF THE FACTORS

2.1 Factors to be considered

The CEAA 2012 environmental assessment for the designated project will take into account the factors described in paragraphs 19(1)(a) through (h) of the CEAA 2012:

- (a) the environmental effects⁵ of the designated project, including the environmental effects of malfunctions or accidents that may occur in connection with the designated project and any cumulative environmental effects that are likely to result from the designated project in combination with other physical activities that have been or will be carried out;
- (b) the significance of the effects referred to in paragraph (a);
- (c) comments from the public or any interested party received in accordance with the CEAA 2012;
- (d) mitigation measures that are technically and economically feasible and that would mitigate any significant adverse environmental effects of the designated project;
- (e) the requirements of the follow-up program in respect of the designated project;
- (f) the purpose of the designated project;
- (g) alternative means of carrying out the designated project that are technically and economically feasible and the environmental effects of any such alternative means; and
- (h) any change to the designated project that may be caused by the environment.

In addition, the environmental assessment will also consider community knowledge and Aboriginal traditional knowledge.

2.2 Scope of the factors to be considered

The environmental assessment will consider the potential effects of the designated project within spatial and temporal boundaries within which the designated project may potentially interact with and have an effect on components of the environment. These boundaries will vary with the issues and factors considered, and will include, but not be limited to:

- construction, operation and maintenance, foreseeable changes, and site reclamation, as well as any other undertakings proposed by the proponent or that are likely to be carried out in relation to the physical works proposed by the proponent, including mitigation and habitat replacement measures;
- seasonal or other natural variations of a population or ecological component;
- any sensitive life cycle phases of species (e.g., wildlife, vegetation) in relation to the timing of Project activities;

⁵ Section 5 of the CEAA 2012 further describes the environmental effects that are to be taken into account.

- the time required for an effect to become evident;
- the area within which a population or ecological component functions; and
- the area affected by the Project.

Any works and activities associated with additional modifications or associated with the decommissioning or abandonment phase of the Project would be subject to a future application under the NEB Act and assessed in detail at that time. Therefore, at this time, any works or activities associated with these phases of the Project will be examined in a broad context only. As indicated above, the environmental assessment will consider cumulative environmental effects that are likely to result from the designated project in combination with effects from other physical activities that have been or will be carried out.

Subsection 2(1) of the CEAA 2012 provides definitions potentially relevant to the scope of the factors, including:

“environment” which means the components of the Earth, including

- (a) land, water and air, including all layers of the atmosphere;
- (b) all organic and inorganic matter and living organisms; and
- (c) the interacting natural systems that include components referred to in paragraphs (a) and (b);

and

“mitigation measures” which means measures for the elimination, reduction or control of the adverse environmental effects of a designated project, and includes restitution for any damage to the environment caused by those effects through replacement, restoration, compensation or any other means.

Appendix 2

Draft List of Issues for the Reconsideration Hearing

The Board's Reconsideration hearing will consider any necessary changes or additions to its May 2016 Report, in light of the inclusion of Project-related marine shipping in the "designated project" under the CEAA 2012. This includes issues related to factors described in paragraphs 19(1)(a) through (h) of the CEAA 2012 and to section 79 of the SARA:

- 1) The environmental effects of Project-related marine shipping, including adverse effects on species at risk, and the significance of those effects.
- 2) Measures that are technically and economically feasible, and that would mitigate any significant adverse environmental effects of Project-related marine shipping. *Given that the Board found four significant adverse effects related to Project-related marine shipping in its original assessment⁶ (i.e., greenhouse gas emissions, Southern resident killer whale, traditional Aboriginal use associated with Southern resident killer whale, and the potential effects of a large or credible worst-case spill), the consideration of mitigation measures will focus on these four matters. This will include consideration of whether the mitigation measures will change the Board's previous significance findings.*
- 3) Alternative means for carrying out Project-related marine shipping that are technically and economically feasible, and the environmental effects of such alternative means.⁷
- 4) Requirements of any follow-up program in respect of Project-related marine shipping.
- 5) Measures to avoid or lessen the adverse effects of Project-related marine shipping on SARA-listed wildlife species and their critical habitat, including monitoring, and consideration of how the undertaking of such measures could be ensured. *The Board's original assessment identified the SARA-listed marine fish, marine mammal, and marine bird species that could be found in the area of, or affected by, Project-related marine shipping,⁸ providing a focus for this issue. Any marine species that have been newly listed, or any species that have seen a change to their designation, since the issuance of the Board's Report and that could be affected by Project-related marine shipping would also require consideration under the SARA.*
- 6) Whether there should be any changes or additions to the Board's recommendations for the Project, or recommended terms or conditions, in light of the above issues.

⁶ See the Board's Report at pages 337, 350-351, 363, 378, and 397-398.

⁷ For greater clarification, the Board does not intend to reconsider alternate locations for the Westridge Marine Terminal as this was previously considered.

⁸ See the Board's Report at pages 338, 341, and 352.

The consideration of the above issues will be limited to Project-related marine shipping between the Westridge Marine Terminal to the 12-nautical-mile territorial sea limit.

The Board is of the view that certain issues described above, in particular Issue #1, were thoroughly canvassed in the OH-001-2014 Certificate hearing and may not require additional evidence. The Board is particularly interested in new, additional evidence (including comments from the public, community knowledge, and Indigenous traditional knowledge) on Issues #s 2 to 5.

Previous concerns identified by the District

The January 14, 2014 staff report to Council regarding the Trans Mountain Pipeline Expansion Project provided the project background. Within the NEB list of issues, the District identified six key areas that can directly impact the District or which the District could provide relevant information or local expertise. Specific concerns identified for the District of North Vancouver are listed in the February 3rd, 2014 staff report to Council and include:

- potential impacts to the marine and foreshore environment including conservation areas and District owned properties
- effectiveness and coordination of emergency response planning
- the fate and behaviour of dilbit in our local environment under a range of conditions
- review of third party spill response capacity
- spill response times for first responders
- potential economic impacts associated with a large spill (remediation standards, emergency response, litigation costs, loss of workforce and productivity)
- permanent environmental impact to marine habitat as a result of expanded terminal
- marine vessel air quality impacts
- impacts to District residents as a result of increased noise and light from terminal operations and marine vessels at anchor
- concerns for human health risk from a large scale spill in a densely populated area and evacuation planning
- federal and provincial resources required to address recommendations from expert panel review on tanker safety

At the February 3rd, 2014 Council meeting, staff were directed to apply for intervenor status to enable District participation in the NEB public hearing process for the TMX project. The application identified District-specific concerns based on the list of 12 specific issues the NEB stated it will consider.

On April 2nd, 2014 the District was granted intervenor status and participated in the hearing by submitting a series of Information Requests (IR) to Trans Mountain Pipeline ULC (Trans Mountain) via the National Energy Board, filing written evidence, receiving and reviewing documents filed by Trans Mountain and other intervenors, commenting on draft conditions and presented evidence, and making a final argument.

Having reviewed the Application and information filed in the NEB public hearing process, the District felt that the key issues had not been adequately addressed. On June 15th, 2015, North Vancouver District Council passed a resolution formally opposing the TMX Project.

The final argument of the District of North Vancouver to the NEB on January 12th, 2016 identified significant environmental and public health risks to the District and sensitive ecological areas on its waterfront. The key issues of concern to the District were:

1. Environmental impacts of the project, including air quality, human health, parks impact, natural environment and ecology; and
2. Emergency spill response, both planning and execution.

Related initiatives including the Oceans Protection Plan (OPP), emergency response planning and modelling impacts of dilbit and oil spills in the Salish Sea.

There have been a number of consultations and workshops which relate directly or indirectly to the Trans Mountain Expansion Project in the past couple years. These include:

Federal Oceans Protection Plan (2017-2022) The OPP is a multi-year \$1.5 billion program involving five federal agencies (Transport Canada, Natural Resources Canada, Environment and Climate Change, Fisheries and Oceans, Canadian Coast Guard) with objectives to:

- Improve marine safety and responsible shipping
- Protect Canada's marine environment
- Strengthen partnerships with indigenous communities
- Invest in science for evidence-based decision-making

There are over 50 initiatives underway for the OPP including:

- Proactive Vessel Management;
- Development of a National Anchorages Framework and a Best Practice Guide for ships at anchor;
- Review of the TERMPOL process (2018-19);
- Emergency towing report (2018);
- Hazardous and Noxious Substances – a program to prepare and respond to non-oil ship spills (2018-2019);
- Updating of requirements for Oil Spill Response Organizations (2018-19);
- Developing a Cumulative Effects of Marine Shipping framework (2019);
- Developing a National Strategy for Abandoned and Wrecked Vessels;
- Protecting Marine Mammals including the Southern Resident Killer Whale; and

The OPP has undertaken South Coast Dialogue Forums in Fall 2017, Spring 2018 and Fall 2018 (October 22, 2018).

Spill Response Planning (2015-2016).

The Greater Vancouver Integrated Response Plan (GVIRP) for Marine Pollution Incidents was designed as a guide for multi-agency on-water response to serious oil pollution events in the area of English Bay and Burrard Inlet. Burrard Inlet is the host of an active and vital port that operates along the shores of eight municipalities (City of Vancouver, District of West Vancouver, District of North Vancouver, City of North Vancouver, Burnaby, Port Moody, Belcarra, Anmore).

Although local governments may not have a legislated lead role in a response to a marine pollution incident in Burrard Inlet, their input is critical to a successful response.

The District of North Vancouver and North Shore Emergency Management program participated in the Coast Guard led cooperative effort that involved federal departments, First Nations, Provincial ministries, local governments, the Port Authority and private enterprise including the Vancouver Aquarium and the Western Canada Marine Response Corporation (WCMRC).

The GVIRP is a localized, operational area plan that acts as a guide, informs how key response organizations will work together to manage a spill, and clarifies the role of local government authorities and First Nations. It utilizes the Incident Command System (ICS) and is intended for complex incidents where Unified Command is established.

Model of Impact of Dilbit and Oil Spills in the Salish Sea (MIDOSS) (2018-2021, initial stakeholder workshop was October 19, 2018).

This research is project underway at the University of British Columbia and funded by the Marine Environmental Observation Prediction & Response Network (MEOPAR). The Salish Sea and coastal communities are at risk from marine oil spills from various ship sources including tankers carrying diluted bitumen which are projected to increase if the TMX proceeds. This project looks to improve evidence-based planning for oil spills and improve modelling of dilbit in the coastal ocean, prediction of near-surface currents, and risk communication strategies for diverse decision-making groups. The project will produce risk maps to aid in community planning and assessment of environmental vulnerability.

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: November 19, 2018
<input type="checkbox"/> Other:	Date: _____

	98	
Dept. Manager	GM/ Director	CAO

The District of North Vancouver REPORT TO COUNCIL

November 14, 2018
File: 01.0115.30/002.000

AUTHOR: Dan Milburn, General Manager of Planning, Properties and Permits and
Charlene Grant, General Manager of Corporate Services

SUBJECT: Non-Binding Assent Voting Questions: Next Steps

RECOMMENDATION:

THAT the report from the General Manager of Planning, Properties and Permits and General Manager of Corporate Services dated November 14, 2018, titled Non-Binding Assent Voting Questions: Next Steps be received for information.

BACKGROUND:

On November 5, 2018, the Chief Election Officer provided Council with a report titled Results of the Election by Voting - 2018 General Election. Two non-binding assent voting questions were included on the ballot. The assent voting results are included in the attached report (Attachment 1). This report provides context and additional information regarding the ballot question topics to help frame Council discussion on next steps.

1) Ballot Question (Amalgamation)

On October 20, 2018, the non-binding assent question, below, received the support of 79.07% of voters in the District of North Vancouver general local election.

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?

Between 2015 and 2018 District Council directed the completion of a suite of studies regarding reunification of the city and District of North Vancouver. Council also sought the participation of the City of North Vancouver to engage in a study of the potential benefits and costs of amalgamation and in dialogue with all citizens of North Vancouver. These invitations were declined and District Council decided to put the question of further study to the electorate in the form of a non-binding assent question.

While early indications are that the newly elected City of North Vancouver council is not interested in participating with the District in exploring the costs, benefits and implications of reunifying the two municipalities, formally sharing the District results with the City and soliciting an indication of their interest in further discussion seems appropriate at this time. The scope of this discussion could include renewing the District invitation to proceed together in the future study of amalgamation, but could also include a review and update of the range of shared services arrangements between the municipalities.

2) Ballot Question (Non-Market Housing)

On October 20, 2018, the non-binding assent question, below, received the support of 51.64% of voters in the District of North Vancouver general local election.

Do you authorize the District of North Vancouver to spend up to \$150 Million to create not less than 1000 units of non-market housing to be constructed not later than January, 2029?

The Official Community Plan (2011) and Rental and Affordable Housing Strategy (2016) include various policies and estimated demands for rental, affordable and special needs housing in the District. Strategies for achieving non-market housing include negotiating bonus density on development sites in exchange for secured non-market rental units, partnering with non-profit housing providers and other levels of government to develop District-owned lands for non-market rental units, and direct capital contributions using various funding sources (e.g. Community Amenity Contributions). It is anticipated that these methods of achieving the estimated demand for non-market housing, and their related costs, will be further explored with Council at a workshop in January 2019.

Conclusion:

With the results of the non-binding assent voting questions in hand, Council is in a position to consider next steps with respect to establishing an advisory body of North Vancouver citizens to further study amalgamation, and to consider funding strategies to achieve non-market housing. Regarding amalgamation, initiating formal dialogue with the City of North Vancouver to ascertain Council's position on the shared service-reunification continuum seems in order as a first step. Reviewing the levers and strategies available to achieve non-market housing in a January 2019 workshop is suggested to enable further direction from Council on the development of a preferred funding strategy.

Options:

- 1) THAT the report from the General Manager of Planning, Properties and Permits and General Manager of Corporate Services dated November 14, 2018, titled Non-Binding Assent Voting Questions: Next Steps be received for information (Staff Recommendation), or
- 2) That no further action be taken at this time.

Respectfully submitted,



Dan Milburn,
General Manager of
Planning, Properties & Permits



Charlene Grant,
General Manager of
Corporate Services

REVIEWED WITH:


- ☐ Community Planning _____
- ☐ Development Planning _____
- ☐ Development Engineering _____
- ☐ Utilities _____
- ☐ Engineering Operations _____
- ☐ Parks _____
- ☐ Environment _____
- ☐ Facilities _____
- ☐ Human Resources _____


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


External Agencies:

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

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>November 5, 2018</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____


 Dept.
Manager


 GM/
Director


 CAO

The District of North Vancouver REPORT TO COUNCIL

October 24, 2018
File: 01.0115.30/002.000

AUTHOR: James A. Gordon, Chief Election Officer

SUBJECT: Results of Election by Voting - 2018 General Local Election

RECOMMENDATION:

THAT the report from the Chief Election Officer dated October 24, 2018 regarding Results of Election by Voting – 2018 General Local Election be received for information.

REASON FOR REPORT:

Section 158 of the *Local Government Act* requires the Chief Election Officer to report the results of election by voting to the local government within thirty days of the declaration of official results.

ANALYSIS:

General voting day took place on October 20, 2018 with advance polls held on October 10, 13 and 15. New this year was an advance poll on October 13 at Parkgate Community Centre which proved very popular with voters. Overall advance voter turnout was 2,349 (2014 was 753).

A special voting opportunity was held for patients at Lions Gate Hospital. Mail-in ballots were available for six long-term care facilities as well as for eligible voters who would not be available on any of the four voting days.

Overall voter turnout was 22,656 of 62,521 eligible voters (36.24%). Voter turnout in 2014 was 24.67%.

The results are as follows:

2018 General Local Election		
Mayor:	Votes	Percent
Little, Mike	13,350	59.76%
Amlani, Ash	5,074	22.71%
Webb, Glen	2,691	12.05%
Barzilay, Erez	778	3.48%
Maskell, Dennis	447	2%
Council:		
Muri, Lisa	12,029	10.59%
Hanson, Jim	9,728	8.56%
Forbes, Betty	9,214	8.11%
Curren, Megan	8,342	7.34%
Bond, Mathew	7,817	6.88%
Back, Jordan	7,368	6.49%
Forward, Barry	7,267	6.4%
Thomas, Carleen	6,885	6.06%
Findlay, Linda	6,346	5.59%
Morten, ZoAnn	6,173	5.43%
Hicks, Robin	5,926	5.22%
Baker, Mitchell	4,865	4.28%
Parekh, Sameer	4,745	4.18%
Teevan, Peter	4,548	4%
Dupasquier, Phil	4,505	3.97%
Elliott, Mark	4,435	3.9%
Robins, Greg	2,546	2.24%
Harvey, John	848	0.75%
School Trustee:		
Tsiakos, George	11,282	19.67%
Gerlach, Cyndi	9,478	16.53%
Mann, Kulvir	8,153	14.22%
Bruce, Devon	7,504	13.09%
Farrell, Norman	7,318	12.76%
Evangelista, Behl	6,206	10.82%
Ligale, Edna	3,775	6.58%
Small, Cam	3,628	6.33%

Two non-binding assent voting questions were included on the ballot in 2018 as follows:

1. 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?

2. Do you authorize the District of North Vancouver to spend up to \$150 Million to create not less than 1000 units of non-market housing to be constructed not later than January, 2029?

The results are as follows:

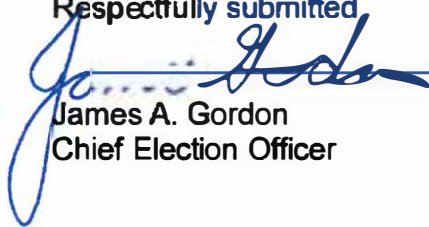
Non-Binding Assent Voting Questions		
Question 1 (Amalgamation)		
Yes	16,521	79.07%
No	4,372	20.93%
Question 2 (Housing)		
Yes	10,645	51.64%
No	9,967	48.36%

The Chief Election Officer is also required to report a compilation of the ballot accounts for the election. The overall ballot account is as follows:

Ballot Account	
Ballots Supplied	
A. Number of Ballots Received for Use	30,400
B. Number of Additional Ballots Added	10,600
C. Total Ballots (A+B)	41,000
Disposition of Ballots	
D. Spoiled Ballots	476
E. Voted Ballots	22,656
F. Unused Ballots	17,792
G. Other and Unaccounted for Ballots	76
H. Total Ballots	41,000

Of the 76 unaccounted for ballots, 55 were mail-in ballots that were not returned and 16 were mail-in ballots that were rejected (mostly due to registration deficiencies). The remaining 5 unaccounted for ballots are ascribed to packaging inconsistencies by the printer (i.e. packages of 100 were not exactly 100).

Respectfully submitted



James A. Gordon
Chief Election Officer

Attachment: Declaration of Official Results

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 & Environment	<input type="checkbox"/> ITS	<input type="checkbox"/> Recreation Com.
<input type="checkbox"/> Economic Development	<input type="checkbox"/> Solicitor	<input type="checkbox"/> Museum & Arch.
<input type="checkbox"/> Human resources	<input type="checkbox"/> GIS	<input type="checkbox"/> Other:

**DECLARATION OF OFFICIAL ELECTION RESULTS
GENERAL ELECTION 2018**

I, James Gordon, Chief Election Officer, do hereby declare elected the following candidates,
who received the highest number of valid votes for the office of:

MAYOR

Mike Little

COUNCILLOR

Jordan Back

Mathew Bond

Megan Curren

Betty Forbes

Jim Hanson

Lisa Muri

SCHOOL TRUSTEE

Devon Bruce

Cyndi Gerlach

Kulvir Mann

George Tsiakos

Dated at North Vancouver, BC

this 22 day of October, 2018.


Chief Election Officer

LGA s.146(2)(a)

DECLARATION OF OFFICIAL ASSENT VOTING RESULTS

I, James Gordon, Chief Election Officer, do hereby declare the results of the assent vote on the following questions:

1. 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?

to be:

Yes 16,521 votes

No 4,372 votes

And:

2. Do you authorize the District of North Vancouver to spend up to \$150 Million to create not less than 1000 units of non-market housing to be constructed not later than January, 2029?

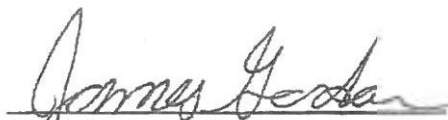
to be:

Yes 10,645 votes

No 9,967 votes

Dated at North Vancouver, BC

this 22 day of October, 2018.


Chief Election Officer

LGA s.146(2)(a)

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