The District of North Vancouver
REPORT TO COUNCIL

January 3, 2020
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AUTHOR: Robyn Hay, Development Planner

SUBJECT: 1920 & 1932 Glenaire Drive – Council Early Input for 15 Unit Townhouse Project

RECOMMENDATION

THAT Council provide direction to staff regarding the consideration of an Official Community Plan (OCP) amendment and rezoning application for a fifteen unit townhouse project in the Lions Gate Village Centre.

REASON FOR REPORT

The applicant, PC Urban Properties, proposes to redevelop the site to create a fifteen unit, three-storey townhouse project. This project is the second and final phase of a previously-approved townhouse project located directly to the east.

The proposal is consistent with the “Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines” endorsed by Council in July of 2014 which envisioned an OCP amendment to allow for multi-family housing on the subject site.

Implementation of the project, will require Council’s consideration of bylaws to amend the OCP and to rezone the subject site.

In light of Council’s direction to undertake a targeted review of the OCP, staff are seeking direction from Council with respect to next steps for this application.

The following four alternative resolutions are presented for Council’s consideration:
1. Proceed – “THAT Staff be directed to prepare bylaws based on the applicant’s OCP amendment and rezoning application”;
2. Revise – “THAT Council is not supportive of the OCP amendment and rezoning application as proposed, and requests that the applicant revise their application”;
3. Reject – “THAT Council is not supportive of the OCP amendment and rezoning application and that the application be rejected”; or
4. Defefer – “THAT Council’s consideration of the OCP amendment and rezoning application be deferred until after the targeted review of the Official Community Plan”.

Document: 4168460
ANALYSIS

Site and Surrounding Area

The development site is located within the "peripheral area" of Lions Gate Village Centre and consists of two single-family lots which have been consolidated into one lot with a gross site area of 2,116.5 m² (22,781.8 sq.ft.)

The site is bounded by the Capilano River to the north (within Capilano River Regional Park), Klahanie Park to the west (within the District of West Vancouver), single-family homes to the southeast designated and under application for townhouse development, and a townhouse project ("PC Urban Phase 1") under construction to the east.

The adjacent image shows the nearby townhouse projects recently considered and slated for future consideration by Council.

Land Use Designation and “Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines”

The subject site is designated as "Residential Level 2: Detached Residential (RES2)" in the OCP. Development in this designation is normally permitted up to approximately 0.55 FSR.

In 2014, after extensive community consultation, Council adopted the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines". The "peripheral policy" identifies housing forms, density and design guidelines that should be followed within the peripheral area of Lions Gate Village Centre.
The subject site is within “Area 1” (see adjacent map) which contemplates ground-oriented multi-family housing to a maximum density of 1.2 FSR for larger sites, such as the subject site.

As the “peripheral policy” was never adopted into the OCP, an OCP amendment is required to change the designation of the lots to “Residential Level 4: Transition Multi-family (RES4),” with a density of up to 1.2 FSR and to designate the site as a Development Permit Area for Form and Character of Multi-Family Development, and Energy and Water Conservation and Greenhouse Gas Emission Reduction.

The proposal achieves the following policy objectives:

- The three-storey townhouse development, with an FSR of 1.17, is compliant with the height and maximum density provisions of the “Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines”;

- The development is located within a village centre and will form part of a more compact community which can reduce reliance on cars and promote walking, biking and transit. As well, the site is within a short walking distance to a frequent transit corridor;

- The townhouse units, including 60% 4 bedroom layouts, provide more housing options for families and are relatively more affordable compared to a detached single-family residential option; and

- The project extends the trail connection, linking Fullerton Avenue to Klahanie Park, as envisioned within the peripheral policy.
Although the above is not an exhaustive list of ways in which this development fulfils objectives of the OCP, the overarching goal of the OCP is to concentrate 75% - 90% of future development within key centres to allow for protection of the natural environment, decrease car dependency, and generally promote more compact communities.

**Zoning**

The subject site is currently zoned “Single Family Residential 7200 Zone” (RS3) which allows for a maximum density of 0.35 FSR + 350 sq. ft. Rezoning to a new Comprehensive Development (CD) Zone is required to accommodate the project.

**PROPOSAL**

**Site Plan and Project Description**

This proposal is the second and final phase of PC Urban’s “Holland Row” development; Phase 1 consisting of 23 townhouse units to the east was approved by Council in September 2017 and construction is nearing completion. The subject proposal for Phase 2 is for a fifteen unit townhouse development within two buildings separated by a linear (east to west) courtyard, all over an underground parking garage.

The units are a mix of layouts ranging from 1 to 4 bedrooms with the majority of units (60%) consisting of 4 bedrooms. The units range in size from approximately 71 m² (767 sq. ft.) to 170 m² (1,830 sq. ft.). The gross floor area is approximately 2,469 m² (26,578 sq. ft.) with a density of 1.17 FSR.

The entrance to the underground parking garage is located on and shared with the adjacent development site to the east (Phase 1). Access/egress is secured through an easement agreement with the adjacent site. The proposal includes 28 parking spaces, a shared bicycle storage area with 16 bike spaces, and a bike maintenance area all within the underground parking garage.

The proposed architectural expression of this project is influenced by Phase 1. The development includes a traditional row house design with uniform frontages. Both of the buildings incorporate a similar colour scheme and a mixture of brick and painted cedar siding. Six units in the southern building have rooftop decks with associated access stair and landing enclosures partially concealed by the gabled rooflines. Units facing Glenaire Drive have prominent street entrances with landscaping and weather-protected stoops at the street level.

The project will maintain a 15 m (49.2 ft.) riparian setback from Capilano River. The applicant will be required to provide slope stability improvements adjacent to the Capilano River (within Metro Vancouver’s property) and rehabilitate the riparian area as part of the application. The public trail at the rear of the Phase 1 development (adjacent to the 15 m riparian setback) will be extended along the rear of the Phase 2 development to connect to Klahanie Park to the west, and in between the Phase 1 and Phase 2 projects to connect to Glenaire Drive.
Slope stability improvements

452.8m² Dedication
Riparian fence at 15m from top of bank

Multi-use path linking to Phase 1

Building footprint

Multi-use path in between Phases 1 & 2

Public multi-use path entrance

On-street parking

Pocket park in boulevard

Conceptual Site & Landscape Plan
Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on March 8, 2018; subsequently, the project was further refined and reconsidered by the ADP on May 10, 2018. The Panel recommended approval of the project subject to resolution of the Panel comments. The applicant has addressed the Panel’s comments by improving the functionality and identity of the common pedestrian entrance and the individual entrances facing Glenaire Drive, stepping the parking structure to reduce its exposure along the western property line, and redesigning the pocket park south of the development by incorporating both hard and soft design elements.

A detailed review of the applicable development permit guidelines will be provided for Council’s consideration should the application proceed through the OCP amendment and rezoning process.

Green Building Measures

This project is required to meet Step 3 of the BC Energy Step Code, in accordance with the District’s Construction Bylaw. The applicant has considered the District’s Community Energy and Emissions Plan (CEEP) and Council’s recent declaration of a Climate Emergency and is also targeting a greenhouse gas emission of 1.4 kg CO2e/m²/yr, significantly less than the 6.0 kg CO2e/m²/yr target identified in the District’s CEEP.
Accessibility

As noted in the District’s Accessible Design Policy for Multi-family Housing, ground-oriented multi-family developments are expected to provide 15% basic accessible units, where it is feasible to do so, and to explore the provision of enhanced accessible design features. In compliance with the policy the proposal provides 3 “basic” accessible units (20% of the units) and 1 “enhanced” accessible unit.

Vehicle Parking

The development proposes 28 parking spaces including 2 visitor parking spaces. Parking proposed is 4 spaces less than the basic requirements in Part 10 of the Zoning Bylaw. The proposed parking rate is supported by the conclusions of the traffic and parking study prepared for the project by Bunt and Associates and is consistent with Section 5.1 (8) of the OCP which states that reductions for parking should be considered for new developments in centres well-served by transit as a way to encourage alternate modes of transportation and to increase housing affordability.

The required boulevard and sidewalk improvements will allow for a parking pocket on the north side of Glenaire Drive which will provide on-street parking for three vehicles.

Off-site Improvements

The application includes upgrades to sidewalks, curb, gutter, and lighting in front of the site and approximately 25m (82ft.) to the south along Glenaire Drive. The applicant will also be required to provide a new pocket park, public trail, slope stability improvements, and to rehabilitate the riparian area as discussed above in the ‘Proposal’ section of this report.

The project will be required to pay Development Cost Charges (DCC’s) at the applicable rate at the date of Building Permit submission should the OCP amendment and rezoning be approved. DCC’s are estimated at $300,000 based on the 2020 rates.

Community Amenity Contribution

The District’s Community Amenity Contribution (CAC) Policy outlines expectations for contribution for projects which result in an increase in density. Should the OCP amendment and rezoning proceed, a CAC of $407,400 (based on 2020 rates) will be included in the CD Zone. It is anticipated that the CACs from this development will be directed toward the affordable housing fund, park and trail improvements, public art, or other public realm infrastructure improvements.
Landscaping

On-site landscaping is designed to be low-maintenance and to feature native plantings. Street trees are proposed along Glenaire Drive in addition to the on-site trees and landscaping. The new pocket park will feature both hard and soft landscaping with public seating areas. Rear patios for each unit will utilize paving stones and landscape planters.

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

Construction Traffic Management Plan (CTMP)

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

In order to reduce the development’s impact on pedestrian and vehicular movements in the area, the applicant, in conjunction with the other developers in the area, has submitted a comprehensive and coordinated CTMP and will be required to work with the
coordinator who has been appointed to coordinate construction traffic for the Lions Gate Village Centre area.

The construction traffic management coordinator’s role is to manage all construction traffic for the Lions Gate Village Centre area. With multiple developments approved in the area, the coordinator is expected to treat the Lions Gate peripheral area as a single construction project, rather than separate projects.

The benefits of a single coordinator are:

- **Communication**
  The District of North Vancouver (and developers) will receive single-source, regular, professional and transparent communication about site-wide activities, rather than multiple separate reports that may not be as inclusive as is necessary for the Lions Gate Village Centre area. Community notices, signs and a website are some of the tools anticipated to be used to ensure good neighbourhood communication.

- **Coordination**
  All construction activities (phases of construction, deliveries, major on-site activities, etc.) will be coordinated centrally, rather than having individual contractors needing to coordinate or compete with one another.

- **Accountability**
  There will be a single point of accountability for the entire area if there are any logistical or scheduling issues.

The coordinator is required to meet with District staff bi-weekly in order to provide updates to the District, to discuss and resolve any complications that arise, and to review options for improvements.

The following elements also form part of the construction management approach for the Lions Gate Village Centre peripheral area:

- Three traffic cameras have been provided at key intersections in the area to assist with real time monitoring and enforcement of traffic movements in the area. After completion of all construction, these traffic cameras will be owned and operated by the District;
- Each development site is required to provide a $100,000 “Construction Traffic Management” deposit used to cover any enforcement ticketing from the District. The deposit creates a financial incentive for the developer (and CTMP coordinator) to ensure efficient traffic flows, enforcement of parking and construction vehicle routing in the area; and
- Any use of District road (typically for concrete pumping trucks during foundation construction) requires a Highway Use Permit issued by the District to offer further District control over the sequencing of construction.
Concurrence

Staff review of this application is on-going and outstanding technical and design issues will be sufficiently resolved prior to Council consideration of any rezoning bylaw.

The site is located within 800m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Infrastructure will be required prior to adoption of a rezoning bylaw, should the proposal proceed.

School District 44 was provided a copy of the application materials and asked to confirm that students expected to reside in the development can be accommodated. No concern with the development proposal has been expressed by the School District.

Public Input

The applicant held a facilitated Public Information Meeting on February 5, 2018. Notices were distributed to neighbours in accordance with the District’s policy on Non-Statutory Public Consultation for Development Applications. A sign was placed on the property to notify passers-by 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 ten residents. Some community members expressed support relating to the design, multi-use pathways, and protection of the riparian area while others expressed concerns related to density as well as traffic, parking, and construction. Questions about the project included clarification regarding the grade change, pedestrian traffic and trails, roof decks, and timing and next steps for the project.

Implementation

If this proposal proceeds, it will require an OCP amendment bylaw, rezoning, and a Housing Agreement, as well as issuance of a development permit and registration of legal agreements. It is anticipated that a development covenant would be used to secure items such as the details of off-site servicing.

CONCLUSION

This project assists in implementation of the District’s Official Community Plan objectives and the “Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines”. The information in this report has been prepared to provide information to Council early in the application review process and to seek Council's direction on how to proceed with the project review.
Options:

In light of Council’s direction to undertake a targeted review of the Official Community Plan (OCP), staff are seeking direction from Council with respect to next steps for this application. The following four alternative resolutions are presented for Council’s consideration:

1. **Proceed** – “THAT Staff be directed to prepare bylaws based on the applicant’s OCP amendment and rezoning application”;
2. **Revise** – “THAT Council is not supportive of the OCP amendment and rezoning application as proposed, and requests that the applicant revise their application”;
3. **Reject** – “THAT Council is not supportive of the OCP amendment and rezoning application and that the application be rejected”; or
4. **Defer** – “THAT Council’s consideration of the OCP amendment and rezoning application be deferred until after the targeted review of the Official Community Plan”.

Respectfully submitted,

Robyn Hay  
Development Planner

Attachments:
   A. Detailed Application Drawing Package
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Proposed rock-stack wall

Site access to be from south or east, not from property to west.

Site plan consolidated

Scale: 1.2
NOTES:

"The District of North Vancouver is responsible for on-going maintenance of street trees on off-site areas. Please ensure that the developer is aware that on-going maintenance of plantings/landscaping on off-site areas (i.e., boulevards) is the responsibility of the future property owner."

This project landscape contractor, the project landscape architect, and a District of North Vancouver Parks DNV Parks representative must be present at the project pre-construction meeting. If this is not possible, the developer must make sure that all trees, groups, must be before any landscape construction work takes place.

Final approval/selection of any off-site street trees/their furniture will be made by DNV staff.

The tree species/furniture types specified on this plan could be subject to change. Please contact DNV Park & Urban Design-District Services (604-988-3405) to confirm tree and site furniture types prior to purchase.