

PUBLIC HEARING BINDER

1015-1037 Marine Drive


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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>Jan 21, 2019</u>
<input type="checkbox"/> Other:	Date: _____


 Dept.
 Manager


 GM/
 Director


 CAO

The District of North Vancouver REPORT TO COUNCIL

January 9, 2019
 File: 08.3060.20/052.18

AUTHOR: Kent MacDougall, Development Planner

SUBJECT: Bylaw 8369 - Text Amendment to CD21 Zoning for 1015-1037 Marine Drive

RECOMMENDATION

THAT “District of North Vancouver Bylaw 1385 (Bylaw 8369)”, which amends the Comprehensive Development Zone 21 (CD21) by adding additional permitted principal uses, be given FIRST reading;

AND THAT Bylaw 8369 be referred to a Public Hearing.

REASON FOR REPORT

To obtain Council’s consideration of bylaw introduction and referral to a Public Hearing for Bylaw 8369.

The proposed bylaw allows additional principal uses within an existing commercial building, known as Taylor’s Crossing, located 1015-1037 Marine Drive.

SUMMARY

The subject site is located on the south side of Marine Drive. The site is west of Mackay Road and is the former location of Indigo Books. The site was originally



rezoned from Tourist Commercial (C4) to the existing Comprehensive Development Zone 21 (CD21) in June of 2000. A number of adjacent properties were rezoned to the Marine Drive Commercial Zone (C9) in July of 2007. Bylaw 8369 proposes to add C9 commercial uses to the CD21 zone thereby bringing it into alignment with the commercial uses allowed on neighbouring C9 Zoned properties. Bylaw 8369 does not add residential uses to the property, or additional area for development.

The site is currently developed with an existing two storey multi-tenant commercial building known as “Taylor’s Crossing”. The site is approximately 4,912m² (52,870 ft²) in size and the existing building, constructed in 2003, has a Gross Floor Area (GFA) of approximately 4,223m² (45,452 ft²). A large portion of the existing building was until recently occupied by Indigo Books which has subsequently closed and vacated this location. Other tenants currently occupying the building include a childcare, a retail store, and a neighbourhood public house with on-site brewing. A personal service studio is currently renovating the upper floor for occupancy in 2019.



EXISTING POLICY

Official Community Plan

The Official Community Plan (OCP) designates this site, as well as other sites along Marine Drive, as “Commercial Residential Mixed-Use Level 1” (CRMU1) which are areas intended for predominantly general commercial purposes, such as retail, service and office uses. The site is within District’s Marine Drive Corridor, as per the OCP, which is envisioned as a lively and diverse retail shopping street.



Zoning

The subject site is zoned CD21 which allows for a maximum Floor Space Ratio (FSR) of 1.0. The existing CD21 zone was adopted in June of 2000 to accommodate the re-development of the site. The existing development on the site has an FSR of approximately 0.86 and is consistent with the provisions of the CD21 zone.

ANALYSIS:

Project Description



The rezoning proposal is to amend the existing CD21 zoning to allow for additional commercial uses on the site consistent with surrounding C9 uses which will expand tenancy options available in the existing building. The site's CD21 zone currently allows for the following principal uses:

- liquor store;
- neighbourhood public house with on-site brewing;
- office purposes;
- personal service shops;
- restaurants;
- retail food services; and
- retail purposes.

The C9 zone allows for a broader range of retail and commercial uses. The following C9 principal uses are proposed to be added to the CD21 zone:

- artist's studio;
- business/office support services;
- community facilities;
- fitness centre;
- health services purposes;
- household repair services;
- pet care establishment;
- school, trade; and
- veterinarian.

Note: Childcare is permitted in all zones in the District.

The proposed new uses are consistent with the commercial uses currently permitted within the C9 zoning on neighbouring properties along the Marine Drive corridor. The addition of the new principal uses would allow for a greater range of commercial uses at this site, while still being compatible with nearby C9-zoned properties. The proposed additional principal uses comply with the goals of the OCP. Bylaw 8369 also adds the allowance for accessory uses which are

defined as uses customarily incidental to principal uses. Residential uses are not proposed to be added to the CD21 zoning. A red-line version of the CD21 zone with proposed added uses is attached (Attachment B).

The site is currently served by a total of 111 parking stalls in accordance with the sites CD21 zoning and the Off-Street Parking Space and Loading Space Regulations of the Zoning Bylaw. 71 stalls are located in an underground parking garage and another 40 spaces available at grade at the rear of the building. No reduction in parking is proposed as part of the rezoning. The parking provided on site is anticipated to meet the parking needs of both existing and proposed uses.

Concurrence

The project has been reviewed by staff from the Building, Engineering, and Fire Departments.

Public Input

Neighbour notification letters outlining the proposed zoning changes were distributed to neighbouring property owners and occupants within approximately 100m of the site in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications. As this property is immediately adjacent to the City of North Vancouver, a notification letter was also circulated to the City's Planning Department for comment.

The City of North Vancouver Planning Department responded with no concerns towards the proposed rezoning. Three other responses were received which raised questions related to the building's mechanical systems; parking; and potential tenants. Inquiries were responded to by staff.

Further statutory notification will be required should the proposal proceed to public hearing.

Implementation

Implementation of the proposed changes requires consideration of a rezoning bylaw, Bylaw 8369.

Bylaw 8369 (Attachment A) amends the subject site's existing CD21 zoning to include additional permitted principal uses. Existing provisions for floor area, height, FSR, setbacks, parking and landscaping remain unchanged from the existing CD21 zone.

CONCLUSION:

The proposed change to the existing CD21 zoning expands the future commercial tenancy options available at the subject site and brings the subject site further into alignment with neighbouring commercial properties along Marine Drive.

The rezoning proposal is now ready for Council’s consideration.

Options:

The following options are available for Council’s consideration:

1. Introduce Bylaw 8369 and refer Bylaw 8369 to a Public Hearing (staff recommendation);
or,
2. Give no further readings to Bylaw 8369 and abandon the bylaw at First Reading.

Respectfully submitted,



Kent MacDougall MCIP, RPP
Development Planner

Attachments:

- A. Bylaw 8369
- B. CD21 zone – Redline version

REVIEWED WITH:		
<input 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	_____	
<input type="checkbox"/> Clerk’s Office	_____	
<input type="checkbox"/> Communications	_____	
<input type="checkbox"/> Finance	_____	
<input type="checkbox"/> Fire Services	_____	
<input type="checkbox"/> ITS	_____	
<input type="checkbox"/> Solicitor	_____	
<input type="checkbox"/> GIS	_____	
<input type="checkbox"/> Real Estate	_____	
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:	_____	

The Corporation of the District of North Vancouver

Bylaw 8369

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 1385 (Bylaw 8369)”.

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
 - a) Section 4B89 “Uses” of the Comprehensive Development Zone 21 is amended by adding the following Principal Uses in Section (1):
 - (ix) Artists studio;
 - (x) Business/office support services;
 - (xi) Community facilities;
 - (xii) Fitness centre;
 - (xiii) Health services purposes;
 - (xiv) Household repair services;
 - (xv) Pet care establishment;
 - (xvi) School, trade;
 - (xvii) Veterinarian;
 - b) Section 4B89 “Uses” of the Comprehensive Development Zone 21 is amended by adding the following Section:
 - (2) Accessory uses are permitted when customarily incidental to a permitted principal use.

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

4B88 Comprehensive Development Zone 21 CD21**Intent**

The purpose of the CD21 Zone is to establish specific land use and development regulations for a mixed use commercial project.

The CD21 Zone is applied to the following property legally described as Lot D, Block 55, D.L. 552, Plan 10628 (PID:009-357-653) located in the southwest corner of Marine Drive and Mackay Road.

4B89 Uses

(1) All uses of land, buildings and structures in the CD21 Zone are prohibited except:

Principal Uses:

- (i) liquor store; (Bylaw 7443)
- (ii) neighbourhood public house with on-site brewing; (Bylaw 7443)
- (iii) office purposes;
- (iv) personal service shops;
- (v) professional offices;
- (vi) restaurants;
- (vii) retail food services;
- (viii) retail purposes;
- (ix) artists studios;
- (x) business/office support services;
- (xi) community facilities;
- (xii) fitness centre;
- (xiii) health services purposes;
- (xiv) household repair services;
- (xv) pet care establishment;
- (xvi) school, trade;
- (xvii) veterinarian;

(2) Accessory uses are permitted when customarily incidental to a permitted principal use.

4B90 Principal Use Regulations:

(1) neighbourhood public house:

- (a) not more than 125 seats shall be permitted in any neighbourhood public house;
- (b) an outdoor customer service area in conjunction with an neighbourhood public house may not exceed 50m² (538 ft.²);
- (c) a brewery operated in conjunction with a neighbourhood public house may not exceed 300m² (3,230 ft.²).

(Bylaw 7443)

(2) Restaurant:

- (a) an outdoor customer service area in conjunction with a restaurant may not exceed 250m² (2,690 ft.²).

4B91 Size, Shape and Siting Regulations

Buildings and structures in the CD21 Zone shall be sited and constructed in accordance with an approved development permit and the following regulations:

1) Height:

The height of buildings and structures in the CD21 Zone shall not exceed: 13m (42.6 ft.) excluding roof parapets which shall not exceed 0.46m (1.5 ft.) in height;

2) Building and Site Coverage:

Buildings, structures, parking spaces, loading spaces, driveways and manoeuvring aisles in the CD21 Zone shall not occupy more than 85% of the lot area.

3) Floor Space Ratio:

The maximum floor space ratio in the CD21 Zone is 1.0.

4B92 Landscaping Regulations:

- 1) All setback areas shall either be landscaped or hardsurfaced in accordance with an approved landscape plan;
- 2) All garbage and recycling container pads shall be screened with an 2m (6.5 ft.) high screen consisting of a solid wood fence, landscaping or a combination thereof;
- 3) All electrical kiosks not located underground or within a building shall be screened.

4B93 Parking, Loading and Bicycle Parking Regulations:

- 1) Parking for principal uses in the CD21 zone shall be provided on the basis of 1 space per 37m² (398 ft.²) of gross building area;
- 2) Loading areas shall be provided in accordance with the requirements of Part 10 of this bylaw;
- 3) Bicycle parking for commercial uses shall be provided in accordance with the requirements of Part 10 of this Bylaw.

(Bylaw 7158)

The Corporation of the District of North Vancouver

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 - (xiv) Household repair services;
 - (xv) Pet care establishment;
 - (xvi) School, trade;
 - (xvii) Veterinarian;
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READ a first time January 21st, 2019

PUBLIC HEARING held

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

PUBLIC HEARING

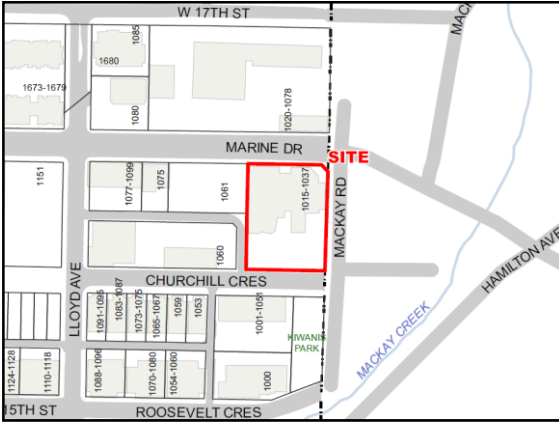
1015-1037 Marine Drive

Zoning Bylaw Text Amendment

What: A Public Hearing for Bylaw 8369, a proposed text amendment to the Zoning Bylaw, to permit additional principal uses within an existing commercial building, known as Taylor's Crossing.

When: 7 pm, Tuesday, February 12, 2019

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



Existing Two-Storey Multi-Tenant Commercial Building



What changes?

Bylaw 8369 proposes to amend the District's Zoning Bylaw by adding the following principal uses to the Comprehensive Development Zone 21:

- Artist's studio;
- Business/office support services;
- Community facilities;
- Fitness centre;
- Health services purposes;
- Household repair services;
- Pet care establishment;
- School, trade; and,
- Veterinarian.

When can I speak?

We welcome your input Tuesday, February 12, 2019, at 7 pm. You can speak in person by signing up at the hearing, or you can provide a written submission to the Municipal Clerk at input@dnv.org or by mail to Municipal Clerk, District of North Vancouver, 355 West Queens Road, North Vancouver, BC, V7N 4N5, before the conclusion of the hearing.

Please note that Council may not receive further submissions from the public concerning this application after the conclusion of the public hearing.

Need more info?

Relevant background material and copies of the bylaw are available for review at the Municipal Clerk's Office or online at dnv.org/public_hearing from January 29 to February 12. Office hours are Monday to Friday 8 am to 4:30 pm, except statutory holidays.

Who can I speak to?

If you have questions on the development proposal, please contact Darren Veres, Development Planner, at 604-990-2487 or veresd@dnv.org

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

Minutes of the Regular Meeting of the Council for the District of North Vancouver held at 7:03 p.m. on Monday, January 21, 2019 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond
Councillor M. Curren
Councillor B. Forbes
Councillor J. Hanson
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. B. Dwyer, Manager – Development Services
Mr. J. Gordon, Manager – Administrative Services
Ms. J. Paton, Manager – Development Planning
Ms. A. Reiher, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. January 21, 2019 Regular Meeting Agenda

MOVED by Mayor LITTLE

SECONDED by Councillor MURI

THAT the agenda for the January 21, 2019 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. Shaunti Bains, 600 Block Alpine Court:

- Commented about climate change and its effect on plant life and wildlife; and,
- Urged Council to adopt climate targets.

2.2. Ms. Jade Frampton, 300 Block West 15th Street:

- Commented about marine life, its exposure to contamination and the threat of extinction; and,
- Commented about the vulnerability of animal life and human accountability.

2.3. Ms. Morag Keegan-Henry, 1300 Block Pendrell Street:

- Spoke as a member of Force of Nature non-profit society;
- Presented a video where Mayor & Council candidates expressed their commitment to raise climate targets for the District of North Vancouver;

- Stated that long-term plans and emission reduction targets are important;
 - Requested that climate action be implemented and considered in future motions; and,
 - Spoke in favour of item 5.1.
- 2.4. Mr. Benjamin McGee, 300 Block West 2nd Street:**
- Commented about environmental targets and concerns; and,
 - Requested that Council adopt goals that support innovative climate targets for future generations.
- 2.5. Mr. James Stephenson, 2700 Block Library Lane:**
- Expressed support for item 9.6;
 - Commented on the Community Energy and Emissions Plan for 2050 and provided suggestions for actions that could lead to a reduction of emissions; and,
 - Recommended that Council mandate electric vehicle charging stations for all future parking spaces.
- 2.6. Ms. Kirsten Larson, 100 Block 12th Street:**
- Expressed concern about pesticides and pollution in food sources and suggested that healthy food provides for a healthy planet; and,
 - Opined that a sustainable diet is important.
- 2.7. Ms. Karen Wlock, 2600 Block Mountain Highway:**
- Expressed concern about the impacts of climate change, forest fires and rising sea levels and their related cost implications;
 - Spoke about her experiences with the negative effects of forest fire smoke and commented about the provincial state of emergency declared in 2018 over record-setting wildfires;
 - Commented about the recent motion passed by the City of Vancouver Council declaring a climate emergency; and,
 - Spoke in favour of item 5.1.
- 2.8. Mr. Lyle Craver, 4700 Block Hoskins Road:**
- Spoke about the community services grants and urged Council to reconsider funding for the Community Housing Action Committee (CHAC);
 - Expressed concern about the Community Energy and Emissions Plan for 2050; and,
 - Spoke about forested areas in the District.
- 2.9. Ms. Irene Khorsand, 100 Block East 6th Street:**
- Commented about her experience with air pollution in Tehran, Iran which prompted her to immigrate to Vancouver, B.C;
 - Expressed concern about air pollution in Metro Vancouver; and,
 - Urged Council to show results in regards to climate action.
- 2.10. Mr. Hazen Colbert, 1100 Block East 27th Street:**
- Urged Council to cease future funding for CHAC and to repurpose the funds to another association;

- Commented about community policing and expressed concern about crime in the District; and,
- Suggested that recreation centres include gender neutral washrooms.

2.11. Mr. John Hunter, 3300 Block Roche Point Drive:

- Commented about greenhouse gas emission statistics and opined that reducing emissions locally would not have a significant global impact.

2.12. Mr. David Hunter, 2700 Block Aisla Crescent:

- Spoke in favour of 9.1;
- Expressed support for the proposal of West Coast Environmental Law to send climate accountability letters to fossil fuel companies; and,
- Requested that Council appeal to the Provincial Government to enable climate liability legislation.

3. PROCLAMATIONS

3.1. BC AWARE Days 2019: Be Secure, Be Aware, Days
January 28 – February 5, 2019

4. RECOGNITIONS

Nil

5. DELEGATIONS

5.1. Mr. Gordon Cornwall, West Coast Environmental Law
Re: Recovering Climate Costs

Mr. Gordon Cornwall, West Coast Environmental Law, commented about fossil fuel use, the risks and associated costs. He suggested the costs are largely funded by taxpayers and that fossil fuel corporations should share in those costs. He discussed *Bill 21* introduced by Mr. Peter Tabuns in the Ontario Legislature, historical studies where companies have been made financially accountable and suggested that climate accountability legislation may be useful to local governments.

Mr. Cornwall requested that the District send climate accountability letters to the fossil fuel companies and sign a letter addressed to Premier Horgan requesting climate liability legislation.

MOVED by Councillor CURREN
SECONDED by Councillor MURI

THAT the delegation of the West Coast Environmental Law is received.

CARRIED

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

9. REPORTS FROM COUNCIL OR STAFF

9.1. Delegation in Support of “Liability For Climate-Related Harms” Legislation
File No. 13.6770/Climate Change/File

MOVED by Councillor CURREN

SECONDED by Councillor MURI

THAT the July 9, 2018 report of the Manager – Engineering Services/Deputy GM entitled Delegation in Support of “Liability For Climate-Related Harms” Legislation is received for information.

CARRIED

6. ADOPTION OF MINUTES

6.1. November 26, 2018 Regular Council Meeting

MOVED by Councillor MURI

SECONDED by Councillor BACK

THAT the minutes of the November 26, 2018 Regular Council meeting are adopted.

CARRIED

7. RELEASE OF CLOSED MEETING DECISIONS

7.1. January 7, 2019 Closed Special Meeting of Council
File No. 01.0360.20/076.000

7.1.1. Advisory Oversight Committee Recommendations and Appointments

Advisory Design Panel

THAT Kim Smith, Riva Nelson, Don Aldersley and James Blake are appointed to the Advisory Design Panel for a two-year term ending December 31, 2020.

Municipal Library Board

THAT Lara Greguric and Ana Lopez are re-appointed to the North Vancouver District Public Library Board for a two-year term ending December 31, 2020;

AND THAT Kristine Mactaggart Wright and Gerald Baier are appointed to the North Vancouver District Public Library Board for a two-year term ending December 31, 2020;

AND THAT James Mitchell fill the remaining year of the two-year term ending December 31, 2019 made vacant by Mike Little.

Advisory Committee on Disability Issues

THAT Amy Amantea is re-appointed to the Advisory Committee on Disability Issues for one-year with a term ending December 31, 2019;

AND THAT Riva Nelson is appointed to the Advisory Committee on Disability Issues for one-year with a term ending December 31, 2019.

Community Services Advisory Committee

THAT William Johnson and Claire Shepansky are re-appointed to the Community Services Advisory Committee for a two-year term ending December 31, 2020;

AND THAT Catherine Harvey and Matina Spiropoulos are appointed to the Community Services Advisory Committee for a two-year term ending December 31, 2020.

Community Heritage Advisory Committee

THAT Kirk Taylor (Specialist in Heritage Preservation) and Mel Montgomery (Member-at-Large) are appointed to the Community Heritage Advisory Committee for a three-year term ending December 31, 2021.

Parks and Natural Environment Advisory Committee

THAT Alison Nock and Chris Martin are appointed to the Parks and Natural Environment Advisory Committee for a three-year term ending December 31, 2021.

8. COUNCIL WORKSHOP REPORT

Nil

9. REPORTS FROM COUNCIL OR STAFF

- 9.2. Development Permit 111.17: 2580 Capilano Road – Mountainside Animal Hospital**
File No. 08.3060.20/111.17

MOVED by Councillor MURI

SECONDED by Councillor CURREN

THAT Development Permit 111.17, to allow for the installation of façade signage which includes a variance to the Sign Bylaw for Mountainside Animal Hospital at 2580 Capilano Road, is ISSUED.

CARRIED

- 9.3. Bylaw 8369 – Text Amendment to CD21 Zoning for 1015-1037 Marine Drive**
File No. 08.3060.20/052.18

MOVED by Councillor BACK
SECONDED by Councillor MURI

THAT “District of North Vancouver Bylaw 1385 (Bylaw 8369)” is given FIRST Reading;

AND THAT Bylaw 8369 is referred to a Public Hearing.

CARRIED

- 9.4. UBCM Resolution: Community Child Care Planning Program**
File No. 10.4750.00/000.000

MOVED by Councillor MURI
SECONDED by Councillor HANSON

THAT the application for grant funding in the amount of \$25,000 for the Community Child Care Planning Program through the Canada-British Columbia Early Learning Child Care Agreement is approved.

CARRIED

- 9.5. 2019 Social Service Grants – Core Funded Agencies**
File No. 05.1930-Grants/Sponsorships 2019

Public Input:

Mr. Murray Mollard, 900 Block Marine Drive:

- Spoke in favour of item 9.5;
- Presented letters in support of CHAC; and,
- Spoke about the many activities and services provided by CHAC.

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Spoke in opposition of item 9.5;
- Commented about CHAC’s Terms of Reference; and,
- Opined that CHAC should not receive further funding from the District.

Councillor BACK left at the meeting at 9:16 p.m. and returned at 9:17 p.m.

MOVED by Mayor LITTLE
SECONDED by Councillor FORBES

THAT a total budget of \$852,108 in annual core funding in 2019 to the agencies included in the January 9, 2019 report of the Community Planner entitled 2019 Social Service Grants – Core Funded Agencies is approved;

AND THAT funding for the Community Housing Action Committee be referred to staff for further review and report back to Council.

CARRIED

Opposed: Councillors BACK and BOND

9.7. Community Energy and Emissions Plan (CEEP) Progress Update

File No. 13.6770/ENV Energy DNV/File

Public Input:

Mr. Eric Andersen, 2500 Block Derbyshire Way:

- Spoke in favour of item 9.7;
- Commented about the volunteer work of Cool North Shore non-profit society and their support of item 5.1; and,
- Commented about the activity of Cool North Shore to preventing heat escaping from homes and expressed a desire to meet with staff.

MOVED by Councillor BOND

SECONDED by Councillor HANSON

THAT the January 15, 2019 joint report of the Community Planner and the Senior Community Planner entitled Community Energy and Emissions Plan (CEEP) Progress Update is received for information.

CARRIED

9.6. Revised Targets for Reduction of GHG Emissions

File No.

Public Input:

Ms. Judith Brook, 2400 Block Laura Lynn Drive:

- Spoke in favour of item 9.6;
- Spoke in support of the reduction of green house gas emissions, commented about a film on global warming and an agreement signed by the Canadian Government in 1992 requesting the voluntary reduction of emissions by corporations; and,
- Requested that the SMART acronym (simple, measurable, achievable, realistic, time-related) is used for goal setting to ensure climate change is enacted.

MOVED by Councillor BOND

SECONDED by Councillor CURREN

THAT staff is directed to include targets for a reduction of GHG emissions of 45% below 2010 levels by 2030 and 100% below 2010 levels by 2050 in the Community Energy and Emissions Plan (CEEP);

AND THAT staff is directed to continue measuring and reporting of community-wide emissions in accordance with the Provincial Community Energy & Emissions Inventory (CEEI) reporting or more frequently, if necessary;

AND THAT staff is directed to return the draft CEEP to a Council workshop for discussion before March 31, 2019.

CARRIED

9.8. Grant Funding Application - Cates Park/Whey-ah-Wichen Park Project
File No. 05:1930

MOVED by Councillor MURI
SECONDED by Councillor BACK

THAT the Cates Park/Whey-ah-Wichen Building Project and the application for grant funding through the *Investing in Canada Infrastructure Program: Community, Culture and Recreation* are approved;

AND THAT the District of North Vancouver commit to its share (\$2,160,000) of the total project cost of \$8,100,000 to be funded through the Infrastructure Reserve;

AND FINALLY THAT the 2019-2023 Financial Plan be amended prior to year-end to reflect the project.

CARRIED

9.9. 2019 Council Meeting Schedule Amendment
File No. 01.0570.01

MOVED by Councillor MURI
SECONDED by Councillor CURREN

THAT the 2019 Council meeting schedule is amended as outlined in the January 15, 2019 report of the Deputy Municipal Clerk entitled 2019 Council Meeting Schedule Amendment.

CARRIED

10. REPORTS

10.1. Mayor

Mayor Little reported that Meet the Mayor events will occur once a month on Tuesday mornings at 10:00 a.m. at various locations throughout the District. The events will be advertised ahead of time.

10.2. Chief Administrative Officer

Nil

10.3. Councillors

10.3.1. Councillor Back reported on his attendance at the Lower Mainland Local Government Association Elected Officials Seminar.

10.4. Metro Vancouver Committee Appointees

10.4.1. Councillor Bond reported on his attendance at the Inaugural Housing Committee meeting.

11. ANY OTHER BUSINESS

Nil

12. ADJOURNMENT

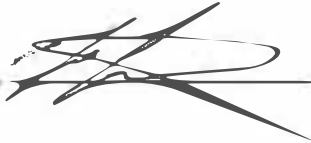
MOVED by Councillor MURI

SECONDED by Councillor HANSON

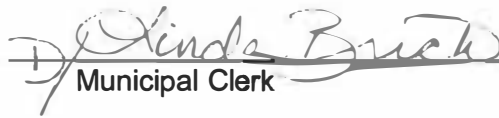
THAT the January 21, 2019 Regular Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(10:14 pm)

Mayor



Municipal Clerk



687 Marine Drive Commercial Zone (C9)

Intent

The intent of the C9 Zone is to accommodate mixed-use developments with emphasis on commercial, residential and complementary uses.

688 Uses

The following uses of land, buildings and structures are permitted in the C9 Zone:

688.1 Principal Uses:

- a) artist's studio;
- b) business/office support services;
- c) clubs;
- d) community facilities;
- e) fitness centre;
- f) health services purposes;
- g) hobby beer & winemaking;
- h) household repair services;
- i) liquor store;
- j) office purposes;
- k) parking structure;
- l) personal service shops;
- m) pet care establishment;
- n) professional offices;
- o) residential purposes;
- p) restaurants;
- q) retail food services;
- r) retail purposes;;
- s) school, trade; and
- t) veterinarian

688.2 Accessory Uses:

Permitted accessory uses may include, but are not necessarily limited to:

- a) administrative offices
- b) outdoor merchandise displays
- c) outdoor customer service areas
- d) semi-public amenity space including recreation and social facilities and meeting rooms in buildings with a residential component

689 Principal Use Regulations

The following regulations apply to principal uses:

- 689.1 All operations associated with permitted uses, except outdoor merchandise displays and outdoor customer service areas shall be completely contained within an enclosed building.
- 689.2 In the case of residential purposes and where the property fronts onto Marine Drive, Pemberton Avenue or Capilano Road, the dwelling units shall be located above the ground floor of the building except when situated at least 15 metres back of the front property line and must be provided with a separate entrance from the ground level.
- 689.3 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. For the purpose of this section the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels:

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

- 689.4 In the case of a pet care establishment or veterinarian, a separate exterior entrance is required;
- 689.5 In the case of a pet care establishment or veterinarian, all noise associated with the keeping of and caring for animals must be contained within the premises.

690 Accessory Use Regulations

The following regulations apply to accessory uses:

- 690.1 Accessory uses are limited to a maximum of 25% of gross floor area.

690.2 Notwithstanding Section 413 (3) of this Bylaw, the maximum size of outdoor customer service areas is limited to 40 seats.

690.3 Outdoor merchandise displays may be located within 4 metres of a storefront doorway, must not exceed 5 sq m in total area and must allow for at least 2 metres of unobstructed pedestrian passageway.

690.4 Drive-thru aisles may not be visible from Marine Drive or Capilano Road.

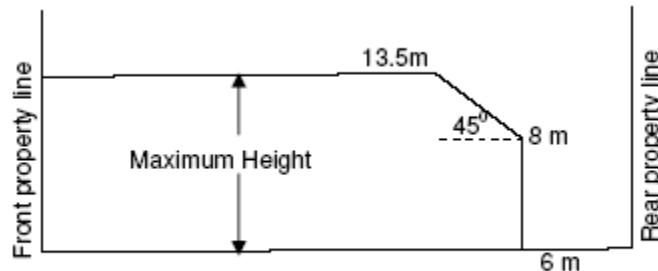
691 Size, Shape and Siting Regulations

Buildings and structures in the C9 Zone shall comply with the following regulations:

Height

691.1 The height of buildings and structures shall not exceed 8 metres in the case of lots less than 1,100 sq m in area and 13.5 metres in the case of lots over 1,100 sq m in area.

691.2 In the case of properties abutting single family residential zones, no portion of the building shall extend above an envelope formed by a vertical line measuring 8 metres in height at the rear set back line and a plane formed by an angle of 45 degrees measured from the horizontal and having its vertex at the maximum building height permitted in the zone as illustrated in the following sketch.



Setbacks

691.2 Buildings and structures fronting Marine Drive, Pemberton Avenue or Capilano Road are subject to special setback requirements as follows:

- a) In the 1000 Block of Marine Drive buildings and structures must be set back from the existing curb line of Marine Drive as established at (date of adoption) a minimum of 5.6 metres on the north side of the block and 4.0 metres on the south side of the block;

- b) In the 1100 Block of Marine Drive buildings and structures must be set back from the existing curb line of Marine Drive as established at (date of adoption) a minimum of 5.9 metres on the north side of the block and 4.0 metres on the south side of the block;
- c) In the 1200 Block of Marine Drive buildings and structures must be set back from the existing curb line of Marine Drive as established at (date of adoption) a minimum of 4.9 metres on the north side of the block and 5.4 metres on the south side of the block;
- d) In the 1300 Block of Marine Drive buildings and structures must be set back from the existing curb line of Marine Drive as established at (date of adoption) a minimum of 4.0 metres on the north side of the block and 5.3 metres on the south side of the block;
- e) In the 1400 to 1800 Blocks of Marine Drive buildings and structures must be set back from the existing curb line of Marine Drive as established at (date of adoption) a minimum of 4.0 metres on the north side of the block and 5.4 metres on the south side of the block;
- f) In the 1900 Block of Marine Drive buildings and structures on the north side of the block must be set back a minimum of 4.4 metres from the existing curb line of Marine Drive as established at (date of adoption);
- g) In the 2000 Block of Marine Drive buildings and structures on the north side of the block must be set back a minimum of 4.0 metres from the existing curb line of Marine Drive as established at (date of adoption);
- h) In the 1500 to 1600 Blocks of Pemberton Avenue buildings and structures must be set back from the existing curb line of Pemberton Avenue as established at (date of adoption) a minimum of 4.0 metres on the west side of the block and 4.5 metres on the east side;
- i) In the 1700 Block of Pemberton Avenue buildings and structures must be set back from the existing curb line of Pemberton Avenue as established at (date of adoption) a minimum of 4.0 metres;
- j) In the 1600 to 1700 Blocks of Capilano Road buildings and structures must be set back from the existing curb line of Capilano Road as established at (date of adoption) a minimum of 4.0 metres on the west side of the block and 4.5 metres on the east side; and
- k) In the 1800 Block of Capilano Road buildings and structures must be set back from the existing curb line of Capilano Road as established at (date of adoption) a minimum of 4.0 metres.

691.3 In the case of properties abutting single family residential zones principal buildings or structures must be set back a minimum of 6 metres from the property line common to an adjacent single family lot.

Building Coverage

691.4 Buildings, structures, parking spaces, loading spaces and driveways shall not occupy more than 85% of the lot area.

Floor Space Ratio

- 691.5 The maximum floor space ratio is 1.0 in the case of lots less than 1,100 sq m in size and 1.75 in the case of lots over 1,100 sq m in size.
- 691.6 An individual retail business in any building or structure or in any group of buildings or structures shall not occupy a gross floor area greater than 3,716 sq m. (40,000 sq ft.) on any one lot or any group of adjoining lots unless the individual retail business had a gross floor area exceeding 3,716 sq m. (40,000 sq ft.) on November 20, 2001, in which case that retail business shall be limited to the gross floor area existing on that date.
- 691.7 Common amenity areas or facilities that are accessory to a residential use are excluded from the calculation of allowable floor space up to a maximum of 3% of the total gross residential floorspace or 200 sq m, whichever is lesser.

692 Landscaping Regulations

- 692.1 All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways and maneuvering aisles shall be landscaped.
- 692.2 A 2m (6.5 ft.) high screen consisting of a solid wood fence, landscaping or combination thereof is required around all garbage and recycling container pads.
- 692.3 Outdoor parking areas containing more than 20 spaces in one row shall incorporate landscape areas not less than 1.5 metres.

693 Parking and Loading Regulations

- 693.1 Parking and loading spaces shall be provided in accordance with Part 10 of this Bylaw.

(Bylaw 7664)

4B88 Comprehensive Development Zone 21 CD21

Intent

The purpose of the CD21 Zone is to establish specific land use and development regulations for a mixed use commercial project.

The CD21 Zone is applied to the following property legally described as Lot D, Block 55, D.L. 552, Plan 10628 (PID:009-357-653) located in the southwest corner of Marine Drive and Mackay Road.

4B89 Uses

- (1) All uses of land, buildings and structures in the CD21 Zone are prohibited except:

Principal Uses:

- (i) liquor store; (Bylaw 7443)
- (ii) neighbourhood public house with on-site brewing; (Bylaw 7443)
- (iii) office purposes;
- (iv) personal service shops;
- (v) professional offices;
- (vi) restaurants;
- (vii) retail food services;
- (viii) retail purposes;

4B90 Principal Use Regulations:

- (1) neighbourhood public house:
- (a) not more than 125 seats shall be permitted in any neighbourhood public house;
 - (b) an outdoor customer service area in conjunction with an neighbourhood public house may not exceed 50m² (538 ft.²);
 - (c) a brewery operated in conjunction with a neighbourhood public house may not exceed 300m² (3,230 ft.²).

(Bylaw 7443)

(2) Restaurant:

- (a) an outdoor customer service area in conjunction with a restaurant may not exceed 250m² (2,690 ft²).

4B91 Size, Shape and Siting Regulations

Buildings and structures in the CD21 Zone shall be sited and constructed in accordance with an approved development permit and the following regulations:

1) Height:

The height of buildings and structures in the CD21 Zone shall not exceed: 13m (42.6 ft.) excluding roof parapets which shall not exceed 0.46m (1.5 ft.) in height;

2) Building and Site Coverage:

Buildings, structures, parking spaces, loading spaces, driveways and manoeuvring aisles in the CD21 Zone shall not occupy more than 85% of the lot area.

3) Floor Space Ratio:

The maximum floor space ratio in the CD21 Zone is 1.0.

4B92 Landscaping Regulations:

- 1) All setback areas shall either be landscaped or hardsurfaced in accordance with an approved landscape plan;
- 2) All garbage and recycling container pads shall be screened with an 2m (6.5 ft.) high screen consisting of a solid wood fence, landscaping or a combination thereof;
- 3) All electrical kiosks not located underground or within a building shall be screened.

4B93 Parking, Loading and Bicycle Parking Regulations:

- 1) Parking for principal uses in the CD21 zone shall be provided on the basis of 1 space per 37m² (398 ft.²) of gross building area;

- 2) Loading areas shall be provided in accordance with the requirements of Part 10 of this bylaw;
- 3) Bicycle parking for commercial uses shall be provided in accordance with the requirements of Part 10 of this Bylaw.

(Bylaw 7158)

MEMORANDUM

To: Kim Fisher – Hungerford Properties

From: Nadine King, P.Eng., PTOE / Tanner Vollema, EIT

Our File #: 2442.B01

Project: 1025 Marine Drive (Northern Crossing) North Vancouver

Date: August 29, 2018

RE: Parking and Trip Generation, Taylor Crossing, North Vancouver

1.0 INTRODUCTION

Watt Consulting Group was retained by Hungerford Properties to provide a summary of the parking demand and trip generation resulting from a proposed change of land use at 1025 Marine Drive, in the District of North Vancouver. The property is currently utilized as an Indigo book store 25,648 sq. ft. in size. The proposed land use would be primarily as a fitness center of 20,357 sq. ft. in size with the remainder designated for unspecified retail use.



Figure 1: Site Location

2.0 TRIP GENERATION

To determine the impact of the change of land use on the number of vehicles travelling to and from the site, the vehicle trips generated by the proposed development were compared to the trips generated by the existing development. Site trips, for both the existing and proposed land uses, were estimated from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*

(10th Edition). The weekday PM peak hour trip generations were used to determine the trips during the peak hour of the adjacent road network. The trip generation results for the existing Taylor Crossing site are summarized in **Table 1**; the trip generation results for the proposed land use are summarized in **Table 2**.

TABLE 1: PM PEAK HOUR TRIP GENERATION OF EXISTING LAND USE

ITE Code	Land Use	Area (sq. ft)	Trip Rate	Trips In	Trips Out	Total Trips
Existing Land Use						
868	Book Superstore	25648	15.83 / 1000 sq. ft.	211	195	406
932	High-Turnover (Sit-Down) Restaurant	5352	9.77 / 1000 sq. ft.	32	20	52
565	Day Care Center	9116	11.12 / 1000 sq. ft.	47	54	101
820	Shopping Centre (Lusso Baby)	4453	3.81 / 1000 sq. ft.	8	9	17
Existing Trips Generated:				298	278	576

TABLE 2: PM PEAK HOUR TRIP GENERATION OF PROPOSED LAND USE

ITE Code	Land Use	Area (sq. ft)	Trip Rate	Trips In	Trips Out	Total Trips
Existing Land Use						
492	Fitness Centre	20357	3.45 / 1000 sq. ft.	40	30	70
820	Shopping Centre	5291	3.81 / 1000 sq. ft.	10	10	20
932	High-Turnover (Sit-Down) Restaurant	5352	9.77 / 1000 sq. ft.	32	20	52
565	Day Care Center	9116	11.12 / 1000 sq. ft.	47	54	101
820	Shopping Centre (Lusso Baby)	4453	3.81 / 1000 sq. ft.	8	9	17
Proposed Trips Generated:				137	123	260

The proposed change in land use results in a total of 316 fewer vehicle trips to and from the site during the PM peak hour.

3.0 PARKING DEMAND

The parking requirements of the District of North Vancouver's zoning bylaw for the Taylor Crossing site is summarized in **Table 3**.

TABLE 3: EXISTING AND PROPOSED PARKING DEMAND (BYLAW RATES)

Land Use	Area (m ²)	Bylaw Parking Rate	Existing Parking Demand	Proposed Parking Demand
Book Store	2382	1 per 37m ²	64	N/A
Fitness Centre	1891	1 per 37m ²	N/A	51
General Retail	492	1 per 37m ²	N/A	13
Neighbourhood Pub	497	1 per 37m ²	13	13
Retail (Lusso Baby)	414	1 per 37m ²	11	11
Day Care Center	847	1.25 per classroom (7 classrooms)	9	9
Parking Demand:			98	98

The existing and proposed parking demands were calculated using the CD21 parking rates with the exception of the Day Care Center where the Part 10 Child Care/ Elementary School rate was applied.

According to the parking requirements of the District of North Vancouver's zoning bylaw, the parking demand of the Taylor Crossing site is unaffected by the proposed change in land use. The existing parking supply at Taylor Crossing is 111 parking spaces and is adequate to meet the parking demand of the proposed development.

4.0 CONCLUSION

The proposed land use change results in 316 fewer vehicle trips to and from the site during the PM peak hour and no difference in parking demand during the peak parking period is expected. The existing parking supply exceeds the expected parking demand. The mixed use nature of the Taylor Crossing site may support shared parking between the different businesses. Additionally, Taylor Crossing is adjacent to Marine Drive, a frequent transit corridor. A fuller parking review to confirm the fitness center demand from comparable sites may result in a lower parking demand than the bylaw requirements.

To: Kim Fisher – Hungerford Properties

August 29, 2018

**Re: 2442.B01 - 1025 Marine Drive (Northern Crossing) North Vancouver - Parking and Trip
Generation, Taylor Crossing, North Vancouver**

Page 4

Sincerely,

Watt Consulting Group

A handwritten signature in black ink that reads "Nadine King". The signature is written in a cursive, flowing style.

Nadine King, P.Eng., PTOE
Senior Transportation Engineer

Lower Capilano/Marine Drive Village Centre

Marine Drive Design Guidelines



4.3.1.1 Marine Drive Corridor

New development within the Marine Drive Corridor Development Permit Area must conform to development guidelines that are intended to visually create the impression of a lively and diverse shopping district, minimize vehicle/pedestrian conflicts and improve pedestrian conditions within the Marine Drive Corridor. The intent is to encourage a higher quality of development along Marine Drive and Capilano Road, more in keeping with a lively and diverse retail-shopping street than a highway strip commercial district. The guidelines are intended to promote the expression of a unique Marine Drive Corridor identity through consistently applied streetscape elements.



Marine Drive at MacKay looking west as it exists today.

4.3.1.1.1. Vision For Marine Drive

The following computer generated images are artist's conceptions intended to illustrate what Marine Drive might look like if redevelopment of the strip malls and auto dealerships to mixed-use buildings with apartments located over top of retail shops and small cafes takes place. The simulations permit the comparison of existing conditions with how the character of the street would change if more street trees are added, streetlights are replaced with decorative ones and buildings are sited at the front with parking lots at the rear. Four locations were chosen to demonstrate the types of changes that could take place over time on Marine Drive.



Marine Drive at Mackay looking west artist's concept.

MacKay Avenue is Marine Drive's eastern entry but the existing development there does not recognize this. The buildings are sited at the curb along most of the block but no consistent image is presented for the block as a whole. The existing one-storey buildings are too low in relation to the width of the street to provide streetwall definition.

The addition of a prominent building situated at the corner provides definition at the intersection and complements the existing Avalon/Indigo building across the street. Planting the median and adding mature street trees contribute to the character of the street.

More street oriented infill buildings provide continuity on the north side of Marine Drive. The addition of banners and decorative street lighting combine to create a visually appealing streetscape.

Adding more street-oriented infill buildings, people on the street and more street trees complete the transformation to a lively and vibrant gateway to the District of North Vancouver.

Marine Drive Design Guidelines



This **Philip Avenue** location is representative of typical development conditions on Marine Drive. On the south side of the street the buildings are situated at the rear of the property, behind expansive parking lots. The street is uninviting to pedestrians due to the narrow sidewalks and lack of interesting attractions.

A slight widening of the sidewalk, adding street trees and a conversion of the non-descript storefronts to ones with merchandise displays makes the street more visually appealing.

Some street-oriented infill development, adding more trees and changing the lighting to decorative



Marine Drive at Phillips looking west as it exists today.

poles that are lower in height yields more of a pedestrian scale to the street character. Placing a building on the southwest corner provides definition to the intersection, which imparts a sense of place.

An infill building with a prominent feature sited at the intersection completes the transformation. With these changes Marine at Philip takes on the character of an urban village instead of a highway commercial strip.



Marine Drive at Philip looking west artist's concept.



Marine Drive Design Guidelines

Today **Capilano Road** between Marine Drive and Fullerton Avenue is devoid of character. Pedestrian conditions are austere and the streetscape is nearly featureless. The traffic island is unattractive and there is no pedestrian crossing.



Capilano Road at Curling looking north as it exists today.

Removing the traffic island and adding a pedestrian crossing reorganize the intersection. Eliminating the overhead wiring on Curling Road removes an eyesore.

Infill development and lower scale street lighting provide more appropriate character and definition to Curling Road. The street oriented infill building on Capilano Road is an aesthetic improvement and eliminates several driveway accesses onto Capilano Road.

A corner building replaces the gas station. This addition enhances the streetscape by completing the streetwall on Curling and Capilano Roads providing much needed continuity and recognizing the intersection.



Capilano Road at Curling looking north artist's concept.

Marine Drive Design Guidelines



Pemberton Avenue has potential to become an interesting shopping street with its wide street width that would allow for a centre median as well as accommodating on-street parking without sacrificing travel lane capacity. Most of the existing buildings are one storey and there are hardly any street trees or other landscaping.



Pemberton north of 16th as it exists today.

Placing mixed use buildings and street trees on the east side of the street presents a more coherent image than the existing mixture of low profile buildings that generally do not relate to one another. The addition of street trees and banners add colour and interest to the street.

Establishing parking bays and a planted median in the centre of the street breaks up the expansive roadway and de-emphasizes the importance of motor vehicles. A well marked pedestrian crossing at mid-block further signifies a pedestrian priority.

The addition of street-oriented shop fronts on the west side of the street generates activity on the street completing the transformation of Pemberton Avenue from a transitional commercial/light industrial street to a people friendly and lively neighbourhood retail district.



Pemberton Avenue at 15th looking north to Marine artist's concept.

4.3.1.1.2 Design Objectives:

- a) To promote a unique Marine Drive Corridor identity through a consistently applied streetscape theme.
- b) To acknowledge gateway and key intersections through the use of unique design features.
- c) To create a more attractive and comfortable environment for shoppers and pedestrians.
- d) To improve safety conditions for pedestrians, cyclists and motorists.
- e) To co-ordinate siting, character and scale of buildings including signage and landscaping.
- f) To preserve and enhance the liveability of adjacent residential neighbourhoods.
- g) To achieve an attractive, environmentally sustainable built environment.
- h) To achieve linkages between open space components and other public amenities.



Marine Drive Design Guidelines

4.3.1.1.3 Streetscape

The streetscape is defined as the visual character of a street. The main elements are landscaping, especially street trees, building facades and amenities or utilities in the public roadway such as sidewalks, bus shelters, street furniture and lighting. A transportation and resources streetscape theme, which reflects the early development history of Lower Capilano, is the starting point for the Marine Drive design guidelines. The theme suggests strong, robust, practical, purposeful things. Other characteristics include motion, linearity, and dynamic qualities.

The appearance and character of Marine Drive should bear a relation to Lower Capilano's heritage and/or natural landmarks to most effectively express a Lower Capilano community identity. Standardized sidewalk and pavement treatment, street lighting, tree planting and street furniture provides continuity,



Cars define the visual identity - existing situation.



Railway heritage recognized in landscaping. Railway artifact in front of Pemberton Pub, south end of Pemberton Avenue.

linking one block to the next and setting Marine Drive apart in comparison to other commercial centres like Edgemont Village or Deep Cove for example.

Selecting a transportation streetscape “theme” that reflects the history and positive characteristics of Lower Capilano is an important starting point of the design guidelines for future redevelopment along Marine Drive. A transportation theme suggests strong, robust, practical, purposeful things. Other characteristics include motion, linearity, and dynamic qualities.



Standardized sidewalk paving lends continuity from block to block.



Trees frame the street. Sidewalk improvements in front of new Avalon development.



Marine Drive Design Guidelines

Public Art

Public art is more meaningful when it reflects the history or reinforces the positive character of the area in which it is placed. Public art objectives for Marine Drive support the program for streetscape improvements that is based on a transportation theme. Possible applications for public streetscape infrastructure include specially designed bus shelters, benches, tree grates, pavement tiles, interpretive or heritage plaques and street signs.



Gateway and other special intersections have the best potential to combine public art with other urban design objectives. They offer prominent and highly visible locations with the available space to accommodate public amenities such as benches and freestanding art pieces.



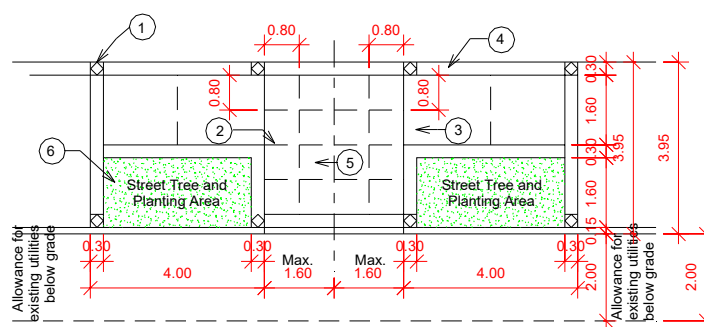
Sidewalks and Special Paving Areas

Wide sidewalks are a requirement for the pedestrian safety, comfort and ease of circulation that every successful shopping street must have. A consistent sidewalk appearance throughout the length of Marine

Drive also contributes an important unifying design element. Decorative bands of exposed aggregate or brick at regular intervals lend continuity and rhythm to the streetscape. Extending the same standards into

courtyards, entries and hard landscaping areas on private property is recommended to complement and reinforce the streetscape identity that is being established.

STREET TREES AND SIDEWALK CONCEPT



LEGEND:

- 1 Decorative keystone (Possible public art project)
- 2 Scoring pattern within broom finish concrete
- 3 Broom finished concrete
- 4 Exposed aggregate banding
- 5 Area for street lights, benches, bike racks, etc.
- 6 Low maintenance native shrubs, groundcover and street trees (As per overall tree plan)



Marine Drive Design Guidelines

Street Furniture and Lighting

Street furniture and lighting are important public amenities that are visually prominent, regularly repeated features of the streetscape. Co-ordination of the style and colour scheme of the street furniture is a cost effective means of providing continuity and reinforcing the transportation streetscape theme on Marine Drive. Their style and appearance therefore should be traditional looking, practical and durable.



Bike Rack



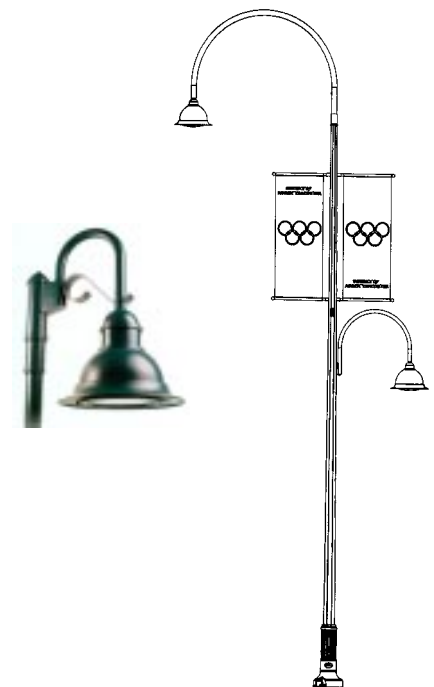
New light poles will be installed as redevelopment occurs. In the interim the existing poles will be repainted black and pedestrian scale lighting attached to selected poles to increase pedestrian safety at night. Banners hung from selected poles would add visual interest and colour to the streetscape and reinforce the streetscape theme.



Bench



Bollards



Marine Drive Design Guidelines



Street Trees and Landscaping

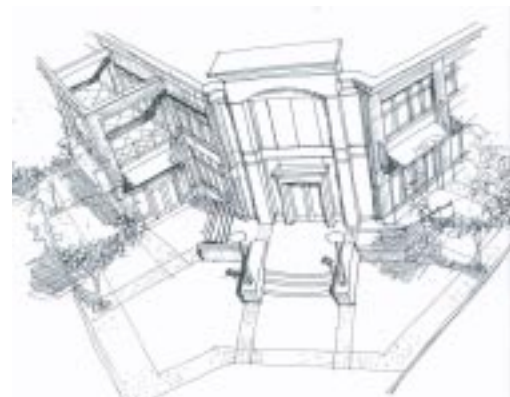
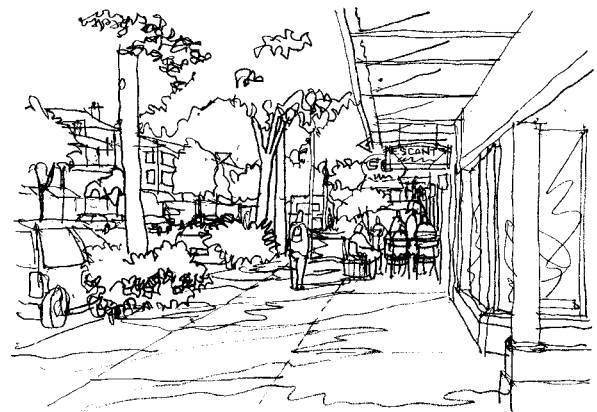
Street trees and other landscaping soften the visual impact and help integrate the buildings and pavement into the overall streetscape. Landscaping can also serve as a buffer between various land uses or to screen unattractive sights such as service areas and utility kiosks.



Street trees are one of the more visually prominent features of the streetscape as well as a valuable amenity that adds to property values. Regularly spaced trees located at curbside on both sides of the street create a continuous street tree canopy, buffer pedestrians from moving traffic, and provide shade, colour and texture to the streetscape.



Landscaping on private property should be complementary to the public streetscape through the use of similar colours, plant materials and other details. Rooftop gardens and other usable amenity spaces in mixed-use buildings provide a useful resident amenity and present a more attractive sight when viewed from higher buildings.



Marine Drive Design Guidelines



Signage

Business signage can and should be an asset to the general appearance and character of the streetscape. Fascia signs contribute rhythm, scale and proportion to otherwise monolithic or bland building facades.

The use of pedestrian oriented signage is encouraged. Pedestrian oriented signage is designed to be readable by pedestrians standing

adjacent to the business and by slow moving traffic. Canopy and awning signage is oriented to pedestrians on the opposite side of the street.

The material, colour and detailing of signs should reinforce the building's architectural style and character. Signage should complement the features of a building and not cover or obscure its architectural detailing.



Architectural feature used as a signage

4.3.1.1.3.1 Streetscape Guidelines

- a) Public art should reflect the history and reinforce the positive character of Lower Capilano.
- b) Gateway and other prominent intersections are the preferred locations for combining public art with other urban design objectives.
- c) Wide sidewalks having decorative accents and banding at regular intervals as illustrated in the Development Servicing Bylaw are required along Marine Drive and Pemberton Avenue and Capilano Road frontages.
- d) A complimentary paving scheme should be extended into courtyards, entries and hard landscaping areas on private property to complement and reinforce the streetscape identity that is being established.
- e) Contrasting paving materials should be utilized wherever foot traffic is not physically separated from vehicle traffic including pedestrian crossings, driveway crossings and pedestrian routes through parking lots.
- f) Street trees should normally be spaced 8 to 10 metres apart.
- g) Benches should be provided in groupings of two or more and located in or near to building entrances, bus stops or other logical pedestrian areas. At least two benches should be located on each block.
- h) There should be a minimum of 2 trash containers on each block installed near to any grouping of benches and/or next to bus shelters.
- i) There should be a minimum of two bike racks on each block and they should be located near building entrances.
- j) Private landscaping must be complimentary and integrated with the street trees and other landscaping elements in the public realm.
- k) Business signage should be pedestrian oriented, meaning it should be designed to be readable from a pedestrian perspective rather than from a traveling automobile.
- l) Freestanding signs are not allowed.
- m) The material, colour and detailing of signs must reinforce the building's architectural style and character.
- n) Signage must complement the features of a building and not cover or obscure its architectural detailing.
- o) Window signage must not obscure or clutter the window nor block the passage of light.
- p) Signs must be made of high quality, durable materials such as metal, stone or hardwood is recommended and the colours and finishes must be complementary to those of the building.
- q) Signs on multiple tenant buildings must have a common style. Signs on each storefront must be similar in height, proportion, lighting and colour scheme to reinforce the cohesiveness of the building facade.
- r) Where wall signs are externally lit, light must be directed toward the sign and away from passers by and motorists. Sign illumination levels must be kept to a minimum to avoid excessive ambient light on the street.

Marine Drive Design Guidelines



Building Siting and Relationship to the Street

The relationship that buildings form with the street through their ground level design and siting characteristics affects the pedestrian experience (ambiance) and establishes the visual character of Marine Drive. Siting buildings at, or close to, the front property line creates a streetwall, visually framing the street in proportion to its width and providing spatial enclosure.



Buildings to create streetwall

Urban streetscapes have a two or three storey streetwall punctuated by occasional mid block openings to create quasi-public open spaces such as courtyards or mid-block pedestrian passages. Variety in the streetwall is achieved through building articulation such as roofline treatment, bay windows, canopies and recessed entries.

A lively street has appropriate lighting (safety and security), display windows (pedestrian interest), sidewalk cafes and public seating (socialization opportunities), numerous building entrances (connection to the street) and ample sidewalks (pedestrian priority). Glass storefronts and display windows help establish a pedestrian orientation to a street by providing interest through visual openness.



Having many storefronts adds interest.

4.3.1.1.4.1 Building Siting Guidelines

- a) Buildings must be sited at, or close to, the front property line to create a streetwall of two or three storeys punctuated by occasional mid block openings to create quasi-public open spaces such as courtyards or mid-block pedestrian passages.
- b) Variety in the streetwall must be achieved through building articulation such as recessed entries, bay windows, canopies and roofline treatment.
- c) If insufficient width is available in the public right-of-way to accommodate street tree planting, utilities and sidewalk installation, buildings may have to be set back from the property line accordingly.
- d) Site planning for large parcel developments should incorporate mid-block pedestrian passages through properties to the rear.
- e) Site planning for large properties must incorporate useable open space components like outdoor restaurant seating, plazas, courtyards, wide pathways and arcaded storefronts.
- f) Main commercial building entrances must be directly onto



Mid block courtyard

- g) Recessed storefront entries are encouraged.
- h) At least 2/3 of the commercial building frontage at ground level must consist of doorways or display windows.
- i) Display windows should be well lit so as to provide ambient lighting onto the street for pedestrians.



Marine Drive Design Guidelines

Proportion and Scale of Buildings

The rhythm of building articulations and spaces between them provides a human scale and creates an interesting visual environment for pedestrians. The logical basis for establishing rhythm is the lot pattern or typical property frontage. Windows, doorways or building recesses should occur with regular frequency. A monolithic appearance is to be avoided by breaking up the bulk of large buildings through the regular repetition of “vertical” elements like entrances, regularly spaced windows, alternating wall patterns or materials and other design features.

On the south side of Marine Drive buildings with upper floor setbacks allow more sunlight to penetrate

onto sidewalks and courtyards. On the north side of Marine Drive orienting the building height and mass more toward the front property line will maximize privacy and sunlight penetration to the adjacent residential neighbourhood.

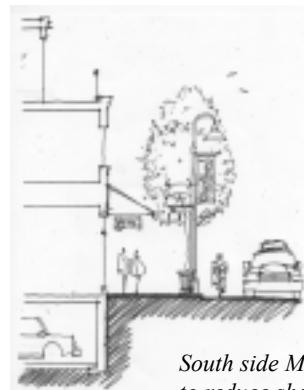
At feature intersections like gateways and designated nodes, building prominence is enhanced by the use of height and vertical design elements while at the same time this emphasizes the intersection as a focal point. Diagonal building setbacks accompanied by prominent building entrances at these intersections can provide public open space such as small plazas.



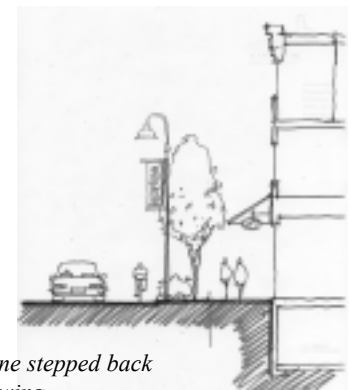
Building recesses in facade



Marine Drive section



South side Marine stepped back to reduce shadowing



4.3.1.1.5.1 Proportion and Scale Guidelines

- a) A monolithic appearance is to be avoided by breaking up the bulk of large buildings through the repetition of vertical elements like entrances, regularly spaced windows, alternating wall patterns and materials and other design features.
- b) Infill buildings must take into account the scale, façade composition, doorway and window rhythms, building materials and colours of nearby buildings.
- c) Setbacks to third storey or higher floors on buildings on the south side of Marine drive are required to allow more sunlight to penetrate onto the street.
- d) On the north side of Marine Drive orienting more of the building height and mass toward the front of commercial properties is encouraged.
- e) The prominence of designated node and gateway intersections must be recognized through an emphasis on height and vertical design elements of buildings.
- f) Diagonal building setbacks and prominent building entrances are encouraged at major intersections to provide public open spaces such as small plazas and, when complemented on opposite corners of the intersection, to recognize the intersection as a focal point.



Marine Drive Design Guidelines

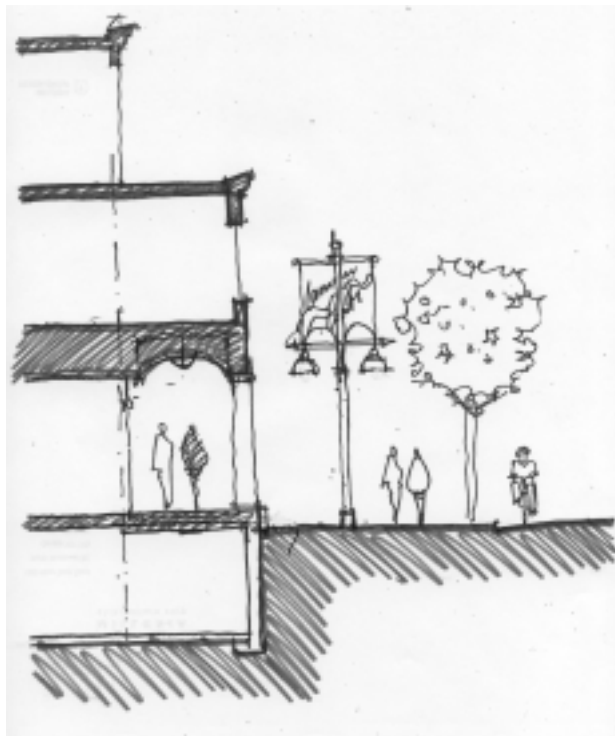
Architectural Character

Creative building architecture set within a unifying framework of design guidelines inspired by an early twentieth century warehouse style to complement the transportation and resource industry heritage of Lower Capilano's early development are intended to reinforce a Lower Capilano identity. Building styles are to be functional and simple, with strong massing and flat roofs. Masonry (especially brick), heavy timbers, steel and iron are examples of building materials that are consistent with the Marine Drive theme.

Effective weather protection such as canopies and awnings should be provided along the entire building frontage to add colour and interest. On south facing properties, gallerias or colonnaded shopping arcades can provide protection from the natural elements but still receive natural illumination. Use of colonnades or other grade level setbacks is also one way to free up space for wider sidewalks when the road allowance is insufficient for this purpose without incurring the loss of development potential that would result if the buildings were sited behind the property line.

4.3.1.1.6.1 Architectural Guidelines

- a) Building design must be inspired by the transportation and resource industry heritage of Lower Capilano's early development. This translates to functional and simple architecture with strong massing and flat roofs.
- b) Masonry (especially brick), heavy timbers, steel and iron are examples of building materials that are consistent with the Marine Drive theme.
- c) Weather protection must be provided along the entire commercial building frontage. Fabric awnings and canopies or supports for glass structures must utilize strong dark colours like black, dark green or burgundy.
- d) Incorporation of green building measures, which conserve energy and resources such as passive heating and lighting systems, energy efficient and low water fixtures and appliances, on-site storm water infiltration and recycled building products is encouraged.



Colonnaded weather protector as part of the building



Example of colonnade



Marine Drive Design Guidelines

Parking Areas

Surface parking areas that are visible or accessible from Marine Drive break the streetwall and create empty zones that detract from street definition and interrupt pedestrian flow. Parking areas should be sited behind buildings and wherever possible should not be accessible or visible from Marine Drive. Parking lots that are visible from adjacent streets or back onto residential properties should be well screened

by walls, fences or landscaping. Parking areas must be well lit to ensure safety, security and maximize use.

Interspersing landscaping in large surface parking lots can soften their impact by breaking the parking down into smaller clusters of ten or fewer spaces. Parking aisles should be separated with planted medians.



Parking entry incorporated in street facade

4.3.1.1.7.1 Parking Area Guidelines

- a) Surface parking areas must be sited behind buildings and may not be vehicle accessible or visible from Marine Drive.
- b) Parking aisles must be separated by planted medians that are at least 1,5 metres. Hearty, drought-tolerant landscaping that provides habitat for birds and insects should be utilised
- c) Parking areas that would be visible from adjacent streets or back onto residential properties must be well screened by walls, fences or landscaping.
- d) Parking areas must be well lit to ensure safety and security but care must be taken to avoid glare or spill-over to neighbouring properties.
- e) Well marked pedestrian routes must be provided in large parking lots.
- f) Parking structures must be designed so that all parked vehicles are hidden from view.
- g) Permeable pavings and surfaces should be used to enhance on-site storm water management.

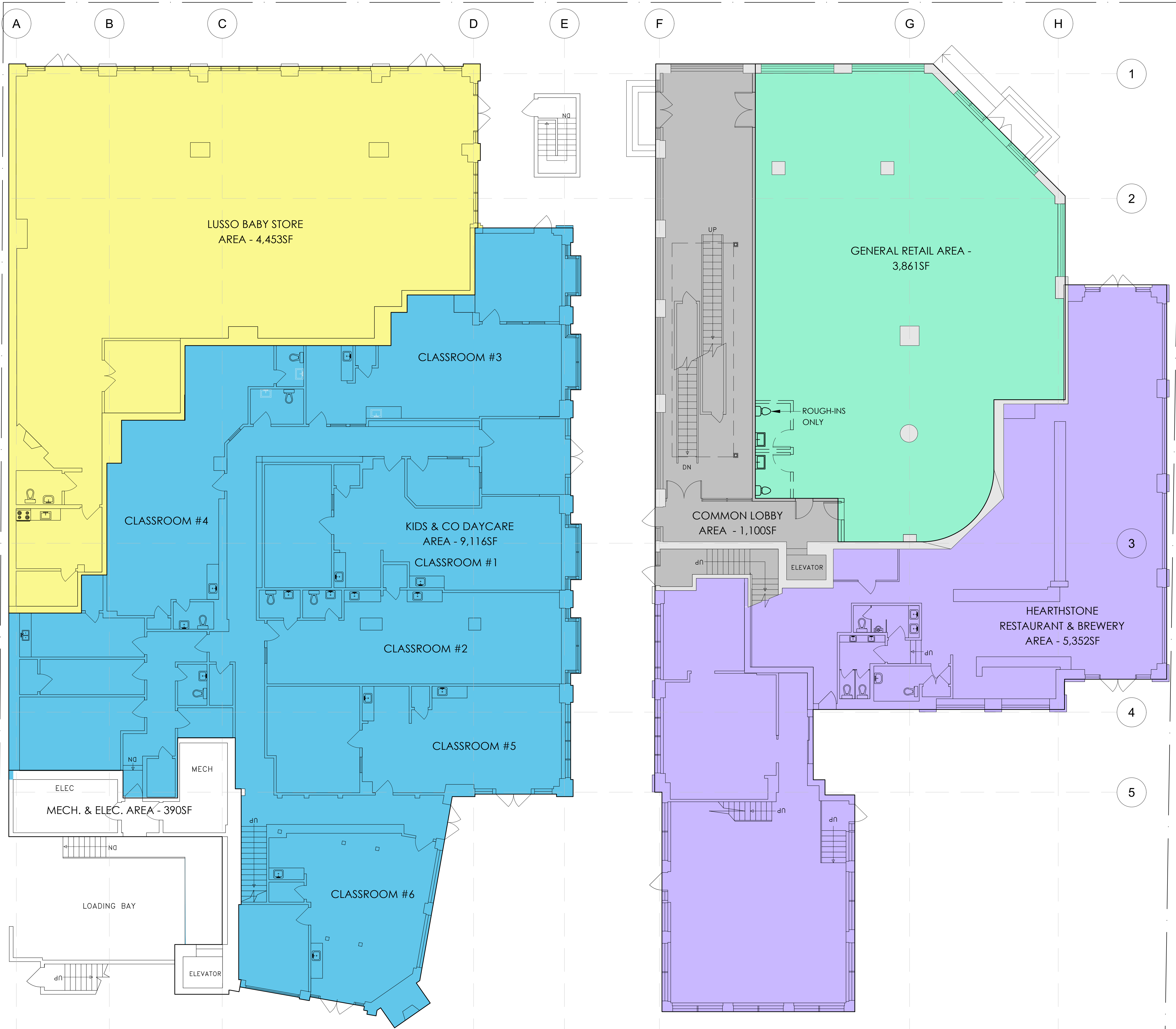
Marine Drive Corridor Development Permit Area



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1 Ground Floor
1/8" = 1'-0"

Issued for Building Permit - 18/07/04

Project No.

Client/Project

Selective Demolition &
Tenant Re-Demizing
1025 Marine Drive
North Vancouver

Drawing Title

Ground Floor Demising Plan

Scale
1/8" = 1'-0"

Drawing No. Sheet Revision



A203

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PARTITION LEGEND

-  DEMOLISHED PARTITION
-  EXISTING PARTITION

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Project No.

Client/Project

Selective Demolition &
 Tenant Re-Demizing
 1025 Marine Drive
 North Vancouver

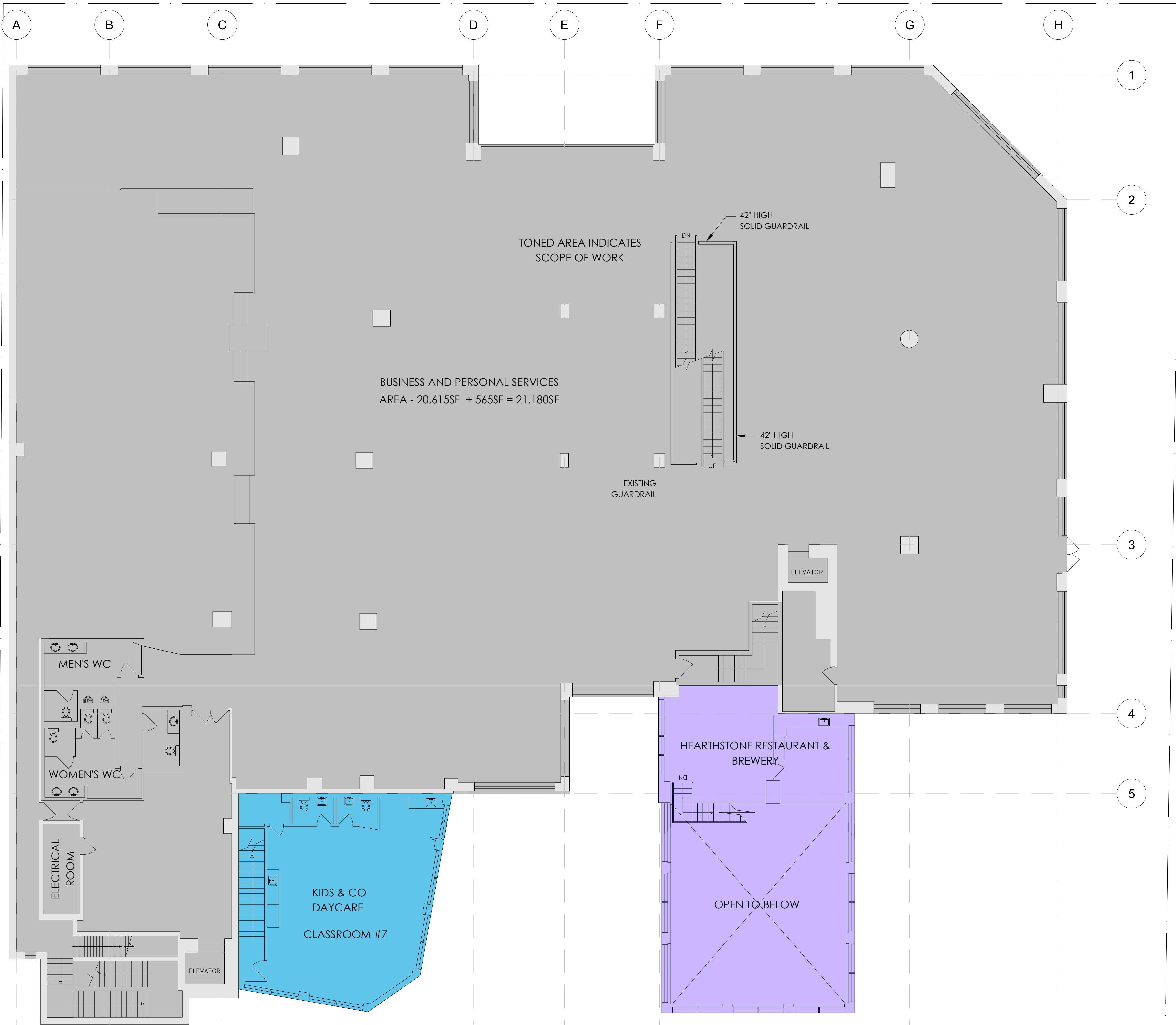
Drawing Title

Second Floor Demising Plan

Scale
 1/8"=1'-0"

Drawing No. Sheet Revision

A204



1 Second Floor
 1/8" = 1'-0"

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 1025 Marine Drive
 North Vancouver

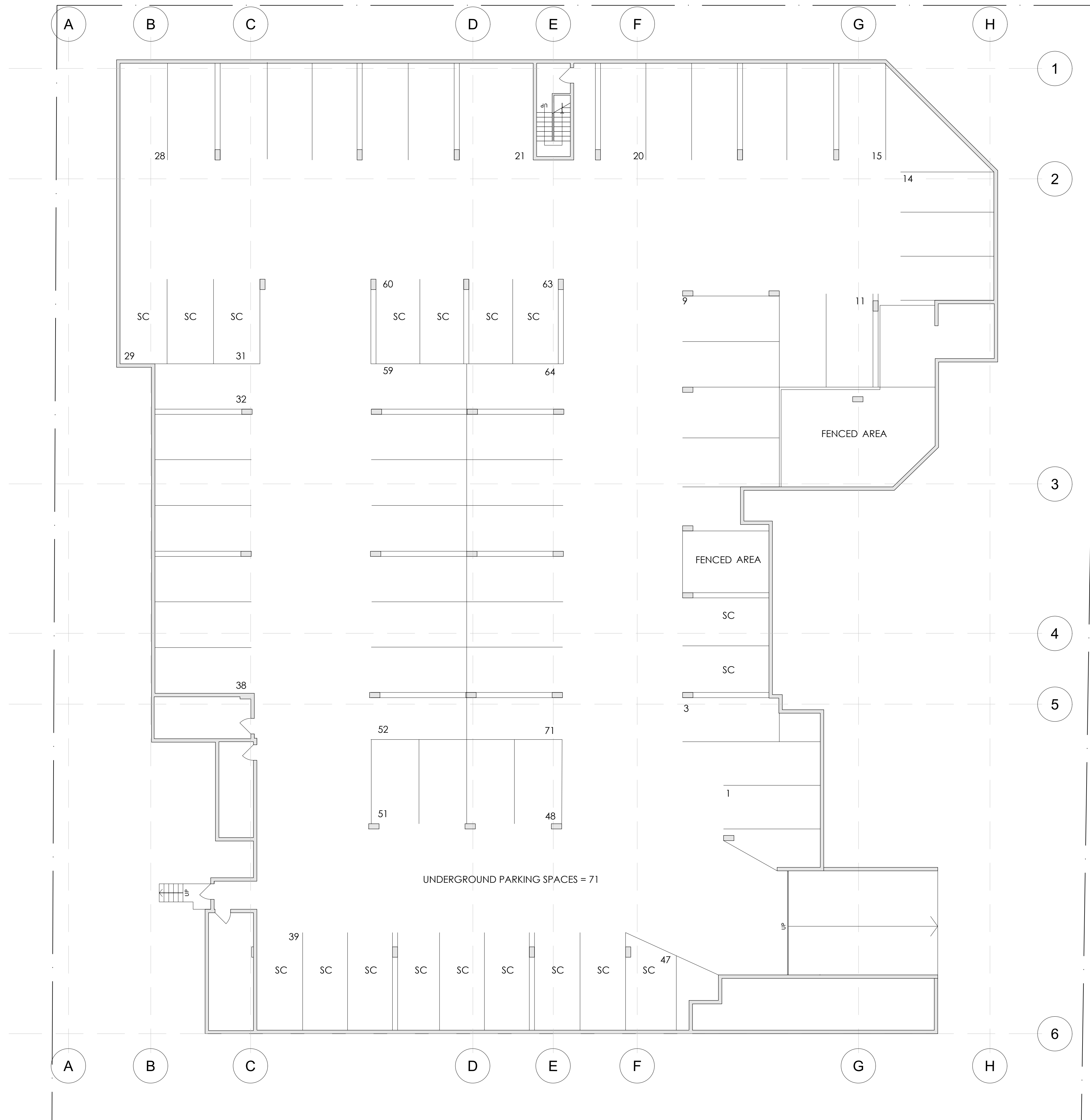
Drawing Title

Parking Level

Scale
 3/32"=1'-0"

Drawing No. Sheet Revision

A205



SC = SMALL CAR

1 Parking Level Plan
 3/32" = 1'-0"