

The District of North Vancouver

INFORMATION REPORT TO COUNCIL

August 11, 2020

File: 08.3060.20/016.20

AUTHOR: Casey Peters, Senior Development Planner

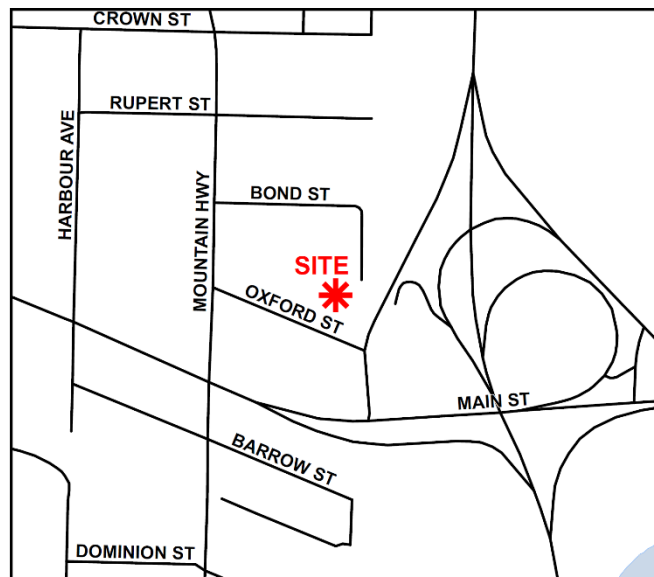
SUBJECT: VIRTUAL PUBLIC INFORMATION MEETING: 267 ORWELL STREET

REASON FOR REPORT:

The purpose of this report is to inform Council of an upcoming Virtual Public Information Meeting.

SUMMARY:

Ms. Kelly Lin of Terra Housing has applied on behalf of Sanford Affordable Housing Society to develop the existing seven single family lots on Orwell Street owned by the District of North Vancouver. The proposal is for a six-storey, 90-unit below-market rental building.



The applicant is holding the required Public Information Meeting (PIM). Due to Covid-19, the PIM will be held in a virtual format. The staff report on the detailed application will include a summary of the input received.

PUBLIC INFORMATION MEETING DETAILS:

Virtual Open House goes "live":	Monday, August 24
Q&A is live:	Monday, August 24 to Friday, September 4
Comment Period:	Monday, August 24 to Monday, September 21
Location:	www.dnv.org/orwell

SITE AND SURROUNDING AREA:

The site is currently occupied by two single family houses at the north portion of the site. The remainder of the site is undeveloped and is currently used for construction staging for the site to the west (Adera's market rental building). The property is approximately 2,522 m² (27,151 sq. ft.) in area.

The site is currently designated RES Level 5: Low Density Apartment (1.75 FSR) in the Official Community Plan (OCP). The Lower Lynn Town Centre Implementation Plan (Lynn Creek) envisions the site as low to mid-rise multi-family development. An OCP amendment will be required to accommodate the proposed density at 2.65 FSR.



The site is currently zoned Single Family Residential 6000 Zone (RS4) and the proposal will require rezoning to a new comprehensive development zone to accommodate the proposed six-storey rental building.

Surrounding uses include the existing informal Park and Ride and Phibbs Exchange bus loop to the east, an existing six-storey multi-family rental building to the south, a six-storey multi-family rental building to the west (under construction), and single family houses to the north.

PROJECT DESCRIPTION:

This District-owned site was selected as a location to partner with BC Housing for the creation of below-market rental units. Council has approved an agreement to lease these lands to the Sanford Housing Society and Sanford has received a \$9.0 M grant from the Province under the Building BC: Community Housing Fund.

The project includes 90 below-market rental units in a six- storey building. The affordability mix to qualify for the Provincial grant is as follows:

- 20% of units rented at shelter rates (\$375 to \$660 per month depending on household make-up)
- 50% of units would be “rent-geared-to-income”
- 30% of units for tenants who meet the income caps set by BC Housing.

The units are a mix of one, two, and three bedroom units, ranging in size from approximately 48 m² to 96 m² (516 sq. ft. to 1,033 sq. ft.). The project includes 68 parking spaces and access to the underground parking is from a ramp shared with the rental building under construction to the west (accessed from the existing north-south lane).



Rendering showing view of building along Orwell Street

FORMAT OF MEETING:

Due to Covid-19 the standard in-person public information meeting is not possible. The format of the Virtual Public Information Meeting includes the creation of a webpage with details on the application, visual materials (in lieu of display boards), and a video prepared by the applicant team (in lieu of an in-person presentation).

A Question and Answer period will be “live” for ten business days (Monday, August 24 to Friday, September 4). The Q&A will be posted on the webpage in lieu of the standard in-person discussion. Comments will be accepted following the close of the “live” meeting until Monday, September 21 (one month after the live meeting begins). A summary of the virtual public information meeting will be included in the staff report at Council’s consideration of the detailed application. A copy of the meeting notification flyer is attached.

PUBLIC NOTIFICATION:

In accordance with District policy, the notification for the meeting includes:

1. A notification flyer sent to owners and occupants within 75 metres (250 ft) (Attachment 1);
2. Two notification signs erected: one on Oxford Street and one on Orwell Street as shown on the adjacent map; and;
3. A newspaper advertisement placed in two editions of the North Shore News.



A handwritten signature in dark ink, appearing to read "Casey Peters". The signature is fluid and cursive, with the first name "Casey" written in a larger, more prominent script than the last name "Peters".

Casey Peters
Senior Development Planner

Attachment 1: Notification Flyer

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

Virtual PIM: Q&A

When and how can we put our name on the list for low income senior rental housing in these buildings?

We would expect that the waitlist would be open about 6 months prior to the anticipated completion of the building. This building is not designated specifically for low income seniors, but all applicants will be able to apply through BC Housing.

Please fully define what is meant by "below market rental."

The District uses the term "below market rental" to refer to a rental unit that is secured (by bylaw or legal agreement) to be rented at rates lower than what the same unit would cost in a traditional (market) rental building.

Specifically for this building, below market rental rates will be allocated as follows:

- 20% of units will be rented to people on social assistance, who will pay rent at "shelter rates" (which range from \$375 to \$660 per month, depending on family size).
- 50% of units will be rented to people whose annual income is below the Housing Income Limits (HILs) for the applicable unit size. In 2019, the HILs were \$51,500 for a 1-bedroom unit, \$63,000 for a 2-bedroom unit, and \$90,500 for a 3-bedroom unit. Rents in this category will be geared-to-income, so that tenants pay 30% of gross annual income on rent.
- 30% of units will be rented to people with annual incomes up to \$71,200 for 1-bedroom units, or up to \$104,440 for 2- and 3-bedroom units. These tenants will pay a flat rent ranging from about \$1,650 per month for a 1-bedroom unit to \$2,450 per month for a 3-bedroom unit.* (*Numbers are based on 2019 figures)

Could consideration be given to adding some 4-bedroom units for larger families whose income is below housing income levels?

The development team has looked carefully at different scenarios for including 4-bedroom units. All scenarios result in a decrease in building efficiency due to higher construction costs per unit and / or the loss of overall number of units, resulting in increased operating and capital costs. In a project where affordability for tenants is paramount, we need to maximize efficiency to keep rents down.

What financial contribution is required by the District of North Vancouver at the start and on an annual basis?

The District of North Vancouver anticipates supporting this project in the following ways:

- DNV is providing the land at a nominal fee of \$10/year
- DNV is funding a portion of the required professional reports to support the project including an arborist report, environmental assessment, and geotechnical report
- DNV has waived the typical application fees for the OCP Amendment, Rezoning, and Development Permit
- DNV will consider waiving the Building Permit fee should the rezoning be supported by District Council

- District Council will consider a waiver of the applicable Development Cost Charges at the time of consideration of the OCP amendment and Rezoning Bylaw
- The non-profit society operating the units may apply for a property tax exemption, which would apply on an annual basis

How much allowance will be in place on the north side of your building, between the actual wall and the fence presently separating the buildings in place?

The setback on the north side of the building is proposed to be 3m (9.84 ft). The architect has considered the relationship with the property to the north and has designed the building without balconies on the north side and focused the views from those units to the east and west.

What are the hours and days of operation?

The District's Noise Bylaw regulates construction noise and is permitted from 7am-8pm, Monday to Friday, 9am-8pm on Saturdays, and not permitted on Sunday. <https://www.dnv.org/bylaws/noise-regulation-bylaw>

When would construction start?

It is anticipated that the project will be brought to Council for Bylaw consideration in late 2020. If the Bylaws are adopted and a Development Permit issued, then the project would proceed to a Building Permit. It is expected that construction would begin mid-2021.

What are the plans for construction parking? There's already an issue with parking in the area from construction workers.

The applicant has submitted a construction management plan with their application which is under staff review. This plan notes that Construction parking is currently being arranged by their contractor who are exploring opportunities with local businesses and churches to accommodate construction parking. Workers will be shuttled to and from parking locations.

What is the mix of apartments, 1-bedroom, 2-bedroom etc.?

The unit mix is 52 one-bedroom, 27 two-bedroom, and 11 3-bedroom

What additional fees apply, e.g. for parking, storage and utilities?

Additional fees will apply to the following:

- Parking – currently proposed to be \$60 per month for those tenants who require parking
- Hydro - to be paid by tenant (exception is for social assistance tenants, in which case hydro is included in the rent as required by BC Housing)
- Internet, phone, cable, etc. - to be paid directly by tenants to communications service companies
- Laundry - pay per load in shared facility (amount to be determined). It is anticipated that three-bedroom units will have in-suite washer/dryer

There will be no additional charges for:

- storage or bike storage
- hot water

What is the rationale for balconies? The building is located metres from a bus terminus which generates a huge amount of dust, diesel fumes, other exhaust etc. In addition, concrete balconies have another problem which is that they are a conduit for energy escape from the building increasing operating costs.

Balconies are generally considered a desirable design feature and are encouraged in the District's development permit guidelines as they provide people access to outdoor space from their own units. Neighbouring buildings in the area, including the Lynn Creek Apartment on the south side of Oxford Street have balconies. Balconies on the east side of the building are approximately 45 metres from the nearest bus bay, and while there may be some impacts arising from Phibbs Exchange for the proposed east-facing balconies, these impacts would be expected to vary during the day and all tenants will have the option to take advantage of access to a private balcony space.

In regard to the concern of dust, the bus loop is paved so the applicant team and staff are not overly concerned regarding this impact on these balconies. The applicant team acknowledges there may some impacts arising from transit vehicle exhaust which would be true on any project built adjacent to a major road

Regarding the concern around energy escape and operating costs, the building is wood frame construction and the applicant team notes that properly detailed balconies in wood framed buildings do not have a large impact on the energy performance of the building. Any heat loss through the balcony would be made up elsewhere in the design to ensure the project is still meeting energy modeling targets, which will be the same whether or not balconies are included. The balconies also act as shading for the glazing in the units below, thereby reducing heat gain in the summer.

Will the District be covering the costs for the adjacent pedestrian and bike way improvements? I've heard that typically developers pay for the cost of sidewalk and bike path upgrades in the immediate area, so if this is a non-profit venture, how do the improvements get funded, or do they just not happen?

Typically BC Housing projects include improvements to the area the immediately adjacent to the site. In this case, it is anticipated that a pedestrian connection, lighting, and bicycle path in the immediate area would be constructed as part of the project. BC Housing would not typically pay for improvements beyond the immediate area as any additional costs end up reflected in the rents and the ongoing operating subsidy.

I'd like to see included in the application the District's plan for Orwell Street in the immediate area, and the pedestrian and cycling infrastructure planned for making this block accessible and safe for its residents to get to and from, especially if they aren't driving.

Improvements in the Lynn Creek Town Centre are set out in the Lower Lynn Implementation Plan and Lynn Creek Town Centre Public Realm Guidelines (available here: <https://www.dnv.org/property-and-development/lynn-creek-town-centre>) and further details in the District's Development Servicing Bylaw.

Virtual PIM: Comments

1. We strongly support this project. It creates direly needed non-market and affordable housing through a strong partnership. Given the local area context, its development capacity and the strong demand and need for affordable housing on the north shore, the City should entertain providing greater density to the proponent.
2. Great project, but it's missing the \$105k-\$200k spectrum, and has no 4 beds, and I suspect the units are very small. This falls significantly short of the quality of life enjoyed by home owners.
3. Will there be other parks proposed in the area? I know there is Seylynn Park but it is difficult to access since the sidewalks especially on the East side of Mountain hwy between Rupert and Crown are not stroller or wheelchair friendly.

From: [Suzanne McBeath](#)
To: [DNV Input](#)
Subject: Comments for Public hearing: 267 & 271 Orwell St
Date: November 05, 2020 11:33:37 AM

Hi there,

I wanted to write to say that I strongly support this project and feel that the District of North Vancouver desperately needs more affordable housing. The proximity to Phibbs Exchange makes all kinds of sense for this project. It is imperative that the District act without delay to take advantage of available grant funding.

Best regards,
Suzanne McBeath

[REDACTED], North Vancouver, [REDACTED]

From: [Louise Simkin](#)
To: [DNV Input](#)
Subject: FW: consider Climate, with 267 Orwell Street and 840 St Denis Avenue
Date: November 09, 2020 3:37:20 PM
Importance: High

From: J Brook [REDACTED]
Sent: November 09, 2020 2:26 PM
To: Mayor and Council - DNV <Council@dnv.org>
Subject: consider Climate, with 267 Orwell Street and 840 St Denis Avenue
Importance: High

November 9, 2020

Letter to Mayor and Council

I am writing to comment on the two properties in **Virtual Public Hearings on Tuesday November 10, 2020** for re-zoning, specifically **267 Orwell Street and 840 St Denis Avenue**, both of which plan to build to Level 3 Step Code and use electric baseboard heating based on the following information provided in DNV information package -

Orwell Street: Page 10 of 'Additional Information' report for 267 Orwell Street, notes electric baseboards for heating.

St Denis Avenue: information supplied did not mention heat source for the development. Judith Brook called Bobby Purba of 'By Design Construction Inc', at 604-351-8614. Mr. Purba advised they will be using electric baseboards for heat. When I asked about the project being "solar ready", Mr. Purba advised they are using solar panels for hot water, that he was 99% sure about that.

Page 15 of reports attached to Agenda notes, that 840 St Denis Street will meet Step 3 of BC Energy Step Code. No mention of source of heat, whether electrical or fossil fuel.

While this apparent move away from fossil fuel heat is encouraging, there is **no mention of heat pumps**, and St Denis Avenue project has not committed, in writing, to electric heat - I heard this verbally only.

The following information provided by BC Clean *"Heat pumps are the most energy efficient and the most climate-friendly heating systems available in British Columbia. They are ideally suited for year-round heating in the climate of the Lower Mainland. **Heat pumps have efficiency ratings between 300% and 400%** (for every 1 unit of energy consumed, 3-4 units of heat are transferred to the home). In comparison, electric baseboards and electric furnaces are 100% efficient, and an older mid-efficiency gas furnace may be 70-80%."*

I would like to respectfully remind Council that my understanding is that on June 15, 2020 DNV Councilors passed motion expressing support for GHG Intensity target limits as condition of rezoning, effective immediately.

As we're all aware, and DNV staff have provided reports verifying this to Council, a focus on Step Code at the exclusion of implementing GHG intensity limits, is counter-productive as a building continues to have high GHG emissions with a focus on Step Code only.

There is no need to choose between affordable housing and climate action - we can, and must, do both simultaneously. There are many examples of this already being done. There is absolutely no point in creating buildings for future retrofits - we have an emergency, and please - your decisions should be made through a climate lens.

Thank you,

Judith Brook



North Vancouver, V7J 2Y5

From: [Louise Simkin](#)
To: [DNV Input](#)
Subject: FW: Council Inquiry: 267 Orwell Street Project
Date: November 10, 2020 9:08:56 AM

From: Adriana Reiher <reihera@dnv.org>
Sent: November 10, 2020 8:57 AM
To: Mayor and Council - DNV <Council@dnv.org>
Subject: Council Inquiry: 267 Orwell Street Project

Dear Mayor and Council,

A member of Council has requested information about the project at 267 Orwell Street. The questions and answers are provided below, for the benefit of Council.

Question 1: Could you please comment on why the applicant is using baseboard heat, and why they continue to insist on fossil gas?

Response from applicant:

- Electric baseboard heaters are not outdated or inefficient per the mechanical, electrical and construction consultants.
 - They are 100% efficient in fact are a preferred method of heating even in passive house design.
 - They are also cost-effective in an affordable housing setting.
 - Choosing a heat pump based system would add close to \$1m to our affordable housing project (\$10k per unit) and time to re-design.
- The project team diligently pursued an energy model with no natural gas elements. However,
 - with the limitations of the BC Hydro infrastructure in the area, and
 - the prohibitive cost (est. \$890K capital and \$9,400 annual operating) combined with
 - the physical challenges of incorporating a Unit Substation on the site for increased electrical power supply (we would need to increase the height of the building to accommodate the substation and this means we will lose a number of units),
 - and therefore, the choice was made to use high efficiency gas boilers for hot water heating to accommodate the challenges.

Question 2: Has this applicant applied for the GMF fund to improve the performance of their buildings? If not, why not? Are they willing to do so? <https://fcm.ca/en/programs/green-municipal-fund/sustainable-affordable-housing>

Response from Applicant:

- The Sanford Affordable Housing Society submitted our Detailed Application for this project before the GMF funding program was announced and to be possibly considered.
- The GMF program is predicated on a NetZero building design, whereas the design we had

already submitted in the Detailed Application was based on BC Housing's energy requirements for buildings under the CHF funding program (which is funding the construction and operation of this project).

- To re-design the building to the requirements of the GMF program would add significantly to the timeline for this project, which has already been considerable.
- The demand for affordable housing has always been at the forefront of our planning and we would like to see this project move ahead to provide much-needed housing for people in need. With the commitment we have with BCH Housing and the residents of District, time is the essence.

Kind Regards,

Adriana Reiher
Council Liaison/Support Officer



355 West Queens Road
North Vancouver, BC V7N 4N5

reihera@dnv.org

D: 604-990-2204

C: 604-220-4156



Get the latest information on the District's response to COVID-19 at [DNV.org/COVID-19](https://dnv.org/COVID-19) or visit us on Twitter or Facebook at **@NVanDistrict**

From: [Louise Simkin](#)
To: [DNV Input](#)
Subject: FW: Remarks for the public hearing today on 267 Orwell Street
Date: November 10, 2020 10:44:09 AM
Attachments: [Remarks on 267 Orwell St proposal.pdf](#)

-----Original Message-----

From: Corrie Kost <corrie@kost.ca>
Sent: November 10, 2020 10:02 AM
To: Mayor and Council - DNV <Council@dnv.org>
Subject: Remarks for the public hearing today on 267 Orwell Street

Your Worship and Members of Council,

Attached is my input on the subject matter.
Kindly do not redact any portion of it.

Yours truly,
Corrie Kost
2851 Colwood Dr.
N. Vancouver, V7R2R3

Shadow Study for 267 Orwell St proposal:

As stated on page 212 by Mr. Alfonso Tejada, Urban Design Planner

“A shadow study might be required to demonstrate the functionality of the courtyard”

Such a study (albeit extremely limited) was included on page 196. It excluded the critical month of December 21 and as well it was only done at the times of 10am, noon, and 2pm. I highly recommend (as I have for a number of times in the past) that the standards used in the attached report below be used – namely for the hourly times between 1.5hrs after sunrise to 1.5 hrs before sunset for the days of **March 21, June 21, September 21** (which can be excluded since it is very similar to March 21), and **December 21**.

Particularly note parts 2 and 3 of the Mississauga report below.

Electric Vehicle Charging Facilities:

Only 20% of the stalls would have operational charging facilities (with 100% having conduit infrastructure) as stated on page 264. Since the “level” of such charging is not specified I assume it will be the base level 1 which is substandard. I attach a summary report below “Electric Vehicle Policies” from which you may note that many municipalities (including City of North Vancouver and West Vancouver) **require that not only 100% of stalls be EV ready but that they have at least Level 2 capability.**

I urge council to institute changes to the proposal so as to meet the reasonable standards for both the shadow requirements and the electric vehicle charging facilities.

Yours truly,

Corrie Kost

2851 Colwood Dr.

N. Vancouver, V7R2R3



STANDARDS FOR SHADOW STUDIES

August 2011

STANDARDS FOR SHADOW STUDIES

Shadow Studies illustrate the impact of development in terms of sun and daylight access to the surrounding context including surrounding buildings, the public realm, public and private open space.

Shadow Studies may be required in support of development applications to demonstrate that the location and height of a proposed building if greater than 10.7m, will not cause undue shade on the subject lands, and on surrounding context including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm.

Shadow Studies and Analyses will be conducted for the following dates:

- **June 21**
- **September 21** (similar to March 21, and therefore, criteria for Sept. 21 are deemed to apply to March 21)
- **December 21**

At the following times:

- **Solar Noon (SN)**
- **Hourly intervals before and after Solar Noon (SN), up to and including 1.5 hours after sunrise and 1.5 hours before sunset**

Hourly solar data are specified for each date

See Tables 2, 3 and 4: Mississauga Sun Angle Data

Sun Angles:

Sun Angles are based on the latitude and longitude of the Mississauga Civic Centre at 300 City Centre Drive, Mississauga ON L5B 3C1

- Latitude: 43 deg. 35' 20" N
- Longitude: 79 deg. 38' 40" W

Time Zone: Eastern

Standard Time: UT - 5 hours

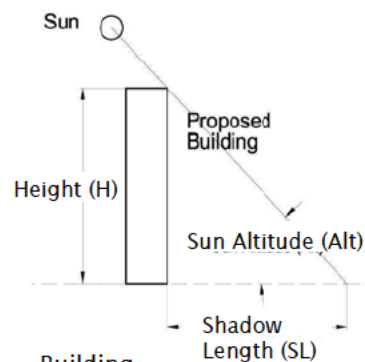
Daylight Time : UT - 4 hours

UT denotes Universal Time i.e. Greenwich Mean Time

Shadow Length (SL) = Building Height (H) x Shadow Length Factor (SLF). See Fig. 1



FIG. 1: DETERMINING SHADOW LENGTH



Building Height = H

Shadow Length Factor (SLF) = $1/\tan(\text{Alt})$

Shadow Length (SL) = H x SLF

Ensure Adequate sunlight on the following:

1. Residential Private Outdoor Amenity Spaces

To maximise the use of private residential amenity spaces during spring, summer and fall, shadow impacts from proposed developments should not exceed one hour in duration on areas such as private rear yards, decks, patios and pools of surrounding residential dwellings on each of the following dates:

- **June 21**
- **September 21** (Mar. 21 shadow patterns are similar but occur 14 minutes later)

This criterion is met if there is shadow impact for no more **than two consecutive hourly test times** within the space between the exterior wall of the dwelling that abuts the amenity space and the line of impact assessment (**"No Impact Zone"**).

The line of impact assessment shall be, a line **7.5m** minimum from the rear wall or other appropriate exterior building wall of the dwelling that abuts the private amenity space. See Fig. 2 and 3

New shadows shall not result in less than 2 hours of direct sunlight. Where less than 2 hours of sunlight already exists within the **"No Impact Zone"**, no new shade may be added.

Balconies are not considered "residential private outdoor amenity spaces" unless they are the only outdoor living area available to the dwelling unit, are unenclosed, and project 4m or more from the exterior wall of the building.

FIG. 2: SHADOW IMPACT ON PRIVATE RESIDENTIAL OUTDOOR AMENITY SPACES (PLAN VIEW)

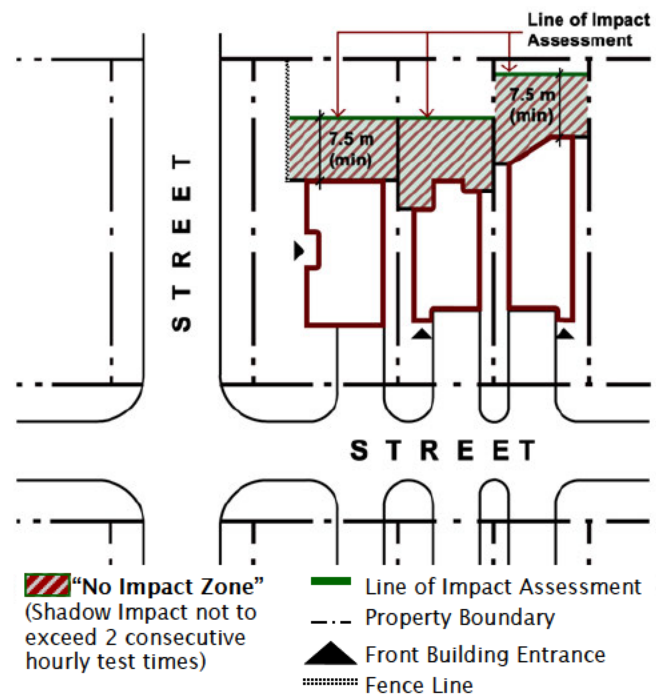
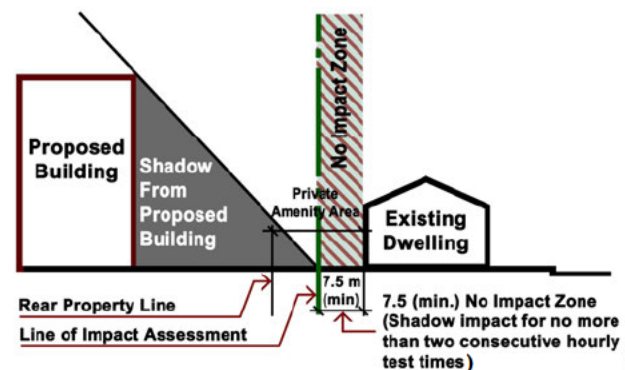


FIG. 3: SHADOW IMPACT ON PRIVATE RESIDENTIAL AMENITY SPACES (SECTION)



Ensure Adequate sunlight on the following:

2. **Communal outdoor amenity areas including, children's play areas, school yards, tot lots, and park features such as sandboxes, wading pools etc., and outdoor amenity areas used by seniors and those associated with commercial and employment areas during spring, summer, fall and winter.**

Shadows from proposed developments should allow for full sun on the above places at least half the time, or 50% sun coverage all the time, on each of the following dates:

- **June 21**
- **September 21**
- **December 21**

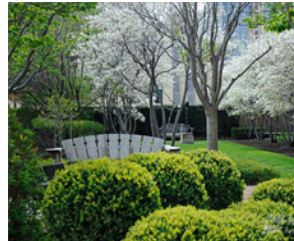
This criterion is met if the “sun access factor” is at least 50% or 0.5 on each of the test dates ($A_{s(ave)}/A_T = 0.5$ or more)

See 2a for Calculation of Sun Access Factor

This criterion applies to public amenity areas and common outdoor amenity areas that are part of a proposed or existing development.

2a) Calculating Sun Access Factor:

- Measure the total Area (A_T) of the space or feature
- Measure the area in sunshine (A_s) for each of the test times from 1.5 hours after sunrise to 1.5 hours before sunset both inclusive
- Find the average of the A_s values ($A_{s(ave)}$)
- Sun Access Factor = $A_{s(ave)}/A_T$



3. **Public realm including sidewalks, open spaces, parks and plazas to maximize their use during the shoulder seasons (spring and fall)**

a) Low and Medium Density Residential streets

Developments should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 as follows:

For a total of at least **4 hours** between **9:12 a.m.** and **11:12 a.m.** and between **3:12 p.m.** and **5:12 p.m.**

This criterion is met if there is no incremental shade from the proposed development at **9:12 a.m., 10:12 a.m. and 11:12 a.m., and at 3:12 p.m., 4:12 p.m. and 5:12 p.m.**

See Fig. 4, 5, 6 and Table 1.

b) Mixed Use, Commercial, Employment and High Density Residential streets

Developments should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 as follows:

For a total of at least 5 hours that must include the 2 hour period between 12:12 p.m. and 2:12 p.m., and an additional 2 hour period from either 9:12 a.m. to 11:12 a.m. or from 3:12 p.m. to 5:12 p.m.

This criterion is met if there is no incremental shade from the proposed development at 12:12 p.m., 1:12 p.m. and 2:12 p.m., and three consecutive times either 9:12 a.m., 10:12 a.m. and 11:12 a.m. or 3:12 p.m., 4:12 p.m. and 5:12 p.m.

See Fig. 4, 5, 6 and Table 1 for angular planes that will achieve this criterion for Hurontario Street, Eglinton Avenue and streets with a similar alignment.

c) Public Open Spaces, parks and Plazas

Developments should be designed to provide a sun access factor of at least 50% on public open spaces, parks and plazas on September 21.

See 2a for calculating Sun Access Factor

Please note the following:

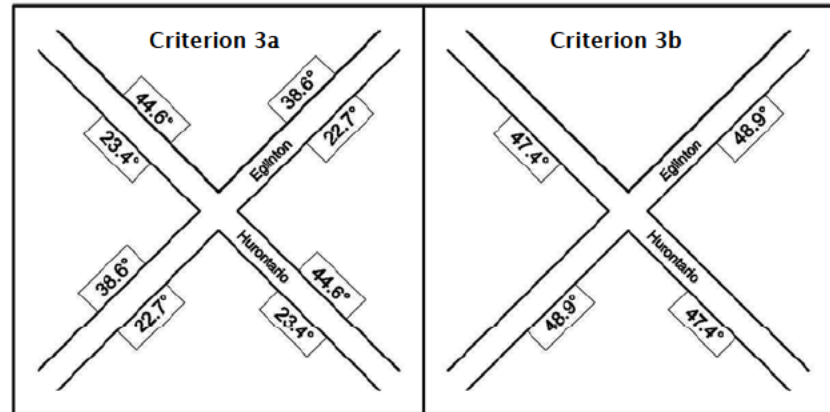
- **Solar Noon in Mississauga on September 21 is 1:12 p.m.**
- **Shadow Patterns for September 21 and March 21 are similar**
- **Criteria for September 21 are deemed to apply to March 21**

TABLE 1	Criterion 3a Low and Medium Density Residential Streets	Criterion 3b Mixed use, Commercial, Employment and High Density Residential Streets
	Maximum Angular Plane	Maximum Angular Plane
Eglinton Avenue		
Proposed building on north side of Eglinton Ave.	38.6 degrees	—
Proposed building on south side of Eglinton Ave.	22.7 degrees	48.9 degrees
Hurontario Street		
Proposed building on west side of Hurontario Street	23.4 degrees	47.4 degrees
Proposed building on east side of Hurontario Street	44.6 degrees	—

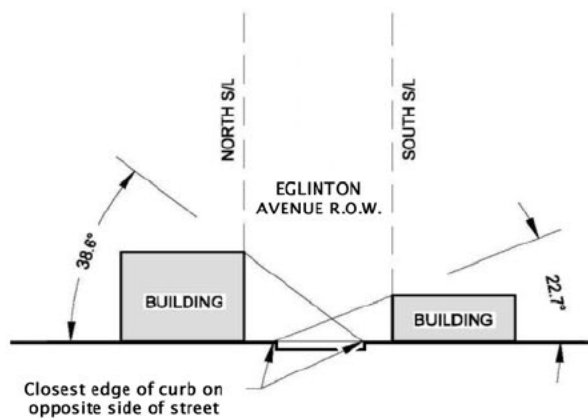
NOTES:

1. Angular planes given above apply to the alignment of Eglinton Avenue and Hurontario Street and streets with equivalent orientation.
2. Angular planes are measured from the closest edge of the opposite curb (see Fig.5).
3. Angular planes are measured beginning at grade.
4. Angular planes are measured perpendicular to the street.
5. See Figures 4, 5, 6 for graphical representations of the angular plane limits.

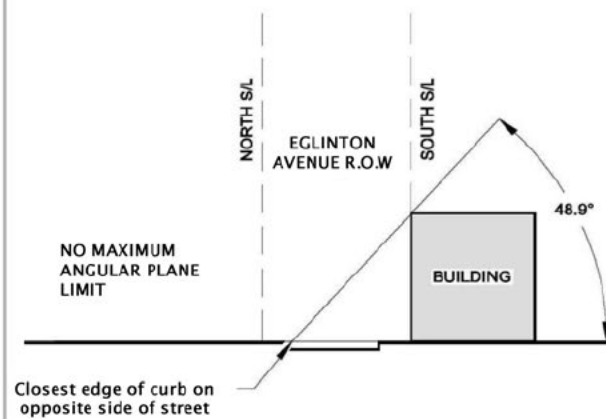
**FIG. 4:
MAX. ALLOWABLE ANG.
PLANES TO PROTECT
OPPOSITE BOULEVARDS
AND SIDEWALKS**



ANGULAR PLANE SECTION VIEWS

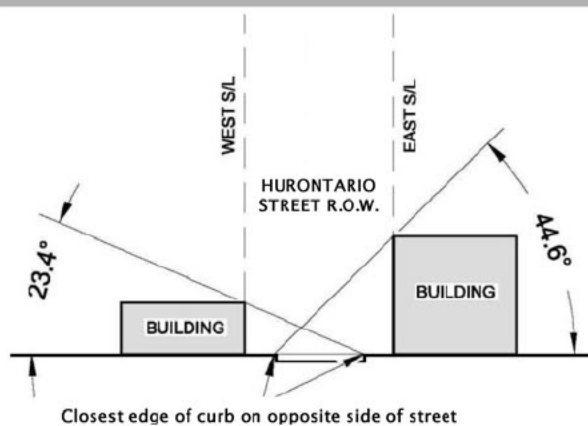


Criterion 3a
low and medium density residential streets

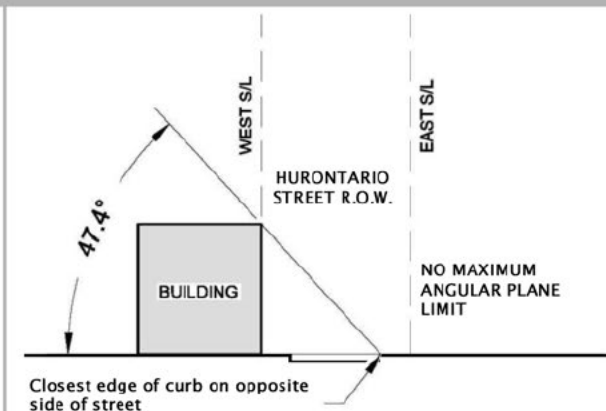


Criterion 3b
mixed use, commercial, employment and high density residential areas
with pedestrian traffic

FIG. 5: EGLINTON AVENUE



Criterion 3a
low and medium density residential streets



Criterion 3b
mixed use, commercial, employment and high density residential areas
with pedestrian traffic

FIG. 6: HURONTARIO STREET

Ensure Adequate sunlight on the following:

4. Turf and flower gardens in public parks

Proposed developments should allow for adequate sunlight during the growing season from March to October by allowing for a minimum of **6 hours of direct sunlight on September 21**.

This criterion is met if full sun is provided on any **7 test times** on September 21, from 1.5 hours after sunrise to 1.5 hours before sunset.



5. Building faces to allow for the possibility of using solar energy

Shadow impacts from proposed developments should not exceed **one hour** in duration on the **roofs, front, rear and exterior side walls** of adjacent **low rise** (one to four storeys) residential buildings including townhouses, detached and semi-detached dwellings on **September 21**.

The line of impact assessment shall be a line at grade, 3m from the front, rear and exterior side wall of the adjacent low-rise residential building.

This criterion is met if there is shadow impact for no more than two consecutive hourly test times in the "No Impact Zone" i.e. the space between the front, rear and exterior side walls of the adjacent low-rise residential buildings and the respective lines of impact assessment.

See Fig. 7 and 8

Incremental shadows do not necessarily represent adverse or undue impacts, and each proposal will be assessed on its own merits.

FIG. 7: PLAN

Line of Impact Assessment to be 3m from the front, rear and exterior side walls of existing dwelling

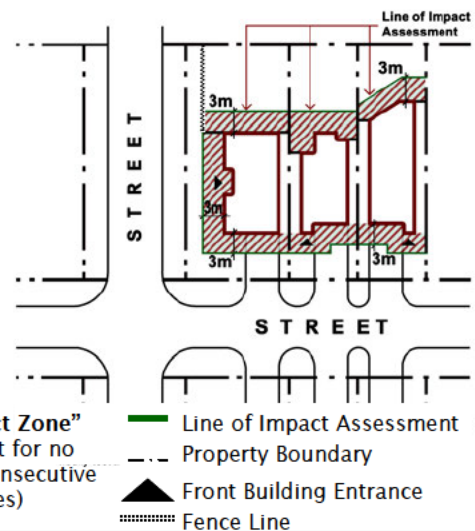
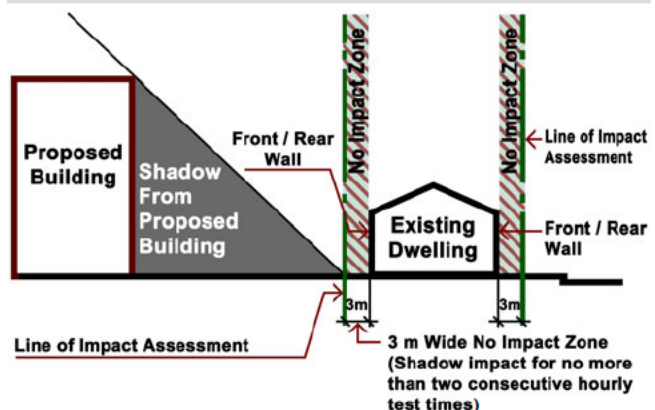


FIG. 8: SECTION



Material to be submitted with Development Application:

1. Complete set of shadow drawings for the dates and times shown in **Tables 2, 3, and 4: Mississauga Sun Angle data**, from **1.5 hours after sunrise to 1.5 hours before sunset**
2. Base mapping must include a minimum coverage area as follows:
 - a) 4.0 times the building height to the north, east and west
 - b) 1.5 times the building height to the south
3. Shadow drawings may be based on 2D mapping or air photos showing shadows from only the proposal, or they may be based on 3D mapping and include shadows from the proposed building and all buildings within the coverage area.
4. Shadow drawings shall include the following:
 - a) North Arrow and scale bar
 - b) Reference bearing for at least one street adjacent to the subject site
 - c) A scale suitable to show the entire shadow coverage area
 - d) Existing and incremental shadows differentiated by hatching or colour
 - e) Approved but not yet constructed buildings identified in contrasting colour.
 - f) The name of the individual who has prepared the shadow drawings
5. Shadow drawings must be submitted with a written analysis which shall include the following information:
 - a) Confirmation of site latitude and longitude used in shadow drawings
 - b) A statement describing how astronomic north was determined
 - c) Origin/source of base plan
 - d) Description of all locations/uses of areas not meeting the shadow impact criteria (include a key plan for reference)
 - e) Quantification and assessment of the impact in the areas listed in 5(d)
 - f) Summary outlining how the shadow impact criteria have been met and describing any mitigating features that have been incorporated into the site and building design
- 6) The shadow drawings and reports shall be prepared by individuals qualified and/or experienced in this field.

Additional study times and analyses may be required to properly determine the degree of impact.

The intent and objectives of the Standards For Shadow Studies are as interpreted by the Development and Design Division of the Planning and Building Department.

TABLE 2: MISSISSAUGA SUN ANGLE DATA (JUNE 21)

	SHADOW DIRECTION AND LENGTH		
DATE: JUNE 21	Az (deg)	SLF (ratio length/height)	COMMENTS
LOCAL TIME EDT			
5:37	235.73		Rise
7:07	250.48	4.1230	Rise + 1.5 hr.
7:20	252.58	3.5045	SN - 6 hr.
8:20	262.02	2.0048	SN - 5 hr.
9:20	272.04	1.3106	SN - 4 hr.
10:20	283.79	0.8976	SN - 3 hr.
11:20	299.52	0.6203	SN - 2 hr.
12:20	323.67	0.4375	SN - 1 hr.
13:20	0.00	0.3670	Solar Noon (SN)
14:20	36.32	0.4375	SN + 1 hr.
15:20	60.47	0.6203	SN + 2 hr.
16:20	76.21	0.8975	SN + 3 hr.
17:20	87.96	1.3105	SN + 4 hr.
18:20	97.98	2.0047	SN + 5 hr.
19:20	107.42	3.5042	SN + 6 hr.
19:33	109.41	4.0852	Set - 1.5 hr.
21:03	124.27		Set

TABLE 3: MISSISSAUGA SUN ANGLE DATA (SEPT. 21)

DATE: SEPTEMBER 21	SHADOW DIRECTION AND LENGTH		COMMENTS
	Az (deg)	SLF (ratio length/height)	
LOCAL TIME EDT			
7:05	268.27		Rise
8:35	284.22	3.6329	Rise + 1.5 hr.
9:12	291.23	2.5132	SN - 4 hr.
10:12	304.14	1.6445	SN -3 hr.
11:12	319.68	1.2181	SN -2 hr.
12:12	338.54	1.0011	SN -1 hr.
13:12	0.00	0.9329	Solar Noon (SN)
14:12	21.45	1.0022	SN + 1 hr.
15:12	40.28	1.2205	SN + 2 hr.
16:12	55.79	1.6495	SN + 3 hr.
17:12	68.68	2.5255	SN + 4 hr.
17:48	75.63	3.6493	Set - 1.5 hr.
19:18	91.46		Set

TABLE 4: MISSISSAUGA SUN ANGLE DATA (DEC. 21)

	SHADOW DIRECTION AND LENGTH		
DATE: DECEMBER 21	Az (deg)	SLF (ratio length/height)	COMMENTS
LOCAL TIME EST			
7:49	302.37		Rise
9:19	319.05	4.8874	Rise + 1.5 hr.
10:17	331.25	3.1643	SN -2 hr.
11:17	345.21	2.5293	SN -1 hr.
12:17	0.00	2.3589	Solar Noon (SN)
13:17	14.79	2.5293	SN + 1 hr.
14:17	28.75	3.1644	SN + 2 hr.
15:15	41.06	4.9172	Set - 1.5 hr.
16:45	57.63		Set

Standards for Shadow Studies August 2011

Adopted by Council on November 23, 2011

Resolution No. 0266-2011

City of Mississauga

Planning and Building Department, Development and Design Division

300 City Centre Drive, 6th Floor, Mississauga ON, L6B 3C1 — Tel: 905-896-5511 Fax: 905-896-5553

www.mississauga.ca



Electric Vehicle Policies.

Electric vehicle policies can benefit the continued and increasing adoption of electric vehicles in BC and across Canada. Below is a list of policies that various levels of government (municipal, regional, provincial, and federal) have taken to support EVs. This is not to be confused with EV incentives such as point-of-sale vehicle incentives. This list is not exhaustive.

Federal

Canadian Tax Code Capital Cost Allowance Classes.

EV charging stations can be classified at a higher rate than previous allowances. The new rates are:

- Class 43.1 with a CCA rate of 30% electrical vehicle charging stations (EVCSs) set up to supply more than 10 kilowatts but less than 90 kilowatts of continuous power. This is for property acquired for use after March 21, 2016, that has not been used or acquired for use before March 22, 2016.
- Class 43.2 with a CCA rate of 50% electrical vehicle charging stations (EVCSs) set up to supply 90 kilowatts and more of continuous power. This is for property acquired for use after March 21, 2016, that has not been used or acquired for use before March 22, 2016.

This is useful for businesses that wish to claim depreciation expenses for Federal income taxes.

[Capital Cost Allowance Classes](#)

British Columbia

Zero-Emission Vehicles Act

This act requires automakers to meet an escalating annual percentage of new light-duty ZEV sales and leases, reaching: 10% of light-duty vehicle sales by 2025, 30% by 2030, and 100% by 2040.

[BC ZEV Act](#)

Ministerial Order M104

This order allows persons who are not otherwise public utilities, as well as landlords and strata corporations, to provide EV charging services for compensation. Please note that payment for electricity by kWh still requires a device approved by Measurement Canada, but charging stations have not yet been approved. Rates by the hour, or a flat fee, to use a station are still the conventional methods of placing a rate on charging station use.

[Ministerial Order M104](#)

HOV Lane Access

This policy allowing EVs access to high occupancy vehicle lanes regardless of the number of passengers. See more details and order the required HOV lane decal on the Ministry of Transportation and Infrastructure site.

[HOV Lane Decal](#)

Provincial Building Act

The building act was revised in 2016 to define EV chargers as matters 'out of scope' under the Building Act. 'Out of scope' is defined as "matters... local government can regulate... if they have authority to do so in other statutes." This gives local governments greater flexibility in making decisions regarding the use of EV charging in new developments.

BC Strata Property Act

The act was revised in March 2017 under regulation 6.9 to clarify that variable user fees are permitted for the use of strata common property. A consumption based rate may be charged to users to recover expenses as long as it is reasonable and in a bylaw or rule. Examples include electricity usage for those charging electric vehicles.

Strata Property Act

The act was revised in March 2017 under regulation 6.9 to clarify that variable user fees are permitted for the use of strata common property. A consumption based rate may be charged to users to recover expenses as long as it is reasonable and in a bylaw or rule. Examples include electricity usage for those charging electric vehicles.

[Strata Property Act](#)

Municipal

City of Burnaby

[Zoning Bylaw 13903, Amendment Bylaw No. 24, 2018](#) includes provisions for electric vehicle charging requirements for new residential developments.

- All parking spaces for dwelling units shall include an energized outlet capable of providing Level 2 charging or higher
- Includes single-family homes and multi-family buildings of all sizes
- Exceptions include visitor and secondary suite parking, and parking for existing units
- Bylaw is in effect starting September 1 2018.

City of Coquitlam

The zoning bylaw has been amended to include EV parking spaces. See Part [714 of the bylaw](#).

- July 30th 2018. See the requirements guide.
- All new constructions must have one energized outlet capable of L2 charging for every dwelling unit (includes single family and MURBs).

City of Kamloops

Council authorized the adoption of the Electric Vehicle (EV) and Electric Bike (E-Bike) Strategy on August 25, 2020 with the understanding that only action items with no costs attached will move forward in 2021. Other actions identified within the strategy will be revisited as funding becomes available. [See the strategy here](#).

Targets include:

- By 2023, all newly constructed off-street residential parking will be EV-ready.
- By 2030, all residential parking in existing apartments will be EV-ready.
- By 2030, most households without access to on-site parking for “at-home” charging will have access to EV charging, through a mix of workplace, on-street, and other forms of public charging (to be measured via surveys and/or other analysis).

City of Kelowna

The city provides a parking [Eco Pass](#) for electric vehicles. Electric vehicles, including plug-in hybrids, can receive a one year eco pass which allows two hours of free parking a day in paid parking areas.

City of Nelson

The city has [amended its zoning bylaw](#):

- One stall per dwelling unit is required to be EV ready in new single family and multi-unit residential.
- Two stalls per 10 required stalls of new commercial builds are required to be EV ready.

City of New Westminster

Bylaw 8040 in 2018 amended [zoning bylaw 6680](#).

- Amended October 1, 2018
- For new buildings that contain at least one dwelling unit, all residential parking spaces and spaces for co-operative vehicles, shall feature an energized Level 2 outlet or higher to the parking space. Energized Level 2 outlets will not be required for visitor parking spaces.

City of North Vancouver

The zoning bylaw has been amended to include 100% EV ready parking in multi-unit residential buildings:

- This applies to development or building permit applications accepted for review on or after June 1, 2019.
- All parking spaces in new residential buildings must have a labelled, energized outlet capable of providing Level 2 charging for an electric vehicle.
- This includes all new single family, coach houses, duplexes, triplexes and apartments, as well as parking spaces for shared vehicles.
- Secondary suites are not included.
- EV energy management systems or “load sharing” can be used to meet the requirements

District of North Vancouver

[Implementation of EV Charging Infrastructure with Development](#) policy requiring multi-family, commercial, and industrial builds, document 2380934.

- Multi-family in District of North Vancouver:
 - 20% of parking stalls are EV-ready (wired for L1 charging)
 - Conduit in place for 100% of parking stalls to be wired for L1 in the future
- Commercial/Industrial in District of North Vancouver:
 - Approximately 10% of parking stalls are EV-ready (wired for L2 charging)

City of Port Coquitlam

[Zoning Amendment Bylaw 4035](#) requires EV charging in new builds (residential and mixed use):

- In effect Jan 23 2018
- For a residential building other than a building with a common parking area, one parking space per dwelling unit shall be provided with roughed-in electric vehicle charging infrastructure including an electrical outlet box located within 3 metres of the unit’s required parking space.
- For a residential building with a common parking area, a separate single utility electrical meter and disconnect shall be provided in line with the electrical panel(s) intended to provide for charging of electric vehicles located within 3 metres of the unit’s required parking space.
- In a mixed-use building including residential uses and a common parking area, a separate single utility electrical meter and disconnect shall be provided in line with the electrical panel(s) intended to provide for charging of electric vehicles located within 3 metres of the unit’s required parking space.

City of Port Moody

EV ready requirements appear in bylaw 2937 Section 6.11 March 1, 2019.

- See the technical bulletin [here](#).
- All spaces in new residential constructions require an energized outlet capable of L2 charging.
- 20% of spaces in new commercial constructions require an energized outlet capable of L2 charging.

City of Richmond

[Zoning Bylaw 8500](#) requires EV charging in new builds (residential only), revising bylaw 9756.

- October 15, 2017.
- 100% of new residential parking spaces, excluding those provided for visitors use, shall have access to an adjacent energized outlet capable of providing Level 2 charging.

District of Saanich

Development and Building Permit applications for new buildings applied for on or after September 1, 2020 will need to demonstrate compliance with the following Bylaws related to Electric Vehicle (EV) charging infrastructure requirements:

- [Zoning Bylaw \[PDF – 17 MB\]](#) 8200, section 7: Off-Street Parking, which establishes electric vehicle (EV) charging infrastructure requirements for parking in new residential, institutional, commercial and industrial buildings.
- [Electric Vehicle Off-Street Parking Bylaw \[PDF – 24 KB\]](#), 2020, No. 9644, which establishes requirements for performance of Electric Vehicle Energy Management Systems and building and occupancy permit requirements.
- [EV Infrastructure Requirements Technical Bulletin. \[PDF – 276 KB\]](#)

See more on [District of Saanich's EV Infrastructure Requirements page](#).

District of Squamish

[Zoning bylaw 2200, 2011](#), has been amended to require:

- 30% of the required off-street parking spaces in any shared parking areas for multiple unit residential use shall have shared access to Electrical Vehicle Charging Receptacles. Electric Vehicle Charging Receptacles provided at visitor parking spaces will not contribute towards this requirement.
- 100% of the required off-street parking stalls in any shared parking areas for multiple unit residential use shall be provided with Electric Vehicle Charging Infrastructure. (Bylaw 2610, 2018)

City of Surrey

The zoning bylaw was amended on February 25, 2019 to require Electric Vehicle (EV) charging infrastructure in ALL new residential and commercial developments.

- February 25, 2019. See the technical bulletin [here](#).
- 100% of residential parking spaces in new residential developments must each have an installed energized electrical outlet capable of providing Level 2 charging for an electric vehicle. This requirement applies to both single-family and multiple unit residential dwellings.
- 50% of visitor parking spaces in multiple unit residential developments must each have an installed energized electrical outlet capable of providing Level 2 charging for an electric vehicle.
- 20% of parking spaces in new commercial developments must each have an installed energized electrical outlet capable of providing Level 2 charging for an electric vehicle.

City of Vancouver

[Building Code Bylaw 10908](#) requiring EV charging in new builds (commercial and residential), revised bylaw Electric Vehicle Charging s 10.2.3.

- This [bylaw was updated](#) on March 14, 2018 to increase the percentage of EV-ready stalls in multi-unit residential buildings from 20% to 100%
- For new buildings current bylaw requires:
 - 1 EV-ready stall in single-family homes with garages
 - 10% of stalls be EV-ready in commercial buildings
 - 100% of stalls be EV-ready in multi-unit residential buildings

District of West Vancouver

[Sustainable Buildings Policy 02-80-386](#) requires EV ready parking spaces:

Effective April 23, 2018. New buildings should demonstrate that all residential parking spaces, excluding visitor parking spaces, include a labeled and energized outlet capable of providing at a minimum of Level 2 electric vehicle (EV) charging as defined by SAE International's J1772 standard. Any energy management system that controls the rate and timing of EV charging shall be certified to be sufficient for this purpose

From: [Louise Simkin](#)
To: [DNV Input](#)
Subject: FW: Orwell rental housing
Date: November 10, 2020 8:57:55 AM

From: Jon Carrodus [REDACTED] >
Sent: November 09, 2020 8:10 PM
To: Mayor and Council - DNV <Council@dnv.org>
Subject: Orwell rental housing

Dear Mayor Little and Councillors,

I've been looking at the agenda for the public hearing next Tuesday, regarding the big proposed development at 267 Orwell. It is great to see that DNV is moving ahead with much-needed more affordable rental housing.

HOWEVER, it appears that the applicant hasn't heard of DNV's climate emergency resolution and isn't aware of our CEEP goals. Please, let's work as fast as we can on tackling the existential threat of climate disruption. Let's stop building more new GHG producing buildings. On District-owned land especially, Council should be setting an example.

This is what I'm concerned about:

- Hot water is included in the rent, but gas heated
- Electric baseboard space heating paid by the residents
- building to Step 3 of the Energy Step Code
- GHGI 6.4 kg CO₂e/m²/year, this is more than double the proposed DNV GHGI limit of 3 kg.

My concerns are

- Building to Step 3 when the top step for MURBs is Step 4
- GHGI 6.4 kg CO₂e/m²/year is more than double the proposed DNV GHGI limit of 3 kg
- Providing gas-heated hot water is putting an unnecessary burden on the environment, and
- Installing electric baseboards is putting an unnecessary burden on the residents, (which seems counterproductive to providing low-cost housing, as baseboard heat costs 3 times heat-pump heat.)

As a requirement for rezoning, please require use of heat-pump or other sustainable low-carbon technology throughout. The Executive Director of Vancouver's Zero Emissions Building Exchange (ZEBx) has told me that "any half decent mechanical engineer in this town will know how to do a heat pump DHW system. And if they don't, I can point them to some resources."

It's time for Terra Developments to move into the 21st Century and propose a building designed for the future, one that DNV can be proud of.

Thank you.

Best wishes,
Jon Carrodus
North Vancouver District Resident
& Force of Nature Alliance member

From: [REDACTED]
To: [Mayor and Council - DNV](#)
Cc: [Cheryl Archer](#); ["Corrie Kost"](#)
Subject: Input for Orwell Street Development Proposal
Date: November 10, 2020 1:55:21 PM
Attachments: [Lynn Creek Street Parking.pdf](#)
[FOI Request Parking ICBC July 2020.pdf](#)

Good afternoon Your Worship and Council,

Attached are hard copies of some information I intend to explain during the public hearing this evening.

The issue at hand is the parking ratio that is proposed and that a majority of this Council seems inclined to reduce even further.

You may recall that I have highlighted to you multiple times before what impact the parking ratio of .765 at Lynn Creek Apartments had upon the local neighbourhood - specifically on the Phibbs parking space and upon Oxford Street. Once the Phibbs lot is closed I think we can expect this impact to move over to Orwell Street.

The first attachment is the results recently obtained of a January 2020 Freedom of Information Request we made to ICBC to ask about how many vehicles are registered at the Lynn Creek Apartments Address. The result (not including motorcycles and mopeds) is 89 vehicles needing parking stalls - the building has only 75. It should be pointed out and acknowledged that vehicles registered at the address would only comprise SOME, not ALL of the vehicles regularly parked at this location. Other vehicles would include: Leased vehicles where the lessor is the registered address, work vehicles registered to the employer's address and vehicles regularly parking here but registered to another address, such as parents' home.

So based on the outcome at Lynn Creek Apartments - clearly the District's Reduced Parking Rates for Multifamily Residential Developments Policy is inadequate and unsustainable.

The proposal that is subject of tonight's public hearing a parking ratio even lower: .65 spaces per unit - 90 units with 68 parking stalls.

Now please understand what I am conveying to you - of any development going into the Lynn Creek Town Centre area, once that is on taxpayer-owned land, that hosts supported and social housing, located immediately adjacent to a transit hub would be THE ONE to be afforded a lower parking requirement. If anything, Lynn Creek Apartments should never have been approved so low - and it certainly is not a benchmark to emulate for other development proposals.

But what I ask you to consider and resolve is the impact of multiple such developments upon this neighbourhood. I have heard certain members of this Council cite "adequate available street parking" as a justification for accepting less parking compliment in certain development proposals in the past.

My second graphic submission may address such a question. That submission is a map of Lynn Creek Town Centre area and a measurement of all the curb space in the residential areas. What you will find is that there is just slightly

over 3,000 metres of road length. At 20' or 3m per vehicle - that's space for 520 vehicles - and Lynn Creek Apartments' 20 will take 1/26th of them. Will tonight's proposal be the next 26th? I implore upon you Council - please develop and implement a plan before this problem gets further out-of-hand!

I admit I cannot find the logic in your collective statements on the subject of parking:

- . you have said that you yourselves cannot live in the District without your vehicles.
- . you have said that you want people to switch from fossil fuel-powered to electric vehicles.
- . you have acknowledged that when developments were built with not enough parking compliment that the impact on the streets and neighbouring properties was significant.
- . and your conclusion? Why, let's build LESS parking, not more! I cannot understand you at all.

In summary, let me ask you - is there a more dense, congested neighbourhood in all the District of North Van? What is your plan to make this all work? Because once people move in - you don't get to control whether they purchase a vehicle. The responsibility to avoid parking mayhem is on your shoulders. It's already beyond manageable.

Sincerely,

Peter Teevan

A black rectangular redaction box covering the signature area.



Title:	Count of actively insured vehicles registered at the requested addresses by vehicle type
Location:	Select addresses in North Vancouver, B.C.
Period:	As of July 31, 2020
Reported By:	ICBC

Notes:

- Vehicles locations are based on mailing address which may not necessarily represent where the vehicle is used or parked.
- Counts include Autoplan, temporary and storage policies. Counts also include licensed Trailers.

	Loca
Vehicle type	1561 Oxford Street, North Vancouver
Passenger	80
Commercial	7
Motorcycle / moped	3
Utility trailers	2
Grand total	92

1561 Oxford Street Lynn Creek Apartments	Parking Per ICBC	Parking Stalls per Planning
Passenger	80	75
Commercial	7	
Motorcycle / Moped	3	
Utility Trailers	2	
Visitors	n/a	3
Grand Total	92	75
Parking Stalls Needed	89	75
Residential Units	98	98
Ratio	0.908	0.765

Analysis added after receipt.

Note: if the two trailers and 7 commercial vehicles each need a parking stall, then there are 17 vehicles "spilling out" of Lynn Creek Apartments, if the visitors stalls are left free for visitors.

This does not include any vehicles that habitually park here but are lease vehicles, company vehicles, or have yet to register to this address.

The estimate I had previously calculated of 22 vehicles "over spill" could, in fact, be understating the reality.

From: [Louise Simkin](#)
To: [DNV Input](#)
Subject: FW: Rezoning for 267 & 271 Orwell Street
Date: November 10, 2020 2:55:34 PM

From: Phil Dupasquier [REDACTED]
Sent: November 10, 2020 2:07 PM
To: Mayor and Council - DNV <Council@dnv.org>
Subject: Rezoning for 267 & 271 Orwell Street

Dear Mayor and Council,

I fully support the rezoning application for 267 & 271 Orwell Street for 90 units of below market housing. Further I hope that you also unanimously support it. It meets many of the characteristics for affordable housing in DNV that I believe in; including using District lands, creating partnerships with non profit groups, taking advantage of senior government funding, and ensuring low to medium earners have homes to rent. I appreciate the 50/30/20 model proposed and might suggest even more shelter rate housing be considered. I fully support the DCC waiver and application and permit waivers/assistance that would help increase affordability.

I look forward also to hearing the input of stakeholders and interested members of the public during the public hearing and truly hope you will vote to proceed with the rezoning. There is no time to spare!

Sincerely,

Phil Dupasquier



Virus-free. www.avast.com

From: [Kelly Bond](#)
To: [DNV Input](#)
Subject: 267 Orwell
Date: November 10, 2020 2:13:11 PM

Dear Mayor and Council,

I am pleased that Council is considering the rezoning application for 267 & 271 Orwell Street for 90 units of below-market housing this evening. As a 27 year resident of DNV, I fully support this project and hope that you also might unanimously support it.

Leasing District owned lands, creating partnerships with non-profit groups to achieve affordability, and taking advantage of senior government funding are crucial ways to ensure the District of North Vancouver's low-to-medium earners have affordable homes to rent. I appreciate the 30/50/20 rental model proposed (and might suggest even more shelter rate housing be considered as it is sorely needed) as well as the targeted HILs. The DCC waiver and the application fee and permit waivers/assistance that are considered would help in the viability of the affordable housing project. I thank you for considering them.

I do have minor concerns regarding below-market multi-family housing being situated in these areas of high traffic. Noise aside, I have read recently of the health impacts of pollution from vehicles on residents living near highways. One such article in this regard from earlier this year can be found at the following link: <https://www.richmond-news.com/news/living-near-major-traffic-corridors-increases-risk-of-parkinson-s-dementia-ms-ubc-study-1.24064036> Perhaps modifications and air purifiers could be considered for at-risk units.

That said, this housing is *essential* for our community and I hope that the project is approved without haste.

I look forward to hearing the input of stakeholders and interested members of the public during the public hearing this evening.

Sincerely,

Kelly Bond
Renter Advocate