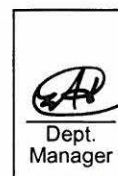


AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>Sept. 14, 2020.</u>
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COUNCIL

August 25, 2020  
File: 08.3060.20/044.17

**AUTHOR:** Andrew Norton, Development Planner

**SUBJECT:** 1210-1260 West 16<sup>th</sup> Street – Council Early Input  
Rezoning and Development Permit Application

### RECOMMENDATION

THAT Council provide direction to staff regarding the consideration of an application for a rezoning and development permit for two, four-storey multi-family apartment buildings (one containing 31 market ownership units and the other 31 market rental units), in accordance with the alternate resolution options below.

### REASON FOR REPORT

Cornerstone Architecture has applied on behalf of the property owner to redevelop seven existing single-family residential lots, to create two, four-storey multi-family apartment buildings providing a total of 62 units, including 31 market ownership units and 31 market rental units.

Implementation of the proposed development will require Council's consideration of a bylaw to rezone the subject properties. 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 rezoning application";
2. Revise – "THAT Council is not supportive of the rezoning application as proposed, and requests that the applicant revise their proposal";
3. Reject – "THAT Council is not supportive of the rezoning application and that the application be rejected"; or
4. Defer – "THAT Council's consideration of the rezoning application be deferred until after the targeted review of the Official Community Plan".

## ANALYSIS

### Site and Surrounding Area

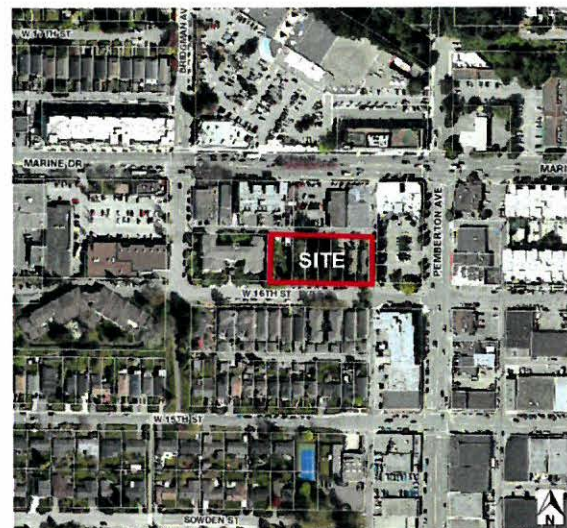
The development site is 2,944.1m<sup>2</sup> (31,691 sq. ft.) in area and is comprised of seven single-family residential lots, currently occupied by six single-storey homes.

The site is located on the north side of West 16<sup>th</sup> Street, with Pemberton Avenue to the east and Marine Drive to the north. This section of West 16<sup>th</sup> Street is a cul-de-sac with no direct vehicular access to Pemberton Avenue. The subject site is surrounded by a mix of different uses, with residential and commercial uses located along Marine Drive to the north, commercial uses along Pemberton Avenue to the east, duplex and triplex development to the south, and a four-storey seniors' building immediately to the west.

The OCP designates the subject site as "Residential Level 5" (RES5), which envisions low-rise apartments at a density of up to approximately 1.75 FSR. At approximately 1.75 FSR, the proposal complies with the OCP designation.

The proposal addresses a number of OCP goals and policies including:

- "Facilitate an appropriate mix and intensity of land uses in designated centres and corridors to support enhanced transit service provision"
- "Encourage and facilitate a broad range of market and rental housing"
- "Encourage and facilitate a wide range of multi-family housing sizes, including units suitable for families with an appropriate number of bedrooms, and smaller apartment units"



Site Context Map



Site OCP Map



### Development Permit Areas

The site is designated within the following Development Permit Areas (DPAs):

- a) Form and Character (Multi-Family Housing)
- b) Energy and Water Conservation and Greenhouse Gas Emission Reduction

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

### Lower Capilano Local Plan

The proposal site is located outside of a designated town or village centre. However, it is sited within the Lower Capilano / Marine Drive Frequent Transit Development Area. The proposal has been guided by and reviewed against the Lower Capilano Local Plan and Marine Drive Design Guidelines and is considered to have achieved stated objectives including:

- Improving the pedestrian environment
- Encouraging the provision of a range of housing types and tenures
- Reducing dependency on private automobiles
- Ensuring that new development is compatible with existing neighbourhood character
- Promoting the expression of a unique Marine Drive Corridor identity through consistently applied streetscape elements
- Minimizing vehicle / pedestrian conflicts

The Lower Capilano Local Plan designates the site for "Low Rise Apartment (R-LR)". This designation supports "low rise (four-storey maximum) apartments at densities of 140 units per hectare (55 units per acre) or less." This equals approximately 40 units for the subject site. So while the proposal is consistent with the use and building form / heights outlined in the Lower Capilano Local Plan, it does exceed the permitted units per acre. The proposal is however, consistent with the OCP designation of "Residential Level 5" (RES5) which envisions low-rise apartments at a density of up to approximately 1.75 FSR and sets no cap on the permitted number of units per hectare.

The proposal is broadly consistent in scale and density with recently-approved development close to the site. These include a four-storey residential / commercial building at 1061 Marine Drive, and a four-storey residential building at 1060 Churchill Crescent, both of which were developed on sites allowing for up to 1.75 FSR.

### Zoning

The existing properties are zoned "Single Family Residential 6000" Zone (RS4). Rezoning to a new comprehensive development (CD) zone is required to accommodate the proposed development.

## **PROPOSAL**

### Project Description

The proposal is for two, four-storey buildings over one level of underground parking, with one building containing 31 market ownership units and the other including 31 market rental units. Two amenity rooms and one shared play area are proposed on the ground floor fronting West 16<sup>th</sup> Street. Each building has a common roof terrace.

The units are a mix of one, two, and three bedroom layouts. Unit layouts range in size from 53 m<sup>2</sup> (575 sq. ft.) to 89 m<sup>2</sup> (956 sq. ft.). Approximately 77% of the unit layouts are two and three bedrooms and considered appropriate for families.

The proposal includes the widening of the existing cul-de-sac bulb on West 16<sup>th</sup> Street and pavement and boulevard upgrades on the frontages of the site.

Access to underground parking is via an existing lane to the north of the site. This connects to Bridgman Avenue to the west, and to a north / south lane to the east of the site, leading to both Pemberton Avenue and Marine Drive.

### Rental and Affordable Housing Strategy (RAHS)

This project has addressed a number of the goals of the RAHS as shown below:

- Goal 1: Expand the supply and diversity of housing.

In accordance with Goal 1 of the RAHS, the proposal will add diverse multi-family housing choices to support different housing needs. These include:

- 44 family-sized 2 and 3-bedroom market ownership and market rental units (77% of the proposed units in this development); and
- 18 1-bedroom market ownership and market rental units.



**Aerial view from southeast**



**Aerial view from the rear lane**



- Goal 2: Expand the supply of new rental and affordable housing.

In accordance with Goal 2 of the RAHS, the proposal provides the following:

- 31 market rental units and 31 strata units (with no restrictions on rental of strata units, secured via a Housing Agreement);
  - The expansion of rental housing close to transit and within walking distance of community services, retail, and employment uses;
  - A broad range of unit sizes, including 44 family-sized 2-bed and 3-bed units; and
  - Reduced parking rates to reduce construction costs and encourage alternative transportation approaches.
- Goal 5: Minimizing impacts to tenants.

In accordance with Goal 5 of the RAHS, the proposal would provide residential tenant relocation assistance to existing rental tenants in the houses on the site, in compliance with the District's *Residential Tenant Relocation Assistance Policy*.

#### 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. In response, the applicant has confirmed their adherence to and enhancement of Step Code 3 standards. This would result in:

- A building operation that is fossil fuel free;
- A reduced energy density that will exceed the District's guidelines;
- Low water flow rate fixtures and a water flow controlled irrigation system;
- Centralized domestic hot water production using CO2 heat pump based technology;
- Constant heat recovery ventilation ensuring high indoor air quality;
- High coefficient performance for supplemental heating and cooling, all using non-greenhouse gas affecting heat pump technology;
- Low volatile organic compound (VOC) finishes.
- A Construction Management Plan with LEED practices for the minimization of waste and collection of recyclables;

Other sustainable components of the project include:

- Increased housing density close to transit, employment, retail, and community uses;
- Bicycle storage and electric vehicle charging;
- Stormwater management; and
- Enhanced landscaping.

The project could serve to increase awareness in the District of high performance building standards and design, and the applicant has confirmed that should Council support the development, the marketing of the project would promote the sustainable design features of the development.

### Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on November 9, 2017, with approval of the project recommended subject to resolution of the ADP's comments. The applicant is addressing the ADP's comments in consultation with the District's Urban Designer. Areas of revision include the design of the entrance gates, the building colour and material palette, the rooftop overruns, and the ground-floor amenity spaces. All design revisions will be incorporated into the proposal in advance of bylaw introduction should Council choose to advance the project.

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



**Street view from southeast**

### Accessibility

The proposal fulfils the requirements of the District's *Accessible Design Policy for Multi-Family Housing*, as 100% of the apartment units (62) meet the 'Basic Accessible Design' criteria and 5% (4) meet the 'Enhanced Accessible Design' criteria. The enhanced accessible units are split evenly across strata and rental buildings (2 in each).

### Vehicle Parking

Vehicle parking is proposed via a single level underground parking garage which is accessed by a ramp from the existing lane to the north of the site.

The proposal includes a total of 80 parking spaces. This includes 44 parking spaces for the 31 strata units (1.42 spaces per unit, including 0.16 spaces per unit for visitors), and 36 parking spaces for the 31 market rental units (1.16 spaces per unit including 0.13 spaces for visitors). A total of 6 accessible parking spaces are provided.



The District's draft *Alternative Vehicle Parking Rates* Policy would require 71 parking spaces, 9 fewer than proposed. This includes 41 parking spaces for the 31 strata units (1.32 spaces per unit including visitor parking), and 30 parking spaces for the 31 market rental units (0.96 spaces per unit including visitor parking). In accordance with the District's *Accessible Design Policy for Multi-Family Housing*, a total of 6 off-street accessible parking spaces are required.

In accordance with the draft *Alternative Vehicle Parking Rates* Policy, the applicant has proposed a range of Transportation Demand Management (TDM) measures in support of a reduced parking rate. These include:

- Car share memberships provided at occupancy;
- On-site car share vehicle parking spaces;
- Unbundled parking for both the strata and rental units;
- Real-time transit info (display screen/computer in lobby); and
- Shared bicycles and a bicycle repair workspace.

The District's OCP encourages parking reductions for developments like the proposed, which are located within development corridors, close to public transit, and support the delivery of the District's rental and affordable housing objectives. The OCP notes:

- 5.1.8 - Consider, where appropriate, reducing vehicle parking requirements for new developments in centres and corridors well served by transit to encourage alternate modes of transportation and increase housing affordability; and
- 7.2.8 - Support, where appropriate, parking reductions for purpose built market and affordable rental units.

The proposed parking rate is broadly supported by the conclusions of the traffic and parking study submitted with this application, and reflects public comments regarding some parking pressure in this portion of West 16<sup>th</sup> Street. The applicant is currently in discussion with the District's Development Engineering Department to finalize the traffic and parking study, TDM measures, and parking layout. This will be presented to Council at the bylaw introduction stage should Council choose to advance this project.

#### Bicycle Parking and Storage

The proposal provides 128 bicycle storage spaces (2.06 per unit). This includes 116 Class 1 bicycle storage spaces for residents (1.87 spaces per unit) and 12 Class 2 bicycle storage spaces for visitors (0.19 spaces per unit). Bicycle storage spaces are provided at the underground parkade level.

The bicycle storage proposed exceeds the requirements in Part 10 of the District's Zoning Bylaw and complies with the *District's Bicycle Parking and End-of-Trip Facilities Policy*, which requires 127 bicycle storage spaces (2.05 per unit).

### Off-site Improvements

The proposal includes a number of off-site improvements including a new storm drainage line with catch basins, the removal of overhead electrical service poles along West 16<sup>th</sup> Street, the installation of an underground duct bank to facilitate the future removal of poles and overhead lines as the north side of the lane is developed, new lane and street paving, land dedication to provide for service vehicle turning radii at the lane corner, and new boulevard street trees. The proposal would also provide land dedications on West 16<sup>th</sup> Street, to widen the street's existing cul-de-sac bulb to enable adequate access for service and emergency vehicles.

The estimated total value of off-site works (engineering and landscaping) as provided by the applicant, is approximately \$564,769. The full scope (and value) of required off-site construction will be determined through the detailed design work at the building permit stage.

Should the rezoning and development permit be approved, Development Cost Charges (DCC's) will be due at the applicable rate at the time of building permit issuance.

### Landscaping

A landscape plan has been submitted with the rezoning application showing planting around the perimeter of the project and new boulevard planting, including street trees along the West 16<sup>th</sup> Street frontage. A landscaped roof terrace is provided on each building. Should Council choose to advance this project, a more detailed review of landscape issues will be included in the development permit report.

### Community Amenity Contribution

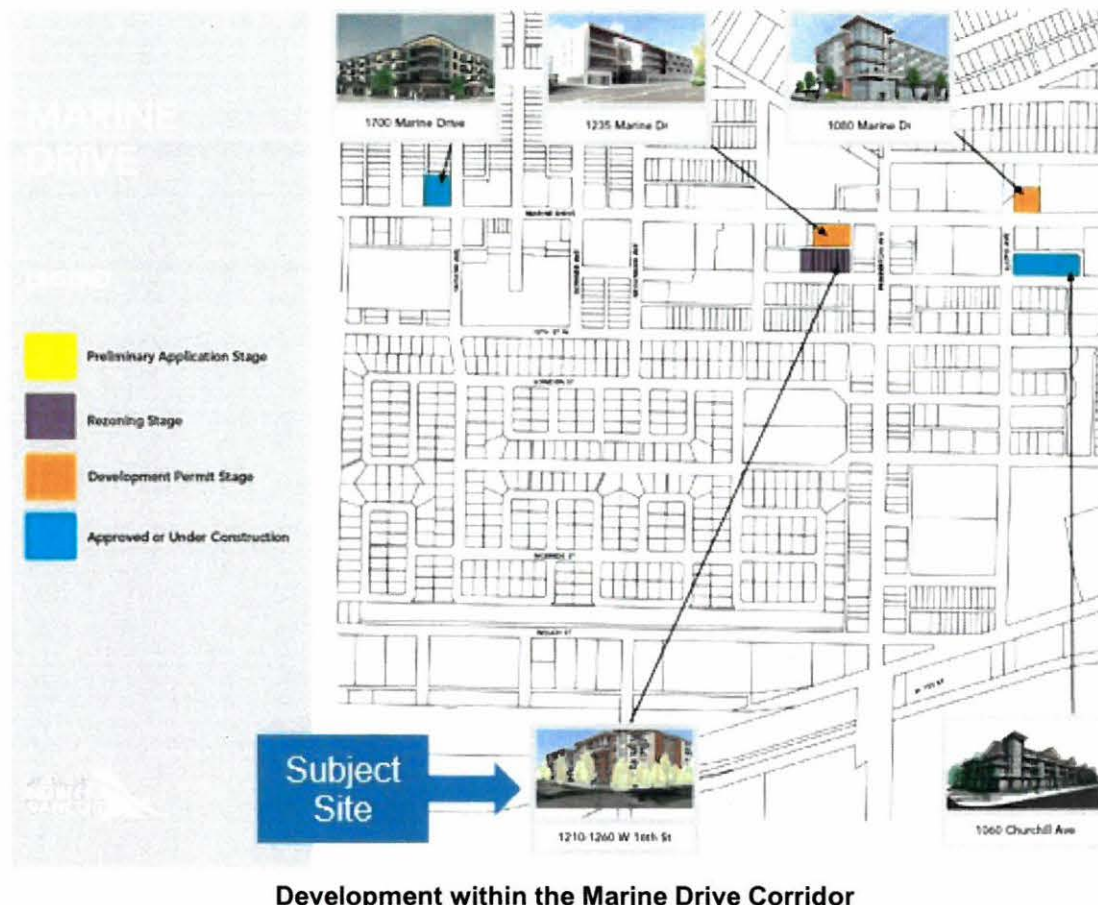
The District's *Community Amenity Contribution (CAC) Policy* outlines expectations for new development, including those with rental housing. Should the rezoning proceed, the value of CACs will be resolved and reported at the time of bylaw introduction. Based on the current project design and 2020 CAC rate, the estimated CAC would be approximately \$950,000.

### Construction Traffic Management Plan

In order to reduce the impact of the proposed development on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) as a condition of a Development Permit. Further details will be provided should the project advance to bylaw introduction, including timing of this proposal relative to major infrastructure improvements locally.

The image below shows the site in relation to recently-approved and current development projects within the Marine Drive Corridor.





**Development within the Marine Drive Corridor**

### Concurrence

The project has been reviewed by staff from the following departments: Environment, Building and Permits, Parks, Development Engineering, Community Planning, Urban Design, Fire, and the Arts Office.

### Public Input

The applicant held a facilitated Public Information Meeting on November 29, 2017. The meeting was attended by approximately 11 residents. 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.

In general there was support for the project and participants recognized the demand for rental housing, and that the area around the proposal site is growing and changing. Questions and concerns were raised regarding potential traffic and parking congestion (including during the construction phase), use of the lane as the access point for the underground parkade, and the duration of construction and associated noise impacts. A copy of the facilitator's report with redacted public input is attached to this report.

### Implementation

If this proposal proceeds, it will require a rezoning to a new comprehensive development zone, and two housing agreements (one to secure purpose-built rental housing and one to ensure the right of strata owners to rent their units), 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 off-site servicing and accessible design features.

### **CONCLUSION**

The proposed 62 unit, market ownership and market rental project, supports the wider objectives of the District's OCP, Lower Capilano Local Plan, and Lower Capilano / Marine Drive Frequent Transit Development Area. The information in this report has been prepared to present the application to Council and to seek Council's direction on how to proceed with further consideration of this application.

### **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 rezoning application";
2. Revise – "THAT Council is not supportive of the rezoning application as proposed, and requests that the applicant revise their proposal";
3. Reject – "THAT Council is not supportive of the rezoning application and that the application be rejected"; or
4. Defer – "THAT Council's consideration of the rezoning application be deferred until after the targeted review of the Official Community Plan".

Respectfully submitted,



Andrew Norton  
Development Planner

### **Attachments:**

1. Detailed Application Drawing Package
2. Facilitator's report from Public Information Meeting



**SUBJECT:** 1210-1260 West 16<sup>th</sup> Street – Council Early Input  
August 25, 2020

Page 11

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
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DISTRICT OF NORTH VANCOUVER  
APR 02 2019  
PLANNING, PERMITS AND BYLAWS



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REVISION / REVISION DATE:  
1.0 Initial For Review May 02, 2017

PROJECT INFORMATION:  
Client: 1260 W16 St. Development  
Location: 1260 W16 St. Development  
Scale: 1/8" = 1'-0"

PROJECT:  
1260 W16 ST.  
1260 W16 Street, District of North Vancouver  
Low Rise Residential

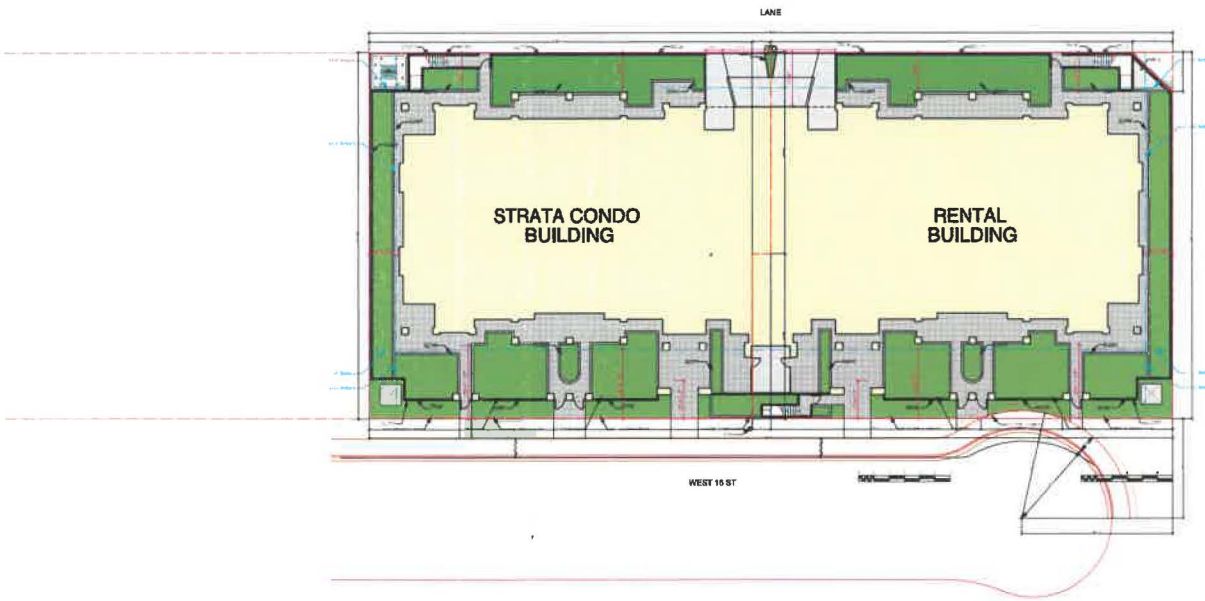
RENDERINGS

PREPARED BY:	REVIEWED BY:	DATE:
May 02, 2017	A.V.	
PROJECT NO:	DATE:	
1260	1/8" = 1'-0"	
REVISION:	DATE:	

ATTACHMENT 1.



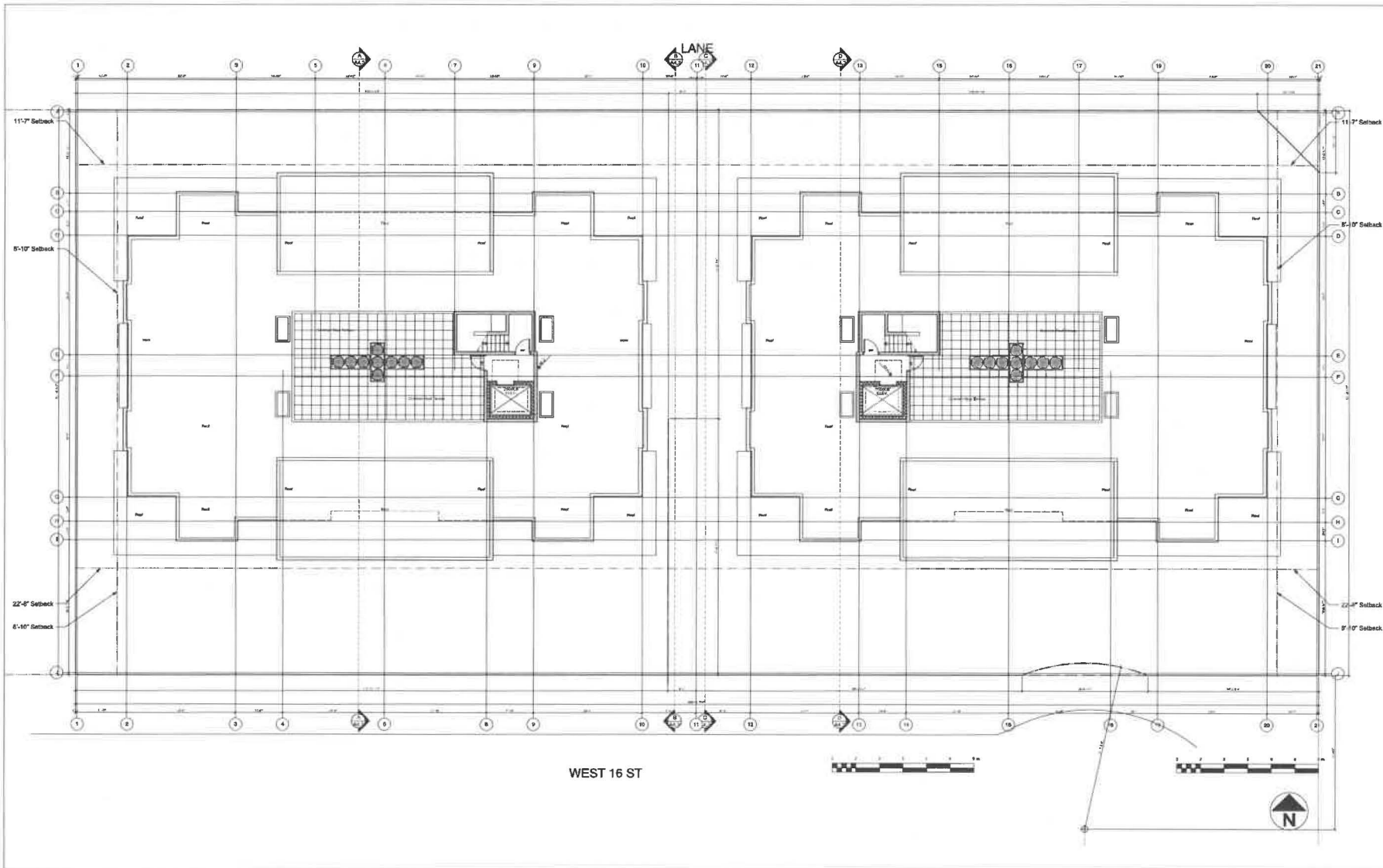












**CORNERSTONE**  
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DESIGNED BY: CORNERSTONE ARCHITECTURE  
DRAWN BY: CORNERSTONE ARCHITECTURE  
CHECKED BY: CORNERSTONE ARCHITECTURE  
DATE: MAY 03, 2017

REVISION DATE: May 03, 2017

PROJECT NAME: 1260 W 16 St, District of North Vancouver  
Development Permit: DP-17-001  
Building Permit: BP-17-001  
CDM: CORNERSTONE ARCHITECTURE  
Scale: 1/8" = 1'-0"

1260 W 16 ST.  
1260 W 16 St, District of North Vancouver  
Low Rise Residential  
CD-17-001  
DRAWING TITLE: ROOF PLAN

PERFORMER DATE: May 03, 2017	REVIEWER: A.V.	DATE: A.V.
PROJECT NO: 1260	SCALE: 1/8" = 1'-0"	
DESIGNER: CORNERSTONE	DRAWING NO: A-3.6	



LANE



03 2019-03 Re-issued for Resoning  
02 2017-08-29 Re-issued for Resoning  
01 2017-05-14 Revised for Resoning  
no.: date: item:

**OK** Drake Kruis Ltd.  
102 - 1537 West 58 Avenue  
Vancouver BC V6L 1B5  
P 604 686 4111  
F 604 686 0177  
www.okltd.ca

Project:  
**1240 W16 ST.**  
1240 W16 Street, District of North Vancouver  
Low Rise Residential

Drawn by: XL  
Checked by: PK  
Date: Mar 2019  
Scale: 1" = 1/8"  
Drawing Title:  
**Layout & Material Plan**

Project No.:  
17038  
Sheet No.:





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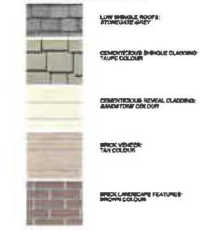


WEST ELEVATION



EAST ELEVATION

EXTERIOR COLOUR PALETTE



- ① CONCRETE
- ② BRICK VENEER TWO COLOUR
- ③ BRICK LANDSCAPE FEATURES BROWN COLOUR
- ④ CONCRETE/BRICK VENEER CLADDING BROWN COLOUR
- ⑤ CONCRETE/BRICK VENEER CLADDING BROWN COLOUR
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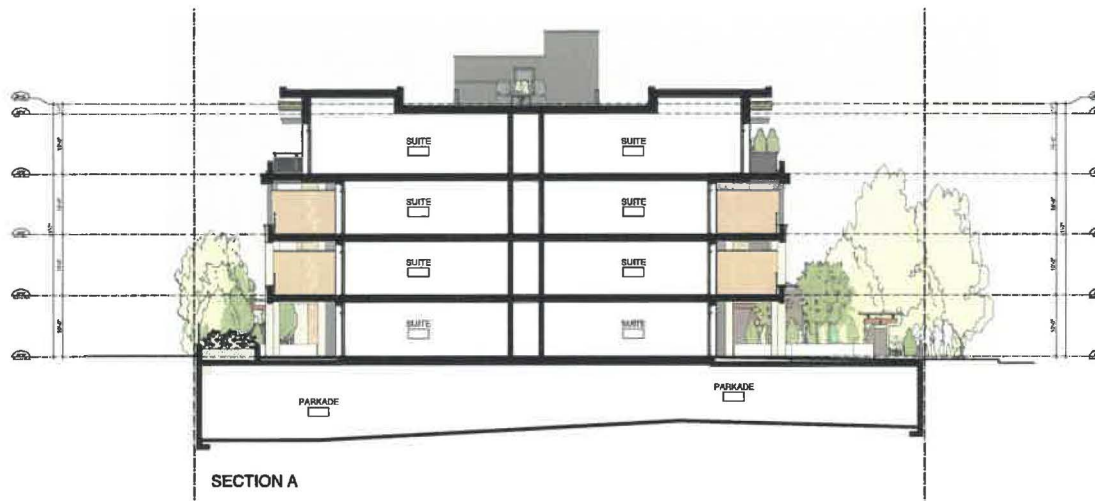
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DRAWN BY: [Name]  
CHECKED BY: [Name]  
DATE: 10/05/2017

PROJECT NAME:  
1250 W16 ST. CONDO, DISTRICT OF NORTH VANCOUVER  
LOW RISE RESIDENTIAL  
SHEET 1 OF 10

PROJECT:  
1250 W16 ST. CONDO, DISTRICT OF NORTH VANCOUVER  
LOW RISE RESIDENTIAL  
SHEET 1 OF 10

DATE: 10/05/2017  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
DATE: 10/05/2017





SECTION A



SECTION B

**CORNERSTONE**  
architecture

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Fax: 416.593.8112

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Project: 1260 W16 ST. The building shall conform with the Ontario Building Code, 1997, and all applicable laws and regulations. The architect is not responsible for the construction of the project or for the safety of the building.

DATE: 10/03/2017  
BY: Michael P. Brown May 03, 2017

PROJECT INFORMATION  
1260 W16 ST. District of North Vancouver  
Low Rise Residential  
CD-  
1260 W16 ST. District of North Vancouver  
Low Rise Residential  
CD-  
1260 W16 ST. District of North Vancouver  
Low Rise Residential  
CD-

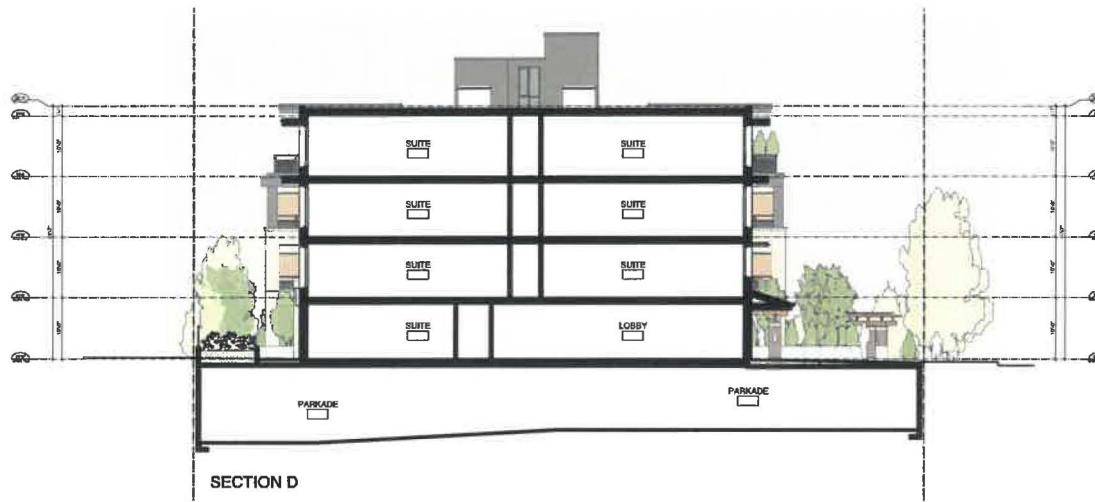
PROJECT:  
1260 W16 ST.  
1260 W16 St., District of North Vancouver  
Low Rise Residential

CD-  
DRAWING TITLE:  
SECTIONS A - B

PREPARED BY: May 03, 2017	REVIEWED BY: A.V.	DRAWN BY: A.V.
PROJECT NO: 1806	SCALE(S): 1/8" = 1'	
REVISION:	DRAWING NO:	A-4.3



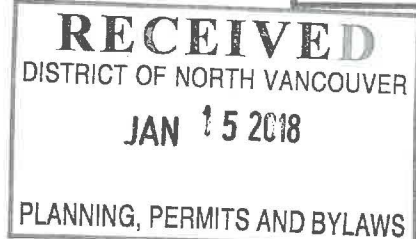
SECTION C



SECTION D

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# REPORT FOR PUBLIC INFORMATION MEETING

Site: 1210-1260 West 16<sup>th</sup> Street  
Meeting held Wednesday November 29, 2017



Report Authors: Odete Pinho, MCIP, Agora Planning

+

Shane O'Hanlon, Associate

c/o Agora Planning  
105-4274 Albert Street, Burnaby BC V5C 2E8

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<b>2.2. Attendance</b>	<b>4</b>
<b>2.3. Notification and Advertising</b>	<b>4</b>
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**Appendix A - Public Information Meeting advertising**

**Appendix B - Display boards shown at Public Information Meeting**

**Appendix C - Sign-in Sheet and Comment Forms**

## **1. Public Information Meeting Summary**

To:

Darren Veres, Development Planner  
District of North Vancouver  
Community Planning Department  
355 West Queens Road,  
North Vancouver, BC V7N 4N5

From:

Odete Pinho, MCIP, Agora Planning Inc.  
105 – 4272 Albert Street  
Burnaby, BC V5C 2E8

The following document summarizes the Public Information Meeting hosted by the development applicant and Cornerstone Architecture on Wednesday 29<sup>th</sup> November 2017. The intent of the meeting was to share proposed development information related to properties located at 1210 to 1260 West 16<sup>th</sup> Street, in the District of North Vancouver. The project proposal is to develop the properties with a total of two, four-storey residential buildings, comprised of 31 market strata units and 31 rental units, with one level of underground parking.

The applicant held the Public Information Meeting on November 29<sup>th</sup> 2017. Prior to the meeting, notices were mailed to residents within 100m+ radius of the development site, notification signage was installed on the property and newspaper ads were placed in two consecutive editions of the North Shore News, as per District of North Vancouver policy. The meeting was attended by 11 residents, 3 of whom filled in feedback forms at the event. Following the information meeting, 2 emails and 1 letter were submitted with detailed feedback to DNV. This report summarizes the feedback received at the meeting (3 forms), and subsequent written feedback (2 emails and 1 letter).

Residents expressed support for the proposed development and were aware that the area is growing and changing. The majority of concerns related to traffic and parking during the construction of the project. In addition, concerns were expressed regarding the potential for increased traffic and parking congestion after the project completion and issues were identified with current competition for on-street parking spots. One neighbour expressed concern that use of laneway as the access for the underground parkade may cause accidents with those using the laneway as a bypass street. Concern was also expressed regarding the duration of construction and associated noise impacts. Finally, some neighbours expressed support for removal of the large trees on the site, which will allow for more daylight entry into neighbouring properties.



## **2. Community Notification and Information Distribution**

### **2.1. Meeting Intent**

The public information meeting was organized to present proposed development concept plans and to provide residents an opportunity to ask questions and share their thoughts at this early stage in the development review process. At the meeting, information was presented from the zoning amendment application materials submitted to the District of North Vancouver on May 3, 2017.

### **2.2. Attendance**

Cornerstone Architecture consulting team and resource people in attendance at the meeting included:

- Simon Richards, Partner, Architect, Cornerstone Architecture
- Andres Vargas, B. Arch., Cornerstone Architecture
- Dan Ross, Senior Transportation Planner, Bunt & Associates Engineering
- Odete Pinho, Facilitator, Agora Planning Ltd.
- Shane O'Hanlon, Associate, Agora Planning Ltd.

In addition, Daren Veres, Development Planner with the District of North Vancouver, attended the public information meeting to respond to questions on policy and process.

A total of 11 local residents attended the meeting and 3 filled in feedback forms at the event. The Sign in Sheet and feedback received is included in Appendix C.

### **2.3. Notification and Advertising**

To ensure the public information meeting was well advertised, the following notifications were completed, as per the District of North Vancouver policy requirements:

- Newspaper – North Shore News – Two consecutive advertisements were printed in the North Shore News community newspaper in the classifieds section on Friday Nov 24<sup>th</sup> and Sunday Nov 26<sup>th</sup>, 2017
- Mailed flyers in envelopes - 217 surrounding landowners and residents within 100m+ radius of the 6 properties, were mailed a notice and invitation card to the information meeting on November 29<sup>th</sup> 2017. A map showing the required delivery area for the distribution of

- Notice of development sign was posted on the property on November 9<sup>th</sup> 2017.

The proposed development is in the form of two four-storey residential buildings with a one-storey centre link. The west building will contain 31 market condominium units; the east building will contain 31 market rental units. Both buildings will contain a mix of one-bedroom, two-bedroom, and three-bedroom units.

A one-level underground parkade accommodating a total of 86 spaces will be developed with access from the lane on the north side of the property.

The proposal is at the rezoning application review stage.

**For more information contact:**  
**Simon Richards**  
**Cornerstone Architecture**  
**604 253-8800 ext.301**  
**or**  
**Darren Veres**  
**District of North Vancouver**  
**Planning Department**  
**604 990-2487**

**DEVELOPER'S  
PUBLIC INFORMATION  
MEETINGS**

*Proposed*  
**4-Storey Residential  
Development Project**



**7:30 to 8:30 Wednesday, Nov 28**  
**CHEF JOE MATINEAS**  
**COMMUNITY CENTRE**  
ESPLANADE RD  
ICC Capara Road  
North Yarmouth

**The Daneshahi Group**  
with  
**Cornerstone Architecture**  
545-5500

*This meeting is open to all  
interested parties. No  
charge or reservation  
required.*



**DANESHAHI GROUP**

5

## **2.4. Meeting Format**

The meeting was an open house format held at Chief Joe Mathias Centre from 6:30pm – 8:30pm. Attendees were encouraged to sign-in, have conversations with the development team members, and fill in feedback forms.

The event schedule was as follows:

- 6.30pm: Doors Open/ Open House allowing one-on-one conversations with team members
- 7.00 – 7.15pm: Overview and explanations by the architect and transportation planner
- 7.15 – 8.30pm: One on one conversations with team members and open floor for questions

The open house information consisted of:

- 13 poster boards showcasing the architectural design, unit layouts, landscape architecture, parking and site context
- 1 process flow chart, provided by Daren Veres, showing where the project is in the development review process and upcoming opportunities for further input and council review

Poster boards were staffed by the consulting team members. Daren Veres, DNV Development Planner, was also in attendance to answer questions. Attendees reviewed materials, asked questions and discussed details of interest to them. The poster boards remained in place the entire evening for reference. Poster boards are in Appendix B.

A 10-minute presentation by the architect, Simon Richards, included an overview of the project, the proposed development design, and where it is in the review process. This was followed by a 5 minute presentation by transportation planner, Dan Ross, who spoke about traffic studies and the impacts on surrounding road networks. Both Simon and Dan responded to questions in the open meeting setting and to one-on-one discussions with individual attendees.





Figure 2: Open house portion of public information meeting with poster boards being viewed



Figure 3: Photo of attendees during presentation at information session

### **3. Summary of Feedback**

Comment forms were made available for residents to fill in at the meeting. Three feedback forms were completed and received at the event. During the two-week feedback period following the event, two emails and one letter were also received with further feedback, and these have been included in this PIM summary report. Feedback received is summarized below and the filled-in comment forms and feedback are attached in Appendix C.

#### ***General comments regarding development in the area***

There were a number of comments regarding development in the neighbourhood and concerns regarding increases in density. Concerns were also expressed regarding local traffic congestion issues. In the open meeting discussions, Simon Richards, Cornerstone Architecture was asked if further changes to the plans were anticipated. Simon explained that the plans are expected to largely stay as shown. Darren Veres added that there will be further review and a public hearing. Should further changes be made there will be future opportunity for the public to see revisions and have further input on the proposed rezoning application and development.

#### ***Traffic, Parking, and Transportation***

Concerns regarding the laneway and underground parkade access were expressed in the written feedback. Residents explained that the lane is currently used as a bypass street for those avoiding traffic on Marine Drive, which has cars travelling at high speeds along this development access laneway. As such, there are safety concerns and a perceived increased risk for collisions (for both pedestrians and cars) once the development's traffic loads are added. One respondent suggested "the obvious solution to this problem is to ensure that motorists on Marine Drive cannot use this lane to gain access to Pemberton Ave, and vice-versa".

There were detailed concerns expressed about the capacity of on-street parking being beyond its limits and that the addition of more units to the area would negatively impact the accessibility of on-street parking to current residents – most notably young families with children who need nearby access to their front door, as well as the needs of residents of the two senior complexes on the street. Neighbouring Marine Drive businesses (employees and customers) currently use the on-street parking in front of resident's homes and also in the laneway, leaving limited available options for families to unload shopping and children safely near the entry to their homes.

One resident suggested that the current on-street parking problems be addressed with a restricted parking system along the street that would allow for 24 hour resident parking and limit non-resident parking to 2 hours, between business hours.

Neighbours across the street from the proposed development expressed that their greatest concern is limiting street parking to residents only. Currently there is high competition for street parking. They have a small child, live in the townhouse that has no onsite parking, and street parking is their only option. It can be challenging to find parking, especially with child, groceries, rain etc.

An issue was also raised that current vehicles are often larger than 6ft in height (ie. Trucks and SUVs) and as such cannot enter a standard underground parkade. The question was asked as to whether any ground level parking will be provided on site for over-height vehicles. If not, this will have a further negative impact on street parking congestion. (Note: no ground level parking is proposed in the design.)

Additional specific comments included:

- “Pleased to see 16<sup>th</sup> street will not be a thru street, cul-de-sac much appreciated”
- “Allow for 24hr resident parking and limit non-resident parking to 2 hours between business hours (~7-5pm)”.

### ***Construction, staging and noise***

Neighbours expressed concern for the potential worsening of traffic during the construction period. They also asked questions about the associated noise. In the open meeting discussion, Simon Richards responded that there is a requirement for a construction management plan for the development. He also stated that the site office is usually required to be located in public areas (such as on stilts above the sidewalk).

One nearby neighbour was especially concerned at the impact upon their lifestyle as they will be unable to open their windows and doors for two summers because of the noise impacts. Recent nearby developments were very loud. Additionally, some neighbours expressed concerns that during similar development nearby their homes shook from excavation vibrations, and they had concerns for the depth and intensity of foundation work being undertaken.

### ***Density and Impact to Existing Community***

Concern was expressed for the scale and design of the development, stating that it was too large for the current residential scale and maximum height of the neighbourhood and that aesthetically the



building looked more like the large mixed-use units along Marine Drive. One resident suggested that the building should be reduced to a three-storey development to stay in keeping with the surrounding properties. In addition, the resident suggested peaked roof would be a better design fit for the residential neighbourhood.

Specific comments included: "Like building being recessed from the street & the green space".

#### ***Unit Sizes, Ownership and Potential Purchasers***

The architect was asked the size of the various units and responded with approximate sizes, the studios would be approximately 567ft<sup>2</sup>, one-bedroom units 650ft<sup>2</sup>, two-bedroom units between 760-860ft<sup>2</sup>, and the largest units would be 993ft<sup>2</sup>. One neighbour living a half block away was interested in purchasing a unit as they wish to remain in the area. A question was also asked about who will own the rental building. In the open discussion, Simon Richards responded that the current landowner wishes to retain ownership of the rental building.

#### ***Landscape and Vegetation***

There were queries regarding existing vegetation on site and whether large, tall trees would be kept on the street. Neighbouring residents expressed satisfaction that some on-site vegetation would be removed as it casts shadows on their properties and their removal would allow increased light access. In the open meeting, Simon Richards responded to concerns about trees being removed and confirmed that existing trees will be removed for the parkade/ development footprint, affecting neighbours viewscape, but there will be boulevard plantings added to the final development.

Specific comments included: "There are big tall trees that make the street beautiful and we don't want them removed."

## **Appendices**

**A - Public Information Meeting advertising**

**B - Display boards shown at Public Information Meeting**

**C - Sign-in Sheet and Comment Forms**

## **Appendix A - Public Information Meeting advertising**



4'-0"

# DEVELOPER'S PUBLIC INFORMATION MEETING

## Proposal: 4-Storey Residential Development Project



**6:30 TO 8:30 Wednesday, Nov.29**  
**CHIEF JOE MATHIAS**  
**COMMUNITY CENTRE**  
ESLHA7AM ROOM  
100 Capilano Road  
North Vancouver

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**The Dammholz Group**  
with  
**Cornerstone Architecture**  
604 253-8800 ext.301

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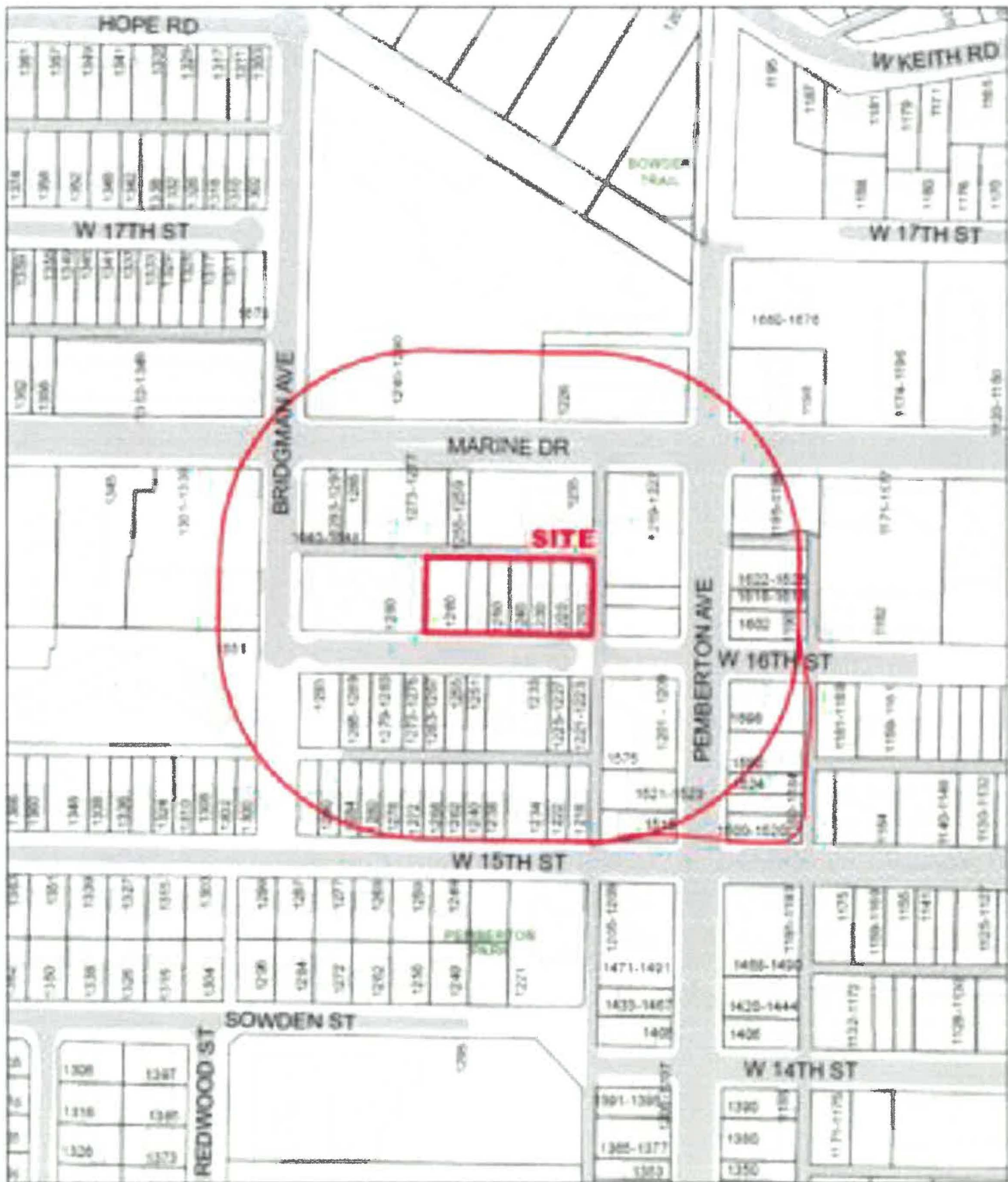
This meeting has been required by  
the District of North Vancouver  
as part of the regulatory process

ERECT BY NOVEMBER 9

8'-0"

DISTRICT OF  
**NORTH  
VANCOUVER**





**1210-1260 W 16th St**  
**100m BUFFER MAP**



## PUBLIC INFORMATION MEETING

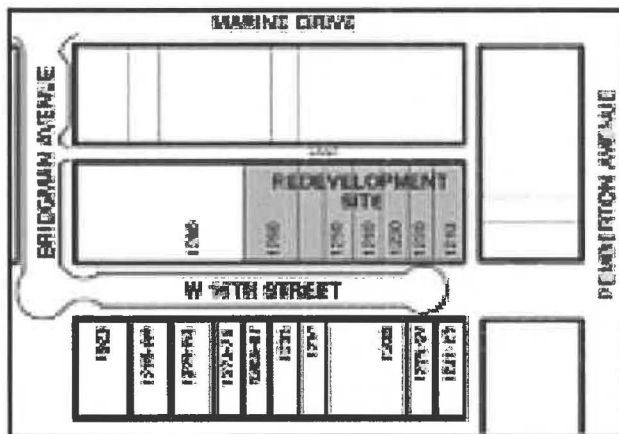
**A redevelopment is being proposed for 1210 to 1260 W 16th Street, to construct two, four-storey residential buildings. You are invited to a meeting to discuss the project.**

**Date: Wednesday November 29, 2017**

**Time: 6:30 to 8:30pm**

**Location of meeting: Chief Joe Mathias Centre, Eslha7an Room**

The applicant proposes to rezone the site from single-family zoning to a comprehensive development zone to permit a total of 62 units. One building will be a market strata with 31 units and the other with 31 rental units. In both buildings, units range in size between 567 to 993 square feet and include one level of underground parking to be accessed from the laneway, with 88 spaces.

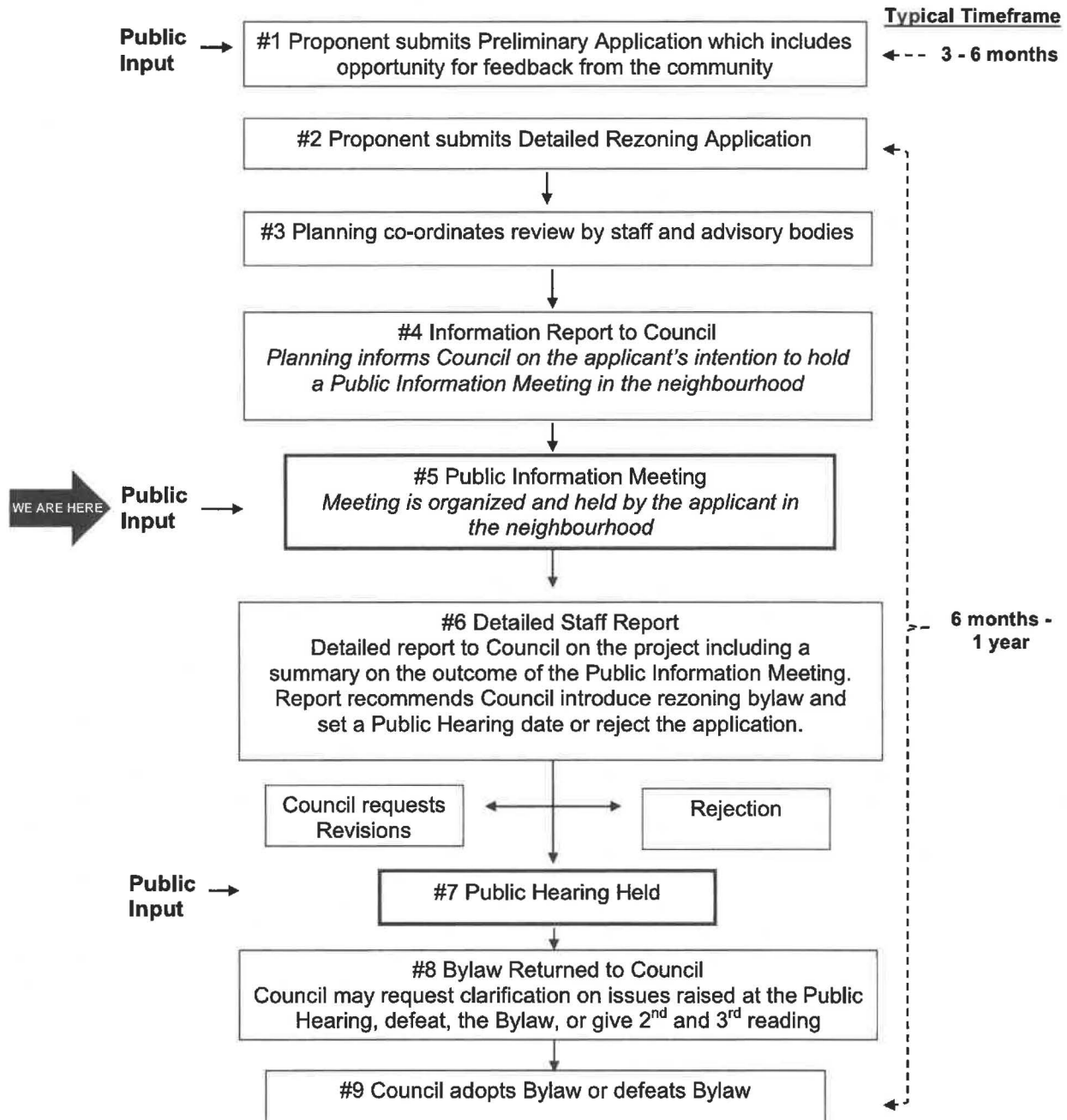


Information packages are being distributed to residents within 100 meter radius of the site. If you would like to receive a copy or if you would like more information, contact Darren Veres of the Community Planning Department at 604-990-2487 or Simon Richards of Cornerstone Architecture at 604-253-8800 ext 301 or bring your questions and comments to the meeting.

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



## PROCESS FOR APPLICATIONS REQUIRING REZONING THE DISTRICT OF NORTH VANCOUVER



Should you wish to contact District Council, they can be reached at:  
**[council@dnv.org](mailto:council@dnv.org)**

*\*Time requirements can vary due to the specifics of individual projects.*

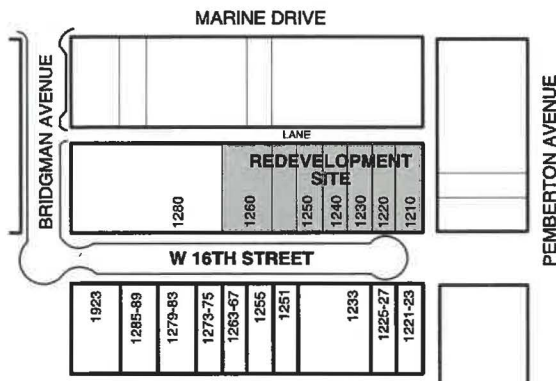
Document: 3181034

# **NOTICE OF A PUBLIC INFORMATION MEETING IN YOUR NEIGHBOURHOOD**

The Dammholz Group, with  
Cornerstone Architecture, is hosting a  
Public Information Meeting to present  
the residential development proposal  
for a market rental building and market  
strata building project on the site:  
1210-1260 16th St. W.  
For additional information see over.

**DATE: WED. NOVEMBER 29, 2017**  
**PLACE: ESLHAZAN ROOM**  
**CHIEF JOE MATHIAS**  
**COMMUNITY CENTRE**  
**100 CAPILANO ROAD**  
**NORTH VANCOUVER**  
**TIME: 6:30 TO 8:30**

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



The proposed development is in the form of two  
four-storey residential buildings with a one-storey centre  
link. The west building will contain 31 market  
condominium units; the east building will contain 31  
market rental units. Both buildings will contain a mix of  
one-bedroom, two-bedroom, and three-bedroom units.

A one-level underground parkade accommodating a total  
of 86 spaces will be developed with access from the lane  
on the north side of the property.

The proposal is at the rezoning application review stage.

For more information contact:  
Simon Richards  
Cornerstone Architecture  
604 253-8800 ext.301  
or  
Darren Veres  
District of North Vancouver  
Planning Department  
604 990-2487



## **Appendix B - Display boards shown at Public Information Meeting**

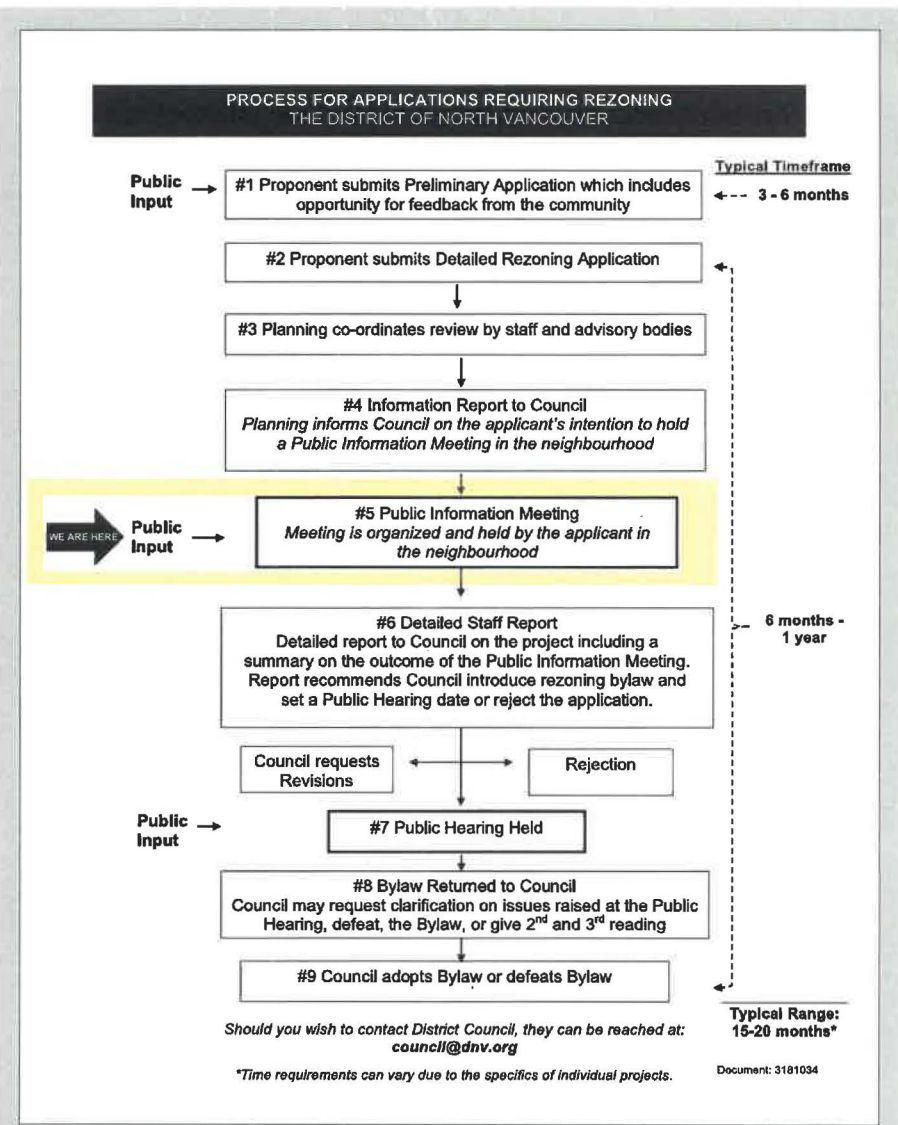
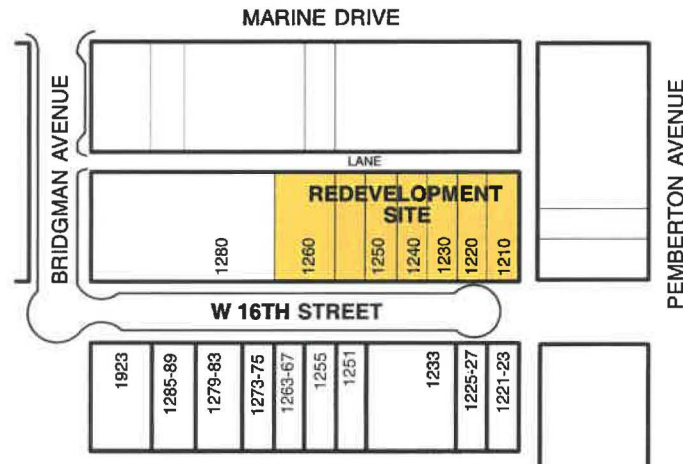
# Welcome...

This Public Information Meeting is a requirement of the District of North Vancouver regulatory process. The Redevelopment Proposal is consistent with the Official Community Plan, but requires Rezoning Approval. The overall Rezoning Application and Review Process is shown in the diagram to the right. The purpose of this meeting is to present the project to the local community and to receive comments.

As illustrated in these panels, the Redevelopment Proposal is for a Residential Project made up two four-storey buildings over a parkade. One building is Market Rental, the other a Strata/Condominium. Each building contains 31 units in a mix of sizes: 1-bed, 2-bed, and 3-bed.

A full rezoning application has been made based on the form of development illustrated here. Some modification may be made in the final approved design in response to review comments made by the community and District staff.

Please fill in a comment form. All feedback received at this meeting will be forwarded to District of North Vancouver staff, and will be reviewed by Council.





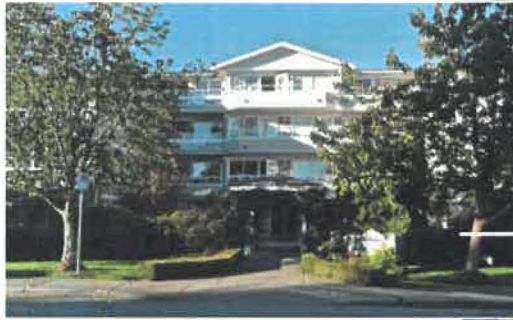


CONTEXT

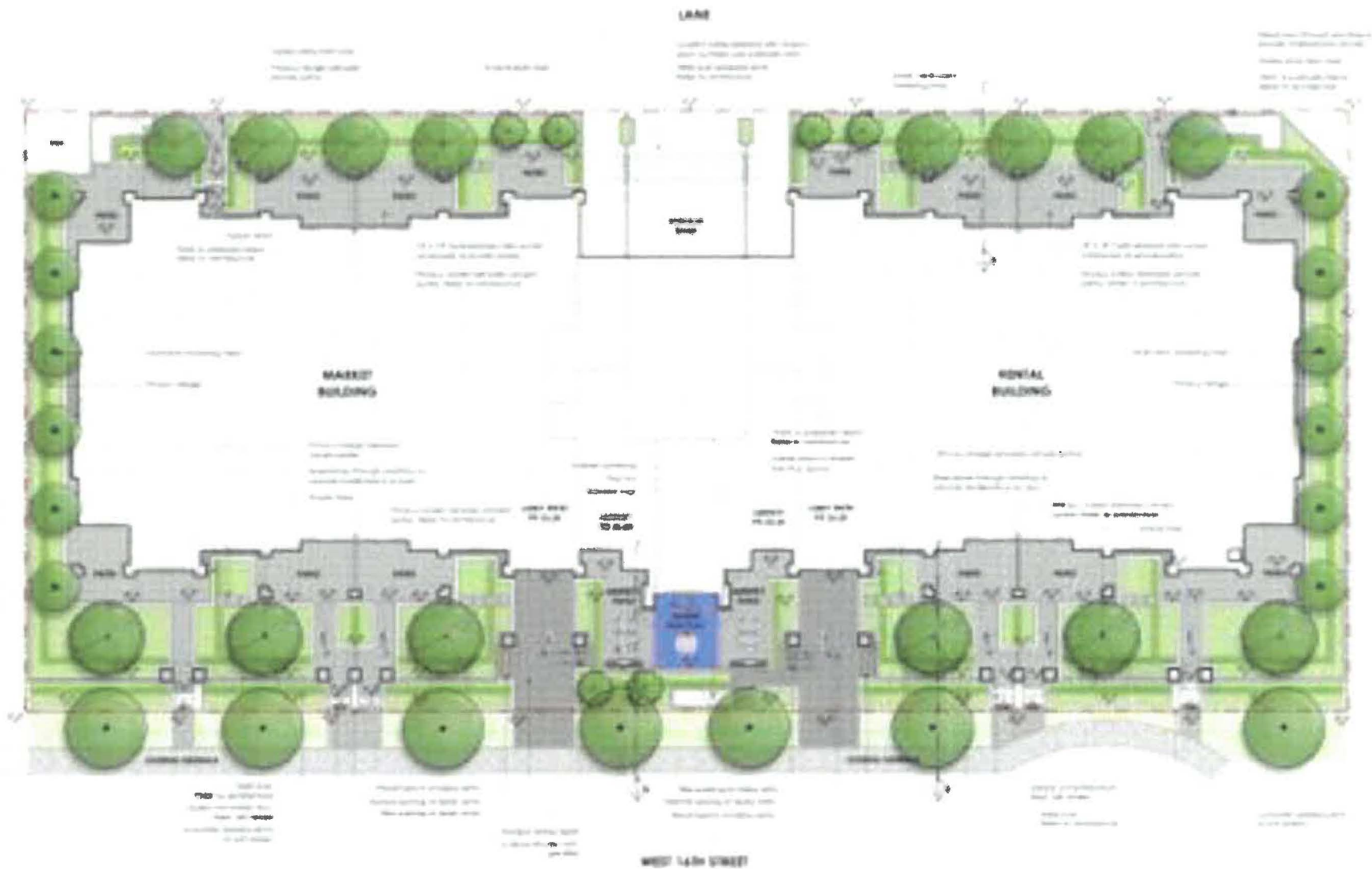
 CORNERSTONE  
architecture

1210-1260 W.16th Street Redevelopment Project  
PROPOSED REZONING - PUBLIC INFORMATION MEETING





CONTEXT

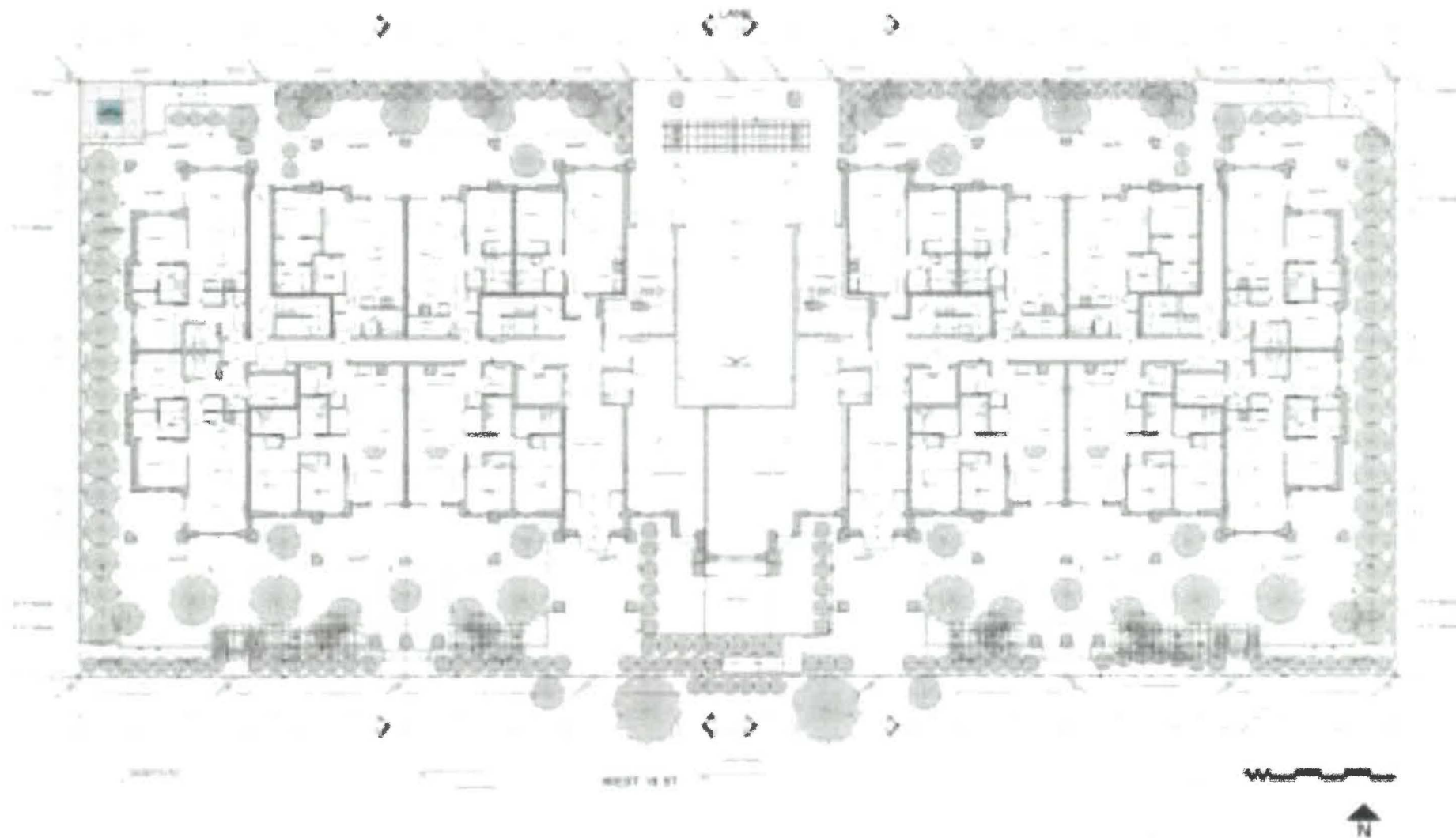


**CORNERSTONE**  
architecture

**1210-1260 W.16th Street Redevelopment Project**  
PROPOSED REZONING - PUBLIC INFORMATION MEETING

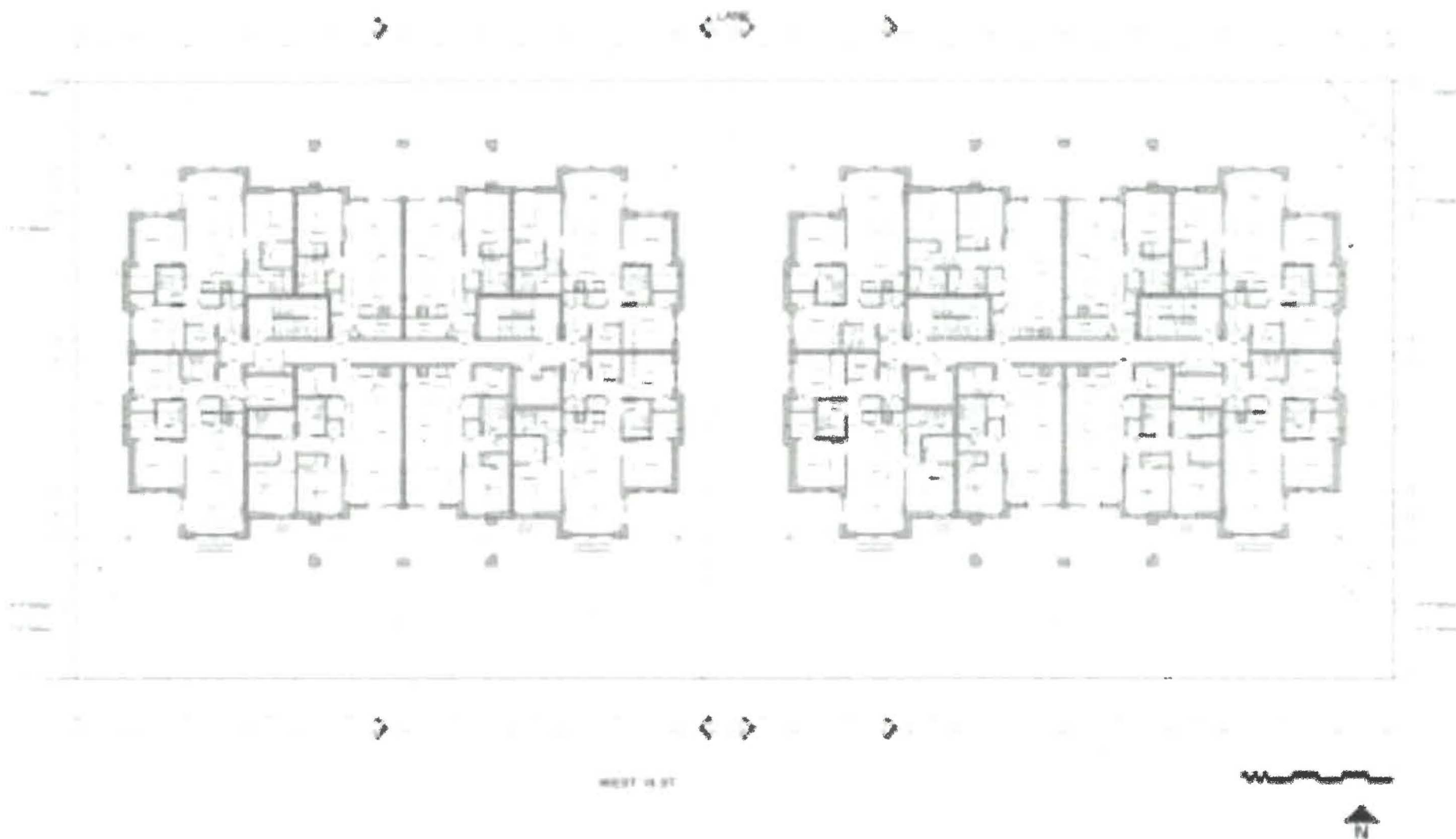
**SITE/LANDSCAPE PLAN**



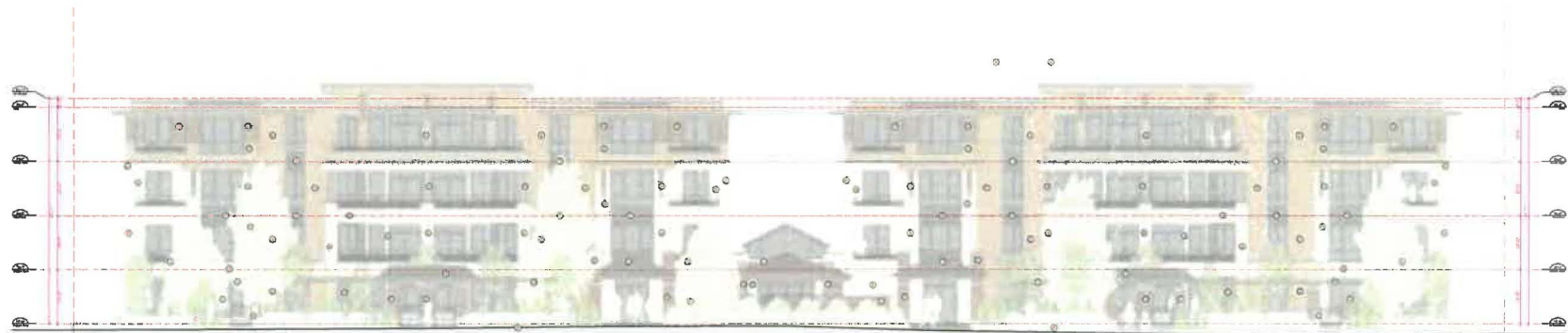


## GROUND FLOOR PLAN





## TYPICAL FLOOR PLAN



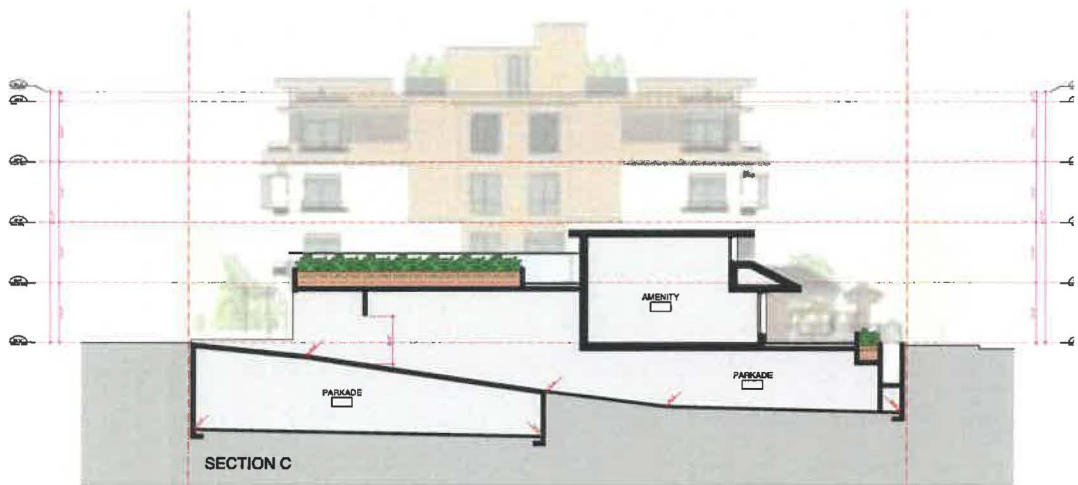
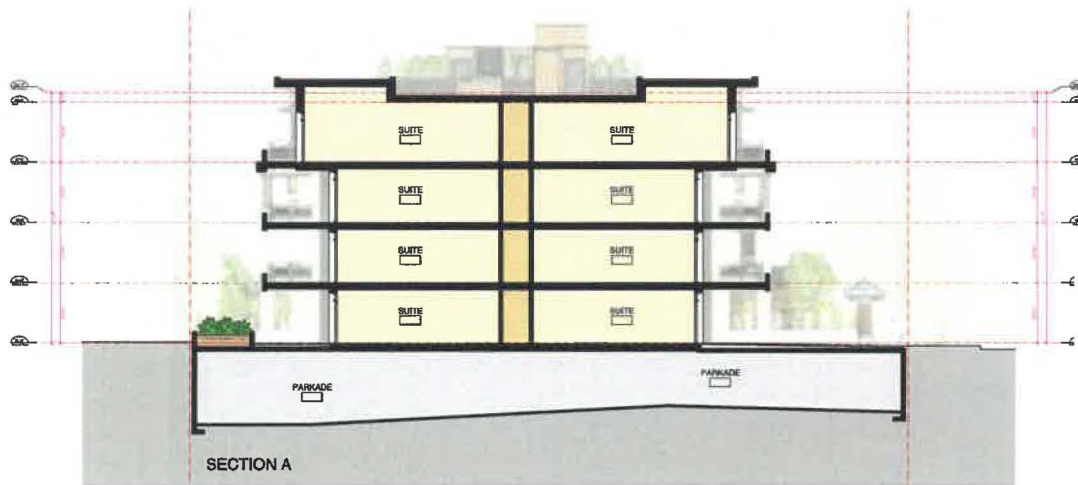
SOUTH (FRONT) ELEVATION

- ① CONCRETE
- ② BRICK VENEER AND GRAY
- ③ BRICK VENEER AND POLYMER PORTOLITE
- ④ 1/2" BRICK VENEER
- ⑤ BRICK VENEER AND POLYMER PORTOLITE
- ⑥ CONCRETE
- ⑦ BRICK VENEER AND GRAY
- ⑧ CONCRETE VENEER AND GRAY



NORTH (LANE) ELEVATION

## ELEVATIONS



#### EXTERIOR COLOUR PALETTE



LOW SHINGLE ROOFS:  
STONEGATE GREY



BOARD AND BATTEN:  
WOODSTOCK BROWN

TIMBER:  
BLACK OAK



LAP SIDING:  
SANDSTONE



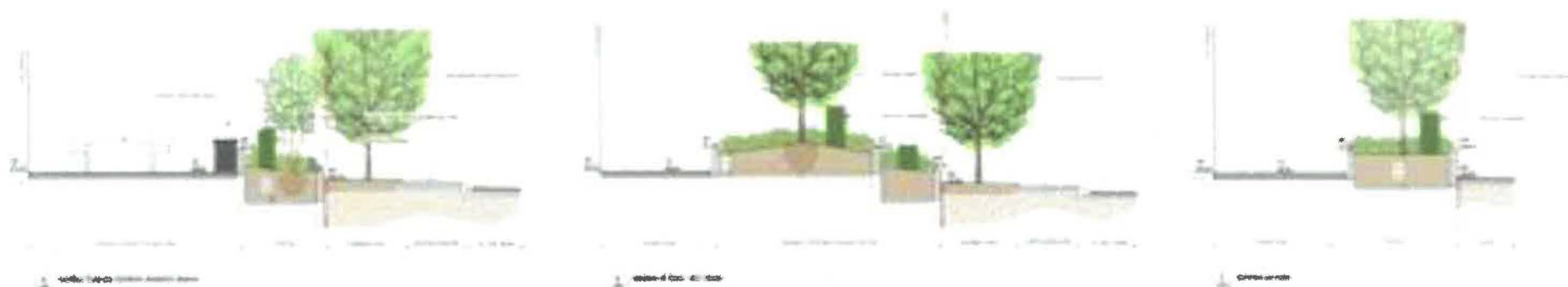
BRICK VENEER:  
SEA GREY



BRICK LANDSCAPE FEATURES:  
CHOCOLATE

## BUILDING SECTIONS





#### PRECEDENT IMAGES



#### PLANT LIST

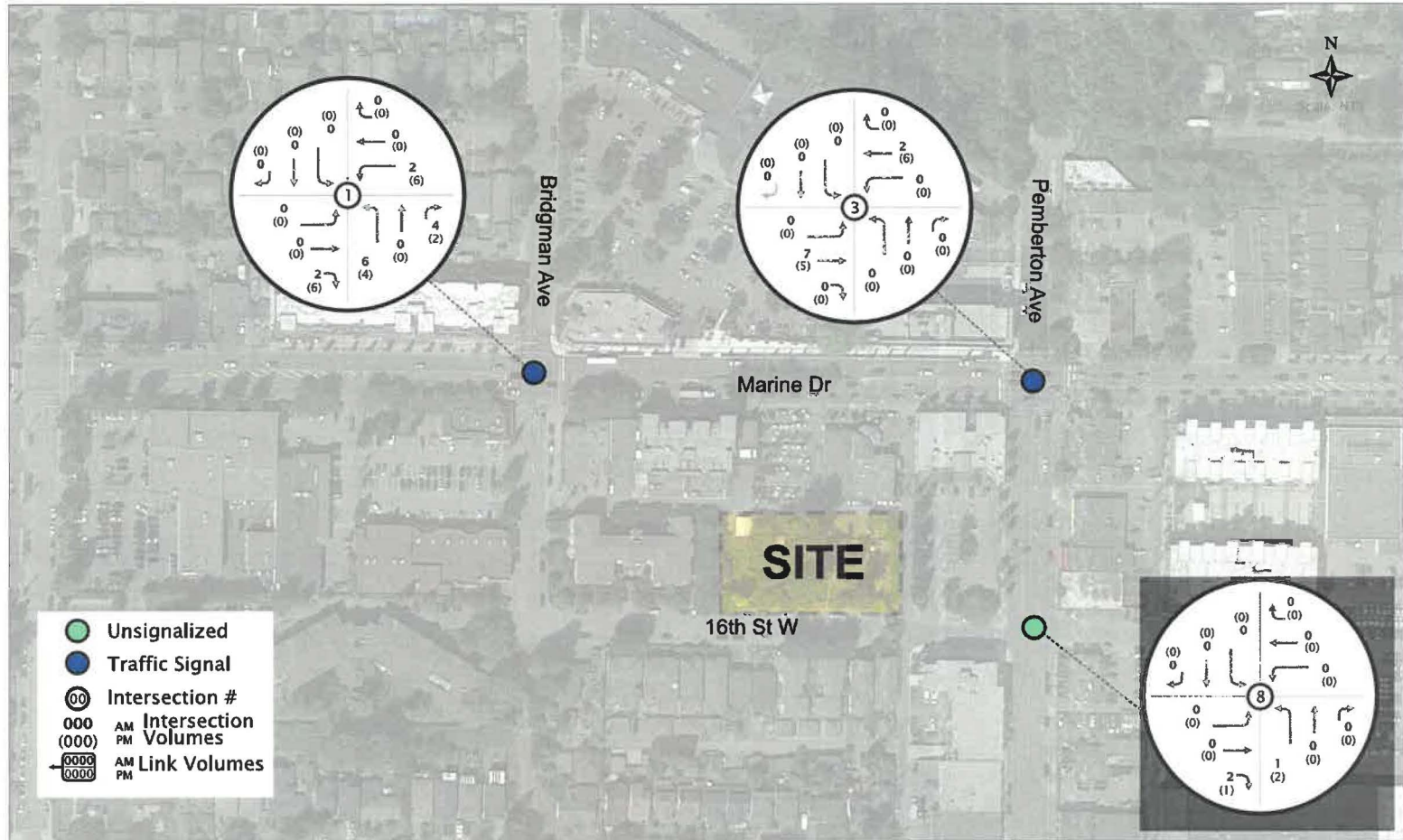


**CORNERSTONE**  
architecture

1210-1260 W.16th Street Redevelopment Project  
PROPOSED REZONING - PUBLIC INFORMATION MEETING

## LANDSCAPE DETAILS





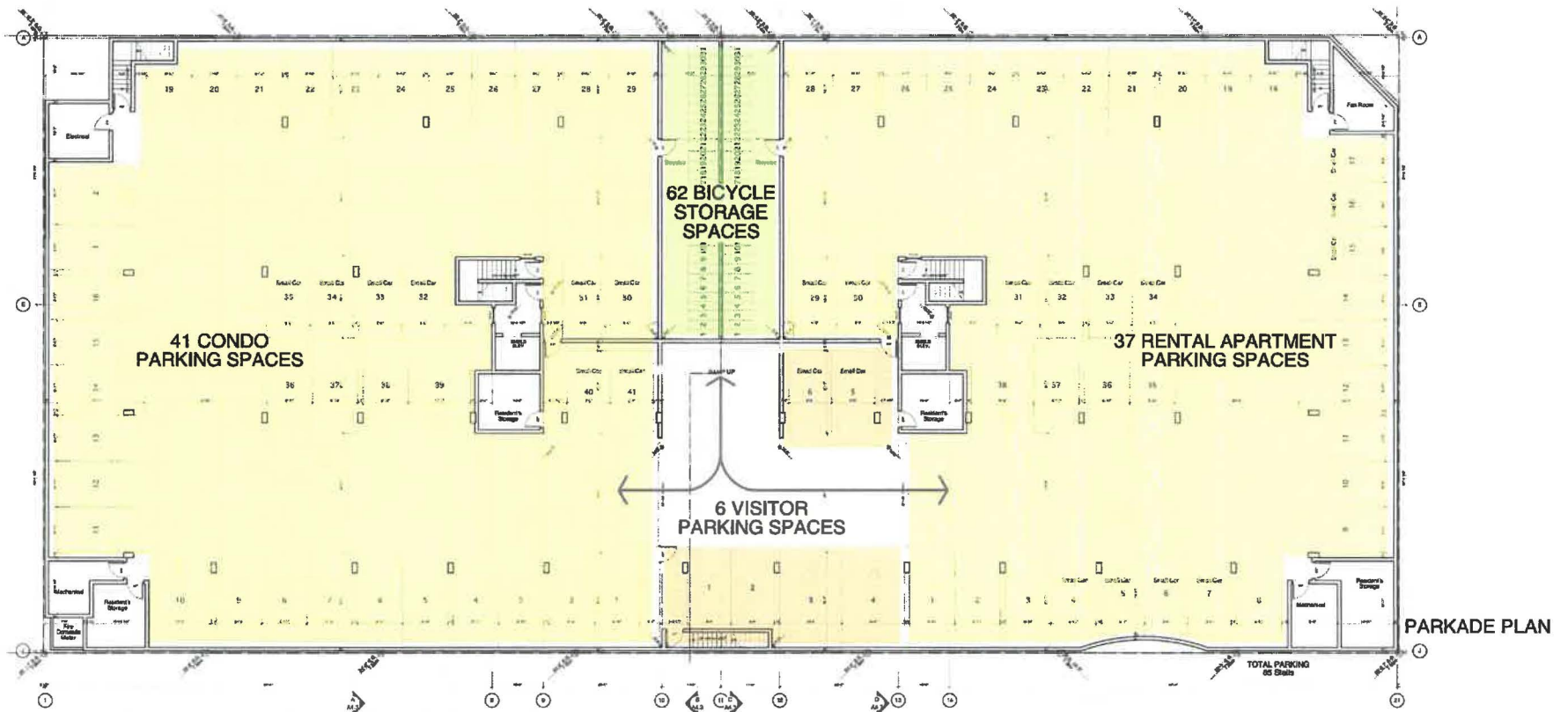
**Table 3.2: Estimated Peak Hour Site Vehicle Trips**

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Rental Apartments	3	6	9	7	6	12
Condominium Apartments	2	9	11	7	4	12
<b>TOTAL</b>	<b>5</b>	<b>15</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>24</b>

**Exhibit 3.2**  
Site Traffic Forecasts



**TRAFFIC**



**Table 4.1: Vehicle Parking Supply Requirement & Provision**

UNIT TYPE	# OF UNITS	PROPOSED RATE	PROPOSED # OF SPACES
Rental Apartments	31 units (2,570 sm)	1.2 spaces per unit	37
Condo	31 units (2,570 sm)	1.3 spaces per unit	41
Visitor	62 units	0.1 spaces per unit	6
<b>TOTAL</b>		<b>1.35 SPACES PER UNIT</b>	<b>84</b>

**Table 4.2: Bicycle Parking Supply Requirement & Provision**

LAND USE	DENSITY	PROVIDED
Rental Apartments	31 units	31
Condominiums	31 units	31

PARKING PROVIDED IN ACCORDANCE WITH ACTUAL SURVEYED PATTERNS ON THE NORTH SHORE. PROPOSAL WILL BE ACCOMPANIED WITH TRAFFIC DEMAND MANAGEMENT MEASURES.



## PARKING





The exterior form aims to provide a bridging character between the commercial frontage buildings facing Marine Drive and the smaller scale residential buildings on the south side of 16th Street. The project is formed by two separate building with a one storey link; each building has varied roof heights with a centre and flanking elements; low scale "garden" edge elements along the front mediate the apparent scale and frame the central and individual unit entrances.

## EXTERIOR CHARACTER



STREET VIEW FROM SOUTHEAST



LANE VIEW FROM  
NORTHEAST

## AERIAL VIEWS





VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST

## STREET VIEWS

## **Appendix C - Sign-in Sheet and Comment Forms**

SIGN IN SHEET  
November 29, 2017

Cornerstone Architecture

1210 - 1280 West 16<sup>th</sup> Street

**Application for Rezoning and Development Permit for two four-storey residential buildings**

Please note: This form will become part of the staff report to DNV Council on this development proposal and will be publicly available. If you do not wish to be identified, please do not include your name on the form, only your address.

Name	Address	# People	Time
[REDACTED]	1280 16 ST WEST VTPIRB	1	610
[REDACTED]	1237 16 ST W VTPIRB	3	630

**SIGN IN SHEET**  
November 29, 2017

**PROPOSAL:** Cornerstone Architecture  
1210 - 1250 West 15<sup>th</sup> Street  
Application for Rezoning and Development Permit for two four-storey residential buildings

Please note: This form will become part of the staff report to DNV Council on this development proposal and will be publicly available. If you do not wish to be identified, please do not include your name on the form, only your address.

Name	Address	# People	Time
[REDACTED]	16 [REDACTED] Bridgman Ave	2	6:20
[REDACTED]	12 [REDACTED] W 16 <sup>th</sup> St N Van.	1	6:30
[REDACTED]	1290 W. 16 <sup>th</sup> St. N.V.	1	6:30
[REDACTED]	-1290 W 16 <sup>th</sup> St N.V.	1	6:30
[REDACTED]	2 [REDACTED] ALDERWOOD PLACE	1	7:05



SIGN IN SHEET  
November 29, 2017

**Comarione Architecture**

**Application for Rezoning and Development Permit for two four-storey residential buildings**

Please note: This form will become part of the staff report to DNV Council on this development proposal and will be publicly available. If you do not wish to be identified, please do not include your name on the form, only your address.

[illegible]

**Darren Veres**

---

**From:** [REDACTED]  
**Sent:** December 05, 2017 3:08 PM  
**To:** Darren Veres  
**Subject:** Rezoning Proposal - 1210 - 1260 West 16 Street

Dear Darren

I am writing to you in connection with the Application for Rezoning and Development Permit for two four-storey residential buildings at 1210 - 1260 West 16 Street, North Vancouver.

In considering this proposal, I would like Council to be aware of a serious traffic problem that now exists on the proposed site. There is an un-named lane parallel to Marine Drive which begins at Bridgman Avenue and continues East to another un-named lane which links with Marine Drive and 16 Street West. This lane provides parking for those businesses located along Marine Drive, as well as access to two apartment buildings that have underground parking that emerges into that lane. Based on discussions with Cornerstone Architecture, it appears that access to underground parking for the proposed four-storey buildings will also be located on this lane.

The placement of a new underground access point along this lane will significantly increase vehicular traffic using this lane. This would be acceptable if traffic along this lane was limited ONLY to those businesses and apartments that are adjacent to that lane. However, that is not the case at present, and unless changes are made, this problem will quickly become intolerable in the future. And the reason is this. Because of the volume of vehicular traffic that now use Marine Drive, there is gridlock along most of Marine Drive, especially at rush hour, as any survey by the DNV will confirm. The existence of this lane provides motorists with an opportunity to bypass this traffic by using it as a link between Marine Drive and Pemberton Avenue. As a result, that lane has now turned into a race-track with motorists speeding up and down the lane in both directions, posing a serious risk to pedestrians and cars emerging from the underground parking.

The obvious solution to this problem is to ensure that motorists on Marine Drive CANNOT use this lane to gain access to Pemberton Ave, and vice-versa. There are two ways to achieve this. Either create a dead-end at the east end of the lane, or block all traffic using that lane from turning right, so that they have to return to Marine Drive. If construction of these two residential buildings is approved by Council, this would be the time to make either of these changes.

Finally, I would be glad if you would inform me of the time when Council will consider this proposal, so I can be present to speak to the current situation. Thank you for your attention to this matter

[REDACTED]

## Darren Veres

---

**From:** [REDACTED]  
**Sent:** December 12, 2017 9:13 PM  
**To:** Darren Veres  
**Subject:** 1210 W16th St - One year and two months to get a response from the DNV  
**Attachments:** 1210-1260 W16th St\_comments\_12Dec2017.pdf; ATT00001.htm; Original Email Chain\_Jan2016.pdf; ATT00002.htm; Transportation Response\_Mar2017.pdf; ATT00003.htm; Pictures.pdf; ATT00004.htm

Darren,

Thank you for forwarding the information. I only just had time to open your email tonight and noticed the Dec 8<sup>th</sup> date. When we talked last, my understanding was that we had until this Friday to respond (Dec 15<sup>th</sup>). That said I trust that you will be able to add my comments to the file. **Can I please request confirmation that my comments will be added to the file?**

As requested I have re-attached my previous attempts at correspondence with the district which took **one year and two months** to even garner a response (also attached); and even then, after clarifying that a parking study had been completed, the response provided no quantifiable assessment of the results or findings, only that once the development was fully committed, the Construction Traffic Management group would work with the developer to minimize impacts.

Given our concerns regarding availability of resident parking was severely impacted during construction of previous developments in the area, I find it highly unlikely that anything proactive will be done given the amount of time it took to get a **"go away response"** from Mr. Raymond Chan.

As evidence of the above, given the consistency of concerns raised regarding availability of parking expressed to the DNV and the developer, I find it extremely odd that between the original proposal and the current status that the number of proposed underground parking spaces has **DROPE**D from 93 to 86. Of note, this number is not consistent between the pamphlet distributed by the developer and the information on the developer's webpage.

### Additional Comments:

In relation to your request for additional feedback regarding the proposed development I'm afraid I must echo the majority of my previous comments as I cannot see any information leading me to believe they have been considered or mitigated in any way to date. Please refer to four attached PDFs.

Regards,



Darren,

Thank you for forwarding the information. I only just had time to open your email tonight and noticed the Dec 8<sup>th</sup> date. When we talked last, my understanding was that we had until this Friday to respond (Dec 15<sup>th</sup>). That said I trust that you will be able to add my comments to the file. **Can I please request confirmation that my comments will be added to the file?**

As requested I have re-attached my previous attempts at correspondence with the district which took **one year and two months** to even garner a response (also attached); and even then, after clarifying that a parking study had been completed, the response provided no quantifiable assessment of the results or findings, only that once the development was fully committed, the Construction Traffic Management group would work with the developer to minimize impacts.

Given our concerns regarding availability of resident parking was severely impacted during construction of previous developments in the area, I find it highly unlikely that anything proactive will be done given the amount of time it took to get a "go away response" from Mr. Raymond Chan.

As evidence of the above, given the consistency of concerns raised regarding availability of parking expressed to the DNV and the developer, I find it extremely odd that between the original proposal and the current status that the number of proposed underground parking spaces has DROPPED from 93 to 86. Of note, this number is not consistent between the pamphlet distributed by the developer and the information on the developer's webpage.

#### **Additional Comments:**

In relation to your request for additional feedback regarding the proposed development I'm afraid I must echo the majority of my previous comments as I cannot see any information leading me to believe they have been considered or mitigated in any way to date:

##### **1. Supportive of Development**

While not against the development in principal, adding an additional 62 units to the street when there are already substantial parking issues warrants a close review. The DNV and developer should realize that while concessions by the community in relation to re-zoning should be balanced with compromises in relation to the number of units, building height, and parking availability.

##### **2. Zoning/Bullding Height**

The properties included in the proposed development are currently zoned RS4 (single-family residential), and as such, would typically include a maximum of 2 stories above grade with a peaked roof. This is consistent with the other buildings along the 1200 block of W16th St. with the exception of the Zajac Norgate House.

The developer will argue that the proposed development is four stories with a flat roof which will be similar to the height of the Zajac building with its peaked roof; however, looking at the existing roof slopes of the Zajac house, the proposed development will greatly exceed the status quo.

Recognizing that the DNV Official Community Plan (OCP) calls for the north side of W. 16th St. to be a transition between the zoning along Marine Drive and the zoning along the south side of W. 16th St., my comments would be:



- a. **Limit the height of the proposed development to match the height of the Zajac house in order to preserve building height continuity along the north side of W. 16th St. This would reflect a fair compromise between the current zoning, the south side of the street and the existing Zajac house.**
- b. **Design the building such that its appearance more closely aligns to that of the other buildings along the street. A more traditional 3 story building with a peaked roof would be a better fit for the area. The design currently proposed is an uninspired copy of the recent developments that line Marine Drive. It does not fit well with the residential standard of W. 16th St.**

### **3. Parking congestion**

We have tried, unsuccessfully thus far to open a dialog with the DNV regarding parking congestion along the 1200 block of W. 16th St. These efforts started in January 2016 and took one year and two months to get a "go away" response. These efforts began based on the problems with parking congestion we are having now, and we were looking to partake in a discussion before the current development was even proposed. Several residents are of the option that the proposed development will only serve to exacerbate the problem.

The availability of street parking for local residents is becoming harder and harder to manage. Over the last years 7 years the issue has accelerated with increased development in the area (not considering the proposed development), frequently resulting in lack of available street parking for residents along the street.

Per observations from residents, it initially appeared parking congesting was highest in the early morning hours through late afternoon, coinciding with people who use the street for day-lot parking while they work at businesses along Marine Dr. and Pemberton Ave; however, as the newly constructed units along Marine Drive are populated, it is becoming a 24h problem.

While we understand that each residence generally includes a primary parking space, several older units along the street have limited rear alley parking, restricted access, or are not suited for modern (larger) vehicles. Additionally, those with families often require more than one vehicle. Add all of this up and there is a general requirement to park at least one vehicle along the street.

As mentioned, there are several issues that contribute to current congestion growth and they are detailed below:

- Employees of the Subaru dealership located at 1235 Marine Dr. frequently park along the 1200 block of West 16<sup>th</sup> St. Additionally, there are often vehicles parked along the narrow alley way behind (south of) the dealership as well as in the residence parking (presumably on agreement with the tenants) of 1210 through 1210 West 16th St).
- Employees/patrons of the Cactus Cafe
- Employees/commercial vehicles of CGM Electronics located at 1285 Marine Dr. From time to time, commercial vehicles are parked overnight on the street.
- Employees of the ToyRUs located at 1331 Marine Dr.
- Employees/patrons of the recent commercial buildings completed along Marine Drive.

- Families using the home based day-cares along the street have been observed parking on the street and then taking the bus to Vancouver.
- Guests of nearby residential buildings on Marine Dr. and Pemberton Ave. using the street for overnight parking to avoid the complications of guest passes within their buildings or for units with more than one car.
- Construction personnel and finishing trades working on nearby construction projects. While this parking load is temporary, it can last over the period of 1–2 years as buildings are constructed, further contributing to the issue. This would be a significant issue if construction of the proposed development eliminates even a single parking spot.

While individually, most public streets would have the capacity to handle a portion of this traffic, in the aggregate, accessing our properties has become cumbersome and difficult. This is most difficult on young families who need to ferry children and groceries into their homes while parking a block away, as well as on people with reduced mobility (note that there are two seniors complexes located on the street). People dropping kids off at school/day-care are frequently left without a spot by the time they get back home. Older people have been ticketed whilst temporarily parked in the turn-around ball at the end of the street simply because they couldn't find close enough parking to unload groceries.

Unfortunately, on more than one occasion I've seen people resort to arguments and have even noticed residents placing cones on the street to try to reserve a parking spot near their house. It's not uncommon for cars to be double parked during loading/unloading which also reduces the width of the street and in some instances, blocking traffic.

Recognizing that development is to the overall benefit of the community, but cannot be done at the expense of the current residents, I suggest the following in relation to the current/future parking issues along the 1200 block of W. 16th St:

- a. **My understanding of the history regarding the proposed development area is that the developer has previously submitted several alternative development applications. I understand that these were largely rejected by the DNV on the basis that the parking congestion in the area would be too great. I challenge the current DNV staff to ensure they have reviewed the previous applications and identify what has changed prior to conceding to this proposal.**
- b. **I suggest there is an immediate need to institute a "restricted" parking system along the street that would, as a suggestion, allow for 24hr resident parking and limit non-resident parking to 2 hours between business hours (~7AM – 5PM).**

**I realize that restricting parking on a public street is likely a last resort, but this issue is getting worse and what better time to re-evaluate the situation then in parallel to the development review process. If the DNV requires a quantitative assessment, I suggest that a parking study be completed prior to finalizing the development permit. This may also impact the final number of units/parking spots in the development.**

**Furthermore, if the DNV identified a process similar to the City of North Vancouver that current residents could follow to submit an application, at least we would know what steps to take independently of the proposed development.**

- c. I suggest that the DNV assess the commercial parking requirements the Subaru dealership on Marine Drive. This business routinely parks vehicles on the 1200 block of W. 16th St. as well as the alley ways between Marine Drive and W. 16th St. and running north/south parallel to Pemberton Ave. This will surely impact the ability of residents of the proposed development to navigate the alleys and access underground parking.

My original correspondence with the DNV was to determine what steps were required to discuss issues related to parking congestion in this area. I hope that this development application will seriously review the implications of adding an additional 62 units to the street.

Thank you for your time, and I look forward to future correspondence/feedback on the matter.

Regards,



COMMENT SHEET  
DISTRICT OF NORTH VANCOUVER

**PROPOSAL:** Cornerstone Architecture  
1210 – 1260 West 16<sup>th</sup> Street  
Application for Rezoning and Development Permit for two four-storey  
residential buildings

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

Pleased to see the 16<sup>th</sup> street  
will not be a thru street -  
and does not much appreciate

like buildings being removed from  
street & the green space

Your Name: [REDACTED] Street Address: [REDACTED]

Please return, by mail, fax, or email by December 15 to:

Darren Veres, Development Planner

Tel: (604) 990-2487

Email: [dveres@dnv.org](mailto:dveres@dnv.org)

District of North Vancouver - Community Planning Department

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

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



COMMENT SHEET  
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1210 - 1260 West 16<sup>th</sup> Street  
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residential buildings

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

The most challenging situation I face - if this project continues on schedule and unimpeded is:  
a) I will not be able to open window & view patio area for 2 years. - the only outside door and the only windowed door. How much? (50%?)  
b) I have extensive window cleaning - I was disappointed by 3 other window profiles shown by Pictures sheets & the vibration was almost unbearable. I think profiles were nowhere near as good as the one in question. Being built within 10 feet of my back fence, door & window.  
I do not plan on opening living area for any part of the expected 12 month construction window. →

Your Name: [REDACTED] Street Address: [REDACTED]

Please return, by mail, fax, or email by December 15 to:

Darren Veres, Development Planner  
Tel: (604) 990-2487  
Email: dveres@dnv.org

District of North Vancouver - Community Planning Department  
355 West Queens Road, North Vancouver, BC V7N 4N5

RECEIVED

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Planning Department  
District of North Vancouver

COMMENT SHEET  
DISTRICT OF NORTH VANCOUVER

**PROPOSAL:** Cornerstone Architecture  
1210 – 1260 West 16<sup>th</sup> Street  
Application for Rezoning and Development Permit for two four-storey  
residential buildings

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

We strongly rely on the street parking @  
W 16th Street. We don't want to see ~~it~~ <sup>our front door</sup>  
occupied whenever we are back home. (street parking)

There are big tall trees ~~on the~~ that make the  
street beautiful and. we don't want them  
to be removed

Your Name: \_\_\_\_\_ Street Address: \_\_\_\_\_

**Please return, by mail, fax, or email by December 15 to:**

**Darren Veres, Development Planner**

**Tel: (604) 990-2487**

**Email: [dveres@dnv.org](mailto:dveres@dnv.org)**

**District of North Vancouver - Community Planning Department**

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

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