PUBLIC HEARING BINDER

1920 Glenaire Drive

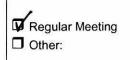


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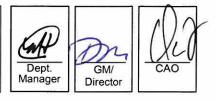
Agenda and Reports				
1)	Public Hearing Agenda			
	Will be published July 6, 2021			
2)	Staff Report - May 11, 2021			
	This report provides an overview of the project and the land use issues related to the			
	review of this OCP Amendment Bylaw, Rezoning Bylaw and Housing Agreement			
	Bylaw.			
3)	Bylaw 8295 which changes the OCP designation of the subject site from Residential			
	Level 2: Detached Residential (RES2) to Residential Level 4: Transition Multifamily			
	(RES4).			
4)	Bylaw 8296, which rezones the subject site from Single-Family Residential 7200 Zone			
	(RS3) to Comprehensive Development Zone 113 (CD113).			
5)	Bylaw 8297, which authorizes a Housing Agreement to prevent future rental			
	restrictions on the subject property (except short-term rental).			
6)	Notice			
Addition	al Information			
7)	Minutes – Regular Meeting of Council held May 31, 2021			
	Will be added once adopted by Council and signed by the Mayor and Clerk			
8)	Land Use			
	 The District's Official Community Plan 2011, Excerpts 			
	Lower Capilano Marine Drive Village Centre Implementation Plan: Village Centre			
	Concept Planning Principles			
	 Lower Capilano Village Centre: Peripheral Area Housing Policy & Design 			
	Guidelines			
9)	Design			
	 Architectural and Landscape Drawings 			
	Civil Drawings: Key Plan			
	Accessible Unit Layouts			
10)	Advisory Design Panel			
	• Excerpt from the Advisory Design Panel's minutes for March 8, 2018 and May 10,			
	2018 recording the Panel's review of the proposal.			
11)	Transportation			
	Lions Gate Peripheral Area Townhouse Developments: Transportation Impact			
	Assessment			
12)	Construction Traffic Management			
	Traffic Management Plan			
	Lions Gate Village Peripheral Area: Construction Impact Mitigation Strategy			
	(CIMS): Project Approach Summary			

13)	Environmental and Arboriculture		
	Arborist Report		
	Tree Management Plan		
	 Environmental Assessment: Streamside Protection Report 		
	Environmental Site Assessment		
14)	Green Building and Energy Conservation		
	Energy and Water Conservation and Greenhouse Gas Emission Reduction Report		
	Energy Step Code Report		
15)	Geotechnical		
	Geotechnical Investigation Report		
Public Input			
16)	Past Public Input		
	 Public Information Meeting - Facilitator's Report 		
17)	Public Input received since First Reading May 31, 2021		

AGENDA INFORMATION



Date: MAY 31, 2021 Date:



The District of North Vancouver REPORT TO COUNCIL

May 11, 2021 Case: PLN2017-00099 File: 08.3060-20/099.17

AUTHOR: Andrew Norton, Development Planner

SUBJECT: Bylaws 8295, 8296, and 8297: OCP Amendment, Rezoning, and Housing Agreement for a 15-unit residential development at 1920 Glenaire Drive

RECOMMENDATION:

THAT the "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8295, 2021 (Amendment 33)" is given FIRST reading;

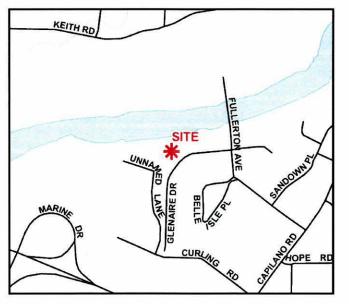
AND THAT the "District of North Vancouver Rezoning Bylaw 1371 (Bylaw 8296)" is given FIRST reading;

AND THAT "Housing Agreement Bylaw 8297, 2018 (1920 and 1932 Glenaire Drive)" is given FIRST reading;

AND THAT pursuant to Section 475 and Section 476 of the Local Government Act, additional consultation is not required beyond that already undertaken with respect to Bylaw 8295;

AND THAT in accordance with Section 477 of the Local Government Act, Council has considered Bylaw 8295 in conjunction with its Financial Plan and applicable Waste Management Plans;

AND THAT Bylaw 8295 and Bylaw 8296 be referred to a Public Hearing.



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REASON FOR REPORT:

Implementation of the proposal requires Council's consideration of:

- Bylaw 8295 to amend the Official Community Plan (OCP) designation for the subject property (Attachment 2);
- Bylaw 8296 to rezone the subject property (Attachment 3); and
- Bylaw 8297 to authorize a housing agreement prohibiting any strata bylaw or regulation establishing rental restrictions on the units (Attachment 4).

The OCP Amendment Bylaw, Rezoning Bylaw, and Housing Agreement Bylaw are recommended for introduction, and the OCP Amendment Bylaw and Rezoning Bylaw are recommended for referral to a Public Hearing. A Development Permit will be forwarded to Council for consideration if the OCP amendment and rezoning proceed.

SUMMARY:

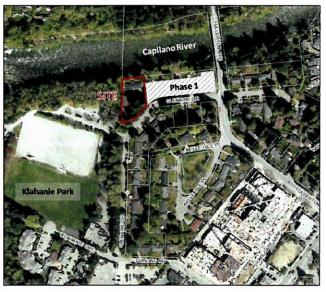
PC Urban Properties has applied to redevelop the existing single-family lot at 1920 Glenaire Drive, to create two, three-storey buildings with a total of 15 strata townhouse units (see **Attachment 1** for drawing package). The proposal includes a new pocket park on Glenaire Drive, an "on-site" public pathway, and a land dedication to be incorporated into the Capilano River Regional Park to allow for an environmentallysensitive trail along the Capilano River. This proposal is the second phase of a twophase project, with the previously-approved and now constructed townhouse project to the east at 1960 Glenaire Drive (PC Urban Phase 1 – "Holland Row").

ANALYSIS:

Site and Surrounding Area

The site is located within the Lions Gate Village "peripheral area" and consists of a single lot currently zoned "Single-Family Residential 7200 Zone" (RS3). The site was originally two lots that were consolidated by the applicant.

The site is bounded by the Capilano River to the north, three-storey townhouses to the east ("PC Urban Phase 1"), single-family homes to the south-east (designated for future multi-



family development), and Klahanie Park in the District of West Vancouver to the west (see adjacent air photo).

There are a number of projects within the Lions Gate Village Centre currently at different stages of rezoning and construction. Construction at "PC Urban Phase 1" was recently completed, with the new townhomes now occupied.

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EXISTING POLICY:

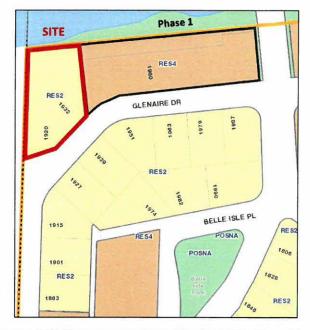
Official Community Plan

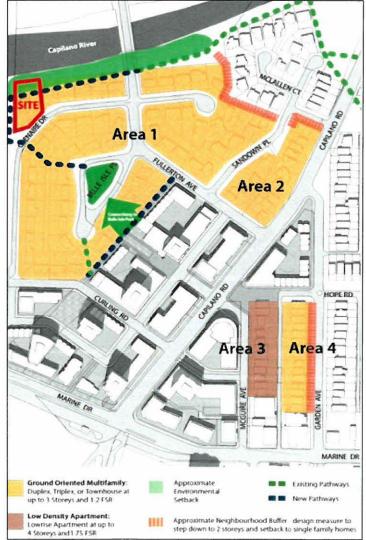
The Official Community Plan (OCP) designates the site as "Residential Level 2: Detached Residential" (RES2) which envisions detached housing up to approximately 0.55 FSR.

In 2014, after extensive community consultation, Council adopted the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines." The "peripheral policy" identifies housing forms, density, and design guidelines that should be followed within the peripheral area of Lions Gate Village Centre.

The site is within "Area 1" of the "peripheral policy" (see adjacent map) which contemplates groundoriented multi-family housing with a density up to 1.2 FSR. While the site is now one lot, it was two lots at the time of application submission thereby meeting the lot assembly requirements for "rowhouse / townhouse" as outlined in Table A of the "peripheral policy". This allows for a FSR of 0.8 to 1.2.

At approximately 1.17 FSR, the proposal complies with the density provision of "Area 1" of the "peripheral policy". The "peripheral policy" envisioned that OCP amendments would be undertaken with each rezoning application to amend a site's OCP designation. Bylaw 8295 proposes to change this site's OCP designation to "Residential Level 4: Transition Multi-family" (RES4) which permits a density up to 1.2 FSR, and to designate the site as a





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Development Permit Area for Form and Character of Commercial, Industrial and Multi-Family Development, and Energy and Water Conservation and Greenhouse Gas Emission Reduction.

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

- Goal 2: "encourage and enable a diverse mix of housing types...to accommodate the lifestyles and needs of people at all stages of life".
- Goal 5: "Provide a safe, efficient and accessible network of pedestrian, bike and roadways".
- Goal 7: "Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels".
- Policy 2.1.4: "Facilitate an appropriate mix and intensity of land uses in designated centres and corridors to support enhanced transit service provision".
- Policy 4.1.5: "Explore opportunities to increase connectivity to Regional and Provincial Parks and participate in Regional Greenways initiatives".
- Policy 5.1.5: "Encourage new developments to provide high quality pedestrian facilities and improve the public realm".
- Policy 7.1.4: "Encourage and facilitate a wide range of multifamily housing sizes, including units suitable for families with an appropriate number of bedrooms".
- Policy 7.1.5: "Require accessibility features in new multifamily developments where feasible and appropriate".
- Policy 10.1.1: "Promote the development of green/energy-efficient buildings for new multifamily, residential, commercial, industrial and institutional buildings".

Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines

The proposal has been reviewed against the "Lower Capilano Village Centre: Peripheral Area Housing Policy and Design Guidelines" which anticipates residential development in the form of multiplexes (e.g. duplex, triplex, or townhouses) on the site, with building heights up to three storeys. The proposal addresses the following "peripheral policy" objectives:

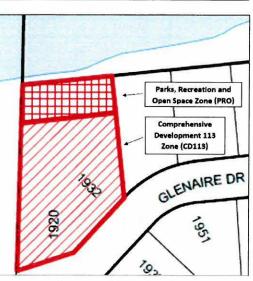
- The three-storey townhouse development, with an FSR of approximately 1.17, is compliant with the height and maximum density provisions of the "Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines";
- The development is located within a village centre and close to Marine Drive which is part of a Frequent Transit Network (FTN). The proposal will form part of a more compact community which promotes multi-modal transit and a lower car reliance.
- 14 of the 15 townhouse units proposed are three and four-bedroom units. This
 provides housing options suitable for families within the village centre; and
- The proposal would extend the "on-site" public path created as part of "PC Urban Phase 1", and through a land dedication to be incorporated into the Capilano River Regional Park, would allow for the construction of an environmentally-sensitive trail along the Capilano River, linking Fullerton Avenue to Klahanie Park.

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Zoning

The site is currently zoned "Single Family Residential 7200 Zone" (RS3). Bylaw 8296 proposes to create a new "Comprehensive Development Zone 113" (CD113) for the site. This would prescribe permitted uses and zoning provisions such as a maximum density, building heights, setbacks, and parking requirements. The northern portion of the site to be dedicated for future incorporation into the Capilano River Regional Park, would be zoned "Parks, Recreation and Open Space" (PRO) (see adjacent map).



PROPOSAL:

Proposed Site Zoning

Project Description

This proposal is the second and final phase of PC Urban's "Holland Row" development. Phase 1, comprising 23 townhouse units, was approved by Council in September 2017 and is now occupied. Phase 2 reflects the townhouse form and building design approved for Phase 1. It includes two, three-storey buildings located above a single-level of underground parking, the extension of an



Glenaire Drive frontage – Conceptual Rendering

existing public path created as part of Phase 1, and an internal courtyard that provides private amenity space. The proposal would have an FSR of 1.17 and includes a total of 15 townhouse units.

The proposal closely replicates the approved Phase 1 design. It proposes a traditional row house architectural form, with largely uniform frontages and heights. Building materials include wood, brick, and shingle, with a subtle variation in colour (light grey and white) between buildings. The building fronting Glenaire Drive includes rooftop decks hidden within the gabled rooflines. Landscaping is proposed along the Glenaire Drive frontage to reinforce the street's residential character.

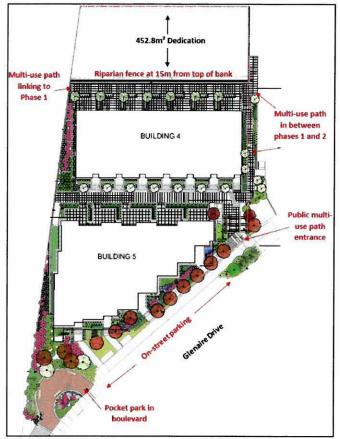
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By closely replicating the building design approved for Phase 1, the proposal helps to deliver a visual coherence along the Glenaire Drive streetscape, and reinforces pedestrian connectivity, shared services, and attractive landscaping.

The proposal includes 28 parking spaces: 26 for residents and two for visitors. The parkade includes two shared bicycle storage areas with electric charging facilities and a bicycle repair station. Access to the parkade is via Phase 1 and the existing vehicle ramp on Glenaire Drive. The ramp access will be shared and secured through an easement agreement.

The proposal will maintain a 15m (49.2 ft.) riparian setback from the Capilano River, and will include riparian area planting and enhancements. As outlined, a future environmentallysensitive riverfront trail is envisioned within this area, creating a connection



Site Layout and Landscape Plan

from Fullerton Avenue to Klahanie Park per the objectives of the "peripheral policy".

Rental and Affordable Housing

The District's "Rental and Affordable Housing Strategy" (RAHS) states that "Increased supply of housing in centres will add diverse multi-family housing choices (type, tenure, unit sizes etc.) for District residents, and encourage competitive pricing for homes".

The proposal will provide a total of 15 townhouse units, adding to the diverse mix of housing forms constructed and planned within the Lions Gate Village Centre. The housing mix includes 14 three and four-bedroom units suitable for families, and a one-bedroom unit.

The proposal will provide three "lock-off suites" located at the ground-floor level in the building fronting Glenaire Drive. These units can either function as a three-bedroom townhome suitable for families, or as a large two-bedroom unit plus lock-off suite. This provides additional flexibility and affordability for residents who wish to rent their lock-off suite to offset the cost of purchasing and running their home.

The applicant will also be providing a Community Amenity Contribution (CAC) which could be used towards affordable housing objectives in accordance with the RAHS.

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Strata Rental Protection Policy

The District's "Strata Rental Protection Policy" applies to this proposal as it would permit development of more than five residential units. The policy requires a Housing Agreement to ensure that future strata bylaws do not prevent owners from renting their units. Bylaw 8297 authorizes a Housing Agreement to implement this policy.

Residential Tenant Relocation Assistance

The District's "Residential Tenant Relocation Assistance Policy" does not apply to this proposal as the proposed rezoning does not require the demolition of more than four rental dwelling units. At the time this rezoning application was submitted, there were two single-family dwellings located on the site. One of these has since been demolished, while the other is currently occupied as a month-to-month rental.

Development Permit Areas

If the OCP amendment is approved, the site would be designated as being within Development Permit Areas (DPA's) for:

- Form and Character of Commercial, Industrial and Multi-Family Development; and
- Energy and Water Conservation and Greenhouse Gas Emission Reduction.

The site is already within the Streamside Protection DPA.

a) Form and Character - Ground-Oriented Housing

The proposal is in keeping with the OCP's "Design Guidelines for Ground-Oriented Housing". Examples of conformity include:

- C1.1 Height and Massing: The three-storey buildings proposed have been designed to create a low-density residential streetscape and transition down in building height from those in the Lions Gate Village Centre core.
- C1.2: Roof Treatment: The roof gable design for the building fronting Glenaire Drive largely replicates the adjacent building in Phase 1.
- C1.3: Street Orientation: Residential entrances fronting onto Glenaire Drive reinforce a low-density residential character.
- C2.11: Parking: All parking is at basement level and not visible from the street.
- C3.2: Variations in Design: The two buildings proposed establish common architectural features, but provide subtle variations in fenestration, gable design, and the colour of brick and cedar siding.

Further details outlining the proposal's compliance with the Form and Character Design Guidelines will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning proceed.

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Advisory Design Panel

The proposal was considered by the Advisory Design Panel (ADP) on March 8, 2018. Following comments from the Panel and subsequent design changes made by the applicant, the proposal went back to ADP on May 10, 2018 for further consideration. At this meeting the Panel recommended approval subject to minor revisions. The applicant has incorporated the suggested revisions within the proposed design.

b) Energy and Water Conservation and Greenhouse Gas Emission Reduction

As designed, the proposal is consistent with the OCP Guidelines for Energy and Water Conservation and Greenhouse Gas Emission Reduction.

On December 7, 2020 the Council approved a low carbon approach to the District of North Vancouver's implementation of the BC Energy Step Code. The new approach includes a two-tiered system that requires all new Part 9 residential development to meet either Step 4, or Step 3 with a low carbon energy system (LCES). An LCES uses low carbon energy sources to provide heating, cooling, and hot water for a building, and has a total modelled greenhouse gas intensity of no more than 3kg CO₂e/m²/yr. The new requirements apply to any building permit submitted on or after July 1, 2021.

The applicant has considered the District's new low carbon approach to Step Code implementation, the District's Community Energy and Emissions Plan (CEEP), and Council's recent declaration of a climate emergency. In response, the proposal will meet Step 3 with a low carbon energy system (LCES), and have a greenhouse gas intensity of less than 3kg CO₂e/m²/yr. The green building measures proposed include:

- A fossil fuel free building operation that will be entirely electrically powered;
- Heat recovery ventilation (HRV);
- Energy efficient appliances and mechanical equipment;
- Programmable thermostats;
- Low energy lighting and EnergyStar certified appliances;
- Low flow plumbing fixtures;
- Low volatile organic compound (VOC) finishes; and
- A Construction Waste Management Plan to minimize waste.

Other sustainable components of the proposal include:

- Increased housing density within a village centre close to transit, employment, retail, and community uses;
- Bicycle storage and electric vehicle charging infrastructure;
- Riparian area and site landscape enhancements; and
- Stormwater management measures.

Further details outlining the proposal's compliance with the Energy and Water Conservation and Greenhouse Gas Emission Reduction DPA will be provided for Council's consideration at the Development Permit stage should the OCP amendment and rezoning proceed.

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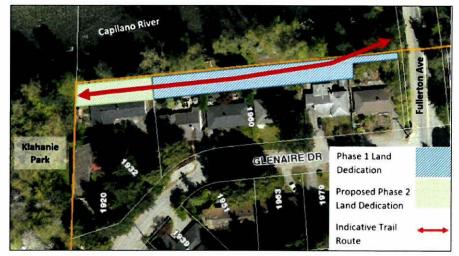
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c) Streamside Protection

The proposal is consistent with the OCP Guidelines for Streamside Protection.

A 15 m (49.2 ft.) setback has been maintained from the top of the bank of the Capilano River, with the proposal located entirely outside of the riparian area. The proposal includes the removal of invasive plant species, and riparian enhancements in accordance with a streamside protection report.

The proposal includes a 452.8 m² (4,874 sq. ft.) land dedication within the northern portion of the site. This land, along with the land dedication taken as part of Phase 1 (see adjacent map), is intended to be transferred to Metro Vancouver. This will allow for the land to be incorporated into Capilano River Regional Park for park purposes



Land dedications and potential riverfront trail route

and permit the construction of an environmentally-sensitive riverfront trail. The trail would be located in the riparian area and designed and constructed in accordance with Metro Vancouver's Park standards. The trail would be constructed by PC Urban, and Metro Vancouver would own, operate, and maintain the dedicated lands and future riverfront trail in perpetuity. The obligation for future trail construction will be secured in the Development Covenant prior to consideration of bylaw adoption.

Accessibility

The District's "Accessible Design Policy for Multifamily Housing" states that 15% of units proposed within a ground-orientated multi-family housing development should meet the 'Basic Accessible Design' criteria where feasible, and that the provision of enhanced design features should also be explored to allow for future adaptability.

The proposal will provide three units (20%) that meet the 'Basic Accessible Design' criteria and one unit (7%) that meets the 'Enhanced Accessible Design' criteria, and will therefore exceed the minimum requirements of the District policy.

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Vehicle Parking

Vehicle parking is provided in a single-level underground garage that is accessed from Glenaire Drive via a ramp located within the adjacent Phase 1 development. Access will be secured through the registration of an easement agreement.

A total of 28 parking spaces are proposed: 26 for residents and two for visitors for a ratio of 1.87 spaces per unit, including visitor parking. Boulevard and sidewalk improvements will create a 'parking pocket' for approximately four public on-street parking spaces in front of the site on Glenaire Drive.

The District's "Alternative Vehicle Parking Rates" Policy would stipulate 22 parking spaces, six fewer than proposed. Part 10 of the District's Zoning Bylaw would require 30 parking spaces (two spaces per unit including visitor parking), two more than proposed.

The proposed parking rate is supported by the conclusions of a traffic and parking study prepared by Bunt and Associates, and is consistent with Section 5.1 (8) of the OCP which states that reductions for parking should be considered for new developments in centres well-served by transit, as a way to encourage alternate modes of transportation, and to increase housing affordability.

In accordance with the "Alternative Vehicle Parking Rates" Policy, the following Transportation Demand Management (TDM) measures are proposed in support of the reduced parking rate:

- A six month, two-zone transit pass for each parking stall reduced (two passes);
- Class 1 & Class 2 bicycle storage and supporting electric charging infrastructure;
- Promotion of the site's sustainable transportation features during marketing phases; and
- A sustainable transportation summary in the owner's manual provided to residents.

A total of seven accessible parking spaces are provided which exceeds the two required by the "Accessible Design Policy for Multi-Family Housing".

The proposal complies with the "Electric Vehicle Charging Infrastructure Policy" which requires that 100% of the resident parking spaces proposed feature energized outlets capable of providing "Level 2" charging or higher.

Bicycle Parking and Storage

A total of 34 bicycle parking spaces are proposed (2.27 spaces per unit including visitor parking). A total of 30 Class 1 bicycle parking spaces are located in the underground parkade within secure storage areas. A bicycle repair station is also provided along with Level 1 electric charging outlets in accordance with the District's "Bicycle Parking and End-of-Trip Facilities" Policy. A total of four Class 2 parking spaces are provided on Glenaire Drive adjacent to the townhouse entrances.

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The 34 bicycle parking spaces proposed comply with the District's "Bicycle Parking and End-of-Trip Facilities" Policy, with 2.27 spaces per unit including visitor parking).

The proposed bicycle parking and supporting repair and electric charging infrastructure, advances the objectives of the OCP in promoting alternative modes of transportation for residents, particularly in centres well served by transit.

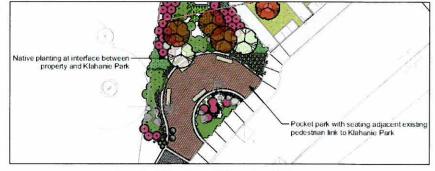
Vehicle Traffic Generation:

The applicant's submitted traffic analysis identifies the potential traffic generated from the proposal and its impact in the area. Utilizing background traffic data, the report forecasts surrounding traffic in the area to 2030. The report provides a review of the Lions Gate Village Centre and provides traffic generation estimates with assumed densities as outlined in the OCP and "peripheral area policy".

The applicant will be required to provide a post-development traffic and parking analysis in order to review the traffic movements in the area and to analyze the use of on-site parking. This will give the District improved information on vehicle movements in the area, on-site and off-site parking demand, and use of on-site bicycle parking facilities. District staff have reviewed the submitted traffic analysis and consider that the development will not unduly affect traffic within the Lions Gate Village Centre.

Landscaping

A landscaping plan has been submitted which aims to create a lowdensity residential streetscape, with extensive planting proposed fronting Glenaire Drive, including street trees. Planting is also proposed around the edges of the



Pocket Park on Glenaire Drive

proposal and within private patio areas. On-site landscaping has been designed to be low-maintenance and to feature native plant selections.

The proposal includes a new public pocket park within the street boulevard to the south of the site (see image above), and landscaped enhancements within the riparian area.

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

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Off-site Improvements

The proposal includes the following off-site improvements:

- Upgrades to sidewalks, curbs, gutters, and lighting along the Glenaire Drive frontage;
- Riparian area enhancements including invasive species removal and new planting;
- A multi-use public path connecting to the existing Phase 1 public path;
- Construction of a riverfront trail adjacent to the Capilano River; and
- Installation of a pocket park to the south of the site, and street trees along the Glenaire Drive frontage.

The total value of off-site works (engineering and landscaping) is estimated at approximately \$673,990. This figure does not include the cost of constructing a riverfront trail within the area of dedicated land to be transferred to Metro Vancouver for incorporation into the Capilano River Regional Park. This will be an additional financial contribution from the applicant, with costs to be confirmed following further design review. The full scope and value of required off-site works will be determined through detailed design work.

The proposal includes a land dedication of approximately 452.8 m² (4,874 sq. ft.) of land to be incorporated into the Capilano River Regional Park for park purposes, and to accommodate the construction of an environmentally-sensitive riverside trail.

Should the OCP amendment and rezoning be approved, the proposal will also be required to pay Development Cost Charges (DCC's) at the applicable rate at the date of building permit submission. DCC's are estimated at \$355,725 based on the 2021 rates.

Community Amenity Contribution (CAC)

The District's "Community Amenity Contribution Policy" outlines contribution expectations for rezoning applications which result in an increase in density. A CAC of \$399,212 is included in the proposed CD113 Zone. It is anticipated that the CACs from this development will be directed toward the affordable housing fund, park and trail improvements, public art, or other public realm improvements.

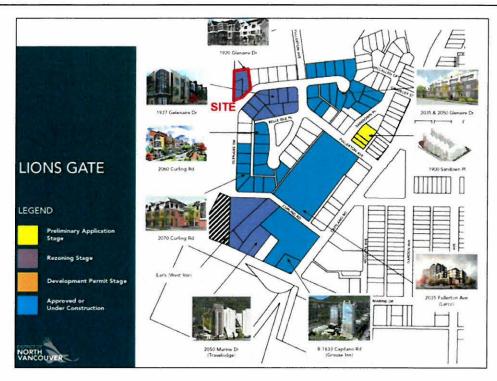
Construction Traffic Management Plan

To reduce the development's impact on pedestrian and vehicular movements in the area, the applicant in conjunction with other developers in the area, has submitted a comprehensive and coordinated Construction Traffic Management Plan (CTMP).

The map below shows the site in relation to approved and current development projects in the Lions Gate Village Centre.

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The following are the CTMP components for the Lions Gate Village peripheral area.

Construction Traffic Management Coordinator:

From demolition to completion, one coordinator retained by the area's active developers will manage all construction traffic for the Lions Gate Village Centre area. With multiple developments approved in the area, this coordinator is expected to treat the Lions Gate Village Centre, including the "peripheral area", as a single construction project, rather than separate projects.

The construction traffic management coordinator will be required to meet with District staff bi-weekly in order to provide updates and to resolve any issues that arise. The benefits of a single coordinator are outlined below:

Communication

The District of North Vancouver (and developers) will receive single-source, regular, professional, and transparent communication about activities site wide, rather than multiple separate reports. Community notices, signs and a website are tools anticipated to be used to ensure good neighbourhood communication.

Coordination

All construction activities within the Lions Gate Village Centre (phases of construction, deliveries, major on-site activities etc.) will be coordinated centrally, rather than having individual contractors needing to coordinate or compete with each other. The single coordinator will also monitor construction activities on other development sites adjacent to the Lions Gate Village Centre to ensure management of any wider construction issues.

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Accountability

There will be a single point of accountability for construction in the Lions Gate Village Centre area for any logistical or scheduling issues.

In summary, the CTMP will:

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

Concurrence

The proposal has been reviewed by staff from the following departments: Building and Permits, Community Planning, Engineering, Environment, Fire, Legal, Parks, Public Art, Real Estate and Properties, Transportation, and Urban Design.

Metro Vancouver Parks

District staff have been working closely with Metro Vancouver's Park staff on matters relating to land conveyance and the implementation of a future environmentally-sensitive trail adjacent to the Capilano River. Metro Vancouver is supportive of the proposal as it represents a unique opportunity for them to extend a trail along the Capilano River, which is one of their key objectives.

District of West Vancouver

District staff have been in discussion with the District of West Vancouver's Park staff regarding the potential impact of the proposal on trees within Klahanie Park. They are satisfied with the proposal, subject to additional details being provided as available, should the OCP amendment and rezoning proceed.

School District 44 (SD44)

Norgate Community Elementary School and Capilano Elementary School are each within approximately 1.2 kilometres of the site. Both could accommodate students living within the proposal in the future. School District 44 was provided a copy of the application materials to ensure they were aware of these potential new residential units. A response was received from the School District stating that they have no concerns.

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Ministry of Transportation and Infrastructure

Rezoning Bylaw 8296 affects land lying within 800 m of a controlled access intersection. Therefore, approval by the Provincial Ministry of Transportation and Infrastructure will be required following third reading of the rezoning bylaw and prior to bylaw adoption.

Public Input

A facilitated Public Information Meeting was held on February 1, 2018 and was attended by 10 members of the public. Notices were distributed to neighbours in accordance with the District's "Non-Statutory Public Consultation Policy for Development Applications". A sign was placed on the property, and advertisements were placed in the North Shore News. A project webpage was established on the District's website.

Support was expressed for the building design, multi-use pathways, and protection of the riparian area, while concerns noted related to increased density and impacts on traffic generation, parking, and construction. Questions at the meeting included:

- Number of parking stalls for residents and visitors;
- Construction traffic management and project timing;
- Nature and connectivity of the riverfront trail; and
- Visual impact of the rooftop decks on the front building.

The facilitator's report of the Public Information Meeting is attached as Attachment 5.

As Phase 1 of the development (1960 Glenaire Drive) has recently been occupied, staff will be notifying the new residents of Phase 1 of the proposed development of the Phase 2 site at 1920 Glenaire Drive, highlighting the District's webpage on the proposal, and providing contact information for any questions or comments. Statutory notification of any future public hearing will also be provided to these residents.

Implementation

Implementation of this project will require an OCP amendment, rezoning, a Housing Agreement, the issuance of a development permit, and registration of legal agreements.

Bylaw 8295 (Attachment 2) amends the subject site from "RES Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multi-family" (RES4).

Bylaw 8296 (Attachment 3) rezones the subject site from "Single Family Residential 7200 Zone" (RS3) to a new "Comprehensive Development Zone 113" (CD113) which:

- Establishes the permitted residential uses;
- Allows home occupations as an accessory use;
- Establishes the maximum permitted floor area on site;
- Establishes setback and building height regulations;
- Establishes parking regulations specific to this project; and
- Secures the applicable Community Amenity Contribution (CAC).

May 11, 2021

Page 16

Bylaw 8297 (Attachment 4) authorizes the District to enter into a Housing Agreement prohibiting any strata bylaw or regulation establishing rental restrictions on the units.

A legal framework will be required to support the proposal and a development covenant will be used to secure items such as the details of off-site servicing, accessible design features, and electric vehicle charging.

Legal documents required for the proposal will include:

- Subdivision plan showing land dedications;
- Statutory right of way to secure public access to onsite multi-use path;
- Stormwater management covenant;
- Shared access easement for garage access via Phase 1 ramp; and
- Registration of housing agreement prohibiting any strata bylaw or regulation establishing rental restrictions on the units.

In addition, to allow for the transfer of the Phase 1 park land to Metro Vancouver as regional park, a separate public process will be required to raise title to that land and ensure appropriate zoning for that parcel.

CONCLUSION:

The proposal assists in implementing the objectives of the District's Official Community Plan, the Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines, and the Community Energy and Emissions Plan (CEEP). The OCP amendment and rezoning are ready for Council's consideration.

OPTIONS:

The following options are available for Council's consideration:

- 1. Introduce Bylaws 8295, 8296, and 8297, and refer Bylaws 8295 and 8296 to a Public Hearing (staff recommendation); or
- 2. Give the bylaws no readings; or
- 3. Return the bylaws to staff.

Andrew Norton Development Planner

Attachments:

- 1. Architectural and Landscape Plans
- 2. Bylaw 8295 OCP Amendment Bylaw
- 3. Bylaw 8296 Rezoning Bylaw
- 4. Bylaw 8297 Housing Agreement Bylaw (No rental restriction except short-term)
- 5. Facilitator Report from Public Information Meeting

May 11, 2021

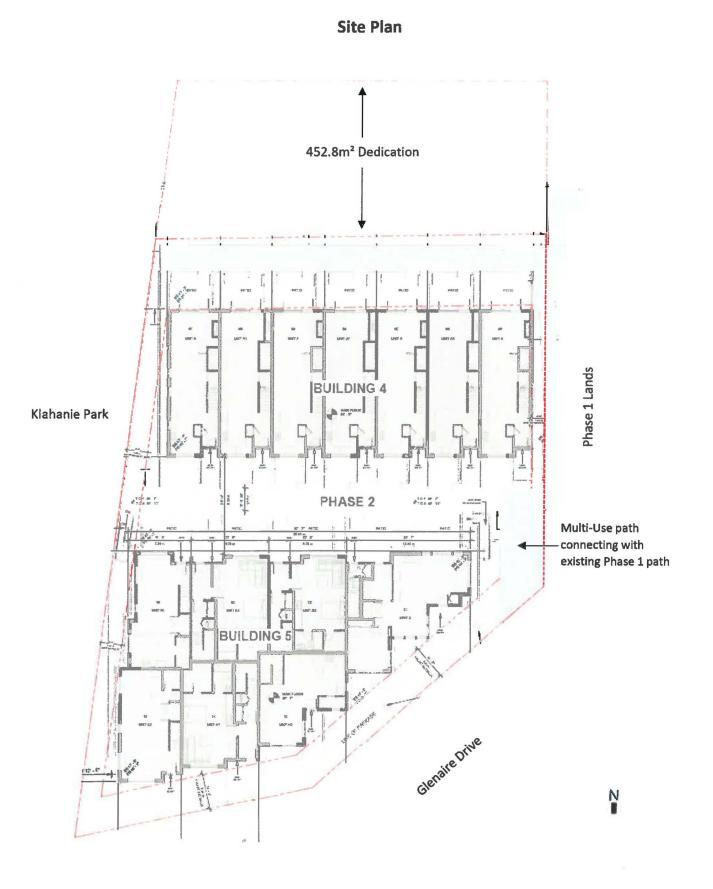
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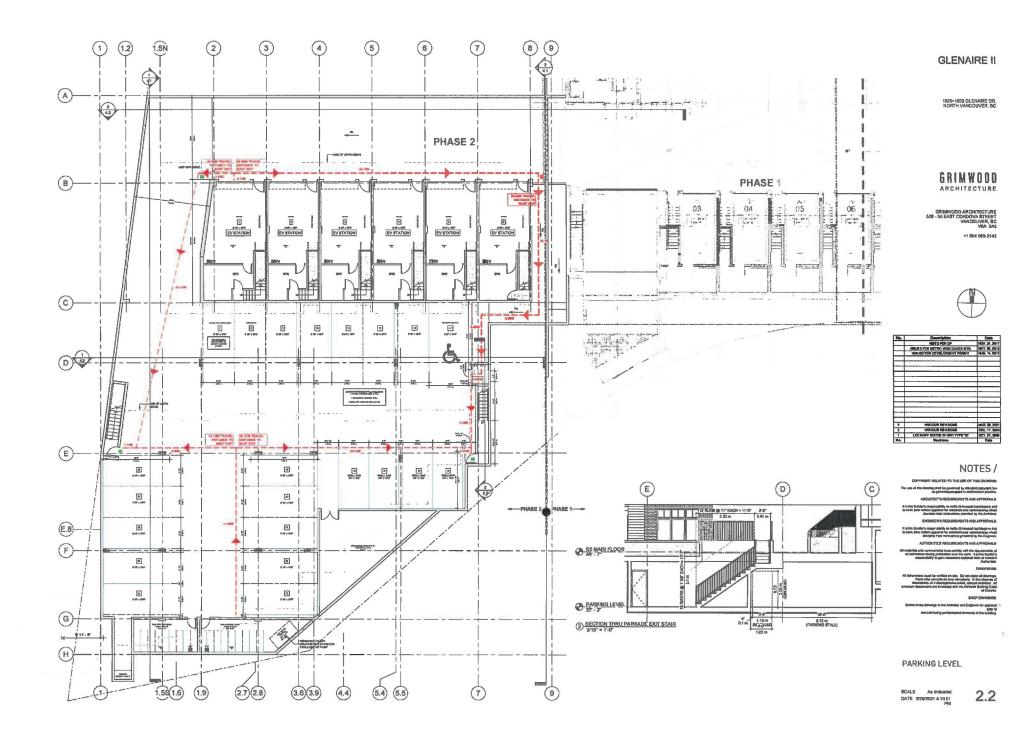
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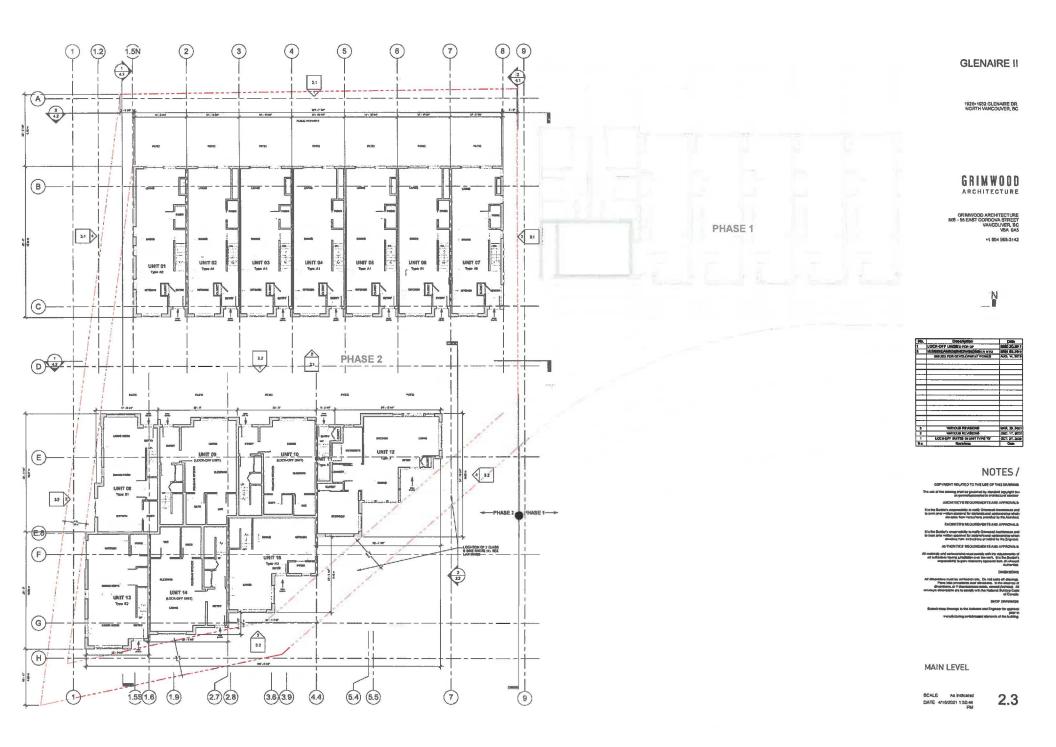
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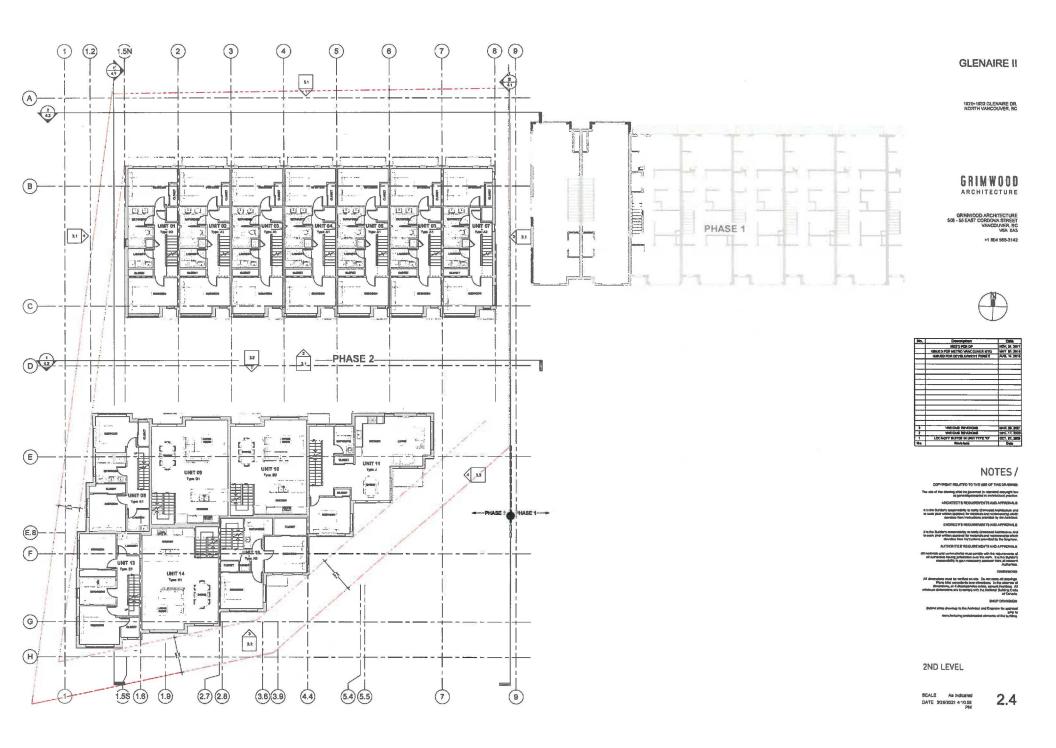
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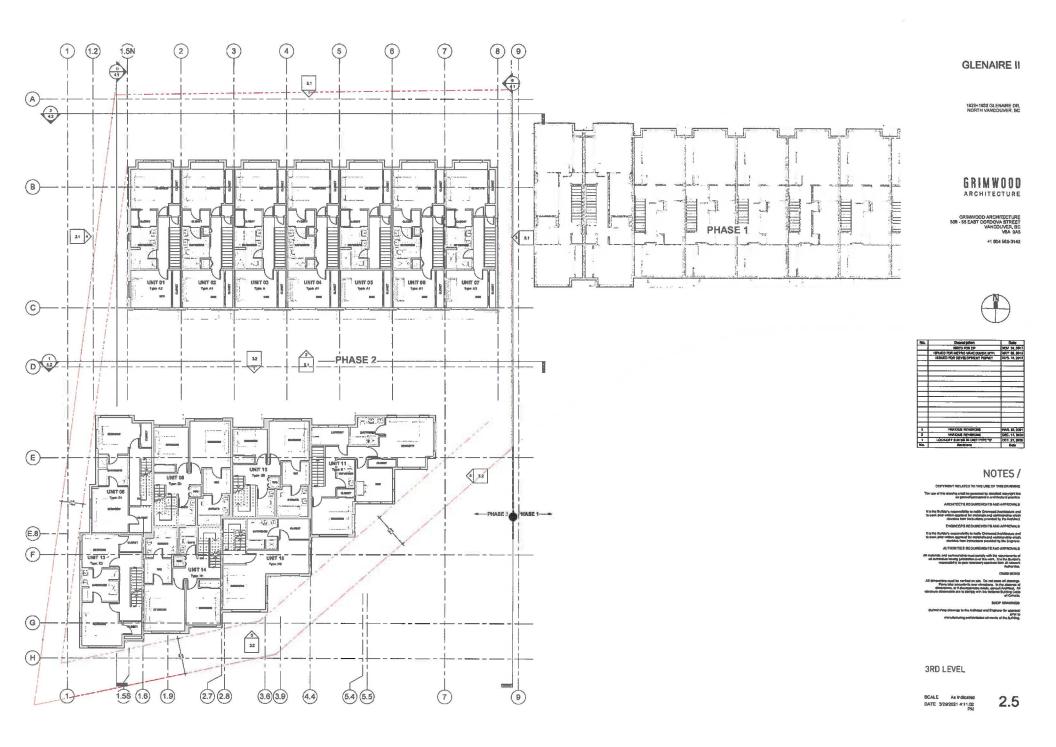
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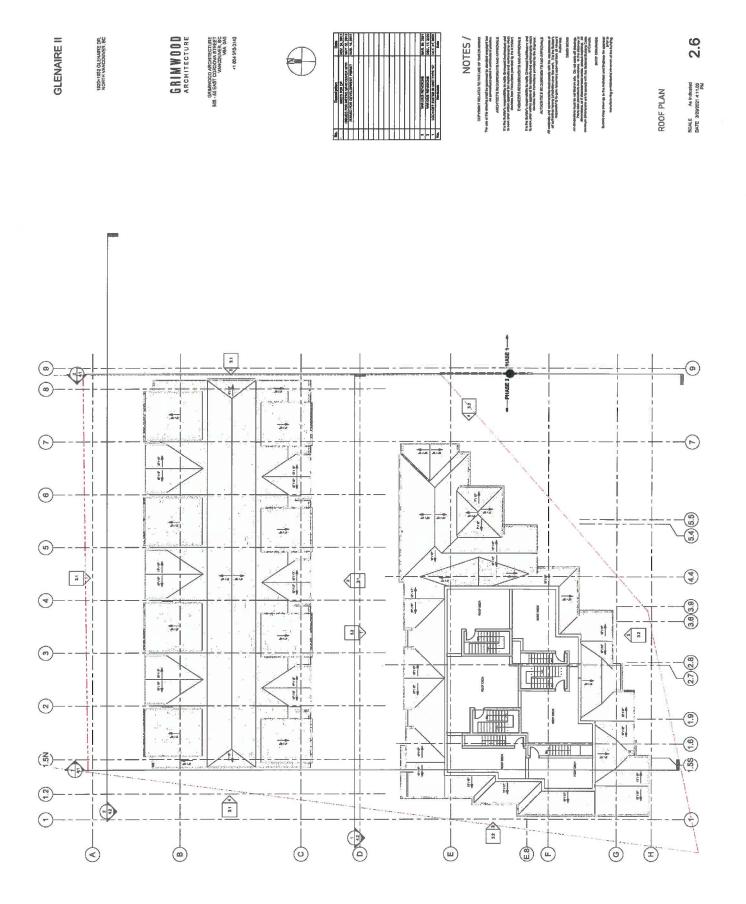


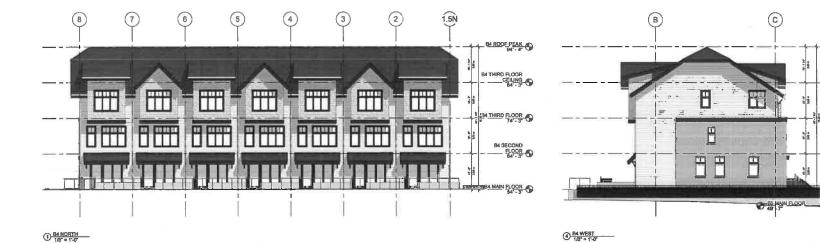












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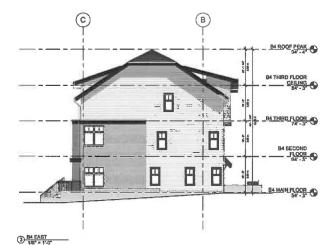
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B4 SECOND FLOOR 64 - 3"

B4 MAIN FLOOR

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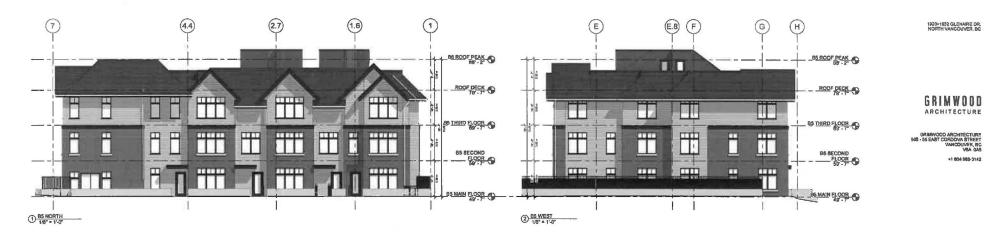
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B4 ELEVATIONS

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1920+1902 GLENARE DR. NORTH VANCOUVER, BC





B5 ELEVATIONS

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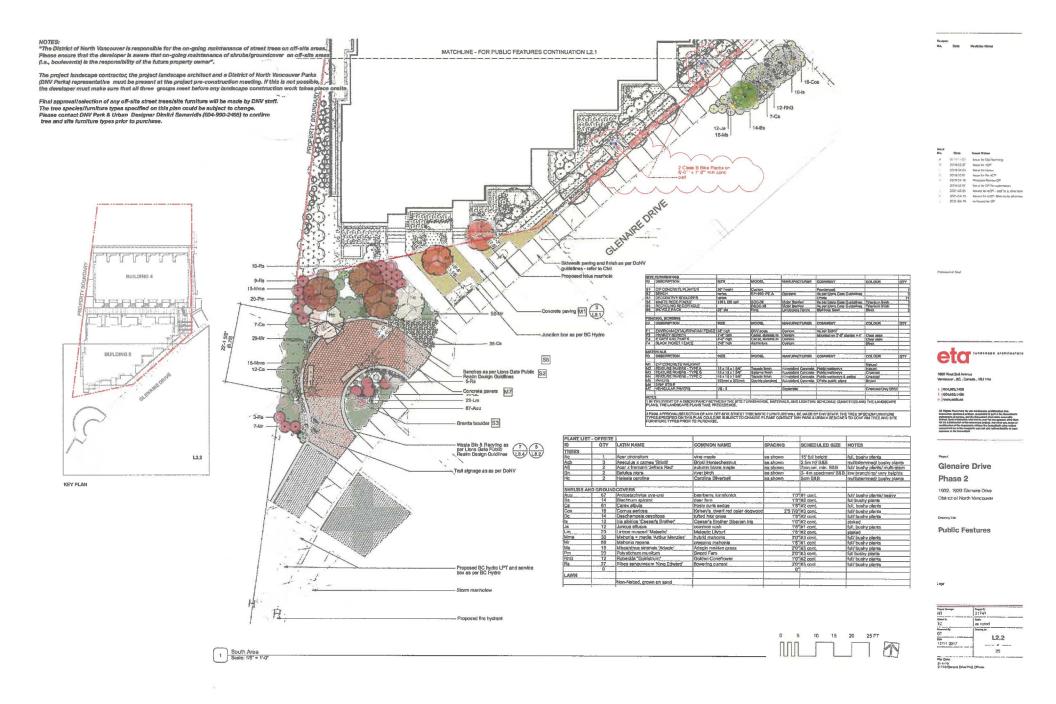
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Bylaw 8295

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

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

1. Citation

This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8295, 2021 (Amendment 33)".

2. Amendments

- 2.1 District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:
 - a) Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the property on Map 2 from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4) and from "Residential Level 2: Detached Residential" (RES2) to "Parks, Open Space and Natural Areas" (POSNA);
 - b) Map 3.1 Form and Character Development Permit Area: as illustrated on Schedule B, by adding the property to Map 3.1, designating it as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and,
 - c) Map 4.1 Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area: as illustrated on Schedule B, by adding the property to Map 4.1, designating it as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Emission Reduction.

READ a first time	by a majority of all Council members.
PUBLIC HEARING held	
READ a second time	by a majority of all Council members.
READ a third time	by a majority of all Council members.

ADOPTED

by a majority of all Council members.

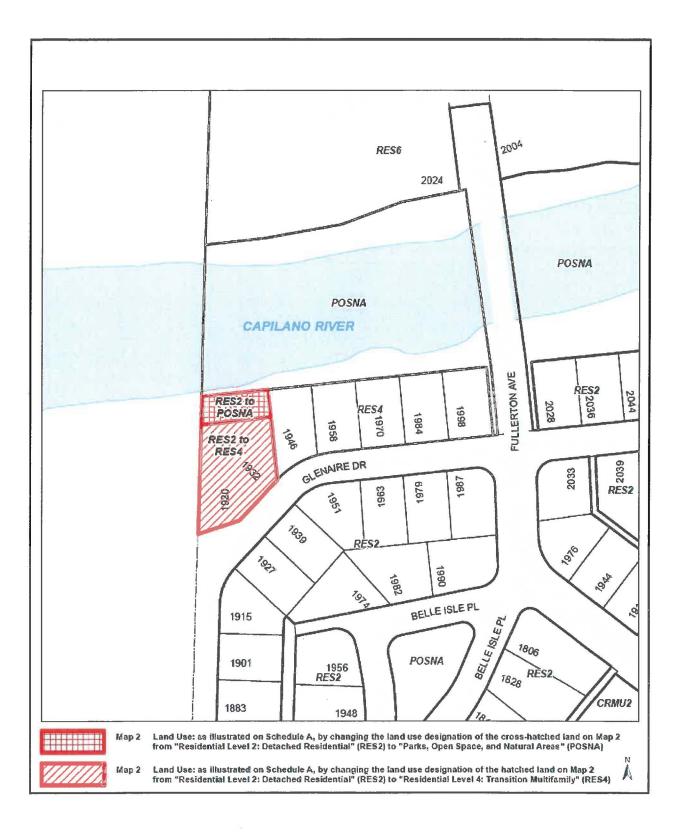
Mayor

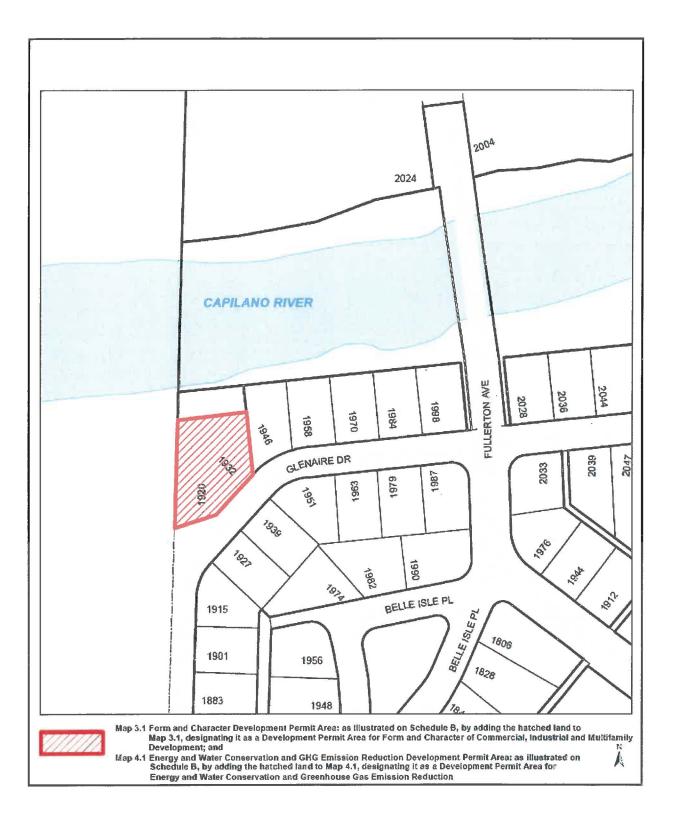
Municipal Clerk

Certified a true copy

Municipal Clerk

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The Corporation of the District of North Vancouver

Bylaw 8296

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

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

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1371 (Bylaw 8296)".

2. Amendments

- 2.1 District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
 - (a) Part 2A, Definitions is amended by adding CD113 to the list of zones that Part 2A applies to.
 - (b) Section 301 (2) by inserting the following zoning designation in numeric sequence:

"4B113 Comprehensive Development Zone 113 CD113"

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

"4B113 Comprehensive Development Zone 113 CD113

The CD113 Zone is applied to:

i) Lot A District Lot 764 Group 1 New Westminster District Plan EPP76560 (PID: 030-278-058)

4B113-1 Intent

The purpose of the CD113 Zone is to permit a ground-oriented multi-family residential development.

4B113-2 Permitted Uses

The following *principal uses* are permitted in the CD113 Zone:

a) Uses Permitted without Conditions:

Not applicable

b) Conditional Uses:

Residential use

4B113-3 Conditions of Use

- a) **Residential:** Residential uses are only permitted when the following conditions are met:
 - i) Each dwelling unit has access to private or semi-private outdoor space; and

41.

ii) Balcony, patio and deck enclosures, and rooftop trellises are not permitted.

4B113-4 Accessory Use

- a) Accessory uses customarily ancillary to the principal uses are permitted.
- b) Home occupations are permitted in residential units.

4B113-5 Density

- a) The maximum permitted density in the CD113 Zone is limited to a floor space ratio (FSR) of 0.45 and 1 *residential* unit.
- b) For the purpose of calculating gross floor area, the following are exempted:
 - i) Any floor areas below finished grade; and
 - Exterior rooftop amenity areas up to a maximum of 150 m² (1,614.6 sq. ft.).
- c) For the purposes of calculating FSR, the lot area is deemed to be 2,116.5 m² (22,781.6 sq. ft.) being the site size at the time of rezoning.

4B113-6 Amenities

- a) Despite subsection 4B113-5, permitted density in the CD113 Zone is increased to a maximum of 2,485 m² (26,748.3 sq. ft.) gross floor area and a maximum of 15 residential units, if the owner:
 - i) Contributes \$399,212 to the municipality to be used for any or all of the following amenities (with allocation and timing of expenditure to be determined by the municipality in its sole discretion):

- a. The Affordable Housing Fund;
- b. Park, trail, environmental, plaza, or other public realm improvements;
- c. Municipal or recreational service facility, or facility improvements; and/or
- d. Public art and other beautification projects.
- ii) Enters into a Housing Agreement prohibiting any strata bylaw or regulation establishing rental restrictions on the units.

4B113-7 Setbacks

a) Buildings shall be set back from property lines to the closest building face, excluding any underground or partially-exposed parking structure, and window wells, balcony columns, roof eaves, alcove projection, or projecting balconies, all to a maximum depth of 0.6 m (2.0 ft.), as established by the development permit and in accordance with Figure 1:

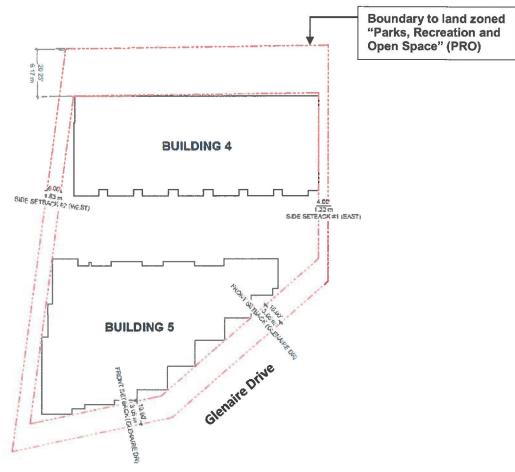


Figure 1

b) Decks and patios are excluded from the setback requirements.

4B113-8 Height

a) The maximum permitted height is as follows:

Location	Minimum Building Height
North Building (Bldg. 4)	14.6 m (47.9 ft.)
South Building (Bldg. 5)	13.4 m (44 ft.)

4B113-9 Coverage

- a) Building Coverage: The maximum building coverage is 45%; and
- b) Site Coverage: The maximum site coverage is 50%.

4B113-10 Landscaping and Stormwater Management

- a) All land areas not occupied by buildings and patios shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- b) All utility boxes, vents or pumps, or any solid waste facility (with the exception of temporary at-grade staging areas) or loading areas that are not located underground and / or within a building, shall be screened with landscaping or fencing, or a combination thereof, in accordance with a landscape plan approved by the District of North Vancouver.

4B113-11 Parking, Loading and Servicing Regulations

a) Parking is required as follows:

Use	Parking Requirement
Resident	Minimum of 1.73 spaces per unit
Visitor	Minimum of 0.13 spaces per unit
Accessible	Minimum of 2 spaces

b) Bicycle parking is required as follows:

Use	Bicycle Parking Requirement
Resident (Class 1)	Minimum of 2 spaces per unit
Visitor (Class 2)	Minimum of 0.26 spaces per unit

c) Except as specifically provided in 4B113-11 a), and b), parking shall be provided in accordance with Part 10 of this bylaw."

(d) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A), by rezoning the land from Single-Family Residential 7200 Zone (RS3) to Comprehensive Development Zone 113 (CD113).

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "District of North Vancouver Rezoning 1371 (Bylaw 8296)" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

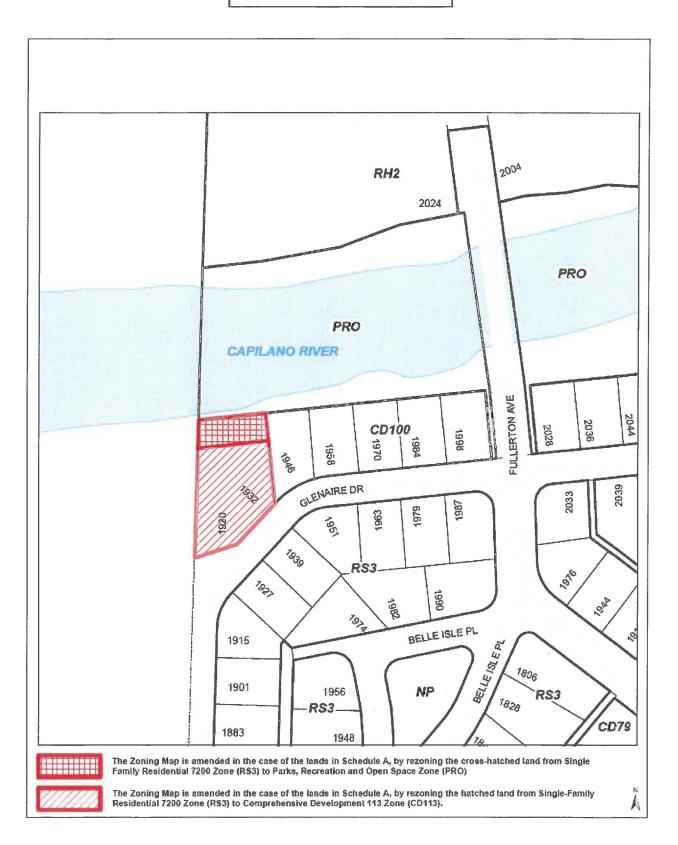
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8296



The Corporation of the District of North Vancouver

Bylaw 8297

A bylaw to enter into a Housing Agreement (1920 and 1932 Glenaire Drive)

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

1. Citation

This bylaw may be cited as "Housing Agreement Bylaw 8297, 2018 (1920 and 1932 Glenaire Drive)".

2. Authorization to Enter into Agreement

The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and PC Urban Glenaire 2 Holdings Ltd. (Inc. No. BC1124724) substantially in the form attached to this Bylaw as Schedule "A" with respect to the portion of the lands legally described as PID 030-278-058 Lot A DL 764 Gp 1 NWD Plan EPP76650 labelled as Lot 1 on the subdivision plan attached hereto as Schedule "B".

3. Execution of Documents

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

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8297

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SECTION 219 COVENANT - HOUSING AGREEMENT

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

BETWEEN:

PC URBAN GLENAIRE 2 HOLDINGS LTD. (Inc. No. BC1124724) a company incorporated under the laws of the Province of British Columbia having an office at 880 - 1090 West Georgia Street, Vancouver, BC V6E 3V7

(the "Developer")

AND:

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

(the "District")

WHEREAS:

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

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

1. **DEFINITIONS**

1.01 Definitions

In this agreement:

- (a) "Development Permit" means development permit No. _____ issued by the District;
- (b) *"Lands"* means land described in Item 2 of the *Land Title Act* Form C to which this agreement is attached;
- (c) "Owner" means the Developer and any other person or persons registered in the Lower Mainland Land Title Office as owner of the Lands from time to time, or of any parcel into which the Lands are consolidated or subdivided, whether in that person's own right or in a representative capacity or otherwise;
- (d) *"Proposed Development"* means the proposed development containing not more than 15 units to be constructed on the Lands in accordance with the Development Permit;
- (e) "Short Term Rentals" means any rental of a Unit for any period less than 30 days;
- (f) *"Strata Corporation"* means the strata corporation formed upon the deposit of a plan to strata subdivide the Proposed Development pursuant to the *Strata Property Act*;
- (g) "Unit" means a residential dwelling strata unit in the Proposed Development; and
- (h) *"Unit Owner"* means the registered owner of a Dwelling Unit in the Proposed Development.

2. <u>TERM</u>

This Agreement will commence upon adoption by District Council of Bylaw 8297 and remain in effect until terminated by the District as set out in this Agreement.

3. RENTAL ACCOMODATION

3.01 Rental Disclosure Statement

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

(a) before the first Unit is offered for sale, or conveyed to a purchaser without being offered for sale, filed with the Superintendent of Real Estate a rental disclosure statement in the prescribed form (the "Rental Disclosure Statement") designating all of the Units as rental strata lots and imposing at least a 99 year rental period in relation to all of the Units pursuant to the *Strata Property Act* (or any successor or replacement legislation), except in relation to Short Term Rentals and, for greater certainty, stipulating specifically that the 99 year rental restriction does not apply to a Strata Corporation bylaw prohibiting or restricting Short Term Rentals; and (b) given a copy of the Rental Disclosure Statement to each prospective purchaser of any Unit before the prospective purchaser enters into an agreement to purchase in respect of the Unit. For the purposes of this paragraph 3.01(b), the Owner is deemed to have given a copy of the Rental Disclosure Statement to each prospective purchaser of any Unit in the building if the Owner has included the Rental Disclosure Statement as an exhibit to the disclosure statement for the Proposed Development prepared by the Owner pursuant to the *Real Estate Development Marketing Act*.

3.02 Rental Accommodation

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

3.03 Binding on Strata Corporation

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

3.04 Strata Bylaw Invalid

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

3.05 No Bylaw

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

3.06 <u>Vote</u>

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

3.07 <u>Notice</u>

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

3.08 Release of Covenant

The District agrees that if the District of North Vancouver Rezoning Bylaw 1371 (Bylaw 8296), is not adopted by the District's Council before February 1, 2022, the Owner is entitled to require the District to execute and deliver to the Owner a discharge, in registrable form, of this Agreement from title to the Land. The Owner is responsible for the preparation of the discharge under this section and for the cost of registration at the Land Title Office.

4. DEFAULT AND REMEDIES

4.01 Notice of Default

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

4.02 <u>Costs</u>

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

4.03 Damages an Inadequate Remedy

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

4.04 Equitable Remedies

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

4.05 No Penalty or Forfeiture

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

4.06 Cumulative Remedies

No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right to remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Owner under this Agreement.

5. <u>LIABILITY</u>

5.01 Indemnity

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

5.02 <u>Release</u>

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

5.03 <u>Survival</u>

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

6. GENERAL PROVISIONS

6.01 District's Power Unaffected

Nothing in this Agreement:

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

6.02 Agreement for Benefit of District Only

The Owner and District agree that:

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

6.03 Agreement Runs With the Lands

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

6.04 Release

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

6.05 Priority of This Agreement

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

6.06 Agreement to Have Effect as Deed

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

6.07 <u>Waiver</u>

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

breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.

6.08 <u>Time</u>

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

6.09 Validity of Provisions

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

6.10 Extent of Obligations and Costs

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

6.11 Notices

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

If to the District:

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

Attention: Planning Department

If to the Owner:

If to the Unit Owner:

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

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

6.12 Further Assurances

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

6.13 Enuring Effect

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

7. INTERPRETATION

7.01 <u>References</u>

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

7.02 <u>Construction</u>

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

7.03 No Limitation

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

7.04 Terms Mandatory

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

7.05 Statutes

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

7.06 Entire Agreement

- (d) This is the entire agreement between the District and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to this Agreement, except as included in this Agreement.
- (e) This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by District Council of a bylaw to amend Bylaw 8297

7.07 Governing Law

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

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

GRANT OF PRIORITY

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

(a) _____(the "Charge");

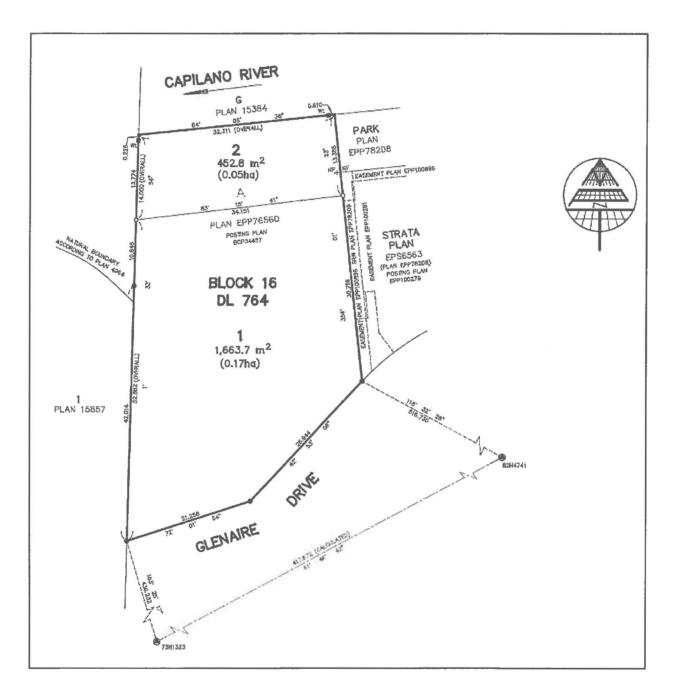
AND WHEREAS the Chargeholder agrees to allow the Section 219 Covenant herein to have priority over the Charge;

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

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

Schedule B to Bylaw 8297

Subdivision Plan



ROCKANDEL&ASSOCIATES

Building Success Through Process Facilitation Organizational & Community Engagement Partnership Planning

PUBLIC INFORMATION MEETING REPORT

To: Erik Wilhelm, Planner, District of North Vancouver. E: ewilhelm@dnv.org

- Cc: Shawn Oh, Development Coordinator, PC Urban Properties Corp. E: soh@pcurban.ca
- From: Catherine Rockandel, IAF Certified Professional Facilitator, Rockandel & Associates Tel: 1-604-898-4614 E: cat@growpartnerships.com
- Re: Public Information Meeting Summary for PC Urban 1920-1932 Glenaire Drive

Date: February 5, 2018

Event Date:	Thursday, February 1, 2018
Time:	6:30 PM – 8:00 PM
Location:	Grouse Inn, 1633 Capilano Road, North Vancouver
Attendees:	Ten (10) members of the public

Notification

Flyer Invitation

Invitation packages were distributed to residents within a 100-metre radius of the site.

Site Signs

There was one standard PIM sign erected on the site notifying the community of the meeting as per District of North Vancouver requirements.

Newspaper Advertisement

Two (2) advertisements were placed in the North Shore News, on January 26th and 31, 2018

Comment Forms

No comment forms were received at the Public Information Meeting

Attendees: Of the ten members of the public attending, two individuals stayed only for the Open House component. In addition, the following project team members, and District of North Vancouver staff were in attendance.

District of North Vancouver

Erik Wilhelm, Planner, District of North Vancouver

Project Team

Robert Spencer, PC Urban Shawn Oh, PC Urban

Project Consultants

Architecture: Tom Grimwood, Grimwood Architecture Transportation Engineers: Daniel Fung, Bunt & Associates

Facilitator

Catherine Rockandel, Rockandel & Associates

OVERVIEW

The PC Urban Properties team were available to answer questions in an Open House format from 6:30- 7:00pm. At 7:00 PC Urban provided an overview of the development proposal to rezone the site from single-family zoning to a comprehensive development zone, to permit a 15-unit ground oriented housing project. Each unit is between 850 and 2,000 square feet in size and includes underground parking. The presentation was followed by a facilitated Q&A.

PUBLIC COMMENT: Q & A (Index: Q: Questions C: Comment A: Answers)

- Q1 Is the Riverside Trail going to be opened up and go right past Fullerton?
- A1 Yes, correct we are working on connecting it from Woodcroft Bridge through phase one with a dedicated right of way and phase two through to West Van parks. It is outside of the riparian set back.
- Q2 What happens to the riparian area?
- A2 (Erik Wilhelm) PC Urban will provide a five and a half foot trail at the back of phase one and two. The plan right now is that the riparian area will be rehabilitated and untouched. In the last week, I had a meeting with Metro Vancouver Parks and we had a discussion about a metre and a half trail gravel crush within the riparian area. Metro is interested in that because they want a more naturalized trail that would tie into Klahanie.
- Q3 When you said one point of contact for the development do you mean Brook Pooni?
- A3 No, Brook Pooni was the public consultant that reached out to the community. As we proceed with construction a dedicated person likely the civil engineer's name would be on signs on site for the neighbourhood to contact with questions or issues. We would also drop off flyers to the neighbourhood with contact information.
- **Q4** During construction where are all the cars for the construction workers going to park and the construction trucks?
- A4 As part of our construction impact mitigation strategy plan we have identified that parking will occur on phase two site during phase one construction. We are also in the process of securing parking in Klahanie Park for phase two parking and overflow parking. We also have agreements in place for parking on other Lions Gate Village developer sites. We also have signed an agreement with the District that we will not stage construction trucks on the District land. We will be mobilizing all vehicles on our site.
- Q5 Pedestrian traffic uses Glenaire to Curling after dark to get to West Van because there are still some lights. Is that road going to be open to pedestrians?

- A5 Yes, it will be open and we have committed to District to widen the road. There will be temporary lane and extra lights.
- **Q6** Did you say the construction trucks are going down Fullerton to Capilano and Klahanie, is that correct?
- A6 Yes, there are two options for the construction trucks Glenaire to Curling will be open as well.
- **C6** In terms of my previous question the point I want to make is that there is a high density of people that walk along Fullerton through the Belle Isle corner to Klahanie to catch the bus so right now it is unpleasant to walk beside the Larco site and will not be pedestrian and bike friendly with even more construction. I would encourage you to use the Klahanie Road versus the Fullerton Road.
- Q7 Did you say each unit is going to get two parking spots so do you expect the rest of the people to park on Fullerton? Just so you know Woodcroft overflow has so many people parking on Fullerton is just jammed.
- A7 Our project has some visitor stalls underground as well.
- Q8 I am concerned about the transportation infrastructure, you open little paths here and there but you don't expand the roads. It is chaos going over the Lions Gate Bridge, coming down Capilano Road going south or if you have to turn off highway onto Capilano. Is the District thinking about ways to improve the road network with all these developments being approved?
- A8 (Erik Wilhelm) The bridge head is the province's responsibility. The District has limited capacity to influence that issue which affects the traffic in this area. In respect to the road system this area has not seen all the improvements that are going to be realized because it is still in construction. If all the plans are approved, every single road in this area will be upgraded with dedicated parking stalls, improved connections, new connector road north of Belle Isle Park. The transportation department at the District are a dedicated team of people addressing these issues. Discussing with the province and working with developers.
- Q9 What is the timeline for these various developments and road upgrades?
- A9 (Erik Wilhelm) In the peripheral area that would be more about how quickly things are getting approved. The Citimark and Cressey development that are very imminent. Roads are finished at the end of the construction period. Year and a half to two years for local road improvements. As for the right turn lane at the Grouse Inn site that is subject to the approval of the development permit at the Grouse Inn site so that is a minimum a year to two years away. The developer could sit on their permit for longer.
- Q10 The Riverside Trail how will that be marked with stop signs or a signal?
- A10 (Erik Wilhelm) Although the public naturally will want to come out of trail and cross road. The District has no ability to require a marked cross walk or signalized cross walk

because it is on Woodcroft land. Woodcroft would have to initiate that discussion with District.

(Daniel Fung) Stop signs are anticipate for Glenaire Drive there will be some demarcations. This is a cross walk

- **Q11** I understood that the development to east there was going to a pathway to the east side of our Woodcroft bridge. Is there a pathway on the west side of Fullerton?
- A11 Yes, there is a dedicated pathway on the west side

(Erik Wilhelm) Yes, there will be a trail connection on the east side. Where the Woodcroft land comes down to Fullerton, there are two slivers of Metro Vancouver land, there will be trails on the east side of the Woodcroft bridge. There will also be some pedestrian bulges. We have coordinated that connection in absence of a cross walk. There will be signage as well

- **Q12** I am curious about the change of grades between the buildings. Building four matches buildings one to three. I see staircases, is there going to be a staircase for each of the seven units going down?
- A12 Yes, there is six sets of stairs
- Q13 What is the required ratio for parking and what is proposed? Where do visitors park? I am nervous more about the density coming across from you in the highrise towers where there is less parking. Those visitors will be parking on the street.
- A13 The District required parking ratio for our development is two and we are meeting the requirement with two spaces per unit.

(Daniel Fung) In this zoning area you can go down to 1.5 but the developer has elected to offer two and included in that there are two visitor parking spaces underground.

- Q14 Are the parking spaces included with the units or do you have to purchase parking spots?
- A14 Traditionally we follow the market, each unit will be allocated one stall per unit. The second stall were not sure it could be an incentive to purchase unit or charged as extra

(Erick Wilhelm) We at the District want to get an understanding of the implications of development so all these developers will be providing a traffic and parking analysis. Are all these stalls being used? Is the District providing too much parking or too little for some of these developments?

C15 I think that there is a push by most municipalities to bring down parking ratios by making people take transit. The concern I am hearing at Woodcroft is that transit routes, reliability and schedules are not good so you need a vehicle. At Woodcroft, we had 6 oversized vehicles with temporary passes that could not park underground. We terminated those short-term parking passes so those 6 vans will now be parked on Fullerton. We are doing some serious maintenance repairs to the Woodcroft parkade that involves 1800 parking stalls. The engineers are currently providing a proposal to

phase repairs. We don't have a timeline yet. Generally, there are a lot of people frustrated by traffic and the lack of road infrastructure to manage cars.

- **C16** Before you got here there were problems with parking on Fullerton. Every tower has people that park on the street because either they don't want to pay for an additional spot or there are none available.
- Q17 Do you have a sense from all the different projects coming on line when the village area will be functional? Ie: groceries and community centre
- A17 (Erik Wilhelm) By the time the Larco site is finished with the community centre about approximately two years, then the Grouse Inn site and up and running is three to three and a half years. The Larco site should be coming on line just as these town house projects are near completion because three storey construction is faster than towers.
- **C18** My understanding is that when the Fullerton improvements there will be little parking on Fullerton, the plans show an indent with a couple of parking spots but not like it is now
- A18 (Erik Wilhelm) You can contact the Transportation department and they could implement some type of time duration parking in some areas that could alleviate issue on Fullerton.
- Q19 How far is this project in the approval process?
- A19 Application was made in November. The first step is this public meeting where we gather your comments and feedback. We hopefully at a design panel in March, to first Council meeting in April, summer before public hearing before Council. Construction could potentially happen in January 2019 if it gets approved.
- **Q20** I notice roof decks on top of building five for the north and south units and what you would see from the street?
- A20 Roof decks on building five are set back and fully guard railed. You won't see much from the street.
- Q21 Where is the presentation centre for phase one?
- A21 Phase one, we have not decided if we are doing a presentation centre. Construction will start in June. We may sell them once they are built out so people can visit the area to experience units.
- Q22 What is the next step?
- A22 All the comments you have made tonight and comment sheets are submitted to the planner and Council. We then attend Advisory Design Panel made up of professionals in the industry. They give us comments, those alongside the comments from this meeting are provided to the planner. We make changes to development based on input. Those go to Council. The best time to have your views heard is at the Council public hearing. After the public hearing Council decides whether to give the development third and fourth reading that is adoption of the zone.

APPENDIX: FLYER & NEWSPAPER ADVERTISEMENT

PUBLIC INFORMATION MEETING

A redevelopment is being proposed for 1920-1932 Glenaire Dr., to construct a townhome project. You are invited to a meeting to discuss the project.

Meeting Time and Location:

Date:	Thursday, February 1, 2018
Time:	6:30 p.m.
Location:	Grouse Inn Meeting Room,
	1633 Capilano Road., North Vancouver

The applicant proposes to rezone the site from single-family zoning to a comprehensive development zone, to permit a **15-unit** ground oriented housing project. Each unit is between 850 and 2,000 square feet in size and includes underground parking.



Information packages are being distributed to residents within a 100 meter radius of the site. If you would like to receive a copy or if you would like more information, contact Robert Spencer at 604-282-6085 or Erik Wilhelm of the Development Planning Department at 604-990-2360 or bring your questions and comments to the meeting.

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

DISTRICT OF NORTH VANCOUVER

	PUBLIC INFORMATION MEETING FEBRUARY 1, 2018 SIGN-IN SHEET
PROPOSAL:	15 Unit Townhouse Development in Lions Gate Area
PROPOSAL ADDRESS:	1920 & 1932 Glenaire Drive
DEVELOPER:	PC Urban Glenaire 2 Holdings Ltd.

	Full Name	Civic Address
1		Fulledon Ave N.Van Fullerton NV
2		Fullerton #V
3		Fullerton Arke R.V.
4		
5		FORT LANGLES (Woodcraft GM)
6		Einsteinton Oure
7	그는 않는 것을 가 한 것을 많을 것 같아.	Glenar
8		ottana Ave, West Vunc.
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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.

From: Sent: To: Subject:

February 04, 2018 5:41 PM Erik Wilhelm 15 Unit Townhouse Proposal - PC Unban - Phase 2

Hi Erik,

Here are my comments as a result of the Public Information Meeting held Feb 1st, 2018

COMMENTS

<u>Design -</u> I like the design of this development more than any in the peripheral area, although I'm not keen on the rooftop patios which virtually makes it 4 storeys. Although the demand for 3 and 4 bedroom units is addressed, it will not address the demand for affordability.

Density - I think 15 townhomes on 2 lots is too dense.

<u>Traffic</u> - The added traffic is always a concern. I'm particularly concerned with traffic and parking during construction, especially with it taking place at the same time as construction on the Larco site. This will affect Fullerton Avenue - our only access to and from Woodcroft.

On the whole I feel the design of this development, once completed, will be an enhancement to our neighbourhood.



1920-1932 Glenaire Drive – Public Information Meeting February 1, 2018

- Design suitable for location. The town house height continues the roofline of the proposed adjacent buildings. The variation in the multi-textured façade adds interest to the "wall" of building along the road. Overall FSR is within allowable limits – although the impact of the number of buildings/units is significant. Some contained play area for the entire project (Phase 1 and 2) would have been suitable given the site layout. There is no communal space for the residents to socialize.
- 2. The protection for the riparian area and the provision of a foot path along top of river bank completes the scenic/nature path along the river. The path also will balance the one along the north side of the river a beautiful, natural way to get exercise and take advantage of our scenery. This will help balance the loss of mature trees caused by the redevelopment.
- 3. I assume the sidewalk on the north side of Glenaire will be continued to the pedestrian access to the rugby fields. Adequate street lighting upon the completion of the projects is anticipated with joy.
- 4. Overall the completed project fits within the concept of the Lions Gate Centre. The intended demographic will appreciate the improved Belle Isle Park and community centre using the new access from Glenaire to Belle Isle. One safety issue remaining is children playing near a multi-year construction area.
- 5. Management of construction traffic and scheduling of construction remain a concern. I appreciate that both DNV staff and the various developers are working collectively to address the concerns for remaining residents. The daytime traffic in the area, while not necessarily large in volume, covers a diverse set of users: the remaining residents and their vehicles, their service and emergency vehicle requirements as well as local pedestrians, pets and visitors.
- 6. Previous plans to open Glenaire to Curling and making it one way for traffic is a practical solution. Opening the blocked passage to the Rugby Club for emergency vehicles would be reasonable; as would, accessing the road to the Squash Club to allow pedestrians a safer way to travel that area avoiding construction vehicles.

One final note: Commendations to Larco and their on-site staff managing the road blockages – courteous, working efficiently to keep the road/path closures to a minimum and adjusting signage as closures change according to need.

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The Corporation of the District of North Vancouver

Bylaw 8295

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

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

1. Citation

This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8295, 2021 (Amendment 33)".

2. Amendments

- 2.1 District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:
 - a) Map 2 Land Use: as illustrated on Schedule A, by changing the land use designation of the property on Map 2 from "Residential Level 2: Detached Residential" (RES2) to "Residential Level 4: Transition Multifamily" (RES4) and from "Residential Level 2: Detached Residential" (RES2) to "Parks, Open Space and Natural Areas" (POSNA);
 - b) Map 3.1 Form and Character Development Permit Area: as illustrated on Schedule B, by adding the property to Map 3.1, designating it as a Development Permit Area for Form and Character of Commercial, Industrial and Multifamily Development; and,
 - c) Map 4.1 Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area: as illustrated on Schedule B, by adding the property to Map 4.1, designating it as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Emission Reduction.

READ a first time May 31st, 2021 by a majority of all Council members.

PUBLIC HEARING held

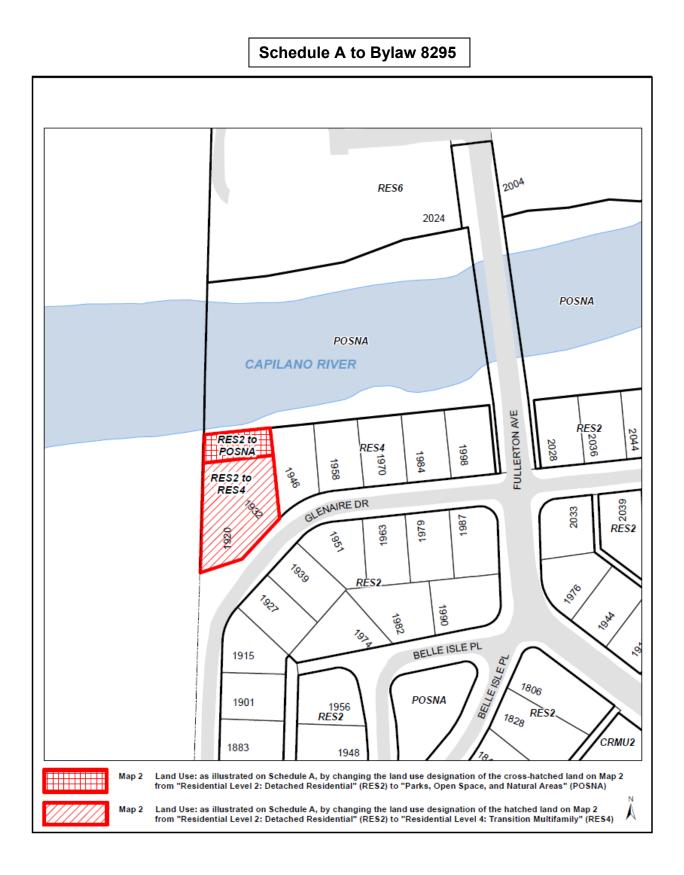
READ a second time	by a majority of all Council members.
READ a third time	by a majority of all Council members.
ADOPTED	by a majority of all Council members.

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk



Document: 3447869

Schedule B to Bylaw 8295



The Corporation of the District of North Vancouver

Bylaw 8296

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

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

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1371 (Bylaw 8296)".

2. Amendments

- 2.1 District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
 - (a) Part 2A, Definitions is amended by adding CD113 to the list of zones that Part 2A applies to.
 - (b) Section 301 (2) by inserting the following zoning designation in numeric sequence:

"4B113 Comprehensive Development Zone 113 CD113"

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

"4B113 Comprehensive Development Zone 113 CD113

The CD113 Zone is applied to:

i) Lot A District Lot 764 Group 1 New Westminster District Plan EPP76560 (PID: 030-278-058)

4B113-1 Intent

The purpose of the CD113 Zone is to permit a ground-oriented multi-family residential development.

4B113-2 Permitted Uses

The following *principal uses* are permitted in the CD113 Zone:

a) Uses Permitted without Conditions:

Not applicable

b) Conditional Uses:

Residential use

4B113-3 Conditions of Use

- a) **Residential:** Residential uses are only permitted when the following conditions are met:
 - i) Each dwelling unit has access to private or semi-private outdoor space; and
 - ii) Balcony, patio and deck enclosures, and rooftop trellises are not permitted.

4B113-4 Accessory Use

- a) Accessory uses customarily ancillary to the principal uses are permitted.
- b) Home occupations are permitted in residential units.

4B113-5 Density

- a) The maximum permitted density in the CD113 Zone is limited to a floor space ratio (FSR) of 0.45 and 1 *residential* unit.
- b) For the purpose of calculating *gross floor area*, the following are exempted:
 - i) Any floor areas below finished grade; and
 - ii) Exterior rooftop amenity areas up to a maximum of 150 m² (1,614.6 sq. ft.).
- c) For the purposes of calculating FSR, the lot area is deemed to be 2,116.5 m² (22,781.6 sq. ft.) being the site size at the time of rezoning.

4B113-6 Amenities

- a) Despite subsection 4B113-5, permitted density in the CD113 Zone is increased to a maximum of 2,485 m² (26,748.3 sq. ft.) *gross floor area* and a maximum of 15 *residential* units, if the owner:
 - i) Contributes \$399,212 to the municipality to be used for any or all of the following amenities (with allocation and timing of expenditure to be determined by the municipality in its sole discretion):

- a. The Affordable Housing Fund;
- b. Park, trail, environmental, plaza, or other public realm improvements;
- c. Municipal or recreational service facility, or facility improvements; and/or
- d. Public art and other beautification projects.
- ii) Enters into a Housing Agreement prohibiting any strata bylaw or regulation establishing rental restrictions on the units.

4B113-7 Setbacks

a) Buildings shall be set back from property lines to the closest building face, excluding any underground or partially-exposed parking structure, and window wells, balcony columns, roof eaves, alcove projection, or projecting balconies, all to a maximum depth of 0.6 m (2.0 ft.), as established by the development permit and in accordance with Figure 1:

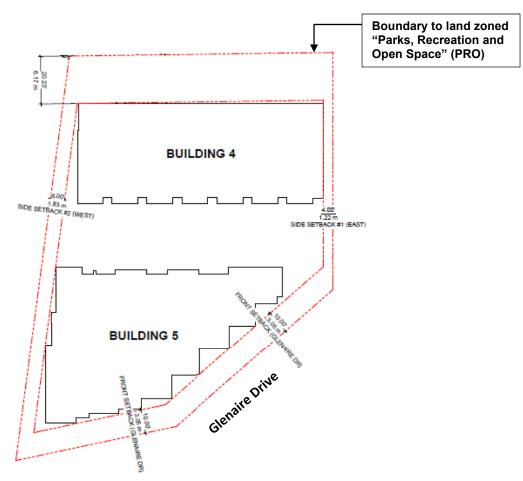


Figure 1

b) Decks and patios are excluded from the setback requirements.

4B113-8 Height

a) The maximum permitted height is as follows:

Location	Minimum Building Height
North Building (Bldg. 4)	14.6 m (47.9 ft.)
South Building (Bldg. 5)	13.4 m (44 ft.)

4B113-9 Coverage

- a) Building Coverage: The maximum building coverage is 45%; and
- b) Site Coverage: The maximum site coverage is 50%.

4B113-10 Landscaping and Stormwater Management

- a) All land areas not occupied by buildings and patios shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- b) All utility boxes, vents or pumps, or any solid waste facility (with the exception of temporary at-grade staging areas) or loading areas that are not located underground and / or within a building, shall be screened with landscaping or fencing, or a combination thereof, in accordance with a landscape plan approved by the District of North Vancouver.

4B113-11 Parking, Loading and Servicing Regulations

a) Parking is required as follows:

Use	Parking Requirement
Resident	Minimum of 1.73 spaces per unit
Visitor	Minimum of 0.13 spaces per unit
Accessible	Minimum of 2 spaces

b) Bicycle parking is required as follows:

Use	Bicycle Parking Requirement
Resident (Class 1)	Minimum of 2 spaces per unit
Visitor (Class 2)	Minimum of 0.26 spaces per unit

c) Except as specifically provided in 4B113-11 a), and b), parking shall be provided in accordance with Part 10 of this bylaw."

(d) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A), by rezoning the land from Single-Family Residential 7200 Zone (RS3) to Comprehensive Development Zone 113 (CD113).

READ a first time May 31st, 2021

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "District of North Vancouver Rezoning 1371 (Bylaw 8296)" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

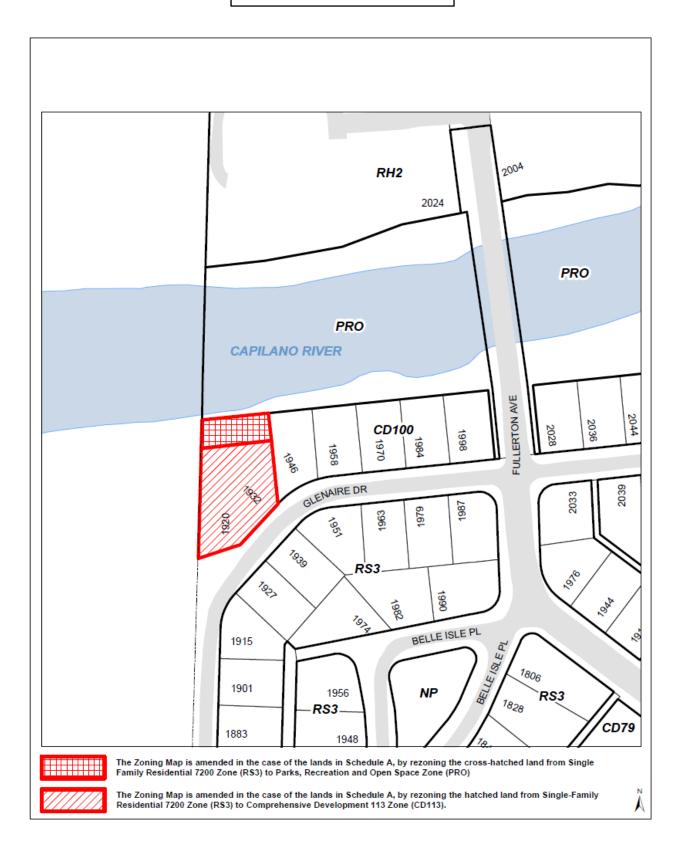
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8296



The Corporation of the District of North Vancouver

Bylaw 8297

A bylaw to enter into a Housing Agreement (1920 and 1932 Glenaire Drive)

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

1. Citation

This bylaw may be cited as "Housing Agreement Bylaw 8297, 2018 (1920 and 1932 Glenaire Drive)".

2. Authorization to Enter into Agreement

The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and PC Urban Glenaire 2 Holdings Ltd. (Inc. No. BC1124724) substantially in the form attached to this Bylaw as Schedule "A" with respect to the portion of the lands legally described as PID 030-278-058 Lot A DL 764 Gp 1 NWD Plan EPP76650 labelled as Lot 1 on the subdivision plan attached hereto as Schedule "B".

3. Execution of Documents

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

READ a first time May 31st, 2021

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8297

SECTION 219 COVENANT – HOUSING AGREEMENT

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

BETWEEN:

PC URBAN GLENAIRE 2 HOLDINGS LTD. (Inc. No. BC1124724) a company incorporated under the laws of the Province of British Columbia having an office at 880 – 1090 West Georgia Street, Vancouver, BC V6E 3V7

(the "Developer")

AND:

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

(the "District")

WHEREAS:

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

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

1. **DEFINITIONS**

1.01 Definitions

In this agreement:

- (a) *"Development Permit"* means development permit No. _____ issued by the District;
- (b) *"Lands"* means land described in Item 2 of the *Land Title Act* Form C to which this agreement is attached;
- (c) "Owner" means the Developer and any other person or persons registered in the Lower Mainland Land Title Office as owner of the Lands from time to time, or of any parcel into which the Lands are consolidated or subdivided, whether in that person's own right or in a representative capacity or otherwise;
- (d) *"Proposed Development"* means the proposed development containing not more than 15 units to be constructed on the Lands in accordance with the Development Permit;
- (e) *"Short Term Rentals"* means any rental of a Unit for any period less than 30 days;
- (f) *"Strata Corporation"* means the strata corporation formed upon the deposit of a plan to strata subdivide the Proposed Development pursuant to the *Strata Property Act*;
- (g) "Unit" means a residential dwelling strata unit in the Proposed Development; and
- (h) *"Unit Owner"* means the registered owner of a Dwelling Unit in the Proposed Development.

2. <u>TERM</u>

This Agreement will commence upon adoption by District Council of Bylaw 8297 and remain in effect until terminated by the District as set out in this Agreement.

3. <u>RENTAL ACCOMODATION</u>

3.01 <u>Rental Disclosure Statement</u>

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

(a) before the first Unit is offered for sale, or conveyed to a purchaser without being offered for sale, filed with the Superintendent of Real Estate a rental disclosure statement in the prescribed form (the "Rental Disclosure Statement") designating all of the Units as rental strata lots and imposing at least a 99 year rental period in relation to all of the Units pursuant to the *Strata Property Act* (or any successor or replacement legislation), except in relation to Short Term Rentals and, for greater certainty, stipulating specifically that the 99 year rental restriction does not apply to a Strata Corporation bylaw prohibiting or restricting Short Term Rentals; and (b) given a copy of the Rental Disclosure Statement to each prospective purchaser of any Unit before the prospective purchaser enters into an agreement to purchase in respect of the Unit. For the purposes of this paragraph 3.01(b), the Owner is deemed to have given a copy of the Rental Disclosure Statement to each prospective purchaser of any Unit in the building if the Owner has included the Rental Disclosure Statement as an exhibit to the disclosure statement for the Proposed Development prepared by the Owner pursuant to the *Real Estate Development Marketing Act*.

3.02 Rental Accommodation

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

3.03 Binding on Strata Corporation

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

3.04 Strata Bylaw Invalid

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

3.05 <u>No Bylaw</u>

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

3.06 <u>Vote</u>

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

3.07 <u>Notice</u>

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

3.08 Release of Covenant

The District agrees that if the District of North Vancouver Rezoning Bylaw 1371 (Bylaw 8296), is not adopted by the District's Council before February 1, 2022, the Owner is entitled to require the District to execute and deliver to the Owner a discharge, in registrable form, of this Agreement from title to the Land. The Owner is responsible for the preparation of the discharge under this section and for the cost of registration at the Land Title Office.

4. **DEFAULT AND REMEDIES**

4.01 <u>Notice of Default</u>

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

4.02 <u>Costs</u>

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

4.03 Damages an Inadequate Remedy

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

4.04 Equitable Remedies

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

4.05 <u>No Penalty or Forfeiture</u>

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

4.06 <u>Cumulative Remedies</u>

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

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

5. <u>LIABILITY</u>

5.01 Indemnity

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

5.02 <u>Release</u>

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

5.03 <u>Survival</u>

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

6. <u>GENERAL PROVISIONS</u>

6.01 District's Power Unaffected

Nothing in this Agreement:

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

6.02 Agreement for Benefit of District Only

The Owner and District agree that:

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

6.03 Agreement Runs With the Lands

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

6.04 <u>Release</u>

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

6.05 Priority of This Agreement

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

6.06 Agreement to Have Effect as Deed

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

6.07 <u>Waiver</u>

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

6.08 <u>Time</u>

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

6.09 Validity of Provisions

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

6.10 Extent of Obligations and Costs

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

6.11 <u>Notices</u>

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

If to the District:

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

Attention: Planning Department

If to the Owner:

If to the Unit Owner:

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

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may

designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

6.12 <u>Further Assurances</u>

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

6.13 Enuring Effect

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

7. **INTERPRETATION**

7.01 <u>References</u>

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

7.02 <u>Construction</u>

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

7.03 <u>No Limitation</u>

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

7.04 Terms Mandatory

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

7.05 <u>Statutes</u>

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

7.06 Entire Agreement

(d) This is the entire agreement between the District and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to this Agreement, except as included in this Agreement. (e) This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by District Council of a bylaw to amend Bylaw 8297

7.07 Governing Law

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

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

GRANT OF PRIORITY

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

(a) _____(the "**Charge**");

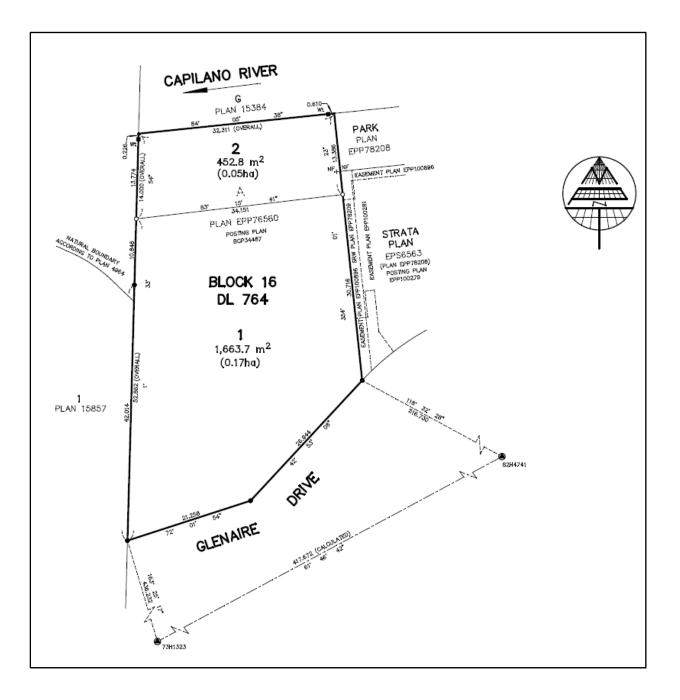
AND WHEREAS the Chargeholder agrees to allow the Section 219 Covenant herein to have priority over the Charge;

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

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

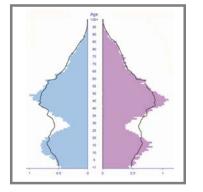
Schedule B to Bylaw 8297

Subdivision Plan



Key Issues to Address in Planning for the Future

Initial plan development began with an inventory of existing conditions in the District and an analysis of the challenges facing us. Over the course of the public engagement process, certain issues and trends emerged. Policy statements contained in this Plan are designed to address those issues and their implications by proactively managing change in a way that enables us to preserve and enhance what is loved most about the District. Some of the key issues that this plan seeks to address are outlined below.



CHALLENGING DEMOGRAPHIC PROFILE

Over the past 30 years the number of seniors (65+) residing in the District has increased fourfold. One in four residents are now over 55. At the same time, a "missing generation" or low number of young adults aged 20-40 means there are fewer residents to drive the economy and start families. The number of jobs in the District has been declining and school closures are ongoing.



LACK OF HOUSING DIVERSITY AND AFFORDABILITY

As much as 70% of housing in the District is in the form of detached homes. As the population ages and household sizes decrease, more than 10% of our detached homes now have only one person living in them. This form of housing is the most expensive and presents a barrier to first-time buyers and to seniors wishing to downsize. With an effective 0% vacancy rate and a dwindling and aging rental housing stock, there are few options for renters.



LOSS OF ECONOMIC VIBRANCY

The District lost about 1,000 jobs between 1996 and 2006 at a time when the Metro Vancouver region gained around 150,000 jobs. Fewer local jobs mean fewer options for District residents to work close to home and more transportation-related greenhouse gas emissions. With businesses contributing 30% of the District's property tax revenue, their success is vital for all of the community.



LARGE ENVIRONMENTAL FOOTPRINT

Our spread out land use pattern of predominantly detached homes is costly and inefficient to serve with transit and often means residents are unable to walk to the shops and services they need. Our high reliance on the automobile (85% of the commute, 79% of all trips) is a significant contributor to our substantial community greenhouse gas emissions (412,000 tonnes annually).



SOCIAL ISSUES

The District's changing demographic profile places different demands on our services and programs. Walkable neighbourhoods and active transportation are important determinants of mental and physical health. We have a range of social issues to address and vulnerable populations to support. Examples include an increasing gap between the rich and poor, with over 10,000 of our residents (about 12% of the population) living in low income households. Our homeless population has also seen a dramatic increase, tripling from 44 in 2002 to 127 in 2008.



AGING MUNICIPAL INFRASTRUCTURE AND FINANCIAL CHALLENGES

Most of the District's infrastructure was built in the 1950s, 1960s and 1970s, which means rising maintenance and replacement costs. Regional infrastructure is in a similar state and these costs are passed on to our residents and businesses through rising utility fees. Our low population growth limits the ability of the District to leverage funding through development cost charges and community amenity contributions, creating a reliance on property taxes and utility fees to fund infrastructure, facilities and improvements. If the District continues to lose businesses, this burden will increasingly be borne by the residential sector. Continuing on the current path of minimal growth and a predominately single family land use pattern may be costly.





GOALS

Together with the Vision and Principles, these Goals inform the policies, strategies and targets developed for the District of North Vancouver Official Community Plan.

- **1.** Create a network of vibrant, mixed-use centres while enhancing the character of our neighbourhoods and protecting natural areas
- **2.** Encourage and enable a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life
- **3.** Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents
- 4. Support a diverse and resilient local economy that provides quality employment opportunities
- **5.** Provide a safe, efficient and accessible network of pedestrian, bike and road ways and enable viable alternatives to the car through effective and coordinated land use and transportation planning
- **6.** Conserve the ecological integrity of our natural environment, while providing for diverse park and outdoor recreational opportunities
- **7.** Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change
- **8.** Provide infrastructure to support community health, safety and economic prosperity, and facilities that enhance recreational opportunities, cultural activity and artistic expression



AMENDED OCTOBER 29, 2018

2.1 Town Centres

The Town Centres contain the broadest range of services and land uses in the District. As the highest category of centre, they are anticipated to receive significant growth over the time frame of this plan. The Town Centres are major nodes on the transit network and can be accessed by several bus routes. They function as municipal-wide destinations that contain major commercial uses like grocery and department stores and institutional uses like libraries and community centres. Office employment is encouraged. The Town Centres provide a variety of multifamily housing options within and around their commercial core and transition sensitively outwards to their surrounding neighbourhoods. High quality urban design enhances the public realm and pedestrian environment. **The District's objective for the Town Centres is to create vibrant and complete communities that provide diverse housing, employment and recreational opportunities.**

POLICIES

- 1. Designate Lynn Valley and Lower Lynn as the District's Town Centres and prepare detailed Town Centre Implementation Plans for these areas of growth
- **2.** Direct residential growth to the Town Centres in the form of mixed-use and multifamily development to enable greater housing diversity and affordability
- **3.** Concentrate new retail, service and major office development in the Town Centres to maximize transit and pedestrian access for employees and customers
- **4.** Focus community infrastructure investment to the Town Centres to ensure that quality facilities and services meet the needs of their expanded populations, while recognizing District-wide needs
- **5.** Transition sensitively outwards from the Town Centre with appropriate ground-oriented housing forms (such as townhouse) to adjacent residential neighbourhoods
- **6.** Establish Development Permit Areas and Design Guidelines regulating the form and character of development to promote design excellence and reflect the unique qualities of each Town Centre



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2.2 Village Centres

The Village Centres provide a focus for their surrounding neighbourhoods. They have a range of shops and services to meet most daily needs, but do not generally include major "destination" retail establishments such as department stores. Mixed-use development, such as apartments situated over shops, is a typical building form within the commercial core, with lower density multifamily housing (such as duplexes or townhouses) forming a peripheral area adjacent to the core. **The District's objective for the Village Centres is to build on their own unique characteristics to create distinct urban village environments.** More detailed planning for the Village Centres where growth is anticipated - Maplewood and Capilano - Marine - is provided for in this OCP in Schedule A. Significant changes to other Village Centres are not proposed in this plan and pre-existing Local Area Plan land uses have been integrated. The OCP provides for the opportunity for more detailed Village Centre Implementation Plans to be prepared or reviewed where appropriate in the future (Chapter 12).

- 1. Designate Lower Capilano-Marine, Edgemont, Queensdale, Maplewood, Parkgate and Deep Cove as the District's Village Centres
- **2.** Prepare detailed Village Centre Implementation Plans for Maplewood and Lower Capilano-Marine as these are areas for revitalization and growth
- 3. Accommodate a range of multifamily, commercial and institutional uses in the Village Centres
- **4.** Encourage the inclusion of upper floor residential units in new commercial development in core or high street areas
- **5.** Concentrate development in the Village core and transition sensitively outwards with appropriate groundoriented housing forms (such as duplex and townhouse) to adjacent residential neighbourhoods
- **6.** Establish Development Permit Areas and Design Guidelines regulating the form and character of development to promote design excellence and reflect the unique qualities of each Village Centre
- **7.** Ensure Village Centre Implementation Plans and their peripheral areas are consistent with the objectives and policies of the OCP and prepare or review Plans as necessary
- **8.** Work with Capilano University to integrate residential, institutional or economic development within the university precinct into the District's urban structure



4.1 Parks and Open Space System

The District has an abundance of natural and urban parkland and trails that are highly valued by District residents. Provincial and Regional Parks and conservation areas within the District of North Vancouver are also important natural assets with significant ecological, recreational, community health, heritage and aesthetic values. The District's objective is to maintain a diverse, high quality parks and open space system that serves a range of community needs and protects the natural environment, comprising:



- »District Parkland serves all District residents by providing unique park, recreation and natural environment experiences
- »Community Parkland serves several neighbourhoods and includes parks for organized recreational opportunities, trails and natural features
- »Neighbourhood Parkland smaller localized parks providing limited active and passive recreational opportunities serving residents within a reasonable walking distance
- »Natural Parkland protects environmentally sensitive lands, habitats and wildlife, separating urban uses and providing trail linkages
- »Trails and Greenways contribute towards an integrated and connected system that links destinations and provides opportunities for walking, hiking, and cycling
- »Blueways and Waterfront rivers, creeks and waterfront that have highly valued environmental, recreational, cultural, heritage and economic significance

The District's parks, open space and major trails systems are generally as shown on the Parks and Trails Concept Map (Map 3).

- 1. Develop and implement a Parks and Open Space Strategic Plan consistent with the OCP to manage and improve the District's parks and trails system
- 2. Manage District parkland according the type of parkland and measures to be set out in the District's Parks and Open Space Strategic Plan
- **3.** Support the long-term protection of regionally significant Recreation and Conservation lands identified on Map 14, Regional Features (Schedule C), from urbanization
- Develop and maintain the District-wide network of trails and greenways shown conceptually on Map 3, Parks and Trails Concept Map, focussing on completing trails identified in the Parks and Open Space Strategic Plan and improving trail connections to the community
- **5.** Explore opportunities to increase connectivity to Regional and Provincial Parks and participate in Regional Greenways initiatives
- **6.** Consider and pursue appropriate opportunities to provide improved waterfront access as part of the current system of walkways, street-ends, viewpoints, public wharves and boat launches
- 7. Support appropriate non-motorized water recreation and facilities in District waterfront parks
- **8.** Improve access and enhance signage/way-finding to parks, open spaces and trails for a diversity of people and abilities
- **9.** Recognize the importance of school fields/play areas as community recreation assets and seek to maintain these uses where appropriate
- **10.** Encourage the on-site inclusion of usable open space and play opportunities with new multifamily development as appropriate
- **11.** Design and manage recreational facilities in natural parkland and waterfront areas to support the protection of ecological systems, cultural and archaeological resources
- **12.** Consider allowing appropriate commercial activities and special events in parks that do not impact environmental systems or impede public access and enjoyment
- **13.** Explore additional and coordinated opportunities for volunteer citizen engagement in simple parks maintenance, cleanup and enhancement
- **14.** Work with adjacent municipalities, regional, provincial and federal governments, local First Nations governments and community groups to provide and maintain a coordinated system of parkland, trails, services and facilities while protecting ecological and cultural resources
- **15.** Advance the Spirit Trail, which would provide a multi-use trail linking Deep Cove to Horseshoe Bay, in consultation and collaboration with the North Shore governments, the Province and other partners

5.1 Transportation and the Network of Centres

The District's objective is to strategically integrate transportation and land use planning. The more nodal, concentrated development pattern promoted by this plan will facilitate a move away from the high reliance on the car that our existing dispersed land use pattern imposes. Locating housing, jobs, shops and services in closer proximity makes walking and cycling more viable and transit more efficient. This plan provides land use directions for four centres: Lynn Valley, Lower Lynn, Lower Capilano - Marine and Maplewood. Policies below apply principally to these locations. While significant growth is not directed to other locations on the network of centres, it is recognized that any future development elsewhere on the network should be guided by the policies provided here.

- 1. Plan for an appropriate density and mix of uses to support the provision of frequent transit service
- 2. Work with the regional transportation authority to provide appropriate transit infrastructure and facilities
- 3. Encourage the integration of transit access in the design of new developments
- 4. Encourage and facilitate access for people of all abilities in the design of centres and transit corridors
- 5. Encourage new developments to provide high quality pedestrian facilities and improve the public realm
- 6. Support pedestrian connectivity within and to centres by providing a continuous pedestrian network
- 7. Provide a range of on-street and off-street cycling infrastructure within centres and routes into centres
- **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



7.1 Housing Diversity

The network of centres concept provides important opportunities for increasing housing diversity and approximately 75 - 90% of future development will be directed to the four planned centres (Chapter 2). While growth will be restricted in detached residential areas, opportunities will exist to sensitively introduce appropriate housing choices such as coach houses, duplexes and small lot infill that respect and enhance neighbourhood character. Some flexibility is encouraged to enable residents to better age in place, live closer to schools, or have a mortgage helper. The District's objective is to provide more options to suit different residents' ages, needs and incomes.

- 1. Encourage and facilitate a broad range of market, non-market and supportive housing
- **2.** Undertake Neighbourhood Infill plans and/or Housing Action Plans (described in Chapter 12) where appropriate to:
 - a) identify potential townhouse, row house, triplex and duplex areas near designated Town and Village Centres, neighbourhood commercial uses and public schools
 - b) designate additional Small Lot Infill Areas
 - c) develop criteria and identify suitable areas to support detached accessory dwellings (such as coach houses, backyard cottages and laneway housing)
- **3.** Develop design guidelines to assist in ensuring the form and character of new multifamily development contributes to the character of existing neighbourhoods and to ensure a high standard of design in the new Town and Village Centres
- **4.** Encourage and facilitate a wide range of multifamily housing sizes, including units suitable for families with an appropriate number of bedrooms, and smaller apartment units
- 5. Require accessibility features in new multifamily developments where feasible and appropriate





10.1 Energy-Efficient Buildings

Buildings in the District contribute around 50% of our community's greenhouse gas emissions. **The District's objective is to improve the energy efficiency of new and existing buildings.** As well as supporting other climate change initiatives, efficient buildings are resilient to higher energy prices and reduce the load on infrastructure. The District has developed a green building strategy and development permit guidelines for the conservation of energy and water for new multifamily residential, commercial and industrial buildings (See Schedule B).

POLICIES

- 1. Promote the development of green/energy-efficient buildings for new multifamily, residential, commercial, industrial and institutional buildings
- **2.** Encourage residential energy conservation and building retrofits and promote access to senior government grants and incentives to achieve this
- **3.** Advocate for energy efficiency ratings to be established in all homes for sale/resale
- **4.** Work with other levels of government, energy providers and the business community to facilitate emissions assessments and to develop energy and greenhouse gas reduction strategies

10.2 Alternative Energy Supply Options

In addition to reducing energy consumption, it is important that we explore renewable energy sources and systems to reduce greenhouse gas emissions and that we reduce our dependency on fossil fuels. The District's objective is to encourage alternative energy sources and systems that lower greenhouse gas emissions.

POLICIES

- **1.** Undertake feasibility assessments of district energy systems and advance these, where appropriate, through partnerships and the planning and redevelopment process
- **2.** Encourage and facilitate new development to be district energy ready with hydronic systems where appropriate
- 3. Explore opportunities for a heat recovery system from the proposed sewage treatment plant
- **4.** For large developments undergoing rezoning require developers to conduct energy efficiency and alternative energy assessments
- **5.** Investigate potential renewable energy resources and applications including geoexchange, solar and biomassbased technologies, and consider use of incentives for homeowners undertaking green energy improvements
- **6.** Work with North Shore municipalities, Metro Vancouver, First Nations governments and other partners to advance opportunities for integrated, alternative energy systems such as Integrated Resource Recovery and carbon offset opportunities such as aforestation



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2 Streamside Protection

The *District's* intention is to protect and improve the integrity, ecological health and biodiversity of our natural systems.

A. Objectives

The Streamside Protection DPA and corresponding Development Approval Information Area are established to:

- 1. protect the *District's* natural setting, ecological systems and visual assets as a part of a rich natural heritage for the benefit of present and future generations;
- 2. protect the District's network of streams, wetlands and riparian wildlife corridors;
- 3. regulate *development* activities in and near *streams* in order to protect the aquatic environment;
- 4. conserve, enhance and restore *streamside areas* and ensure *development* does not result in net loss of *habitat*; and
- 5. identify when and how *development* may occur near *streams* in the *District* and the criteria for such *development*.



B. Exemptions

The following activities are exempt from the requirement to obtain a streamside protection development permit:

- 1. *development* outside the *streamside protected area*;
- 2. renovation or repair of a *permanent structure* on its existing foundation, provided no further extension or encroachment into the *streamside protected area* occurs, including cantilevered or projecting portions of the *permanent structure*, and provided that there is no clearing, grading or disturbance to soils, vegetation or trees within the *streamside protected area* and no drainage alteration;
- 3. interior renovations within the existing foundation of a *permanent structure*;
- **4.** public works and services and maintenance activities carried out by or on behalf of the *District* generally in accordance with these guidelines and approved by the *director*;
- **5.** streamside vegetation management such as removal of invasive species and revegetation with native streamside species, according to a plan approved in writing by the *director*;
- 6. routine maintenance of existing landscaping and lawn areas;
- 7. installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;
- **8.** habitat creation, restoration and enhancement works within *streams* that are authorized by all applicable provincial and federal authorities having jurisdiction;
- 9. *habitat compensation* projects and other habitat creation, restoration and enhancement works that are not within *streams* and are carried out in accordance with *District* bylaws and a plan prepared by a *qualified environmental professional* and approved in writing by the *director*;
- **10.** paths for personal use by the parcel owners, provided they do not exceed 1.0 metre in width, are constructed of pervious natural materials with no concrete, asphalt or pavers and no creosoted or otherwise treated wood, do not involve structural stairs and require no removal of vegetation in a *streamside protection area*;
- **11.** minor alterations or repairs to existing roads, paths or driveways, provided that there is no further disturbance of land or vegetation.

12. subdivision of land where:

- a) minimum parcel area requirements are met exclusive of the *streamside protected area(s)*;
- b) the *streamside protected areas* are intact, undisturbed and free of *development* activities and are kept undisturbed, intact and free of *development* activities;
- c) no *development* activities related to the creation and servicing of parcels will occur in the *streamside protected areas*; and,



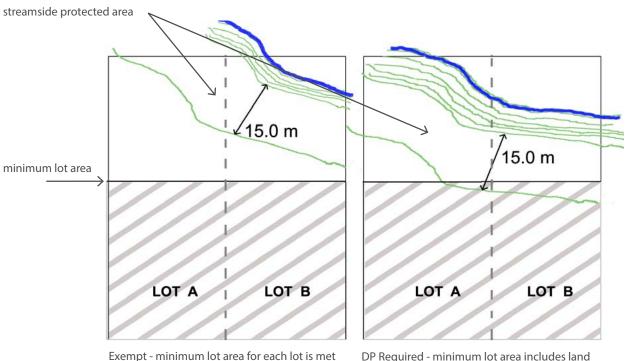
AMENDED OCTOBER 29, 2018

- d) no restoration or enhancement of the streamside protected areas is required.
- e) In order to determine whether a proposed subdivision qualifies for an exemption, applicants may be required to provide additional information on the condition of the existing *streamside protection area*.

C. Guidelines

The following guidelines apply within the Streamside Protection DPA:

1. All development should be located outside the streamside protected area.



Exempt - minimum lot area for each lot is mer outside the protected area

DP Required - minimum lot area includes land in the protected area

- 2. Without limiting subsection (1) above, any proposed *development* in the *streamside protected area* should be located so as to avoid any damaging impact to the *streamside protected area* and so as to minimize intrusion into the *streamside protected area*, and efforts should be made to protect and enhance the natural features of the *streamside protected area*, including the natural tree cover and vegetation, drainage patterns and landforms.
- **3.** New structures on a parcel should be located as far away from the *stream* or *wetland* as is possible or feasible and in any event as far away from the stream or wetland as existing *permanent structures*, if any, on the parcel.



- **4.** As noted above, *development* should be located outside the *streamside protected area*, however, where that is not possible, the area within 5 metres of the *top of bank*, edge of *wetlands* or *top of ravine bank* should remain free of *development* including new impervious or semi-impervious surfaces and new structures or extensions of existing *permanent structures*, including decks and patios.
- 5. Applicants may be required to submit an environmental impact study, prepared by a *qualified environmental professional*, to identify any potential issues relating to the proposed *development* and its impacts on the *streamside protected area* and relating to protection, preservation and enhancement of the *streamside protected area*, including issues and impacts associated with the *District's* broader objectives of streamside protection and *wildlife corridor* enhancement, as set out herein, and to identify any mitigative measures that should be undertaken. Applicants may also be required to obtain approval from Fisheries and Oceans Canada (DFO) under the *Fisheries Act*. Any DFO approvals required by the *District* will be considered as part of the development permit review, but, for greater certainty, the development permit process will also consider impacts to other streamside or environmental values in addition to fish habitat. The environmental impact study may be required to include:
 - a) delineation of the *streamside protected area* including details on the features and extent of the said area, this should be done in conjunction with a certified B.C. Land Surveyor;
 - b) description and relevant details of the proposed *development* and an assessment of the impacts of said *development* including impacts associated with the construction, operation and/or maintenance of the *development* on vegetation, wildlife, habitat, hydrology and soils;
 - c) delineation and identification of any sensitive ecosystems for inclusion on the *District's* sensitive ecosystem inventory; and
 - d) where necessary and appropriate, description of any habitat compensation projects.
- 6. Where land and/or natural vegetation in the *streamside protected area* is or may be disturbed or damaged due to proposed *development*, the applicant may be required to provide *habitat compensation* for the portion of the *streamside protected area* that will be affected, as approved by the *director*. A *habitat compensation* plan, may need to be coordinated with or prepared by the *qualified environmental professional* and based on a legal survey prepared by a certified B.C. Land Surveyor, but in all cases should include:
 - a) a site plan drawn to scale showing:
 - i. the site of the *development*,
 - ii. that portion of the *streamside protected area* that is impacted, in both size (square metres) and location, and
 - iii. the site of the proposed habitat compensation project, in both size (square metres) and location;





Many existing homes predate modern regulations, these guidelines allow existing homes to remain, but ask that new development follow current practices. Photo (Left) courtesy of the Museum and Archives.

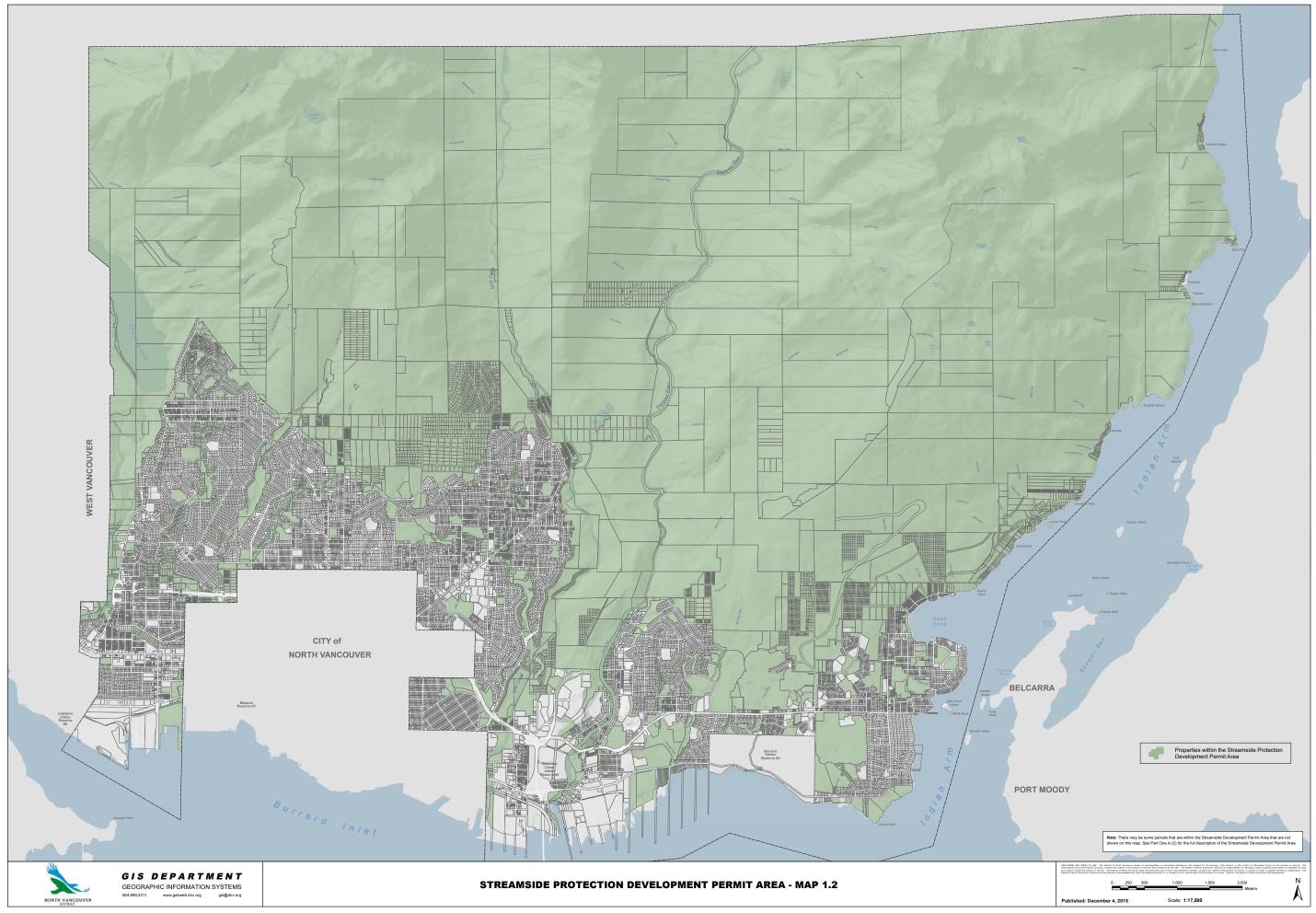
- b) the details of the *habitat compensation* project based on a principal of no net loss to the *streamside protected areas*, which may include but is not limited to:
 - i. a planting plan, listing each species to be planted and each plant's size (based on a principal of no net loss),
 - ii. a tree planting plan based on a 3:1 ratio of replacement trees to trees removed,
 - iii. details on soil work, grading and drainage, and
 - iv. details on other proposed mitigation measures such as nesting boxes, wildlife snags or habitat piles; and
- c) a cost estimate for the *habitat compensation* works.
- 7. To determine the location of the *streamside protected area* on a parcel, applicants may be required to confirm, with the assistance of a *qualified environmental professional* and illustrated by certified legal survey, the *top of bank*, *top of ravine bank* and/or edge of *wetlands* in relation to property lines and existing and proposed *development*.
- 8. Development permits issued may require that:
 - a) streamside area or habitat and trees or other vegetation within the *streamside protected area* be preserved or enhanced in accordance with the permit;
 - b) the timing and sequence of *development* occur within specific dates or construction window to minimize impact to streams, fish or wildlife species;



- c) specific *development* works or construction techniques (e.g., erosion and sediment control measures, fencing off of trees or vegetation, etc.) be used to ensure minimal or no impact to the *streamside protected area*;
- d) mitigation measures (e.g. removal of impervious surfaces, replanting of riparian species, etc.) be undertaken to reduce impacts or restore *habitat* within the *streamside protected area*;
- e) security in the form of a cash deposit or letter of credit be provided to secure satisfactory completion of habitat protection works, restoration measures, *habitat compensation* or other works for the protection of the streams and streamside *habitat* (the "required works"). This security shall be in the amount of 125% of the estimated value of the required works as determined by the *director* and shall either be:
 - i. in the form of a separate cash deposit or letter of credit; or
 - ii. if acceptable to the *director* in his or her sole discretion, in the form of the cash deposit or letter of credit provided pursuant to the building permit in relation to the proposed *development* for which the development permit is issued; and
- f) security in the form of a cash deposit or letter of credit be provided to secure recovery of the cost of any works, construction or other activities with respect to the correction of any damage to the environment that results as a consequence of a contravention of any condition or requirement in the streamside protection development permit. The security taken pursuant to the building permit in relation to the proposed *development* for which the development permit is issued shall constitute the security for the purpose of this subsection, and shall not be released until damage, if any, has been remediated to the satisfaction of the *director*.







Above map published on 2015-12-08. For most up to date map, <u>click here</u>.

C Guidelines for Ground-Oriented Housing

The built-form of ground-oriented multi-family *development* should be integrated with existing neighbourhoods.

1. Public Realm, Streetscape Elements and Neighbourhood Fit

Discussion:

The built-form of ground-oriented multi-family *development* should be integrated with existing neighbourhoods, while enhancing architectural variety. *Development* should reflect the streetscape character of the neighbourhood in which it is located, or in the case of larger *developments*, it should create its own successful streetscape character.

Ground-oriented housing should be designed so that it complements the neighbourhood character, with minimum impact on adjacent properties. *Development* will often occur incrementally as pre-existing lots on record are assembled and consolidated. Accordingly, the design must carefully consider both the existing and future relationships to surrounding properties.





Figure 81

C1.1: Height and Massing: The height and massing of buildings should be in keeping with a single family dwelling or townhouse height, which is typically less than 12 metres. Architectural treatments that reduce apparent building height such as the use of trim, colour accents, secondary roof elements, building recesses and stepped building forms are encouraged (see Figure 81).

C1.2: Roof Treatment: The gable orientation and roof pitch should be sympathetic to the design of neighbouring buildings and help to maximize the space and light between buildings (see Figure 81).

C1.3: Street Orientation: Units are encouraged to be oriented towards, and have a visual connection to the street (see Figure 82).

C1.4: Corner Lots: Buildings on corner lots should "wrap the corner" providing an opportunity to have units facing both streets (see Figures 83).

C1.5: Minimum Frontage: Generally, *development* parcels should have a minimum frontage of 20 metres.

C1.6: Setbacks: The front yard setback should relate to, or appropriately transition from, the established pattern in the area.



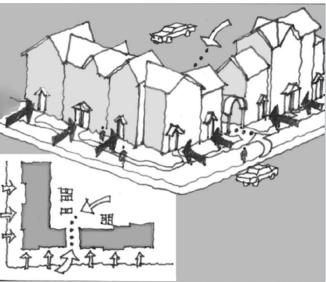


Figure 82



Figure 83



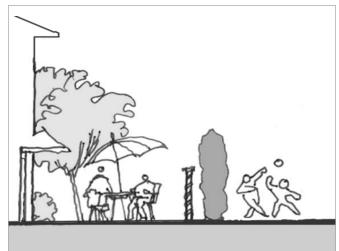


Figure 84

Figure 85

2. Site Planning and Landscaping

Discussion:

Good site planning and landscaping contribute to neighbourhood character and aesthetics, resident livability and environmental sustainability. In principle, site planning should strive to minimize building coverage, preserve natural features and minimize rainwater run-off. Mature trees shade and cool homes in the summer and absorb carbon dioxide and trap dust particles. Trees and other landscaping provide habitat, aid with energy conservation and absorb rain water, reducing stormwater run-off into creeks. Landscape plans should complement the building design and harmonize with the local setting and be prepared by a BC Registered Landscape Architect.

C2.1: Tree Retention: Healthy mature trees and natural features should be retained where possible.

C2.2: Sustainable Landscape Design: Sustainable landscape design should incorporate best practices for tree planting, rainwater management, accessibility and feature native and drought tolerant species. Sustainable landscape design should also be coordinated with building design, site servicing and utility placement.

C2.3: Street Interface: Landscaping and fencing should be kept low and open in the front yard to foster a strong relationship to the street and maintain visibility through to the front of the building (see Figure 84).

C2.4: Privacy: Incorporate planting and fencing to maximize privacy between dwelling units and neighbouring sites (see Figure 85).

C2.5: Shared Outdoor Space: Units should be clustered to create interesting shared outdoor spaces as well as usable and accessible private outdoor spaces. Encourage/integrate informal gathering, play and urban gardening opportunities (see Figure 86).

C2.6: Private Outdoor Space: At least 9 square metres of usable private outdoor space should be provided for all units (see Figure 87).

C2.7: Outward Facing Aspect: Units should be oriented such that windows from the principle living space of each unit are separated by a minimum of 9 metres from those of any other unit (see Figure 88)



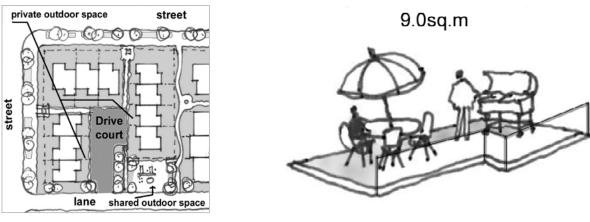




Figure 87

C2.8: Rear Yard Setbacks: Rear yard setbacks should be at least 6 metres, with some variation so that a visual wall is not created along the rear property line.

C2.9: Side Yard Setbacks: Side yard setbacks should be a minimum of 1.2 metres, and up to 3 metres when facing a side street or a single family home.

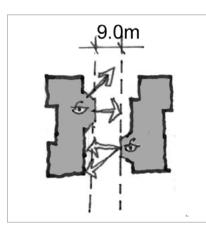
C2.10: Pedestrian Access: The main pedestrian access route should be from the street rather than the lane or parking area.

C2.11: Parking: Parking spaces should be located off a private driveway, and should not be visible from the street (see Figure 89).

C2.12: Parking access: When parking is accessed from the front street the number of driveways should be kept to a minimum (see Figure 89).

C2.13: Shared Driveways: Where adjacent to another potential redevelopment site, the driveway should be designed so that it could in future be shared with the adjacent property (see Figure 89).

C2.14: Oil and Grit Separators: Oil and grit separators are required in all parking areas.



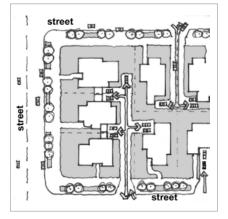


Figure 88

Figure 89



3. Architectural Character

Discussion:

The built form and character of new ground-oriented multi-family *development* should be consistent with and in harmony with the general rhythm, scale and height of the existing buildings in the neighbourhood. Ground-oriented housing is usually located in or adjacent to single family neighbourhoods. Building design therefore should generally have a single family character and incorporate west coast references while responding to local conditions such as topography, vegetation and heritage resources.

Consideration should be given to unit identity, roofscape, and other architectural elements, including fenestration, materials, and colour. Dormers and similar roof projections should read as subordinate or secondary architectural elements.

Ground-oriented housing should be designed in consideration of the needs of all residents regardless of their state of health, mobility or disabilities. Units should incorporate basic features that allow the units to be adapted to accommodate special needs without expensive retrofitting.

C3.1: Massing: The front façade of buildings should be broken up and portions stepped back to reduce the impression of bulk (see Figure 90).

C3.2: Variations in Design: Subtle design variations should be incorporated between neighbouring buildings to avoid a repetitive appearance.

C3.3: Cladding: Buildings should be clad primarily in natural materials although stucco accents may be used as a subordinate finish.

C3.4: Varied Rooflines: Varied roof lines with overhangs are encouraged.

C3.5: Roofing Materials: Laminated asphalt shingles or fire retardant treated cedar shakes are recommended as roofing materials. Tile roofing is discouraged.



Figure 90



C3.6: Noise Levels: Designs should demonstrate that the noise levels (A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below should not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Examples include use of triple glazing, improved insulation etc.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

C3.7: Heating and Ventilation Systems: Ventilation, heating and cooling systems should be designed and insulated to minimize noise and located to be visually unobtrusive to neighbouring *developments*.

C3.8: Accessible Entrance: A level, no step entrance should be provided to each dwelling. If not possible, then platform areas should be provided at the top and bottom of ramps to facilitate the turning of wheelchairs, strollers and other mobility devices (see Figure 91).

C3.9: Weather Protection: A canopy should be provided over the front entrance.

C3.10: Front Door Width: The front door opening should be no less than 0.9 metre in width.

C3.11: Accessible Doorbell: The front doorbell should be no higher than 1 metre above the entry way

C3.12: Legible Address: The address should be indicated in easy-to-read, 10 centimetre or taller numbers, shown in a clearly contrasting colour.



Figure 91



PART 6 | Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area

Context

The purpose of this development permit area is to complement Council's Green Building Strategy as it applies to new buildings, including private sector and Municipal building projects and, to foster the conservation and efficient use of energy and water to reduce building-generated greenhouse gas emissions.

The construction, operation and maintenance of buildings takes a toll on the natural environment and represent a significant contributor to the creation of greenhouse gas emissions. In 2007, buildings in the *District* were estimated to contribute approximately 50% of the community's greenhouse gas emissions.

The *District* is seeking to reduce community GHG emissions by 8% from the 2007 levels by 2020, 13% by 2030 and 21% by 2050, through initiatives under its own influence, including: land use and transportation planning, *development*/building guidelines and waste reduction strategies. The *District* also supports community wide efforts to reduce GHG emissions by 33% by 2030.

Encouraging developers and builders to incorporate a wide range of measures, designed to work together to reduce a building's impact on the environment, is critical to reducing that portion of the *District's* greenhouse gas emissions attributable to the construction, operation and maintenance of buildings.

Objectives For Energy And Water Conservation And Greenhouse Gas Emission Reduction

The *Energy and Water Conservation and GHG Emissions Reduction DPA* and corresponding Development Approval Information Area are established to address the following objectives:

- **1.** reduce consumption in new buildings;
- 2. create a positive impact on the natural environment and natural earth systems;
- **3.** make the best possible use of existing infrastructure systems and minimize the need for system capacity expansion and extensions;
- 4. reduce the costs associated with the on-going operation and maintenance of buildings;
- 5. encourage occupant comfort and health and the efficient use of materials and resources in new buildings; and
- 6. encourage and support innovation in building design and *development*.



Exemptions

All *development* is exempt other than:

- 1. any *development* for which an amendment of the *Zoning Bylaw* or the *District's* Official Community Plan is required; and
- 2. the construction and installation of a *new ICI building or structure* for which a building permit is required pursuant to the *District's Building Regulation Bylaw*.

Despite the foregoing, owners, developers and designers are encouraged to consider these guidelines in site *development*, building, landscaping and engineering decisions relating to all *developments* within the *Energy and Water Conservation and GHG Emission Reduction DPA*, whether or not an energy and water conservation development permit is required.

Guidelines

The following guidelines apply within the *Energy and Water Conservation and GHG Emission Reduction DPA*. These guidelines are not intended to be a definitive listing. Rather, they suggest issues to be considered and designers may respond to these guidelines in a variety of different ways. Creativity is encouraged.

Except where specific standards are referenced, these guidelines are not prescriptive. Designers are directed to consider a variety of synergistic approaches, particularly, passive design strategies, rather than active mechanical systems, to reduce a building's energy and water consumption and greenhouse gas emissions and improve occupant thermal comfort.

While these guidelines relate specifically to energy and water conservation and ghg emission reductions, it is important to consider other measures which reduce a building's overall carbon footprint by incorporating a variety of strategies to make the best use of the site, improve indoor air quality and utilize materials which can be sourced locally or regionally and reused/recycled at the time of construction and upon demolition.

A *qualified professional* retained by the applicant is required to provide a written report summarizing the proposed measures to be incorporated in the proposed *development*.

Development should be designed and constructed so that the energy budget for proposed buildings and structures, once complete, will be at least 33% better than the applicable standard in the Model National Energy Code for Buildings or at least 24% better than the applicable standard in ASHRAE 90.1 - 2007.







For Energy Conservation the following guidelines apply:

- 1. an integrated design process should be utilized to identify opportunities to reduce a building's energy consumption;
- 2. the effectiveness of the building envelope, including glazing, to reduce heat loss should be maximized;
- **3.** overall building energy performance and interior thermal comfort should be maximized through a combination of passive design strategies, including, but not limited to:
 - » the sizing and placement of windows and the incorporation of operable windows to increase opportunities for natural ventilation, reducing the reliance on mechanical HVAC systems;
 - » the orientation of buildings to take maximum advantage of site specific climatic conditions especially in terms of solar access and wind flow, when possible;
 - » the use of thermally broken window frames and high performance glazing;
 - » the incorporation of roof overhangs, fixed fins or other solar shading devices to ensure that south facing windows are shaded from peak summer sun but enable sunlight penetration during winter months;
 - » design building massing and solar orientation to improve the passive performance of the structure
- **4.** various measures should be utilized to reduce the heat island effect of a building's roof and heat transfer into the building, including: green roofs; Energy Star-rated or high albedo roofing material; or, other appropriate measures;



- 5. opportunities for the distribution of natural daylight into a building's interior spaces to reduce the energy consumption of electric lighting should be maximized. Avoid the use of heavily tinted or reflective glazing that reduces solar heat gain but also reduces the penetration of daylight and increases glare;
- 6. solar thermal or solar electric technologies should be incorporated, but, where it is not possible to incorporate solar technologies during initial construction of a building, the building should be designed to be solar ready;
- 7. on-site renewable energy systems should be pursued where feasible;
- 8. mechanical systems should be designed to enable interconnection to future district energy systems in those areas identified by the *District* as having potential for such systems;
- **9.** on-site landscaping should be designed to promote opportunities for passive heating/cooling without negatively affecting the potential for solar thermal or solar electric systems on the site and on surrounding properties;
- **10.** the planting of appropriate trees within parking lots should be maximized to provide shade, store carbon and reduce heat build-up; and
- **11.** daylight-responsive controls should be incorporated in all regularly occupied spaces sited adjacent to windows/skylights.

For Water Conservation the following guidelines apply:

- 1. an integrated design process should be utilized to identify opportunities to reduce a building's water consumption and incorporate strategies for the capture and use of stormwater for landscaping purposes;
- **2.** the stormwater and building water discharge should be managed on site to the extent possible. Measures could include:
 - » maximizing pervious surfaces to enhance stormwater infiltration opportunities
 - » incorporating bioswales and rain gardens for infiltration
 - » using drought-tolerant and native plants and other xeriscaping techniques to minimize the need for landscape irrigation;
 - » maximizing the use of topsoil or composted waste for finish grading to assist in infiltration and increase the water holding capacity of landscaped areas;
- **3.** where a site is adjacent to open space or a watercourse, infiltrated stormwater should be directed to that receiving environment if appropriate; and
- **4.** automated control systems should be utilized where temporary or permanent mechanical irrigation systems are required.



For Greenhouse Gas Emission Reductions the following guidelines apply:

- 1. building materials which are durable for the use intended should be selected;
- 2. locally or regionally sourced building materials should be used to reduce transportation energy costs;
- 3. existing building materials should be reused where practical;
- 4. building materials which may be reused or recycled upon building demolition should be selected;
- **5.** a construction waste management plan should be developed and areas for the collection of recyclable materials during construction should be provided on site; and
- 6. building products which have low, or no-VOC off-gassing potential should be selected.

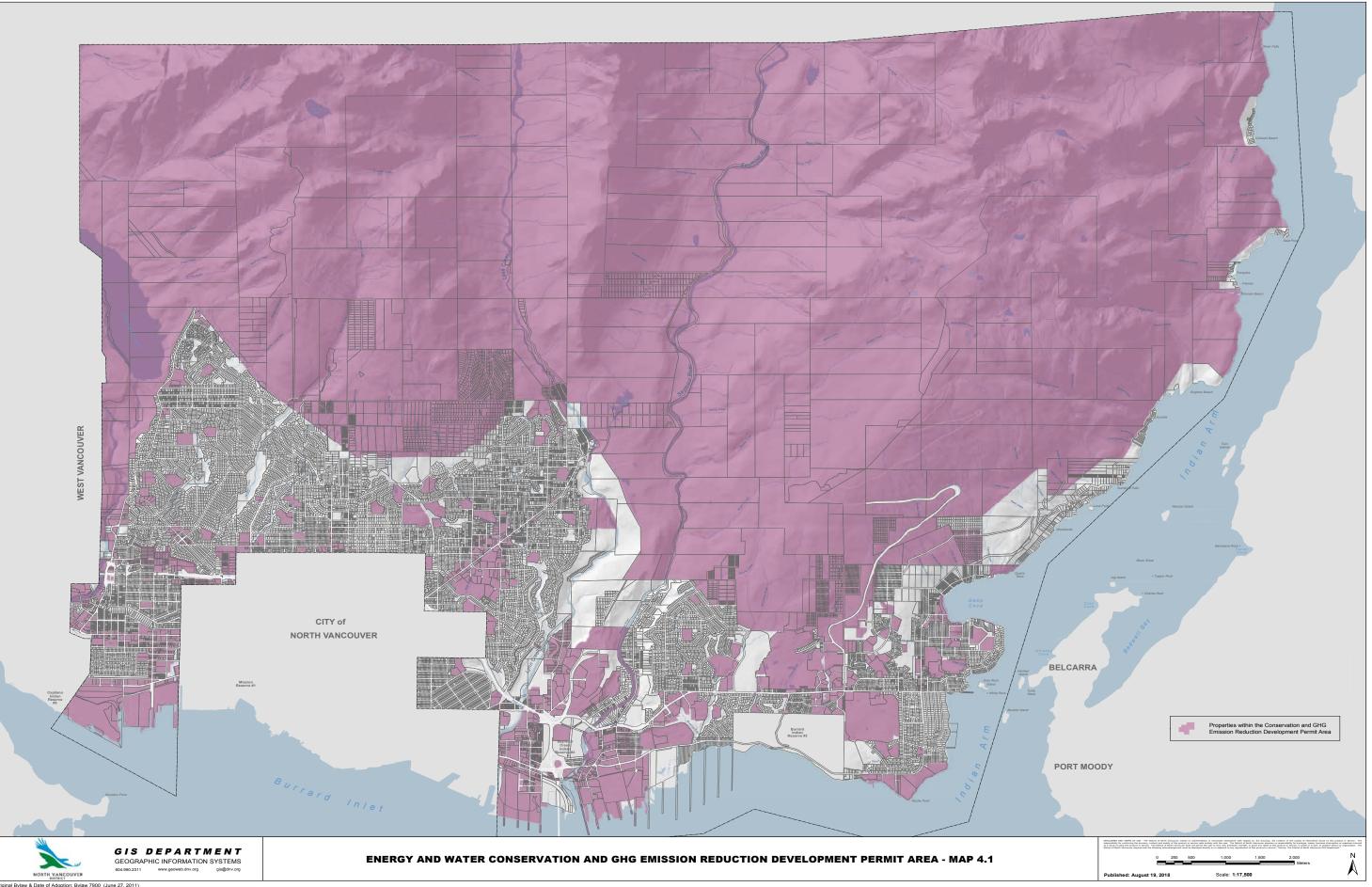
Development Approval Information Area

Land within the *Energy and Water Conservation and GHG Emission* Reduction DPA is also designated as a Development Approval Information Area in accordance with Section 920.01 of the Local Government Act. Applicants for energy and water conservation development permits may be required by the *District* to provide, at the applicant's expense, information in order to demonstrate compliance with the energy and water conservation guidelines.

Any such information deemed by the *District* to be necessary for the purposes of determining requirements to be addressed in a development permit shall be identified and conveyed to the applicant during the preliminary development application process.







Original Bylaw & Date of Adoption: Bylaw 7900 (June 27, 2011) Amending Bylaw & Date of Adoption: Bylaw 7985 (September 9, 2013), Bylaw 8110 (June 1, 2015), Bylaw 8159 (June 27, 2016), Bylaw 8178 (May 1, 2017), Bylaw 8279 (Feb 5, 2018), Bylaw 8230 (Mar 12, 2018), Bylaw 8244 (May 28, 2018)

B. Planning for a Mixed Use Village Centre

The community's vision for this Village Centre as a vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities and a range of housing options is illustrated by means of a Concept Plan and supported by land use and other policies in this Implementation Plan.

Village Centre Concept Planning Principles

The following planning principles, established in consultation with stakeholders and the public, were used in guiding the development of the Lower Capilano Marine Village Centre Concept Plan and the framework for this Implementation Plan.

Create a Village Centre that:

Mixed Use Village Centre

- » is compact, mixed-use community oriented around a new village heart
- » facilitates a mix of small-scale commercial retail uses along Capilano Road and into the Cross Road
- » responds in a sensitive manner to the surrounding residential neighbourhoods
- » integrates opportunities for small-scale office space and live/work

Multi-Modal Transportation Network

- » is pedestrian-oriented, human scale and accessible
- » includes a new crossroads that will lead users into the village heart
- » supports pedestrian activities that animate the public realm throughout the day
- » supports multi-modal transportation (pedestrian, cycle, transit, vehicular)

Housing Choices

- » facilitates a mix of housing types to meet needs of residents for the next 20 years
- encourages provision of a range of groundoriented and lower density apartment housing options in the peripheral area outside the Village core

Public Realm and Community Amenities

- » integrates streetscape design and community amenities to create a robust public realm
- » includes new and improved parks and open spaces to meet growing needs
- » incorporates the existing trails and parks into an improved green network

Green Infrastructure

- » promotes green buildings, infrastructure and energy efficiency
- incorporates environmental protection measures and rainwater management best practices
- » enhances urban forest canopy cover

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Green Infrastructure

- » promotes green buildings, infrastructure and energy efficiency
- incorporates environmental protection measures and rainwater management best practices
- » enhances urban forest canopy cover

Lower Capilano Village Centre: Peripheral Area Housing Policy & Design Guidelines



Figure 1. Range of possible housing types

Housing Objectives:

- » Provide for a variety of primarily groundoriented multi-family housing with some low density apartments that enhance the character of the neighbourhood.
- » Provide a transition to neighbouring homes and improve green space and connectivity.

Housing Policy

- 1. Support new housing types that are compatible with the Lower Capilano Marine Drive Village Centre Implementation Plan objectives and add to the District's much needed supply of ground oriented and low density multi-family housing as illustrated on Map 1 and specified in Table A.
- 2. Support existing individual single family lots located in Areas 1, 2 and 4 on Map 1 as suitable for new single family with detached coach house, or duplex, triplex or fourplex development ranging in density from 0.5 to 0.75 floor space ratio (FSR) depending on the size of the lot and according to the guidelines set out in Table A.
- **3.** Support consolidations of existing lots in Areas 1, 2, and 4 on Map 1 as suitable for townhouse or rowhouse ranging in density from 0.8 to 1.2 FSR according to the guidelines set out in Table A.
- **4.** Support consolidations of existing lots in Area 3 on Map 1 as suitable for low-rise apartment development of up to approximately 1.75 FSR according to the guidelines set out in Table A.
- 5. Recognize the single family properties on McLallen Court and the northern extent of Sandown Place within the Peripheral Area as suitable for continued single family use in the short and medium term subject to future planning review.

Good Neighbour Strategies

Redevelopment in the Peripheral Area surrounding the Lower Capilano Village Centre core is expected to take place over many years and provide opportunities for a mixture of built forms on a single block. This mixture of mostly duplex, triplex and multiplex buildings on single lots and townhouse, rowhouse or low rise apartment on assembled sites requires careful design and siting so as not to negatively impact neighbouring development which may remain in its current form for some time.

All new projects need to consider their neighbours and design in a manner that fits with the scale and character of the area. Project designers or architects are encouraged to meet the neighbours early in the development process so that new designs can balance long term community objectives with existing neighbours' interests about such aspects as privacy, views and sunlight. Specific design and setback measures as outlined below should be taken in Buffer Areas indicated on Map 1 where adjacent single family development is expected to remain in the longer term, or where there is a need for additional setback requirements from the Capilano River.

For new ground-oriented development, provision of three or more bedroom units and inclusion of on-site play areas are encouraged in order to accommodate families with children. Projects should also, where possible, include some accessible one floor groundoriented units for people with mobility issues.

New development is expected to provide opportunities to improve existing and provide for new pathway and trail connections as indicated on Map 1.

Design Guidelines for Ground-Oriented Housing and Guidelines for Multi-family Housing (OCP Schedule B) apply to the Peripheral Area. In addition, the following design measures apply to development proposed in this area.

General Provisions

Building mass and height should:

- » Be considered up to 3 storeys in general except where adjacent or flanking longer term single family dwellings where 2 storey maximums apply;
- » Be considered up to 4 storeys at locations identified as Area 3 on Map 1;
- Not allow any single building to exceed 150 feet in length;
- » Limit site coverage to a maximum of 50%;
- » Carefully site and enclose garbage and recycling containers to reduce the impact of noise and smell on adjacent properties; and
- » Allow reduced side yard setbacks in order to facilitate more neighbourly design or tree retention but in no case may this setback be less than 4 feet(ft).

Local utilities are expected to:

- » Be able to meet the demands of new townhouse and apartment development; and
- » Remain in their current locations or be moved at the developers expense should this be of benefit to the project under consideration and the broader public realm.

Undeveloped or surplus road allowances and public rights-of-ways may:

» Be provided for development where the District of North Vancouver is willing to sell this land and where pedestrian circulation and project design can be improved and or neighbourhood compatibility can be demonstrated.

Specific Provisions

Siting requirements should:

- » Provide wide yard setbacks (up to 15 ft.) in the Neighbourhood Buffer zone indicated on Map 1 where new development is adjacent or abutting longer term single family zoned lands;
- » Allow for reduced front yard setbacks on the Glenaire Drive frontages to accommodate required riparian setbacks and to provide for a public trail at the rear for assembled development sites, but in no case may this front setback be less than 10 ft. from the property line;
- » Provide a minimum 15 ft. front yard setback and 20 ft. rear yard setback for new development occurring elsewhere in areas 1 and 2;
- » Provide a 10 to 15 ft. front yard setback to the building face of the ground floor level and a further setback to the building face of any third storey of development on Garden Avenue frontages in Area 4; and
- » Provide a 15 to 20 ft. front yard setback and a 20 ft. rear yard setback for apartment development on McGuire Avenue in Area 3, with possible relaxation to 10 ft. for "L" or "U" shaped buildings.

Environmental Considerations

The Capilano River is a major environmental feature in the area requiring special design and development considerations. Protection of streamside habitat and environmental features will be required for lots along the Capilano River in keeping with the District's Development Permit Areas. The District's Green Building Strategy and development permit area guidelines apply to new multifamily construction. Extension of a public pathway to enhance the local trail system along the river south of Fullerton will be accommodated outside of the environmentally sensitive area. In addition, new development will be encouraged to provide for future connection to a potential District energy system. Retention or salvage of significant vegetation is encouraged in redevelopment in order to retain neighbourhood character.

Community Amenity Contributions (CAC's)

Community amenity contributions to address increased demands on community facilities may be provided by developers when rezoning applications for increased density are approved. The Lower Capilano Village Centre Implementation Plan identifies amenities such as a new community centre, daycare, parks and plazas that are planned in the area to create a highly livable community. Any new multifamily housing in the peripheral area is anticipated to contribute to community amenities.

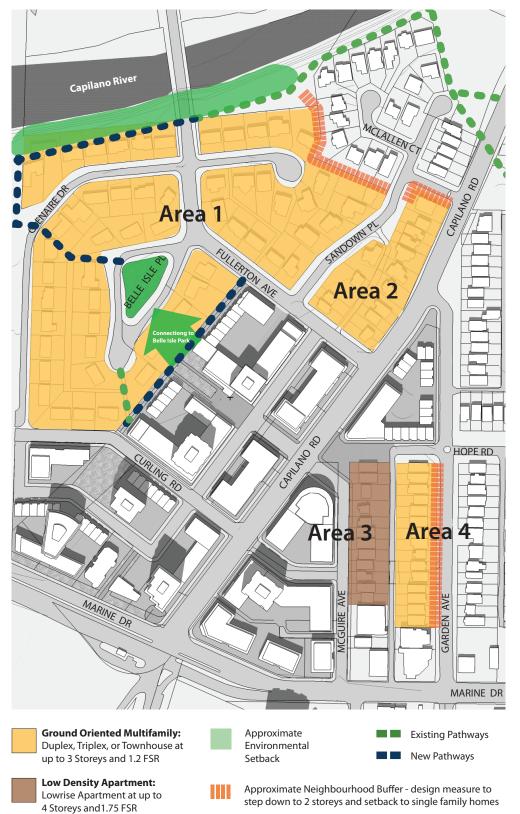
For the Peripheral Area, CAC rates consistent with District-wide (outside of mixed-use OCP growth centres) policy will be applied. The current Districtwide rate is \$5 per sq. ft. for additional residential density for townhouse and \$15 per sq. ft. for additional residential density for apartments. The District is reviewing the CAC policy in late 2014/early 2015, and as such, may adjust these CAC target rates in the future.

Implementation and Monitoring

Redevelopment in the Peripheral Area will require individual rezoning applications and OCP amendments along with the requisite community consultations and public hearing processes. While development in this area is expected to take many years, construction will need to be carefully managed to minimize impacts to the community.

Strategies

- Require each development project to provide a Construction Management Plan to the approval of the District and coordinate these plans to minimize resident inconvenience. As part of Construction Management Plans:
 - » Ensure all works and materials are kept on-site and do not utilize public road allowances.
 - » Require a parking plan for construction workers that minimizes use of local streets.
- » Enforce permitted hours of work and noise bylaw provisions.
- » Require development applications to provide a transportation analysis and a robust transportation demand management strategy.
- » Post traffic and construction advisories on the DNV website and in other media as needed to inform local residents and other road users of construction activities and possible traffic delays.
- » Monitor implementation of the Peripheral Area and manage the pace of redevelopment by coordinating concurrent development applications to facilitate effective use of transportation infrastructure and to minimize local disturbance.
- » Update and consult with the community on an ongoing basis to ensure implementation is consistent with the Lower Capilano Village Centre Implementation Plan, including the Peripheral Area Housing Policy and to minimize potential impacts to residents.



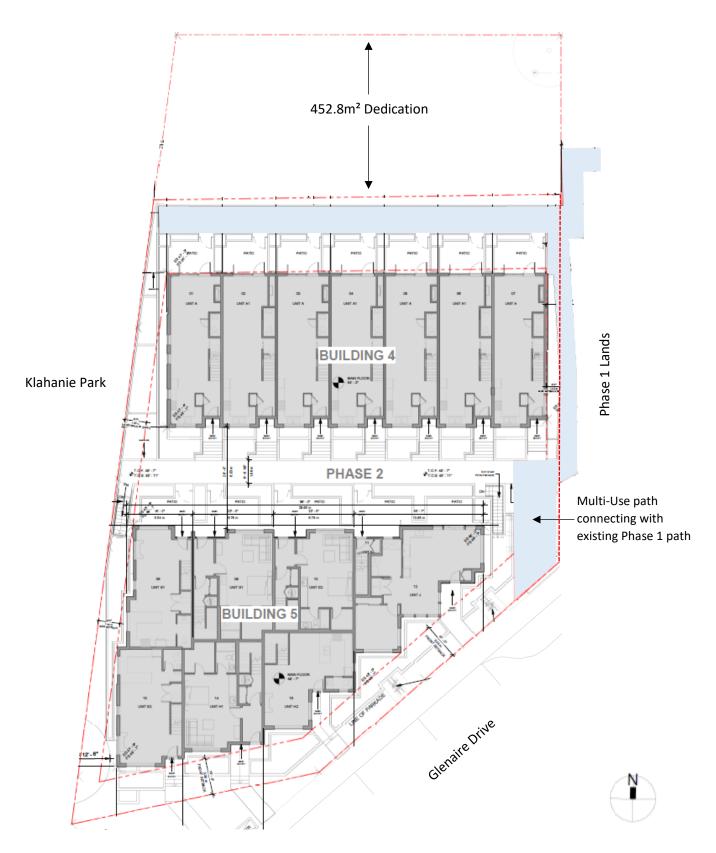


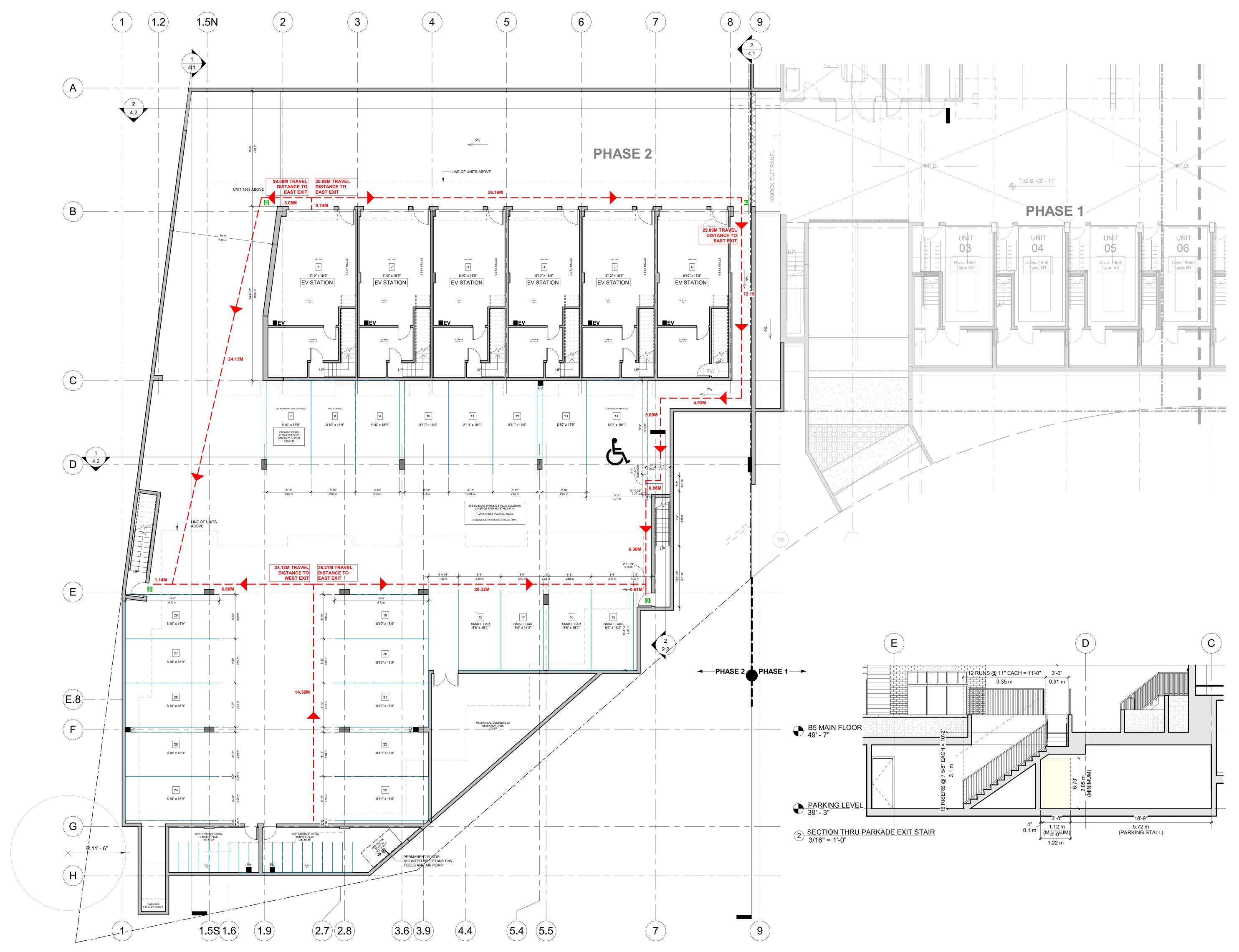
	Single Family Dwelling 0.35 FSR + 350 ft ²	Duplex 0.5 FSR	Triplex 0.6 FSR	Fourplex 0.75 FSR	Row- house/ Town- house 0.8 – 1.2 FSR	Apart- ment 1.2 – 1.75 FSR
Area 1 & 2						
Single lot						
 Less than 5000 ft² 	~	~				
 Between 5000 ft² and 8000 ft² 	~	~	~			
 More than 8000 ft² 	~	~	✓	✓		
Assembly of 2 or more lots (minimum 12,000 ft ²)					~	
Area 3						
Single lot Any Size	~					
Assembly of 4 lots (minimum 15,000 ft ²) + no locked out lots						~
Area 4						
Single lot Any Size	~	~				
Assembly of 4 lots (minimum 15,000 ft ²)					~	

Table A: Lower Capilano Marine Drive Peripheral Residential Area Density and Development Guide Sheet

FSR – Floor Space Ratio







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	ISSUED FOR DEVELOPMENT PERMIT	AUG. 14, 2019
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2	VARIOUS REVISIONS	DEC. 17, 2020
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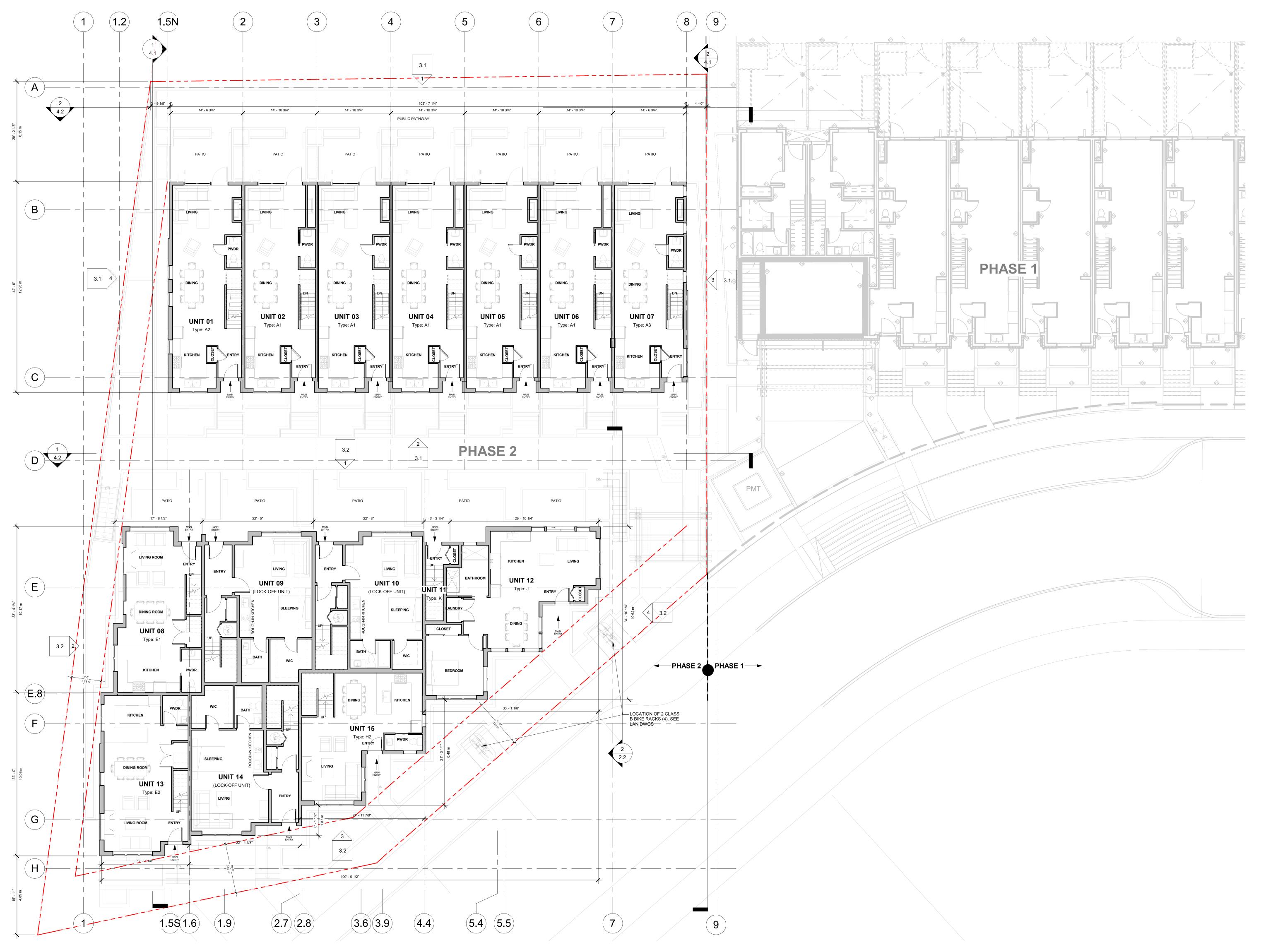
SHOP DRAWINGS:

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PARKING LEVEL

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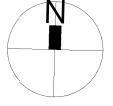
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MAIN LEVEL

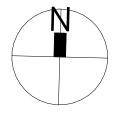


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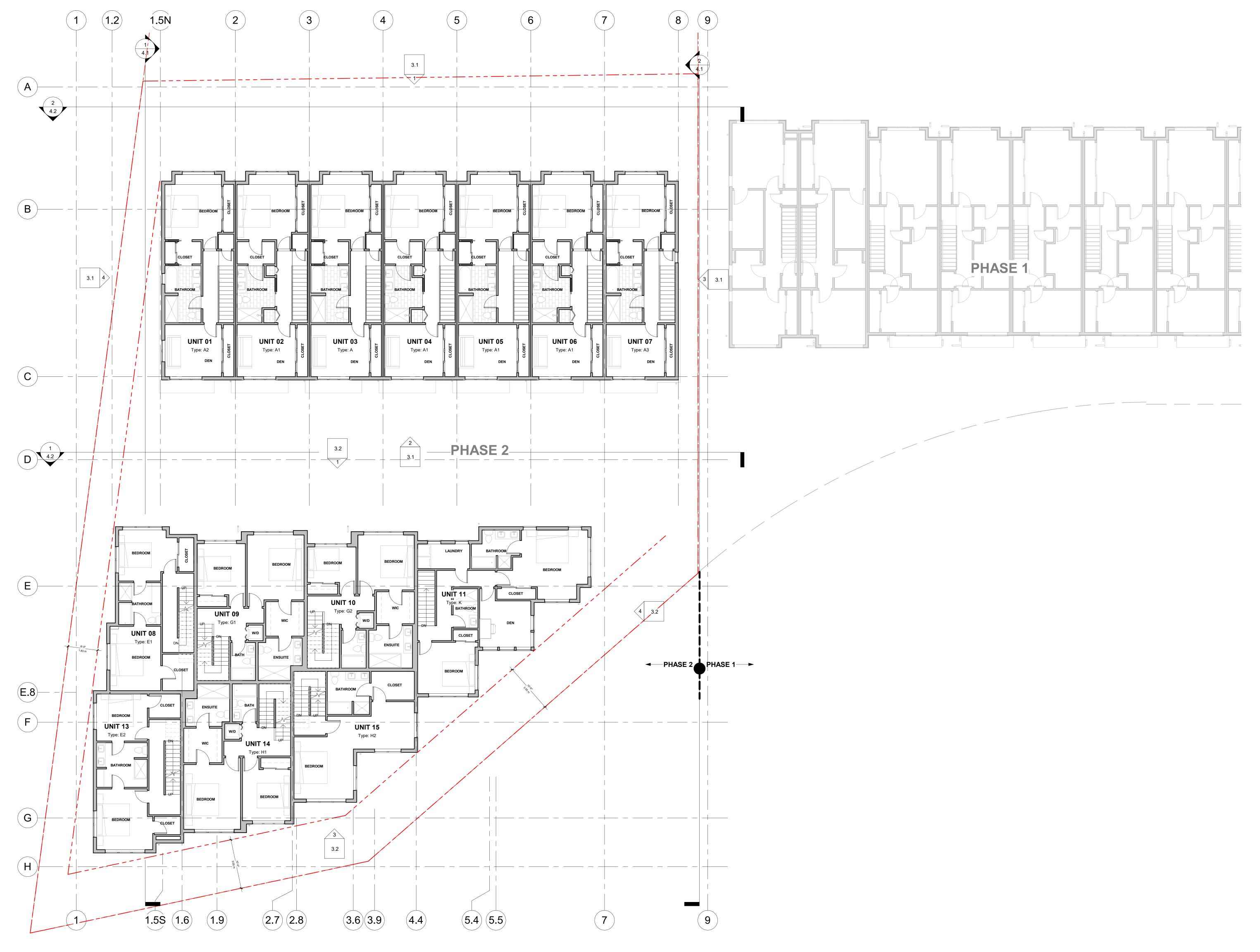
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2ND LEVEL

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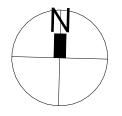


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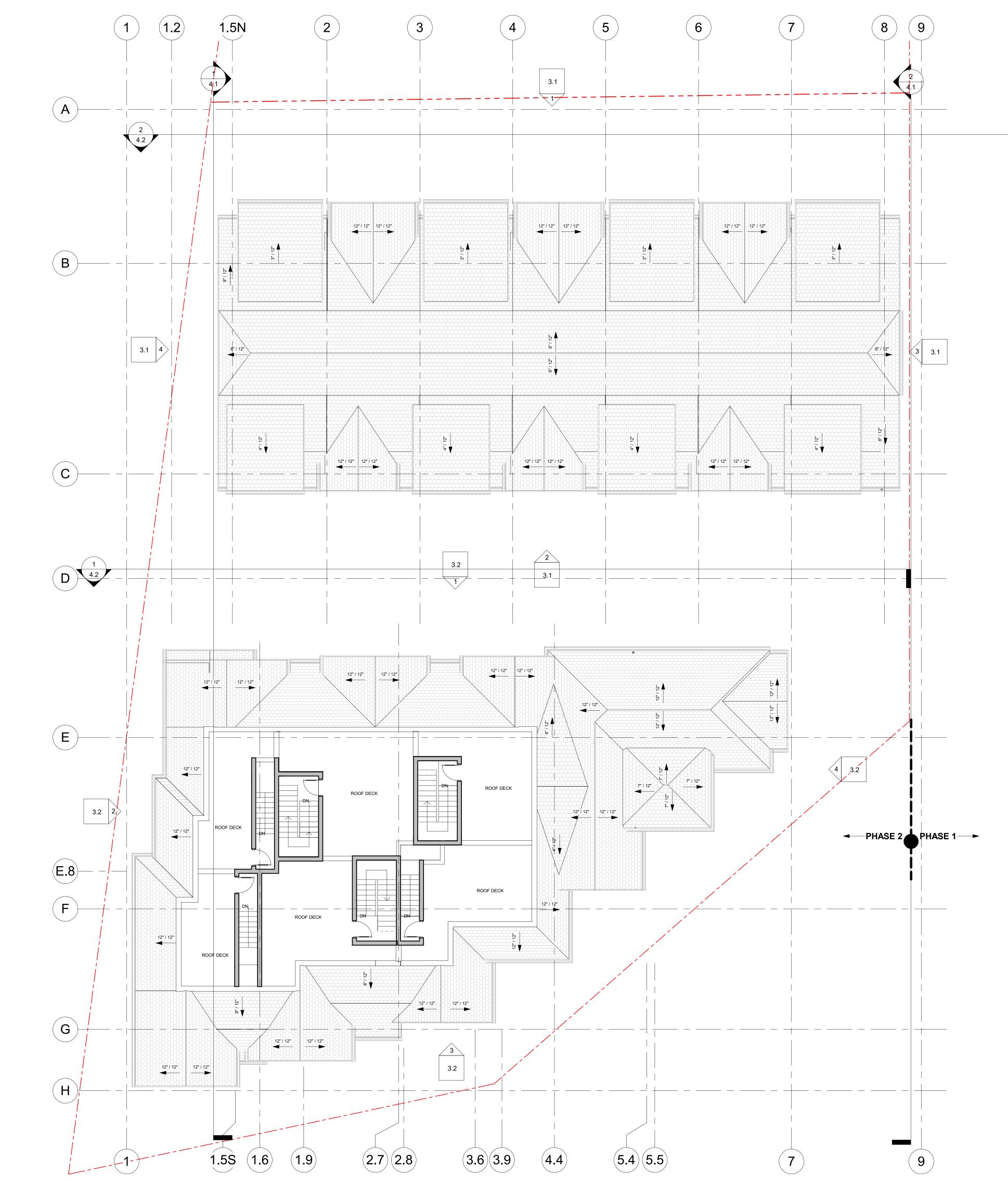
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3RD LEVEL



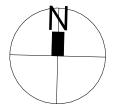
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ROOF PLAN

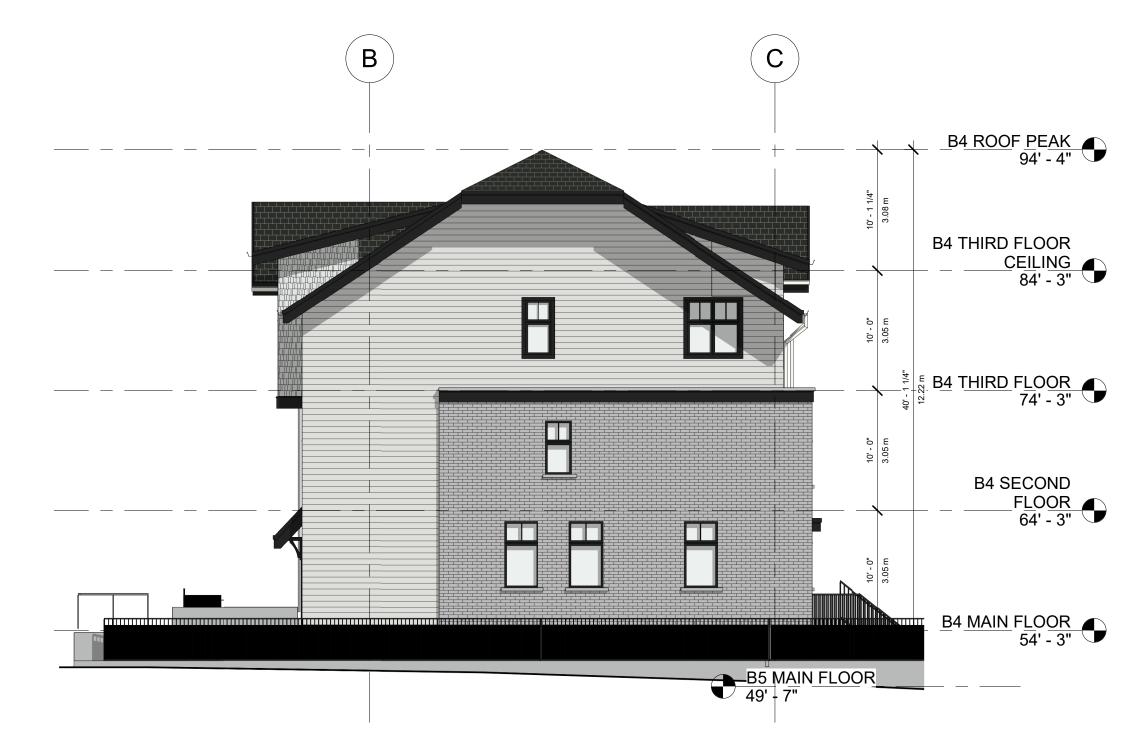
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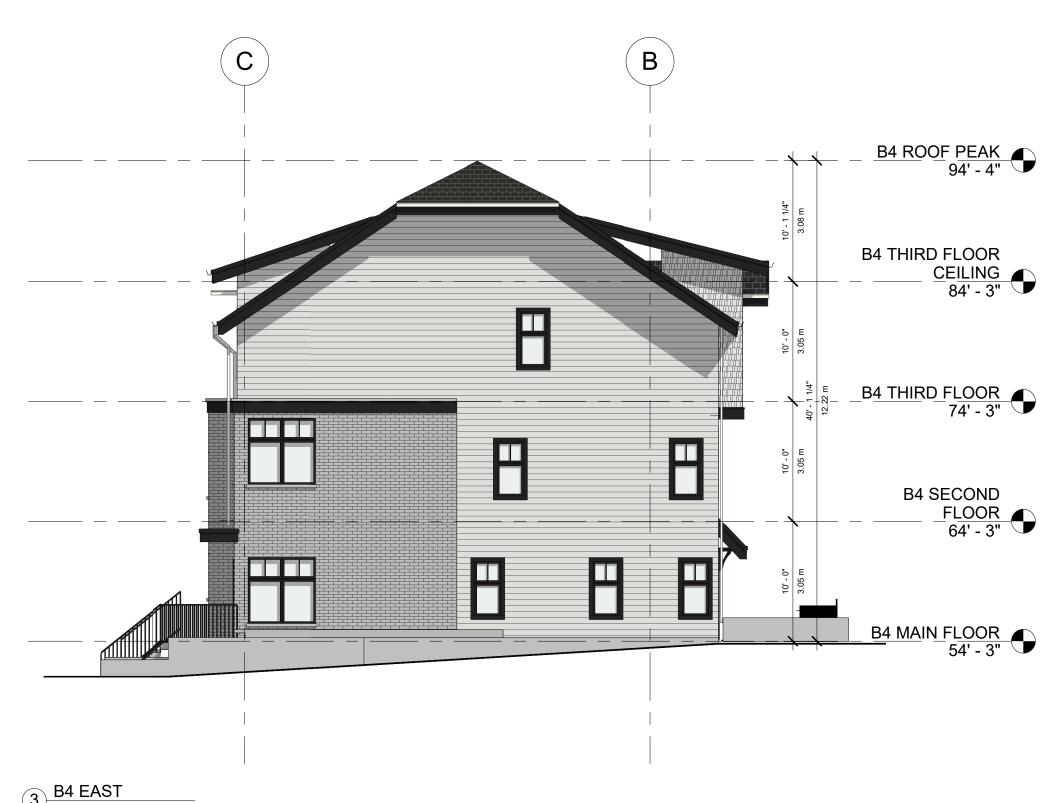
1 <u>B4 NORTH</u> 1/8" = 1'-0"



2 B4 SOUTH 1/8" = 1'-0"



4 <u>B4 WEST</u> 1/8" = 1'-0"



3 B4 EAST 1/8" = 1'-0"

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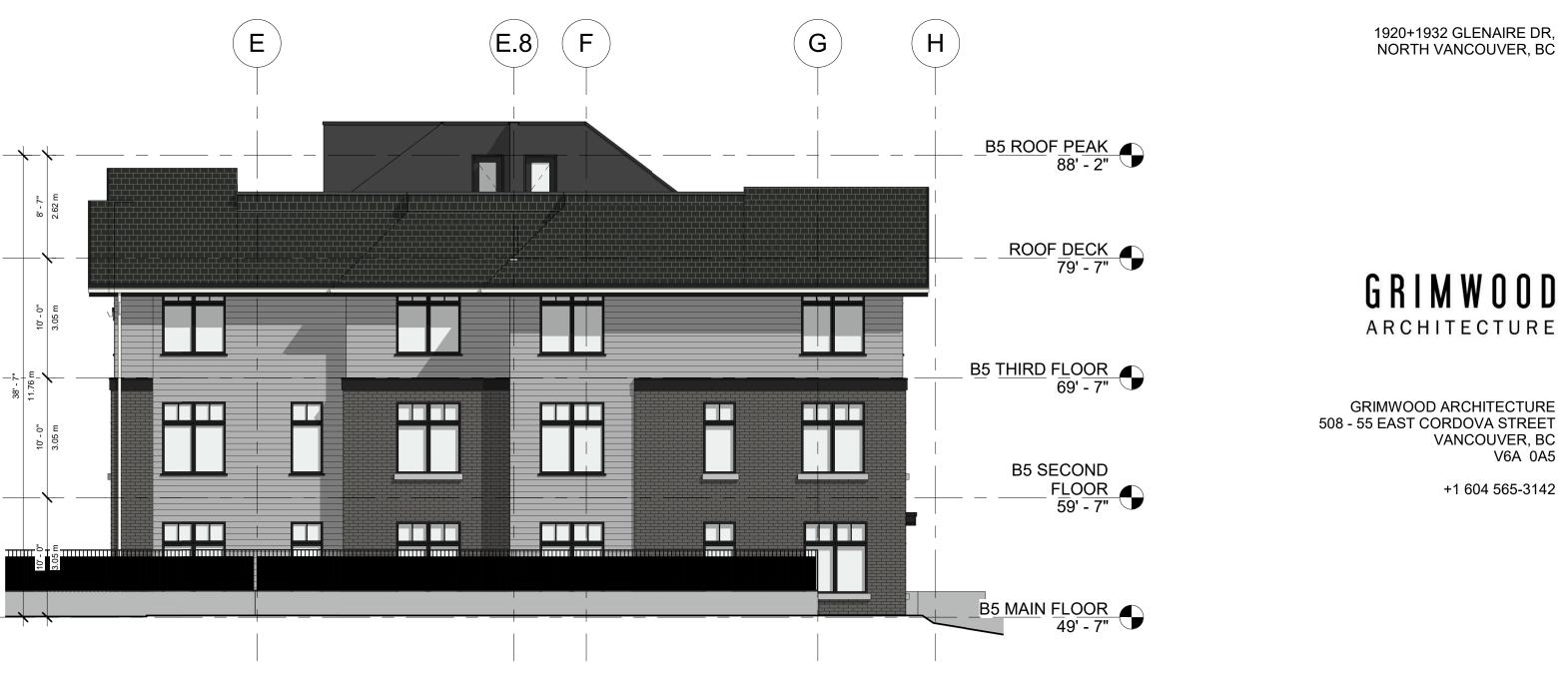
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B4 ELEVATIONS







2 B5 WEST 1/8" = 1'-0"



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B5 ELEVATIONS







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SHOP DRAWINGS:

7.1

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NOTES:

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

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

Final approval/selection of any off-site street trees/site furniture will be made by DNV staff. The tree species/furniture types specified on this plan could be subject to change. Please contact DNV Park & Urban Designer Dimitri Samaridis (604-990-2495) to confirm tree and site furniture types prior to purchase.

Native planting at interface between -property and Klahanie Park



Multi-use path linking to

- CIP raised concrete planters with shade tolerant planting and feature trees

 \rightarrow

- Entry feature arbour with flowering vine and bench for shady recess

Bench in entry plaza Curb breaks collect stormwater

<runoff in boulevard rain garden</pre> (to be coordinated with civil)

Issue No Issue Notes 2017/11/22 Issue for Dp/Rezoning 2018.02.27 Issue for ADP 2018.04.03 Issue for review 2018.05.01 Issue for Re-ADP 2019-01-09 Issue for Client Review 2019-01-14 Re-Issue for ADP 2019-03-07 Issue for DP G 2019.04.19 Progress Review DP Н 2019.08.07 Issue for DP Re-submission L 2021-04-19 re-Issued for DP

Professional Seal



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Project



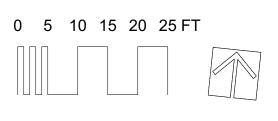
Phase 2

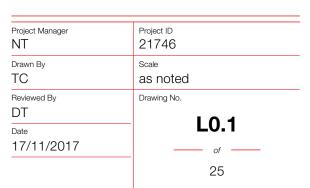
1932, 1920 Glenaire Drive District of North Vancouver

Drawing Title

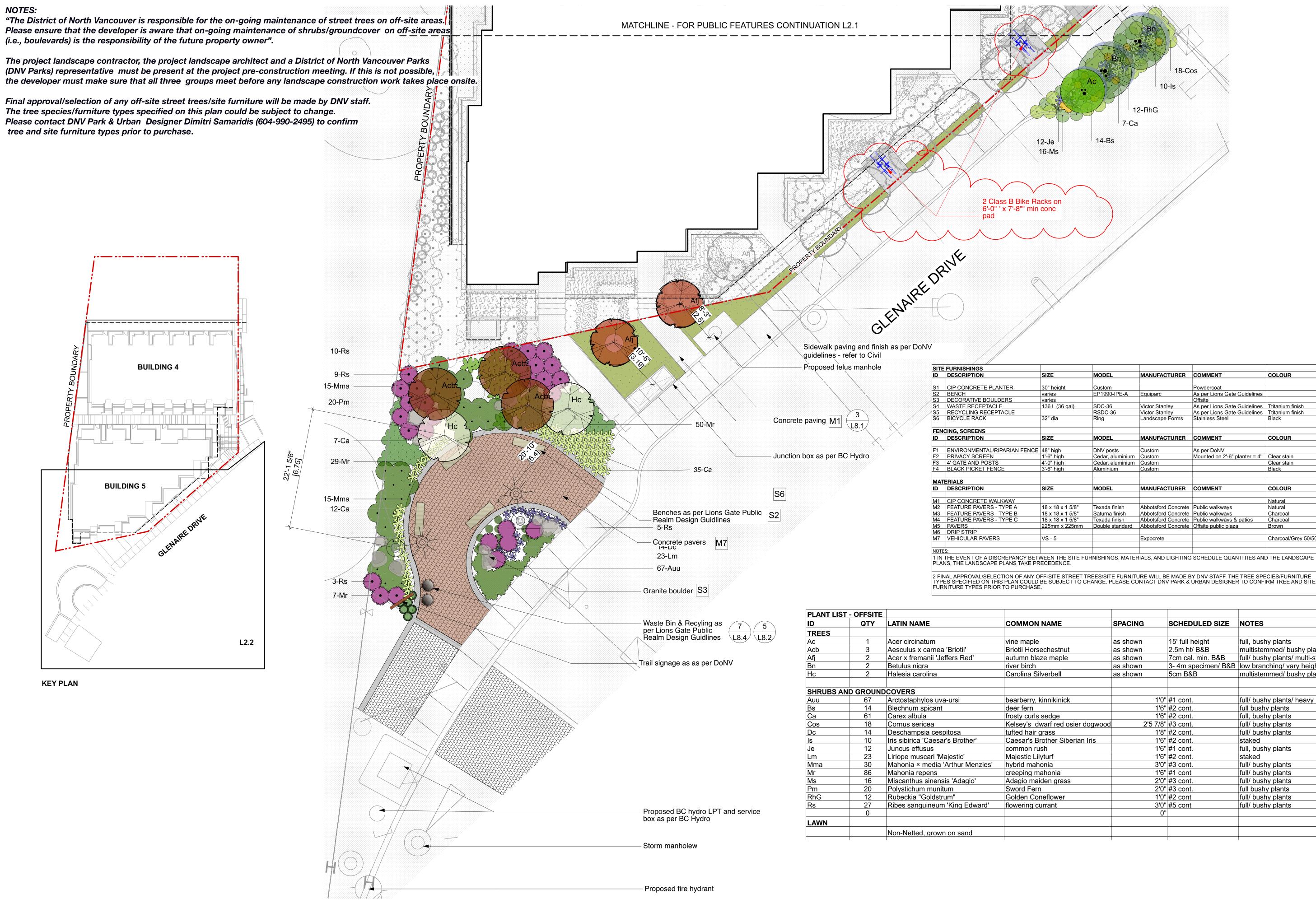
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Legal



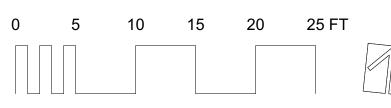


Plot Date: 21-4-19 21746 Glenaire Drive PH2_DP.vwx



SIZE	MODEL	MANUFACTURER	COMMENT	COLOUR	QTY
30" height	Custom		Powdercoat		
varies	EP1990-IPE-A	Equiparc	As per Lions Gate Guidelines		
varies			Offsite		1
136 L (36 gal)	SDC-36	Victor Stanley	As per Lions Gate Guidelines	Ttitanium finish	
	RSDC-36	Victor Stanley	As per Lions Gate Guidelines	Ttitanium finish	
32" dia	Ring	Landscape Forms	Stainless Steel	Black	
SIZE	MODEL	MANUFACTURER	COMMENT	COLOUR	QTY
					Q I I
48" high	DNV posts	Custom	As per DoNV		
1'-6" high	Cedar, aluminium	Custom	Mounted on 2'-6" planter = 4'	Clear stain	
4'-0" high	Cedar, aluminium	Custom		Clear stain	
3'-6" high	Aluminium	Custom		Black	
SIZE	MODEL	MANUFACTURER	COMMENT	COLOUR	QTY
				Natural	
18 x 18 x 1 5/8"	Texada finish	Abbotsford Concrete	Public walkways	Natural	
18 x 18 x 1 5/8"	Saturna finish	Abbotsford Concrete	Public walkways	Charcoal	
18 x 18 x 1 5/8"	Texada finish	Abbotsford Concrete	Public walkways & patios	Charcoal	
225mm x 225mm	Double standard	Abbotsford Concrete		Brown	
VS - 5		Expocrete		Charcoal/Grey 50/50	

			NOTES
	SPACING	SCHEDULED SIZE	NOTES
		· - · · · · · · ·	
)	as shown	15' full height	full, bushy plants
sechestnut	as shown	2.5m ht/ B&B	multistemmed/ bushy plants
aze maple	as shown	7cm cal. min. B&B	full/ bushy plants/ multi-stem
	as shown	3- 4m specimen/ B&B	low branching/ vary heights
ilverbell	as shown	5cm B&B	multistemmed/ bushy plants
kinnikinick	1'0"	#1 cont.	full/ bushy plants/ heavy
		#2 cont.	full bushy plants
sedge		#2 cont.	full, bushy plants
warf red osier dogwood	2'5 7/8"	#3 cont.	full/ bushy plants
grass	1'8"	#2 cont.	full/ bushy plants
rother Siberian Iris		#2 cont.	staked
ısh		#1 cont.	full, bushy plants
lyturf		#2 cont.	staked
ionia		#3 cont.	full/ bushy plants
nahonia	1'6"	#1 cont	full/ bushy plants
iden grass	2'0"	#3 cont.	full/ bushy plants
n	2'0"	#3 cont.	full bushy plants
neflower		#2 cont	full/ bushy plants
urrant		#5 cont	full/ bushy plants
	0"		
		1	1



No.	Date	Issue Notes
А	2017/11/22	Issue for Dp/Rezoning
В	2018.02.27	Issue for ADP
С	2018.04.03	Issue for review
D	2018.05.01	Issue for Re-ADP
Н	2019.04.19	Progress Review DP
I	2019.08.07	Issue for DP Re-submission
J	2021-02-01	Issued for reDP - add'l o.s. bike rack
К	2021-04-15	Issued for reDP- Bike racks all onsite
L	2021-04-19	re-Issued for DP

Professional Seal

Issue



1690 West 2nd Avenue Vancouver . BC . Canada . V6J 1H4

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Project **Glenaire Drive** Phase 2

1932, 1920 Glenaire Drive District of North Vancouver

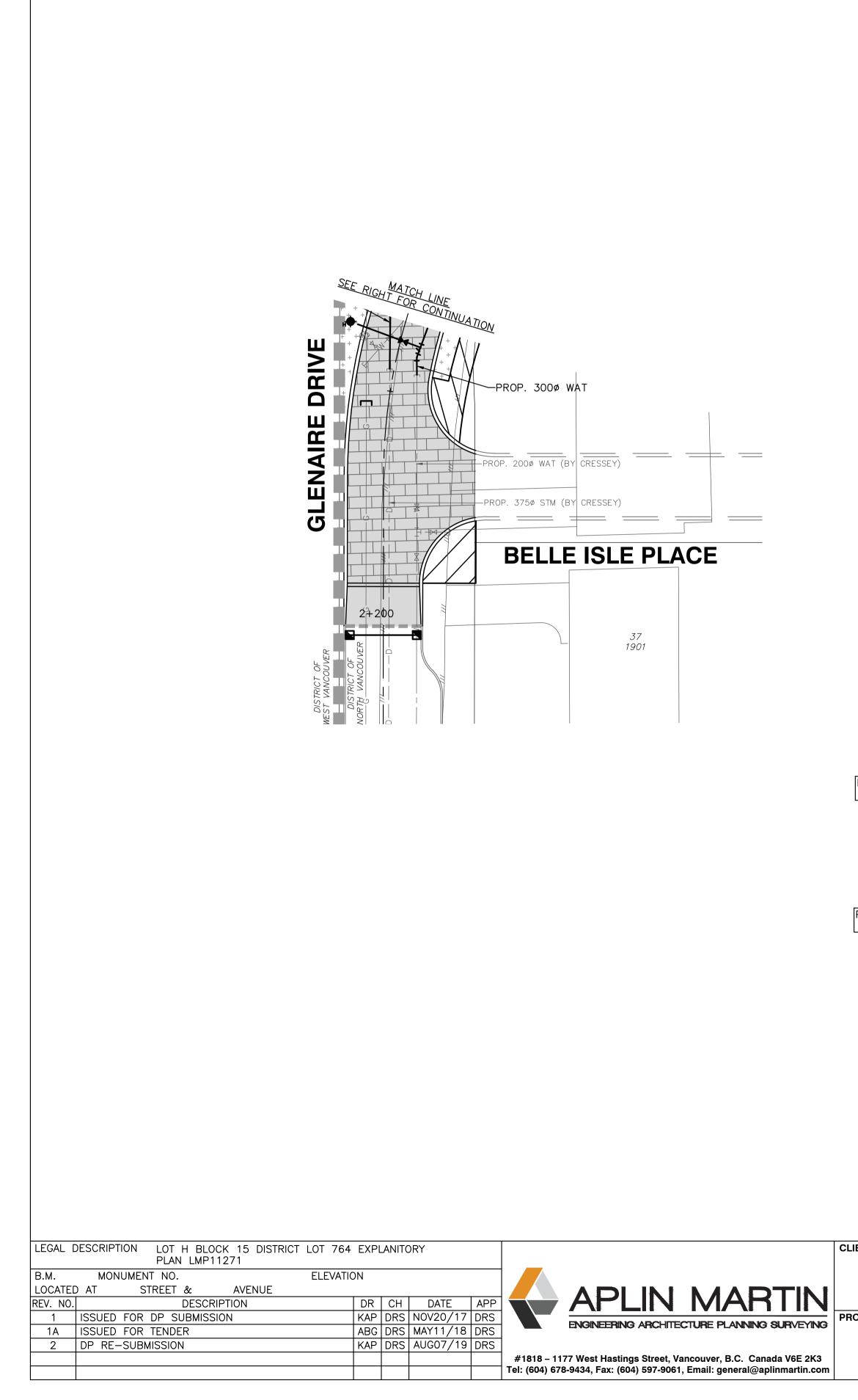
Drawing Title

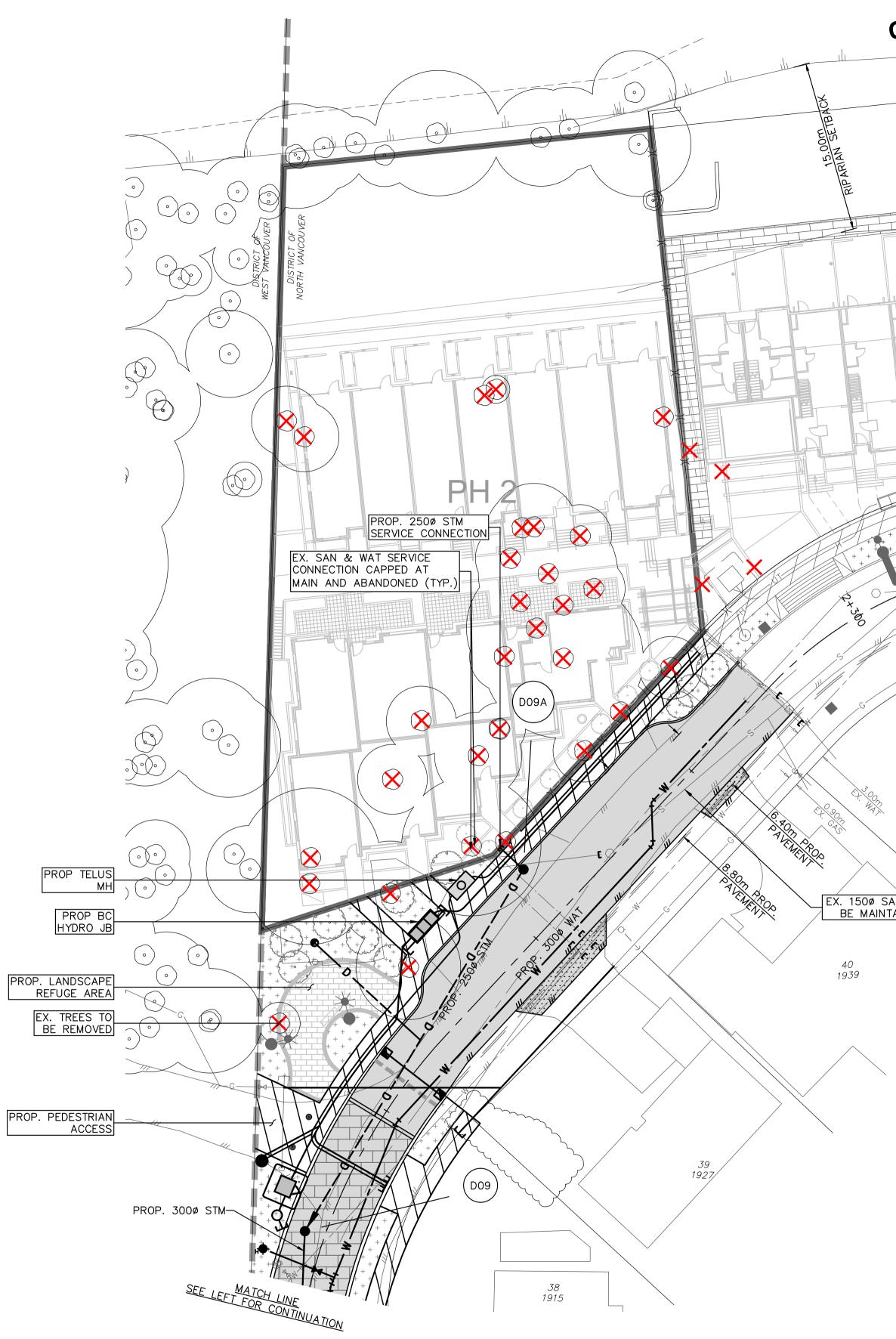


Legal

Project Manager Project ID NT 21746 Drawn By Scale TC as noted Reviewed By Drawing No. DT L2.2 17/11/2017 _____ of _____ 25 Plot Date:

21-4-19 21746 Glenaire Drive PH2_DP.vwx





LIENT:	PC URBAN SUITE 880 - 1090 WEST GEORGIA, VANCOUVER BC, V6E 3V7 PH. 604-282-6085	The location of existing underground utilities are shown in an approximate way only & have not been independently verified by the owner or its representative. The contractor shall determine the exact location of all existing utilities before commencing work, and agrees to be	ΓΙΤ
		fully responsible for any and all damages which might be occasioned F	PR
ROJECT:	HOLLAND ROW II	by the contractor's failure to exactly locate and preserve any and all underground utilities.	

HOLLAND ROVV II 1920 & 1932 GLENAIRE ST., NORTH VANCOUVER, BC

CAPILANO RIVE	R	
	X. 150¢ SAN AND 150¢ WAT SERVICE CONN FOR BOTH PHASE 1 AND 2 S S S S S S S S S S S S S S S S S S	
	GLENAIRE DR	42 1963
41 1951		1900
Ø SAN TO AINTAINED		
LEGAL SURVEY D THOSE ON TH	MENSIONS SHOWN ON THE EI	S SURVEYOR TO VERIFY THAT ALL NGINEERS DRAWINGS AGREE WITH PLAN. SHOULD THERE BE ANY
		DESIGN: KAP CHECK: DRS DRAWN: KAP APPR: DRS A&M FILE:
PROJECT No. 15-961A	SCALE: HORZ. 1: 250 VERT. N/A	15-961A DRAWING DATE: NOV, 2017
DRAWING No.	A&M DRAWING No. 15-961A-04	SHEET No. REV. 04 OF 14 2 0 5 1:500 25m

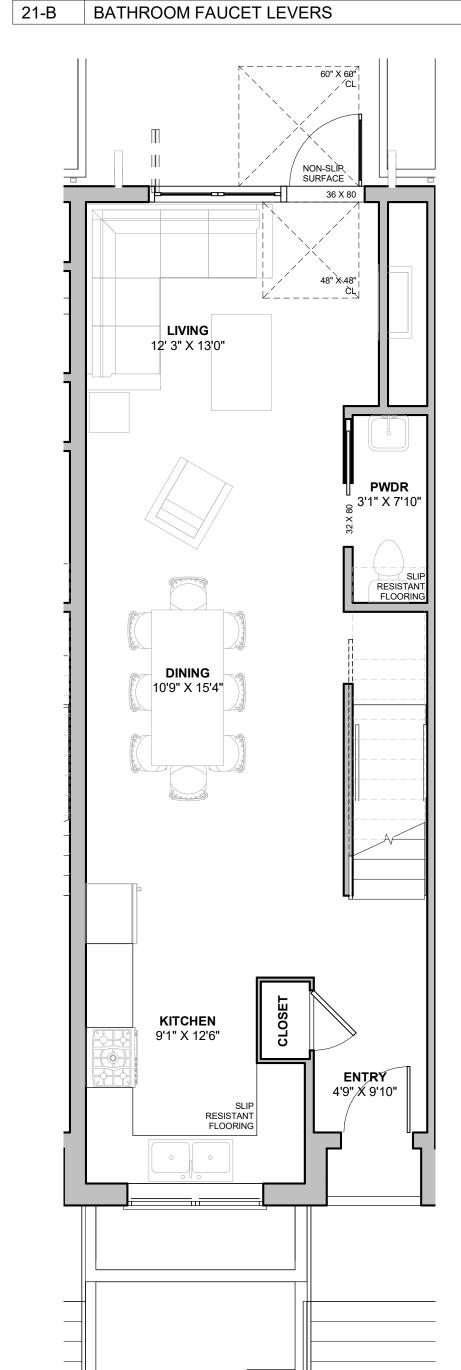
BASIC ACCESSIBLE UNIT - UNIT A1

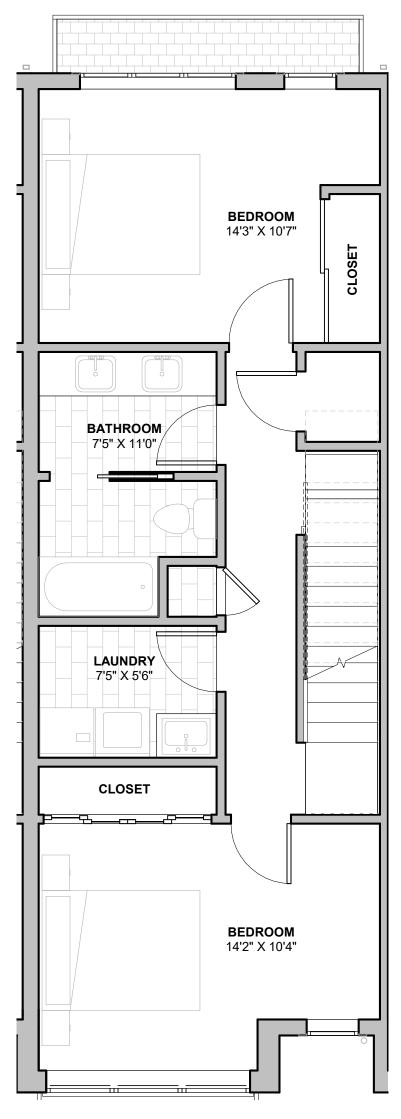
3 PROPOSED (Units 5, 6,7)

BUILDI	NG ACCESS AND MAIN ENTRANCES	
1-B	UNOBSTRUCTED ACCESS TO MAIN BUILDING ENTRANCES	YES
2-B	ACCESSIBLE PATH OF TRAVEL	YES
3-B	LIGHTING, WEATHER PROTECTION, INTERCOM, ADDRESS NUMBERING AND MAILBOX	YES
4-B	ENTRANCE DOOR ASSEMBLY AND OPERATION	YES
5-B	ENTRY DOOR CLEARANCES	YES
6-B	TACTILE WARNING STRIP ON STAIRS	YES
7-B	PROVIDE CONTRASTING COLOURS ON SIGNS, ADDRESS NUMBERS, CORRIDOR WALLS AND UNIT ENTRIES	YES
CORRIE	OORS AND CIRLCULATION	
8-B	CORRIDOR AND PASSAGEWAY WIDTH	YES
RESED	ENTIAL UNIT - ENTRY DOOR	
10-B	UNIT ENTRY DOOR ASSEMBLY	YES
11-B	UNIT ENTRY DOOR CLEARANCES	YES
RESED	ENTIAL UNIT - BATHROOMS	
12-B	BATHROOM ENTRY DOOR ASSEMBLY	YES
13-B	BATHROOM DOOR CLEARANCE	YES
15-B	BATHROOM SPACE	YES
16-B	BATHROOM FLOORING	YES
17-B	BATHROOM WALL REINFORCEMENT	YES
18-B	ADJUSTABLE HEIGHT SHOWER	YES
19-B	PRESSURE AND TEMPERATURE CONTROL VALVES	YES
21-B	BATHROOM FAUCET LEVERS	YES

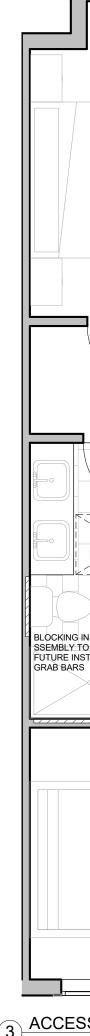
RESEDENTIAL UNIT - KITCHEN

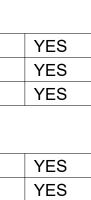
	26-B	KITCHEN FLOORING				
	27-B ADJUSTABLE SHELVING					
	30-B	FAUCET HANDLES				
	DESED					
RESEDENTIAL UNIT - ELECTRICAL						
	36-B	ROCKER SWITCHES				
	37-B	TELEPHONE JACKS				
	38-B	BEDROOM - 3 WAY SWITCH				
	40-B	VISUAL ALARM - INSTALLATION				





2 ACCESSIBLE UNIT A1 2ND FL. 1/4" = 1'-0"





YES YES



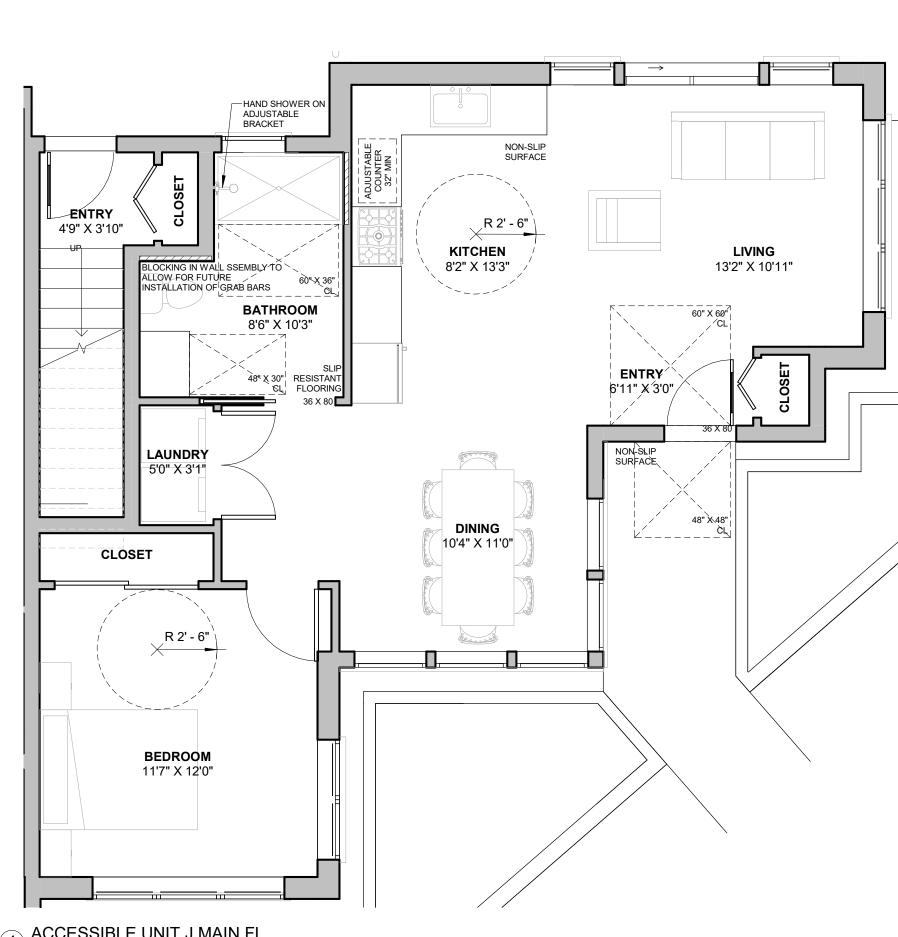
3 ACCESSIBLE UNIT A1 3RD FL 1/4" = 1'-0"

ENHANCED ACCESSIBLE UNIT - UNIT J

1 PROPOSED (Unit 12)

23-E SPACE UNDER SINK

BUILDIN	IG ACCESS AND MAIN ENTRANCES	
1-B	UNOBSTRUCTED ACCESS TO MAIN BUILDING ENTRANCES	YES
2-B	ACCESSIBLE PATH OF TRAVEL	YES
3-B	LIGHTING, WEATHER PROTECTION, INTERCOM, ADDRESS NUMBERING AND MAILBOX	YES
4-B	ENTRANCE DOOR ASSEMBLY AND OPERATION	YES
5-B	ENTRY DOOR CLEARANCES	YES
6-B	TACTILE WARNING STRIP ON STAIRS	YES
7-B	PROVIDE CONTRASTING COLOURS ON SIGNS, ADDRESS NUMBERS, CORRIDOR WALLS AND UNIT ENTRIES	YES
CORRID	ORS AND CIRCULATION	
8-B	CORRIDOR AND PASSAGEWAY WIDTH	YES
9-E	ACCESS TO UPPER LEVELS - APPLIES TO IDENTIFIED GROUD- ORIENTED M/F UNITS ONLY	YES
RESED	ENTIAL UNIT - ENTRY DOOR	
10-B	UNIT ENTRY DOOR ASSEMBLY	YES
11-B	UNIT ENTRY DOOR CLEARANCES	YES
RESED	ENTIAL UNIT - BATHROOMS	
12-B	BATHROOM ENTRY DOOR ASSEMBLY	YES
13-B	BATHROOM DOOR CLEARANCE	YES
14-E	POCKET DOORS	YES
15-B	BATHROOM SPACE	YES
16-B	BATHROOM FLOORING	YES
17-B	BATHROOM WALL REINFORCEMENT	YES
18-B	ADJUSTABLE HEIGHT SHOWER	YES
19-B	PRESSURE AND TEMPERATURE CONTROL VALVES	YES
20-E (S)	TUB CONTROL VALVE POSITION	YES
21-B	BATHROOM FAUCET LEVERS	YES
22-E (S)	ACCESSIBLE SHOWER	YES



YES

 $(4) \frac{\text{ACCESSIBLE UNIT J MAIN FL}}{1/4" = 1'-0"}$

GLENAIRE II

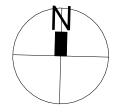
1920+1932 GLENAIRE DR, NORTH VANCOUVER, BC

RESEDENTIAL UNIT - BEDROOM				
24-E	SPACE NEXT TO BED	YES		
RESEDE	ENTIAL UNIT - KITCHEN			
25-E	TURNING RADIUS	YES		
26-B	KITCHEN FLOORING	YES		
27-B	ADJUSTABLE SHELVING	YES		
28-E (S)	CUPBOARDS - LOWEST SHELF	YES		
29-E	CABINET HANDLES	YES		
30-B	FAUCET HANDLES	YES		
31-E	FUTURE MODIFICATIONS (APPLIANCES)	YES		
32-E	SINK ADJACENT TO STOVE	YES		
33-E(S)	COUNTERTOP AND SINK HEIGHT	YES		
34-E(S)	WORKSPACE AREA	YES		
RESEDE	ENTIAL UNIT - ELECTRICAL			
35-E	KITCHEN - ELECTRICAL OUTLET	YES		
36-B	ROCKER SWITCHES	YES		
37-B	TELEPHONE JACKS	YES		
38-B	BEDROOM - 3 WAY SWITCH	YES		
39-E	ELECTRICAL SWITCHES AND OUTLETS	YES		
40-B	VISUAL ALARM - INSTALLATION	YES		
41-E	VISUAL ALARM - WIRING	YES		
42-E(S)	VISUAL ALARM - INSTALLATION	YES		
RESEDENTIAL UNIT - LAUNDRY				
43-E(S)	LAUNDRY FAICILITIES	YES		
RESEDENTIAL UNIT - WINDOWS, PATIOS AND BALCONIES				
44-E	BALCONIES AND PATIOS (THRESHOLD)	YES		
45-E	WINDOW OPENINGS AND WINDOW SILL HEIGHT	YES		

G	R			N	0	0	D
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GRIMWOOD ARCHITECTURE 508 - 55 EAST CORDOVA STREET VANCOUVER, BC V6A 0A5

+1 604 565-3142



No.	Description	Date
	ISSED FOR DP	NOV. 24, 2017
	ISSUED FOR METRO VANCOUVER MTG.	MAY. 02, 2019
	ISSUED FOR DEVELOPMENT PERMIT	AUG. 14, 2019
3	VARIOUS REVISIONS	MAR. 29, 2021
2	VARIOUS REVISIONS	DEC. 17, 2020
1	LOCK-OFF SUITES IN UNIT TYPE "G"	OCT. 27, 2020
No.	Revisions	Date

NOTES /

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The use of this drawing shall be governed by standard copyright law as generallyaccepted in architectural practice. ARCHITECT'S REQUIREMENTS AND APPROVALS:

It is the Builder's responsibility to notify Grimwood Architecture and to seek prior written approval for materials and workmanship which deviates from instructions provided by the Architect.

ENGINEER'S REQUIREMENTS AND APPROVALS:

It is the Builder's responsibility to notify Grimwood Architecture and to seek prior written approval for materials and workmanship which deviates from instructions provided by the Engineer.

AUTHORITIES' REQUIREMENTS AND APPROVALS:

All materials and workmanship must comply with the requirements of all authorities having jurisdiction over the work. It is the Builder's responsibility to gain necessary approval from all relevant Authorities.

DIMENSIONS:

All dimensions must be verified on site. Do not scale off drawings. Plans take precedents over elevations. In the absence of dimensions, or if discrepancies exists, consult Architect. All minimum dimensions are to comply with the National Building Code of Canada.

SHOP DRAWINGS:

Submit shop drawings to the Architect and Engineer for approval manufacturing prefabricated elements of the building.

ACCESSIBLE UNITS

SCALE As indicated 5.11 DATE 3/29/2021 4:29:10 PM

MINUTES OF ADVISORY DESIGN PANEL MEETING HELD ON MARCH 8, 2018

TTACHMEN

b.) 1920 and 1932 Glenaire Drive: Detailed Planning Application – 15 unit townhouse development

Mr. Erik Wilhelm, Development Planner, introduced the project and explained the context.

The Chair welcomed the applicant team and Thomas Grimwood, architect from Grimwood Architecture and Daryl Tyacke from ETA Landscape Architecture introduced the project.

The Chair thanked the applicant team for their presentation and asked if there were any questions of clarification from the Panel:

Questions were asked and answered on the following topics:

- What was the buffer horticultural planting material that looked magenta? There's a plant list on the first page on the landscape plan – We're carrying forward the same palette as was done in Phase 1. Riparian planting will be on the west side, the intent is that there is not an abrupt change as you enter the park to the west.
- What material would be used for the public pathway? The same material as paving on the northwest units with three grey tones of Abbotsford piazza paver which is a continuation from Phase 1.
- What is the waste management strategy with this development? We have made the parkade able to serve both Phase 1 and 2, with trucks able to come in and out of the parkade to collect waste.
- How is parking exhaust shaft treated? It is on the south side of the parkade, we don't have any detail on that yet.
- There doesn't seem to be a street level view from the east included in the package. The eastern wall is white.
- Are you using the exact same material as Phase 1? The family of details is consistent, we are using the same room, windows, and entry canopy.
- How are you treating the adjacency with the wall against the natural park on the extreme left of the drawing? The idea is that that landscape would be tailored and landscaped to meet that edge. There are ongoing talks with Metro Vancouver and the District of North Vancouver to address the connection and the relationship to the park.
- Is parking gated? Yes.
- How are you defining your territoriality on the west side and along the north pathway? There will be fencing.
- What about security or lighting in the unobserved areas? That's something we will work through at in more detail, in Phase 1 we have LED lights going up the stairway.
- How do you gain access to the units? Through the pathway off Glenaire.
- As a first responder, would I have to go through the narrow pathway to figure out where I am? Yes.
- What is the distance between Phase 1 and 2? 10 feet.

Mr. Alfonso Tejada, District Urban Design Planner, provided a brief presentation and provided the following comments for consideration:

- A major issue is the narrow pinch point at the entrance to the buildings on the curve of Glenaire.
- The narrow area at the curve of Glenaire needs to respond to the character of the street.
- The staircase going into the parkade from the corner and the other built forms in that area could be opened up, or be designed to better receive, or terminate Glenaire.
- The building stance on the curve is situated in a somewhat aggressive position in relation to Glenaire.
- It will be interesting to hear the Panels thoughts to the change in materials.

The Chair invited comments from the Panel members, and the following comments and items for consideration were provided:

- Consider how the large untreated concrete wall relates to the park to the west.
- The character of buildings seems somewhat monochromatic. There seems to be a tension between the colours and styles of Phase 1 and those of Phase 2.
- Entranceway would be improved with a more generous expression at such a pivotal entry point.
- It seems more fitting to have more natural granite pathway to the north, rather than paving.
- The development is vulnerable in its interface with the park, and may need a physical deterrent to discourage unwanted access through the site.
- Ensure wayfinding and signage provides clear direction on addresses for first responders, like ambulance and police.
- Commendable effort on the variety of roof forms, however, the hatches may spoil the roof line and pose maintenance issues.
- Rain water leaders are not shown, and could have a visual impact against the white colour.
- The white colour can make the outdoor space feel oppressive in the summer and could get quite dirty in the winter.
- Could have more variety with colours and materials, including the windows.
- Consider changing the lawn spaces between units 4 and 5 into patio spaces.
- Agree the frontage needs something to anchor it consider a gate.
- The massing is great, the site plan is great, although the development would be enhanced by more variation in colour.
- May want to reconsider the stone work and cottage roof design.
- Consider improving the landscaping on the riparian edge consider a softer approach that has more natural feel.
- Package submission is somewhat confusing, it's important to have clarity in the design layout.
- The roof deck is considered another story and roof hatch may not comply with code so it will be important to speak to the building department about how these are treated.
- Consider code requirements for steps to unit entranceways, as well as the direction of the door swing that may impact accessibility.

- The fifth building seems to be facing the wrong direction which creates a different relationship to the street and the character may not fit with the other buildings.
- The precedents in the front of the package are good, however, there is less variety in the detailing.
- The white building may be somewhat jarring, but if detailed, could be nice.

The Chair invited the project team to respond. Mr. Thomas Grimwood, project architect, acknowledged the Panel's suggestions, appreciated the comments and wishes to improve and open up the residential entrance point. He also clarified that two grey buildings have been integrated into Phase 1 for colour variety, and that they are in communication with Metro Vancouver and provincial bodies to discuss the potential for a second, more natural public pathway.

The Chair invited the Panel to compose a motion:

MOVED by Stefen Elmitt and SECONDED by Steve Wong.

THAT the ADP has reviewed the proposal and **SUPPORTS** the general concept but recommends revisions to the proposal and a further presentation to address the items noted by the Panel it its review of the project.

CARRIED

4. OTHER BUSINESS

None.

5. ADJOURNMENT

The meeting was adjourned at 8:54 p.m.

6. NEXT MEETING

April 12, 2018

Chai

Date

MINUTES OF THE ADVISORY DESIGN PANEL MEETING HELD ON May 10, 2018 AT THE DISTRICT OF NORTH VANCOUVER

- ATTENDING: Mr. Jordan Levine (Chair) Ms. Carolyn Kennedy Mr. Charles Leman Ms. Diana Zoe Coop Mr. Stefen Elmitt Mr. Darren Burns Mr. Tieg Martin Sgt. Kevin Bracewell Mr. Steve Wong
- REGRETS: Mr. Samir Eidnani Mr. Alfonso Tejada
- STAFF: Ms. Tamsin Guppy Mr. Kevin Zhang Mr. Adam Wright Ms. Robyn Hay (Item 3.a.) Mr. Erik Wilhelm (Item 3.b.)

The meeting came to order at 6:02 pm.

1. ADOPTION OF MINUTES

A motion was made and carried to adopt as circulated the minutes of the Advisory Design Panel meeting of April 12, 2018.

2. ANNOUNCEMENTS AND ADMINISTRATION

Mr. Alfonso Tejada, District Urban Design Planner was unable to attend the meeting, however, he provided written comments on the applications to be communicated by Mr. Kevin Zhang, Development Planner.

3. NEW BUSINESS

a.) 2555 Whiteley Court – Kiwanis Lynn Woods and Lynn Manor Renovation and Addition

• Façade upgrades to Lynn Manor were approved in 2017 and are underway. This subject proposal includes a new building to the south of the exiting building and further upgrades to the existing building at ground level including canopies at the entrances and awnings over the walkways.

Ms. Robyn Hay, Development Planner, introduced the project and explained the context.

The Chair welcomed the applicant team and Mr. Patrick McLaughlin, President of Kiwanis North Shore Housing Society, Mr. Greg Voute from Raymond Letkeman Architects, and Ms. Jocelle Smith from ETA Landscape Architects, introduced the project.

The Chair thanked the applicant team for their presentation and asked if there were any questions of clarification from the Panel:

Questions were asked and answered on the following topics:

- What is the net addition of parking stalls and are they compliant with the minimum requirements? Ms. Robyn Hay, Development Planner, indicated that there are 82 existing stalls on site, and that the proposal is for 133 stalls. The proposed number of stalls are well over the senior's parking requirement of 0.33 parking stalls per unit. The proposal also provides 12 visitor parking stalls.
- Do the tandem parking stalls exist currently and what is the plan for these stalls? They are currently shown on the plans, but we are planning on reducing overall parking demand over time to phase out some of the parking areas. Ms. Tamsin Guppy, Development Planner indicated that tandem parking seems to work well in this case as it is intended to function with a valet-like service for those residents who continue to own cars but rarely use them.
- What is the location of the parkade wall on the west side, is it at grade level? The wall is located on the west side of the parkade.
- How are you treating the difference in grade on the site? We are planning on providing a 1 foot berm to minimize the grade change and then plant the berm area to screen the parkade wall. Where will the PMT and parking exhaust vents be located? There is an existing electrical room that we are considering using, but we need to conduct a full engineering analysis before that is determined.
- Where is the yellow colour proposed to be used on the building? It is used as accent on the Northeast corner entrance and the west façade of the low rise building, as well as on the soffits of the existing tower below the patios.
- Have you considered putting a tower instead of a low rise building here? We have been trying to determine our best building footprint within the limitations of our budget. We started from the perspective of a tower, but found an approximate 30% construction cost premium of concrete vs. wood frame which was beyond our budget.

- Can you speak to the detailing of the patio sill to ensure it meets accessibility requirements? We will be providing a step, a non-slip rubber ramp and a threshold for wheelchair accessibility.
- Are all units Level 2 adaptable? Approximately 80% are Level 2 adaptable. Some units do not have a pocket door, as it is difficult to add these in some unit types as they take up more structural wall space but we are working to include as many of the adaptable features as possible on all the units.
- Are you able to achieve Step Code 3? While it will be a challenge to meet Step Code 3, we are planning on achieving it and we have a Sustainability Consultant on board to provide a comprehensive strategy. We currently have proposed a wood frame building with less than 40% glazing.
- Is the parking secured with a gate? Yes.
- For First Responders, is there clear access to the existing and new building? Yes
- How are you defining separate entrances for emergency access? There are two different addresses with 2 different building names.
- How are you defining territoriality and safety along the Kirkstone Park (south) side of the building? There is a fence proposed along the south side of the property to define the property and restrict access.

Mr. Kevin Zhang, Development Planner, provided the following urban design comments for consideration:

- The new building seems to be a complimentary addition to the existing building.
- The separation of the tower and mid rise seem to be appropriate.
- The design seems to suitably avoid windows at the pinch points between the buildings in order to maintain privacy.
- Consider playing with the arcade framing or adding more horizontal elements to respond to the vertical columns.
- Tall landscaping along the western edge is appropriate to maintain privacy between neighbouring buildings.
- The design seems to fit well with the site and landscaping.
- Although updates have been made to the east entrance, the materials and columns feel quite heavy. Consider separating the materials, using different materials, or adding some kind of relief between sections of buildings to lighten up the overall impression.
- The entrance elements could be lighter, friendlier, and human-scaled.

The Chair invited comments from the Panel members, and the following comments and items for consideration were provided:

- The yellow accent colour on the facade could be bolder.
- The programming of amenity space is great, although seems to fill up the entire space. Consider reorganizing to create more space and consider the potential to provide more seating around the bocce lawn.

- The landscaping is well thought out, however the kiwis could be too aggressive for the trellis.
- The package is comprehensive, the presentation was good, and it is an important and attractive building for the community.
- Support the use of yellow as the colour is cheerful and may make the project feel less institutional and more like home, but support the consideration of a more intense shade of yellow
- Beautiful landscaping proposed along the perimeter and good connection to the pathway on the east side of the property which links to Kirkstone Park.
- Good materials, the contrasting lighter and darker colours works well.
- There seems to be an opportunity for a green roof above the Great Hall which would benefit those units looking down onto it
- A two or three foot wide gravel path could be added along the south side of the property for landscaping maintenance.
- The west side planted berm seems to be predominantly deciduous planting, but in order to screen the parkade consider evergreen planting to screen the parkade for 12 months of the year.
- The two entrance lobbies could potentially be confusing, but seems to makes sense for an addition.
- The drop off and pick up area is generous in size and the level grade of the arrival courtyard is nice.
- The light colour proposed on the top two floors help to ensure the building is not over bearing or dominate
- The differentiation in building materials seems to satisfy the intent of the design guidelines.
- The bathroom vents seem to be taken out through the soffits, which would not detract from the visual impression of the façade.
- The electrical and mechanical rooms do not seem to be labelled on the plans.
- Be careful on level one as you refine the design that you don't loose the electrical closet next to the elevator core and steer away from hydraulic elevators that add costs.
- The length of the hallway / travel distance to the elevator could be reconsidered. An additional elevator could be provided to meet the demand.
- Another service may be required from BC Hydro.
- The amount of brick proposed is quite extensive, this could be scaled back for cost savings and not go as high on the building where it may not have the same impact as at grade
- The careful arrangement of the windows at the pinch point between the two buildings is appreciated in order to maintain privacy of adjacent units in close proximity.
- Consider rethinking the variety of balcony sizes to ensure that all units have a minimum useable open space.
- The overall layout of the plan and the suites seem quite livable.
- The package provided is impressive and greatly exceeds benchmark design quality.

- It seem as though the addition may be trying to make an apology for the older concrete tower as opposed to celebrating it.
- There may be potential to shift the overall expression from vernacular to a more modernist design.
- Agree that the yellow colour on the façade could be enhanced.
- The pathway leading into the amenity area seems to not be as direct as it was in the parti (concept plan) and as a result has lost the visual connection from the public path into the private garden. A visual link would make a more inviting entrance to the amenity space.
- The elevations tend to demonstrate a hierarchy in the façade, but the rationale in the design guidelines for stepping back the upper storeys is merited and without the step back the 6 storey façade may feel somewhat heavy. If possible consider a setback to those upper floors.
- Stepping back the building could be a good feature in the long run, despite being more costly in the short term.

A Panel member who was not able to attend the meeting provided comments in writing below:

- Consider beginning early discussions with your contractor regarding the potential impacts to the existing residents in the tower with respect to the construction staging and interaction with occupied areas; and the course of construction fire protection measures to the neighbouring sites (especially the tower).
- At this stage it does not seem like the new 6 storey will be connected to the existing high-rise; if connections to the existing building do occur this will require a review for the impact on the life safety systems and connection of fire alarms.

The Chair invited the project team to respond. Patrick McLaughlin acknowledged the Panel's suggestions, appreciated the feedback and was happy to take them into account in the development of the design. Mr. Greg Voute also conveyed the following comments below:

- Two elevators are being proposed.
- The green roof above the Great Hall will be considered.
- More colour was initially considered in the recesses of the buildings along the back walls of the balcony, which will be reconsidered.
- Shingles were originally considered at the back (south side) of the building and within the interior courtyard instead of brick for cost saving and to create texture and difference of material.
- The comments on the pathway to the amenity space are appreciated.

The Chair invited the Panel to compose a motion:

MOVED by Mr. Tieg Martin and **SECONDED** by Mr. Charles Leman.

THAT the ADP has review the proposal and recommends **APPROVAL** of the project **SUBJECT** to addressing to the satisfaction of staff the items noted by the Panel in its review of the project.

CARRIED

b.) 1920 & 1932 Glenaire Drive – Holland Row Townhomes

Mr. Erik Wilhelm, Development Planner, introduced the project and reminded the Panel that the project was returning for reconsideration having been reviewed by the Panel on March 8, 2018, and provided a brief reminder of the general context.

The Chair welcomed the applicant team and Mr. Thomas Grimwood from Grimwood Architecture and Mr. Darryl Tyacke from ETA Landscape Architects introduced the project.

The Chair thanked the applicant team for their presentation and asked if there were any questions of clarification from the Panel:

Questions were asked and answered on the following topics:

- Were there supposed to be landscape drawings in the package? Yes, they are provided in the package (a new package was provided to the panel member whose package was missing key pages).
- How is the garbage managed by residents in Building 5? There is a stair connection that can be taken between Phase 1 and 2 buildings or they can take the ramp to dispose of waste.
- Will a gravel path be provided along the north side of the site? We are currently in discussions with Metro Vancouver and the District of West Vancouver about moving the path closer to the riparian area and adding a gravel path.
- Is the horizontal siding cedar? Yes, it is quite durable from a maintenance perspective.
- Does the turret element have a different black material? It is a darker grey.
- The wall on the far northwest corner of the parkade seems to be right on the property line, does this provide sufficient room? The corner is tight, we are considering construction limits from the property line, and room for vehicle flow in the parkade.
- Mr. Erik Wilhelm, Development Planner indicated that there is a need for a pathway connection, however, there are ongoing discussions with Metro Vancouver and West Vancouver regarding the provision and location of a trail.

Mr. Kevin Zhang, Development Planner, provided a brief presentation and provided the following comments for consideration:

- There have been many improvements and the package seems well organized.
- The patios on the front of the buildings seem to be addressed, the exit stairs to the parkade have been removed and the building design changes seem to better respond to Glenaire Drive.
- The pedestrian entrance could be improved to better use the space that has been opened up from removing the exit stairs. The geometry could be changed to be more inviting for people.

The Chair invited comments from the Panel members, and the following comments and items for consideration were provided:

- The overall improvements create a more elegant and believable building form and the subtle detailing is helpful.
- The entrance marking trellis may not be strong enough, perhaps it could be perpendicular to the road to be more inviting and natural.
- The wall on the western property line is still a concern but if supported by parks staff it seems to be potentially addressed with landscaping.
- The eastern perspective, looking down Glenaire Drive, would have been nice to include in the package.
- The landscaping seems to fit well with the architecture, and the plant materials are great.
- A fire plan and clear unit identification will likely help first responders in an emergency.
- Cedar siding would be great, and the lack of corner boxes is great.
- A convex mirror in the northwest parkade corner will be helpful for drivers.
- Nice to see the colour palette tying in to Phase 1.
- The parkette is a lovely addition as a transition to the neighbouring park.
- There seems to be an opportunity to better frame the entrance plaza on the east side.
- The pergola design could better relate to the architectural era of the buildings, perhaps by being more elaborate or reflecting a time that is more consistent with the architectural design.
- There seems to be a nice balance between the two phases
- The project is greatly improved and it appears the applicant team listened to the Panel's comments and addressed the architectural concerns.
- Mr. Kevin Zhang indicated that garage doors in the parkade are not supported as the Fire Inspectors need to be able to see what is being stored. Mr. Thomas Grimwood explained that it is a metal grill gate, rather than an enclosed space, and the grill gate is transparent.
- The entryway is improved with removal of the exit stairs but agree with other Panel members that it still needs work.
- The backfill slope and the stair connection to the public pathway and park could be challenging and needs further work
- The space in between the two phases seems to be reduced to approximately 10 feet, consider any opportunities to widen the space between Building 1 (Phase 1) and Building 4 (Phase 2).

The Chair invited the Panel to compose a motion:

MOVED by Mr. Steve Wong and SECONDED by Mr. Stefen Elmitt.

THAT the ADP has review the proposal and recommends **APPROVAL** of the project **SUBJECT** to addressing to the satisfaction of staff the items noted by the Panel in its review of the project.

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CARRIED

4. OTHER BUSINESS

None.

5. ADJOURNMENT

The meeting was adjourned at 8:20 pm.

6. NEXT MEETING

May 24, 2018

<u> May 24, 2018</u> Date

Chair



Lions Gate Peripheral Area Townhouse Developments Transportation Impact Assessment

Draft Report

Prepared for

Citimark, the Airey Group, PC Urban, Woodbridge Homes

Date July 14, 2016

Project No. 4749.08

bunt 🗞 associates

July 14, 2016 4749.08

Rebecca Nguyen, Development Manager Citimark Unit 2248 - 13353 Commerce Parkway Richmond, BC V6V 3A1

Dear Rebecca:

Re: Lions Gate Peripheral Townhouse Developments DRAFT Transportation Impact Assessment Rev. 1

The enclosed report addresses the requested transportation impact assessment for the proposed townhouse developments planned for the Lower Capilano Marine Village area by Citimark, the Airey Group, PCUrban, and Woodbridge Homes. In addition to the impact analysis, this report provides a summary and rationale for the site's proposed parking provision, and proposed Transportation Demand Management (TDM) strategies.

At the point of writing of this report, there are still elements, from a roadway infrastructure standpoint, and from an internal site standpoint that is being progressed. These are highlighted in the report for further discussion. This is also the second version to be submitted to the District and will form part of the development application for the Citimark townhouse development site.

Should you have any questions / comments, please do not hesitate to contact the undersigned.

Yours truly, Bunt & Associates

Daufung

Daniel Fung, M.Sc. P.Eng. Senior Transportation Engineer

cc: Taylor Johnson, the Airey Group; Robert Cadez, PCUrban; Kevin Chan, Woodbridge

CORPORATE AUTHORIZATION

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		Project No.	4749-08
Approved By:		Status:	Draft Report

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1. INTRODUCTION

Bunt and Associates was retained by a client group comprised of Citimark, the Airey Group, PC Urban, and Woodbridge Homes collectively to prepare a Transportation Impact Assessment (TIA) for four planned townhouse developments in the District of North Vancouver, BC located within the Lower Capilano Marine Village area. The purpose of this TIA is to determine the off-site transportation impacts of the proposed developments, in relation to vehicular traffic and other travel modes as well as to confirm the adequacy of the proposed parking supply provision and the site design layout from a transportation perspective.

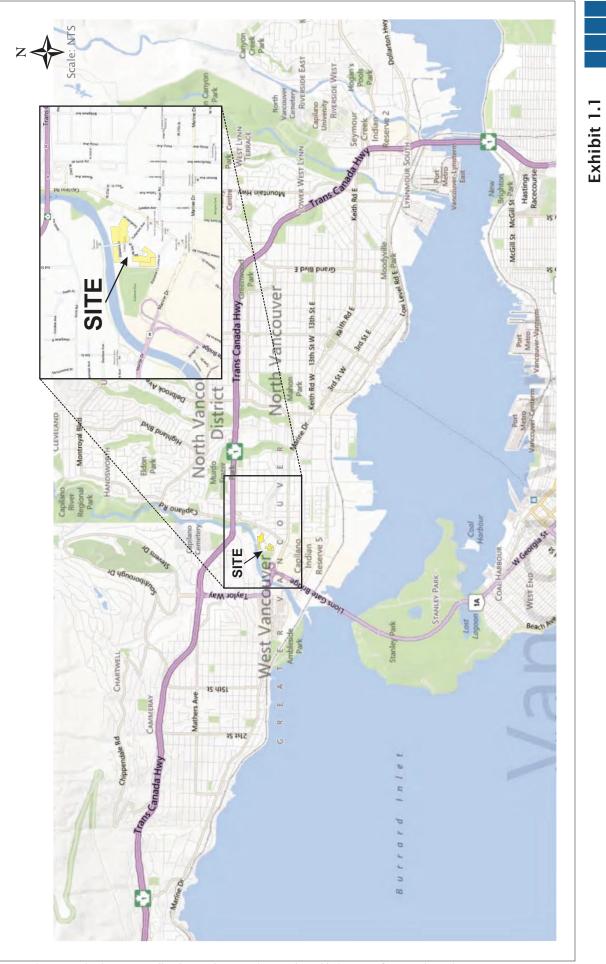
Exhibit 1.1 shows the location of the proposed development sites. This report summarizes the work undertaken to fulfill the scope requirements for the sites' development permit submissions, as well as our findings and recommendations for the surrounding traffic network. Note as of the writing of this report, some of the site plans are currently being progressed.

1.1 Background

The combined developments include 87 townhouse units for the Citimark development, 43 townhouse units for the Airey Group development, 23 townhouse units for PCUrban, and 153 townhouse units for Citimark / Woodbridge Homes development proposed for the area north of Curling Road, south of Fullerton Avenue and west of Larco's CapWest site. Collectively, there are 306 townhouse units planned, replacing 35 current single family homes on the four sites.

The scope of this TIA was developed in partnership with District of North Vancouver (DNV) staff. The TIA study takes into account the Lower Capilano Marine Village Implementation Plan (District of North Vancouver, September 2013) and Lower Capilano Marine Village Centre Transport Plan (Creative Transportation Solutions, March 2013), as background information. Also, this study accounts for background vehicle trips in the study area associated with the future redevelopment of the Larco CapWest development site (Bunt & Associates Draft Transportation Impact Assessment for Full Build Out, April 2016), and the Pacific Gate Grouse Inn development located northwest of the Marine Drive / Capilano Road intersection.

For the purposes of the traffic impact analysis conducted in this study, the subject development(s) opening day is expected to be year 2019 while the long term planning horizon for the project is 2030 as agreed with DNV staff.



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Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016

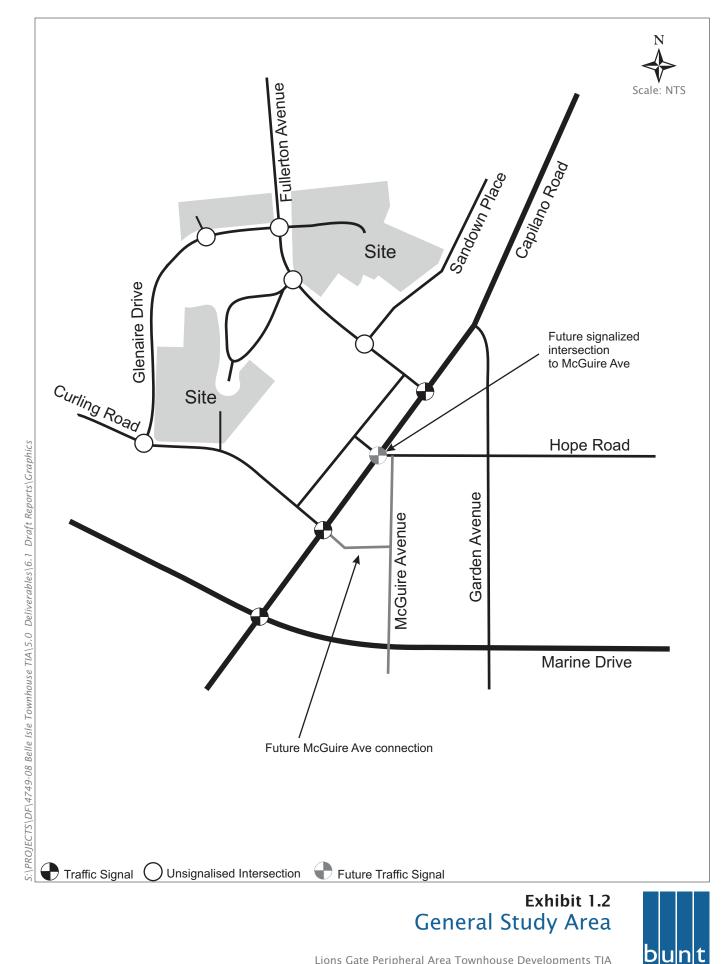
Site Location

DUDT

1.2 Site Location & Study Area

Exhibit 1.2 shows the general study area. The following intersections were included in the transportation impact assessment in the study:

- Marine Drive / Capilano Road;
- Curling Road; / Capilano Road;
- Fullerton Avenue / Capilano Road;
- Sandown Place / Fullerton Avenue;
- Belle Isle Place / Fullerton Avenue;
- Glenaire Drive Curling Road; and
- McGuire Avenue / Capilano Road (planning horizon analysis only).



& associates

2. TRAFFIC FORECASTING

2.1 Data Collection

To be consistent with other transportation impact assessment studies previously completed or underway in the study area, the base "existing" traffic volumes were assumed to be the same as the Larco CapWest development traffic study and the Pacific Gate Grouse Inn development traffic study.

For the Capilano corridor intersections, traffic and queue surveys were conducted on October 28, 2015 which was typical of a peak fall commuter season scenario. In the study area, peak hour traffic demands were observed to occur from 8:00 to 9:00 AM during the morning peak period and from 5:00 to 6:00 PM during the afternoon peak period. In addition to the Capilano corridor counts, supplemental traffic counts for this study were conducted at Sandown Place, Belle Isle Place, and Glenaire Drive at Fullerton Avenue on Wednesday, February 24, 2016.

Exhibit 2.1 illustrates the peak hour traffic volumes in the study area.

2.2 Background Traffic

There will be two components associated with "background" or non-site traffic growth in the future: general background growth associated with vehicles driving through the study area, and site-specific background growth associated with known development sites in the study area (that have trip origins and destinations located in the study area).

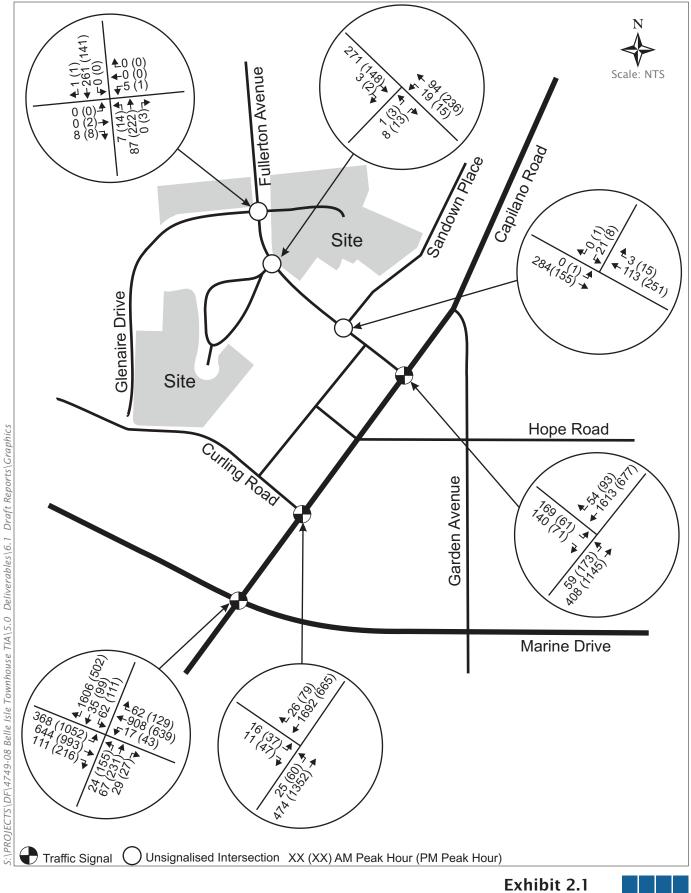
2.2.1 General Background Growth

To be consistent with previous neighbourhood planning work and other TIAs in the study area, Bunt assumed a 1% blanket (compound) growth rate for both AM and PM peak hour background traffic growth, to forecast the 2019 Background and 2030 Background traffic volumes.

The exceptions to this blanket growth rate application were the movements to/from the Lions Gate Bridge which in our view are at saturation levels in the morning peak period. Consequently, no growth in background traffic was assumed for the AM Peak Hour only at the Marine Drive & Capilano intersection, for the southbound right turn and the westbound through movements and for the PM Peak only at the Marine Drive & Capilano intersection, for the eastbound left turn movement. For these movements, on-site observations during our count program indicated they are saturated and therefore additional traffic volumes could not be processed through the intersection. As side note, growth was applied only to the through volumes for the Capilano Road corridor so not to double count growth from the side streets.

2.2.2 Site Specific Background Growth

In addition to the application of blanket background growth, Bunt superimposed forecasted background traffic from the known Larco CapWest development for the Opening Day Background conditions and additionally, the Pacific Gate Grouse Inn development for the 2030 Planning Horizon Background



Existing Peak Hour Traffic Volumes



Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016 conditions. The Larco CapWest development is anticipated to be completed in 2018 (before opening day of the subject Lions Gate Peripheral Area Townhouse developments) and the Pacific Gate Grouse Inn development is anticipated to be completed in 2020 (after opening day of the subject townhouse units).

For this TIA, the site land uses, density and unit mixes for these other developments was assumed to be consistent with the latest available information from these other developers; as the site plans for these other projects are still being developed and refined, the final site statistics may be somewhat different than assumed in this study but is not anticipated to drastically affect traffic operations.

Trip rates for the future off-site developments on Exhibits 2.2/2.4 and 2.3/2.5 were based on Institute of Transportation Engineer's Trip Generation Manual rates, consistent with trip rates agreed with District staff. **Tables 2.1** to **2.4** summarize the off-site development trips.

		TRIP	AM PEAK HOUR						
USE	SIZE	RATE	Trip	Trip Rates (trips/unit)			affic Volume	s	
		SOURCE	In	Out	Total	In	Out	Total	
			Re	sidential					
Townhouses	29 units	CTS	0.04	0.16	0.20	1	5	6	
Apartments	311 units	CTS	0.04	0.16	0.20	12	50	62	
Rental Apartments	75 units	СТЅ	0.04	0.16	0.20	3	12	15	
Senior Housing	45 units	ITE 252	0.07	0.13	0.20	3	6	8	
Sub-Total	460 units					20	72	92	
			Со	mmercial					
Retail	4.870 x 1,000 sqft	CTS	0.61	0.39	1.00	3	2	5	
Self Storage (assumes self storage office trips included in trip rate)	121,9 x 1,000 sqft	СТЅ	0.02	0.04	0.06	2	5	7	
Community Centre	26.868 x 1,000 sqft	ITE 495	1.35	0.70	2.05	36	19	55	
Red Cross Lending	2.5 x 1,000 sqft	ITE 720	1.89	0.50	2.39	5	1	6	
Sub-Total	156.1 x 1,000 sqft					47	27	73	
	TOTA	L TRAFFIC				66	99	165	

Table 2.1: Off-Site Larco CapWest Site Trips AM Peak Hour

		TRIP	PM PEAK HOUR							
USE	SIZE	RATE	Trip	o Rates (trips	s/unit)	Т	raffic Volum	es		
		SOURCE	In	Out	Total	In	Out	Total		
			R	esidential						
Townhouses	29 units	CTS	0.14	0.08	0.22	4	2	7		
Apartments	311 units	CTS	0.14	0.08	0.22	44	25	68		
Rental Apartments	75 units	CTS	0.14	0.08	0.22	11	6	17		
Senior Housing	45 units	ITE 252	0.14	0.12	0.25	6	5	11		
Sub-Total	460 units					64	38	102		
Commercial										
Retail	4.870 x 1,000 sqft	СТЅ	2.94	3.06	6.00	14	15	29		
Self Storage (assumes self storage office trips included in trip rate)	121.9 x 1,000 sqft	CTS	0.06	0.03	0.09	7	4	11		
Community Centre	26.868 x 1,000 sqft	ITE 495	1.34	1.40	2.74	36	38	74		
Red Cross Lending	2.5 x 1,000 sqft	ITE 720	1.00	2.57	3.57	2	6	9		
Sub-Total	156.1 x 1,000 sqft					60	63	123		
	ΤΟΤΑ	L TRAFFIC				124	101	225		

Table 2.2: Off-Site Larco CapWest Site Trips PM Peak Hour

		TRIP	AM PEAK HOUR						
USE	SIZE	RATE	Trip	Trip Rates (trips/unit)			affic Volume	S.	
		SOURCE	In	Out	Total	In	Out	Total	
			Resid	dential		-			
Strata Apartments	254 units	CTS	0.04	0.16	0.20	10	41	52	
Townhouses	5 units	Bunt / ITE 826	0.09	0.35	0.44	0	2	2	
Sub-Total	259 units					11	43	54	
			Commercial						
Supermarket (Urban)	12.59 x 1,000 sqft	ITE & Bunt	1.43	0.87	2.30	18	11	29	
Specialty Retail	10.94 x 1,000 sqft	ITE 826	1.77	1.92	3.69	19	21	40	
Restaurant	3.50 x 1,000 sqft	ITE 932	5.95	4.86	10.81	21	17	38	
Sub-Total	27.03 x 1,000 sqft					58	49	107	
With Internal Capture	1 5%					49	42	91	
	то	TAL TRAFFIC				60	85	145	

Table 2.3: Off-Site Pacific Gate Grouse Inn Site Trips AM Peak Hour

The supermarket (urban) trip rate was based on previous Bunt studies on urban supermarket. The rates were agreed with District staff before application for the Grouse Inn development site. Internal capture rate assumed are conservative considering the walkability nature of the proposed village. Actual trip generation could be lower as a result.

TRIP PM PEAK HOUR								
USE	SIZE	RATE	Trip	Rates (trips	/unit)	T	raffic Volum	es
		SOURCE	In	Out	Total	In	Out	Total
			R	esidential				
Strata Apartments	258 units	СТЅ	0.14	0.08	0.22	36	21	57
Townhouses	5 units	Bunt / ITE 826	0.33	0.19	0.52	2	1	3
Sub-Total	263 units					38	22	59
Commercial								
Supermarket (Urban)	12.59 x 1,000 sqft	ITE & Bunt	3.19	3.22	6.41	40	41	81
Specialty Retail	10.94 x 1,000 sqft	ITE 826	1.19	1.52	2.71	13	17	30
Restaurant	3.50 x 1,000 sqft	ITE 932	5.91	3.94	9.85	21	14	34
Sub-Total	27.03 x 1,000 sqft					74	71	145
Internal Capture	1 5%					63	60	123
	ΤΟΤΑ	L TRAFFIC				101	82	182

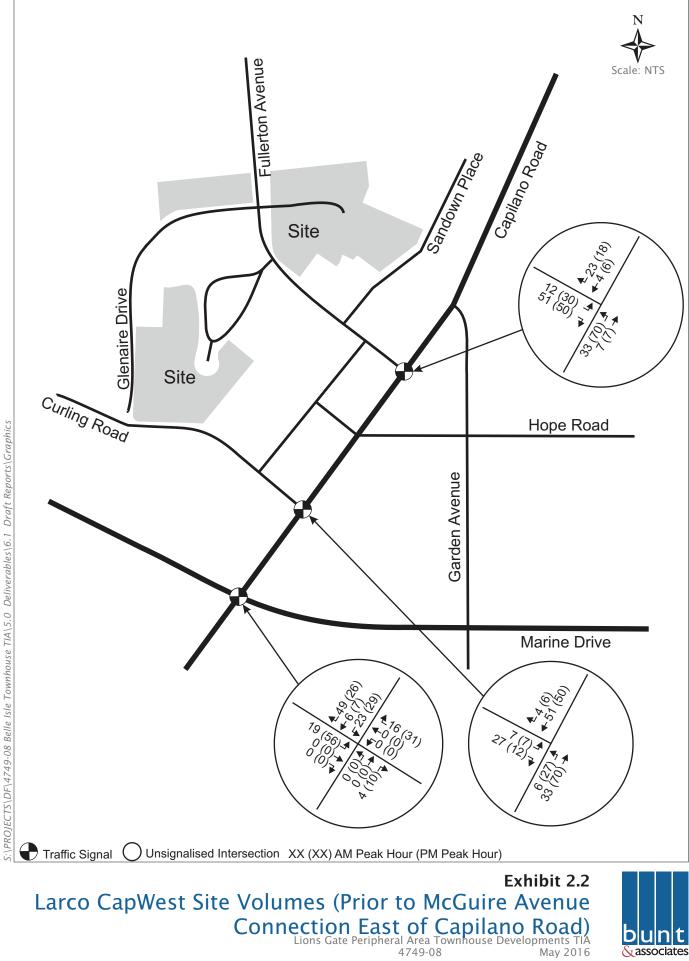
Table 2.4: Off-Site Pacific Gate Grouse Inn Site Trips PM Peak Hour

The supermarket (urban) trip rate was based on previous Bunt studies on urban supermarket. The rates were agreed with District staff before application for the Grouse Inn development site. Internal capture rate assumed are conservative considering the walkability nature of the proposed village. Actual trip generation could be lower as a result.

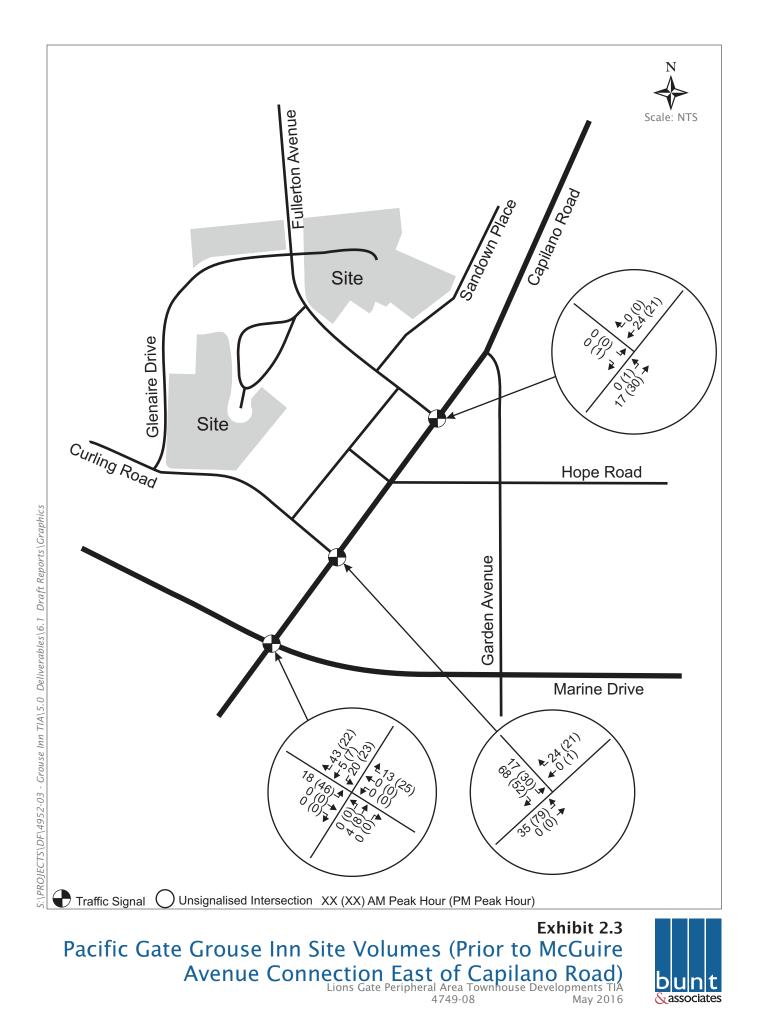
Exhibits 2.2 and **2.3** summarize the site traffic volumes for each of the developments assuming the existing road network. However, the McGuire Road connection between Capilano Road and the "Woonerf Road" on the east side of the CapWest site is expected to be developed with a new signal at Capilano Road sometime between the Opening Day (2019) and the long term planning horizon year (2030). Also, by 2030, McGuire Road is expected to be developed and connected between Capilano Road and Marine Drive with a new traffic signal at the intersection of McGuire Road & Marine Drive. Therefore for both the Opening Day and the long term planning horizon year of 2030, the background traffic associated with the Larco and Pacific Gate sites was redistributed to reflect these future networks as shown on **Exhibit 2.4** and **2.5**. Further information on the future road and traffic control assumptions is provided in Sections 2.4 and 2.5 below.

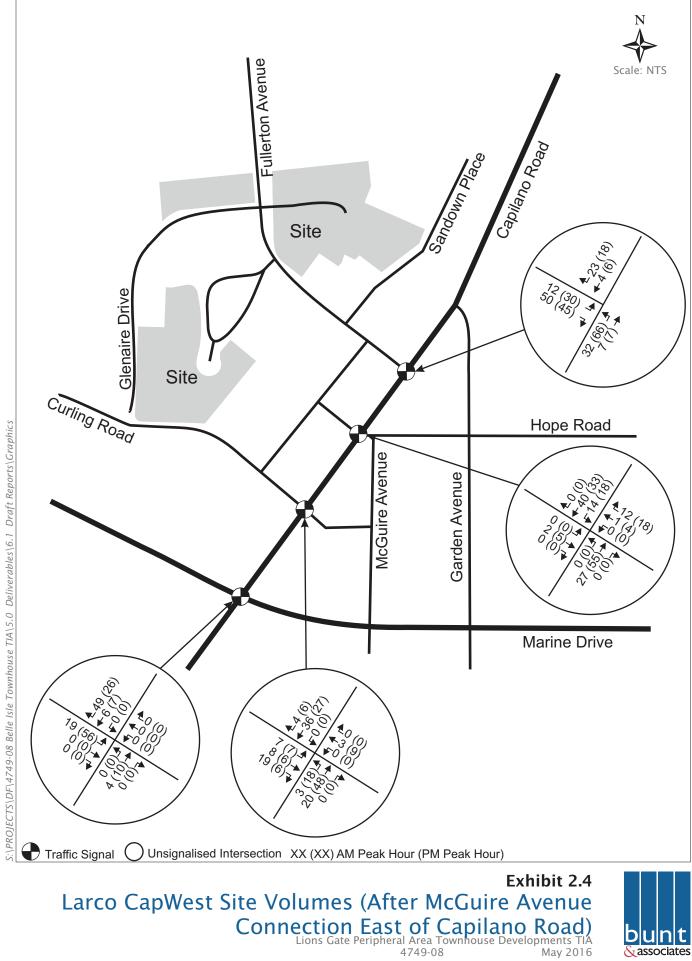
2.2.3 Combined Background Traffic

Exhibit 2.6 summarizes the 2019 Background traffic assuming just the 1% blanket growth rate while **Exhibit 2.7** summarizes the 2030 background traffic assuming just the 1% blanket growth rate. The site-specific background growth component was then superimposed on these volumes to yield the combined background traffic forecasts as illustrated on **Exhibits 2.8** and **2.9**.

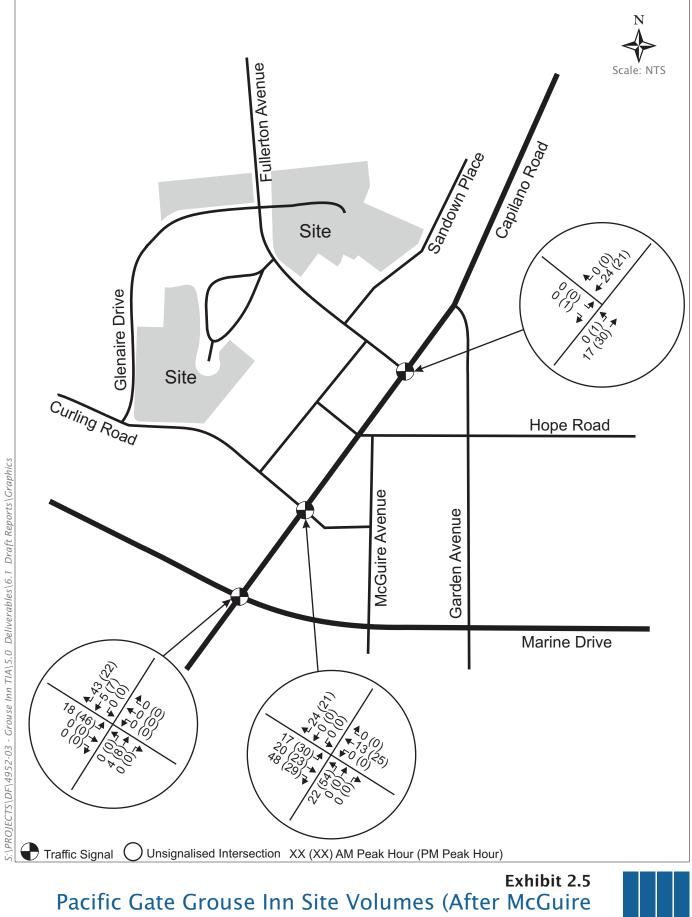


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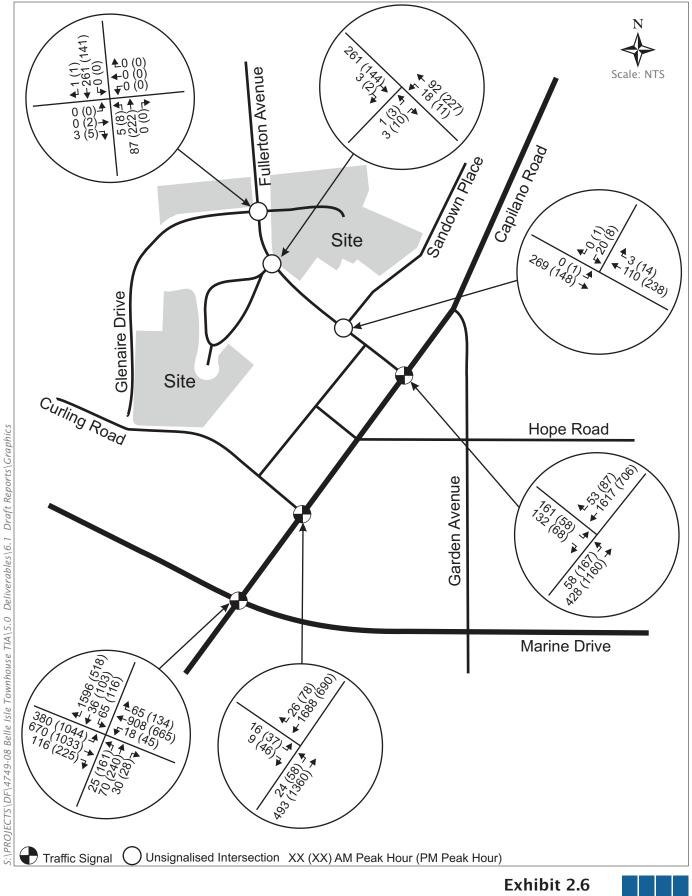






Avenue Connection East of Capilano Road) Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016

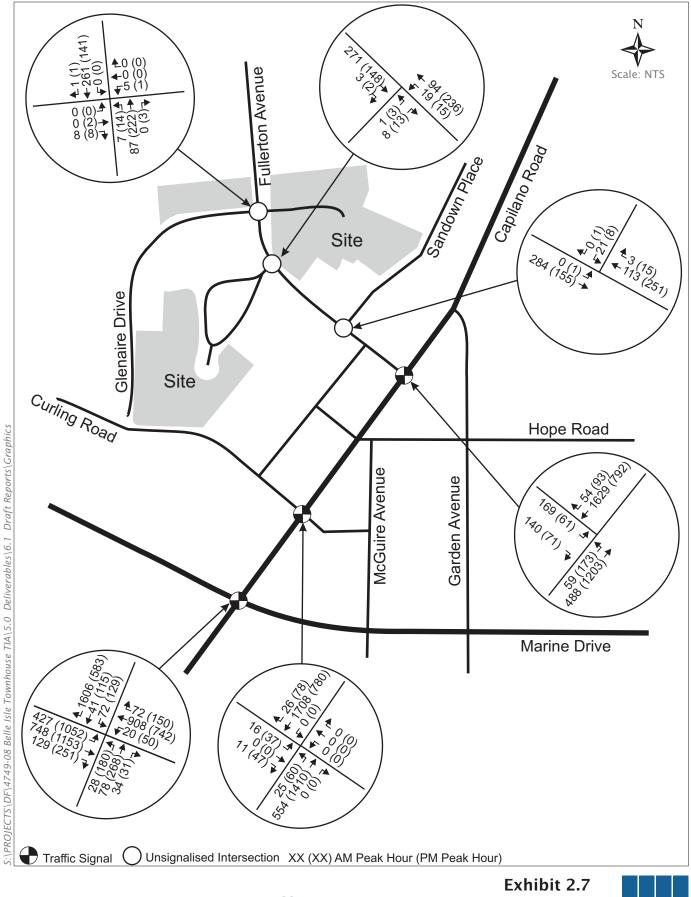




2019 Background Traffic Volumes (1% Growth Only)

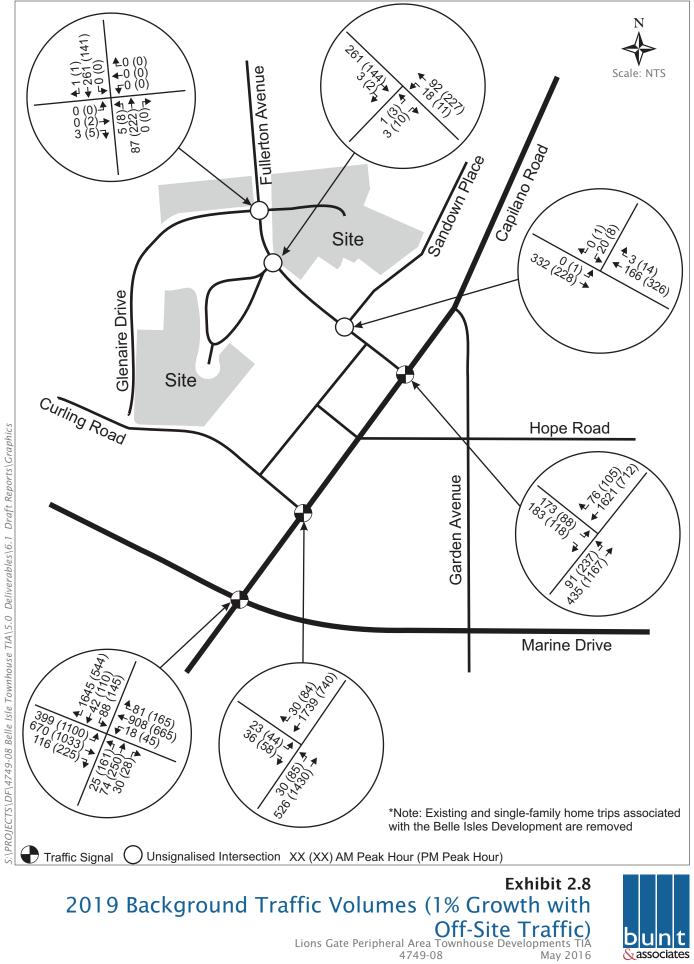


Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016

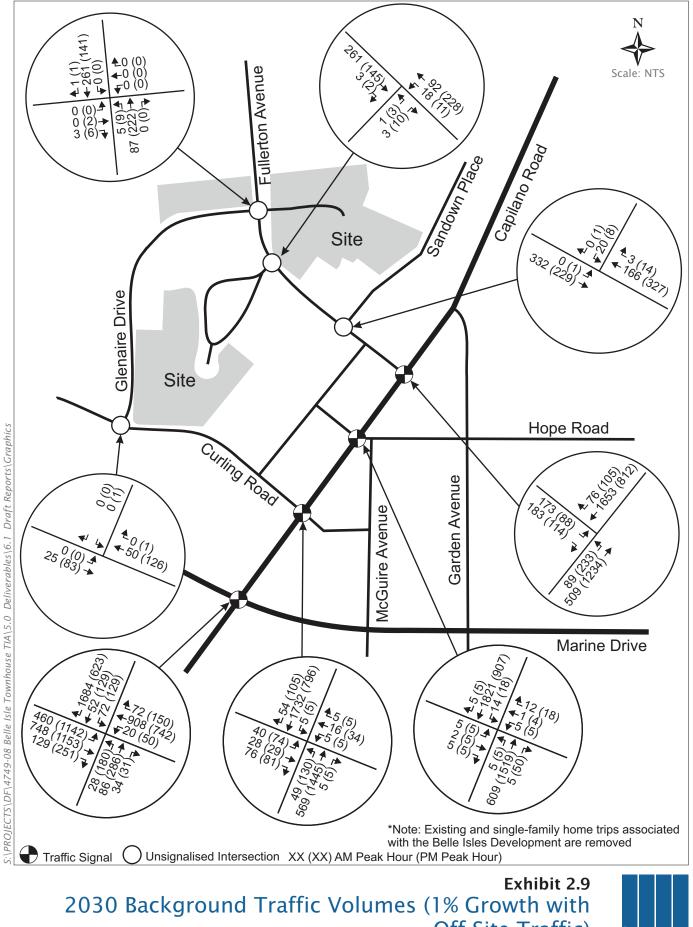


2030 Background Traffic Volumes (1% Growth Only)





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Off-Site Traffic) Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016



2.3 Opening Day Road Network Assumptions

For the purposes of analysis, road and traffic control assumptions for Opening Day 2019 were:

- A new signal will be installed at Capilano Road & Curling Road, as recommended in Bunt's Draft Transportation Impact (part of the Larco CapWest development off-site improvements;
- The future McGuire Road Connection will not yet be completed;
- Curling Road would not yet be connected to McGuire Road past the Capilano Road corridor;
- The future new separate southbound to eastbound left turn lane on Capilano Road to Marine Drive will not yet be installed (part of the Pacific Gate Grouse Inn development off-site improvements);
- The current T-intersection at Belle Isle Place / Fullerton Road will have a traffic circle constructed at this location as per the DNV's traffic calming plans for the Fullerton corridor;
- Glenaire Drive will be connected to Curling Road (part of the Lions Gate Peripheral Area townhouse developments off-site improvements),
- Fullerton Avenue, west of Sandown Place, Glenaire Drive, within the vicinity of the study area, Curling Road, west of the Capilano Road intersection to the area fronting the Ariey Group development, will be improved the draft functional/concept design plans are attached as **Exhibit 2.10** below; and
- The Larco CapWest development will be completed (by 2018).

To further detail the latest draft functional/concept design plan: Curling Road, Glenaire Drive, and Fullerton Road fronting the subject developments will have a two lane cross-section and will include parking stalls on one or both sides of each corridor. In addition, once the Citimark and Airey Group developments are complete, the current Belle Isles Place cul-de-sac will be removed and a new Belle Isles Connector connecting Fullerton Avenue and Glenaire Drive (south west of the PCUrban development) will be constructed.

Currently, the Belle Isles Connector is expected by the District to have a carriageway of 6m along with 2m of sidewalk. The 6m carriageway design is expected to accommodate bi-directional traffic movement per the latest drawings (but may be updated to have only westbound movement per updates to the design). Finally, there are 5 perpendicular stalls accessible from the Belle Isles Place connector. Note, traffic volumes on the Belle Isles Connector are assumed to be low as it is assumed most traffic will utilize Glenaire Drive instead where most other development and development accesses ares fronted. Aside from general traffic, this corridor will be the firetruck route able to access parts of the Citimark and Airey Group developments.

2.4 Planning Horizon Road Network Assumptions

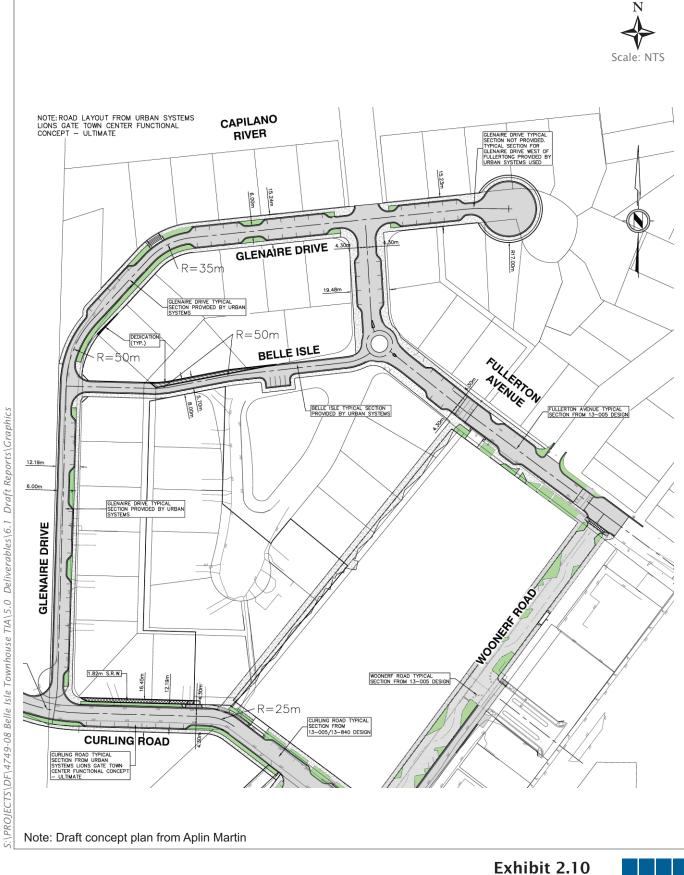
For the purposes of analysis, road and traffic control assumptions for the 2030 Planning Horizon were:

- McGuire Avenue will be extended and completed between Marine Drive and the Woonerf;
- New traffic signals at Capilano Road / McGuire Avenue and at Marine Drive / McGuire Avenue intersections will be installed;
- Curling Road will be extended to the east and connected to McGuire Avenue;

- With the development of the Pacific Gate Grouse Inn, separate through and left turn lanes will be provided southbound on Capilano Road at Marine Drive; and,
- Both the Larco CapWest and the Grouse Inn developments were assumed to be completed.

2.5 Site Statistics and Site Generated-Trips

The site statistics provided by the client group used in this TIA for traffic impact assessment analysis are listed in **Table 2.5** and **Table 2.6** below. We note that since provision of these site statistics, the Citimark site is now proposed to have 87 units and the PC Urban development is proposed to have 23 units. As these minor changes would not substantively alter the findings of Bunt's TIA analysis, the previously provided and slightly higher values were not updated.



Lions Gate Peripheral Area Roadway Functional Design



Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016 Note, all of the below sites are currently assumed to be completed by 2019.

		TRIP			AM PE	AK HOUR		
USE	SIZE	RATE	Trip	o Rates (trips	s/unit)	Т	raffic Volum	es
		SOURCE	In	Out	Total	In	Out	Total
Citimark								
Townhouses	89 units	Bunt / ITE	0.09	0.35	0.44	8	31	39
The Airey Group								
Townhouses	43 units	Bunt / ITE	0.09	0.35	0.44	4	15	19
PCUrban								
Townhouses	24 units	Bunt / ITE	0.09	0.35	0.44	2	8	11
Woodbridge Hon	nes / Citimark							
Townhouses	153 units	Bunt / ITE	0.09	0.35	0.44	13	54	67
	ΤΟΤΑ	L TRAFFIC				27	109	136

Table 2.5: Site Statistics and AM Trip Generation

Table 2.6: Site Statistics and PM Trip Generation

	TRIP			PM PEA	AK HOUR			
USE SIZE		RATE	Trip	Rates (trips	/unit)	Traffic Volumes		
		SOURCE	In	Out	Total	In	Out	Total
Citimark								
Townhouses	89 units	Bunt / ITE	0.33	0.19	0.52	29	17	46
Airey Group								
Townhouses	43 units	Bunt / ITE	0.33	0.19	0.52	14	8	22
PCUrban								
Townhouses	24 units	Bunt / ITE	0.33	0.19	0.52	8	5	80
Woodbridge Hon	nes							
Townhouses	153 units	Bunt / ITE	0.33	0.19	0.52	51	29	80
	ΤΟΤΑ	L TRAFFIC				102	58	161

Note: Townhouse trip generation rates were derived from a recent Bunt study of two townhouse developments near to the site: specifically, Cedar Crescent located at 2871-2935 Capilano Road and 3401-3599 Capilano Road. Driveway counts at these two existing townhouse sites were undertaken in late February 2016 and the resulting trip generation rates were found to be very close to the Residential Condominium / Townhouse category (ITE 230) within the ITE Trip Generation Manual (9th Edition). Therefore, the ITE 230 was used for analysis purposes in this TIA. Based on Tables 2.5 and 2.6 above, the combined trip generation for the AM peak hour is 136 trips (27 inbound and 109 outbound) while the combined trip generation for the PM peak hour is 161 trips (102 inbound and 58 outbound).

2.6 Directional Distribution of Site Traffic Volumes

The assumed directional distribution of site traffic to the "external gates" at the study area boundaries was assumed to be the same the directional distribution used in the Lower Capilano Marine Village Centre Transportation Study (March 2013) as summarized in **Table 2.7.** This distribution was applied to both site trips associated with the subject four townhouse properties as well as the site-specific background trips associated with the Larco CapWest and Pacific Gate Grouse Inn sites.

SITE TRAFFIC	AM PEA	K HOUR	PM PEAK HOUR		
To/From	In	Out	In	Out	
Capilano North	41%	20%	20%	37%	
Hope East	1%	1%	1%	1%	
Marine East	23%	23%	25%	29%	
Garden South	2%	2%	2%	2%	
McGuire South	1%	1%	1%	1%	
Capilano South	6%	6%	9%	8%	
Marine West	30%	50%	46%	26%	
TOTAL	100%	100%	100%	100%	

Table 2.7: Directional Distribution of Site

As the Lower Capilano Marine Village Centre Transport Plan was based on full build out of the neighbourhood with new roadway links, some adjustments to the assumed distribution was made to reflect the traffic analysis conditions without the McGuire and Curling Road extensions for the Opening Day conditions (only). **Exhibit 2.11** illustrates the assumed site directional distribution. The origin-destination traffic breakdown will still be the same.

For the 2030 planning horizon, as it is assumed that the McGuire connection will be completed, the directional distribution will be extended to include Garden Avenue South and McGuire South origin-destination points.

In addition to the distributions to the external gates of the study area noted above, traffic patterns are expected to change somewhat west of Capilano Road due to the new connection of Glenaire Drive to Curling Road. This new connection will change distribution of mainly the site traffic between Curling Road and Fullerton Road (for Lions Gate Peripheral Townhouse developments trips only). The diversion of traffic per the Glenaire Drive connection is shown in **Exhibit 2.12**.

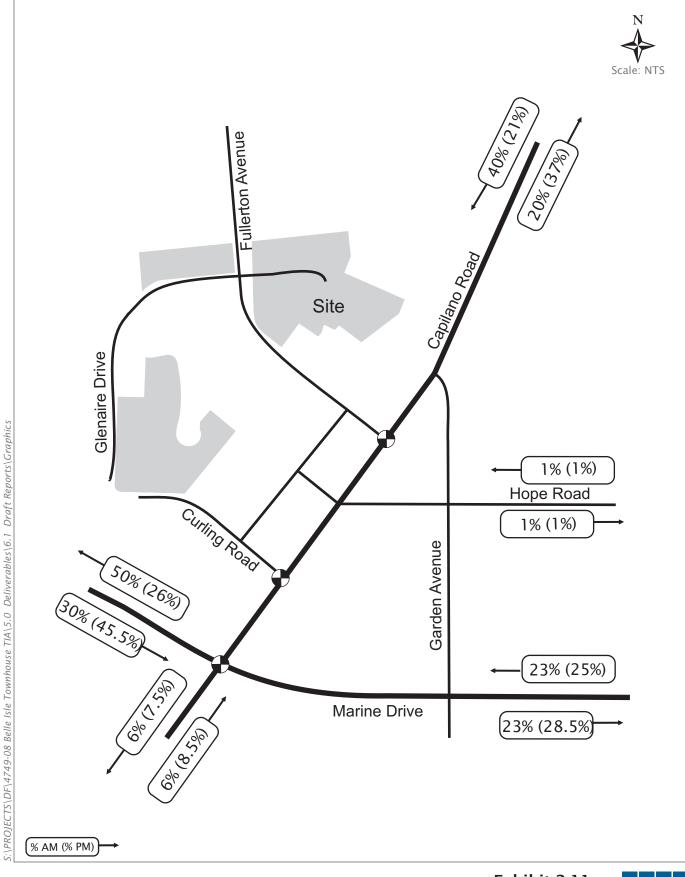


Exhibit 2.11 Directional Distribution



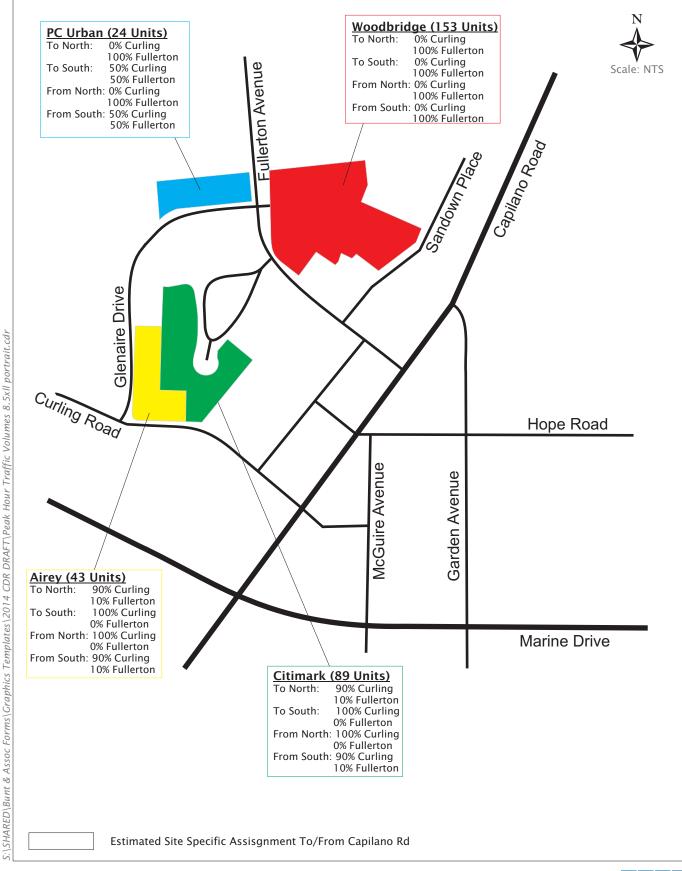
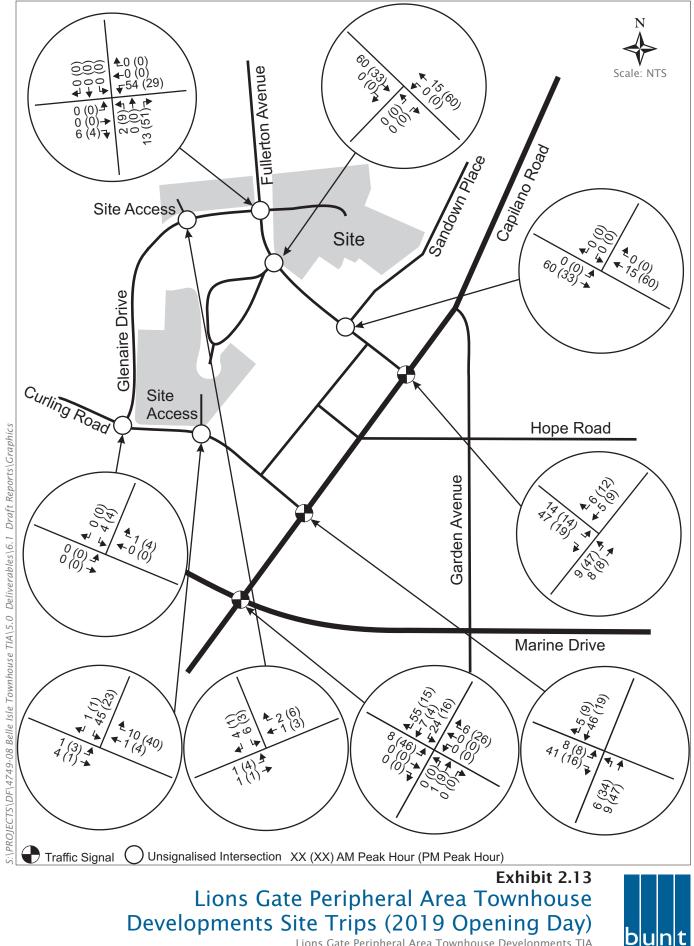


Exhibit 2.12 Glenaire Drive Connection Diversion Percentages

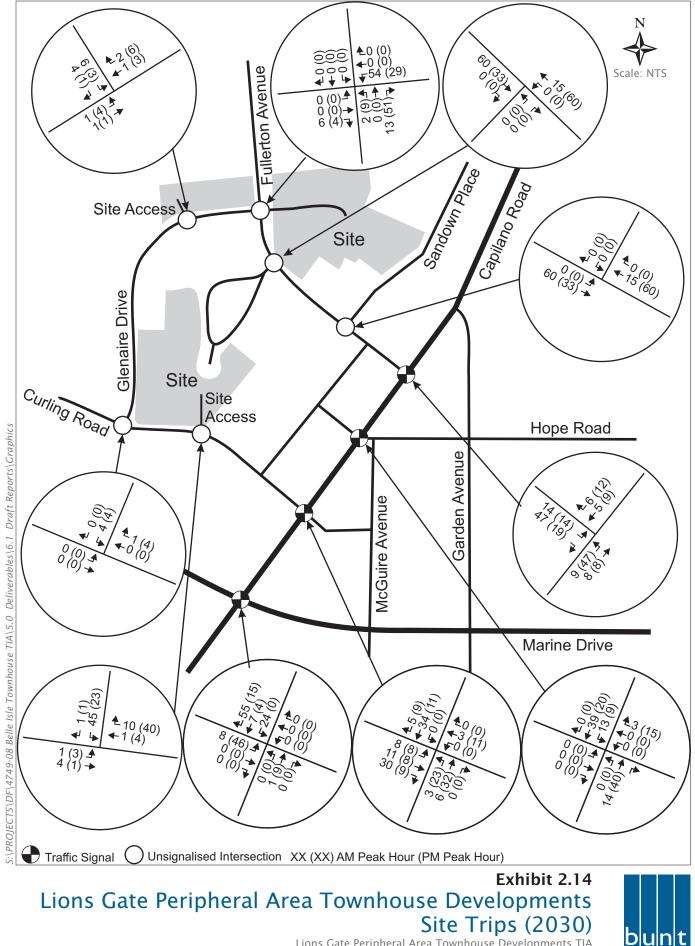


Based on the above information, **Exhibit 2.13** summarizes the Lions Gate Peripheral Area Townhouse Developments Traffic Volumes for the 2019 Opening Day conditions while **Exhibit 2.14** summaries the Lions Gate Peripheral Townhouse Developments Traffic Volumes for the 2030 Planning Horizon (when the McGuire Avenue connections east of Capilano Road are in place).



Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016

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Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016

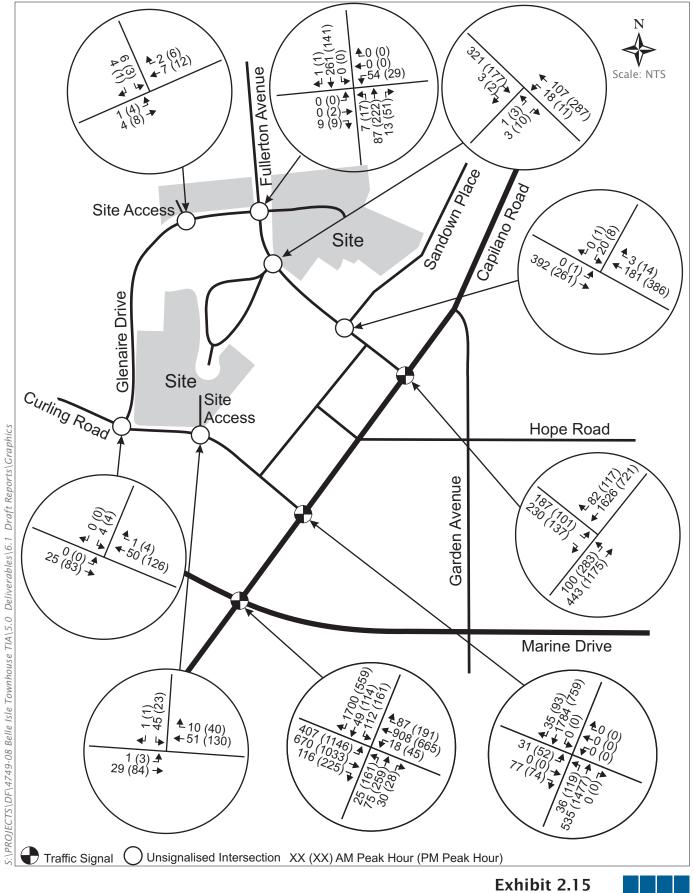
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2.7 Opening Day and Planning Horizon Total Traffic Forecast

To create Opening Day total traffic forecasts, site trips were superimposed on combined background trips (2019 off-site trips, 2019 background growth trips of 1% per annum, and 2019 Lions Gate Peripheral Area Townhouse Developments site trips). The Build-out scenario total Opening Day traffic volumes are summarized on **Exhibit 2.15**.

Similar to the Opening Day total traffic forecasts, trips from Exhibits 2.4, 2.5, 2.7, and 2.13 were combined (2030 off-site trips, 2030 background growth trips of 1% per annum, and 2030 Lions Gate Peripheral Area Townhouse Developments site trips). The Build-out scenario total Planning Horizon (2030) traffic volumes are summarized on **Exhibit 2.16**.

For both build-out scenarios, it must be noted that the single family home trips to which the developments are built on have been removed for the purposes of analysis but as the volumes are low, they have not been explicit provided in an exhibit.



2019 Opening Day Combined Total Traffic Volumes

Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016



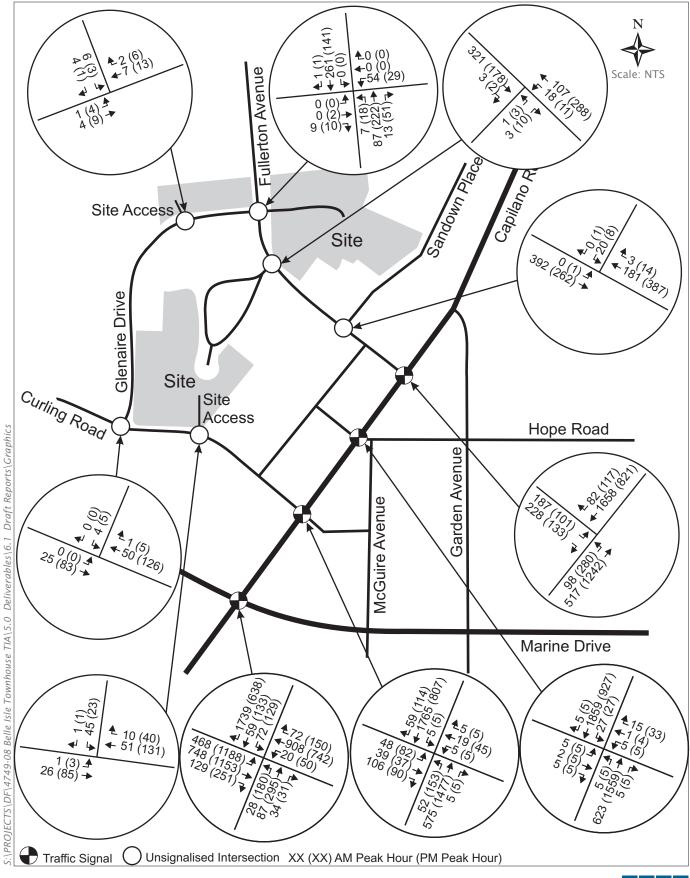


Exhibit 2.16 2030 Combined Total Traffic Volumes



Lions Gate Peripheral Area Townhouse Developments TIA 4749-08 May 2016

3. TRAFFIC IMPACT ASSESSMENT

3.1 Traffic Analysis Scenarios

3.1.1 Existing Conditions

Existing conditions models were prepared as part of several TIAs associated with the Larco site as reported in Bunt's Draft Transportation Impact Assessment at Full Build Out (April 2016) and therefore analysis of this scenario is not repeated herein.

3.1.2 2019 Background Conditions

Bunt assumed that for the 2019 Background scenario the Larco CapWest site would be completed. As such, site traffic from the CapWest development was included in the traffic models in addition to the 1% per annum growth on Capilano Road.

3.1.3 2019 Opening Day Total Conditions

Bunt assumed that for the 2019 Opening Day scenario both the Larco CapWest site and the Lions Gate Peripheral Area townhouse developments site trips would be completed. All road and traffic control improvements assumed for 2019 Background scenario were also assumed for the 2019 Total Scenario; in addition, the Glenaire Drive connection is expected to be in place for this scenario.

As the Lions Gate Peripheral Area townhouse sites will replace existing single family homes, the original single family home trips were subtracted from the road network. The single family home trips removed were calculated using the ITE Trip Generation Manual (9th Edition) for Single Family Detached Housing (ITE 210). Aside from the subtraction, the 1% per annum growth was applied to the arterial roads.

Also, by opening day, it is assumed that the Belle Isles Connector connecting Fullerton Avenue and Glenaire Drive (north of the Belle Isle Park) will be in place. Since this connection is being finalized at the writing of this report, and the traffic volumes are expected to be low due to the pedestrian-oriented nature of the Belle Isle Connector, no traffic was assigned to the Belle Isles Connector for the purposes of analysis.

3.1.4 2030 Background Conditions

Bunt assumed that for the 2030 Background scenario both the Larco CapWest site and the Pacific Gate Grouse Inn development site would be completed. Aside from the site-specific background trips, the 1% growth was applied on through traffic on just the arterial roads.

The McGuire Avenue intersection connection east of Capilano Road and to Marine Drive was also assumed to be in place along with the Marine Drive / Capilano Road separate southbound through and left turn lanes.

3.1.5 2030 Total Conditions

In this scenario, Bunt assumed that the Lions Gate Peripheral Area townhouse site trips would be superimposed on the background traffic after removal of single family homes. All road and traffic control improvements assumed for 2030 Background scenario were also assumed for the 2030 Total Scenario.

3.2 Performance Thresholds

The following desired traffic operations performance thresholds were assumed, which if exceeded would trigger consideration of potential mitigation measures:

- v/c = 0.90 or less for the overall intersection operations; and,
- v/c = 0.95 or less for individual movements and Levels of Service at E or F.

3.3 Signal Timing Assumptions

3.3.1 2019 Scenarios

Today, the Marine Drive / Capilano Road intersection is not coordinated with the Fullerton Avenue / Capilano Road intersection. As part of the Larco CapWest project, when the new traffic signal at Capilano Road & Curling is installed the three resulting signals will be coordinated as reported in Bunt's *CapWest Transportation Impact Assessment Study at Full Build Out*.

In consequence, for this TIA Bunt assumed that the 2019 scenario assumed that Curling Road was signalized and the intersection signal timings at Marine Drive, Curling Road, and Fullerton Avenue were coordinated and phasing/green splits optimized. As part of this study, for the 2019 scenarios, signal phase split optimization was updated to accommodate the forecasted traffic which is anticipated to be higher than in the CapWest study.

A summary of the assumed signal timings is shown in **Table 3.1** and **Appendix A** provides further details of recommended green, yellow and all red times. Note, for this analysis, the yellow and all red clearance times for the new Capilano Road & Curling Road intersection were not the Synchro-calculated defaults but were calculated based on District of North Vancouver guidelines¹. For the purposes of this TIA, the yellow and all red clearance times at the existing Marine Drive and Fullerton signals were assumed to be the same as today, since stop bars and curb locations at these existing signalized intersections are not expected to change.

¹ District of North Vancouver Signal Timing Practices Review, CTS, 2002

INTERSECTION	2019 BACKGROUND / TOTAL					
INTERSECTION	AM Peak Hour	PM Peak Hour				
Fullerton Avenue / Capilano Road	Optimized Timing, Coordinated (65s Cycle)	Optimized Timing, Coordinated (65s Cycle)				
Curling Road / Capilano Road	Optimized Timing Coordinated (130s Cycle)	Optimized Timing, Coordinated (65s Cycle)				
Marine Drive / Capilano Road	Optimized Timing, Coordinated (130s Cycle)	Optimized Timing, Coordinated (130s Cycle)				

Table 3.1: Signal Timing Assumptions - 2019 Background / Total Conditions

For the 2019 Total conditions, it was assumed that the Capilano Corridor signal cycle lengths and coordination offsets would not change from the 2019 Background conditions. As such, only signal phase optimization of green splits was assumed to accommodate additional site trip volumes anticipated in the study area.

"Half cycling" at the Fullerton Avenue intersection as noted in the table above was assumed during both the AM and PM peak hours, and similarly at the Curling Road intersection during the PM peak hour. The longer cycle time at Curling Road of 130 seconds during the AM Peak Hour was assumed in order to provide better coordination with the critical southbound right turn onto Marine Drive. In Bunt's view, this is considered the best approach to provide opportunities for side street vehicles to enter the Capilano Road corridor without excessive queues blocking the future "Woonerf" road and ensuring northbound to westbound left turn bays do not overflow on Capilano Road. The efficiency of intersection operations may be somewhat worsened as compared to a providing a longer cycle as there is more lost time with double cycling. Also, operations for major arterial movements may not be optimized; however, it is Bunt's opinion that double cycling is necessary to support the densities proposed for the Lower Capilano Marine Village plan and that it balances the need to manage queues as well as provide good traffic operations for through traffic.

It is noted that the northbound left turn movement at Fullerton Avenue was assumed to be permitted only during the AM Peak Hour. This assumption is necessary to accomplish the half cycle timing of 65 seconds while still maintaining enough green time for the critical southbound through movement. Utilizing a 130s cycle at this intersection resulted in significant delay and queuing along Fullerton Avenue in the eastbound direction and consistent blocking of the "Woonerf" road.

3.3.2 2030 Scenarios

By 2030, improvements to the Capilano Corridor anticipated are outlined in Section 2.4. Based on the above improvements and to optimize operations while managing queues, **Table 3.2** summarizes the proposed cycle lengths for each intersection. As McGuire Avenue will be signalized and is located between

Fullerton and Curling Road, the cycle length is recommended to be 65 seconds for the best coordination with other signals in the corridor.

INTERSECTION	2030 BACKGR	2030 BACKGROUND / TOTAL					
INTERSECTION	AM Peak Hour	PM Peak Hour					
Fullerton Avenue / Capilano Road	Optimized Timing, Coordinated (65s Cycle)	Optimized Timing, Coordinated (65s Cycle)					
McGuire Avenue / Capilano Road	Optimized Timing, Coordinated (65s Cycle)	Optimized Timing, Coordinated (65s Cycle)					
Curling Road / Capilano Road	Optimized Timing Coordinated (130s Cycle)	Optimized Timing, Coordinated (65s Cycle)					
Marine Drive / Capilano Road	Optimized Timing, Coordinated (130s Cycle)	Optimized Timing, Coordinated (130s Cycle)					

Table 3.2:	Signal Timing	Assumptions -	2030 Background /	Total Conditions
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3.4 Traffic Assessment Results

Traffic operations were analyzed using the Synchro/SimTraffic software; the results are summarized in a series of tables provided in the sections below as well as **Appendix B**.

The summary tables report the calculated Volume-to-Capacity (v/c) ratio and a corresponding delay-based traffic Level of Service (LOS) indicator ranging from LOS A conditions with minimal delay through to LOS E 'near capacity' conditions and LOS F 'over-saturated' conditions when drivers may have to wait through several signal cycles to perform their desired movements through the intersection. The 50th and 95th percentile queues, which are predicted queue lengths for each lane group, are also summarized measured in metres.

Section 3.3.1 below focuses on the Level of Service and Volume-to-Capacity ratio performance metrics; and **Section 3.3.2** following focuses on anticipated queuing conditions.

3.4.1 Levels of Service and Volume-to-Capacity Analysis

Fullerton Avenue / Capilano Road

Tables 3.3 to **3.6** summarize the reported HCM 2000 performance of Fullerton Avenue / Capilano Road with the Synchro and SimTraffic (ST) queues in the AM and PM Peak hours, respectively. It can be seen that the reported overall operations of this intersection were acceptable in all scenarios. It must be noted

that the southbound through movement exhibits near or at-capacity v/c for all of the AM scenarios. This is consistent with the existing roadway conditions.

	EASTBOUND		NORTHBOUND		SOUTHBOUND				
MOVEMENT	L	R	L	Т	Т	R			
Background 2019	Background 2019								
Geometry	Ŀ	·R	L-T-T		T-T/	R			
v/c	0.55	0.13	0.35	0.20	0.99				
Delay (s)	26	22	40	1	36				
LOS	С	С	D	A	D				
50 th Queue (m)	20	0	8	3	113	}			
ST Average Queue (m)	26	22	17	8	94				
95 th Queue (m)	34	13	13	4	187	7			
ST 95 th Queue (m)	42	36	28	15	163	3			
Intersection V/C:		0.81		Intersectio ([on LOS Delay):	C (29)			
Total 2019									

Table 3.3: Fullerton Avenue / Capilano Road - AM Peak Hour - 2019 Background / Total Conditions

Geometry	Ŀ	·R	L-T-T		T-T/R
v/c	0.56	0.28	0.37	0.20	1.02
Delay (s)	26	23	34	2	43
LOS	С	С	С	А	D
50 th Queue (m)	21	5	9	4	127
ST Average Queue (m)	28	26	22	9	139
95 th Queue (m)	36	20	11	6	193
ST 95 th Queue (m)	45	40	38	16	222
Intersection V/C		0.83		Intersectic ([on LOS Delay): C (33)

	EASTBOUND		NORTHBOUND		SOUTHBOUND	
MOVEMENT	L	R	L	т	Т	R
Background 2019	1	1			<u>.</u>	
Geometry	Ŀ	·R	L	-T-T	T-1	r/R
v/c	0.43	0.08	0.47	0.49	0.4	47
Delay (s)	28	26	10	9	11	
LOS	С	С	A	A	E	3
50 th Queue (m)	10	0	25	92	3	3
ST Average Queue (m)	16	14	28	37	2	4
95 th Queue (m)	21	12	39	86	5	7
ST 95 th Queue (m)	30	28	55	70	47	
Intersection V/C:		0.51		Intersectior (De	1 LOS elay):	B (11)

Table 3.4: Fullerton Avenue / Capilano Road - PM Peak Hour - 2019 Background / Total Conditions

	201	
Total	20	19

Geometry	Ŀ	·R	L-T-T		T-T/R
v/c	0.47	0.09	0.54	0.50	0.54
Delay (s)	28	25	16	9	14
LOS	С	С	В	А	В
50 th Queue (m)	12	0	40	89	38
ST Average Queue (m)	18	16	28	47	38
95 th Queue (m)	23	12	51	83	64
ST 95 th Queue (m)	31	28	53	82	72
Intersection V/C	:	0.56		Intersectior (De	LOS elay): B (13)

	EASTBO	OUND NORTHBOUND		SOUTHB	OUND	
MOVEMENT	L	R	L	т	Т	R
Background 2030						
Geometry	Ŀ	-R	L	-T-T	T-T	/R
v/c	0.55	0.12	0.34	0.23	1.01	
Delay (s)	26	23	45	1	41	
LOS	С	С	D	А	D	
50 th Queue (m)	20	0	8	3	13	0
ST Average Queue (m)	23	20	20	7	29	5
95 th Queue (m)	34	13	21	4	19	5
ST 95 th Queue (m)	40	34	33	19	298	
Intersection V/C:		0.83		Intersectior (De	LOS elay):	C (31)

Table 3.5: Fullerton Avenue / Capilano Road - AM Peak Hour - 2030 Background / Total Conditions

Total 2030					
Geometry	Ŀ	·R	L	-T-T	T-T/R
v/c	0.56	0.28	0.37	0.24	1.04
Delay (s)	26	23	44	1	49
LOS	С	С	D	A	D
50 th Queue (m)	21	5	8	3	131
ST Average Queue (m)	30	27	21	7	297
95 th Queue (m)	36	20	21	4	197
ST 95 th Queue (m)	47	42	34	16	300
Intersection V/C	:	0.84		Intersectior (De	LOS D (36) elay):

	EASTBO	DUND	NORTH	IBOUND	SOUTHB	OUND			
MOVEMENT	L	R	L	Т	Т	R			
Background 2030	<u>.</u>	<u>.</u>		<u>.</u>					
Geometry	Ŀ	·R	Ŀ	T-T	T-T/R				
v/c	0.43	0.07	0.49	0.52	0.5	5			
Delay (s)	28	26	13	8	13				
LOS	С	С	В	A	В				
50 th Queue (m)	10	0	25	94	4()			
ST Average Queue (m)	15	14	26	44	43	3			
95 th Queue (m)	21	12	39	81	69	9			
ST 95 th Queue (m)	29	26	42	64	73				
Intersection V/C	:	0.54		Intersectio ([on LOS Delay):	B (12)			

Table 3.6: Fullerton Avenue / Capilano Road - PM Peak Hour - 2030 Background / Total Conditions

Total	2030
ισιαι	2030

Geometry	Ŀ	·R	Ŀ	T-T	T-T/R
v/c	0.47	0.09	0.55	0.52	0.63
Delay (s)	28	25	15	8	16
LOS	С	С	В	А	В
50 th Queue (m)	12	0	40	89	38
ST Average Queue (m)	12	0	35	90	46
95 th Queue (m)	23	12	51	83	64
ST 95 th Queue (m)	23	12	48	82	73
Intersection V/C	:	0.59		Intersectio ([on LOS Delay): B (13)

Curling Road / Capilano Road

Tables 3.7 and **3.10** summarize the reported HCM 2000 performance of Curling Road / Capilano Road intersection with the Synchro and SimTraffic (ST) queue in the AM and PM Peak hours, respectively. For the purposes of analysis under 2019 traffic demands, Curling Road was assumed to have separate right and left turn exit lanes.

By 2030, with Curling extended eastward to McGuire, the eastbound approach on Curling was assumed to be changed to an eastbound right turn plus a shared eastbound through + left configuration; the westbound approach was assumed to have the same configuration. It can be seen that both the eastbound and westbound approaches to the intersection are expected to operate with relatively high delays at LOS E during the AM peak hour, primarily due to the 130 second long signal cycle required for coordination with the Marine Drive traffic signal. However, westbound and eastbound queues are expected to be modest and not block adjacent intersections.

	EASTBO	DUND	NORTH	IBOUND	SOUTHBOUND
MOVEMENT	L	R	L	т	T R
Background 2019					II
Geometry	Ŀ	·R	L	-T-T	T-T/R
v/c	0.24	0.02	0.18	0.18	0.59
Delay (s)	59	58	2	2	3
LOS	E	E	А	А	А
50 th Queue (m)	6	0	1	7	32
ST Average Q (m)	6	9	7	6	44
95 th Queue (m)	15	11	3	9	62
ST 95 th Queue (m)	13	22	20	19	70
Intersection V/C	:	0.57		Intersection (De	a LOS elay): A (5)
Total 2019					· · · · · · · · · · · · · · · · · · ·
Geometry	Ŀ	-R	L	-T-T	T-T/R
v/c	0.26	0.37	0.23	0.18	0.62
Delay (s)	59	60	7	1	7
LOS	E	E	А	A	A
50 th Queue (m)	8	9	1	2	129
ST Average Q (m)	11	17	6	10	76
95 th Queue (m)	18	25	m5	4	m133
ST 95 th Queue (m)	24	34	17	10	126
Intersection V/C	:	0.60		Intersectior (De	n LOS elay): A (8)

Table 3.7: Curling Road / Capilano Road - AM Peak Hour - 2019

'Value not reported

	EASTBO		NORTH	IBOUND	SOUTHB			
MOVEMENT	L	R	L	т	т	R		
Background 2019								
Geometry	L	-R	Ŀ	·T-T	T-T/	′R		
v/c	0.23	0.04	0.19	0.58	0.4	0		
Delay (s)	27	26	1	3	2			
LOS	С	С	А	А	A			
50 th Queue (m)	5	0	1	11	3 39 8 101			
ST Average Q (m)	10	9	12	24	3 39 8 101 1 LOS A (4)			
95 th Queue (m)	13	9	m2	25	39 8 101 1 LOS A (4)			
ST 95 th Queue (m)	21	17	26	46	101			
Intersection V/C	2:	0.57		Intersectic ([on LOS Delay):	A (4)		
Total 2019								
Geometry	Ŀ	-R	Ŀ	·T-T	T-T/	′R		
v/c	0.27	0.05	0.27	0.60	0.4	3		
Delay (s)	27	26	1	3	2			
LOS	С	С	А	A	A			
50 th Queue (m)	6	0	1	11	4			
ST Average Q (m)	10	14	18	29	103	3		
95 th Queue (m)	15	10	m1	m21	9			
ST 95 th Queue (m)	23	28	29	47	118	3		
Intersection V/C: 0.59 (Delay):								

Table 3.8: Curling Road / Capilano Road - PM Peak Hour - 2019

	EASTB	OUND		WESTB	OUND		NORTH	HBOUND)	SOUTH	BOUND	
MOVEMENT	L	т	R	L	т	R	L	т	R	L	т	R
Background 2030		· · · · · ·										
Geometry		L-T/R L-T/R L-T-T/R L-T-T/						L-T-T/R				
v/c	0.36	0.4	47	0.06	0.	11	0.32	0.2	20	0.01	0.	62
Delay (s)	59	6	0	56	5	6	11	۱	l	2	4	1
LOS	E	E		E		E	В	Α		Α	1	4
50 th Queue (m)	10	1	5	1		4	5	8	3	0	3	8
ST Average Q (m)	7	2	2	1 6		18	g)	1	6	6	
95 th Queue (m)	21	3	2	5	12		m9	m9 11		0	67	
ST 95 th Queue (m)	17	3	9	5	17		30	3	8	5	1	12
	INTERSE		/C: 0.60)				IN	TERSECT	FION LOS	(DELAY): A (7)
Total 2030												
Geometry		L-T/R			L-T/R			L-T-T/R			L-T-T/R	
v/c	0.34	0.6	53	0.06	0.	10	0.39	0.2	20	0.01	0.	65
Delay (s)	56	6	3	53	5	3	16	1	l	3	!	5
LOS	E	E	E	D	I	C	В	A	Ą	А	1	4
50 th Queue (m)	12	2	6	1	5		6	8	3	0	5	5
ST Average Q (m)	12	2	4	2		3	10	e	5	0	7	4

Table 3.9: Curling Road / Capilano Road - AM Peak Hour - 2030

INTERSECTION V/C: 0.65

m11

INTERSECTION LOS: A (9)

95th Queue (m)

ST 95th Queue (m)

	EASTB	OUND		WESTB	OUND		NORT	HBOUND)	SOUTH	BOUND		
MOVEMENT	L	т	R	L	т	R	L	т	R	L	т	R	
ackground 2030													
Geometry		L-T/R			L-T/R			L-T-T/R		L-T-T/R			
v/c	0.46	0.2	20	0.03	0.	16	0.31	0.0	50	0.03	0.	46	
Delay (s)	29	2	6	25	2	6	3	۷	1	2	i	2	
LOS	С	C	2	С	(C	А	A	4	А	/	4	
50 th Queue (m)	9	3	;	1		4	2	1	4	0	4	4	
ST Average Q (m)	12	1.	2	2		7	20	46		1	1 30		
95 th Queue (m)	19	1	5	3	11		m6	47		0	5		
ST 95 th Queue (m)	24	2	1	8	1	6	32	7	1	6	62		
	INTERSE	CTION V	/C: 0.61					IN	TERSEC	FION LOS	(DELAY): A (
otal 2030													
Geometry	L-T/R				L-T/R			L-T-T/R			L-T-T/R		
v/c	0.49	0.2	23	0.03	0.	20	0.37	0.0	52	0.03	0.	48	
Delay (s)	29	2	6	25	2	6	5	5	5	2	2	2	
LOS	С	C	2	С	(C	А	A	4	A	1	4	
50 th Queue (m)	10	4	ł	1		5	3	2	7	0		1	
ST Average Queue (m)	13	10	6	2	;	8	20	46		2	3	4	
95 th Queue (m)	20	10	6	3	1	2	m8	5	8	0	6		
ST 95 th Queue (m)	24	2	9	7	1	7	35	7	4	7	6	6	
	INTERSE	CTION V	/C: 0.63						IN	, ITERSECT	ION LOS	S: A (

Table 3.10: Curling Road Avenue / Capilano Road - PM Peak Hour - 2030

Marine Drive / Capilano Road

Tables 3.11 through **3.14** summarize the reported HCM 2000 performance of Marine Drive / Capilano Road with the Synchro and SimTraffic (ST) queues in the AM and PM Peak hours for the two horizon years under both Background and Total traffic conditions.

This intersection is expected to be close to capacity during both the 2019 AM and PM peak hour all scenarios. The peak demand movements in the AM will continue to be the southbound right turn and the westbound through movement. In the PM Peak hour, the peak demand movements will continue to be the eastbound left turn and through movements. Long queues are expected to be present for the southbound right turn movement, as they are today during the AM peak hour. Also in the 2019 AM peak hour scenarios, the westbound left turn is expected to operate with long delays but this is primarily a result of the long 130 second cycle; as this left turn movement is also expected to have low demand volumes (less than 20 vph) the high delays are not considered a significant operational issues for this intersection. The eastbound left turn during the PM peak hour is anticipated to have a v/c of 0.88 for the 2019 Background scenario and 0.93 for the 2019 Total scenario.

For the 2030 Scenarios, it was assumed that geometric improvements will be made to the southbound approach of the intersection which will have a significant operational benefit during the PM Peak period in particular. Specifically, the current southbound through-left lane will be separated into one southbound left lane and one southbound through lane. With the improvement, the southbound approach to this intersection is expected to improve operations considerably compared to 2019 conditions.

	- /			-									
	EA	STBOUI	ND	WI	ESTBOU	STBOUND NORTHBOUND SOUTHBOU		IND					
MOVEMENT	L	т	R	L	т	R	L	т	R	L T		R	
Background 2019													
Geometry	L-L-T-T-R				L-T-T-T-F	۲		L-T-R		L/T-R-R			
v/c	0.75	0.53	0.08	0.57	0.76	0.06	0.04	0.08	0.02	0.	20	0.89	
Delay (s)	63	33	28	82	48	37	18	18	0	2	4	17	
LOS	E	С	С	F	D	D	D	В	В	(C	В	
50 th Queue (m)	55	71	1	5	90	0	3	11	0	2	1	145	
ST Average Q (m)	45	47	10	4	100	27	12	9	0	3	3	81	
95 th Queue (m)	72	105	15	13	108	3	9	20	0	3	6	196	
ST 95 th Queue (m)	64	71	37	12	154	27	31	19	0	7	6	102	
	INTERSE	CTION V	/C: 0.91					INT	ERSECTI	ON LOS	(DELAY)	C (32)	
Total 2019													
Geometry	L-L-T-T-R		L-T-T-R				L-T-R			L/T-R-R			
v/c	0.82	0.54	0.08	0.57	0.75	0.07	0.04	0.08	0.02	0.	25	0.92	

Table 3.11: Marine Drive / Capilano Road - AM Peak Hour - 2019

Total 2019											
Geometry	L-L-T-T-R			L-T-T-R				L-T-R		L/T-R-R	
v/c	0.82	0.54	0.08	0.57	0.75	0.07	0.04	0.08	0.02	0.25	0.92
Delay (s)	69	34	28	82	48	37	17	17	0	26	32
LOS	E	С	С	F	D	D	В	В	А	С	С
50 th Queue (m)	51	64	0	4	83	0	3	10	0	32	186
ST Average Q (m)	44	46	9	4	93	25	11	8	0	92	91
95 th Queue (m)	62	95	13	12	100	3	8	19	0	45	231
ST 95 th Queue (m)	61	70	29	12	147	57	25 21 0 94			94	110
INTERSECTION V/C: 0.93								•	INT	ERSECTION LOS	D (39)

	OUND			WESTE	OUND		NORTI	HBOUNE)	SOUTH	SOUTHBOUND L T T C T C C C C C C C C C C C C C C C	
MOVEMENT	L	т	R	L	т	R	L	т	R	L	т	R
Background 2019												
Geometry		L-L-T-T-R	ł	L-T-T-R				L-T-R			L/T-R-R	
v/c	0.87	0.63	0.20	0.53	0.76	0.33	0.70	0.48	0.02	0.	99	0.29
Delay (s)	47	25	18	65	53	46	48	37	0	8	4	4
LOS	D	С	В	E	D	D	D	D	А		F	А
50 th Queue (m)	146	115	8	12	66	13	39	56	0	6	9	10
ST Average Queue (m)	101	65	26	8	76	39	37	45	9	6	3	62
95 th Queue (m)	174	141	24	25	81	36	67	82	0	13	26	21
ST 95 th Queue (m)	149	99	71	20	119	55	67	75	36	9	3	133
	Interse	ction V/	C: 0.88						Intersec	tion LOS	(Delay)	D (37)
Total 2019							,					
Geometry		L-L-T-T-R	ł		L-T-T-F	R		L-T-R			L/T-R-R	
v/c	0.97	0.67	0.20	0.53	0.76	0.44	0.67	0.46	0.02	0.	98	0.30
Delay (s)	62	27	20	65	53	47	44	35	0	7	7	6
LOS	E	С	В	E	D	D	D	С	А		E	А
50 th Queue (m)	157	88	21	12	67	39	31	48	6	7	7	99
ST Average Queue (m)	160	75	35	10	65	40	40	45	5	7	'5	90
95 th Queue (m)	200	144	25	25	81	47	67	84	0	1	31	34
	245	175	56	28	109	55	60	80	31	7	7	105

Table 3.12: Marine Drive / Capilano Road - PM Peak Hour - 2019

	- /												
	E/	ASTBOUI	ND	wi	ESTBOU	ND	NO	RTHBOL	IND	so	UTHBOU	ND	
MOVEMENT	L	т	R	L	т	R	L	т	R	L	т	R	
Background 2030			•				,	•					
Geometry		L-L-T-T-F	۲.		L-T-T-T-F	र		L-T-R		L-T-R-R			
v/c	0.87	0.59	0.10	0.63	0.76	0.06	0.04	0.10	0.02	0.13	0.06	0.91	
Delay (s)	72	35	28	96	48	37	18	18	0	20	20	18	
LOS	E	С	С	F	D	D	В	В	А	С	В	В	
50 th Queue (m)	58	73	1	5	83	0	4	12	0	10	7	101	
ST Average Q (m)	59	52	18	4	83	22	7	13	1	13	6	61	
95 th Queue (m)	75	107	15	13	100	0	9	22	0	m17	m12	105	
ST 95 th Queue (m)	84	79	57	13	129	52	19	29	14	28	17	94	
	INTERSE	CTION V	//C: 0.93	;				IN	ITERSEC	FION LOS	G (DELAY)	C (34)	
Total 2030													
Geometry		L-L-T-T-F	R		L-T-T-T-F	र		L-T-R			L-T-R-R		
v/c	0.88	0.60	0.10	0.63	0.77	0.06	0.04	0.10	0.02	0.12	0.06	0.93	

Table 3.13: Marine Drive / Capilano Road - AM Peak Hour - 2030

Total 2030												
Geometry		L-L-T-T-R			L-T-T-R		L-T-R			L-T-R-R		
v/c	0.88	0.60	0.10	0.63	0.77	0.06	0.04	0.10	0.02	0.12	0.06	0.93
Delay (s)	73	35	28	96	49	38	18	18	0	20	19	20
LOS	E	D	С	F	D	D	В	В	А	В	В	В
50 th Queue (m)	59	74	2	5	84	0	4	12	0	10	7	92
ST Average Q (m)	56	57	11	8	85	22	12	7	0	9	5	55
95 th Queue (m)	77	108	16	13	101	0	9	21	0	m18	m14	106
ST 95 th Queue (m)	79	85	37	17	130	51	27	17	19	14	75	80
INTERSECTION V/C: 0.95					INTERSECTION LOS: C (35)							

	EASTB	OUND		WESTE	WESTBOUND		NORTHBOUND			SOUTHBOUND		
MOVEMENT	L	т	R	L	т	R	L	т	R	L	т	R
Background 2030												
Geometry		L-L-T-T-R	ł		L-T-T-T-F	٢		L-T-R			L-T-R-R	
v/c	0.90	0.71	0.23	0.57	0.83	0.22	0.52	0.55	0.02	0.68	0.26	0.34
Delay (s)	50	27	19	66	56	44	39	39	0	47	28	4
LOS	D	С	В	E	E	D	D	D	А	D	С	А
50 th Queue (m)	147	128	10	14	75	6	43	70	0	30	21	9
ST Average Q (m)	138	73	35	13	69	38	82	62	2	47	44	14
95 th Queue (m)	174	156	26	27	92	27	68	99	0	65	34	20
ST 95 th Queue (m)	191	116	80	33	102	57	132	104	15	93	107	42
Intersection V/C: 0.82							Interse	ction LO	S (Delay):	D (36)		
Total 2030							,					

Table 3.14: Marine Drive / Capilano Road - PM Peak Hour - 2030

Geometry		L-L-T-T-R		L-T-T-R		L-T-R			L-T-R-R			
v/c	0.93	0.70	0.23	0.57	0.83	0.22	0.53	0.58	0.02	0.72	0.27	0.34
Delay (s)	52	26	18	66	56	44	39	40	0	52	28	3
LOS	D	С	В	E	E	D	D	D	А	D	С	А
50 th Queue (m)	155	128	10	14	75	6	43	72	0	31	22	8
ST Average Q (m)	109	79	35	15	61	32	111	93	9	42	17	16
95 th Queue (m)	184	156	26	27	92	27	68	102	0	68	34	17
ST 95 th Queue (m)	150	118	82	38	87	53	133	147	38	72	94	29
Intersection V/C: 0.84						Interse	ection LC	S (Delay)	:D (36)			

Capilano Road / McGuire Road

By 2030, the McGuire Avenue extension northwards across Capilano Road to the "Woonerf" road is expected to be in place. **Table 3.15 and 3.16** summarize the 2030 intersection operations expected at this location for both time periods and traffic scenarios. Overall, it can be seen that the intersection is expected to operate well under the assumed signal coordination and timing plans.

	EA	STBOUI	ND	WESTBOUND		NORTHBOUND			SOUTHBOUND			
MOVEMENT	L	т	R	L	т	R	L	т	R	L	т	R
Background 2030												
Geometry		L-T/R			L-T/R			L-T-T/R		L	-T-T/R	
v/c	0.12	0.	03	0.12	0.	04	0.03	0.	22	0.02	0	.65
Delay (s)	33	3	2	33	3	2	1	Ī	1	0		5
LOS	С	(2	С	(C	А	ļ	٩	А		A
50 th Queue (m)	1	()	1	(0	0	(C	0		3
ST Average Q (m)	1		2	2		2	2	1	1	1	4	47
95 th Queue (m)	3	:	3	3		4	0	(5	0	n	128
ST 95 th Queue (m)	4	6	8		1	0	8	(5	6	9	98
INTERSECTION V/C: 0.63						IN	ITERSECT		(DELAY): A (5		

Table 3.15: McGuire	e Avenue / Capila	ano Road - AM P	Peak Hour - 2030
---------------------	-------------------	-----------------	------------------

Total 2030								
Geometry		L-L-T-T-R		L-T-T-R		L-T-R		/T-R-R
v/c	0.06	0.02	0.06	0.02	0.04	0.23	0.04	0.68
Delay (s)	30	30	30	30	1	1	1	5
LOS	С	С	С	С	А	A	A	А
50 th Queue (m)	1	0	1	0	0	0	0	4
ST Average Q (m)	1	3	2	8	1	3	2	48
95 th Queue (m)	3	3	3	5	0	8	0	m29
ST 95 th Queue (m)	4	10	7	12	4	11	9	94
INTERSECTION V/C: 0.65						INTERSEC	TION LOS	(DELAY): A (4)

	EA	STBOU	ND	WI	ESTBOU	ND	NO	RTHBOL	IND	SOU	THBOUND
MOVEMENT	L	т	R	L	т	R	L	т	R	L	Т
Background 2030											
Geometry		L-T/R L-T/R				L-T-T/R			L	-T-T/R	
v/c	0.06	0.	05	0.06	0.	07	0.01	0.	57	0.10	0.34
Delay (s)	30	3	0	30	3	0	0	-	I	1	0
LOS	С	(C	С	(C	А	ŀ	4	А	А
50 th Queue (m)	1	(C	1		1	0	()	0	0
ST Average Q (m)	2	Ĩ	2	1		4	3	1	1	4	7
95 th Queue (m)	3	4	4	3		6	0	8	3	0	2
ST 95 th Queue (m)	8	-	7	7	1	2	12	3	7	11	30
INTERSECTION V/C: 0.54								IN	ITERSECT		(DELAY): A
Total 2030							1				
Coomotry		іттр))					

Table 3.16: McGuire Avenue Drive / Capilano Road - PM Peak Hour - 2030

Total 2030								
Geometry		L-L-T-T-R		L-T-T-R		L-T-R	L/T-R-R	
v/c	0.04	0.04	0.04	0.19	0.01	0.60	0.15	0.36
Delay (s)	28	28	28	29	1	1	2	1
LOS	C	С	С	С	А	A	A	А
50 th Queue (m)	1	0	1	2	0	8	0	2
ST Average Q (m)	2	6	2	9	1	10	4	15
95 th Queue (m)	3	4	3	10	0	8	0	2
ST 95 th Queue (m)	7	10	10	20	4	22	11	47
INTERSECTION V/C: 0.57						INTERSEC	FION LOS ((DELAY): A (2)

Site Accesses

The proposed site accesses were found to operate acceptably for both the AM and PM peak hours. **Table 3.17** summarizes the results. At the site access points, traffic volumes are expected to be the same in 2019 and 2030 as background traffic growth of 1%/year was only applied to arterial road through traffic volumes in the study area.

	AM PEA	K HOUR	PM PEA	K HOUR	
INTERSECTION	Minor Leg Intersect	V/C & LOS ion Delay	Minor Leg V/C & LOS Intersection Delay		
Curling Road (Citimark	0.05	A	0.03	В	
and Airey Group)	9 9	sec	10	sec	
Fullerton Avenue	0.01	А	0.00	А	
(PCUrban)	9 sec		9 9	sec	
Woodbridge	-	-	-	-	
(not applicable as it exits					
onto Fullerton Avenue /					
Gleniare Drive					
intersection					

Table 3.17: Site Accesses

Other Unsignalized Intersections

The unsignalized intersections west of the Capilano Corridor included as part of this traffic study are forecasted to operate well for all horizon years under both Background and Total traffic conditions as summarized in **Tables 3.18 through 3.21.** At these intersections, traffic volumes are expected to be the same in 2019 and 2030 as background traffic growth of 1%/year was only applied to Arterial road through traffic volumes in the study area.

Note that the analysis accounts for the following:

- the Belle Isle Place intersection will be a traffic circle when the townhouse developments are completed and,
- the Glenaire Drive / Curling Road intersection will be connected as part of the townhouse development projects.

Table 3.18: Sandown Place / Fullerton Avenue

	AM PEA	K HOUR	PM PEAK HOUR Minor Leg V/C & LOS Intersection Delay		
INTERSECTION	Minor Leg Intersect				
Sandown Place / Fullerton	0.05	В	0.02	В	
Avenue	13	sec	13 sec		

Table 3.19: Belle Isle Place / Fullerton Avenue

	AM PEA	K HOUR	PM PEAK HOUR			
INTERSECTION		V/C & LOS ion Delay	Minor Leg V/C & LOS Intersection Delay			
Belle Isle Place /.	0.3	А	0.3	А		
Fullerton Avenue						

Table 3.20: Fullerton Avenue / Glenaire Drive

	AM PEA	K HOUR	PM PEAK HOUR		
INTERSECTION		V/C & LOS ion Delay	Minor Leg V/C & LOS Intersection Delay		
Fullerton Avenue /	0.01	В	0.02	А	
Glenaire Drive	11	sec	10 sec		

Table 3.21: Glenaire Drive / Curling Road

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	Minor Leg V/C & LOS Intersection Delay		Minor Leg V/C & LOS Intersection Delay	
Curling Road / Glenaire	0.00	А	0.01	А
Drive	9 sec		10 sec	

3.4.2 Queue Analysis

Because of the significant operational influence of overflowing turn bays and closely spaced intersections on congested corridors, the SimTraffic micro-simulation model was utilized to provide insight to anticipated queues, in addition to Synchro. Bunt averaged results for five separate SimTraffic model runs to provide 50th and 95th percentile queuing information for each scenario which are reported in the series of tables in the previous report section.

We note that several of the queues reported by SimTraffic are consistent with those reported by Synchro, while others are significantly different; it is our view the SimTraffic results are likely more realistic, but that neither software is capable of taking into account the effects of the spreading congestion "footprint" of the downstream Lions Gate Bridge. Particularly during the PM Peak Hour, the bridge congestion results in a significant decline in the quality of operations at the Marine Drive / Capilano Road traffic signal and illegal blocking behaviours by drivers which cannot be captured by the software.

During the peak hour, 95th percentile queue conditions may only be experienced once or twice during the busiest peak period of the day, and therefore do not provide insight to typical conditions. Also, in our experience SimTraffic over-estimates 95th percentile queues under congested urban conditions because SimTraffic does not accurately portray particular driver behaviours under such conditions: for example, where drivers in the main traffic stream may yield to side street entering drivers as a courtesy, or where drivers may choose to illegally block intersections. As such, in our experience the 95th percentile queues reported are often found to unrealistically conservative in representing actual queuing "culture" in a congested network.

AM Peak Hour

The main queuing issue for the AM peak hour was found to be the southbound right turn from Capilano Road to Marine Drive. In the 2019 Background scenario, the reported queue was found to typically extend between Curling Road and Hope Road, which is consistent with existing observed conditions when the congestion from Lions Gate Bridge does not reach back to the Marine Drive & Capilano Road intersection.

In the 2019 Total scenario, the southbound queue along Capilano Road was reported by the software to be similar to the 2019 Background queue. However, the signalization of the intersection with Curling Road and the shorter cycle time at the Fullerton Avenue / Capilano Road intersection reduced the side street queues significantly compared to current conditions. This benefit is balanced by the anticipated increase the length of the southbound queue on Capilano Road.

For the 2030 Background and Total scenarios, separate southbound left turn and southbound through lanes at the Capilano Road / Marine Drive intersection results in forecasted queues being similar to if not slightly shorter than 2019 projected conditions. The separated lanes decrease the likelihood of southbound through vehicles being blocked by left turners at intersection.

PM Peak Hour

Two significant queue issues are anticipated at the Marine Drive / Capilano Road intersection for the 2019 Background and 2019 Total scenario: similar to existing conditions, these will be the eastbound left turn and the southbound through/left movements.

The queue issue for the eastbound left turn movement was expected, given the high demand volume and the presence of significant queues for this movement under existing conditions. Operationally, it is Bunt's view that the southbound through/left queue issue in the 2019 scenarios has a more significant impact on the study area network; at times, this queue was observed to extend northwards to Fullerton Avenue. The extent of the future queue in 2019 is, in our opinion, likely overstated due to the limitations of the software in representing driver's routing decisions in a complex urban network.

If the southbound queue on Capilano Road does extend northwards to the extent predicted by the software and results in blockage of the Curling intersection in practise it is likely eastbound drivers on Curling Road destined to northbound Capilano Road would choose to reroute via the new Woonerf Road or the Glenaire Drive connection and instead use Fullerton Avenue to proceed northbound on Capilano Road. This is one of the advantages of the Woonerf / Glenaire Drive/Curling Road connection: they will allow for such rerouting and support a more robust road network with multiple route options that do not exist today.

With the 2030 Scenarios, the Marine Drive / Capilano Road intersection will have separated southbound through and southbound left turn lanes which will reduce queue lengths when installed, but by 2030 growth in background traffic as well as site traffic volumes will result in southbound approach queues similar to that predicted for 2019. If southbound queues on Capilano Road result in significant delays, the southbound drivers on Capilano Road destined for Marine Drive eastbound would likely reroute to the new McGuire connection to Marine Drive or even via Garden Avenue.

For the northbound left turn movement at the Capilano Road & Curling Road intersection, although the predicted 95th percentile queue indicates that available storage will be exceeded for the some 2019 and 2030 Scenarios, based on observations of the traffic model it was found that the queues extended the storage only for short periods of time and did not materially affect the operations of the northbound movements on Capilano Road. The recommended half cycling of the traffic signal at Capilano Road & Curling Road was important in managing this critical queue which must be managed carefully to ensure impacts on the busy Marine Drive & Capilano Road intersection are minimized.

3.4.3 Glenaire Drive Connection Benefits

The Glenaire Drive connection to Curling Road as proposed by DNV offers some road network and operational benefits as summarized in **Table 3.22** below.

Table 3.22: Glenaire Drive Connection with Curling Road Advantages vs. Disadvantages

ADVANTAGES	DISADVANTAGES
Provides alternative routing for vehicles in the neighbourhood (from Curling Road / Fullerton Avenue).	
Allows better access for emergency vehicles through the neighbourhood.	Residents in the area may be prone to additional (however low volumes) traffic from vehicles "rat-running" the
Vehicles utilize both intersections may be more evenly spread out and improve overall operations for the corridor.	neighbourhood. As a result of the "rat-running", there may be additional traffic noise / emissions associated with the additional traffic movements.
Potentially decreases overall delay at a congested Fullerton Avenue or Curling Road intersection.	

4. PARKING SUPPLY, LOADING, SIGHT DISTANCE

4.1 Required Supply Parking Rates

Table 4.1 below summarizes the required parking supply rates based on the District of North Vancouver Zoning Bylaw 3210 which assumes no Transportation Demand Management (TDM) Plan would be approved by the DNV to support the lower parking rates, and also the minimum parking supply rates permitted with an approved TDM plan as per the Lower Capilano Marine Village Plan (LCMVP).

DEVELOPMENT	NUMBER OF UNITS	GROSS FLOOR AREA (SQM)	SUPPLY RATE IF TDM IS NOT APPROVED (PER UNIT OR SQM PER STALL)1 FOR RESIDENTS AND VISITORS'	SUPPLY RATE PER LCMVP (PER UNIT)
Citimark Townhouse Development fronting Curling Road	87	9,620	2.00	1.5 for residents 0.1 for visitors
Airey Group Townhouse Development fronting Curling Road	43	5,812	2.00	1.5 for residents 0.1 for visitors
PCUrban Townhouse Development fronting Fullerton Road	23	3,728	2.00	1.5 for residents 0.1 for visitors
Woodbridge Townhouse Development fronting Fullerton Road	153	16,230	2.00	1.5 for residents 0.1 for visitors

Table 4.1: Bylaw Parking Rates

¹1 space per unit plus 1 space per 100m² of gross residential floor area (to a maximum of 2 spaces per unit inclusive of 0.25 per dwelling unit designated for visitor parking.)

4.2 Proposed Site Plan Provision

Table 4.2 below summarizes the sites' planned parking supply provision at build out. All parking is proposed to be provided underground for both residents and visitors. Although the proposed parking supply is lower than that required by Part 10 of the District's Zoning Bylaw for two of the four sites, the parking supply for all sites is considerable higher than the minimum requirement permitted in the Lower Capilano Marine Village Implementation Plan with an approved TDM plan

	PARKING SUPPLY AT BUILD-OUT		CAPILANO MAI	RINE VILLAGE IMPL	EMENTATION PLAN	
	No. of Units	Stalls	Equivalent Supply Rate (per unit)		Stalls	Equivalent Supply Rate (per unit)
		(Citimark Development	:		
Townhouses	87	163	1.87	Townhouse	131	1.5
				Visitors	9	0.1
Total		163	1.87	Total	140	1.6
Airey Group Development						
Townhouses	43	83	1.93	Townhouse	65	1.5
				Visitors	2	0.1
Total		83	1.93	Total	69	1.6
PCURBAN Group Development						
Townhouses	23	46	2.00	Townhouse	35	1.5
				Visitors	2	0.1
Total		46	2.00	Total	37	1.6
WOODBRIDGE Homes Development						
Townhouses	153	321	2.10	Townhouse	230	1.5
				Visitors	16	0.1
Total		321	2.10	Total	245	1.6

Table 4.2: Lions Gate Peripheral Area Site Proposed Parking Supply Provision

It can be seen from the information in Table 4.2 that all sites are proposed to considerably exceed the Lower Capilano Marine Village Plan minimum allowable provision assuming an approved TDM program is in place.

As a side note, it must be pointed out that of the 163 parking stalls, the Citimark development is anticipating one of the stalls to be a car share stall. Although the District of North Vancouver do not have a bylaw indicating the conversion of the car share parking stalls to regular parking stalls, in some other municipalities, each car share stall is equivalent to four regular parking stalls. With that in mind, the 163 parking stalls as provided by Citimark can be seen as 167 parking stalls. For this report, we have maintained the actual total physical stall count for conservative purposes.

Based on the most current site plan, and the supply rates above, **Table 4.3** summarizes the differences between the required parking provision under Part 10 of the DNV Zoning Bylaw and the proposed supply provision. It can be seen that:

- The Citimark development at build-out is proposed to have 163 stalls and requires 174 stalls, a deficiency of approximately 6%;
- The Airey Group development at build-out is proposed to have 83 stalls and requires 86 stalls, a deficiency to approximately 3%;
- The PCUrban development at build-out is proposed to have 46 stalls and requires 46 stalls (and therefore has no deficiency); and,

• The Woodbridge development at build-out is proposed to have 321 stalls and requires 306 stalls, a surplus of approximately 5%.

	PER LATEST DESIGN (STALLS)	PER ZONING BYLAW REQUIREMENTS (STALLS)	DEFICIENCY IN STALLS
Citimark Townhouse Dev.	163	174	11
Airey Group Townhouse Dev.	83	86	3
PCUrban Townhouse Dev.	46	46	0
Woodbridge Townhouse Dev.	321	306	-15

Table 4.3: Proposed Parking Supply vs. Supply as per DNV Requirement

Note: A negative deficiency in stalls indicate a surplus in parking above the general zoning bylaw

Based on the above, for those sites providing lower parking supply than DNV Zoning Bylaw requirements, either:

- A parking variance is required to support the reductions proposed in parking supply below the DNV Zoning Bylaw rates; and/or,
- A Transportation Demand Management (TDM) plan is required with measures to be committed by the developer which would reduce parking demand to the proposed supply levels.

4.2.1 Small Car Spaces

The District's bylaw allows for up to 35% of all stalls to be designated as small car stalls, if the District's parking supply rates are met. The following is the maximum small car stall to be provided for each of the development sites:

- Citimark development: 58 small car stalls;
- The Airey Group development: 29 small car stalls;
- PCUrban development: 16 small car stalls; and
- Woodbridge development: 112 small car stalls.

All four sites provide less than the maximum small car requirement. The following list provides the number of small car stalls provided in each of the parking lot designs.

- Citimark development: 38 small car stalls.
- The Airey Group development: 24 small car stalls:
- PCUrban development: 0 small car stalls; and
- Woodbridge development: 23 small car stalls.

4.2.2 Disabled Parking

Residential

Based on the latest designs, the following are the provided disabled stalls for each development:

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- Citimark development: 7 disabled stalls;
- The Airey Group development: 0 disabled stalls;
- PCUrban development: 0 disabled stalls; and
- Woodbridge development: 7 disabled stalls.

Where applicable, the above disabled stalls may be updated for the revised site plans.

4.2.3 Parking Lot Design

Each underground parkade was tested using the AutoTurn software to ensure that vehicles can efficiently maneuver within the proposed designs. The designs are currently in progress and Bunt is continually providing updates to parking designs. The swept path analyses have also been provided to the developers for their revisions of the site as necessary.

4.3 Rationale for Reduced Parking Supply Rates

4.3.1 Residential Parking

Vehicle ownership per household, and therefore the need for vehicle storage (parking) depends on a number of factors. Those listed below are the key influences:

- Number of working adults in the household;
- Income level;
- Size of the household unit (number of bedrooms);
- Tenure of unit (rental or strata);
- Proximity to the frequent transit network (FTN); and,
- Any Transportation Demand Management (TDM) measures in place at the site.

The first factor cannot be directly influenced by the site developer, while the second factor can only be indirectly influenced by the price point of the units. The other factors and their influence on parking demand are discussed below or (in the case of TDM) measures, in the following section of this report.

Metro Vancouver Apartment Parking Study

Metro Vancouver released the *Metro Vancouver Apartment Parking Study* (MVAPS) in September of 2012, the most extensive study of its kind in Canada. The study included research and a comprehensive survey program of over 1,000 multifamily household units in the Greater Vancouver area. The MVAPS reviewed emerging trends, past studies, discussions with municipal staff and data from two regional surveys to develop parking guideline recommendations to improve current practices in the region. The study covered both resident and visitor parking supply/demand and noted the proximity (within 800m) of

surveyed sites to a TransLink Frequent Transit Network (FTN)² to determine its influence, among other factors. Key findings regarding resident and visitor parking rates are highlighted below. The study can be found at the following link:

<u>http://www.metrovancouver.org/boards/Regional%20Planning%20and%20Agriculture/Regional_Planning_</u> and_Agriculture-June_8_2012-Agenda.pdf

Generally, the findings of the Metro Vancouver Study support a broad reduction in current municipal minimum parking requirements for multi-family residential apartments in the region even if they are not in proximity to the FTN. The study found that strata apartments across the region are consistently "over parked" in the range of 18% – 35%. Further, the study found that apartments within 800m of the region's FTN have auto ownership levels considerably lower than those outside convenient walking distance to transit services.

The Lower Capilano/Marine Village Centre is located within 400m of bus routes on the FTN on Marine Drive and Capilano Road. The relevant Metro Vancouver parking demand rates to this site, based on the findings of the household survey, are summarized in **Table 4.4**.



² Frequent Transit Network" or "FTN" is defined by the network of corridors in Metro Vancouver that have high frequency transit service (every 15 min), bus and/or SkyTrain.

	SOURCE	1 BEDROOM	2 BEDROOM	3 + BEDROOM	ALL
Metro Vancouver	Strata Apartments, North Shore (all locations)	-	-	-	1.33
Study	Strata Apartments, within 800m of FTN (Bus Only), entire Metro Region excluding Downtown Vancouver & UBC	1.09	1.35	1.40	1.34

Table 4.4: Metro Vancouver Survey Strata Vehicle Ownership Rates (vehicles per household)

It can be seen that on the North Shore, the average household car ownership rate for strata apartments as found in the Metro study was 1.33 (for all unit sizes, unit types, tenures and location in relation to the FTN). For the Metro Region as a whole, excluding Downtown Vancouver and UBC, the overall auto ownership rate of 1.34 was very similar to the overall North Shore average rates. Therefore, it is reasonable to conclude that the Metro Region rates by unit size (outside of Downtown and UBC) could be applicable to the North Shore. It can be seen that size of unit does affect auto ownership and therefore the mix of unit sizes in a development will impact its parking demand.

The MVAPS material discussed above for apartments and not townhouses which are proposed for the four subject sites. However, the findings for three bedroom apartments noted above are likely similar to townhouse land use forms; that is, it is likely that North Shore strata townhouse households have about 1.34 vehicles per household if located within 800m of the FTN

City of Surrey Townhouse Tandem Parking Study

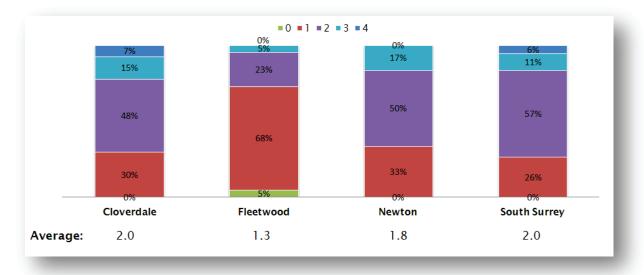
Bunt & Associates recently completed a tandem parking study for the City of Surrey³, which included Cityled electronic surveys of 220 townhouse households throughout the City. As noted below in **Table 4.5**, the average auto ownership based on the survey responses was 1.85 vehicles per household. However, when location analysis was undertaken by Bunt, there were considerable differences as noted in **Figure 4.1**. Townhouses located in neighbourhood within convenient walking distance to the Frequent Transit Network (like Fleetwood) had on average 1.3 vehicles per household while those without FTN service (like those in South Surrey and Cloverdale had 1.8-2.0 vehicles per household).

³ Surrey Residential Tandem Parking Study, Bunt & Associates, September 23, 2014

VEHICLE TYPES	AVERAGE VEHICLES
Cars	1.17
Pick-up trucks, SUVs or minivans	0.54
Other vehicles (motorcycles, etc.)	0.13
TOTAL	1.85

Table 4.5: City of Surrey Townhouse Vehicle Ownership





Residential Visitor Parking

The Metro Vancouver Study previously referenced also looked at residential visitor parking demands at apartment buildings across Metro Vancouver compared to visitor parking supply rates for different municipalities. In particular, the Metro Vancouver study stated that visitor parking bylaw requirements may be too high and that, "observed parking demand rates were below 0.1 stall per apartment unit, compared to the typical municipal requirement of 0.2 visitor stalls per apartment unit.

Combined Resident and Visitor Parking Demand at Lions Gate Peripheral Area Sites

Based on the above information, it is Bunt's view that average auto ownership rates of townhouses near the FTN on the North Shore will likely be in the order of 1.3 to 1.4 vehicles per unit, and residential visitor demand in the order of 0.1 stalls per unit, resulting in a total demand of 1.4 to 1.5 stalls per unit. Consequently, the proposed 1.91 to 2.10 per unit proposed by the site developers is expected to exceed the required supply even in the absence of a TDM program.

4.4 On-Street Parking and Site Loading

Based on the latest draft functional design plans, there will be parking stalls, either on one or both sides of the road, constructed on Glenaire Drive, Curling Road, and Fullerton Avenue in the near vicinity of the site. Similar to proposed parking restrictions for nearby areas, it is suggested that parking restrictions for 2 hour parking limit be posted with resident exempt or resident only parking for these new stalls. This would discourage transit riders from using the parking stalls for prolonged periods while they take transit to other areas for work.

In addition, while not required by District bylaw, it is assumed that the sites will be loaded by vehicles parked in the available parking areas fronting the development sites on street.

4.5 Garbage & Recycling

Garbage and recycling for each of the developments sites are anticipated to be collected via small pickup (F-550 type) trucks from the underground parking garage. Thereafter, refuse (boxes) will be pulled onto the top of the parkade ramp access and will be picked up near the top of the underground ramp access for each of the developments. For each of the developments, the garbage truck loading, from the top of the parking ramp, will be via Curling Road (Citimark and Airey Group developments) or Fullerton Avenue (PCUrban). These roadways were assumed to be able to accommodate the standard District garbage truck. The Woodbridge Homes development will have garbage trucks access their top of parkade ramp just east of the Fullerton Avenue / Glenaire Drive intersection. Swept path analysis is shown in **Exhibit 4.1** below. Note as of writing of this report, the design for the Woodbridge Homes site is being progressed. As such, **Exhibit 4.1** is an in-progress drawing.



Exhibit 4.1 Garbage/Loading Swept Path - Woodbridge Homes Development (In Progress)



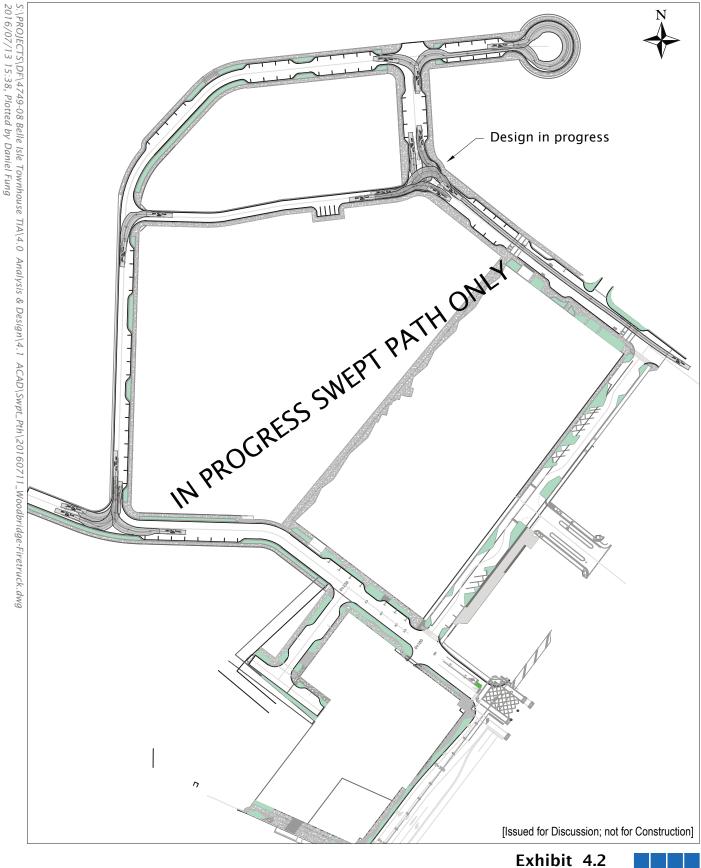
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Lions Gate Peripheral Area Townhouse Developments TIA May 2016 Scale 1:1250 on Letter Prepared by BLD

4.5.1 Firetruck Routing

The Firetruck routing will be via the network roadways adjacent to the site. Since the network roadways should be up to District standards, the routes taken should be able to accommodate the firetrucks. Specifically:

- Citimark / Airey Group developments were assumed to have firetruck routes via Curling Road or via Fullerton Road with access to the future Belle Isles Place connector. The firetruck is then expected to circulate back to Capilano Road via the Glenaire Drive connection to Curling Road. At this point in the process, as the Glenaire Drive connection and the Jr. Woonerf design is not finalized, firetruck swept paths have not yet been completed.
- For the PCUrban development, the ingress firetruck route is expected to be accessed from the Fullerton Avenue while the egress route is expected to be via Glenaire Drive then Curling Road. As the Glenaire Drive connection design is not finalized, firetruck swept paths have not yet been completed.
- Finally for the Woodbridge Homes development, the ingress routing is expected to be via Fullerton Road and via the Fullerton Avenue / Glenaire Drive access. **Exhibit 4.2** illustrates the swept path analysis for this site. As noted above, the site plan for the Woodbridge Homes is currently being detailed and as such, the swept path analyses are in-progress versions only.



Firetruck Routing (In Progress)



4.6 Sight Distance

Sight Distance Analysis was completed for the PCUrban and the Citimark / Airey Site Accesses, the following are our findings.

A sight line analysis determines the furthest distance drivers can see and perceive another vehicle entering the road. Sufficient distance is important in order to allow drivers to stop in time in the event of an emergency, and to assist in making safe turns.

The Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC Manual - 1999) procedures and specifications on sight distance were used to establish appropriate sight distance requirements at the access location. For this access review, two types of sight distances were investigated: Stopping Sight Distance (SSD), and Turning Site Distance (TSD). The SSD is the minimum required sight distance per the TAC manual.

The TAC manual defines SSD in Section 1.2.5.2 as "the sum of the distance travelled during the perception and reaction time and the braking distance", where the braking distance is "the distance that it takes to stop a vehicle once the brakes have been applied". It is imperative that SSD be met for safety reasons.

TSD is the distance required to allow vehicles from a minor street or driveway to turn onto the major roadway without operational and safety impacts on traffic on the main road. TAC defines TSD in section 2.3.3.3 (b) as the distance such that a vehicle "is sufficiently far away so that the turning vehicle can accelerate to a speed which does not significantly interfere with the vehicles approaching from the right" (or left). This also applies to right-turning vehicles in anticipation of vehicles from the left.

In total, four potential conflicts were evaluated for sight distance for the PC Urban and Citimark/Airey Group Site:

- 1. SSD for eastbound vehicles on Glenaire Drive or Curling Road approaching an outbound car that is stopped at the site access
- 2. SSD for westbound vehicles on Glenaire Drive or Curling road approaching an outbound car that is stopped at the site access
- 3. TSD for eastbound and westbound vehicles conflicting with vehicles turning left from the site onto Glenaire Drive or Curling Road

4. TSD for westbound vehicles conflicting with vehicles turning right from the site onto Glenaire Drive or Curling Road.<u>TSD requirements are suggested but are not imperative for safe operations</u>, especially on low volume roads or accesses. The height of the car being viewed and the driver's eye height are important in determining the available sight distance. The driver's eye height is 1.05m for the purpose of analysis, and the top of car height is 1.30m.

The posted speed limit on both Glenaire Drive and Curling Road is 50 km/h and this speed was used for the following sight distance analysis.

4.6.1 PCUrban Driveway

The available sight distances to and from the site driveway are limited by parked vehicles per the latest draft concept plans, and the curvature of the road design. The available sight distances for east and westbound vehicles on Glenaire Drive to the main site access is shown in **Table 4.6** below.

Table 4.6 Stopping Sight Distance - PCUrban Site

Movement	Available SSD (m)	TAC Required SSD for 50 km/h (m)	Adequate (Y/N)
Eastbound Vehicle on Glenaire Drive to site access	74	63	Y
WestboundVehicle on Glenaire Drive to site access	98	63	Y

The TAC required stopping sight distance for both movements is 63m using a vehicle speed of 50 km/h assuming a zero grade. The available sight distance is 74m for eastbound vehicles and 98m for westbound vehicles. Both of the stopping sight distances exceed the required TAC values.

As stated earlier, he turning sight distance is the distance that an exiting vehicle from the site can see on the major road. The TAC recommended turning sight distance is based on the time it takes for a vehicle to enter the major roadway and accelerate without significantly interfering with vehicles on the major roadway. The results of the turning sight distance analysis are shown in **Table 4.7** below.

Table 4.7 Turning Sight Distance - PCUrban Site

Movement	Approaching Vehicle	Available TSD (m)	TAC Recommended TSD for 50 km/h (m)	Adequate (Y/N)
Vehicle Turning Right from Driveway	Westbound on Glenaire Drive	>100	85	Y
Vehicle Turning Left from Driveway	Eastbound on Glenaire Drive	82	105	Ν
Vehicle Turning Left from Driveway	Westbound on Glenaire Drive	>100	100	Y

Note for the Vehicle Turning Right from Driveway and the Vehicle Turning Left from Driveway movements, the subject vehicle will be able to see beyond the next intersection and will see beyond the TAC recommended TSD.

It must be noted that the TSD for the Eastbound on Glenaire Drive vehicle was tested for 50km/h. In reality, it is likely that this this vehicle will travel at about 30km/h due to the winding nature of the road. With that in mind, the TSD recommended distance would be in the order of 50m. The available TSD would therefore be higher than the TAC recommended sight distances.

The available turning sight distance for vehicles exiting right (westbound) from the site driveway will extend beyond the TAC recommended 85m. The available turning sight distance for vehicles exiting left from the site driveway to vehicles eastbound on Glenaire Drive is 82m. Assuming a 50km/h speed on Glenaire Drive, the TAC recommended sight distance is 105m. However, it is likely vehicles on Glenaire Drive will travel at 30km/h or so due to its winding nature and that it is a local road. With a 30km/h, the TAC recommended turning sight distance is approximately 50m. The available sight distance is higher than the recommended TAC turning sight distances. The available turning sight distance for vehicles existing left from the site driveway to vehicles westbound on Glenaire Drive extends beyond the TAC recommended 100m.

To enhance safety, Bunt recommends landscaping to the west and east of the driveway on both sides of the corridor and specifically those areas within the sight distance triangles, be kept below drivers eye height in order to minimize sight obstructions for the drivers exiting the site. **Exhibit 4.3 and 4.4** shows the sight distance analysis exhibits for TSD and SSD, respectively.

4.6.2 Citimark / Airey Group Driveway on Curling Road

The available sight distances to and from the site driveway are limited by the curvature of the road design. The available stopping sight distances for eastbound and westbound vehicles on Curling Road to the Citimark/Airey site access are shown in **Table 4.8** below.

Movement	Available SSD (m)	TAC Required SSD for 50 km/h (m)	Adequate (Y/N)
Eastbound Vehicle on Curling Road to site access	98	63	Y
Westbound Vehicle on Curling Road to site access	110	63	Y

Table 4.8: Stopping Sight Distance - Citmark / Airey Group

The TAC required stopping sight distance for both movements is 63m using a vehicle speed of 50 km/h assuming a flat grade. The available sight distance is 98m for eastbound vehicles and 110m for westbound vehicles. Both of the stopping sight distances exceed the required TAC values.

Similar to the previous access analysis, the results of the turning sight distance analysis for the Citimark/Airey Access is shown in **Table 4.9** below.

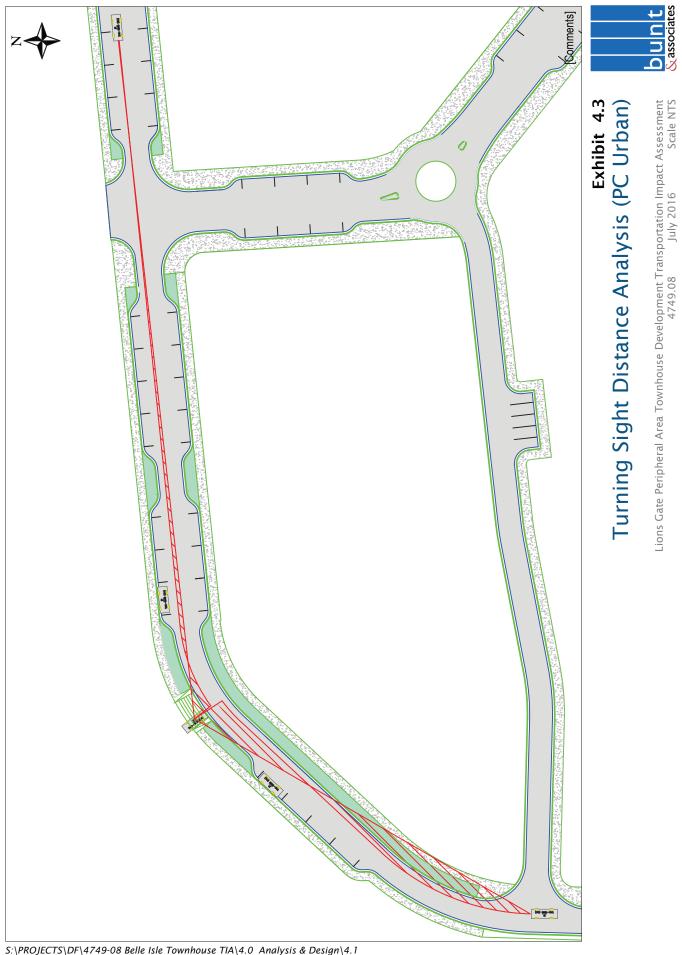
Movement	Approaching Vehicle	Available TSD (m)	TAC Recommended TSD for 50 km/h (m)	Adequate (Y/N)
Vehicle Turning Right from Driveway	Westbound on Curling Road	>100	85	Y
Vehicle Turning Left from Driveway	Eastbound on Curling Road	98	105	Ν
Vehicle Turning Left from Driveway	Westbound on Curling Road	>100	100	Y

Table 4.9: Turning Sight Distance - Citimark / Airey Group

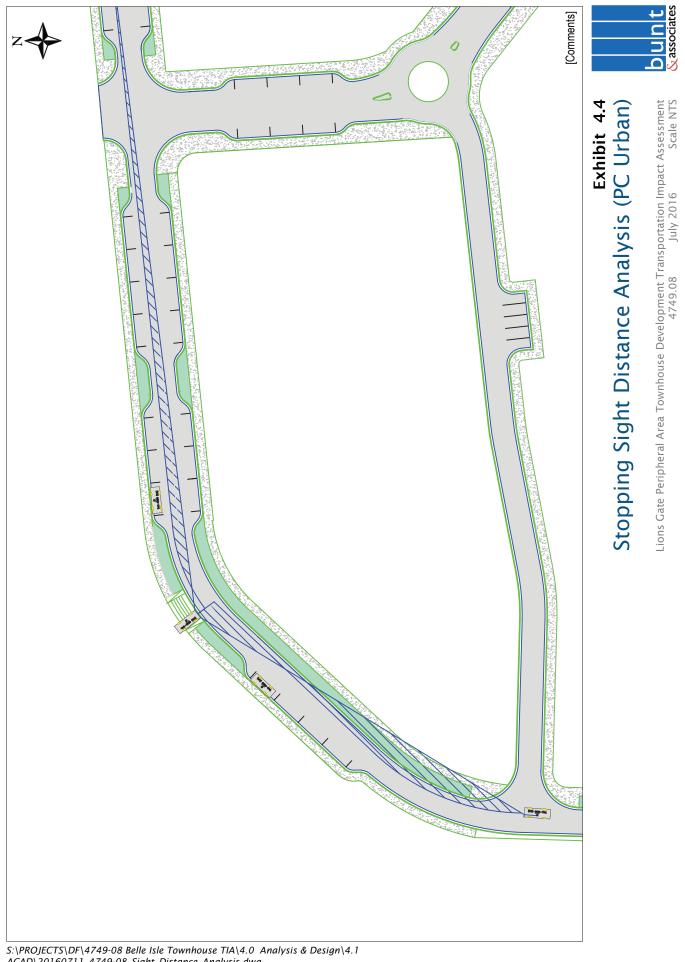
The available turning sight distance for vehicles exiting right (westbound) from the site driveway is 85m which meets the TAC specification of 85m. The available turning sight distance for vehicles exiting left from the site driveway is 98m looking right (or to vehicles eastbound on Curling Road) and greater than 100m looking left (or to vehicles westbound on Curling Road). The TAC recommended turning sight distance for vehicles approaching from the left (eastbound on Curling Road) is 100m and from the right (westbound on Curling Road) is 100m and from the right (westbound on Curling Road) is 105m. As shown, the turning sight distances for the scenario where the exiting vehicle is making a left turn and looking right do not meet TAC's recommended values. Volumes are expected to be low and speeds are anticipated to be lower than 50km/hr therefore the differences in TSD is not expected to impact overall site performance. Similar to above, it is expected that the eastbound traffic volumes will realistically travel at less than 50km/h speeds (likely in the order of 30km/h) due to the nature of the local road and curb nature of Curling Road. With a 30km/h speed, the recommended TSD is approximately 50m, which is achieved by the current available TSD.To enhance safety, Bunt recommends the landscaping to the west of the driveway (on both sides of the corridor) be kept below driver's eye height in order to minimize sight obstructions for the drivers exiting the site. **Exhibit 4.5 and 4.6** shows the sight distance analysis exhibits for TSD and SSD, respectively.

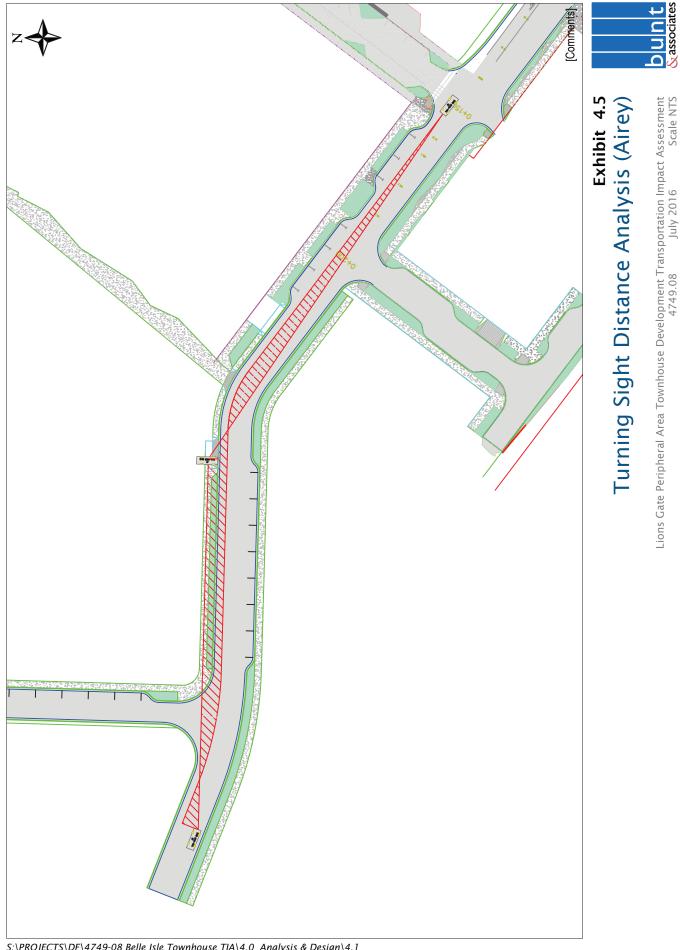
4.6.3 Belle Isles Connector / Glenaire Drive Roundabout Sight Distance

For vehicles accessing the subject roundabout, the drivers will be able to see at least one intersection downstream of the roundabout. Considering when entering the roundabout, drivers will slow to 25-30km/h per hour, it is expected that the available sight distance at the roundabout will be adequate.



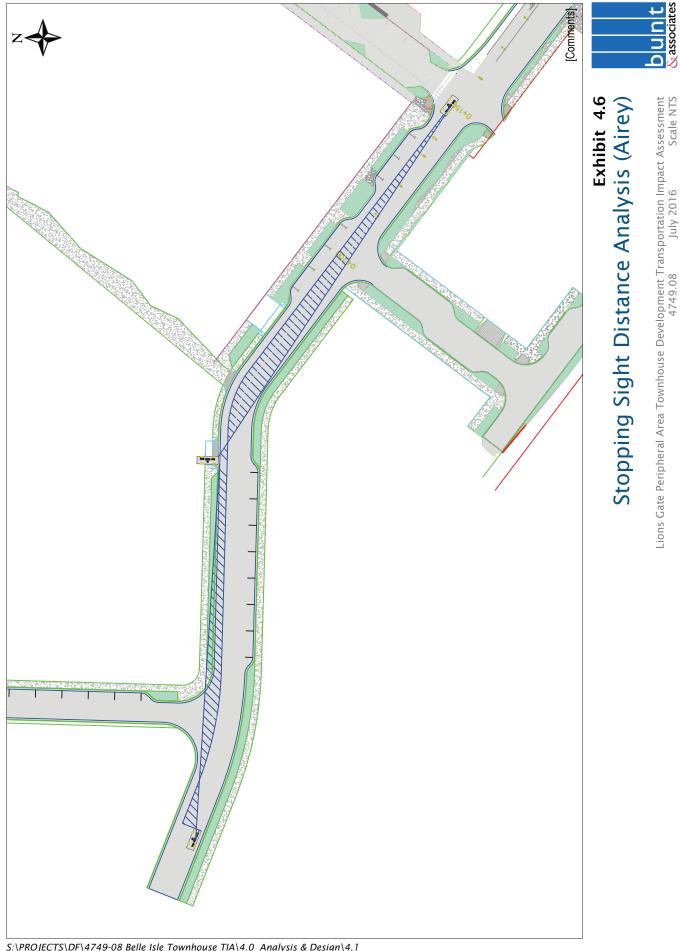
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5. TRANSPORTATION DEMAND MANAGEMENT

5.1 District Targets for TDM

A TDM Plan is required by the District since the designs for Citimark and the Airey Group developments (excluding PCUrban and Woodbridge Homes) are proposing parking supply ratios below that cited within the District's Zoning Bylaw.

5.2 District Sustainability Policy

Sustainable developments generally incorporate a diversity of land uses and higher densities, and are within walking distance to everyday amenities and transit. Walking, cycling and transit are each promoted through provision of attractive pedestrian connections, safe and convenient bicycle routes and nearby transit access with frequent service. In conjunction with increased accessibility by sustainable travel modes, reduced parking levels, strategies to increase vehicle occupancy are also typically provided to minimize the number of automobiles and automobile use.

The District of North Vancouver (DNV) is aiming to be a leader in sustainability, and the District's Vision Statement from the OCP this goal:

"By 2020, we will be recognized among the most sustainable communities in the world as demonstrated through our environmental stewardship, strong network of neighbourhoods, a vibrant economy and community-driven growth and change."

The subject development sites are located within the evolving Lower Capilano Marine Village Centre area. The District's vision for the centre is:

"The Lower Capilano – Marine Drive Village Centre serves as a gateway to the District and will function as a vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities and a range of housing options."

The following includes several of the key policies and objectives included in the Lower Capilano Marine Village Centre Implementation Plan (April 2013) relative to land use and transportation:

- General Locate higher density land uses in the core area of the Village Centre to support the commercial uses and community facilities located in the "heart";
- Housing Provide for a range of housing options to meet the anticipated needs of existing and future District residents over the next 20 years including: seniors, young adults and families;
- Community Facilities, Services and Amenities Create a community heart that includes: a community centre, small-scale retail that serves local residents' needs, community open / plaza space, playground space, community green space and connection to parks through enhanced trails, pedestrian and cycling linkages to nearby destinations and networks;

- Parks, Trails & Open Spaces –Establish new park spaces and enhance access to and connectivity between parks and trails in the area;
- Mobility Network Provide an integrated transportation network that supports all modes of transportation with an emphasis on walkability and strong pedestrian/cycling connections;
- Mobility Network Create a welcoming and inviting pedestrian experience by: using appropriate traffic control and traffic calming measures on roadways; providing pedestrian infrastructure along Fullerton Avenue, Curling Road, and Capilano Road; and providing sidewalk amenities to encourage pedestrian connections between Woodcroft, the Village Heart and transit stops; and,
- Mobility Network provide new bike route facilities, including signage for way-finding/routemarking and road safety infrastructure, as appropriate.
- In time, as the neighbourhood is redeveloped and more mixed-use and higher density residential projects are developed, it is anticipated that the area will become more walkable, bicycle-friendly and transit-oriented with shops/restaurants/services all within walking distance.
- As such, the proposed site is considered to be well located from a sustainability perspective and the development plans to integrate with the local community plan objectives. The sustainable transportation features associated with the site will increase the potential to generate lower than typical site traffic generation and parking demands. The development plan and the strategies outlined in the following TDM Plan both include components that will address many of the goals outlined above, and will be further explored in the remaining sections.

5.3 Site Accessibility Review

This section examines aspects of accessibility related to the proposed developments with a focus on existing and future walking, cycling and transit infrastructure. The potential for participation in each of these forms of travel will be considered along with influences such as travel distances, street design, and transportation infrastructure.

5.3.1 Site Location and Context

The development site is located within the Lower Capilano Marine Village Centre and is shown in Exhibit 1.1 above, which highlights the site's location within a regional context. The site is north of Marine Drive and west of Capilano Road, and there are a number of services and amenities located near the site which include restaurants, hotels, a fitness centre and Klahanie Park.

The current travel mode share for the North Shore, which is likely similar to the existing site is shown in **Table 5.1** below. The majority of trips on the North Shore are currently made by automobile; however the transit share has increased by 37% from 8% to 11% between 1999 and 2011.

Mode	Share
Walking	12%
Cycling	1%
Transit	8%
Auto Driver/Passenger	79%

Source: TransLink's - 2011 Metro Vancouver Regional Trip Diary Analysis Report

5.3.2 Walking

Walking is a realistic form of travel for most people, especially over short distances with many people willing to walk at least 5-minutes or 400m for short trips. Guidelines on the distances that people are willing to walk to for various trip purposes are set out in **Table 5.2**. This table focuses on land uses that can reasonably be accessed by walking from the site today.

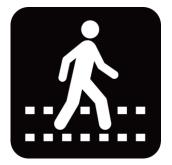
Table 5.2: Walking Thresholds

FACILITY	THRESHOLD DISTANCES	FACILITIES WITHIN THRESHOLD DISTANCES OF THE DEVELOPMENT
Bus/Transit	400m	4 bus stops on Marine Drive; 2 bus stops on Capilano Road; and, 1 bus stop on Garden Avenue (dependent on specific development)
Schools	600-1200m	Capilano Elementary School
Leisure Facilities	600-1200m	Klahanie Park, Evergreen Squash Club, Steve Nash Fitness World, Future Community Centre at the Larco Development site
Shops, restaurants, commercial	800-1200m	Marine Drive -Earls, Denny's, Pho Japolo & east to Bridgeman Avenue Capilano Road - Panago, Capilano Café, Capilano Market
Employment	2000m	Businesses at the proposed site, businesses along Capilano Road & on Marine Drive to Hamilton Ave

Sources: (a) TransLink (b) Institute of Highways and Transportation (UK)

From this information, it is clear the site has the potential to have a reasonable walking mode split which would continue to grow as the rest of the Lower Capilano Marine Village redevelops, resulting in more destinations within convenient walking distance.

The distance that a person is willing to walk is often related to the purpose of the journey, but is also influenced by factors such as urban form, traffic, safety, personal fitness, car ownership, and parking availability.



Existing and proposed connections near the site are illustrated on **Exhibit 5.1**, along with other planned improvements in the area. The site is located close to Marine Drive and Capilano Road, both of which have sidewalks provided along both sides of the road and traffic signals with pedestrian actuated push buttons at all signalized intersections. In the near vicinity of the site, sidewalks are provided on just one side (except on Capilano Road where they are located on both sides), or not at all.

Currently, there will be a traffic calmed section, which will be Jr. Woonerf just

north of the Belle Isle Park. In addition, there will be a traffic circle located at the Belle Isle Place / Fullerton Avenue intersection. Both these designs are currently being progressed.

5.3.3 Cycling

A person's willingness to cycle is based on a number of lifestyle factors, including health benefits, cost savings (compared to automobile use and parking) and convenience. Infrastructure also plays an important role through the safety of routes, presence or absence of steep gradients, availability of cycle

storage facilities, etc. Cycling is a realistic transportation option for most people over short to medium distances, i.e. up to 8 kilometres, or a 30-35 minute cycle. Based on this distance criterion, downtown Vancouver, West Vancouver and many areas of North Vancouver are readily accessible by bicycle from the proposed development. The District and the development site are also uniquely situated below worldclass mountain biking in the North Shore Mountains. This



location helps to promote a culture of cycling in the community, with over a doubling of the cycling mode share on the north shore between 1999 and 2011⁴.

⁴ TransLink – Backgrounder # 5: How and Why People Travel

http://www.translink.ca/~/media/Documents/plans_and_projects/regional_transportation_strategy/Backgrounders/Ho w_and_Why_People_Travel_Backgrounder.ashx

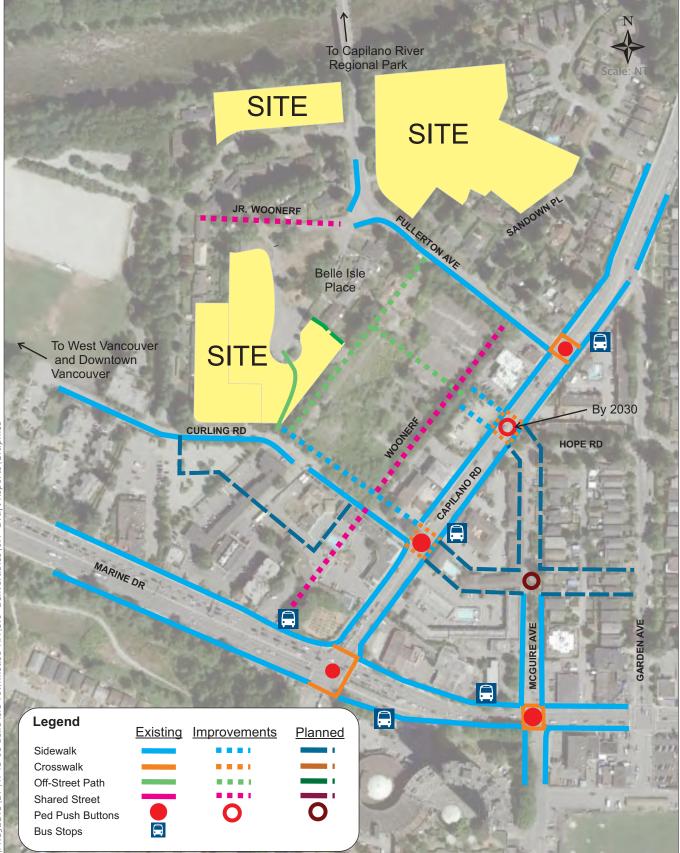


Exhibit 5.1 Nearby Pedestrian Infrastructure



Existing cycling routes near to the site are illustrated in **Exhibit 5.2**. As shown, there are a number of cycling routes directly accessible adjacent to the site providing connections to downtown Vancouver, West Vancouver and other cycling routes and neighbourhoods across North Vancouver. This exhibit also illustrates proposed bicycle routes according to both the District's Master Bicycle Plan and the Lower Capilano/Marine Village Centre plan, for completeness.

Aside from the accessibility of the cycle routes in the area, the Citimark development site will also house a bike room with the tools and apparatuses for fixing bicycles to better facilitate the ownership and therefore use of bicycles.

5.3.4 Transit

When people are considering taking transit their decision is typically based on a number of factors including their eligibility to drive, cost, convenience, relative journey times with other modes, personal choice, income level, etc. Generally transit is a practical proposition for journeys of 4 kilometres and more, however if high frequency service is available, it is also practical for shorter distance trips for convenience. Other than the shops/businesses in the immediate area of the development, which are for



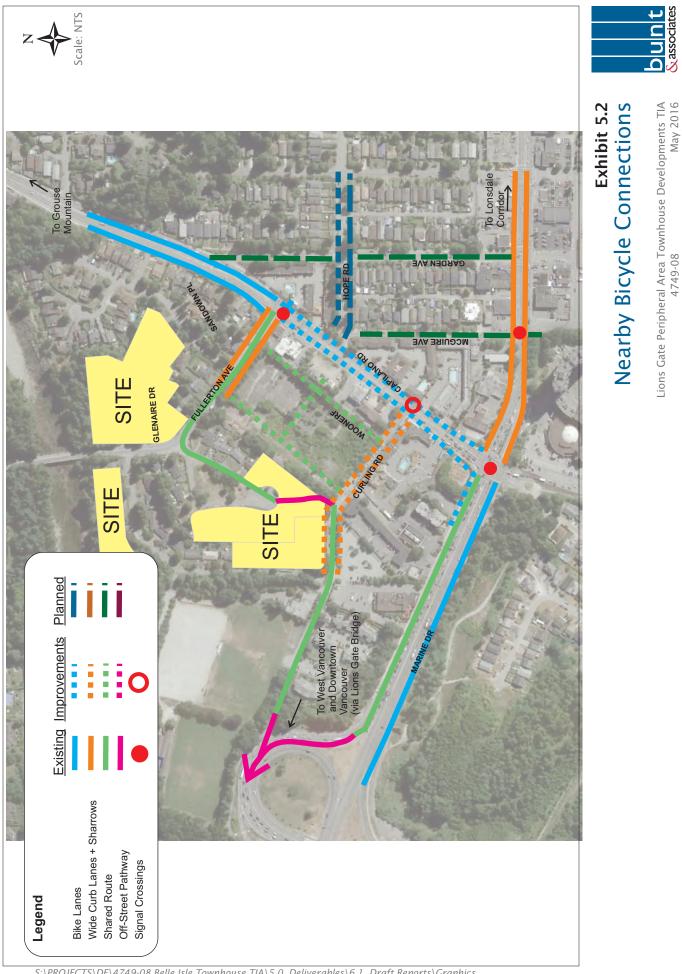
the most part within walking distance, other destinations that residents would likely be travelling to (Downtown Vancouver, Park Royal and Lonsdale) generally fall within the over 4 kilometre threshold, suggesting that transit is a viable travel mode for residents of this development for many trips. The site is serviced by a number of Frequent Transit Network (FTN) routes within 400m walking distance to the site. An FTN route is a bus service that runs at least every 15-minutes throughout most of the day seven days a week.

The proposed development is served by transit routes on both Marine Drive and Capilano Road with 5 bus stops within a 400m walk of the site. These bus stops and routes are shown in Exhibit 5.2, with the nearest bus stops located at the intersection of Capilano Road and Marine Drive, on the

Capilano Road corridor. Appendix C summarizes the bus routes that service these stops.

The transit routes provide connections to Downtown Vancouver, West Vancouver, Capilano University, Lonsdale Quay, Upper Lonsdale and Upper Capilano. Service headways average between 10 to 15min in the peak periods, with the highest 24 hour frequency service for route 239 between the Park Royal Shopping Centre and Capilano University.

TransLink has recently constructed a transit priority lane on Marine Drive from Tatlow Avenue to the Lions Gate bridge westbound on-ramp. This dedicated bus lane is on the north side of Marine Drive and services approximately 25 buses each hour.



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5.4 Transportation Demand Management

5.4.1 Background

Transportation Demand Management is the use of policies and procedures to influence travel behaviour and encourage people to use modes of transportation other than the single occupant automobile. For the Lions Gate Peripheral Area Townhouse Developments, the primary goal of the TDM Plan is to reduce the on-site parking demand (for some of the developments) to ensure that the provided parking is adequate to suit the needs of the residents, site visitors and the neighbourhood.

The Lower Capilano Marine Village Centre Implementation Plan allows for reduced parking requirements, and these are to be accompanied by trip reduction programs in order to manage the provided parking supply effectively. The plan also encourages developers to consider other TDM initiatives such as unbundled parking, shared parking, electric vehicle infrastructure and more.

Transportation Demand Management (TDM) is defined as the "application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time". A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

5.4.2 Possible TDM Measures for Lions Gate Peripheral Area Townhouse Sites

Table 5.3 below summarizes a possible suite of measures based on our research that may be appropriate for this site and the objectives of the TDM Plan. The strategy is identified in the left column, and the measure in the centre column. The right column on the table shows which parties would be responsible for administering and managing the each initiative. While this is a comprehensive listing of measures, the noted developers potential role in TDM for the CapWest site would be limited to those items identified as site developers on the far right of this table.

Note that we have identified in *italics* text those measures that the specific developer would be responsible for, which are a) already part of the current site plan; b) would be relatively cost effective to provide; or c) we feel would be the most effective for this site/expected by the District. These measures are discussed further in section below.

Table 5.3: TDM Strategies Summary Table

STRATEGY	MEASURE	RESPONSIBILITY FOR IMPLEMENTATION
Marketing & Promotion	Prepare marketing materials to attract residents who want a car-free lifestyle	Citimark and Airey Group
	Provide a Welcome Brochure, with an information package on transportation alternatives, that is issued to all new residents and posted in common areas	Citimark and Airey Group
	Participation in Bike to Work Week and other community and regional promotions/events for sustainable transportation	Community Centre (DNV); Citimark and Airey Group
Cycling Infrastructure Improvements	Provide cycling facilities leading to, adjacent to and on the site	Citimark and Airey Group
	Provide safe, marked cycling crossings at intersections, with push button activation at signals	DNV
Cycling Amenities	Provide bicycle maps and way finding signage through site	Citimark and Airey Group
	Provide a bicycle repair station	Citimark and Airey Group
End of Trip Cycling Facilities	Provide long term secure and convenient bicycle storage facilities for residents, at DNV bylaw rates	Citimark and Airey Group
	Provide a common maintenance area for bicycle maintenance serving residents	Citimark and Airey Group
Transit	Provide subsidized transit passes to new residents upon move-in	Citimark and Airey Group

As noted, the Citimark development is anticipated to have a bike room as part of their development. The bike room is anticipated to tools and apparatuses for fixing bicycles. This encourages ownership of bicycles for residents and encourages bicycle use.

5.5 Recommended TDM Measures for Lions Gate Peripheral Area Townhouse Developments

Bunt has developed a TDM Plan in collaboration with the site developer that is focused on reducing parking demand on the site and specifically residential parking demand. The TDM Plan addresses measures that are recommended to be in place at build out of the developments.

The measures identified in italics in Table 5.3 above, for implementation by the site developers, are described in more detail below. The proposed implementation time for each initiative is provided at the end of the section.

5.5.1 Marketing & Promotion

Marketing Materials & Transportation Information Package for Residents

Travel patterns are most pliable when residents move from one location to another. Therefore, site developers/rental companies can play a significant role in changing people's travel behaviours, through marketing materials to potential buyers/renters and through provision of information packages to new residents which stress the attractiveness and ease of alternative travel modes.

In marketing materials to potential residents, clear and simple messages such as cost savings and health benefits (within the context of life style choice and urban living), along with practical information about

local transit services, walking and cycle routes to key locations, carpooling and car-sharing services, would help attract residents who want to live a car-free lifestyle. Citimark, and the Airey Group, will commit to including this information in its marketing and promotional materials for the site.

For residents who are moving in, a Transportation Information Package should be provided on move-in day. The package should include:

- A map showing amenities and shopping opportunities within a typical walking catchment of 800m;
- A map showing local cycling and transit routes with key destinations and travel times by different modes;
- Information about bicycle safety and local bicycle shops and repair facilities;
- Information pertaining to on-site car share provisions, car share membership sign up and procedures;
- Information pertaining to available bicycle and vehicle parking;
- Information on regional ride-share organizations, such as Jack Bell; and
- A list of websites and apps that can aid in the use of alternative transportation such as transit apps.

5.5.2 Cycling Improvements

Bicycle Parking

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. **Table 5.4** shows parking bylaw rates and the proposed parking supply for the development. Class 1 parking spaces are defined as secured spaces with gated entry which are typically located inside a building and reserved for specific users. Class 2 parking spaces are spaces that are provided in a publically accessible area and may be used by anyone. Class 2 spaces are typically provided via a traditional outdoor bicycle rack.

	BYLAW REQUIREMENTS		PROPOSED	
SITE	Class 1 - Long Term	Class 2 - Short Term	Class 1 - Long Term	Class 2 - Short Term
Citimark Townhouse Development	-	18(1)	27 direct entry storage (for some units) and 60 lockers able to store 2 bikes each = 147 bike stalls at maximum	18
The Airey Group Townhouse Development	-	9 (1)	14	TBD (Design being progressed)
PCUrban Townhouse Development	-	5 (1)	53	5
Woodbridge Homes Townhouse Development	-	31 (1)	153	31
Notes:				

Table 5.4: Bicycle Parking Bylaw Requirements

1. As per Zoning Bylaw

5.5.3 Transit

Transit Pass Subsidies

Citimark and Airey Group will commit to fund and administer transit pass subsidies to new strata residents and will subsidize residents for 100% of the cost of a two-zone transit passes for a minimum of six months.

Transit pass subsidies would begin to be implemented a strata unit and is sold, and would cover up to 14 reduced stalls (11 passes for Citimark and 3 passes for Airey Group on a first come first served basis. This proposed level of subsidy meets the District's reduced parking rate guideline of one transit subsidy for each parking space reduced; the calculation for the number of parking spaces reduced was presented previously in Table 4.2. Providing transit pass subsidies is one of the most effective ways to encourage transit use for new residents and such subsidies will be part of the marketing campaign if and when the development converts from rental to strata.

5.5.4 Parking

Reduced Parking Supply

The development is proposing to supply residential parking at a rate that is higher than the minimum allowable in the LCMVCIP but lower than the District of North Vancouver Zoning Bylaw 3210 (for Citimark, and the Airey Group). Supplying a reduced amount of parking will act as a TDM strategy in itself, as it will discourage new residents from owning more vehicles than stalls. A limited supply of parking will also help to manage the amount of visitor parking demand on the site, and may help guide visitors to using other modes of transportation to access the site.

5.6 Additional TDM Measures - Citimark Development

In addition to the above recommended TDM measures, Citimark has indicated if no suitable car share program can be found, that they will be operating their own car share vehicle and providing their own car share stalls. The vehicle will be located behind the gates of the Citimark development and is slated for their resident use only.

5.7 TDM Effectiveness

The proposed TDM measures are intended to reduce the parking demand for the development and are expected to make a measureable impact on the parking operations on site. As travel behaviors are often difficult to influence and predict, the amount that the measures will impact the transportation patterns of the residents and visitors is highly variable. However, there are some references that can be used in predicting the effectiveness of TDM procedures to reduce parking demand.

TDM effectiveness is highly dependent on the application setting, complementary strategies, nature of the travel market segment being targeted and even the "vigour" with which TDM is implemented and promoted. The effectiveness of TDM measures in terms of reducing vehicle trip-making is difficult to forecast as these measures are typically applied at different levels, in different mixes, on different sites. While several models existing to estimate the effects of TDM (EPA Commuter Model, TDM Effectiveness Evaluation Model, Worksite Trip Reduction Model, Trip Reduction Impacts of Mobility Management Strategies), these models have all been developed to address USA conditions and require extensive and detailed knowledge about the base conditions as well as individual TDM measures which are not known at the Master Planning level.

Nevertheless, research has shown that TDM programs which are very focused and site-specific, with aggressive financial incentives, disincentives and parking management have been proven to reduce trip making by over 15%.⁵. Some communities identify/allow vehicle trip reductions for TDM measures based on transit service levels combined with the level of TDM applied. For example, **Table 5.5** below provides anticipated ranges of "net mode shift" from auto trips for various levels of TDM programs and various levels of transit provision from Fairfax County, VA, USA planning guidelines.

The reductions noted in the table below have been corroborated for work trips by other studies such as the recent TCRP report on "Employer and Institutional TDM Strategies" which shows that at work sites with "high performing" and aggressive TDM programs, employee vehicle trip reductions of up to 25% are possible with "High" transit services and pay parking.

⁵ Integrating Demand Management into the Transportation Planning Process: A Desk Reference, U.S. Department of Transportation, Federal Highway Administration, August 2012

TDM PROGRAM OR STRATEGY	HIGH TRANSIT	MODERATE TRANSIT	LOW TRANSIT				
Support, Promotion, Information	3-5%	1-3%	<1%				
Alternative Commute Services	5-10%	5-10%	1-3%				
Financial Incentives	10-20%	5-15%	1-5%				
Combined Strategies							
With Free Parking	15-20%	10-15%	3-7%				
With Pay Parking	15-30%	15-20%	n/a				

Table 5.5: TDM Effectiveness

Source: Integrating Demand Management into the Transportation Planning Process: A Desk Reference, U.S. Department of Transportation, Federal Highway Administration, August 2012, page 160. Note that "High" transit = Rail; "Medium" transit = bus with peak headways 20 min. or less; "Low" = bus with headways >20 min.

Research has shown that TDM measures tend to have the greatest influence on frequent and regular workbased trips and has lesser impacts on shopping and personal business trips which are less frequent and discretionary. Therefore, most TDM programs, and therefore monitoring of TDM program effectiveness is typically focussed on "Commuter Trip Reduction" or CTR programs.

According to the Victoria Transport Policy Institute, a comprehensive CTR program typically reduces peakperiod (work-based) automobile trips by 4-20% at a worksite (Winters and Rudge 1995; Rye 2002; Boarnet, Hsu and Handy 2010), and impacts vary depending on program design, geography and employee demographics. Programs that lack financial incentives (e.g. transit subsidies, parking cash out) generally achieve reductions under 10% (Boarnet, Hsu and Handy 2010).⁶

⁶ VTPI website http://www.vtpi.org/tdm/tdm9.htm

6. CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusions

6.1.1 Traffic Operations

- At build-out the Lions Gate Peripheral Area Townhouse Developments are anticipated to generate collectively in the order of 136 trips during the AM peak hour (27 inbound and 109 outbound) and 161 trips during the PM peak period (102 inbound and 58 outbound);
- The nearby Larco CapWest development which was included as Background traffic in all scenarios of Bunt's analysis, is expected to generate in the order of 165 site trips during the AM peak period (66 trips inbound and 99 trips outbound) and 225 trips during the PM peak period (124 trips inbound and 101 trips outbound);
- The nearby Pacific Gate Grouse Inn development which was included in the Background traffic for the 2030 scenarios of Bunt's analysis, is expected to generate in the order of 145 site trips during the AM peak period (60 trips inbound and 85 trips outbound) and 182 trips during the PM peak period (101 trips inbound and 182 trips outbound);
- The overall impact of the proposed Lions Gate Peripheral Area Townhouse developments is expected to be a minimal 0.01 to 0.05 increase in Volume to Capacity (v/c) ratios at study area intersections for the 2019 planning horizon and a minimal 0.01 to 0.05 for the 2030 planning horizon;
- In general, most intersection and individual movement Levels of Service after the Build-out of the development are expected to be within acceptable parameters, while some individual movements will continue to exhibit operations exceeding desired performance thresholds;
- For the Marine Drive / Capilano Road intersection, the southbound right turn (during the AM peak hour), the eastbound left turn and the southbound left turn (during the PM peak period) are expected to experience long queues. These long queues are expected to be present regardless of the subject townhouse developments. The planned separate southbound through and left turn lanes, to be installed in conjunction with the Pacific Gate development, will improve southbound approach operations at this intersection;
- The northbound left turn from Capilano Road at Curling currently has only 20m of storage; it is expected that this left turn bay may occasionally overflow during peak demand periods, but not cause undue operational problems on Capilano Road. Signal timing (half cycling) at the new Capilano Road & Curling Road intersection can reduce the probability of queue overflow issues during the critical PM Peak Hour and also ensure eastbound queues on Curling Road and Fullerton do not block the new Woonerf Road. When the new southbound left turn lane is constructed at the Marine Drive / Capilano Road intersection, there will be opportunity to increase the northbound left turn lane storage at the Curling Road intersection.

6.1.2 Parking

• Both PCUrban and Woodbridge developments provide at or higher than general zoning bylaw parking requirements. The Airey Group and Citimark are proposing parking supply ratios which while are

higher than the Lower Capilano Marine Drive Village Plan's allowable minimums is lower than the general bylaw requirements. A TDM program is planned for these developments.

• The site developers are proposing to meet the District's requirements for small car stall allocation.

6.1.3 Sight Distance Analyses

- The TAC Stopping Sight Distances for both the PCUrban and Citimark/Airey Group access locations are met.
- The TAC turning sight distance for vehicles existing right on both the PCUrban and Citimark/Airey Group access locations are met.
- The TAC turning sight distance for vehicles exiting left from the site driveways and looking to vehicles heading westbound on Glenaire Drive or Curling Road are met assuming the vehicles travelling on Glenaire Drive or Curling Road will be at 50km/h.
- The TAC turning sight distance for vehicles exiting left from the site driveways and looking to vehicles heading eastbound on Glenaire Drive or Curling Road are met assuming the vehicles travelling on Glenaire Drive or Curling Road will be at 30km/h.

6.1.4 TDM

The Lions Gate Peripheral Area townhouse developments are well located near the centre of the increasingly urban Lower Capilano Marine Village Centre. The site is in close proximity to the frequent transit network and pedestrian and cyclist networks around the site will be improved with the proposed development. These sustainable transportation options and features of the site will provide residents with modal choices and will help reduce the number of SOV trips and parking demands at the site.

A number of TDM measures are proposed to improve the ability of the future residents to take advantage of the nearby sustainable transportation infrastructure and to reduce their reliance on the automobile. The proposed TDM measures are as follows:

- Promotion of the sustainable transportation features of the site during marketing phases;
- Provision of a one page sustainable transportation summary in the owner's manual for the residents;
- Provision of car share vehicle and stall (Citimark development only);
- Provision of a Bike (Repair) Room (Citimark development only);
- Provision of sufficient Class 1 and Class 2 bicycle parking spaces and supporting infrastructure for electric vehicles and bicycles; and,
- Provision of up to 14 six month two-zone transit passes.

The committed TDM plan is expected to reduce vehicle ownership and parking demand to meet the minimum supply rates specified in the Lower Capilano and Marine Drive Centre Village Plan.

6.2 Recommendations

• With the proposed traffic signal coordination, Bunt's traffic analysis and modelling indicates that optimized timing during peak demand periods would of the 2019 conditions be:

- AM: 130 seconds for the Marine Drive / Capilano Road intersection; 130 seconds for the Curling Road / Capilano Road intersection; 65 seconds for the Fullerton Avenue / Capilano Road intersection; and,
- PM: 130 seconds for the Marine Drive / Capilano Road intersection; 65 seconds for the Curling Road / Capilano Road intersection; 130 seconds for the Fullerton Avenue / Capilano Road intersection.
- With the coordination, Bunt's traffic analysis and modelling indicates that optimized timing during peak demand periods would of the 2019 conditions be:
 - AM: 130 seconds for the Marine Drive / Capilano Road intersection; 130 seconds for the Curling Road / Capilano Road intersection; 65 seconds for the McGuire Avenue / Capilano Road intersection; 65 seconds for the Fullerton Avenue / Capilano Road intersection; and,
 - PM: 130 seconds for the Marine Drive / Capilano Road intersection; 65 seconds for the Curling Road / Capilano Road intersection; 65 seconds for the Fullerton Avenue / Capilano Road intersection; and 130 seconds for the Fullerton Avenue / Capilano Road intersection.
- DNV accept the parking variances based on the TDM plan

Lions Gate Peripheral Area Townhouse Developments | DRAFT Transportation Impact Assessment | July 14, 2016 S:\PROJECTS\DF\4749-08 Belle Isle Townhouse TIA\5.0 Deliverables\6.1 Draft Reports\20160714_4749-08_Belle_Isle_TIA_V01.docx



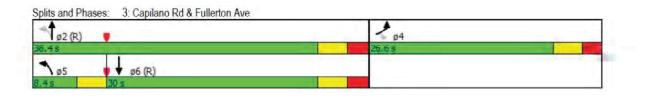


Signal Timing Output

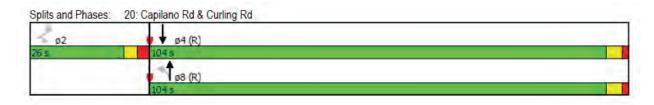
TRANSPORTATION PLANNERS AND ENGINEERS

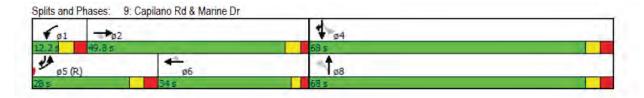
BG 2019 AM

Capilano & Fullerton



Capilano & Curling





BG 2019 PM

Capilano & Fullerton



Capilano & Curling

🔰 🕈 ø4 (R)
32.3 s

✓ Ø1 → Ø2		4 04	
15.8 s 66.2 s		48 s	
# ø5 (R)	4 [⊕] ø6	↑ 1 <i>µ</i> 8	
51,55	30.5 s	48 s	

BG 2030 AM

Capilano & Fullerton



Capilano & Curling



Capilano & McGuire

Splits and Phases: 15: Capilance	Rd	
402	a4 (R)	
4,0 s	HC2 a	
V 06	• T #8 (R)	
4.85	40.2 S	

Capilano & Marine

Splits and Phases: 9: Capilano Rd & Marine Dr

		1 04	
12.2 s 49.8 s		68 s	
ø5 (R)	4 [⊕] ø6	A 28	
28 s	34 s	58 s	

BG 2030 PM

Capilano & Fullerton



Capilano & Curling

+02	03 04 (R)	
165	10	
7 06	1 #8 (R)	
465	46.21	

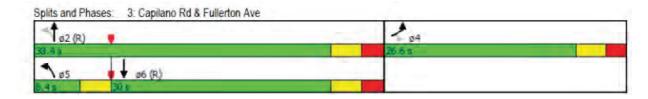
Capilano & McGuire

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4.8 s	46.2 s	
06	as (B)	



Total 2019 AM

Capilano & Fullerton



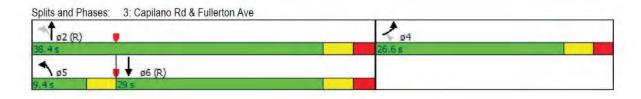
Capilano & Curling

Splits and Phases	20: Capilano Rd & Curling Rd	
\$ 02	04 (R)	
275	2035	
	#8 (R)	

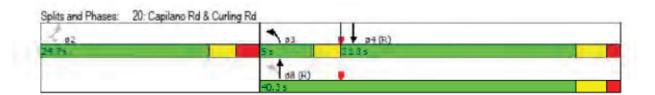


Total 2019 PM

Capilano & Fullerton



Capilano & Curling





Total 2030 AM

Capilano & Fullerton

1 ø2 (R)	≁ ₀4	
8.4s	26,6 \$	
↑ ø5 🕴 🕈 ø6 (R)		
.4 s 30 s		

Capilano & Curling

Splits and Phases:	20: C	Capilano Rd & Curling Rd
ø₂		04 (R)
25.2 s		104.8 s
₹ø6		∞ 68 (R)
25.2 s		104.3 s

Capilano & McGuire

Splits and Phases: 15: Capilano	Rd	
-02	04 (R)	
9,05	H0,20	
Ø 06	58 (R)	
21.05	40.2 s	The second s



Total 2030 PM

Capilano & Fullerton



Capilano & Curling

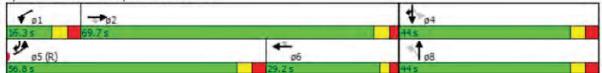
-+ ø2	103	9 4 (R)	
4.8 s	10 5	30.2 s	
Ø6	1 ø8 (R)		
4.8 s	-10.2s		

Capilano & McGuire

14.8 s	-ta2	• • 04 (R)	
	14.8.5	40,25	

Capilano & Marine

Splits and Phases: 9: Capilano Rd & Marine Dr



APPENDIX B

Synchro Output (electronic copy only)

TRANSPORTATION PLANNERS AND ENGINEERS





Existing Transit Services within Walking Distance

TRANSPORTATION PLANNERS AND ENGINEERS

Route / Stop		Service Period	Service Period Adjacent to Site		Service Headways (minutes)		
#	Name	Start	End	AM Period	Mid-day Period	PM Period	SAT Mid-day
Stop # 544	13 - Marine Dr at Capila	no Rd Eastbound (<400m from site)				
239	Park Royal	5:44 am	12:46 am	10	10	10	15
240	15th Street	6:15 am	12:54 am	15	15	10	12-15
241	Vancouver/ Upper Lonsdale	3:59 pm	7:23 pm	-	-	15	-
255	Capilano University	6:45 am	9:15 pm	30	30	15	30
N24	Downtown/ Upper Lonsdale Nightbus	1:22 am	3:45 am	-	-	-	-
Stop # 544	34/54440/61563 - Mar	ine Dr @ McGuire A	Ave/Capilano Rd W	estbound (<400m from	site)	
239	Phibbs Exchange/ Capilano University	5:32 am	1:50 am	10	10	10	15
240	Vancouver	5:40 am	12:33 am	10	15	15	12
241	Vancouver/ Upper Lonsdale	7:06 am	8:43 am	10	-	-	-
246	Park Royal/ Vancouver	5:57 am	2:18 am	10-15	30	15	30
247	Vancouver/ Upper Capilano	7:00 am	8:36 am	30	-	-	-
255	Dundarave	7:05 am	9:32 pm	30	30	15	30
Stop # 59990 - Capilano Rd @ Fullerton Ave Northbound (<300 metres from site)							
246	Lonsdale Quay/ Highland/ Vancouver	5:38 am	12:20 pm	15	30	10-12	30
247	Upper Capilano/	8 [.] 00 am	6 [.] 22 nm	N/A	N/A	30	N/A

6:22 pm

N/A

N/A

30

N/A

APPENDIX C - Existing Transit Services within Walking Distance of Site

Notes: Early morning and late night service only

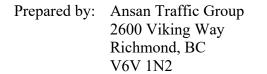
8:00 am

Grouse/ Vancouver

247

Darwin Construction Ltd. Traffic Management Plan

1920-1932 Gelnaire Drive North Vancouver, B.C.



Contact: Christy Barrientos <u>cbarrientos@ansantraffic.com</u>

604-238-3156

\FFIC

Version 1.0 January 30, 2019

Principal Contractor

Darwin Construction Ltd. 404- 197 Forester Street North Vancouver, B.C. V7H 0A6

Project Manager: Contact: Sam Glanville Fax: Email:

Superintendent: Contact: Scott Burns Email: 778-471-1930 604-929-5475 sam@darwin.ca

604-929-7944 sburn@darwin.ca

Traffic Control Contractor

Ansan Traffic Group 2600 Viking Way Richmond, BC V6V 1N2

Operations Manager: Email: Lisa Flesher

Office: Fax:

Local Authority

District of North Vancouver 147 E. 14th Street North Vancouver, B.C. V7L 2N4

Office Contact: Fax: Email: (604) 985-1311 (604) 969-7586 nvanrcmp@rcmp-grc.gc.ca

(604) 359-9778

(604) 270-1535 (604) 359-9778

lflesher@ansantraffic.com

TRAFFIC CONTROL PLAN

1.01 Scope of Work

Darwin Construction will be developing a build on 1920-1932 Glenaire Drive. This will be the Phase II of this project as shown in Appendix "A"

This TMP is a modification of fig. 7.11 (Work on Low Volume Roadway- No Centerline) and shows the location of the Staging Area. The TMP is shown in Appendix "B" The Staging area will be for concrete trucks, mobile crane and ongoing deliveries. A %.5m Lane is to be maintain as this road is a "No Exit" road.

1.02 Hours of Work

The work is scheduled to be Monday- Friday from 7am to 8pm. Also, on Saturdays from 9am to 5pm.

1.03 Traffic Control Supervisor (TCS)

There is no need for Traffic Control Supervisor for this project, however if need be:

The Traffic Control Supervisor will:

- Be certified in traffic control;
- Ensure compliance with the requirements of Part 18 of the WCB Occupational Health and Safety Regulation regarding supervision of traffic control persons at the work zone;
- Monitor traffic flows;
- Direct and supervise the implementation and removal of the required traffic control devices as per the Traffic Management Plan and approved Traffic Control Plans and ensure that these devices are properly maintained.
- Have full authority over all the traffic control personnel on site;
- Ensure Traffic Control Persons (TCPs) are wearing the required protective clothing and equipment;
- Ensure TCPs are positioned correctly and in a safe manner;
- Ensure TCPs perform traffic control duties safely and competently;
- Ensure that TCPs will work together as a team when working in groups of two or more;
- Monitor traffic operations to determine the effectiveness of the Traffic Management Plan including the Traffic Control Plan;
- Ensure that emergency traffic control operations are carried out in accordance with the Incident Management Plan (section 2);

- Be responsible for revisions to the Traffic Management Plan as required by construction schedule changes or special events;
- Respond to any traffic concerns of the City of Victoria, police or WCB

1.04 Traffic Control Persons (TCP)

i.

All TCPs on the worksite have been re-certified to the new WCB standard required as of March 31, 2004 and all TCP safety apparel is updated to the Technical Circular T-09/05. Prior to implementing traffic control measures the TCS will ensure that all the TCPs thoroughly understand the planned measures.

- All TCPs will wear safety apparel conforming to Class 3 garments meeting both the "CSA Z96-02" standard and the WCB requirement as described in the "MOTI Technical Circular T-09/05".
 - All TCPs will possess training certificates and experience on roadways as per conditions under Chapter 2.3 of the Ministry of Transportation's "Traffic Control Manual for Work on Roadways" and Section 18 of the WCB regulations. They will be equipped with two-way radios to communicate if visual contact cannot be maintained.
 - The TCPs will at all times adhere to the Ministry of Transportation's "Traffic Control Manual for Work on Roadways" and the WCB regulations while holding safety in the highest regard.
 - Before directing traffic, TCPs will attend a meeting to discuss procedures and ensure the following is conducted while directing traffic:
 - Traffic control procedures are carried out uniformly through the project;
 - ii. Radio checks are performed when applicable;
 - iii. Site setup is clearly understood; and
 - iv. Ensure conduct is courteous when attending to the public.

1.05 Signage

All signage and traffic control devices will conform to the specifications in the Ministry of Transportation's "Traffic Control Manual for Work on Roadways, 2015 Interim". Signage will be located as shown on the traffic control drawings and plans in Appendix B. Signage and traffic control devices will always be kept in good condition and defective or damaged equipment replaced immediately. All signs are to be in accordance with the Catalogue of Standard Traffic Signs 2008 Edition. All signs and safety apparel shall conform to Technical Circular T09-05.

Signage needed for short duration operations will be mounted on sign stands or Windmasters. Short term signs may be slightly tilted back or rotated a few degrees away from the roadway to avoid illegibility. All signs will be maintained regularly to allow for maximum visibility and will remain clear of any materials that may reduce their visibility. All signage will be set up so as to command the respect of vehicles, cyclists and pedestrians in order to ensure the safety of both the travelling public and the workers.

1.05 Safety

All safety meetings will be conducted by the Prime Contractor.

The TCPs onsite will attend all tailgate safety meetings and report any traffic or safety incidents to their TCS.

The pre-job safety meeting will determine a muster point.

The onsite first aid attendant will be identified at the meetings and all TCPs notified.

A copy of the traffic management plan will be maintained on site.

1.06 Non-Working Hours

During non-working hours, the site will be left in a safe and functional condition considered acceptable by the District Representative.

Should it be necessary to contact: Darwin Constructionduring non-working hours, the following individual shall act as the "After Hours Emergency Contact":

Sam Glanville 778-471-1930

The area required will be closed off with a using a combination of delineators, Class 1A barricades, and signage. There will be a taper prior to the materials to give vehicles an area to safely merge to their left - as per the specifications in the Ministry of Transportation's "Traffic Control Manual for Work on Roadways (2015 Interim)"

1.07 Emergency Vehicles

All emergency vehicles will be given immediate and priority access through the job site.

Upon approval of the traffic management plan and the dates proposed for the work, the District of North Vancouver Representative will notify the following agencies in advance of the work:

North Vancouver Fire

BC Ambulance Service

(604) 969-7586 (fax) (604) 990-2311 (800) 461-9911

If an incident should occur in the work zone the TCP's will assist as necessary to give immediate access to the scene of the incident.

Should any emergency services request a copy of the traffic management plan they will be supplied with it.

1.08 B.C. Transit

This project does not affect any buses.

1.09 Pedestrians

This project does not affect any pedestrians as there isn't any sidewalk.

1.10 Cyclists

There are no designated bike lanes affected by this Plan.

Traffic control devices, such as, but not limited to, signage and delineators, will be used to maximum effect in order to keep cyclists away from work areas.

In order to maintain the safety of cyclists, cyclists will be required to obey the onsite TCPs and their instructions.

1.11 Traffic Control Plan

The contractor will at all times make provision for traffic through the site to a sufficiently high standard to ensure the convenience and safety of the works, the travelling public and to meet driver expectancy and the protection of the work.

All traffic control procedures will be in accordance with the B.C. Ministry of Transportation's Traffic Control Manual for Work on Roadways and the Workers' Compensation Board of British Columbia's Occupational Health and Safety Regulation part eighteen (18). This section includes the environment and health of TCPs, personal protective equipment, and arm signal definitions.

Key Points

- 1. The plan is designed to maximize the safety of all workers and the public at all times. For this reason, it may appear that more road space is being taken than is necessarily needed.
- 2. Work sites, equipment, work methods and practices will be regularly inspected or reviewed with the intention of identifying and correcting potential hazards.
- 3. Accidents will be promptly investigated, and correction of potential hazards will be expedited.
- 4. Whenever possible the contractor will restore any affected lanes as soon as possible.
- 5. The existing posted speeds on all streets within the work zone will be maintained during all work.
- 6. The Districtof North Vancouver and/or the RCMP have the right to order the work stopped and the road opened at any time should it be deemed necessary to do so.
- 7. As traffic lanes are to be reopened at the end of each work day, all roads will be kept clean of debris, mud, and dirt resulting from construction activities.

INCIDENT RESPONSE PLAN

2.01 Introduction

The primary objective of this plan is to facilitate incident response and move traffic safely and expeditiously through or around the incident through the Work Zone. The following incidents are identified, but not limited to, the Work Zone:

- Motor vehicle accidents
- Disabled vehicles
- Debris on the road
- Hazardous spills on the road

2.02 Procedures for Dealing with an Incident

Any incident that occurs within the Work Zone must be immediately brought to the attention of the Onsite TCS and Project Supervisor on site. The TCS will be

responsible for coordinating all safety and emergency response efforts relating to the incident. The TCP's will ensure the execution of the safety measures on site in response to an incident. The TCS will complete an "Incident Management Report"; a copy of which will be provided to the District of North Vancouver. A copy of this form is included in Appendix "C" for reference and use. The following general emergency response procedure is to be implemented by the onsite TCS:

- Respond quickly with emergency traffic control measures to ensure public safety once an incident has been identified.
- Assist in contacting the appropriate emergency response agencies.
- Contact the District of North Vancouver to make them aware of the incident so they can respond as mandated.
- Assist emergency response personnel when required.
- If necessary, stop work operations and clear the work zone to enable emergency response vehicles to travel through the work zone unimpeded.
- Record details of the incident as much as possible and provide a report to the contractor and the City of Victoria if required.

The responsibility to manage detection/verification functions or assist in the cleanup operations remains with the District of North Vancouver, Darwin Construction Ltd., and or the authority having jurisdiction.

PUBLIC INFORMATION PLAN

The Public Information Plan identifies actions and procedures to inform the travelling public and project stakeholders of current traffic operations and planned changes to traffic operations. The Contractor will consult with the District North Vancouver to implement a public information plan for this work.

3.01 Agency Notification

The District of North Vancouver will notify the following agencies in advance of the work or of any changes in traffic patterns during the work:

- North Vancouver Police
- North Vancouver Fire
- (604) 969-7586 (fax) (604) 990-2311 (800) 461-9911
- BC Ambulance Service

3.02 General Public Notification

The District of North Vancouver will maximize the use of its website and social media to inform the travelling public of the planned construction activities as well as any unscheduled delays or incidents.

4

3.03 Contact List

EMERGENCY SERVICES

Emergency – Police, Fire, Ambulance	911
Non-Emergency Police	604-985-1311
Non-Emergency Fire	604-990-2311
Non-Emergency BC Ambulance Service	250-727-2400
Workers Compensation Board	1-800-621-7233
Workers Compensation Board (after hours)	1-866-922-4357
Provincial Emergency Program (PEP)	1-800-663-3456
Earthquake, Flood, Dangerous Goods, Spills, Tsunami	1-800-663-3456
BC Hydro Emergency	1-800-769-3766
Fortis Gas Emergency	1-800-663-9911
Telus Trouble Center	611

MEDICAL SERVICES

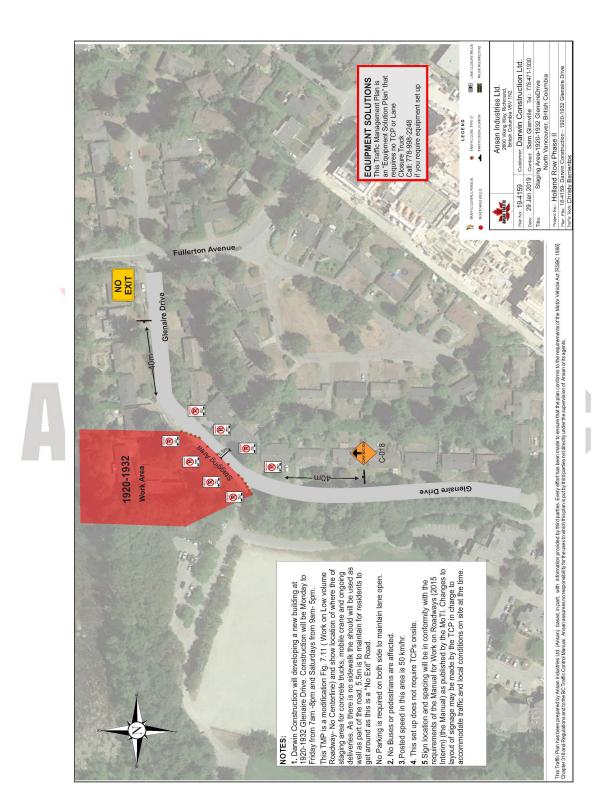
Lions Gate Hospital

604-988-3131

<u>Appendix A</u>



Appendix "B"



<u>Appendix C</u>



Incident/Accident/Near Miss Report



PART 1 (To be completed by Employee)

Employee Name:	Date: _	Time:
	INCIDENT DESCRIP	PTION
Location of Incident:		Date of Incident:
Person(s) in Incident:		Time of Incident:
Description Of Incident: (What happened	1?)	·
Reported to Dispatch/Management?	Yes No Nam	ne of person you reported to:
Immediate cause:		
Underlying causes:		
Rushing Eyes Not On Task Frustration Mind Not On Task	How can similar incidents b	be prevented in the future?
Fatigue Not Communicating		
Complacency Poor Signals		
Witness information:		

Name:	Phone #:
Name :	Phone #:
Name :	Phone #:



Incident/Accident/Near Miss Report



Sketch, Diagram of Work Zone and or other Information:

Signature of Employee:

Part 2 (To be completed by Management)

Name of Manager:	Date:	Time:	
Reported to WCB? Yes No Name of perso	erson you reported to:		
Factors:			
Correction Actions:			
Comments:			
Signature of Manager:			

LIONS GATE VILLAGE PERIPHERAL AREA Construction Impact Mitigation Strategy (CIMS)

Version 12 – February 27, 2018

RESIDENTIAL DEVELOPMENT PROJECTS FROM:

Citimark Cressey Development PC Urban Properties Woodbridge Properties









PROJECT APPROACH

The Lions Gate developers Citimark, Cressey, PC Urban, and Woodbridge (herein referred to as the "Developers") are proposing that they select a sole CIMS manager (the "Manager") to coordinate and oversee the construction traffic and communication for all of the Developers' projects in the Lions Gate Peripheral Area.

This Manager will treat the Lions Gate Peripheral Area development as a single construction project, rather than separate projects.

This approach will generate several tangible benefits for both the Developers, as well as the District of North Vancouver (the "DNV").

This Manager will arrange coordinated meetings between the DNV, Larco and future overlapping developments so that deliveries, parking and general construction programs will be aligned. This Manager will assess and modify the CIMS should the need arise.

Benefits for the Developers

Communication

Developers will receive single-source, regular, professional and transparent communication about • neighbourhood-wide activities, rather than multiple separate reports that could potentially have conflicts

Coordination

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

Accountability

there will be a single point of accountability for the entire Lions Gate Peripheral Area development • if there are any logistical or scheduling issues

Benefits for DNV

Communication

- area residents will receive consistent, timely and professional communication about construction activities for the entire project
- businesses and groups in the area will receive consistent, timely and professional communication about construction activities for the entire project
- DNV will receive consistent, timely and professional communication about construction activities • for the entire project

Coordination

- DNV will have a single point of contact for the duration of the project •
- the Manager will coordinate meetings between the DNV, Larco and future projects that come online

Accountability

• DNV will have a single point of accountability in the event that there are questions or concerns about the project









Diamond Head Consulting Ltd. Arborist Report

For:

1932 1920 Glenaire Drive North Vancouver, BC

October 11, 2017 Revised December 23, 2020

Submitted to:

PC Urban (Glenaire) LP Suite 880, 1090 West Georgia Street Vancouver, BC V6E 3V7

Submitted by:



3551 Commercial Street Vancouver, BC V5N 4E8





The following Diamond Head Consulting staff either performed the site visit and/or prepared the report. All general and professional liability insurance and individual accreditations have been provided below for reference.

Supervisor:

m

Mike Coulthard, R.P.Bio., R.P.F. Senior Forester, Biologist Certified Tree Risk Assessor (46)

Project Staff:

Kristian Short ISA Certified Arborist (PN-8029 A) ISA Qualified Tree Risk Assessor (TRAQ) BC Parks Wildlife and Danger Tree Assessor (P2229)

This report summarizes the planned management of trees on the site. If there are any questions or concerns as to the contents of this report, please contact us at any time.

Contact Information

Phone:	604-733-4886
Fax:	604-733-4879
Email:	mike@diamondheadconsulting.com or kristian@diamondheadconsulting.com
Website:	www.diamondheadconsulting.com

Insurance Information

WCB:# 657906 AQ (003)General Liability:Northbridge General Insurance Corporation - Policy #CBC1935506,
\$5,000,000 Errors & Omissions: Lloyds Underwriters - Policy #1010615D,
\$1,000,000

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Table 1. Tree Inventory
Table 2. Tree species on site summary
Table 3. Off-Site – Tree species summary adjacent to Gleanaire Dr and to the north within the environmental
setback leading to Capilano River20

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1.0 Introduction

Diamond Head Consulting Ltd. (DHC) was asked to complete an assessment of the trees on and adjacent to the following proposed development:

Civic address:	1932, 1920 Glenaire Dr., District of North Vancouver BC
Legal address:	LOT 1 BLOCK 16 DISTRICT LOT 764 PLAN 8967, LOT C (REFERENCE PLAN
	3792) DISTRICT LOT 764 GROUP 1 NEW WESTMINSTER DISTRICT
Client name:	PC Urban (Glenaire)
Date of site visit:	September 6, 2017
Weather during visit:	Sunny

The objective of this report is to ensure the proposed development is in compliance with District of North Vancouver Bylaws that applies to tree retention. These requirements are covered in the Tree Protection Bylaw (#7671). Protected trees as defined by this bylaw include:

- a. Any *tree* on land owned by or in the possession of the *District*, including, without limitation, a *tree* in a park or on a boulevard, road or lane allowance;
- b. Any tree within a protected area;
- c. Any tree on sloping terrain;
- d. Any replacement tree;
- e. Any retained tree;
- f. Any heritage tree;
- g. Any wildlife tree;
- h. Any tree located on wetland or waterfront;
- i. Any tree of the following species:
 - i. Arbutus (Arbutus menziesii);
 - ii. Garry Oak (Quercus garryana);
 - iii. Oregon Ash (Fraxinus spp);
 - iv. Pacific Yew (Taxus brevifolia);
 - v. Western White Pine (Pinus monticola); or
 - vi. Yellow-cedar (Chamaecyparis nootkatensis).

Replacement trees for the removal of large diameter trees (over 75cm) are required if the subject lot will have less than 20% canopy cover remaining after the removal of the large diameter tree. If the canopy cover is over 20% after the removal, no replacement tree is required.

- If the subject lot is less than 420 square meters in area, one replacement tree for every large-diameter tree must be planted.
- If the subject lot is over 420 square meters in area, three replacement trees for every large-diameter tree must be planted.

All trees (>20cm in diameter) on and immediately adjacent to the site were assessed, including: species, diameter at breast height (dbh) measured to the nearest 1 cm at 1.3 m above tree base, estimated height and general health and defects. Critical root zones were calculated for each of

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the trees with the potential for development impacts. Tree hazards were assessed according to International Society of Arboriculture and WCB standards. Suitability for tree retention was evaluated based on the health of the trees and their location in relation to the proposed building envelopes and infrastructure.

1.1 Limits of Assignment

- Our investigation is based solely on our visual inspection of the trees on our last visit. Our inspection was conducted from ground level. We did not conduct soil tests or below grade root examination to assess the condition of the root system of the trees.
- Only the trees specified in the scope of work were assessed and assessments were performed within the limitations specified.
- This report is valid for six months from the date of submission. Additional site visits and report revisions may be required after this point to ensure accuracy of the report for the District's development permit application process.
- See additional limitations at the end of this document.

1.2 Purpose and Use of Report

• Provide documentation pertaining to on and off site trees to supplement the proposed development permit application.

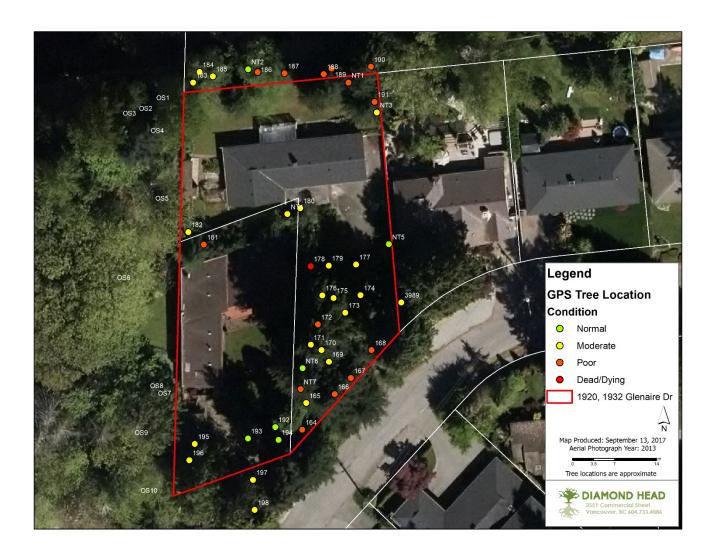


Figure 1. Location of site and tree condition class – 1920, 1932 Glenaire Dr, North Vancouver

2.0 Observations

2.1 Site Overview

The subject site is two residential lots located on Glenaire Drive in the Lions Gate neighbourhood of North Vancouver. There is an existing residence on both lots, each with mature landscapes. Capilano River borders the subject site on the north side. There is a stand of native trees growing along the top of bank of the river that will be retained and protected throughout the development. The site is generally flat with gentle grades from the north to south. This development is the second phase of a larger development along Glenaire Dr. adjacent to the east on Lots 1920 and 1932. This project will have 15 residential units with underground parking once complete. All on-site trees will be removed to accommodate the development plans except for trees located within the riparian setback leading to Capilano River. Klahanie Park is located immediately to the west of the subject site and is part of the District of West Vancouver. Arborist supervision will be required and no over excavation of the underground parkade may occur adjacent to Klahanie Park to ensure no park trees will have to be removed. Tree attributes, critical root zones and recommendations for the trees are listed below in **Table 1**.

2.2 Tree Inventory

The following is an inventory of assessed trees, each of which was marked with a numbered tag as is required by the District Tree Bylaw. Tree species, characteristics, comments, recommendations and required root protection zones have been suggested (Table 1). Their locations are illustrated on the accompanying map.

Overall Health and Structure Rating

- **Excellent** = Tree of possible specimen quality, unique species or size with no discernible defects, or heritage tree.
- **Normal =** Tree is in good condition with no significant structural weaknesses or health concerns, considering its growing environment and species.
- **Moderate** = Tree has noted health and/or minor structural weaknesses, however, treatments may be recommended to improve the health or structural condition of the tree.
- **Poor** = Tree is in serious decline from its typical growth habits and has multiple very definable health and/or structural weaknesses. These trees may have difficulty adapting to land use changes.
- **Dead/Dying =** Tree was found to be dead, and/or has severe defects and is in severe decline.

Tree Risk Assessment

The risk assessment has been completed following the methods in the Tree Risk Assessment Manual, published in 2013 by the International Society of Arboriculture. This is the current industry standard for assessing tree risk. This method assigns risk based on the likelihood of failure, the likelihood of impact and the severity of consequence if a failure occurs. This assessment was completed for the existing tree conditions and the current targets. It is recommended that the site will be re-assessed for tree risks after the site conditions change (e.g. new targets are created from development or construction or after damaging weather events).

The risk rating matrix used to calculate risk is found in Appendix A. The tree risk assessment findings for 'high risk' trees are summarized in

. The possible targets that the trees could strike if all or parts of the trees failed include: the adjacent homes and access road.

- The tree risk assessment considers only known targets and visible or detectable tree conditions.
- The tree risk assessment represents the condition of the tree and site at the time of assessment.
- Only 'High Risk' trees are included in the Tree Risk Assessment. For a tree to be considered 'High Risk' it must have an imminent or probable likelihood of failure combined with a medium to high likelihood of impacting an existing target.
- Only trees within the boundaries of the subject site were risk assessed. The risk
 assessment was performed within the limitations specified in the end of this report (6.0
 Limitations).
- Any tree regardless of health or structural rating has potential to fail if the forces applied exceed the strength of the tree or parts.

Report Revision discussion – December 17, 2020:

The development plans for the site have gone through several revisions along the north property line bordering Capilano River where there is a 15m riparian setback. In 2019 a retaining wall was proposed to be built that required the removal of all trees along this slope. In December 2020 DHC has been informed that the retaining wall would no longer be created, and the report must be updated to reflect the changes. With no retaining wall all trees adjacent to the N property line can be retained. Most of the trees in this area have been previously topped and as a result have multiple tops and a poor condition rating. Regardless of their poor condition rating, these trees do not conflict with the development and are not currently considered a 'high-risk' that would require removal. These trees will be retained.

Trees to the west of the development site in Klahanie Park (West Vancouver) have minor conflicts with the excavation required for the underground parking. The District of West Vancouver has expressed concerns over the retention of trees within the park and potential conflicts with the excavation. The greatest concerns are for trees OS 5 to OS 10. OS 5 and 6 are

far enough away from the excavation that they should not be affected. OS 7 and 8 are mature Western Redcedar trees that have severely declined and are almost dead. It is unlikely the excavation will de-stabilize these trees and due to their current condition, it is almost certain they will continue to decline even without construction disturbance. Considering modifying these trees into tall wildlife stumps will remove any associated risk to the construction site from a dying tree and will retain some wildlife value in the park. These two trees are currently not considered a 'high-risk'. Tree OS9 was previously shown in the wrong location on the supplied survey. This trees location has been confirmed to be further away from the excavation that is shown on the Tree Retention and Removal Plan. The tree that was labeled as OS9 previously is a small multi stemmed Bigleaf Maple. This tree will not be de-stabilized from the excavation and is likely to recover from the disturbance if Arborist supervision is utilized during the excavation to ensure impacts are minimal. Tree OS 10 is far enough from the excavation that it will not be destabilized or affected to the point of decline. The excavation will not go beyond the west property line and trees within the park are unlikely to become hazardous or decline as a result.

2.3 Tree Inventory Table

Table 1. Tree Inventory.

*NT – No Tag due to small diameter.

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
On-Site	Trees	1					1	I	
164	Douglas-fir	Pseudotsuga menziesii	60	18	Poor	Topped at 3m, multiple stems beyond, decay, poor union.	Remove	Poor condition. Conflicts with excavation for parkade.	
165	Western Redcedar	Thuja plicata	25	6	Moderate	Not on survey, crown raised to 4m, suppressed tree in understory.	Remove	Conflicts with excavation for parkade.	
166	Douglas-fir	Pseudotsuga menziesii	48	18	Poor	Topped at 3m, multiple stems beyond, decay, poor unions.	Remove	Poor condition. Conflicts with excavation for parkade.	
167	Douglas-fir	Pseudotsuga menziesii	48	18	Poor	Topped at 3m, multiple stems beyond, decay, poor unions.	Remove	Poor condition. Conflicts with excavation for parkade.	
169	Douglas-fir	Pseudotsuga menziesii	70	25	Moderate	Topped at 10m, multiple stems beyond topping injury. Growing in small grove of trees on south portion of property. All trees within this small grove are not suitable for retention as individuals.	Remove	Conflicts with building footprint.	
170	Douglas-fir	Pseudotsuga menziesii	79	25	Moderate	Topped at 10m, multiple stems beyond topping injury. Growing in small grove of trees on south portion of property. All trees within this small grove are not suitable for retention as individuals.	Remove	Conflicts with building footprint.	
171	Western Redcedar	Thuja plicata	23	8	Moderate	Topped at 10m, multiple stems beyond topping injury. Growing in small grove of trees on south portion of property. All trees within this small grove are not suitable for retention as individuals.	Remove	Conflicts with building footprint.	

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
172	Western Redcedar	Thuja plicata	37	15	Poor	Topped at 5m, multiple stems beyond topping injury. Growing in small grove of trees on south portion of property. All trees within this small grove are not suitable for retention as individuals.	Remove	Poor condition. Conflicts with building footprint.	
173	Western Redcedar	Thuja plicata	26	15	Moderate	Topped at 5m, multiple stems beyond topping injury. Growing in small grove of trees on south portion of property. All trees within this small grove are not suitable for retention as individuals.	Remove	Conflicts with building footprint.	
174	Western Redcedar	Thuja plicata	31	15	Moderate	Topped at 10m, multiple stems beyond topping injury. Growing in small grove of trees on south portion of property. All trees within this small grove are not suitable for retention as individuals.	Remove	Conflicts with building footprint.	
175	Douglas-fir	Pseudotsuga menziesii	69	22	Moderate	Topped at 10m, multiple stems beyond topping injury. Growing in small grove of trees on south portion of property. All trees within this small grove are not suitable for retention as individuals.	Remove	Conflicts with building footprint.	
176	Western Redcedar	Thuja plicata	35	15	Moderate	Historically topped at 5m, multiple stems beyond. In small grove of trees on S side of property, retain only as group.	Remove	Conflicts with building footprint.	
177	Western Redcedar	Thuja plicata	43	20	Moderate	Historically topped at 5m, multiple stems beyond. In small grove of trees on S side of property, retain only as group.	Remove	Conflicts with building footprint.	

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
178	Mountain Ash	Sorbus aucuparia	45	5	Dead/Dying	Multiple stems from union at ground level, largest stem is 25cm. Tree is in decline.	Remove	Dying. Conflicts with building footprint.	
179	Western Redcedar	Thuja plicata	47	20	Moderate	Historically topped at 5m, multiple stems beyond. In small grove of trees on S side of property, retain only as group.	Remove	Conflicts with building footprint.	
180	Shorepine	Pinus contorta	15	2	Moderate	Maintained as bonsai tree, minor deadwood. Paver driveway to N .5m from base.	Remove	Conflicts with building footprint.	
181	Western Hemlock	Tsuga heterophylla	28	14	Poor	Codominant stems from 3m, poor union appears to have minor decay. Crown raised to 6m, Asymmetrical crown to the S due to adjacent trees.	Remove	Poor condition. Conflicts with building footprint.	
182	Western Redcedar	Thuja plicata	28	9	Moderate	Multiple stems from 3m, part of cedar hedge that has been unmaintained. Not suitable for retention as an individual.	Remove	Conflicts with excavation for parkade.	
191	Western Hemlock	Tsuga heterophylla	68	20	Poor	Topped at 5m in past, multiple stems beyond injury. Poor unions appear to have minor decay. Heavy cone crop. Large surface roots are approximately 6m away from trunk in turf grass. Growing in row of native trees at top of bank leading to Capilano River.	Retain	No work is planned in or near the critical root zone of this tree. However, this tree is in poor condition. While not high risk in its current context, a tree risk assessment is recommended for the trees within this natural setting every two years or after damaging weather events. Fence as shown on plan.	6.8
192	Cypress sp.	Chamaecyparis sp.	47	22	Normal	Single stem, crown raised to 5m5m tall concrete retaining wall 1m W from base.	Remove	Conflicts with building footprint.	
193	Hawthorn	Crataegus sp.	35	4	Normal	Multiple stems from base, largest stem is 21 cm. Well-kept tree. Paver driveway 1m S from base.	Remove	Conflicts with building footprint.	

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
194	Douglas-fir	Pseudotsuga menziesii	69	27	Normal	Single stem, dominant tree has a slightly asymmetrical crown to the S due to adjacent trees. Paver driveway immediately to W of trunk.	Remove	Conflicts with excavation for parkade.	
195	Western Redcedar	Thuja plicata	79	23	Moderate	Single stem tree has a slightly asymmetrical crown to the W from site conditions. Paver driveway in root zone on E side. Crown appears to have drought stress.	Remove	Conflicts with excavation for parkade.	
196	Western Redcedar	Thuja plicata	75	23	Moderate	Single stem tree splits to codominant stems at 7m. Union is acute and appears to have minor included bark. Slightly asymmetrical crown to the W from site conditions. Paver driveway in root zone on E side. Crown appears to have drought stress.	Remove	Conflicts with excavation for parkade.	
NT1	Goldenchain tree	Laburnum x watereri	10	4	Poor	Growing in understory, suppressed tree. Not on survey.	Removed – Dec 2020	No work is planned in or near the critical root zone of this tree. However, this tree is in poor condition. While not high risk in its current context, a tree risk assessment is recommended for the trees within this natural setting every two years or after damaging weather events. Fence as shown on plan.	2
NT3	Holly	llex aquifolium	15	4	Moderate	Small decay cavity in main stem, crown appears healthy. Growing immediately adjacent to wood fence.	Removed – Dec 2020	No work is planned in or near the critical root zone of this tree.	3
NT4	Portugal laurel	Prunus lusitanica	30	3	Moderate	Multi stemmed hedge, largest stem is 12cm. Small diameter, variegated leaf dogwood growing from middle of hedge.	Remove	Conflicts with building footprint.	

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
NT5	Holly	llex aquifolium	23	3	Normal	Maintained in ball shape. Two main stems, largest stem is 12cm. Growing in turf grass.	Remove	Conflicts with building footprint.	
NT6	Vine Maple	Acer circinatum	30	7	Normal	Multi stemmed tree, largest stem is 12cm. Asymmetrical crown to the W from due to adjacent trees.	Remove	Conflicts with building footprint.	
NT7	Mountain Ash	Sorbus aucuparia	20	6	Poor	Multiple stems from base, largest stem is 10cm. Thinning crown, dieback.	Remove	Poor condition. Conflicts with building footprint.	
NT8	Lilac	Syringa vulgaris	10	3	Normal	Multi stemmed shrub. Largest stem is 8cm. Mature lilac, appears healthy.	Remove	Conflicts with building footprint.	
Portugal Hedge	Portugal laurel	Prunus lusitanica	20	3	Normal	Multi stemmed laurel hedge. Survey shows one deciduous tree.	Remove	This hedge will removed so the area can be re-landscaped.	
Off-Site 1	Trees	·				·			
OS168	Western Hemlock	Tsuga heterophylla	50	18	Poor	Shared with District. Topped at 3m, multiple stems beyond, visible decay, poor union appears to have included bark.	Remove	Poor condition. Conflicts with excavation for parkade.	
OS183	Black Cottonwood	Populus balsamifera ssp. trichocarpa	70	23	Moderate	District tree. Two codominant stems from acute union at 3m. Ivy growing up eastern stem. Top of bank. Significant leaf spot (<i>Mycosphaerella</i> <i>populicola</i>).	Retain	No work is planned in or near the critical root zone of this tree. Fence as shown on plan.	7
OS184	Western Hemlock	Tsuga heterophylla	22	6	Moderate	District tree. Single stem, suppressed by adjacent cottonwood. Growing at top of bank. Not on survey.	Retain	No work is planned in or near the critical root zone of this tree. Fence as shown on plan.	2.2
OS185	Western Redcedar	Thuja plicata	25	7	Moderate	District tree. Multiple stems from 2m, poor union, dense growing conditions, dead alder leaning into crown. Away from site. Top of bank.	Retain	No work is planned in or near the critical root zone of this tree. Fence as shown on plan.	2.5

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
OS186	Western Hemlock	Tsuga heterophylla	50	18	Poor	Shared with District. Topped at 3m in past, multiple stem above topping injury. Extensive sap sucker damage to main stem. Poor attachments appear to have minor decay. Crown appears normal. Growing at top of bank.	Retain	Shared tree. No work is planned in or near the critical root zone of this tree. However, this tree is in poor condition. While not high risk in its current context, a tree risk assessment is recommended for the trees within this natural setting every two years or after damaging weather events. Fence as shown on plan.	5
OS187	Red Alder	Alnus rubra	80	7	Poor	District tree. Multi stemmed tree from base, below ground union. Dead stems within tree. Largest stem is 35cm, bird cavities in dead stems. Thin crown. Growing at top of bank. Visible decay in live stems.	Retain	No work is planned in or near the critical root zone of this tree. While, this tree is in poor condition it leans away from the development. Fence as shown on plan.	8
OS188	Douglas-fir	Pseudotsuga menziesii	57	17	Poor	Shared with District. Topped at 4m in past, multiple stems beyond. Growing at top of bank. Unrestricted rooting to S into turf yard. Crown appears healthy. Poor branch attachments appear to have minor decay.	Retain	Shared tree. No work is planned in or near the critical root zone of this tree. However, this tree is in poor condition. While not high risk in its current context, a tree risk assessment is recommended for the trees within this natural setting every two years or after damaging weather events. Fence as shown on plan.	5.7

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
OS189	Douglas-fir	Pseudotsuga menziesii	49	17	Poor	District tree. Topped at 3m in past, multiple stems beyond. Growing at top of bank. Unrestricted rooting to S into turf yard. Crown appears healthy. Poor attachments.	Retain	No work is planned in or near the critical root zone of this tree. However, this tree is in poor condition. While not high risk in its current context, a tree risk assessment is recommended for the trees within this natural setting every two years or after damaging weather events. Fence as shown on plan.	4.9
OS190	Douglas-fir	Pseudotsuga menziesii	75	27	Poor	District tree. Topped at 5m in past, multiple stems beyond, poor union appears to have decay. Dense Ivy growing up into crown. Growing at top of bank.	Retain	No work is planned in or near the critical root zone of this tree. However, this tree is in poor condition. While not high risk in its current context, a tree risk assessment is recommended for the trees within this natural setting every two years or after damaging weather events. Fence as shown on plan.	7.5
OS197	Yellow-cedar	Chamaecyparis nootkatensis	58	20	Moderate	District tree. Single stem, growing in wooden planter surrounded by paver driveway. Crown is showing drought stress.	Remove	In conflict with excavation for parkade.	
OS198	Western Redcedar	Thuja plicata	70	8	Moderate	District tree. Single stem, topped, laterals pruned for utilities. Gravel driveway in root zone on W side. Asphalt road to E. crown appears healthy. Trees structure has been significantly modified for utility clearance.	Remove	In conflict with proposed re- landscaping of this area. Replacement trees will be selected considering the amount of available growing space.	
OS3989	Western Redcedar	Thuja plicata	110	27	Moderate	Growing on neighbour's property to east. Single stem, dominant tree.	Remove	In conflict with excavation for parkade.	

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
NT2	Western Redcedar	Thuja plicata	12	5	Normal	District tree. Small intermediate tree growing in dense row of mixed native species at top of bank leading to river. Crown appears healthy, good structure.	Retain	No work is planned in or near the critical root zone of this tree. Fence and shown on plan.	1.2
Off Site 1	rees – Klahanie	Park (Part of the	Distric	t of W	est Vancouve	er)			
OS1	Western Hemlock	Tsuga heterophylla	35	25	Not assessed		Retain	Tree protection fencing will be installed along the west property line.	3.5
OS2	Douglas-fir	Pseudotsuga menziesii	45	25	Not assessed		Retain	Tree protection fencing will be installed along the west property line.	4.5
OS3	Bigleaf Maple	Acer macrophyllum	50	23	Not assessed		Retain	Tree protection fencing will be installed along the west property line.	5
OS4	Western Redcedar	Thuja plicata	30	25	Not assessed		Retain	Tree protection fencing will be installed along the west property line.	3
OS5	Bigleaf Maple	Acer macrophyllum	37	23	Not assessed		Retain	Tree protection fencing will be installed along the west property line.	3.7
OS6	Bigleaf Maple	Acer macrophyllum	100	23	Not assessed		Retain	Tree protection fencing will be installed along the west property line.	10

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Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
OS7	Western Redcedar	Thuja plicata	60	25	Not assessed	This tree has a root protection zone extending into the development site. December 17, 2020 – tree is nearly dead. Recommend modify into wildlife stump.	Wildlife	Excavation for the underground parkade will be limited to 5 m from edge of trunk. This encroachment is outside the tree's dripline and the tree is expected to tolerate the impact. Vertical shoring along the edge of the underground parkade will be required with engineer's approval. Arborist supervision will be required for all excavation within the TPZ and up to the excavation limit. Fence as shown on plan.	6
OS8	Western Redcedar	Thuja plicata	60	25	Not assessed	This tree has a root protection zone extending into the development site. December 17, 2020 – tree is nearly dead. Recommend modify into wildlife stump.	Wildlife	Excavation for the underground parkade will be limited to 6 m from edge of trunk. This encroachment is outside the tree's dripline and the tree is expected to tolerate the impact. Vertical shoring along the edge of the underground parkade will be required with engineer's approval. Arborist supervision will be required for excavation near the fencing. Fence as shown on plan.	6

Tag #	Common Name	Botanical Name	DBH (cm)	Ht (m)	Overall Condition	Comments	Retain/ Remove	Tree Retention/Removal Comments	Root Protection Zone (m)**
OS9	Black Cottonwood	Populus balsamifera ssp. trichocarpa	65	27	Not assessed	Drip line is approximately 4m. December 2020 update – Tree location has been shown further away on the survey than originally thought. Conflicts are minimal and no further action is required to ensure the safe retention of this tree.	Retain	Arborist supervision will be required for all excavation within the TPZ and up to the excavation limit. If the arborist feels the extent of the root system uncovered in the early stages of excavation is beyond what the tree can recover from or will potentially de-stabilize the tree plans will have to be altered.	6.5
OS10	Western Redcedar	Thuja plicata	75	25	Not assessed		Retain	No work is planned in or near the critical root zone of this tree. Fence and shown on plan.	7.5

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** - Root protection zone is measured from the outer edge of the stem of the tree. If using these measurements for planning/mapping purposes this needs to be taken into account: and ½ the trees diameter added to the distance to accommodate the survey point being in the center of the tree.

2.4 Tree Risk Inventory

There were no 'High Risk' trees inventoried on the subject site. This assessment is for the existing targets on site.

Tree Retention and Removal Map

2.5 Photographs

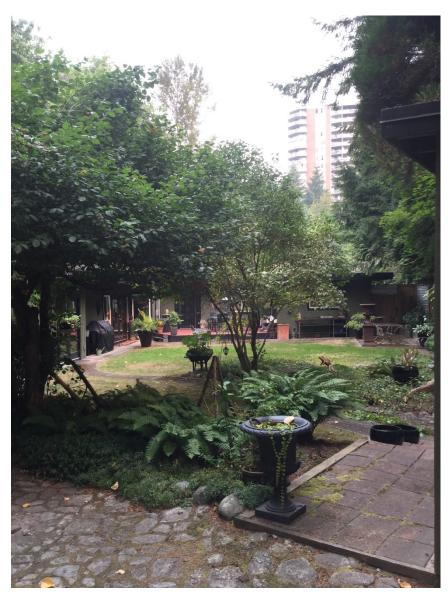


Photo 1. View of the existing home and landscape at 1920 Glenaire Dr.



Photo 2. View of existing home at 1932 Glenaire Dr. Trees on left side of photo are part of the small grove where all trees have been historically topped. No trees within this area are suitable for retention as individuals.



Photo 3. View of trees growing within the environmental setback leading to Capilano River. Many are rated as poor condition but do not pose a high risk of failure.

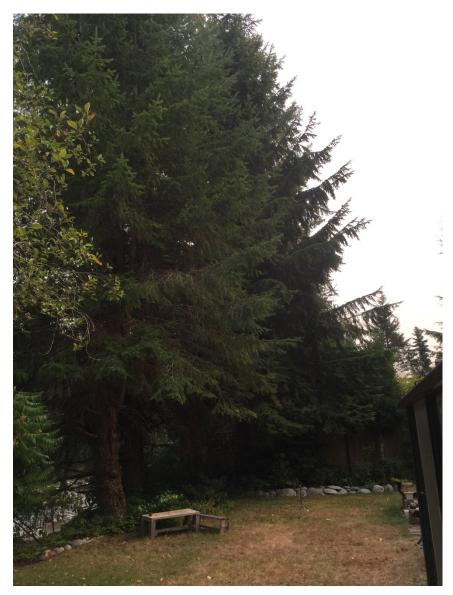


Photo 4. View of trees growing within the environmental setback leading to Capilano River.

3.0 Summary

The site inventory identified 29 trees on the subject site, 3 of which are 'large diameter trees' and one laurel hedge shown as one deciduous tree on the supplied survey. 27 of these trees will be removed for the development including the three large diameter trees and the laurel hedge. There is one large diameter off-site tree on the lot to the east (3989) that will also be removed to accommodate development plans (This tree was inventoried in the Arborist Report for phase 1 of the development).

There were 23 off-site trees identified, 10 of which are located within Klahanie Park. Four offsite trees to the south of the subject site will be removed to accommodate the development. The location of protected trees, their root protection zones as well as those trees to be removed have been illustrated on the accompanying map. There is currently 40% canopy coverage approximately, three large diameter trees are being removed and the lot is greater than 420 sq./m. 9 replacement tree are required.

3.1 Tree Retention and Removal by Species

Tree Species	Total Number of Trees	Total Retained	Total Removed
Cypress sp.	1		1
Douglas-fir	7		7
Hawthorn	1		1
Holly	2		2
Mountain Ash	2		2
Portugal laurel (hedge)	1		1
Shorepine	1		1
Vine Maple	1		1
Western Hemlock	2	1	1
Western Redcedar	11		11
Total	29	1	28

Table 2. Tree species on site summary.

Table 3. Off-Site – Tree species summary adjacent to Gleanaire Dr and to the north within the environmental setback leading to Capilano River.

Tree Species	Total Number of Trees	Total Retained	Total Removed
Black Cottonwood	1	1	0
Douglas-fir	3	3	0
Red Alder	1	1	0
Western Hemlock	3	2	1
Western Redcedar	4	2	2
Yellow-cedar	1	0	1
Total	13	9	4

Table 5. Off-Site – Tree species summary in Klahanie Park (District of West Vancouver)

Tree Species	Total Number of Trees	Total Retained	Total Removed
Bigleaf Maple	3	3	
Black Cottonwood	1	1	
Douglas-fir	1	1	
Western Hemlock	1	1	
Western Redcedar	4	4	
Total	10	10	

4.0 Trees on Adjacent Properties

Twenty three off-site trees have been identified. Ten of these trees are located within Klahanie Park to the west of the subject site that is part of the District of West Vancouver. Arborist supervision is required for all excavations adjacent to the west property line where park trees could be affected (shown on the tree retention and removal map). The additional thirteen offsite trees are located on the south property lines adjacent to Gleanaire Dr and to the north within the environmental setback leading to Capilano River. All trees within the environmental setback to the north will be retained. Four off-site trees adjacent to Gleanaire Dr will be removed. A risk assessment was not done for trees outside the subject property. Root protection zones for the trees have provided within **Table 1**. Tree Inventory.

Note: the developer or subject site owner must verify that all off-site trees within or that could be affected by the scope of construction are identified and surveyed for location whether they are identified by DHC or not. Any off site trees that are recommended for removal will require the adjacent property owner's permission and may require additional permits.

5.0 Construction Guidelines

The following are recommendations for risk mitigation and proper tree protection during the construction phase of the project.

Tree Retention Zones

The optimal root protection zone is to be measured in the field from the outer edge of the stem of the tree. The RPZ is the area around the tree in which no grading or construction activity may occur without project arborist approval, and is required for the tree to retain good health and vigor.

The following are tree preservation guidelines and standards for the RPZs:

- No soil disturbance or stripping;
- The natural grade shall be maintained within the protection zone;
- No storage, dumping of materials, parking, underground utilities or fires;
- Any plan affecting trees should be reviewed by a consultant including demolition, erosion control, improvement, utility, drainage, grading, landscape, and irrigation;
- Special foundations, footings and paving designs are required if within the tree protection zone;
- Utilities should be routed around the RPZ;
- Excavation within the tree protection zone should be supervised by a consulting arborist;
- Surface drainage should not be altered so as to direct water into or out of the RPZ; and
- Site drainage improvements should be designed to maintain the natural water table levels within the RPZ.

Respecting these guidelines will prevent changes to the soil and rooting conditions, wounding of the trees and contamination due to spills and waste. Any plans for work or activities within the RPZ that are contrary to these guidelines should be discussed with the project arborist so that mitigation measures can be implemented.

Tree Protection Fences

Prior to any construction activity on site, tree protection fences must be constructed at the specified distance from the tree trunks. The protection barrier or temporary fencing must be at least 1.2 m in height and constructed of 2 by 4 lumber with orange plastic mesh screening. This must be constructed prior to tree removal, excavation or construction and remain intact throughout the entire period of construction. Further standards for fencing construction can be found at:

http://www.dnv.org/upload/pcdocsdocuments/16kw01!.pdf

Unsurveyed Trees

Trees that are identified by DHC on the Tree Retention Plan, and within this report as unsurveyed trees have been hand plotted for approximate location only. Their location and ownership cannot be confirmed without being surveyed. The property owner or project developer must ensure that all relevant on and off site trees are surveyed by a legally registered surveyor, whether they are identified by DHC or not.

Removal of logs from sites

Private timber marks are required for the transporting logs from private-owned land in the province of BC. It is the owner of the properties responsibility to apply for a timber mark prior to the removal of any merchantable timber from the site. Additional information can be found at:

http://www.for.gov.bc.ca/hth/private-timber-marks.htm

Regulation of Soil Moisture and Drainage

The excavation and construction activities adjacent to the RPZs can influence the moisture availability to the subject trees. This is due to a reduction in the total rooting mass, changes in drainage conditions and changes in exposure including reflected heat from adjacent hard surfaces. To mitigate these concerns the following guidelines should be followed:

- Soil moisture conditions within the tree protection zones should be monitored during hot and dry weather. When soil moisture conditions are dry, supplemental irrigation should be provided. Irrigation should wet the soil to the depth of the root system (approximately 30 cm deep).
- Any planned changes to the surface grades within the RPZ, including the placement of mulch, should be designed so that the water will flow away from the tree trunks.

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• Excavation adjacent to trees can alter the soils hydrological processes by draining the water faster than it had naturally. It is recommended that when excavating within 6 m of any tree, the site be irrigated more frequently to account for this.

Tree Pruning

All heavy machinery (excavators, cranes, dump trucks, etc.) working within five meters of tree crowns should be made aware of their proximity to the tree. If there is to be a sustained period of machinery working within five meters of the tree crowns, a line with colored flags should be suspended at the height of the crowns along the length of the protected tree area. If there are concerns regarding the clearance required for machinery and workers within the tree protection zone, or just outside of it, the project arborist should be consulted so that a pruning prescription can be developed or a zone surrounding the crowns can be established. Any wounds incurred to the subject trees during construction should be reported to the project arborist immediately.

Fertilization

Fertilization and root zone enhancements may be recommended by the project arborist in any phase of the project if they deem it necessary to provide the best chance of tree survival.

Paving Within and Adjacent to Tree Protection Zones

If the development plans propose the construction of paved areas and/or retaining walls close to the proposed tree protection zones measures should be taken to minimize impacts. Construction of these features would raise concerns regarding proper aeration, drainage, irrigation and opportunities for adequate root growth. The following design and construction guidelines are recommended be followed to minimize the long-term impacts to trees if any paving or retaining walls are necessary:

- Any excavation activities near the TPZ (tree protection zone) should be monitored by a Certified Arborist. Excavation should remove and disturb as little of the rooting zone as possible and all roots greater than 2 cm in diameter should be hand pruned.
- The natural grade of the rooting zone should be maintained. Any retaining walls should be designed at heights that will maintain the existing grade to within 20 cm of its current level. If the grade is altered, it should be raised not reduced in height.
- The long-term health of the tree is directly dependent on the volume of available, below ground growing space. If the RPZ must be compromised, the planned distance of structures from the trunks of the subject trees should not be closer than 50% of the RPZ on more than two sides of the tree.
- Compaction of sub grade materials can cause the trees to develop shallow rooting systems. This can contribute to long-term damage to pavement surfaces as the roots grow. Minimizing the compaction of sub grade materials using structural soils and increasing the strength of the pavement reduces the reliance on sub grade for strength.

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• If it is not possible to minimize the compaction of sub grade materials, subsurface barriers should be considered to help direct roots downward into the soil and prevent them from growing directly under the paved surfaces.

Plantings Within the TPZs

If there are plans to landscape the ground within the TPZ, measures should be taken to minimize impacts. It is not recommended that the existing grass layer be stripped, as this will damage the surface roots. The grass layer should be covered with mulch at the start of the project, which will gradually kill the grass while moderating soil moisture and temperatures. Topsoil should be mixed with the mulch prior to planting of shrubs; however the depth of this new topsoil layer should not exceed 20 cm. Planting should take place within the newly placed topsoil mixture and should not disturb the original rooting zone of the trees. Two meters around the base of each tree should be left unplanted and covered in mulch.

Monitoring During Construction

Ongoing monitoring should be provided for the duration of the project. Site visits should be more frequent during activities that are higher risk, including the first stages of construction when excavation occurs adjacent to the trees. Site visits will ensure contractors are respecting the recommended tree protection measures and will allow the arborist to identify any new concerns that may arise.

During each site visit the following measures will be assessed and reported on:

- The integrity of the Tree Protection Zone and fencing;
- Changes to TPZ limits including: overall maintenance, parking on roots, and storing or dumping of materials within TPZ. If failure to maintain and respect TPZ is observed, suggestions will be made to ensure tree protection measures are upheld;
- Review and confirmation of recommended tree maintenance including root pruning, irrigation, mulching and branch pruning;
- Health and condition of each tree;
- Damage to trees that may have resulted from construction activities will be noted, as will the health of branches, trunks and roots of protected trees. Recommendations for remediation will follow;
- Changes to soil moisture levels and drainage patterns; and
- Factors that may be detrimentally impact the trees.

All findings and recommendations will be documented in a summary report. All concerns will be highlighted along with recommended mitigation measures.

6.0 Limitations

- 1. Except as expressly set out in this report and in these Assumptions and Limiting Conditions, Diamond Head Consulting Ltd. ("**Diamond Head**") makes no guarantee, representation or warranty (express or implied) with regard to: this report; the findings, conclusions and recommendations contained herein; or the work referred to herein.
- 2. This report has been prepared, and the work undertaken in connection herewith has been conducted, by Diamond Head for the "Client" as stated in the report above. It is intended for the sole and exclusive use by the Client for the purpose(s) set out in this report. Any use of, reliance on or decisions made based on this report by any person other than the Client, or by the Client for any purpose other than the purpose(s) set out in this report, is the sole responsibility of, and at the sole risk of, such other person or the Client, as the case may be. Diamond Head accepts no liability or responsibility whatsoever for any losses, expenses, damages, fines, penalties or other harm (including without limitation financial or consequential effects on transactions or property values, and economic loss) that may be suffered or incurred by any person as a result of the use of or reliance on this report or the work referred to herein. The copying, distribution or publication of this report (except for the internal use of the Client) without the express written permission of Diamond Head (which consent may be withheld in Diamond Head's sole discretion) is prohibited. Diamond Head retains ownership of this report and all documents related thereto both generally and as instruments of professional service.
- 3. The findings, conclusions and recommendations made in this report reflect Diamond Head's best professional judgment in light of the information available at the time of preparation. This report has been prepared in a manner consistent with the level of care and skill normally exercised by arborists currently practicing under similar conditions in a similar geographic area and for specific application to the trees subject to this report as at the date of this report. Except as expressly stated in this report, the findings, conclusions and recommendations set out in this report are valid for the day on which the assessment leading to such findings, conclusions and recommendations was conducted. If generally accepted assessment techniques or prevailing professional standards and best practices change at a future date, modifications to the findings, conclusions, and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification if generally accepted assessment techniques and prevailing professional standards and best practices change.
- 4. Conditions affecting the trees subject to this report (the "**Conditions**", including without limitation structural defects, scars, decay, fungal fruiting bodies, evidence of insect attack, discoloured foliage, condition of root structures, the degree and direction of lean, the general condition of the tree(s) and the surrounding site, and the proximity of property and people) other than those expressly addressed in this report may exist. Unless otherwise stated: information contained in this report

covers only those Conditions and trees at the time of inspection; and the inspection is limited to visual examination of such Conditions and trees without dissection, excavation, probing or coring. While every effort has been made to ensure that the trees recommended for retention are both healthy and safe, no guarantees, representations or warranties are made (express or implied) that those trees will remain standing or will not fail. The Client acknowledges that it is both professionally and practically impossible to predict with absolute certainty the behaviour of any single tree, or groups of trees, in all given circumstances. Inevitably, a standing tree will always pose some risk. Most trees have the potential for failure and this risk can only be eliminated if the risk is removed. If Conditions change or if additional information becomes available at a future date, modifications to the findings, conclusions, and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification of Conditions change or additional information becomes available.

- 5. Nothing in this report is intended to constitute or provide a legal opinion, and Diamond Head expressly disclaims any responsibility for matters legal in nature (including, without limitation, matters relating to title and ownership of real or personal property and matters relating to cultural and heritage values). Diamond Head makes no guarantee, representation or warranty (express or implied) as to the requirements of or compliance with applicable laws, rules, regulations, or policies established by federal, provincial, local government or First Nations bodies (collectively, "Government Bodies") or as to the availability of licenses, permits or authorizations of any Government Body. Revisions to any regulatory standards (including by-laws, policies, guidelines an any similar directions of a Government Bodies in effect from time to time) referred to in this report may be expected over time. As a result, modifications to the findings, conclusions and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification if any such regulatory standard is revised.
- 6. Diamond Head shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.
- 7. In preparing this report, Diamond Head has relied in good faith on information provided by certain persons, Government Bodies, government registries and agents and representatives of each of the foregoing, and Diamond Head assumes that such information is true, correct and accurate in all material respects. Diamond Head accepts no responsibility for any deficiency, misinterpretations or fraudulent acts of or information provided by such persons, bodies, registries, agents and representatives.
- 8. Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.
- 9. Loss or alteration of any part of this report invalidates the entire report.

7.0 Appendix 1 – Overall risk rating and action thresholds using TRAQ

Matrix I. Likelihood matrix.

Likelihood	Likelihood of Impacting Target			t
of Failure	Very low	Low	Medium	High
Imminent	Unlikely	Somewhat likely	Likely	Very likely
Probable	Unlikely	Unlikely	Somewhat likely	Likely
Possible	Unlikely	Unlikely	Unlikely	Somewhat likely
Improbable	Unlikely	Unlikely	Unlikely	Unlikely

Matrix 2. Risk rating matrix.

Likelihood of	Consequences of Failure			
Failure & Impact	Negligible	Minor	Significant	Severe
Very likely	Low	Moderate	High	Extreme
Likely	Low	Moderate	High	High
Somewhat likely	Low	Low	Moderate	Moderate
Unlikely	Low	Low	Low	Low

8.0 Appendix A - Requirement for Tree Protection Barrier as per Tree-Protection Bylaw 7671

8. A person performing *work* on lands containing one or more *retained trees* shall:

a) install a *tree protection barrier* around any *retained tree* or group of *retained trees* at the *drip line* of the outermost *tree*, the outside boundary of the *critical root zone* of the outermost *tree*, or 5 metres from the stem of the outermost *tree*, whichever is greatest;

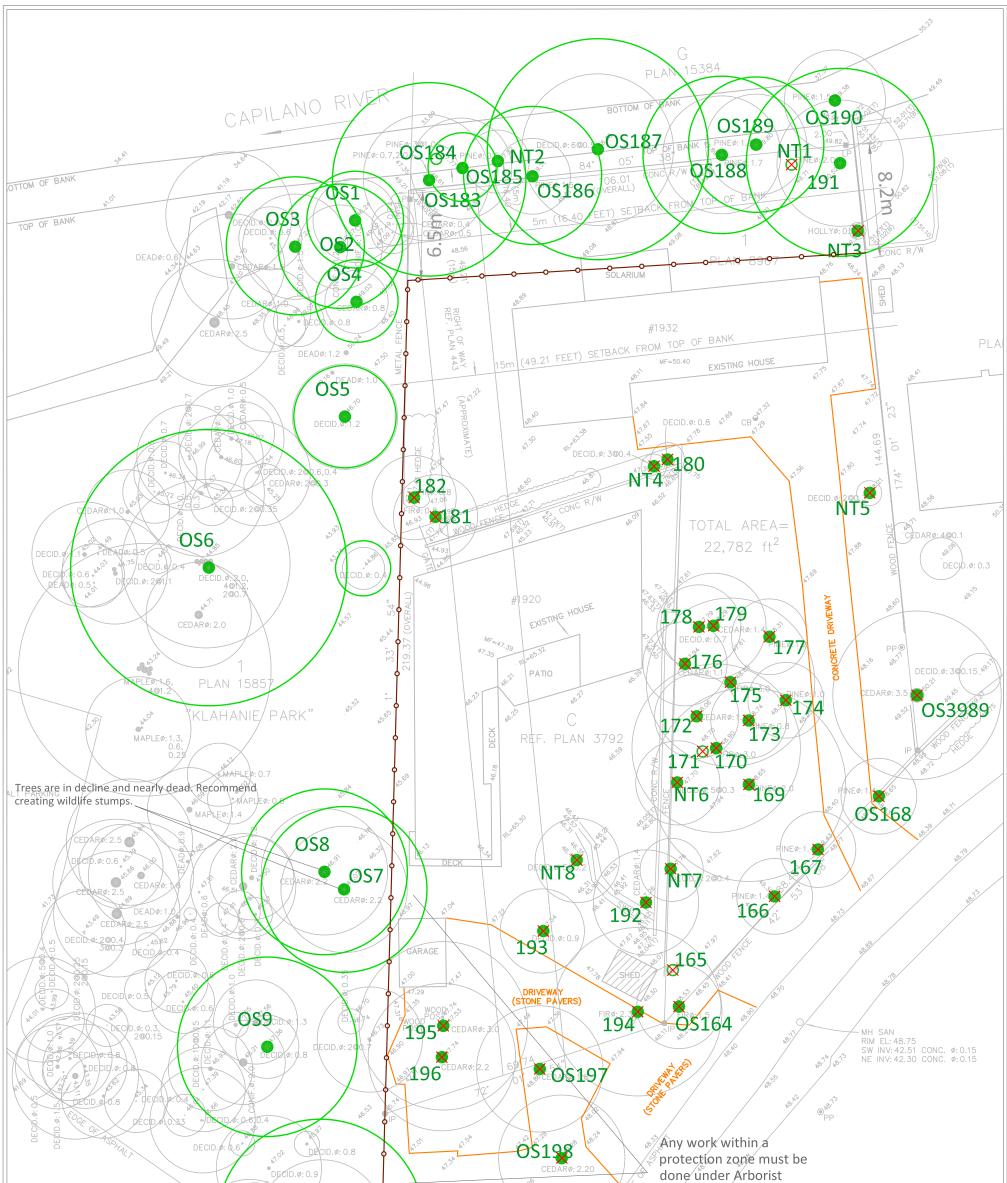
b) ensure that such *tree protection barrier* is constructed of chain link or plywood fastened to solid wood or equivalent framing with railings along the tops, sides and bottom, or is constructed of materials otherwise satisfactory to the *Environmental Protection Officer*;

c) display signage indicating that the area within the *tree protection barrier* is a "protection zone," and stating that no encroachment, storage of materials or *damage* to *trees* is permitted within the "protection zone;"

d) arrange for inspection by the *Environmental Protection Officer* before any *work* commences, and refrain from commencing *work* until the *Environmental Protection Officer* has approved the *tree protection barrier*; and

e) ensure that the *tree protection barrier* remains in place until written approval of its removal is received from the *Environmental Protection Officer*.

9. No *work* is permitted within the "protection zone" referred to in section 11(c)except in accordance with plans and procedures authorized by a *tree permit*.



ASPHALT PARKING		e under Arborist ervision.
LEGEND TREE PROTECTION ZONE TREE PROTECTION ZONE TREE TO BE RE		REFERENCE DRAWINGS 1. Base Survey by:
 NOTES The location of un-surveyed trees on this plan is approximate. The location and ownership cannot be confirmed without being surve by a Registered BC Land Surveyor. All tree protection fencing must be built to the relevant municipa bylaw specifications. The dimensions shown are from the outer eact the stem of the tree. 	yed critical root zone, measured from the outer edge of the stem of the tree. ($\frac{1}{2}$ the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)	 This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng). This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.
DIAMOND HEAD 3551 COMMERCIAL STREET VANCOUVER BC V5N 4E8 T 604.733.4886 F 604.733.4879	Drawing title: Tree Management Plan Project address:1920, 1932 Gleanaire Drive, North Vancour Client: PC Urban	Iver Drawing No: 002 Date: 2020/12/23 Drawn by: KS Page Size: TABLOID 11"x17" 1 of 1



October 23, 2017

DISTRICT OF NORTH VANCOUVER 355 West Queens Rd.

North Vancouver, BC V7N 4N5

Attention: Mr. Richard Boase Environmental Protection Officer

Dear Mr. Boase,

RE: PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT AT 1920 AND 1932 GLENAIRE DRIVE ENVIRONMENTAL ASSESSMENT IN SUPPORT OF A STREAMSIDE DEVELOPMENT PERMIT

Envirowest Consultants Inc. (Envirowest) has been retained by PC Urban (Glenaire) Limited Partnership to provide environmental consulting services associated with the Phase 2 Holland Row residential development at 1920 and 1932 Glenaire Drive (the Property). The Property is located within the District of North Vancouver's Streamside Protection Development Permit Area and is adjacent to the Capilano River. The proposed development will require a development permit to delineate a Streamside Protection Area (SPA). This correspondence presents an environmental overview of the proposed development.

PROPERTY OVERVIEW

A Location Map is included as Attachment A. Site photographs are included as Attachment B. The site survey is included as Attachment C.

The Property comprises the two civic addresses above, each containing a single family residence and outbuildings. The combined Property is bounded by the Capilano River to the north, Klahanie Park to the west, and single family residences to the east and south. Phase 1 of the development will be constructed immediately east of the Property, comprising similar townhomes. The Property is 0.208 hectares and is generally flat, occurring between 14 and 15 metres (m) geodetic. Each civic address is dominated by the residence, paved impervious surfaces, and lawn, although several mature trees occur around property peripheries and one stand occurs at the road frontage of civic address 1932 Glenaire Drive.

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WATERCOURSES

The Capilano River occurs immediately north of the Property. The river (watershed code 900-071100) conveys flows to its terminus at Burrard Inlet approximately 1700 m downstream of the Property. Fish species documented to occur within the Capilano River include chinook salmon (*Oncorhynchus tshawytscha*), chum salmon (*O. keta*), coho salmon (*O. kisutch*), pink salmon (*O. gorbuscha*), coastal cutthroat trout (*O. clarkii clarkii*), and rainbow/steelhead trout (*O. mykiss*) (Ministry of Environment: Fish Inventories Data Queries 2017¹). The river has an approximate bankfull width of 53 m, with predominantly boulder and cobble substrates.

VEGETATION

The north property line extends almost to the top-of-bank (TOB) of the Capilano River. The riparian assemblage does not extend into the Property (i.e. does not extend beyond TOB). The riparian assemblage up to TOB includes coniferous dominant mature mixed canopy comprising western hemlock (*Tsuga heterophylla*), red alder (*Alnus rubra*), Douglas fir (*Pseudotsuga menziesii*), and western redcedar (*Thuja plicata*).

Vegetation within the Property is generally limited to lawn, non-native ornamental shrubs, and non-native groundcover, except for a stand of mature conifers west of the driveway on 1932 Glenaire Drive. Non-native groundcover includes English ivy (*Hedera helix*), periwinkle (*Vinca minor*), and *Lamium*.

WILDLIFE AND SPECIES-AT-RISK

WILDLIFE

Wildlife habitat values within the properties are limited to nesting opportunities for a variety of bird species, however, surrounding large trees within adjacent park and along the Capilano River likely provide more valuable nesting habitat than the limited trees on the Property itself. Likewise, any usage as a travel corridor or foraging opportunities by small and large mammals or reptiles and amphibians is likely limited to the adjacent park and Capilano River riparian assemblage.

¹ **Ministry of Environment: Fish Inventories Data Queries [web application]. 2017.** Victoria, BC. <u>http://a100.gov.bc.ca/pub/fidq/infoSingleWaterbody.do</u> [accessed October 4, 2017].

SPECIES-AT-RISK

Definitions

Species at risk are identified in the context of the provincial and national ranking systems. The provincial ranking system applies to species that have been assessed by the British Columbia Conservation Data Centre (CDC). The national ranking system applies to species that have been assessed by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC). The CDC and COSEWIC publish lists of species at risk in order to prioritize species for conservation.

Conservation Data Centre

In British Columbia, the BC Ministry of Environment supports the CDC. The CDC maintains dynamic tracking lists of rare plant and animal species and rare ecological communities that occur within British Columbia. The CDC utilizes three ranked criteria for species and communities at risk and presents them as lists, specifically the Red, Blue, and Yellow lists. The definitions of these designations are as follows (BC Conservation Data Centre 2017a²).

- Red List: List of ecological communities, and indigenous species and subspecies that are at the greatest risk of being lost in BC; threatened species are likely to become endangered if limiting factors are not reversed; endangered species face imminent extirpation or extinction.
 Blue List: List of ecological communities, and indigenous species and subspecies of
- Blue List: List of ecological communities, and indigenous species and subspecies of special concern in BC; species of special concern are those species that are particularly sensitive to human activities or natural events but not endangered or threatened.
- Yellow List: List of ecological communities and indigenous species that are at the least risk of being lost in BC

The listings serve two purposes: first, they provide a list of species (i.e. red list) for consideration for formal designation as Endangered or Threatened, either provincially under the British Columbia *Wildlife Act* or nationally by the COSEWIC. Second, the listings assist in the setting of conservation priorities for species and ecological communities considered at risk in British Columbia.

² BC Conservation Data Centre. 2017a. Glossary for Species & Ecosystems at Risk. <

http://www2.gov.bc.ca/gov/content/environment/plants-animals-ecosystems/conservation-data-centre/explore-cdc-data/glossary-for-species-ecosystems-at-risk> [accessed September 22, 2017].

Committee on the Status of Endangered Wildlife in Canada

The Canada *Species at Risk Act* (SARA) was proclaimed with the specific intent of protecting wildlife species at risk in Canada (COSEWIC 2017a³). Within the SARA, the COSEWIC was established as an independent body of experts responsible for identifying and assessing species considered to be at risk. COSEWIC currently addresses all indigenous mammals, birds, reptiles, amphibians, fishes, plants, molluscs, arthropods, lichens and mosses (COSEWIC 2017a³).

The identification and assessment of species considered to be at risk is the first step towards protecting species at risk. Species that have been designated by the COSEWIC may qualify for legal protection and recovery under the SARA. It is the responsibility of the Minister of Environment (the minister responsible for the SARA) to assign legal protection of species designated by the COSEWIC. This involves listing the species in Schedule 1 of the SARA. The SARA only applies to species listed in Schedule 1.

Wildlife species are considered by the COSEWIC to be:

A species, subspecies, variety or geographically or genetically distinct population of animal, plant or other organism, other than a bacterium or virus, that is wild by nature and is either native to Canada or has extended its range into Canada without human intervention and has been present in Canada for at least 50 years (COSEWIC 2017b⁴).

Wildlife status categories utilized by the COSEWIC consist of:

Extinct	A wildlife species that no longer exists
Extirpated	A wildlife species that no longer exists in the wild in Canada, but exists elsewhere
Endangered	A wildlife species facing imminent extirpation or extinction
Threatened	A wildlife species that is likely to become endangered if nothing is done to reverse the factors leading to its extirpation or extinction

³ **COSEWIC. 2017a.** < http://www.cosewic.gc.ca/default.asp?lang=en&n=F3AE41D5-1 >. Last updated June 6, 2017. [accessed September 22, 2017].

⁴ COSEWIC. 2017b. COSEWIC Definitions and Abbreviations: Last Updated March 3, 2017.

http://www.cosewic.gc.ca/default.asp?lang=en&n=29E94A2D-1#w [accessed September 22, 2017].

Special Concern	A wildlife species that may become threatened or endangered because of a combination of biological characteristics and identified threats
Not at Risk	A wildlife species that has been evaluated and found to be not at risk of extinction given the current circumstances
Data Deficient	A category that applies when the available information is insufficient (a) to resolve a wildlife species' eligibility for assessment or (b) to permit an assessment of the wildlife species' risk of extinction

Schedule 1 of the SARA classifies listed species as being Extirpated, Endangered, Threatened or of Special Concern. Schedule 2 and Schedule 3 include species that have been tracked by COSEWIC prior to the proclamation of SARA, yet require reassessment using the latest assessment criteria before being listed in Schedule 1.

Methods

For the purpose of this preliminary review, the assessment of species and ecosystems at risk within the Property was undertaken in two steps. First, a broad list of prospective species and ecosystems at risk was generated by conducting a literature review based on available information from the provincial Conservation Data Centre (CDC) Species and Ecosystem Explorer database. The broader list was subsequently refined to a list of prospective species and ecosystems based on an assessment of habitat suitability found on the Property, as determined through field reconnaissance.

The provincial list was generated by querying the CDC Species and Ecosystems Explorer database to identify listed species and ecosystems that occur specifically within the Metro Vancouver Regional District and Coastal Western Hemlock Biogeoclimatic Zones (BC Conservation Data Centre 2017b⁵). The preliminary species list is inclusive of all provincially red and blue-listed species and/or Schedule 1 species listed under the SARA.

The CDC mapping service was queried for records of element occurrences and critical habitat within 2.5 kilometres (km) of the Property (BC Conservation Data Centre: CDC iMap 2017⁶).

⁵ BC Conservation Data Centre. 2017b. BC Species and Ecosystems Explorer. BC Ministry of Environment, Victoria, BC. < http://a100.gov.bc.ca/pub/eswp/> [Accessed September 12, 2017].

⁶ BC Conservation Data Centre: CDC iMap. 2017. Victoria, BC. < : http://maps.gov.bc.ca/ess/sv/cdc/> [accessed September 12, 2017].

Additional reports were used to search for recent nearby accounts that may not appear in the CDC database.

Habitat suitability information was used to refine the preliminary list of species for consideration for the project. Scientific literature was further used to evaluate the ability of habitat features found within and adjacent to the Property to support critical life history functions for each species on the preliminary species list. Examples of critical life history functions include breeding, nesting/denning, or hibernating for wildlife, or germination, flowering, and seed dispersal for plants.

Results

Species-at-Risk identified for consideration are summarized in Table 1, included as Attachment D. Element occurrence maps and reports are included as Attachment E. Of the 111 species under consideration, 5 species have been identified to have habitat suitable to support critical life history functions contained within the property and may be expected to use the property (identified in **bold**) in Table 1. These species are summarized below.

<u>Birds</u>

• barn swallow (*Hirundo rustica*)

The barn swallow is blue-listed by the CDC. It is not addressed by the SARA. The barn swallow is globally widespread, and breeds in North America across Canada, Alaska, the continental US (except Florida) and into Central America (COSEWIC 2011⁷).

Barn swallows are known to utilize human-made structures for nesting, including open barns, garages, sheds, culverts, bridges, or light fixtures (COSEWIC 2011⁷); these structures are typically located adjacent to clearing that allow for foraging.

There are no element occurrences mapped by the CDC for the barn swallow within 2.5 km of the Property. Critical habitat is not mapped for this species.

Several structures occur on the Property and are suitable nesting habitat for the barn swallow. These buildings are proposed to be demolished as part of the proposed development. All efforts are to be made to schedule demolition outside of the bird nesting window (generally March 1 through August 31 of any given year). Should demolition occur within the bird nesting window, an active bird nest survey will be required prior to commencement of any work activities on the Property.

⁷ **COSEWIC. 2011.** COSEWIC assessment and status report on the Barn Swallow *Hirundo rustica* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. Ix + 37pp.

• western screech owl, *kennicottii* subspecies (*Megascops kennicottii kennicottii*)

The western screech owl is blue-listed by the CDC. It is categorized as Special Concern in Schedule 1 of the SARA. This species is widely distributed throughout its range along the coast; however, has experienced notable decline in the Lower Mainland (Robertson *et al.* 2000⁸). The historical distribution of the *kennicottii* subspecies occurs along the Pacific coast of BC, including Vancouver Island but excluding the Queen Charlotte Islands (Environment and Climate Change Canada 2017a⁹).

This owl is associated with a wide variety of habitats including mixed deciduous/coniferous forests on the edges of clearings, wooded canyons, riparian thickets, deserts and orchards. This species prefers to roost and nest in large natural tree cavities, often in riparian zones (COSEWIC 2012¹⁰). The owl is generally found at low elevation forests close to water (Environment and Climate Change Canada 2017a⁹).

No element occurrences have been mapped by the CDC within 2.5 km of the Property. Critical habitat has not been mapped for this species.

Forested habitat suitable for nesting and roosting occurs around property peripheries, and along the Capilano River and adjacent Klahanie Park. Several large trees suitable to support nesting and roosting on the Property will be impacted by proposed development. Mitigation is described below.

⁸ **Robertson, I., M. Gebauer, G., Ryder, and R. Toochin. 2000.** Observations of two species at risk in mainland southwestern British Columbia: Hutton's vireo and western screech-owl from Conference Proceedings on the Biology and Management of Species and Habitats at Risk, Kamloops BC, 15 to 19 February, 1999. Volume Two. BC Ministry of Environment Lands and Parks, Victoria and University College of the Cariboo, Kamloops BC, 520 pp. L.M. Darling (Ed.).

⁹ Environment and Climate Change Canada. 2017a. Species at Risk Public Registry: Western Screech-Owl *kennicottii* subspecies. < <u>http://www.registrelep-sararegistry.gc.ca/species/speciesDetails_e.cfm?sid=719</u>> [accessed July 11, 2017]

¹⁰ **COSEWIC. 2012.** COSEWIC Assessment and Status Report on the Western Screech Owl *kennicottii* subspecies (*Megascops kennicottii kennicottii*) and the Western Screech Owl *macfarlanei* subspecies (*Megascops kennicottii marcfarlanei*) in Canada. Threatened. 2012. Committee on the Status of Endangered Wildlife in Canada. Ottawa, ON. 30 pp.

• band-tailed pigeon (*Patagioenas fasciata*)

The band-tailed pigeon is blue-listed by the province and is listed as a species of Special Concern by the COSEWIC and the SARA.

The coastal population of band-tailed pigeon is broadly distributed in North America within coastal areas from southern Alaska to Baja, California (Kaufman, 1996¹¹). An interior population is also found along the continental divide into South America (Keppe and Brown 2000¹²). It is considered uncommon to locally abundant along the south coast of British Columbia and southern Vancouver Island (COSEWIC 2008a¹³).

No occurrences have been mapped by the CDC within 2.5 km of the Property. Critical habitat has not been mapped for this species.

The band-tailed pigeon is typically associated with a variety of habitats from open mixed coniferous-deciduous woodland, open shrub land, urban areas and coastal features such as intertidal flats. Nesting typically occurs among coniferous trees, although deciduous trees may be used as well, with a preference shown for older rather than younger stands (COSEWIC 2008a¹³).

The band-tailed pigeon forages on fruits in woodlands and also may be found frequenting grain storage areas and residential feeders where grain is available and rely upon mineral deposits on soils for sodium (Campbell *et al.* 1990¹⁴; COSEWIC 2008a¹³).

Wooded areas within the Property are suitable to support nesting for the band-tailed pigeon and will be impacted by proposed development. See below for proposed mitigation.

Mammals

• Townsend's big-eared bat (Corynorhinus townsendii)

The Townsend's big-eared bat is blue-listed by the CDC. It is not addressed by the SARA. The global range of the Townsend's big-eared bat includes western North America, from southern

¹¹ Kaufman, K. 1996. *Lives of North American Birds*. Ken Kaufman, New York. 675 pp.

¹² Keppe, D.M. and C.E. Brown. 2000. Band-tailed pigeon (*Columba fasciata*). In the Birds of North America, No. 530 (A. Poole and F. Gill Eds.) Ithaca: Cornell Laboratory of Ornithology; Philadelphia: The Academy of Natural Sciences; Washington DC: The American Ornithologists' Union.

¹³ **COSEWIC. 2008a.** Assessment and Status Report on the Band-tailed Pigeon *Patagioenas fasciata* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. Vii + 42 pp.

¹⁴ **Campbell, R.W.** *et al.* **1990.** The Birds of British Columbia, Vol. 2, Nonpasserines: Diurnal Birds of Prey through Woodpeckers. Royal BC Mus. In association with Environ. Can., Can. Wildl. Serv.

BC southwards to Mexico and extending eastwards as far as West Virginia; the elevation range extends from sea level to 3300 metres (BC Conservation Data Centre 2017c¹⁵).

The Townsend's big-eared bat occurs in forested habitats or mosaic landscapes that include woodland, grassland, and shrubs and may use limestone caves, lava tubes, mines, buildings and caves for maternity colonies, hibernacula, and/or roosting (BC Conservation Data Centre 2017c¹⁵). They may also roost within large, hollow trees or constructed bat houses (Holroy, Craig and Govindarajulu 2016¹⁶).

No occurrences have been mapped by the CDC within 2.5 km of the Property. Critical habitat is not addressed for this species.

Buildings on the Property may be suitable to support roosting of the Townsend's big eared bat and will be impacted by the proposed development. See below for mitigation.

• little brown myotis (*Myotis lucifugus*)

The little brown myotis is yellow-listed by the CDC and is ranked as Endangered in Schedule 1 of the SARA. The little brown bat is present throughout North America, with the general exception of the southern Great Plains; the largest populations occur in northeastern US and boreal Canada (BC Conservation Data Centre 2017d¹⁷).

The little brown myotis utilizes trees, rocky outcroppings and crevices, cliffs, mines, buildings, bridges, and bat houses as summer roosting habitat, and mines and caves for winter roosting (Holroy, Craig and Govindarajulu 2016¹⁶). Tree roosting may occur in a variety of species including western redcedar, western hemlock and trembling aspen, provided they are large, rotting, or stumps; these can also include live, declining trees (Holroy, Craig and Govindarajulu 2016¹⁶). Little brown bats can utilize tight spaces for roosting in human-made habitats, such as attics or under shakes and shingles (Holroy, Craig and Govindarajulu 2016¹⁶).

There are no occurrences mapped for this species within 2.5 km of the Properties.

Habitat suitable to support roosting, a critical life history function of the little brown myotis, occurs on the Property; these habitats include existing buildings that will be affected by proposed development. See below for mitigation.

¹⁵ **BC Conservation Data Centre. 2017c.** Species Summary: *Corynorhinus townsendii*. BC Ministry of Environment. <u>http://a100.gov.bc.ca/pub/eswp/speciesSummary.do?id=17017</u> [accessed July 11, 2017].

¹⁶ **Holroy, S.I., V.J. Craig, and P. Govindarajulu. 2016.** Best Management Practices for Bats in British Columbia. Chapter 1: Introduction to the Bats of British Columbia. *Prepared for* BC Ministry of Environment. February 2016. Victoria, BC 108 pp.

¹⁷ BC Conservation Data Centre. 2017d. Species Summary: *Myotis lucifugus*. BC Ministry of Environment. < <u>http://a100.gov.bc.ca/pub/eswp/speciesSummary.do?id=14375</u>> [accessed August 11, 2017].

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PROPOSED WORKS

Please refer to Attachment F for the site plan.

The proposed development comprises a 15 unit multi-family residential development complete with 1 level of underground parking. The two existing residences and outbuildings on the Property will be demolished. A public pathway will extend along the north edge of the development, which will occur immediately outside of the SPA that extends 15 m from TOB of the Capilano River. The proposed SPA is depicted in Attachment G.

REGULATORY FRAMEWORK

Municipal

Schedule B to the District's Official Community Plan (OCP), as amended by Amendment Bylaw 7934 adopted in 2012, designates a Streamside Protection DPA, including all land parcels located within 15 m of the TOB of a stream. It states that all development and subdivisions within a DPA require a development permit. The property, located within 15 m of the TOB of the Capilano River, is within the Streamside Protection DPA and requires a development permit for the proposed redevelopment.

Schedule B of the OCP designates a 'Streamside Protected Area' (SPA) associated with the Capilano River as 15 m from TOB of the river, provided the development parcel is less than 0.5 hectares. The Guidelines in Schedule B provide that all development should be located outside the SPA, and that any development within the SPA should be located as far away from the stream as feasible so as to minimize intrusion, should avoid damaging impacts to the area, and should protect and enhance the natural features thereof.

The proposed development is less than 0.5 hectares and occurs adjacent to the Capilano River, thus a 15 m setback from the river TOB is prescribed.

The Guidelines further stipulate that proponents may be required to submit an environmental impact study prepared by a qualified environmental professional (QEP), to identify potential issues and impacts relating to the proposed development. This correspondence constitutes such an impact study and includes the following aspects stipulated in the Guidelines:

- delineation of the streamside protected area, including details on the features and extent thereof;
- a description of the proposed development and an assessment of its impacts on vegetation, wildlife and habitat; and
- a description of proposed habitat compensation, including a planting plan and cost estimate.

Provincial

Parts 2 and 3 of the Water Sustainability Regulation within the provincial *Water Sustainability Act* require either a Change Approval or Notification for works in or about a stream. Instream works are not proposed thus project works are not subject to the Act.

The provincial *Wildlife Act* provides for the protection of vertebrate species in BC. Section 34 of the Act provides for the protection of birds, nests and eggs, specifically. Habitat for bird nests occurs on the Property. See below for measures to ensure compliance with the *Wildlife Act*.

Federal

Section 35(1) of the *Fisheries Act* states that 'No person shall carry on work, undertaking or activity that results in serious harm to fish'. The *Act* defines 'serious harm to fish' as 'the death of fish or any permanent alteration to, or destruction of, fish habitat'. The proposed development does not intrude into the 15 m setback thus no further action is required to address the *Fisheries Act*.

The *Species at Risk Act* provides for the protection of wildlife species at risk in Canada, and for protection critical habitat of wildlife species listed as threatened or endangered. There is no critical habitat identified for any wildlife species on the Property. Species-at-Risk potentially affected by development are identified above. See below for mitigation measures to ensure compliance with the *Species at Risk Act*.

The *Migratory Birds Convention Act* provides, in part, for the protection of migratory birds and their nests, as listed within Article 1 of the Migratory Birds Convention. See below for mitigation measures to ensure compliance with the *Migratory Birds Convention Act*.

DELINEATION OF THE STREAMSIDE PROTECTED AREA

Please refer to Envirowest drawing no. 1611-08-01, included as Attachment G.

As required by Schedule B of the OCP, a SPA of 15 m from TOB is proposed. A post and rail fence will delineate the SPA, and a pedestrian pathway will extend along the outside of the SPA.

ASSESSMENT OF IMPACTS AND MITIGATION

Riparian Habitat

Please refer to Envirowest drawing no. 1611-08-02 included as Attachment G, for a depiction of environmental plantings.

Existing riparian habitat within the property is limited. The existing residences extend into the 15 m setback, as do lawn and ornamental landscape areas. The existing residence and driveway extend into the SPA, while remaining areas are dominated by lawn and ornamental plantings. Invasive plant material is extensive along the river TOB, dominated by non-native English ivy (*Hedera helix*) and lamium, but generally occurs outside of the SPA boundaries on adjacent properties. The native vegetation assemblage includes peripheral mature trees. The riparian assemblage beyond the property, adjacent to the river TOB includes larger stands of mature trees, although the non-native ivy and lamium component remain extensive. An existing (non-sanctioned) pedestrian trail consisting of compacted soil extends along the TOB.

The entire SPA between TOB and the 15 m setback is proposed to be planted. Existing buildings and non-native plant material will be removed, and will be landscaped with native trees and shrubs. The proposed planting area will be protected by permanent fencing, to discourage future encroachment by people and domestic animals. Two years of plant monitoring and maintenance will be carried out, in accordance with District of North Vancouver requirements. Maintenance activities may include ongoing removal of non-native plants, watering, mulching, and fertilization, as required.

Wildlife and Species-at-Risk

The following measures are to be implemented to ensure compliance with the *Wildlife Act*, *Species at Risk Act*, and/or *Migratory Birds Convention Act*:

- all efforts are to be made to schedule demolition and clearing outside of the summer bat roosting window (generally April through November). Should clearing or demolition be scheduled during this period, a bat survey will be required prior to commencement of works.
- all efforts are to be made to schedule demolition and clearing outside of the active bird nesting window (generally March 1 through August 31). Should clearing or demolition be scheduled during this period, an active bird nest survey will be required prior to commencement of works

Proposed enhancement plantings will provide nesting and roosting habitat for birds and bats over time, as the canopy matures, as well as providing terrestrial habitat for small mammals, amphibians and reptiles, including addition of wood debris and ground cover as protection.

Trees

An arborist report has been prepared by Diamond Head Consulting Ltd. (2017¹⁸). Several trees within the SPA were determined to be dead or dying but were not assessed to be hazards, thus no trees are proposed to be removed from within the SPA. Mitigation measures outlined within the report include erection of tree protection fencing around trees to be retained, fertilization of tree roots, and monitoring by the arborist of activities within or near to root protection zones of trees to be retained.

Enhancement plantings will not occur closer than 2 m from the base of any trees to be retained within the SPA, and a 0.2 m layer of composted mulch will be spread around the base of retained trees, in accordance with Diamond Head recommendations.

Slope Stability

The Property is located outside of the District's Slope Hazard DPA and the proposed development is set well back from TOB. Slope stability is not considered to be a concern.

Floodplain

Please refer to the Flood Hazard Assessment conducted by GeoPacific Consultants Ltd. (2016¹⁹). The proposed development occurs well beyond the TOB. The 200 year flood level is completely contained within the Capilano River channel. The channel banks are armoured with rip rap. Expected groundwater during flood events is considered to be manageable.

Sediment and Erosion Control

To ensure that no sediment and/or sediment-laden water enter the Capilano River or municipal drainage infrastructure during the construction phase, regular site inspections will be conducted by the erosion and sediment control monitor. The monitor will review efficacy and effectiveness of erosion and sediment control measures and to provide additional direction as required. An

¹⁸ **Diamond Head Consulting Ltd. 2017.** DRAFT Arborist Report for 1932 and 1920 Glenaire Drive. *Prepared for* PC Urban. September 11, 2017. Vancouver, BC. 26 p

¹⁹ **GeoPacific Consultants Ltd. 2016.** Flood Hazard Assessment: Proposed Residential Development 1946-1998 Glenaire Drive, North Vancouver. *Prepared for* PC Urban. May 24, 2016. Vancouver, BC. 2 p + attachment.

Erosion and Sediment Control Plan has been prepared by Aplin & Martin Consultants Ltd. and has been submitted separately.

ENVIRONMENTAL MONITORING

The developer will retain a Qualified Environmental Professional (QEP) to inspect construction activities and undertake the following duties:

- conduct an active bird nest survey if clearing and/or demolition is to occur between March 1 and August 31 of any given year
- review erosion and sediment control requirements and plans with the developer, the contractor, and all sub-contractors prior to and during site visits
- provide direction during construction to the site foreman and/or subcontractors to ensure deficiencies noted in sediment and erosion control are rectified immediately
- collect samples of water discharging from the site for total suspended solid analysis as required
- prepare environmental summary reports for submission to and review by the District of North Vancouver
- supervise installation of enhancement plantings and conduct annual inspections of environmental plantings for the two year maintenance and monitoring period and provide copies of annual plant inspections to the District

With consideration of the arborist's recommendations, and with implementation of the mitigation measures prescribed above, Envirowest has determined that the development, occurring outside of the SPA will not significantly impact fish or wildlife habitat.

Mr. Richard Boase, District of North Vancouver Proposed Multi-Family Residential Development at 1920 and 1932 Glenaire Drive, North Vancouver Environmental Assessment in Support of a Streamside Development Permit October 23, 2017 Page

Page 15 of 15

Sincerely, ENVIROWEST CONSULTANTS INC.

Christie Gibson, R.P. Bio. Biologist

Reviewed by,

raci

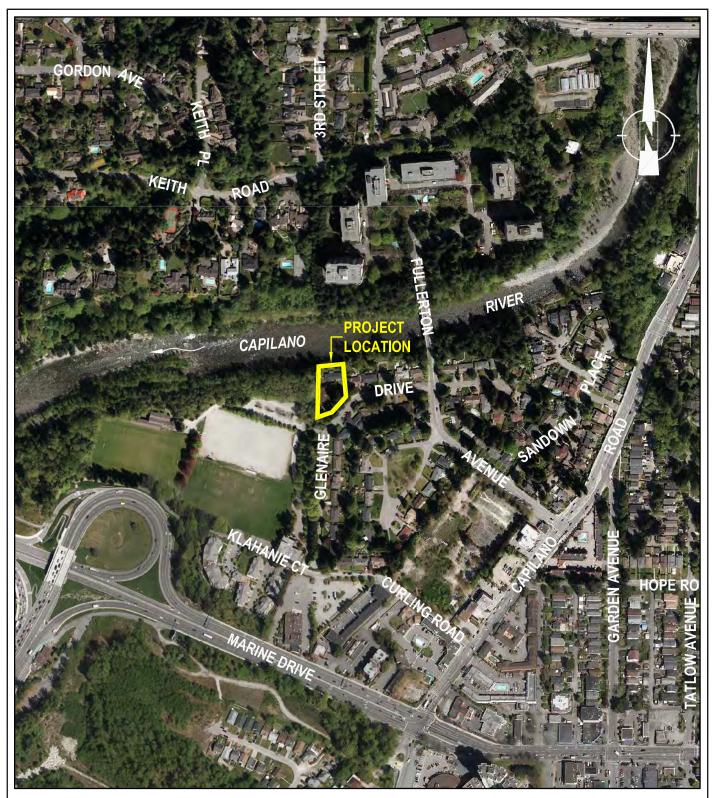
Tracy Anderson, R.P.Bio. Senior Biologist

CWG/TA

- Attachments: A. Location Map
 - B. Site Photographs
 - C. Site Survey
 - D. Table 1. Species-at-Risk Identified for Consideration
 - E. CDC element occurrence map and reports
 - F. Site Plan
 - G. Envirowest Drawings

Copy: Mr. Robert Spencer, PC Urban Mr. Shawn Oh, PC Urban

ATTACHMENT A Location Map



<u>REFERENCE DRAWINGS</u> 2013 Ortho Photograph From District of North Vancouver.

PC URBAN PROPERTIES CORP.

1920 AND 1932 GLENAIRE DRIVE North Vancouver, BC



Suite 101 - 1515 Broadway Street Port Coquitiam, British Columbia Canada V3C 6M2 office: 604-944-0502 facsimile: 604-944-0507 www.envirowest.ca

PROJECT LOCATION

DESIGN:	SCM	CHECKED: CG	REVISION: REVISION DATE:
SCALE:	1:5000		DRAWING NUMBER:
DATE:	October 16, 2017		FIGURE 1

ATTACHMENT B Site Photographs



Photograph 1. View of 1920 Glenaire from Klahanie Park (September 14, 2017).



Photograph 2. View of unsanctioned pedestrian trail and riparian assemblage along top-of-bank of Capilano River (September 14, 2017).



Photograph 3. View of road frontage along Glenaire Drive (September 14, 2017).



Photograph 4. North view of 1934 Glenaire from the driveway (September 14, 2017).



Photograph 5. View of existing vegetation and building within the Streamside Protection Area (September 14, 2017).

ATTACHMENT C Site Survey

BOTH OF DISTRICT LOT 764 GROUP 1 NEW WESTMINSTER DISTRICT

PARCEL IDENTIFIER (PID): 015-966-364 (#1920, LOT C)

CIVIC ADDRESS: #1920 & 1932 GLENAIRE DRIVE DISTRICT OF NORTH VANCOUVER, B.C.

<u>SCALE 1" = 16'</u> 10 5 0 10 20

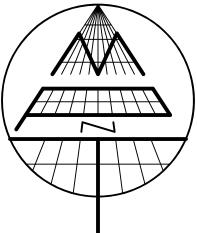
ALL DISTANCES ARE IN FEET

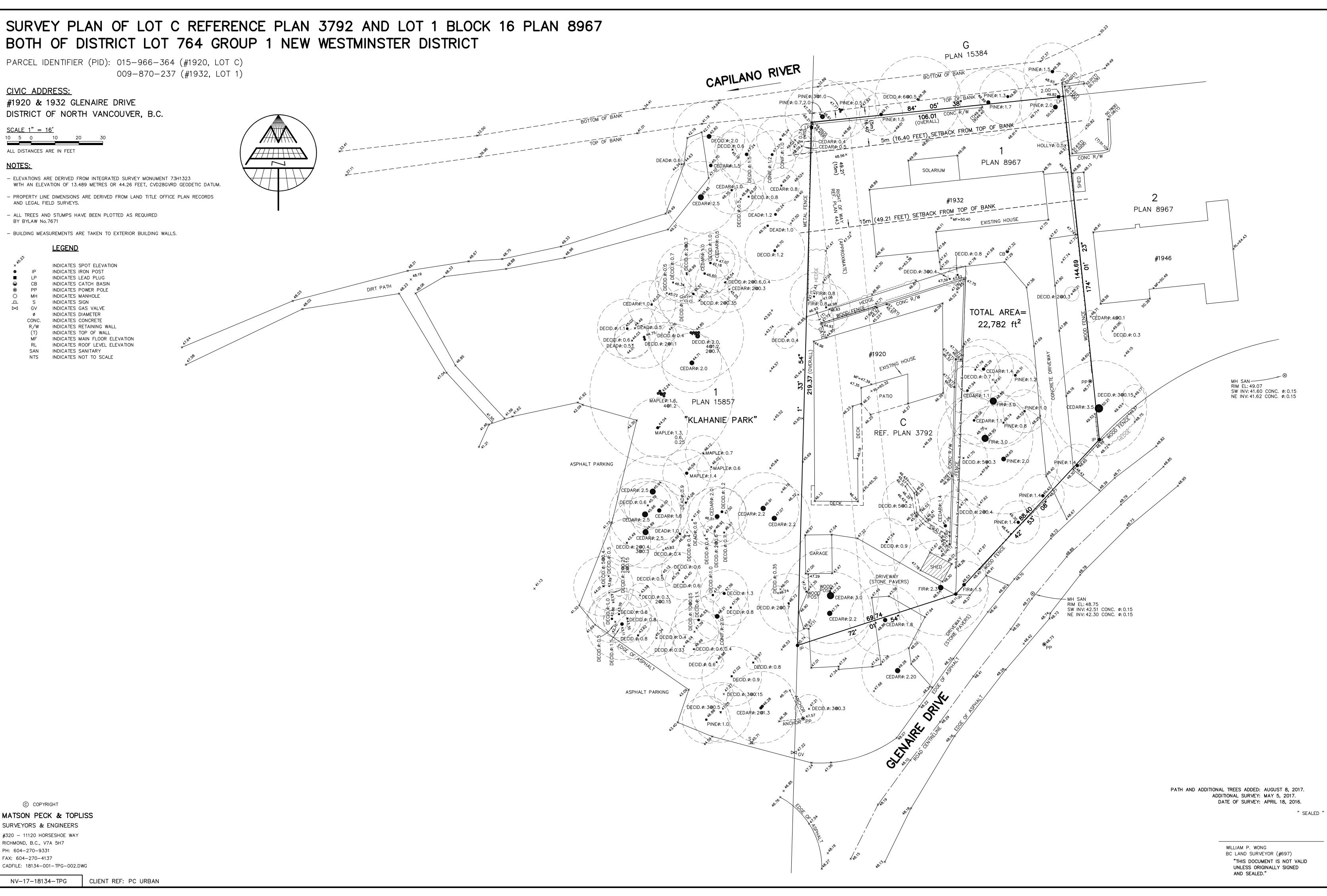
NOTES:

- ELEVATIONS ARE DERIVED FROM INTEGRATED SURVEY MONUMENT 73H1323 WITH AN ELEVATION OF 13.489 METRES OR 44.26 FEET, CVD28GVRD GEODETIC DATUM. - PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE PLAN RECORDS

- ALL TREES AND STUMPS HAVE BEEN PLOTTED AS REQUIRED

¥3.23			
× . v.		INDICATES	SPOT ELEVATION
0	IP	INDICATES	IRON POST
	LP	INDICATES	LEAD PLUG
$ \mathbf{i} $	СВ	INDICATES	CATCH BASIN
۲	PP	INDICATES	POWER POLE
С	МН	INDICATES	MANHOLE
	S	INDICATES	SIGN
\bowtie	GV	INDICATES	GAS VALVE
	ø	INDICATES	DIAMETER
	CONC.	INDICATES	CONCRETE
	R/W	INDICATES	RETAINING WALL
	(T)	INDICATES	TOP OF WALL
	MF	INDICATES	MAIN FLOOR ELEVATION
	RL	INDICATES	ROOF LEVEL ELEVATION
	SAN	INDICATES	SANITARY
	NTS	INDICATES	NOT TO SCALE





C COPYRIGHT MATSON PECK & TOPLISS SURVEYORS & ENGINEERS #320 – 11120 HORSESHOE WAY RICHMOND, B.C., V7A 5H7 PH: 604-270-9331 FAX: 604-270-4137 CADFILE: 18134-001-TPG-002.DWG

NV-17-18134-TPG

ATTACHMENT D Table 1. Species-at-Risk Identified for Consideration

Table 1. Species at Risk Identified for Consideration							
		Sta	atus	Habitat to Support			
Common Name	Scientific Name	BC List	SARA	Critical Life History Functions?	Expected to Use Study Area for Critical Life History Functions?	Mitigation Required?	
AMPHIBIANS/REPTI	LES						
western pond turtle	Actinemys marmorata	red	1-XX	No	Not Expected	No	
western toad	Anaxyrus boreas	yellow	1-SC	No	Not Expected	No	
coastal tailed frog	Ascaphus truei	yellow	1-SC	No	Not Expected	No	
northern rubber boa	Charina bottae	yellow	1-SC	No	Not Expected	No	
painted turtle – Pacific Coast population	Chrysemys picta pop. 1	red	1-E	No	Not Expected	No	
northern red-legged frog	Rana aurora	blue	1-SC	No	Not Expected	No	
Oregon spotted frog	Rana pretiosa	red	1-E	No	Not Expected	No	
BIRDS							
great blue heron, <i>fannini</i> subspecies	Ardea herodias fannini	blue	1-SC	Yes	No	No	
short eared owl	Asio flammeus	blue	1-SC	No	Not Expected	No	
American bittern	Botaurus lentiginosus	blue	-	No	Not Expected	No	
marbled murrelet	Brachyramphus marmoratus	blue	1-T	No	Not Expected	No	
rough-legged hawk	Buteo lagopus	blue	-	No	Not Expected	No	
green heron	Butorides virescens	blue	-	No	Not Expected	No	
common nighthawk	Chordeiles minor	yellow	1-T	No	Not Expected	No	
olive-sided flycatcher	Contopus cooperi	blue	1-T	No	Not Expected	No	
black swift	Cypseloides niger	blue	-	No	Not Expected	No	
peregrine falcon, anatum subspecies	Falco peregrinus anatum	red	1-SC	No	Not Expected	No	
barn swallow	Hirundo rustica	blue	-	Yes	Possible	Yes	
caspian tern	Hydroprogne caspia	blue	-	No	Not Expected	No	

Table 1. Species at Risk Identified for Consideration						
		ľ	atus	Habitat to Support		
Common Name	Scientific Name	BC List	SARA	Critical Life History Functions?	Expected to Use Study Area for Critical Life History Functions?	Mitigation Required?
western screech-owl,	Megascops kennicottii		Ĩ			Yes
kennicottii subspecies	kennicottii	blue	1-SC	Yes	Possible	
black-crowned night-				N.7		No
heron	Nycticorax nycticorax	red	-	No	Not Expected	X 7
band-tailed pigeon	Patagioenas fasciata	blue	1-SC	Yes	Possible	Yes
double-crested	Phalacrocorax auritus	blue		No	Not Expected	No
cormorant		blue	-	No	Not Expected Not Expected	No
purple martin spotted owl	Progne subis Strix occidentalis	red	- 1-Е	No	Not Expected Not Expected	No
barn owl	Tyto alba	red	1-E 1-SC	No	Not Expected Not Expected	No
Dalli Owi	1 yio uibu	Icu	1-50	NO	Not Expected	110
INVERTEBRATES						
Oregon forestsnail	Allogona townsendiana	red	1-E	No	Not Expected	No
Emma's dancer	Argia emma	blue	-	No	Not Expected	No
western pine elfin, sheltonensis subspecies	Callophrys eryphon sheltonensis	blue	-	No	Not Expected	No
Johnson's hairstreak	Callophrys johnsoni	red	-	No	Not Expected	No
western thorn	Carychium occidentale	blue	-	No	Not Expected	No
Puget oregonian	Cryptomastix devia	red	1-XX	No	Not Expected	No
monarch	Danaus plexippus	blue	1-SC	No	Not Expected	No
silver-spotted skipper	Epargyreus clarus	blue	-	No	Not Expected	No
dun skipper	Euphyes vestris	red	1-T	No	Not Expected	No
prairie fossaria	Galba bulimoides	blue	-	No	Not Expected	No
dusky fossaria	Galba dalli	blue	-	No	Not Expected	No
northern abalone	Haliotis kamtschatkana	red	1-E	No	Not Expected	No
grappletail	Octogomphus specularis	red	-	No	Not Expected	No
Audouin's night- stalking tiger beetle	Omus auduoini	red	-	No	Not Expected	No
sinuous snaketail	Ophiogomphus occidentis	blue	-	No	Not Expected	No
blue dasher	Pachydiplax longipennis	blue	-	No	Not Expected	No

•	Identified for Consideration			TT 1		
		Sta	atus	Habitat to Support		
Common Name	Scientific Name	BC List	SARA	Critical Life History Functions?	Expected to Use Study Area for Critical Life History Functions?	Mitigation Required?
clodius parnassian,	Parnassius clodius	1				No
claudianus subspecies	claudianus	blue	-	No	Not Expected	
rocky mountain physa	Physella propinqua	blue	-	No	Not Expected	No
sunset physa	Physella virginea	blue	-	No	Not Expected	No
meadow rams-horn	Planorbula campestris	blue	-	No	Not Expected	No
Zerene fritillary, bremnerii subspecies	Speyeria zerene bremnerii	red	-	No	Not Expected	No
rocky mountain fingernailclam	Sphaerium patella	red	-	No	Not Expected	No
striated fingernailclam	Sphaerium striatinum	blue	-	No	Not Expected	No
Autumn meadowhawk	Sympetrum vicinum	blue	-	No	Not Expected	No
black petaltail	Tanypteryx hageni	blue	-	No	Not Expected	No
MAMMALS	· · · · · · · · · · · · · · · · · · ·	·	<u> </u>	·	·	
mountain beaver	Aplodontia rufa	yellow	1-SC	No	Not Expected	No
Townsend's big-eared bat	Corynorhinus townsendii	blue	-	Yes	Possible	Yes
snowshoe hare washingtonii subspecies	Lepus americanus washingtonii	red	_	No	Not Expected	No
long-tailed weasel, altifrontalis subspecies	Mustela frenata altirontalis	red	_	No	Not Expected	No
southern red-backed vole, <i>occidentalis</i> subspecies	Myodes gapperi occidentalis	red	-	No	Not Expected	No
Keen's myotis	Myotis keenii	blue	3	No	Not Expected	No
little brown myotis	Myotis lucifugus	yellow	1-E	Yes	Possible	Yes
Olympic shrew	Sorex rohweri	red	-	No	Not Expected	No
Frowbridge's shrew	Sorex trowbridgii	blue	-	No	Not Expected	No
	Sorex bendirii	red	1-E	No	Not Expected	No

		Status		Habitat to Support		
Common Name	Scientific Name	BC List	SARA	Critical Life History Functions?	Expected to Use Study Area for Critical Life History Functions?	Mitigation Required?
Salish sucker	Catostomus sp. 4	red	1-E	No	Not Expected	No
cutthroat trout, <i>clarkii</i> subspecies	Oncorhynchus clarkii clarkii	blue	_	No	Not Expected	No
Nooksack dace	Rhinichthys cataractae – Chehalis lineage	red	1-E	No	Not Expected	No
bull trout – coastal lineage	Salvelinus confluentus – coastal lineage	blue	-	No	Not Expected	No
pygmy longfin smelt	Spirinchus sp. 1	red	-	No	Not Expected	No
eulachon	Thaleichthys pacificus	blue	-	No	Not Expected	No
VASCULAR AND NO	N-VASCULAR PLANTS		·	·	<u> </u>	-
mountain candlewax	Ahtiana spaerosporella	blue	-	No	Not Expected	No
Carolina meadow- foxtail	Alopecurus carolinianus	red	-	No	Not Expected	No
-	Alsia californica	blue	-	No	Not Expected	No
chaffweed	Anagallis minima	blue	-	No	Not Expected	No
-	Andreaea sinuosa	red	-	No	Not Expected	No
Vancouver Island beggarticks	Bidens amplissima	blue	1-SC	No	Not Expected	No
-	Brachythecium holzingeri	blue	-	No	Not Expected	No
Roell's brotherella	Brotherella roellii	red	-	No	Not Expected	No
-	Bryum schleicheri	blue	-	No	Not Expected	No
-	Callicladium haldanianum	blue	-	No	Not Expected	No
two-edged water- starwort	Callitriche heterophylla var. heterophylla	blue	_	No	Not Expected	No
bearded sedge	Carex comosa	blue	-	No	Not Expected	No
green-sheathed sedge	Carex feta	blue	-	No	Not Expected	No
green-fruited sedge	Carex interrupta	blue	-	No	Not Expected	No
fence-rail pixie	Cladonia parasitica	red	-	No	Not Expected	No

Table 1. Species at Risk	Identified for Consideration					1
			atus	Habitat to Support		
Common Name	Scientific Name	BC List	SARA	Critical Life History Functions?	Expected to Use Study Area for Critical Life History Functions?	Mitigation Required?
Washington		Ī				No
springbeauty	Claytonia washingtoniana	red	-	No	Not Expected	
-	Diphyscium foliosum	blue	-	No	Not Expected	No
-	Discelium nudum	red	-	No	Not Expected	No
three-flowered waterwort	Elatine rubella	blue	_	No	Not Expected	No
salt-marsh Philadelphia daisy	Erigeron philadelphicus var. glaber	red	_	No	Not Expected	No
poor pocket moss	Fissidens pauperculus	red	1-E	No	Not Expected	No
-	Fissidens ventricosus	blue	-	No	Not Expected	No
slender-spiked mannagrass	Glyceria leptostachya	blue	_	No	Not Expected	No
-	Hygrohypnum alpinum	blue	_	No	Not Expected	No
Nuttall's quillwort	Isoetes nuttallii	blue	-	No	Not Expected	No
short-tailed rush	Juncus brevicaudatus	red	-	No	Not Expected	No
pointed rush	Juncus oxymeris	blue	_	No	Not Expected	No
birdnest vinyl	Leptogium tenuissimum	red	-	No	Not Expected	No
flowering quillwort	Lilaea scilloides	blue	-	No	Not Expected	No
false pimpernel	Lindernia dubia var. anagallidea	blue	_	No	Not Expected	No
yellowseed false pimpernel	Lindernia dubia var. dubia	red	-	No	Not Expected	No
smoker's lung	Lobaria retigera	blue	-	No	Not Expected	No
streambank lupine	Lupinus rivularis	red	1-E	No	Not Expected	No
green parrot's-feather	Myriophyllum pinnatum	blue	-	No	Not Expected	No
needle-leaved navarretia	Navarretia intertexta	red	-	No	Not Expected	No
cryptic paw	Nephroma occultum	blue	1-SC	No	Not Expected	No
five o'clock shadow	Phaeophyscia kairamoi	blue	-	No	Not Expected	No

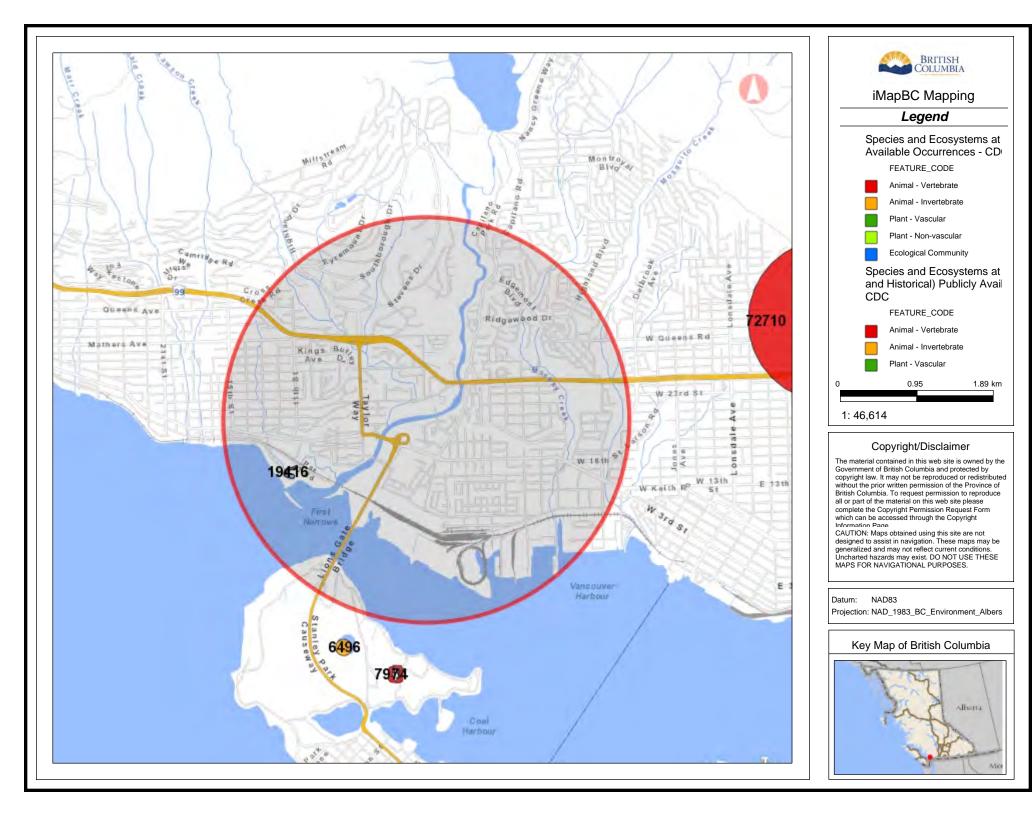
Table 1. Species at Risk Identified for Consideration						
		Sta	atus	Habitat to Support		
Common Name	Scientific Name	BC List	SARA	Critical Life History Functions?	Expected to Use Study Area for Critical Life History Functions?	Mitigation Required?
	Platyhypnidium					No
-	riparioides	blue	-	No	Not Expected	
-	Pohlia cardotii	blue	-	No	Not Expected	No
snow bramble	Rubus nivalis	blue	-	No	Not Expected	No
California tea	Rupertia physodes	blue	-	No	Not Expected	No
Henderson's						No
checkermallow	Sidalcea hendersonii	blue	-	No	Not Expected	
-	Sphagnum contortum	blue	-	No	Not Expected	No
	Verbena hastate var.					No
blue vervain	scabra	blue	-	No	Not Expected	

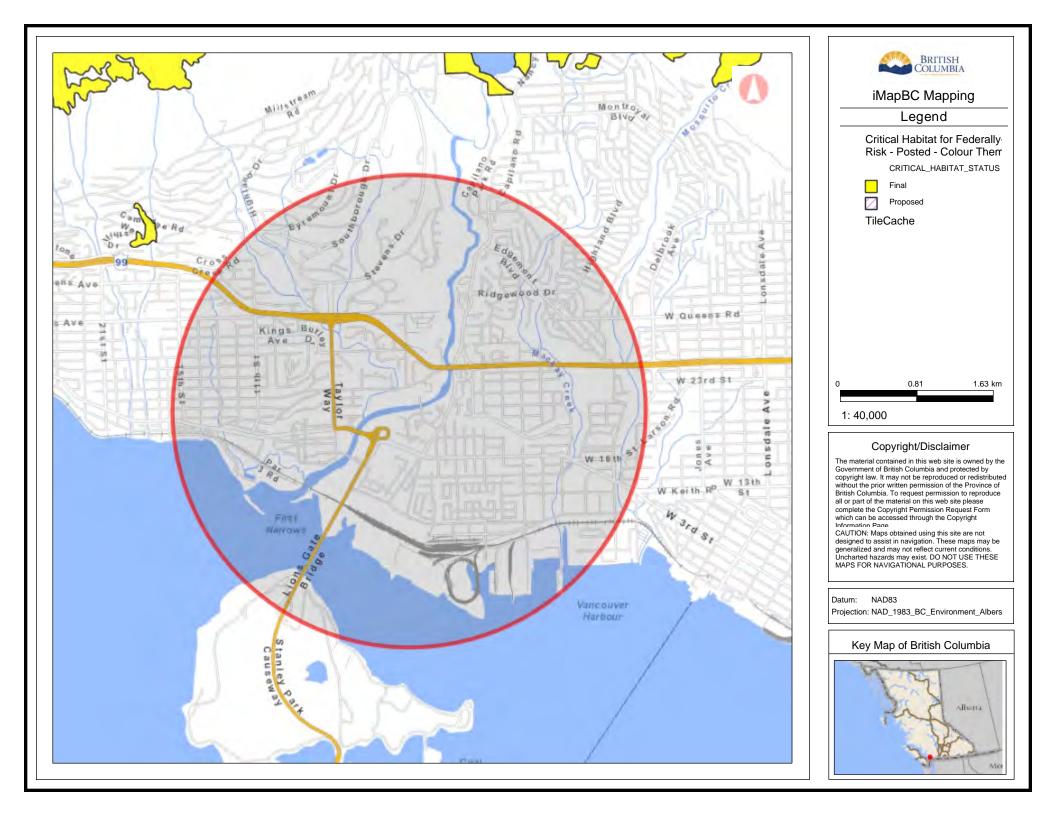
 \mathbf{E} = endangered \mathbf{SC} = special concern

 \mathbf{T} = threatened $-\mathbf{1}$ = Schedule 1 of SARA

*critical life history functions may include breeding, denning/nesting, and hibernating for animals; and germinating, seed dispersal and flowering, for plants

ATTACHMENT E CDC Element Occurrence Maps and Reports







BC Conservation Data Centre: Species Occurrence Report Shape ID: 19416

Scientific Name:	Butorides virescens
English Name:	Green Heron
Identifiers	
Occurrence ID:	6109
Shape ID:	19416
Taxonomic Class:	birds
Element Group:	Vertebrate Animal
Status	
Provincial Rank:	S3S4B
BC List:	Blue
Global Rank:	G5
COSEWIC:	
SARA Schedule:	
Locators	
Survey Site:	WEST VANCOUVER, AMBLESIDE PARK
Directions:	Site located around perimter of "duck pond" in Ambleside Park, on the western edge of the par 3 golf course.
Biogeoclimatic Zone:	
Ecosection:	SOG
Occurrence Informa	ition
First Observation Date:	2003-05-10 Last Observation Date: 2008-06-21
Occurronco Data	

Occurrence Data:

2009-2010: Herons did not return in either year. Cool spring in 2009 may have had something to do with it (S. Vennesland, pers. comm).

2003-2008: Active nest with young fledging all years except for 2005. Observer thinks there may be a second nest in the area (S. Vennesland, pers. comm.).

2003 Two pairs each observed with 4 fledged young (S. Vennesland, pers. comm.); 2004 Nest with 4 young recorded, 4 fledgings also recorded (S. Vennesland, pers. comm.); 2004-06-19 young fledging (S. Vennesland, pers. comm.); 2005 Two nesting attempts recorded but both failed (S. Vennesland, pers. comm.); 2006 Two nesting attempts observed but earliest nest failed, second one fledged 5 young (S. Vennesland, pers. comm.); 2007: 1 young confirmed fledged (S. Vennesland, pers. comm.); 2008: 3 young confirmed fledged (S. Vennesland, pers. comm.)

Area Description

General Description:

A wet, shrubby riparian perimeter around small pond, nest tree is in a Scotch pine.

Vegetation Zone:		
Min. Elevation (m):		Max. Elevation (m):
Habitat:	PALUSTRINE: riparian, shrub wetland	

Occurrence Rank and Occurrence Rank Factors

X : Extirpated

Rank:

Rank Date: 2010-06

Rank Comments:

After 10 years, herons did not return in 2009 or 2010.

Condition of Occurrence:

Size of Occurrence:

Landscape Context:

Small golf course, city park.

Version

Version Date:	6/11/2010 12:00:00 AM	
Version Author:	Gelling, L.	
Mapping Informatio	n	
Estimated Representation Accuracy:		High
Estimated Representation Accuracy Comments:		
Confident that full extent is represented by Occurrence:		Υ
Confidence Extent Definition:		Confident full extent of EO is known
Additional Inventory Needed:		Ν
Inventory Comments:		

Documentation

References:

Vennesland, S. 2003. Personal communcation. Naturalist, West Vancouver, BC

Vennesland, S. 2004. Personal communication. Naturalist, West Vancouver, BC.

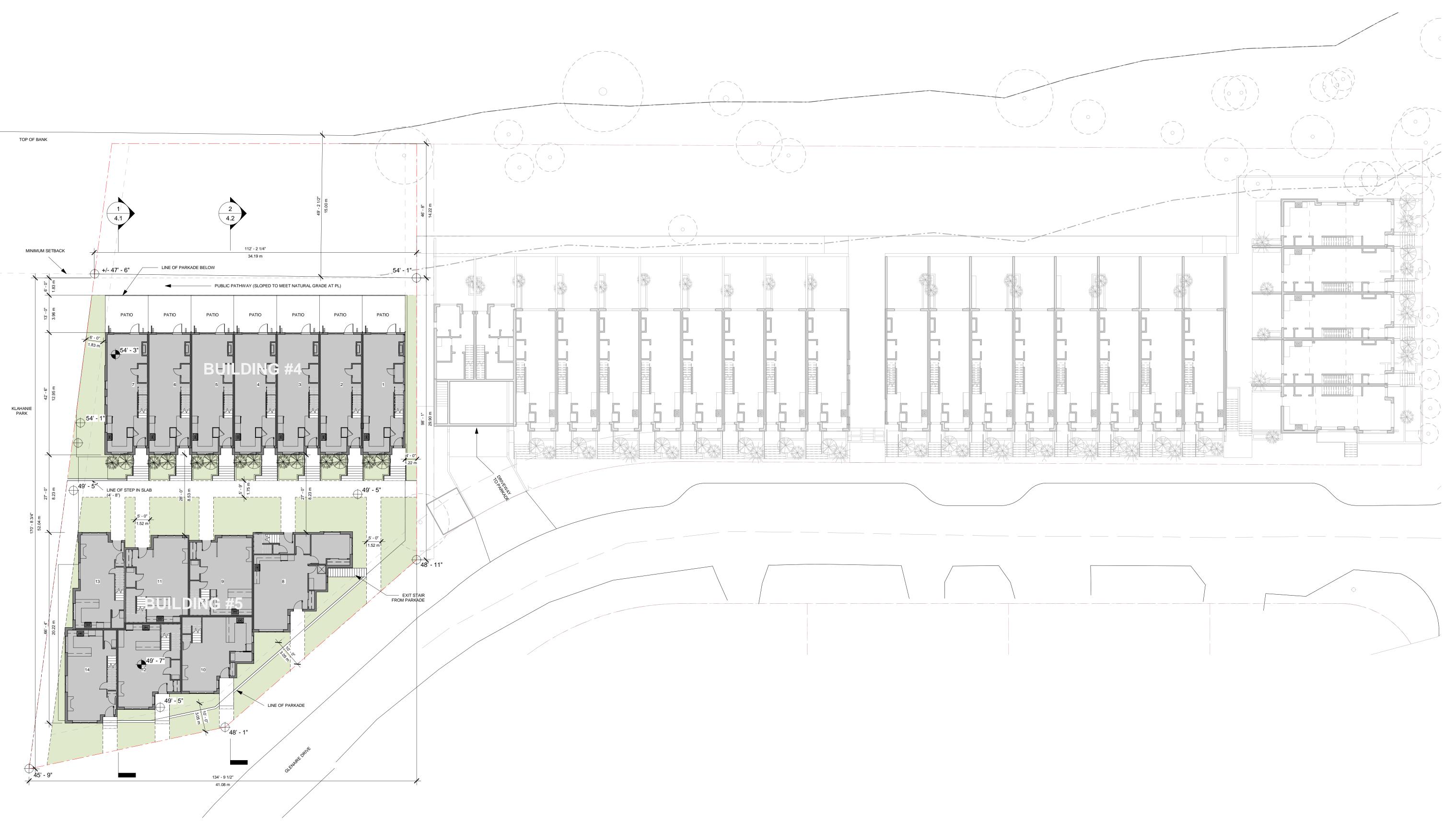
Specimen:

Please visit the website http://www.env.gov.bc.ca/cdc/gis/eo_data_fields_06.htm for definitions of the data fields used in this occurrence report.

Suggested Citation:

B.C. Conservation Data Centre. 2014. Occurrence Report Summary, Shape ID: 19416, Green Heron. B.C. Ministry of Environment. Available: http://delivery.maps.gov.bc.ca/ess/sv/cdc, (accessed Oct 10, 2017).

ATTACHMENT F Site Plan



GLENAIRE II

1920+1932 GLENAIRE DR, NORTH VANCOUVER, BC

GRIMWOOD architecture

GRIMWOOD ARCHITECTURE 508 - 55 EAST CORDOVA STREET VANCOUVER, BC V6A 0A5

+1 604 565-3142

No.	Description	Date	

NOTES /

COPYRIGHT RELATED TO THE USE OF THIS DRAWING: The use of this drawing shall be governed by standard copyright law as generallyaccepted in architectural practice.

ARCHITECT'S REQUIREMENTS AND APPROVALS:

It is the Builder's responsibility to notify Grimwood Architecture and to seek prior written approval for materials and workmanship which deviates from instructions provided by the Architect.

ENGINEER'S REQUIREMENTS AND APPROVALS:

It is the Builder's responsibility to notify Grimwood Architecture and to seek prior written approval for materials and workmanship which deviates from instructions provided by the Engineer.

AUTHORITIES' REQUIREMENTS AND APPROVALS: All materials and workmanship must comply with the requirements of all authorities having jurisdiction over the work. It is the Builder's responsibility to gain necessary approval from all relevant Authorities.

DIMENSIONS:

All dimensions must be verified on site. Do not scale off drawings. Plans take precedents over elevations. In the absence of dimensions, or if discrepancies exists, consult Architect. All minimum dimensions are to comply with the National Building Code of Canada.

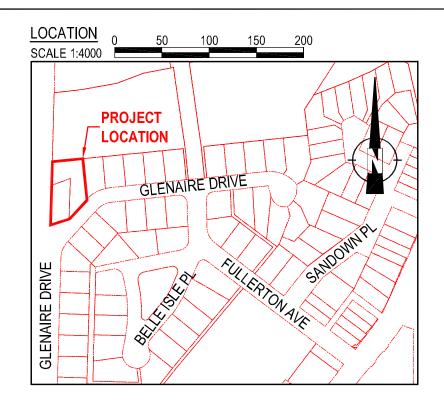
SHOP DRAWINGS:

Submit shop drawings to the Architect and Engineer for approval prior to manufacturing prefabricated elements of the building.

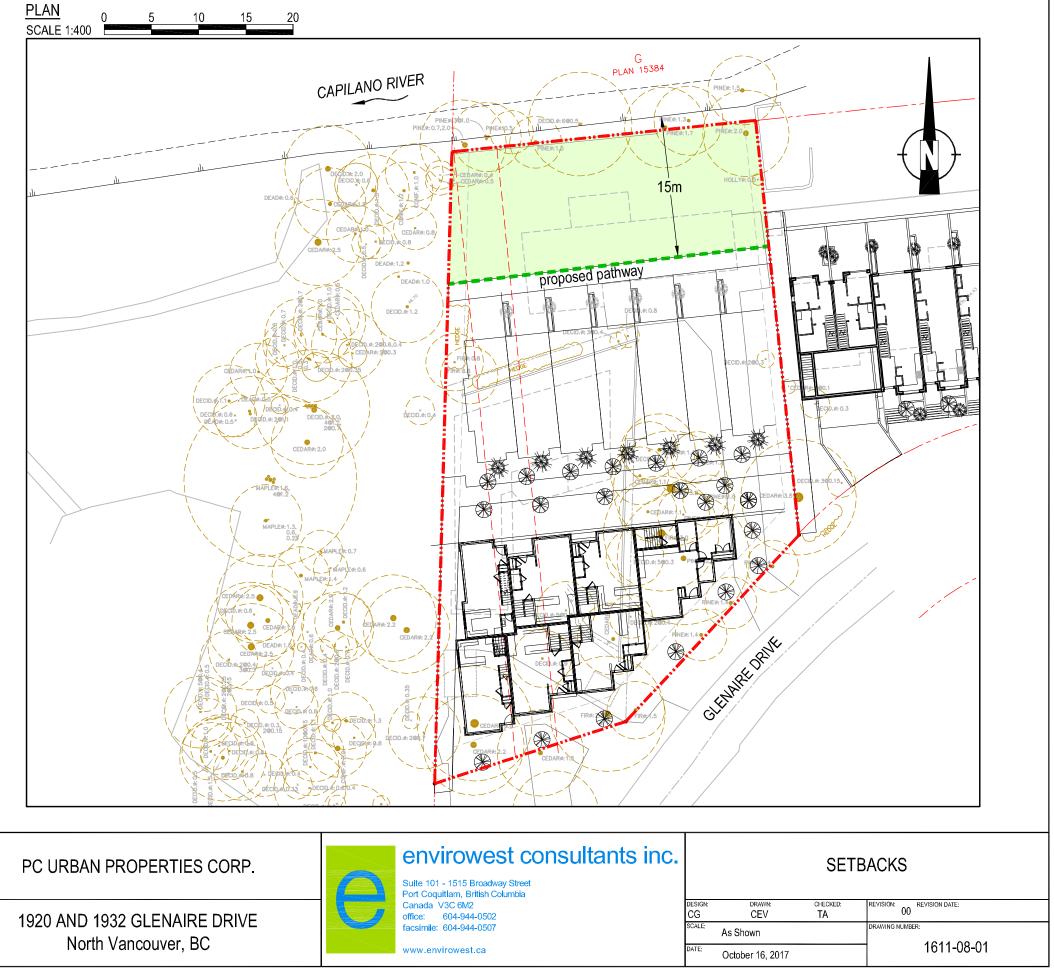
SITE PLAN

SCALE 1/16" = 1'-0" DATE 2017-09-29 1.4

ATTACHMENT G Envirowest Design Drawings

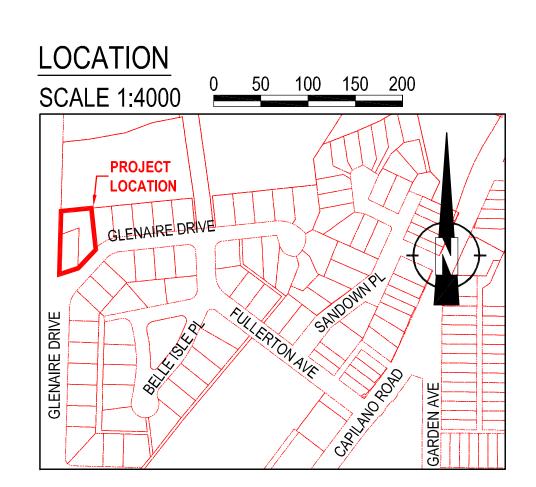






REFERENCE DRAWINGS

- 1. Email: Glenaire Phase II Site Plan 17.09.26.dwg. Received September 28, 2017; PC Urban.
- 2. Drawing No. NV-17-18134-TPG. "Survey Plan of Lot C Reference Plan 3792 and Lot 1 Block 16 Plan 8967 both of District Lot 764 Group 1 New Westminster District". August 08, 2017. Matson Peck & Topliss. 3. 2013 Legal Base from District of North Vancouver.



PLANT SPECIES LIST AND SPECIFICATIONS

SYMBOL	COMMON NAME	LATIN NAME	NUMBER	COMMENTS	
			HOMBER		- ~ 、
(Cd)	black hawthorn	Crataegus douglasii	6	no. 5 pot; 1.2m min.; densely branched; well established	EADØ:1.0
Am	broadleaf maple	Acer macrophyllum	5	1.2m container grown (min. no. 5 pot); densely branched; well established	ø:1.2
Pm	Douglas-fir	Pseudotsuga menziesii	9	1.0m container grown (min. no. 5 pot); densely branched; well established	
Tp	western redcedar	Thuja plicata	9	1.0m container grown (min. no. 5 pot); densely branched; well established	
	western redcedar	Thuja plicata	18	no. 2 pot; densely branched; well established	
R	baldhip rose	Rosa gymnocarpa	48	no. 2 pot; densely branched; multi-stemmed; well established	
	black twinberry	Lonicera involucrata	23	no. 2 pot; densely branched; multi-stemmed; well established	
\bigcirc	Indian plum	Osmaronia cerasiformis	77	no. 2 pot; densely branched; well established	
	oceanspray	Holodiscus discolor	36	no. 2 pot; densely branched; multi-stemmed; well established	
Ø	paper birch	Betula papyrifera	74	no. 2 pot; densely branched; well established	
\bigcirc	red alder	Alnus rubra	50	50 no. 2 pot; densely branched; well established	
G	salal	Gaultheria shallon	71	no. 1 pot; multi-branched; well established	
63	snowberry	Symphoricarpos albus	66	no. 2 pot; densely branched; multi-stemmed; well established	
	vine maple	Acer circinatum	55	no. 2 pot; densely branched; multi-stemmed; well established	
(f)	western hemlock	Tsuga heterophylla	23	no. 2 pot; densely branched; well established	
	sword fern	Polystichum munitum	75	no. 1 pot; well established	
60	trailing blackberry	Rubus ursinus	77	no. 1 pot; densely branched; well established	
•	snag	Min. 15% composition of the following: <i>Tsuga heterophylla</i>	13	400mm Ø min.; 6.0m min. in length; 1/3 be 2/3 above ground; retain bark	low ground;
W.	woody debris	Pseudotsuga menziesii Acer macrophyllum	27	3.0m - 5.0m in length; 300mm Ø min.; retain bark	

LEGEND

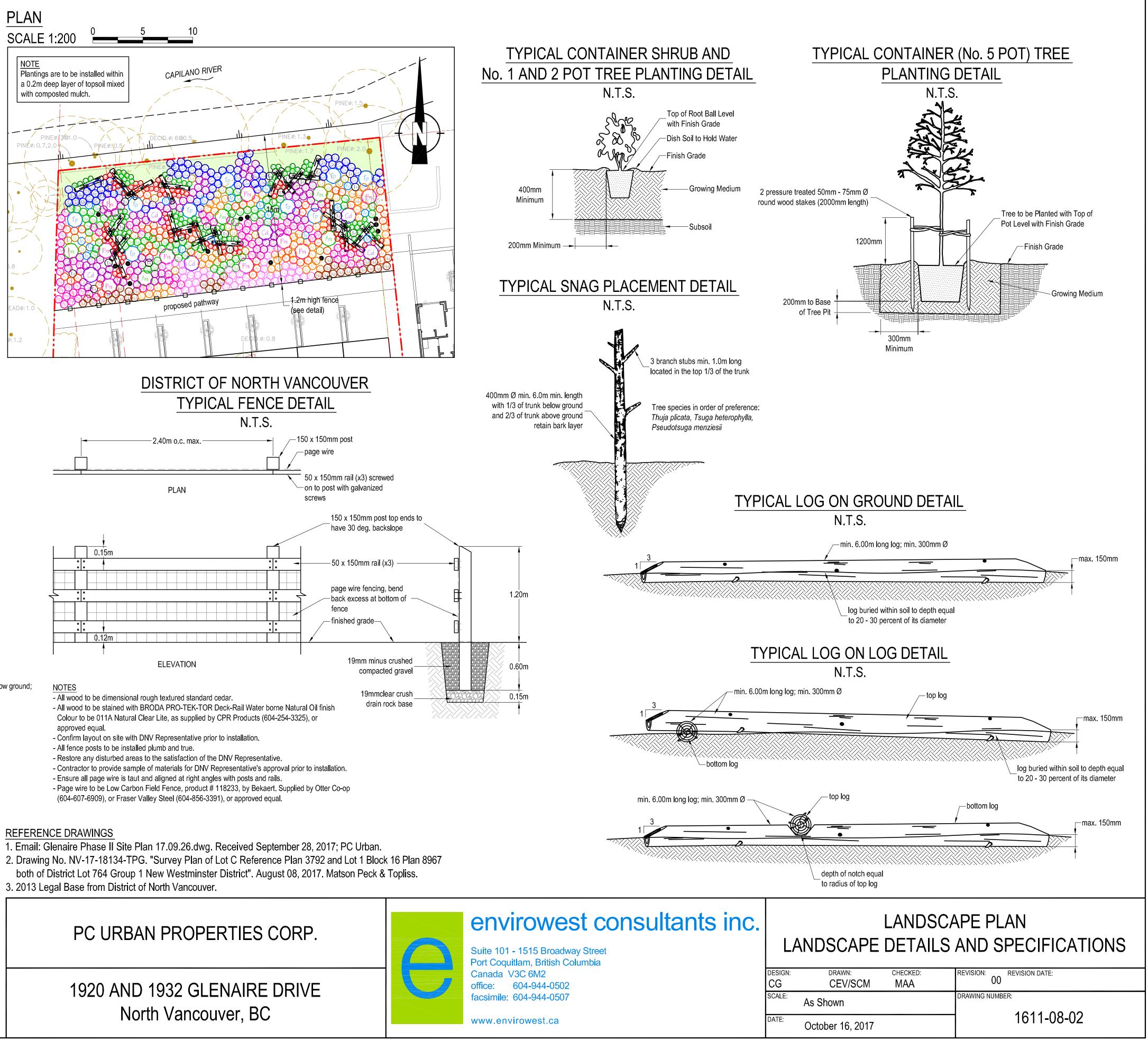
GENERAL LANDSCAPE SPECIFICATIONS

0.2m deep layer of composted mulch

as per Diamond Head Consulting

		NEFENE
1.	Plant material and the planting of such material are to be in accordance with the British Columbia Landscape Standard	1. Email:
	(seventh edition) jointly published by the British Columbia Society of Landscape Architects and the British Columbia	2. Drawir
	Landscape Nursery Association.	
2.	All works are to be conducted in accordance with the sediment control provisions of the "Standards and Best Practices for	both of
	Instream Works" (Ministry of Water, Land & Air Protection, 2004).	3. 2013 L
3.	All plant material is to be inspected and approved by Envirowest prior to installation.	J. 2010 L
4.	Growing medium is to be free of any subsoils, roots, noxious grass, weeds, toxic materials, stone over 30 mm diameter, foreign	
	objects, and possess an acidity range (pH) of 5.5 to 7.5. Growing medium is to be inspected by Envirowest prior to placement.	
5.	All blackberry (Rubus discolor and R. laciniatus) to be cleared and grubbed from project site.	
6.	All debris and/or excess material from landscape operations are to be collected and disposed offsite in accordance with all regulatory requirements.	
7	Disturbed areas to be seeded with red fescue (Festuca rubra) augmented with fireweed (Epilobium angustifolium) and	
7.		
	goldenrod (<i>Solidago canadensis</i>) seed; percentage composition and application rate of final seed mix to be determined by Envirowest.	
8.	All western redcedar (Thuja plicata) must be of native stock; any cultivars, such as T. plicata var. excelsa, are not to be planted.	
9.	The contractor is to provide two (2) years of plant maintenance. Plant maintenance is to include watering, selective pruning and	
	clearing of blackberry. Species survivorship is to equal one-hundred (100) percent two (2) years from planting. Replacement of	
	dead stock may be required to fulfill this specification. Replacement stock is also subject to one-hundred (100) percent	
	survivorship two (2) years from planting.	







Phase I Environmental Site Assessment 1920 & 1932 Glenaire Drive, North Vancouver, BC

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Prepared for: PC Urban Properties Corporation Suite 880, 1090 West Georgia Street Vancouver, BC V6E 3V7

Prepared by: Hemmera Envirochem Inc. 18th Floor, 4730 Kingsway. Burnaby, BC V5H 0C6

File: 1821-008.01 July 13, 2017



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EXECUTIVE SUMMARY

Hemmera Envirochem Inc. ("Hemmera") was retained by PC Urban Properties Corporation (PC Urban) to conduct a Phase I Environmental Site Assessment (ESA) for the properties located at 1920 & 1932 Glenaire Drive, in the District of North Vancouver, BC (The "Site"). Hemmera understands the Phase 1 ESA is being completed for due diligence associated with the purchase of the Site. The purpose of this Phase 1 ESA was to identify Areas of Potential Environmental Concern (APECs) associated with present and/or historical on and off-Site activities.

This Work was performed in accordance with the Professional Services Agreement (PSA) between Hemmera and PC Urban, dated July 4, 2017 ("Contract"). This Report has been prepared by Hemmera, based on fieldwork conducted by Hemmera, for sole benefit and use by PC Urban Properties Corporation. The conclusions and recommendations contained in this Report are based upon the applicable guidelines, regulations, and legislation existing at the time the Report was produced; any changes in the regulatory regime may alter the conclusions and/or recommendations.

The Site was historically vegetated and undeveloped since circa 1926 to approximately the early 1950s. Between 1953 and 1958, residential homes were constructed on both of the lots. Evidence of a decommissioned in-place heating oil underground storage tank (UST) was identified at 1932 Glenaire Drive. Based on the date of construction of the residence (1958), and the approximate dates of heating oil usage on neighbouring properties along Glenaire Drive (until approximately the 1970s), heating oil was likely used on-Site for approximately 20 years. Based on this, the presence of a decommissioned in-place heating oil UST at 1932 Glenaire Drive is considered to present a moderate environmental concern and is an APEC for the Site (APEC 1). No APECs were identified at 1920 Glenaire Drive.

The area surrounding the Site was historically vegetated and undeveloped circa the 1920s to mid-1950s, when a residential subdivision was constructed surrounding the Site. Capilano River borders the Site to the north. A commercial area is located approximately 200 m southeast of the Site (established circa the 1960s) and a park is located adjacent to the west of the Site. A bridge was constructed approximately 115 m to the northeast of the Site circa the mid-1970s. A previous report indicated that a decommissioned in-place UST was located on the west side of the adjacent property to the east, at 1946 Glenaire Drive. This tank was considered to present a low environmental risk to the Site given it was not reported to have leaked previously, and any contamination, if present, would likely be localized and unlikely to have migrated cross-gradient towards the Site. Therefore, no off-Site APECs were identified through the Phase I ESA.

Schedule 2 commercial or industrial activities under the BC Contaminated Site Regulation (CSR) that would trigger an environmental assessment recommendation from the BC Ministry of Environment (MOE) under the Site Profile process (i.e. property transaction, redevelopment, rezoning or subdivision) were not identified at the Site. Under the current land use and a future redevelopment scenario, potential environmental liabilities have been appropriately assessed, and no further investigations are recommended at this time.

This Executive Summary is not intended to be a "stand-alone" document, but a summary of findings as described in the following Report. It is intended to be used in conjunction with the scope of services and limitations described therein.

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1.0 INTRODUCTION AND OBJECTIVES

Hemmera Envirochem Inc. (Hemmera) was retained by PC Urban Properties Corporation (PC Urban) to conduct a Phase I Environmental Site Assessment (ESA) for the properties located at 1920 & 1932 Glenaire Drive, in the District of North Vancouver, BC (The "Site"). The location of the Site is provided on **Figure 1** and the site and surrounding land use plan on **Figure 2**. Site photographs are provided in **Appendix A**.

The objective of this Phase I ESA is to identify Areas of Potential Environmental Concern (APECs) and Contaminants of Potential Concern (COPCs) associated with present and/or historical on and off-site activities and that may have impacted soil and groundwater at the Site.

This Work was performed in accordance with the Professional Services Agreement (PSA) between Hemmera and PC Urban, dated July 4, 2017 ("Contract"). This Report has been prepared by Hemmera, based on fieldwork conducted by Hemmera, for sole benefit and use by PC Urban Properties Corporation. In performing this Work, Hemmera has relied in good faith on information provided by others, and has assumed that the information provided by those individuals is both complete and accurate. This Work was performed to current industry standard practice for similar environmental work, within the relevant jurisdiction and same locale. The findings presented herein should be considered within the context of the scope of work and project terms of reference; further, the findings are time sensitive and are considered valid only at the time the Report was produced. The conclusions and recommendations contained in this Report are based upon the applicable guidelines, regulations, and legislation existing at the time the Report was produced; any changes in the regulatory regime may alter the conclusions and/or recommendations.

2.0 SCOPE OF WORK

The Phase 1 ESA has been completed in accordance with the Canadian Standards Association's (CSA) Standard Z-768-01 for Phase 1 Environmental Site Assessments. The Phase 1 ESA involved a review of current and historical operations on the Site, and concerns associated with the current and historical use of adjacent and up-gradient properties. Sources of information included:

- Topographic and geology maps;
- Aerial photographs;
- Street directories for properties within approximately 100 m up-gradient and adjacent to the Site;
- Current land titles;
- BC Ministry of Environment (BCMOE) Site Registry;
- Federal Contaminated Site search;
- Site plans, and land use/zoning maps;
- Interviews/questionnaires;
- Previous reports; and,
- Site visit.

The Site visit included a review of the Site for APECs (e.g., observed or suspected spills, storage tanks, etc.), as well as other potential environmental concerns (e.g., proximity of the site to sensitive areas, activities on adjacent properties). Interviews were conducted with personnel familiar with the Site. Fire insurance maps were not available for the Site.

3.0 SITE INFORMATION

Site information, including site description, title information, and geology/topography are provided in the tables, below.

Table 1 Site Description

Site Address	1920 and 1932 Glenaire Drive	
Latitude and Longitude (approximate centre)	49° 19' 41.87" N, 123° 07' 26.56" W	
Current Use	Two residential lots.	
Zoning	RS-3: Single Family Residential	
Percent Site Coverage	Approximately 60% vegetated/landscaped, 30% structures, and 10% paved/gravel.	
Area (approximate)	1920 Glenaire Drive is approximately 825 m ² 1932 Glenaire Drive is approximately 1,250 m ²	

Property reports and zoning information from the District of North Vancouver online mapping site are included in **Appendix B**.

Table 2 Legal Description and Current Title Information

Address	Legal Description	Parcel Identifier Number (PID)	Registered Land Owner
1920 Glenaire Drive	Lot C (Reference Plan 3792), District Lot 764, Group 1, New Westminster District	015-966-364	Joseph Edward Stonehouse, Insurance Agent Linda Joanne Stonehouse, his wife
1932 Glenaire Drive	Lot 1, Block 16, District Lot 764, Plan 8967	009-870-237	Veronica Ho, Designer William Ker, Retiree

No leases, covenants, or land title transfers related to environmental contamination issues were noted in the current titles. A copy of the current titles and legal plan is provided in **Appendix C**.

Table 3 Surficial Geology

Туре	SAi: Salish Sediments
Description	Lowland and mountain stream deltaic, channel fill, and overbank sediments. Mountain stream marine deltaic medium to coarse gravel and minor sand up to 15 m or more thick.

Surficial geology information obtained from: Geological Survey of Canada, 1976, Map 1486A, Surficial Geology Vancouver, British Columbia 1:50,000.

Table 4 Topography and Groundwater Flow

Site Topography	Topography on-Site is relatively flat.		
Regional Topography	Regional topography slopes generally northwest towards the Capilano River.		
Closest Surface Water Body	Capilano River, located approximately 10 m north of the Site		
Description of Water Bodies on the Site	None identified.		
Inferred Groundwater Flow Direction	North/northwest		

Topography information obtained from: GeoBC, Ministry of Forest, Lands, and Natural Resource Operation, 2013 Map 092G035 1:20,000.

4.0 HISTORICAL RECORDS REVIEW

Records reviewed and used to gain knowledge of the history of the Site and surrounding area include aerial photographs, street directories, municipal information from the City of North Vancouver, and a previous Phase I ESA conducted on neighbouring properties by Hemmera for PC Urban Properties Corporation in 2015. The purpose of reviewing these records is to document historical activities on Site and identify potential sources of contamination and operations of concern.

Aerial photographs and a summary of observations of the Site and surrounding area are provided in **Appendix D**. City directories are provided in **Appendix E**.

4.1 SITE HISTORY

The Site history is summarized below.

Table 5 Site History

Chronology	Land Use		
Circa early 1920s to mid-1950s	Vegetated and undeveloped. The Site was generally vacant and undeveloped, and covered with vegetation.		
Circa mid-1950s	Residential. In the mid-1950s, the Site was developed into two lots, and a residential home was constructed on each lot in 1954 and 1958.		

No on-Site APECs were identified through the records review.

4.2 SURROUNDING LAND USE HISTORY

The Site is bordered to the north by the Capilano River. The area surrounding the Site was primarily vegetated and undeveloped circa the 1920s or earlier to the mid-1950s, when the residential subdivision was constructed surrounding the west, south, and east of the Site. By the 1960s, a commercial area had been established approximately 200 m southeast of the Site, along Capilano Road, and a park was constructed adjacent to the west of the Site. A bridge was constructed approximately 115 m to the northeast of the Site circa 1974. Land use in the vicinity of the Site has remained relatively unchanged since that time. A previous report indicated that a decommissioned in-place UST was located on the west side of the adjacent property to the east, at 1946 Glenaire Drive. This tank was considered to present a low environmental risk to the Site given it was not reported to have leaked previously, and any contamination, if present, would likely be localized and unlikely to have migrated cross-gradient towards the Site. In the same previous report, an underground heating oil tank located at 1984 Glenaire Drive was reported to have leaked historically. However, this UST is considered to be low-risk environmental concern to the Site due to its distance from the Site, and its inferred cross-gradient orientation. No off-Site APECs were identified through the records review.

5.0 REGULATORY INFORMATION

5.1 BCMOE SITE REGISTRY

A search of the BC MOE Online Site Registry was conducted and contains properties listed as of July 2, 2017. The BC Online Site Registry is a database of sites that have submitted information to the BC MOE with respect to the *BC Environmental Management Act*. A search of the Site Registry was conducted using a one square kilometre search centred on the approximate longitude and latitude of the Site.

The search resulted in a total of ten records. All records were located over 100 m from the Site, and are therefore not considered a potential concern. Results of the BC Online Site Registry search are included in **Appendix F.**

5.2 FEDERAL CONTAMINATED SITE SEARCH

The Federal Contaminated Sites Inventory includes information on all known federal contaminated sites under the custodianship of departments, agencies and consolidated Crown corporations as well as those that are being or have been investigated to determine whether they have contamination arising from past use that could pose a risk to human health or the environment. The inventory also includes non-federal contaminated sites for which the Government of Canada has accepted some or all financial responsibility.

The Federal Contaminated Sites Inventory online map navigator was unavailable at the time of reporting. A search was conducted in the area on July 4, 2017. The search indicated that the closest federal contaminated site is located over 450 m southwest of the Site. This site is not a potential concern because of its distance from the Site. The results of the federal contaminated sites search are located in **Appendix G**.

6.0 SITE VISIT

Hemmera conducted a site visit on July 10, 2017, accompanied by Mr. William Ker at 1932 Glenaire Drive, and unaccompanied at 1920 Glenaire Drive (exterior only). A phone interview was conducted on July 11, 2017 with Mr. Brody Stonehouse, who is familiar with the history of 1920 Glenaire Drive. Interview information obtained has been incorporated into this section. Site photographs are included in **Appendix A**.

6.1 GROUND OBSERVATIONS

The Site consists of two residential lots. Observations of the general grounds of the Site are provided below.

Ground Cover	Approximately 60% vegetated/landscaped, 30% structures, 10% paved/gravel.		
Evidence of Fill	The Site appears to be at grade with surrounding properties, with the exception of being approximately 3 m higher in elevation than the Capilano River to the north (see Photo 6). A gravel area was identified on the southwestern portion of 1920 Glenaire Drive which may be imported material (see Photo 11).		
Site Drainage The Site drains via infiltration and overland flow. One drain was identified in the south side of the house at 1932 Glenaire Drive, which reportedly did not storm sewer, but the final drain outlet location was unknown (see Photon)			
Surface Water	None observed.		
Monitoring Wells	None observed.		
Sewage Disposal and/or Connection	Municipal.		
Waste Water or Other Discharges from Site	None observed.		
Nater Connection Municipal.			
Water Wells	None observed.		
Gas Connection	The properties each reportedly have a natural gas connection.		
Evidence of USTs	The approximate location of a former UST (reportedly decommissioned in-place and filled with sand) was identified by Mr. Ker at 1932 Glenaire Drive (see Photo 1 and Figure 2). No evidence of a UST was identified at 1920 Glenaire Drive, however the north exterior portion of the property and the interior of the building were not inspected. Mr. Stonehouse indicated that no heating oil was ever used on-Site. See Table 7 , in Section 6.2 below.		
	No ASTs were observed at 1932 Glenaire Drive.		
ASTs	No ASTs were observed on the west, south or east portions of the exterior of 1920 Glenaire Drive (the interior and north portion of the property were not inspected). Mr. Stonehouse indicated that no heating oil was ever used on-Site.		

Table 6 Ground Observations

Right of Ways	None observed.		
Transformers or Capacitors	None observed.		
Signs of Spills, Staining on Ground	No staining was observed on either property.		
Evidence of Surface Contamination	No stressed vegetation was observed to indicate possible surface contamination at 1932 Glenaire Drive. At 1920 Glenaire Drive, a patch of possibly distressed vegetation was identified along the northwest side of the house (see Photo 10). Mr. Stonehouse indicated that this was a former temporary storage area for concrete paving stones, therefore this area does not indicate evidence of contamination.		
Storage of Hazardous Materials and/or Wastes	No hazardous materials or wastes were observed during the Site visit. Both 1920 and 1932 Glenaire Drive had small garden sheds (detached from the house – two sheds at 1932 on the west side of the property, and one shed at 1920 on the southeast portion of the property) which contained small quantities of chemicals, fertilizers, and fuel for general gardening and landscaping purposes (see Photos 4, 5, 8 , and 12). Both 1920 and 1932 Glenaire Drive also had garages (see Photos 7 and 9). The garage at 1932 Glenaire Drive was attached to the east side of the house and contained general storage, and small quantities of paint and other household size quantities of chemicals. No staining was observed. The garage at 1920 Glenaire Drive was detached and located southwest of the house, and the interior was not inspected. Mr. Stonehouse stated the garage was reportedly used for woodworking and general storage, and does not contain any large quantities of fuels or chemicals.		

6.2 BUILDING OBSERVATIONS

Access was granted to the interior of 1932 Glenaire Drive. 1920 Glenaire Drive was observed from the exterior only. A questionnaire was provided to the homeowners of 1920 and 1932 Glenaire Drive. The questionnaire for 1920 Glenaire Drive was completed by Mr. Brody Stonehouse, the son of the current owners (the current owners were out of town and unavailable during the time of the Phase 1 ESA). The current owner, Mr. William Ker, completed the questionnaire for 1932 Glenaire Drive. Answers to these questionnaires have been incorporated into the table below. Copies of the questionnaires are provided in **Appendix H**.

Table 7 Building Observations

House Number	Date of Construction of Residence	Heating Method	Evidence of former heating (i.e. out of service lines, fill pipes, former tanks)	Comments and additional observations
1920 Glenaire Drive	1953	Natural gas	None observed along exterior of the west, south or east sides of the house. However, some areas were blocked by storage.	The interior, and north exterior portion of the property was not inspected. According to Mr. Stonehouse, the house did not have a basement, and was formerly heated by burning sawdust, then by electric heat before it was converted to natural gas. No heating oil tanks were reportedly ever used on-Site.
1932 Glenaire Drive	1958	Natural Gas	None observed during Site visit	The house did not have a basement. According Mr. Ker, a heating oil UST was decommissioned on-Site long before he moved into the home, circa 1999. The UST was reportedly filled with sand and remains on-Site. This is considered an APEC for the Site.

6.3 SPECIAL ATTENTION SUBSTANCES

Special attention items or substances, as defined by the *Canadian Standards Association*, are "substances that require special attention because of heightened public concern or specific environmental legislation". These include asbestos, urea formaldehyde foam insulation (UFFI), polychlorinated biphenyls (PCBs), lead, and mercury. The following table summarizes the potential for special attention substances to be present on-site.

Table 8 Special Attention Substances

Special Attention Substance	Potentially Present	Comment	
Asbestos	Yes	Asbestos may be present in building materials in all buildings on-Site, based on the age of building construction (i.e.: constructed pre-mid-1980s).	
Urea Formaldehyde Foam Insulation (UFFI)	Unlikely	Based on the dates of building construction (UFFI was primarily used in buildings constructed circa the late-1970s). No evidence of UFFI installation was observed.	
Polychlorinated Biphenyls (PCBs)	Unlikely	No transformers or fluorescent lighting were observed on- Site at 1932 Glenaire Drive, but may potentially be present at 1920 Glenaire Drive as the interior of the buildings were not inspected.	
Lead	Yes	Lead may be present in paint historically applied within the residences based on the age of building construction (ie: constructed pre-mid-1980s).	
Mercury	Unlikely	Mercury-containing thermostats and mercury vapour lighting were not observed within the building at 1932 Glenaire Drive. However, since the interior of 1920 Glenaire Drive was not inspected, they may potentially be present in this building.	

Based on the ages of building constructions, asbestos containing materials and lead containing paint may be present within the on-Site. This is not considered an APEC for the Site; however, should the buildings be demolished, appropriate disposal regulations should be followed.

6.4 CURRENT SURROUNDING LAND USE

Table 9 Current Surrounding Land Use

Orientation	Land Use	Potential Concern/Comments	
North	North Capilano River and foreshore. No cond		
East	Residential.	No concerns identified.	
South	South Glenaire Drive, and residential. No concerns i		
West Klahanie Park		No concerns identified.	

7.0 SUMMARY DISCUSSION

7.1 ON-SITE

The Site was historically vegetated and undeveloped circa 1926 to approximately the early 1950s. Between 1953 and 1958, residential homes were constructed on both of the lots.

Evidence of a decommissioned in-place heating oil UST was identified at 1932 Glenaire Drive. Based on the date of construction of the residence (1958), and the approximate dates of heating oil usage on neighbouring properties along Glenaire Drive (until approximately the 1970s), heating oil was likely used on-Site for approximately 20 years.

Based on the above, the presence of a decommissioned in-place heating oil UST at 1932 Glenaire Drive is considered to present a moderate environmental concern and is an APEC for the Site (**APEC 1**). No APECs were identified at 1920 Glenaire Drive.

7.2 OFF-SITE

The area surrounding the Site was historically vegetated and undeveloped circa the 1920s to mid-1950s, when a residential subdivision was constructed surrounding the Site. Capilano River borders the Site to the north. A commercial area is located approximately 200 m southeast of the Site (established circa the 1960s) and a park is located adjacent to the west of the Site. A bridge was constructed approximately 115 m to the northeast of the Site circa the mid-1970s.

A previous report indicated that a decommissioned in-place UST was located on the west side of the adjacent property to the east, at 1946 Glenaire Drive. This tank was considered to present a low environmental risk to the Site given it was not reported to have leaked previously, and any contamination, if present, would likely be localized and unlikely to have migrated cross-gradient towards the Site. Therefore, no off-Site APECs were identified through the Phase I ESA.

8.0 CONCLUSION

The presence of an on-Site heating oil UST at 1932 Glenaire Drive is considered an APEC for the Site. No off-Site APECs were identified.

Table 10 Summary of APEC and PCOCs

APEC	Source	Comments	Risk Level	PCOCs
1	Former heating oil UST at 1932 Glenaire Drive	bil UST at 1932 reportedly remains in place and was		BTEX, VPH, LEPH, HEPH, PAHs

Notes: BTEX – benzene, toluene, ethylbenzene, xylenes VPH – volatile petroleum hydrocarbons LEPH/HEPH – light/heavy extractable petroleum hydrocarbons PAHs – polycyclic aromatic hydrocarbons

There is a moderate potential for on-Site APECs to have impacted the Site soil, groundwater or soil vapour.

Schedule 2 commercial or industrial activities under the BC Contaminated Site Regulation that would trigger an environmental assessment recommendation from the BC MOE under the Site Profile process (i.e. property transaction, redevelopment, rezoning or subdivision) were not identified at the Site. Under the current land use and a future redevelopment scenario, potential environmental liabilities have been appropriately assessed, and no further investigations are recommended at this time.

9.0 CLOSURE

We sincerely appreciate the opportunity to have assisted you with this project. If there are any questions, please do not hesitate to contact the undersigned by phone at 604.669.0424.

Report prepared by: Hemmera Envirochem Inc.

Michelle Gerard, MA Environmental Technician 604.669.0424 (239) mgerard@hemmera.com Report peer reviewed by: Hemmera Envirochem Inc.

ORIGINAL SIGNED AND STAMPED

Karey Dow, P.Ag., PMP Senior Project Manager 604.669.0424 (451) kdow@hemmera.com

This document represents an electronic version of the original hard copy document, sealed, signed and dated by Karey Dow, P.Ag., PMP and retained on file. The content of the electronically transmitted document can be confirmed by referring to the original hard copy and file. This document is provided in electronic format for convenience only. Hemmera Envirochem Inc. shall not be liable in any way for errors or omissions in any electronic version of its report document.

Hemmera July 2017

10.0 REFERENCES

Aerial photographs obtained from the University of British Columbia Geographic Information Centre:

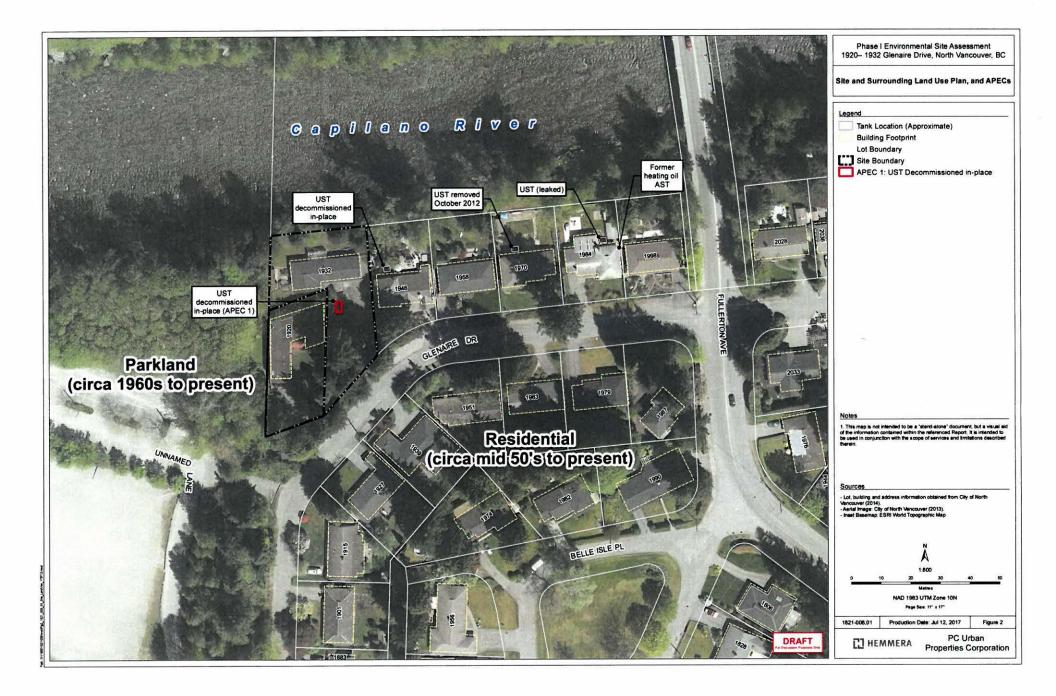
- Aerial Number Date
- 1926 BA 2313
- 1940 BC196:61
- 1949 BC729:24/25
- 1954 BC1673:59
- 1963 BC5059:224/225
- 1969 BC5325-185/186
- 1974 BC5591 281/282
- 1980 30BCC239 96/97
- 1987 30BC 87006 262/263
- 1991 FF 9131 176/177
- 1997 30 BCC69129 No. 28/29
- 2002 SRS 6600-26/27
- 2009 SRS 7987-217

BC Ministry of Environment Site Registry [Online] accessed via < https://www.bconline.gov.bc.ca/>

- District of North Vancouver online mapping system (for property reports and 2016 aerial photograph), GeoMap, accessed online via: http://www.geoweb.dnv.org/properties/#!?property=false
- Geological Survey of Canada, Map 1486A Surficial Geology, Vancouver, British Columbia, 1976, Scale 1:50;000.
- GeoBC, Government of British Columbia Topographic Maps, Map 092G035, 2013, 1:20,000
- Hemmera (October 2015). Phase I Environmental Site Assessment: 1946 1998 Glenaire Drive, North Vancouver, BC.
- Street Directories obtained from Vancouver Public Library for the years 1940, 1951, 1961, 1971, 1981, 1991, and 2001, via Infoaction.
- Treasury Board of Canada Secretariat, Federal Contaminated Sites Inventory, [Online], accessed via <http://www.federalcontaminatedsites.gc.ca/default.asp?lang=En>

FIGURES





APPENDIX A Site Photographs



Photo 1: Exterior of 1932 Glenaire Drive. Decommissioned in-place UST is reportedly located on the lawn, approximately in the centre of the photo.

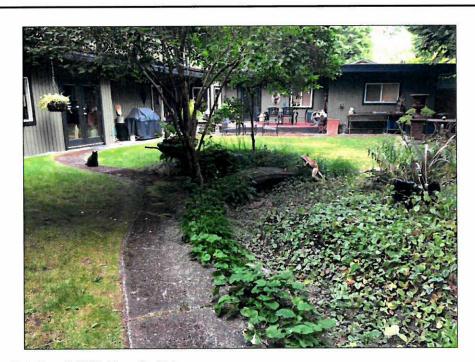


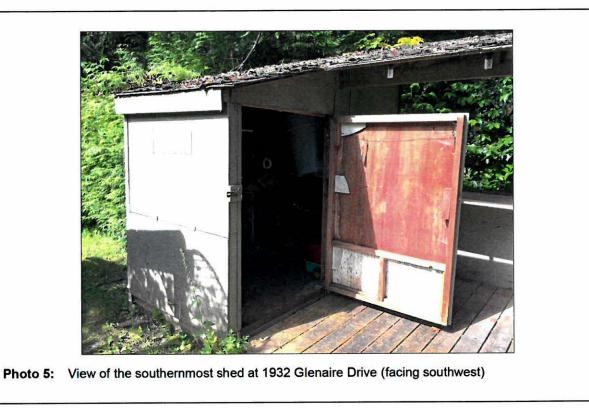
Photo 2: Exterior of 1920 Glenaire Drive.



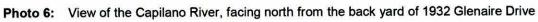
Photo 3: Facing southwest towards a drain, located on the exterior of the south side of the house at 1932 Glenaire Drive (north of the approximate location of the decommissioned UST).



Photo 4: View of the northernmost shed at 1932 Glenaire Drive (facing northwest)







Hemmera July 2017



Photo 7: Facing east, storage inside the garage at 1932 Glenaire Drive.

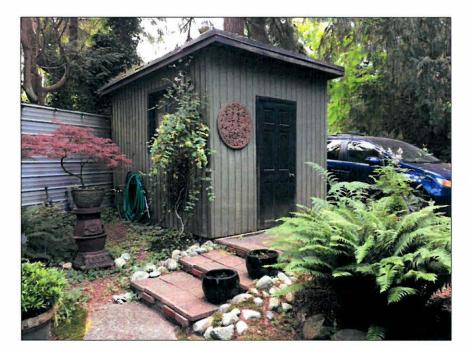


Photo 8: Facing south towards the shed located at 1920 Glenaire Drive.

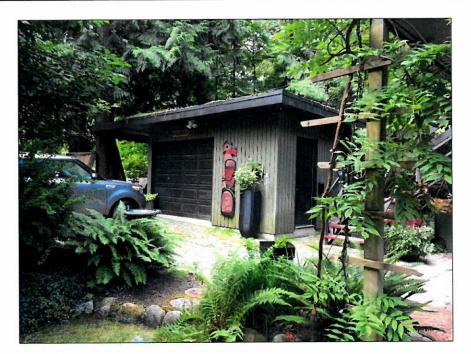


Photo 9: Facing southwest towards the garage located at 1920 Glenaire Drive

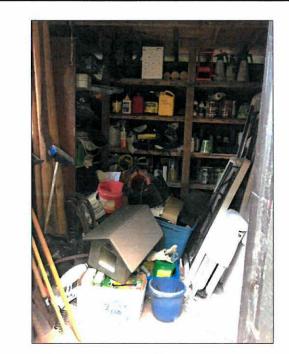


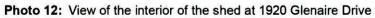
Photo 10: Facing north, looking at an area of possibly distressed or disturbed vegetation at 1920 Glenaire Drive

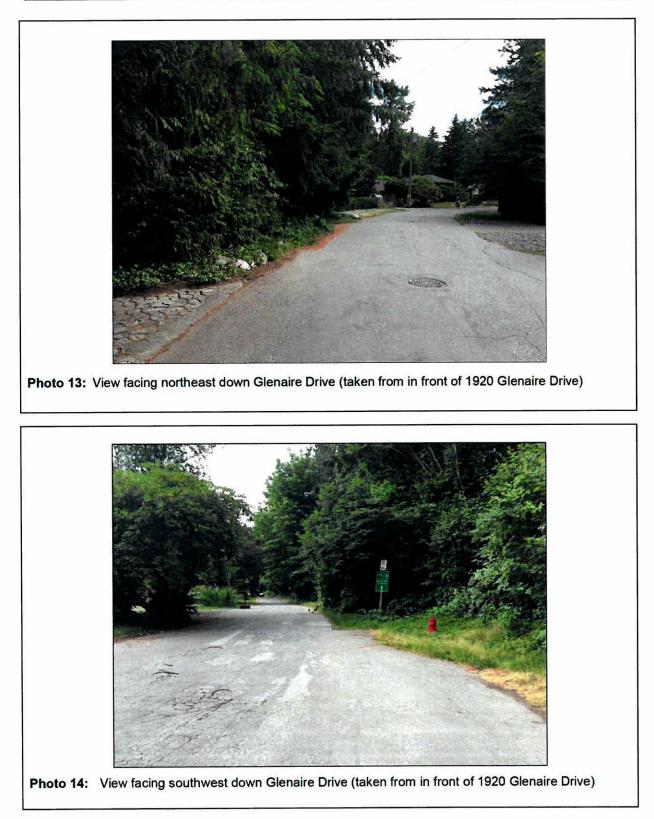
Hemmera July 2017



Photo 11: View facing south, of a gravel area on the southwestern portion of the property at 1920 Glenaire Drive







APPENDIX B Municipal Information





1920 GLENAIRE DR

Legal

Legal Description LOT C (REFERENCE PLAN 3792) DISTRICT LOT 764 GROUP 1 NEW WESTMINSTER DISTRICT

LTOPID 015-966-364

Folio 0469-6200-X

Owner Type PRIVATE

Property Type FEE SIMPLE

Leased Property No

Geography

Area 826.50 sq m (+/- 5%)

Elevation 14.10 m above sea level

Building

Building Name RESIDENTIAL BUILDING

Date Built 1953

Type SINGLE FAMILY

Subtype DETACHED

Heritage Status Not a heritage building

Solar Heating Potential Rating ★★★★☆

Amount of Roof Facing South 0%

Average Solar Energy 2141.74 MJ

Average Optimal Solar Energy 33.28 MJ Latitude, Longitude 49.32819° N, 123.12416° W

Services

Garbage Days Tuesday, July 11 Tuesday, July 18

Hydrant 26 m

Regulatory

Zoning • RS3: SINGLE-FAMILY RESIDENTIAL 7200 ZONE (660 SQ.M.), RS

DPA • STREAMSIDE PROTECTION

Neighbourhood LIONS GATE

Elementary School Catchment CAPILANO

Secondary School Catchment CARSON GRAHAM

Electoral Riding WEST VANCOUVER - CAPILANO

LIABILITY: The District of North Vancouver makes no representation or warranties whatsoever with respect to: the accuracy; the content; or the quality of information found on this product or service. The responsibility for confirming the accuracy; content and quality of this product or service rests entirely with the user. The District of North Vancouver assumes no responsibility for damages, losses, business interruption or expenses incurred as a result of using this product or service.

Assessment

Building Value \$149,000

Land Value \$1,542,000

Total Value \$1,691,000

Nearby

Recreation Centre CAPILANO TENNIS CLUB

Library CAPILANO LIBRARY

Firehall FIREHALL #5

Hospital LIONS GATE HOSPITAL

Police Station GERRY BREWER BUILDING (RCMP & NSEMO)

> GEOweb District of North Vancouver GIS geoweb.dnv.org gla@dnv.org (604) 990 2311





Multiple Addresses Found

1932 GLENAIRE DR

Legal No. Address Available LOT 1 BLOCK 16 DISTRICT LOT 764 PLAN

8967

LTOPID 009-870-237

Folio 0468-9200-1

Owner Type PRIVATE

Property Type FEE SIMPLE

Leased Property No

Geography

Area 1,256.10 sq m (+/- 5%)

Building

Building Name RESIDENTIAL BUILDING

Date Built 1958

Type SINGLE FAMILY

Subtype DETACHED

Heritage Status Not a heritage building

Heritage Registry This building is not on the Heritage Registry

Solar Heating Potential Rating ★★★☆☆

Amount of Roof Facing South 3%

Elevation 15.20 m above sea level

Latitude, Longitude 49.32846° N, 123.12405° W

Services

Garbage Days Tuesday, July 11 Tuesday, July 18

Hydrant 38 m

Regulatory

Zoning RS3: SINGLE-FAMILY RESIDENTIAL 7200 ZONE (660 SQ.M.), RS

DPA STREAMSIDE PROTECTION

Neighbourhood LIONS GATE

Ŷ

Elementary School Catchment CAPILANO

Secondary School Catchment CARSON GRAHAM

Electoral Riding WEST VANCOUVER - CAPILANO

Average Solar Energy 1345.33 MJ

Average Optimal Solar Energy 27.55 MJ

No building found on this property

Assessment

Building Value \$20,200

Land Value \$1,751,000

Total Value \$1,771,200 (TAX CONSOLIDATION)

Nearby

Recreation Centre CAPILANO TENNIS CLUB

Library CAPILANO LIBRARY

Firehall FIREHALL #5

Hospital LIONS GATE HOSPITAL

Police Station GERRY BREWER BUILDING (RCMP & NSEMO)

LIABILITY: The District of North Vancouver makes no representation or warranties whatsoever with respect to: the accuracy; the content; or the quality of information found on this product or service. The responsibility for confirming the accuracy, content and quality of this product or service rests entirely with the user. The District of North Vancouver assumes no responsibility for damages, losses, business interruption or expenses incurred as a result of using this product or service.

GEOweb District of North Vancouver GIS geoweb.dnv.org gis@dnv.org

(604) 990 2311

APPENDIX C Current and Historical Titles

PARCEL IDENTIFIER (PID): 015-966-364

SHORT LEGAL DESCRIPTION:U/NEW WESTMINSTER////1/764/////C MARG:RP3792 TAXATION AUTHORITY: 1 North Vancouver, The Corporation of the District of FULL LEGAL DESCRIPTION: CURRENT LOT C (REFERENCE PLAN 3792) DISTRICT LOT 764 GROUP 1 NEW WESTMINSTER DISTRICT MISCELLANEOUS NOTES:

ASSOCIATED PLAN NUMBERS:

CROWN GRANT FILED WITH 1977-E

REFERENCE PLAN VAP3792RX REFERENCE PLAN VAP443RX

AFB/IFB: MN: Y PE: 0 SL: 1 TI: 1

File Reference: 1821-008.01 Declared Value \$N/A

CURRENT AND CANCELLED INFORMATION SHOWN

Title Issued Under	SECTION 172 LAND TITLE ACT
Land Title District Land Title Office	VANCOUVER VANCOUVER
Title Number From Title Number	F78959 F71848
Application Received	1978-11-09
Application Entered	1978-11-29
Registered Owner in Fee Simple Registered Owner/Mailing Address:	JOSEPH EDWARD STONEHOUSE, INSURANCE AGENT LINDA JOANNE STONEHOUSE, HIS WIFE 1920 GLENAIRE DRIVE NORTH VANCOUVER, BC AS JOINT TENANTS
Taxation Authority	North Vancouver, The Corporation of the District of
Description of Land Parcel Identifier: Legal Description: LOT C (REFERENCE PLAN 3792) [DISTRICT	015-966-364 DISTRICT LOT 764 GROUP 1 NEW WESTMINSTER
Legal Notations	NONE
Charges, Liens and Interests Nature: Registration Number: Registration Date and Time: Registered Owner: Remarks:	RESTRICTIVE COVENANT 99372H 1934-12-22 10:00 THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER ALL, EXCEPT PART IN REFERENCE PLAN 443; SEE 2933L; INTER ALIA

File Reference: 1821-008.01 Declared Value \$N/A

> Nature: Registration Number: Registration Date and Time: Registered Owner: Cancelled By: Cancelled Date:

> Nature: Registration Number: Registration Date and Time: Registered Owner: Cancelled By: Cancelled Date:

Nature:

Registration Number: Registration Date and Time: Registered Owner: Cancelled By: Cancelled Date:

Nature: Registration Number: Registration Date and Time: Registered Owner: Cancelled By: Cancelled Date:

Nature: Registration Number: Registration Date and Time: Registered Owner:

Remarks: Cancelled By: Cancelled Date:

Nature: Registration Number: Registration Date and Time: Registered Owner:

Remarks: Cancelled By: Cancelled Date: 2017-07-04, 17:00:43 Requestor: Michelle Gerard

MORTGAGE GC150134 1989-11-23 11:34 NORTH SHORE CREDIT UNION BF106342 1992-03-27

MORTGAGE BF66721 1992-02-27 11:11 NORTH SHORE CREDIT UNION BN43633 1999-02-24

MORTGAGE BH131710 1994-04-19 09:18 NORTH SHORE CREDIT UNION BK13052 1996-01-15

MORTGAGE BJ385218 1995-12-15 11:24 RICHMOND SAVINGS CREDIT UNION BB1345556 2011-09-15

MORTGAGE CA71299 2005-05-20 12:14 COAST CAPITAL SAVINGS CREDIT UNION INCORPORATION NO. FI146 INTER ALIA **KX150989 2005-10-24**

ASSIGNMENT OF RENTS CA71300 2005-05-20 12:14 COAST CAPITAL SAVINGS CREDIT UNION INCORPORATION NO. FI146 INTER ALIA KX150990 2005-10-24

File Reference: 1821-008.01 Declared Value \$N/A

Nature:MORTGAGERegistration Number:CA2142845Registration Date and Time:2011-08-12 15:24Registered Owner:THE BANK OF NOVA SCOTIA

Duplicate Indefeasible Title

NONE OUTSTANDING

Transfers

NONE

Pending Applications

NONE

Corrections

NONE

L0001 PARCEL TEXT: 015-966-364 1995-03-09 12:57:00 PREVIOUS TEXT: NONE PARCEL IDENTIFIER (PID): 009-870-237

SHORT LEGAL DESCRIPTION:S/8967////1 MARG: TAXATION AUTHORITY: 1 North Vancouver, The Corporation of the District of

FULL LEGAL DESCRIPTION: CURRENT LOT 1 BLOCK 16 DISTRICT LOT 764 PLAN 8967

MISCELLANEOUS NOTES: PP BCP34487

ASSOCIATED PLAN NUMBERS: POSTING PLAN BCP34487 REFERENCE PLAN VAP443RX SUBDIVISION PLAN VAP8967

AFB/IFB: MN: Y PE: 0 SL: 1 TI: 1

File Reference: 1821-008.01 Declared Value \$776400

CURRENT AND CANCELLED INFORMATION SHOWN

Land Title District Land Title Office	VANCOUVER
Title Number From Title Number	BB3008179 BN199974
Application Received	2013-05-29
Application Entered	2013-06-03
Registered Owner in Fee Simple	

Registered Owner/Mailing Address:

VERONICA HO, DESIGNER WILLIAM KER, RETIREE **1932 GLENAIRE DRIVE** NORTH VANCOUVER, BC V7P 1Y1

Taxation Authority

North Vancouver, The Corporation of the District of

Description of Land

Parcel Identifier: 009-870-237 Legal Description: LOT 1 BLOCK 16 DISTRICT LOT 764 PLAN 8967

Legal Notations

LAND HEREIN WITHIN BUILDING SCHEME, SEE 312623L

Charges, Liens and Interests

Nature:	RESTRICTIVE COVENANT
Registration Number:	GB12352
Registration Date and Time:	1955-12-30 13:52
Remarks:	SEE 340560L

Nature: **Registration Number:** Registration Date and Time: **Registered Owner: Cancelled By: Cancelled Date:**

MORTGAGE BP73142 2000-03-30 13:31 THE TORONTO-DOMINION BANK CA5913368 2017-04-04

File Reference: 1821-008.01 Declared Value \$776400

Nature: Registration Number: Registration Date and Time: Registered Owner:	MORTGAGE BB856854 2008-05-08 11:32 THE TORONTO-DOMINION BANK
Duplicate Indefeasible Title	NONE OUTSTANDING
Transfers	NONE
Pending Applications	NONE
Corrections	NONE

APPENDIX D Aerial Photographs and Summary

AERIAL PHOTOGRAPH INTERPRETATION SUMMARY

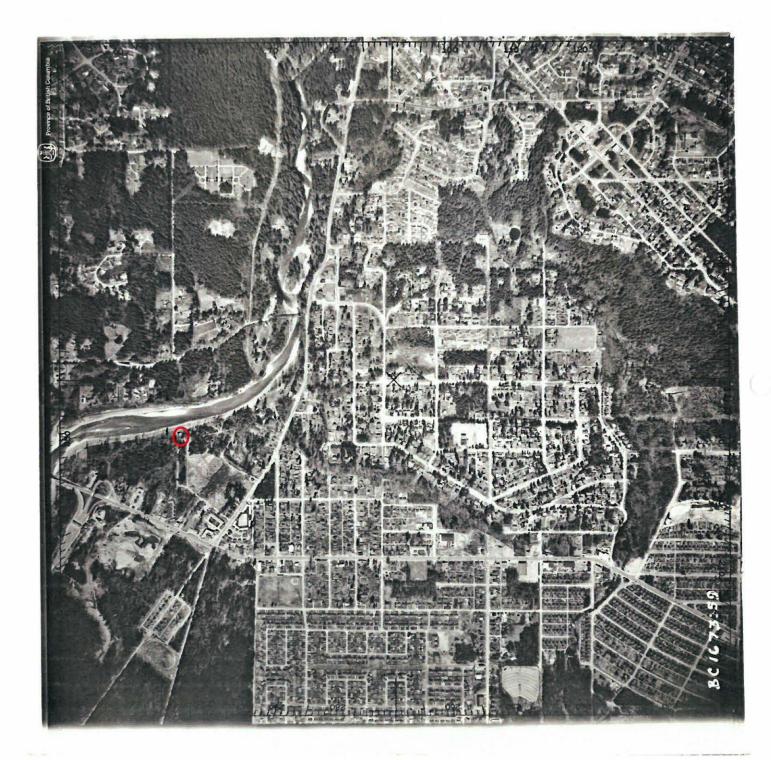
Year	Observation
1926	The Site and surrounding area appeared generally vegetated and undeveloped. Intermittent clearing and pathways were visible across the Site and in the surrounding areas near the river. Log booms were visible in the river adjacent to the north of the Site.
1940	Similar to previous. Log booms were no longer visible in the river adjacent to the north of the Site.
1949	Similar to previous. Cleared pathways were visible on the east side of the Site, and a small trailer or shed appeared to be present east of the Site.
1954	A small house was constructed on the Site on the northwest portion of 1920 Glenaire Drive. Roadways leading to the Site appeared under construction. A large area was cleared for development to the southeast of the Site.
1963	1920 and 1932 Glenaire Drive both appeared to have been developed with residential buildings. The areas south and east of the Site were also developed as a residential subdivision. The areas north and west of the Site remained similar to the previous photographs.
1969	Similar to previous. A sports field had been constructed to the west of the Site.
1976	Similar to previous. A bridge had been constructed to the northeast of the Site, crossing the Capilano River.
1980	Similar to previous.
1987	Similar to previous.
19 <mark>9</mark> 1	Similar to previous.
1997	Similar to previous.
2002	Similar to previous.
2009	Similar to previous.
2016	Similar to previous.







C

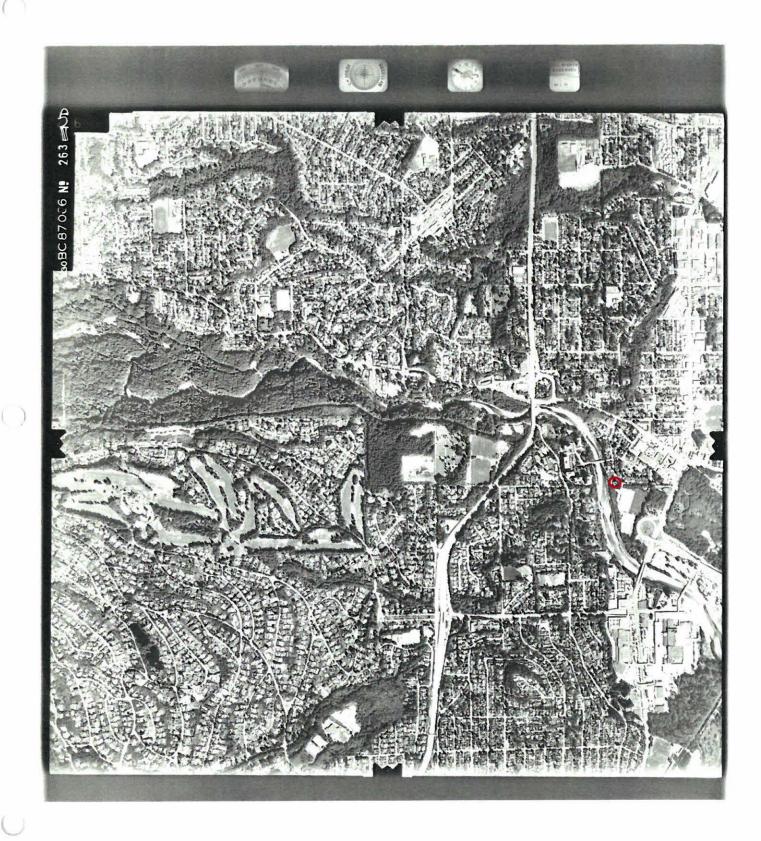










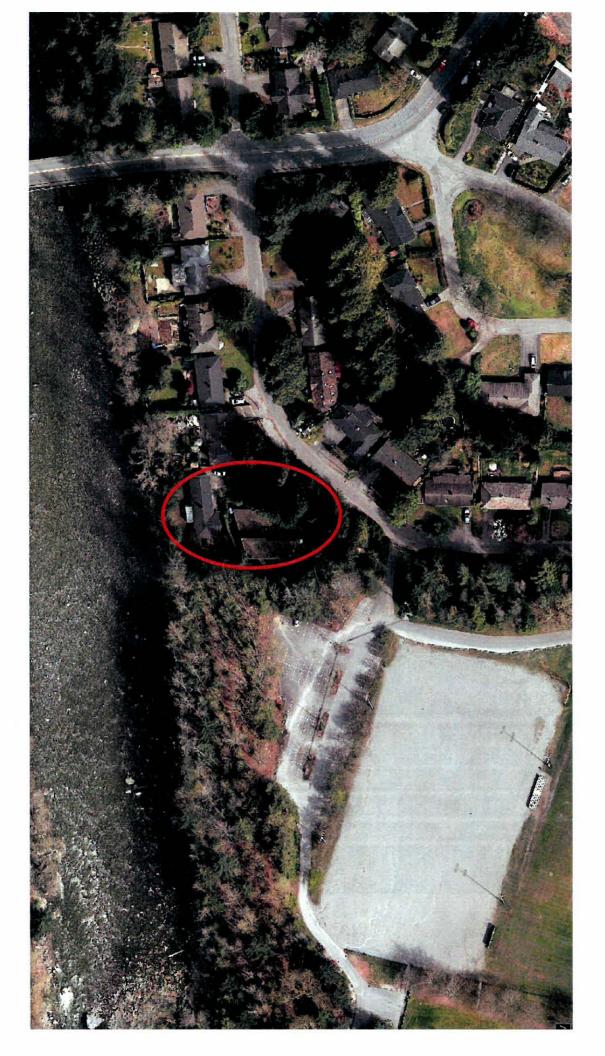












APPENDIX E City Directories Search



Tuesday, September 29, 2015

Dear Kimberly,

RE: North Vancouver City directory search (Project #1821-003.01)

As per your request, please find enclosed photocopies of the entries from the city directories for the following streets/blocks:

0	Belle Isle PI	All
0	Fullerton Ave	1900 blk
0	Glenaire Dr	1900-2000

for the following years:

- o 2001 (the most current directory)
- o 1991
- o 1981
- o 1971
- o 1961
- o 1951
- o 1940 (oldest city directory searched for North Vancouver streets)

Please note the following:

Belle Isle Place:

This street does not appear in the directories for 1940-1951.

Fullerton Avenue:

This street does not appear in the directories for 1940-1951

Glenaire Drive:

This street does not appear in the directories for 1940-1951

The total cost of this search and accompanying documentation came to \$76.50 plus GST. Our Accounting department will be invoicing you for this amount shortly.

As always, please don't hesitate to contact us if you have any questions or concerns regarding this search or if we can be of any further assistance.

Sincerely,

Tude elly Erickson



Vancouver Public Library

InfoAction - Information & Research Centre Vancouver Public Library, Level 5 350 West Georgia Street, Vancouver, BC V6B 6B1 Phone: 604-331-3612 Fax: 604-331-3611 infoaction@vpl.ca www.infoaction.ca

2001

	BELFRIAR DR	b'ineo	BELL RD		BCI	LEVUE AVE		BELAIR DR to	
Phone V4M 2E2 848-5431	Address	Phone	Address	confd Phone	Addr	***	cent'd Phone	BELLEVUE AVE	Phon
V4M 2E2 948-5441 V4M 2E3 943-0593	Salo Mc Lean Sykes D 20	V3N 4N1 415-0024 V3N 4N1 415-0234 V3N 4N1 415-0234		HOUSEHOLDS 11		LENA J PROFESSIONAL	V7T 1C3 925-0660	#505 Bird Bryan E. #501 Jellerson A (2)	V7V 182 828-30 V7V 182 821-12
	Sytes Jason EL	V3N 4N1 421-4635	BELLA VISTA ST (V)		1483	LENA J SALON	V7T 1C3 \$25-4247 V7T 1C3 \$26-8737		V7V 184 822-00 V7V 184 825-52
V4M 2E3 943-2919 V4M 2E3 943-0245 V4M 2E3 943-7238	9619 Analey D IE. 9622 Ramsden E G IE	V2N 4N1 421-3856 V2N 4N1 421 7737	3455 Hewson Bryan	VSN 3X1 672-6802	1467	CARLSON WAGONUT	V7T 1C3 822-4131	1872 Dosi Roberto 39. 1875 #102 Land B R M 8	V7V 184 826-76 V7V 183 927-52
V4M 2E3 943-9724 V4M 2E4 948-1594	SH25 Goase K E		3477 CENTRAL SERVICE &	VSN 3W9 876-2043	1471	PATTISSERIE/BAKERY	V7T 1C3 828-4555	101 Was Norman 2	V7V 183 822-134 V7V 183 825-424
V4M 2E4 948-2556 V4M 2E3 943 5857	9634 Lacey J A (2. S837 Zanzeri Frank (2)	V3N 4N1 421-3781 V3N 4N1 421-6578	SUPPLY LTD.	VSN 3X1 873-0879	1507	WHITECLIFF TRAVEL LTD.	V7T 1C3 928-5115 V7V 1A6 928-5871	#201 Hunt R (2)	V7V 183 925-512 V7V 183 925-565
V4M 2E4 943-9981 V4M 2E4 943-2200 V4M 2E3 948-0041	9648 Folate C IB	V3N 4N1 420-4184 V3N 4N1 420-1637	Barred Dave 2	V5N 3X1 873-0979 V5N 3X1 673-0979	1517	WHYTECLIFF TRAVEL LTO SOMETHING KINDA	V7V 1A6 826-6671	@1304 Duncan J. @1301 Holborn N J.	V7V 183 926-961 V7V 183 926-291
V4M 2E3 948-0041 V4M 2E4 946-2368 V4M 2E4 943-2555	9545 Orsham D ID 9555@Hayer Holpste D	V3N 4N1 421-4774 V3N 4N1 415-9405	3492@Baker Ken	V5N 3W9 575-9902	1610	SO FULL CLOTHING CO	V7V 1A8 828 0295 V7V 1A8 913-1519	© 1304 Duncan J © 1301 Hoborn N J s304 Mc Lean D J E 4302 Van Beest C A E	V7V 183 925-921 V7V 183 922-007
	BSSCHuyer Holpste D OHayss-Holpste D	V3N 4N1 415-9405 V3N 4N1 420-4642	Takman K 2	VSN 3W9 874-8498 VSN 3X1 879-8130	1525	PIOL Helyar Kristinn 20 105 Joseph Paul F 20 101 Madatak Gubanu 20 Priol Madatak Gubanu	V7V 1A6 928-3124	1402 Brann E E	V7V 183 928-541
V4M 2E4 943-9933 V4M 2E3 943-6694	9851@Blogdarich Dan & Sue	V3N 4N1 294-6805 V3N 4N1 420-00ES	3505@Langton Michael OShapek Lindery	V5N 2X1 425 8943 V5N 3X1 879-8130		101 Madetali Gulbanu E	V7V 1A8 925-4200 V7V 1A8 926-6395	#404 Krapp N E. #403 Lersey JE 60 #401 Wynes W B M #505 Compton J E.	V7V 183 825-267 V7V 183 925-428
V44 2E4 048-0018 V44 2E4 043-0735		HOUSEHOLDS 19	ØShiriey James 3516 Clark Michael (2) 3519 Tichy H (2)	V5N 2W0 873-9851		108 Mc Naught Winston 21 109 Retimant-Huber 2 E	V7V 1A8 822-8824	#401 Wyness W B M	V7V 183 #28-387
VAM 2E4 943-7050 VAM 2E4 943-7914	BELGRAVE AVE (N) FRO	NH		VSN 3X1 879-3549 VSN 3X1 875-0033		102 Shinji Sadrudin K B)	V7V 1A5 822-7140	#505 Compton J ED. #501 Grani K W ED #506 Owen M L	V7V 180 922-857 V7V 183 922-844
HOUSEHOLDS 23	4450 HIGHLAND BLVD Y		3528@Wong J 3538 Lopez R A E	VSN 3W8 818 2306 VSN 3W9 877-1261	1571	210 DATACCOUNT	VTV 1A8 822-4513	WHEOG ANYTAG NEAS	V7V 183 926-187 V7V 183 922-041
8		and the second sec	2582 Abellera P & V	VSN 3W9 879-0761 VSN 3W9 708-0011		SYSTEMS	V7V 1A8 922 5855	0104 Landry R	V7V 180 913-600 V7V 183 925-846
TH AND EAST	950 Coupland S J 21 956 Gibbs David G M	V7R 122 980-3645 V7R 122 968-0650 V7R 122 965-6952	3531 Lopez H A E 25440Biguns I L 2562 Aboline P & V Lopes J ZL 3683 Rivera N CD	V5N 3W9 879-2778 V5N 3X1 708-8857		201 HATFIELD	V7V 1A6 828-6323	#801 Oten E. #706 Chancey R EL #703 Galwitz Henry	V7V 183 921-603 V7V 183 922-365
V7A 184 277-8801 V7A 185 277-1275		V75 172 680 8744	3570 Les Victor 2	V55 3W9 875-6604		CONSULTANTS LTD	V7V 1A8 \$26-3261		V/V 183 826-167 V/V 183 822-366
V7A 185 272-1278	971 Me Taggari Siephen II. Parmekeek N. 970 Mathesan T A &	V7R 1Z2 985-4534 V7R 1Z3 987-2202 V7R 1Z3 987-2202 V7R 1Z3 980-1893	3579 Amunes Francisce (2)	VSN 3X1 874-4002 VSN 3WS 879-0441		NC 1207 HILLSIDE	V7V 1A6 926-6323	8705 Machay Hugh 8803 Evans T M (2) 8801 Rigg I E	V7V 183 921-334 V7V 183 925-714
V7A 184 274-9282 V7A 185 271-7687 V7A 184 277-6185	980 Tye C L B.	V7R 123 986-1893 V7R 122 985-9135	@Shetan Linky	V5N 3W9 879-1060		DEVELOPMENT LTD	V7V 1A0 922-4722	#602 Young E II. #903 Agintaper Farshad (2)	V7V 183 926 581 V7V 183 925-393
V7A 185 241-7672 V7A 184 271-4860		HOUSEHOLDS &				THERAPHY CLINIC	V7V 146 822-8414	#903 Agrication Fershed (2) #905 Brawley Kevin J #902 Evans T E	V7V 183 926-394 V7V 183 922-363 V7V 183 925-365
V7A 184 275-1071 V7A 185 274-2781 V7A 184 448-0938	BELGRAVE WAY (A)		BELLE PL (P) FROM 15	50 j		1208 Alexander K 121 1204 Brymer Wilsiam D (2) 1204 Easton J A (2)	V7V 1A6 926-1510 V7V 1A6 922-4832		V7V 1B3 622-046
	CO2 STYLUS MADE TO DROER	515-9950	EASTERN DR WEST			204 Gowda Earl V 2	V7V 1A6 822-4632 V7V 1A8 922-0618	Brock Hamaton C IZ. Brack Hamaton C IZ. Brack Hamaton C Brack Hamaton C Brack Hamaton C Brack Hamaton C Brack Hamaton C Brack Hamaton C Brack Hamaton C IZ. Brack Hamato	V7V 183 925-768 V7V 183 925-600
V7A 187 232-0635 V7A 187 232-0625 V7A 186 277-3298	640 QUALITY COLOURS MIC	526-1717	211@Hlookoff Joshus	949-2780 V3C 101 942-8874		1204 Gowta Earl V 22	V7V 1A6 828-6323 V7V 1A6 822-4161	#1001 Ciarlini L C.	V7V 1B3 921-679 V7V 1B3 925-661
	INDUSTRIES LTD	516-0355 527-1000	2106 Curningtam Ken ES. 2107 Gignac G-A (2). 2109 Butler T (3).	V3C 1G2 947-4533 V3C 1G1 464-2107		215 Reynolds John Mp 28. 208 Salzman Deborah (Z.,	V7V 1A5 856-1229 V7V 1A6 826-2348	Bis 1006 Kubin Tarry & Arlana	V7V 183 922-753
V7A 187 275 0605 V7A 187 275 0605	780 #2 INTERNATIONAL FREIGHT TRANSFER	525 1733		V3C 1G2 945-6496 V3C 1G2 942-9218 V3C 1G1 942-0193		2068 1571 BELLEVUE	V7V 1A8 928-2348	Arlana #1104 Bannington K 3 III #1103 Boyd Danny II Ø#1102 Mc Kanze S A	V7V 163 926-962 V7V 183 925-276
V7A 186 271-3841 V7A 187 621-1881 V7A 187 621-1881	KEL-MAC CARTAGE A DIV	545 1/38	2109 Tsang E D. 2110 Hawthere D W D. 2111@Hockoff Bit	V3C 101 942-0193 V3C 102 944-1846 V3C 101 642-8317	1579	HOLDINGS INC	V7V 1A6 025-8989		V7V 183 928-108 V7V 184 926-685
V7A 186 241-4056 V7A 186 241-8905 V7A 187 241-8972	ENTERPRISES LTD	527-4112	2112 Corpuz Ray-Gig. E.	V3C 1G2 942-88E2	1520	TOP ANBLESIDE	V7V 1A8 826-7371	15060 Johnston Roy	V7V 164 926-641 V7V 187 926-467
V7A 187 241-9376 V7A 187 241-9376 V7A 188 271-8810	TRANSPORTATION &		2113 Hershaw Russ K EL	V3C 1G1 941-8325		CHEROPRACTIC CLINIC	V7V 1A7 022-8421	#204 Burge G	V7V 187 922-596 V7V 187 925-120
V7A 1E4 241-0339	SERVICES LTD	629294		HOUSEHOLDS 11		MASSAGE THERAPY	V7V 1A7 926-0270	Brook Lampoon A F	V7V 167 922-821 V7V 187 925-444
V7A 187 272-4989 V7A 187 272-1816 V7A 188 277-5566	BOT BOT BELGRAVE HOLDINGS	5	BELLE ISLE PL (N) FRO	M 1912		BARRISTER &	V/V 1AJ 022-6158 V/V 1A7 022-8421	#303 Danjou Brian 3	V7V 187 922-771 V7V 187 925 57
V7A 167 277-2600	THAT CONTRACTING I TO	51 52 52 52 52 52 52 5 56 55	FULLERTON SOUTH			D davelle bareline 1 (Seven C	V7V 1A7 922-8421 V7V 1A7 926 0270	Øa305 Marrison F	V7V 187 597-38
V7A 186 272-7803 V7A 186 272-7805 V7A 187 277-6872	GENERAL WASTE DISPOSAL 1998 LTD HARMER STEEL LTD	523-0246	1826 Borchart Gerald E E. 1846 Windam M (E. 1864 Gien J C (E.	V7P 1X8 928-4638 V7P 1X8 864-0891		102 Minen Blev (2) 102 Schleeg Andrea (2) 101 Yesger Robert (3) 1202 IDE CORP	V7V 1A7 926-0270 V7V 1A7 922-2556 V7V 1A7 921-1295	#401 Jones Nigel (2	V7V 187 925-924 V7V 187 925-924 V7V 187 925-925
V7A 184 272-1771 V7A 186 274-1003 V7A 187 448-1363	LUDEMAN TRUCKING LTD	526-1133 525-6826	1864 Gien J C ED. 1886 Voxer Rudy 1892 Jachav Jauingh ED.	V7P 1X6 827-1051 V7P 1X8 984-8790			V7V 1A7 903-0793	Br405 Nidzgorski George #505 Dench A G 23 #503 Gredzich Charles 20	V7V 187 921-161 V7V 187 925 211
V7A 1B6 241-0712	MC PHAL STEEL FAERICATORS (1994)	12131020	1992 Jachav Jakingh (2) 1910 Nor! D (2) 1922 Althami Machi	V7P 1X8 980-7496 V7P 1X8 987-6739		PROPERTIES LTD	V7V 1A7 926-0214	#502 Gredzick: Charles EL #501 Smith Clint @	V7V 187 928-841 V7V 187 922-771
V7A 167 275-7879 V7A 188 272-0726	SSAB HARDOX LTD	522-4812 526-3700		V7P 1XE 968 6365 V7P 1X8 904-8720			V7V 1A7 922-0131 V7V 1A7 922-8929	1502 Solera V	V7V 187 922-420 V7V 187 925-776
V7A 1Be 272-0726 V7A 1Be 271-8843 V7A 1Be 271-8843	SSAB SWEDISH STEEL	526-4399	1938 Letham K M GL	V7P 1X8 985-8654 V7P 1X8 987-0413	1763	1204 Sweentry James & D. 1202 Uran John Russet (2). MASONIC HALLS &	V7V 1A7 \$22-2997	#804 Barrana Kari E	V7V 187 925-871 V7V 187 921-131
V7A 189 272-7775 V7A 188 277-8677 V7A 189 277-0462	Mc Contay S C D.	524-4742	1954 Mc Cormack Barry 22 1974@Cote F	V7F 1X8 987-7347 V7P 1X8 990-0407	1.00	DEFICES	V7V 1An 922-8338 V7V 1An 925-4368	BING LU XILD	V7V 187 825-356 V7V 187 825-248
V7A 188 270-1534 V7A 189 277-5726 V7A 189 277-5726 V7A 189 448-9921	ENTERPRISES	523-2800	Peace F B Z	V7P 1X8 985-6134 V7P 1X8 947-1028		FEMININE TOUCH THE	V7V 1A6 825-8715		V7V 187 926-575 V7V 187 922-147
V7A 185 448-9921	FREIGHT BROKERS	517-0171	1982 Kaufback Kerry E	V7P 1X8 990-4252 V7P 1X8 990-4254			V7V 148 926-5336	#703 Scales M Ekrabel) #704 Sharp T El #705 Wilhams G A S El	VTV 187 921-110 VTV 187 926-470
V7A 188 271-8948 V7A 189 275-6644 V7A 189 241-8130	627 ADVANCE KAMAK	528-6560	1990QTa'ef M	V7P 1KE 960-5090		9304 Bahijaragic Rilet 94303 Cos David	V7V 1A9 922-9422 V7V 1A9 926-1130 V7V 1A8 926 2053	4802 Belas E (2)	V7V 187 #25-230 V7V 187 #22-377
V7A 159 271-4996 V7A 159 271-4996	DISTRIBUTION CENTERS	520-8344		HOUSEHOLDS 17		1301 Fulwara Yoshinobu & Øx302 Oster R & C 1404 Sehzadi K (2)	V7V 1A9 922-6267 V7V 1A9 913-1435	#804 Jones D 22	V7V 187 925-130 V7V 187 925-367
V7A 1B8 277-2088	NABISCO BRANDS LTD	527-0104	BELLELYNN PL (N) FRO	IM 1796		403 Shans Sharareh	V7V 1A9 921-1335	BHOS Mc Intesh M L	V7V 187 825-367 V7V 187 825-927 V7V 187 822-927
HOUSEHOLDS 51	BROKERAGE LTD #201 SUNKIST GROWERS	\$20-5007	APPIN RD WEST			Bahman 1502 High Charles E (D	V7V 1A9 825-8086 V7V 1A9 825-8080	\$903 Molson A E	V7V 187 928-53
4 100	1NC	524-5001 526-4900	1715 Gadge Robert (8) 1733 Smith Gregory D (2) 1747 HILTON & ASSOCIATES	V7J 279 985-8903 V7J 279 967-6953		502 Lee Ja Chul IZ	V7V 1A9 925-2429 V7V 1A9 913-0249	#905 Pryke Harry D. #904 Sigurdson B 25 @#1005 Harrise C Jack	V7V 187 821-261 V7V 187 921-262
	AMERICA INC	525-8262	Pitton Denns (2	V7J 219 987-4151 V7J 2T9 967-3331		Ø2604 Arasteh Bean	V7V 1A9 913-0276 V7V 1A9 913-0276	#1003 King Robert A 3D #1004 Orlando R A 2E	V7V 187 022-540 V7V 187 028-354
VSA 1A6 473-9021 VSA 1A7 299-1959 VSA 1A7 298-2888	BUSINESSES 25	HOUSEHOLDS 1	Hiton K E E	V7J 2T9 987-8061 V7J 2T9 987-1710			V7V 1A9 925-2508	#1001 On H E	V7V 167 922-667 V7V 167 922-046
VSA 1A7 294-4302 VSA 1A5 299-3714	BELL (R)		1779 Cole J H 5			702 Brinson C	V7V 1A9 925-4771 V7V 1A9 925-4771 V7V 1A9 925-4771 V7V 1A9 928-8472	#1002 Rokoss David M [2]. #1102 Block K J W [0]	V7V 187 925-860 V7V 187 922-020
V5A 1A7 298 7804 V5A 1A7 298 7822	12411 #34 Cres H E	220-3085	Scoti R Bruce A I	V7J 279 984-6656		01703 Jeang Jae Hoon	V7V 1A9 921-4095	Ø#1101 Bunten Andrew	V7V 187 596-594 V7V 187 922-435
VSA 1AC 298-8466		HOUSEHOLDS 1	BUSINESSES 1	HOUSEHOLDS 8		1603 Lum L 2	V7V 1A0 922-7932 V7V 1A0 925-8815	#1104 Jones William R EL. #1103 Millio G A ID	V7V 187 825-132 V7V 187 822-910
V5A 1A7 205 8940 V5A 1A6 209-9722 V5A 1A6 299-2538	BELL AVE (B) FROM 91	DO BIN	BELLEVILLE AVE (B) FR			1603 Lem L (2 1902 Molael P 1904 Nahihas Richi (2)	V7V 1A9 925-1957 V7V 1A9 926-5591	1105 Smith C Kenneth	V7V 187 922-281 V7V 185 822-268 V7V 185 928-472
VSA 1A7 200-6120 VSA 1A8 204-3576	CAMERON ST SOUTH	OU DER	3700 BLK BRANDON ST		1	BOI Chang Ho Chin (2)	V7V 1A9 925-9856 V7V 1A9 925-1395	#202 Armstrong David B E #302 WALA NAZERALI	
VSA 1A7 294 2970 VSA 1A7 205-7300	3405@Benham T	V3J 1M6 444-0020	es40 Jones Robert A E	V5G 256 433-8538 V5G 256 433-9334		4904 Shehrokhzadeh Kourosh	V7V 1A9 825-8712	\$302 Nazerati-Waly Sultanati	V7V 185 \$25-868
VSA 1A6 294-6089 VSA 1A7 298-1458 VSA 1A6 298-3583	0110 Amos Julicey Dean.	V3J 1M7 421-1507 V3J 1M7 422-6037	496105 BURGES E A	V5G 255 433-1808		1902 Youn Y K (2)	V7V 1A9 925-8270	1401 Downs M N (2)	V7V 185 925-868 V7V 185 925-032
	Øsite Arres Jeffrey Dean. 6113 Anderson Afan E 6102 Besta V	V3J 1M7 420-2634 V3J 1M7 420-9010	4990 Dube M L Bi 4990 Dube M L Bi 5009 Jong A W BI 5029 Watson L W BI 5029 Naciosi B M	V5G 258 439 7030 V5G 255 434 7525		1003 Mollasziely Balai	V7V 1A8 826-1884 V7V 1A9 821-1782 V7V 1A9 825-6169	9402 Scott E C III Ø1501 Mc Kenze Lloyd G. 1502 Smith M R	V7V 185 922 261 V7V 185 922 407 V7V 185 922 101
VGA 1A8 208-8475 VSA 1A8 294-9127	Ot 100 Brand P	V3J 1M7 421-6860 V3J 1M7 420-2822	5029 Watson L W El	V50 256 434 8670 V50 256 435-6070		1904 Robobi S Ø#1001 Sahrale Kurosh	V7V 1A9 925-0654	@#601 Senton P D	V7V 185 826-306
VSA 1AI 299-3768 HOUSEHOLDS 22		V3J 1M7 444-0363 V3J 1M7 420 3504	SOSO Kemper Bob ID	VSG 256 439-1477		1102 ECSTRAND HANS	V7V 1A9 925-1655	1702 Deveronus Jack HL	V7V 185 822-679 V7V 185 922-766
1.1.0.0 11	115 Finley Y EL 106 Holenue A EL 105 Jebeslen C A EL	V3.1 1M7 420-9675 V3.1 1M7 444-0601	5052 Bobetais George 2	V5G 255 437-1529 V5G 255 436 2149		THOMAS	V7V 1A9 925-5015	8701 Travis A W (E. 8802 Barrager R A (E. 8801 Summerfield R M (D. 8901 Hartman K (B)	V7V 185 926-173 V7V 185 922-231
839-0047	Østot Lembock M-L	V3J 1M7 444-4143 V3J 1M7 421-7441	Thoban S	V5G 265 431-1595		11103 Mantow Mairi	V7V 1A9 913 0952 V7V 1A9 926-2325	#901 Hartman K 80	V7V 185 926-385 V7V 165 922 625 V7V 185 922 625
901-6310 931-7549	ATCH Rel Bostano S H	V31 1M7 420 1729		HOUSEHOLDS 13		#1101 Tupper A	V7V 1A9 913-2340 V7V 1A9 922-8534	1952 Orr Oscer E.	V7V 185 025-35
	Øs112 Serpson C Øs110 Spencer Brien	V3J 1M7 420-0667	BELLEVUE AVE (C) FRO	DM 1030		Bal201 Fard 5. Bal203 Makinsa Davoud	V7V 1A8 922-9657 V7V 1A9 925-0370 V7V 1A9 821-4129	1956 Curry Robert G 12	V7V 185 922-80. V7V 185 925-80
031-2098 037-0806 031-5170	Orioz Verson D	W11 (M7 411 7417	PALERMO ST EAST			#1204 Malamed Hamid	V7V 1A9 822-5063	1952 Orr Oscer E. 1955 Curry Robert G E. 1958 Kosick Peter Mc Kore J E E. 1962 Carey Peter E.	V7V 185 826-83 V7V 185 825-47
\$31-0536	#111 Wong 8 30. #215 Dada Hant IC #202 Day R 20	V3J 1M7 420 1742	2231 Hamiton Dave @	V3J 6T7 469-6016 V3J 6T7 481 4599		#1402 Gedfrey Wm B 30	V7V 1A9 926-0633 V7V 1A9 926 5650	stot Anies Mathem 75	V7V 185 825-11: V7V 185 922-40
HOUSEHOLDS &	1213 Lamming C C	V3J 16/7 444-3216 V3J 16/7 444-3216 V3J 16/7 420-1742 V3J 16/7 444-5163 V3J 16/7 421-7877 V3J 16/7 415-0806	2233 Brown Kath Morris P 2234 Leiph-Spencer Frank III 2237 Stael M V CI 2238 Hele A V CI	V3J 6T7 461-4599 V3J 6T6 469-9996		#14C3 Rostamabadi Mahmouri	V7V 149 825-1775	#202 Churchill T 22	V7V 185 925-543 V7V 185 926-657
	©#218 U Y. @#211 Marana R #217 Mc Kay C @	V3J 1M7 444-3349 V3J 1M7 421-5450	2237 Steel M V (2) 2238 Hele A W (2)	V3J 6T7 489 8752 V3J 6T# 461-2085		1501 Rustad H E 1504 Schult Graham E 1502 Shari Mohammad	V7V 1A9 922-4812 V7V 1A9 925-6667	9402 Adams L D	V7V 185 926-87
V3H 4P5 936-3131 V3H 4P5 937-3331 V3H 4P4 937-7118	#201 Mc Mahon V	V3J 1M7 444-0022	2242 Nyberg A 6 2	V3J STE 409-5700			V7V 1A9 926-4324 V7V 1A9 925-8315	Ø#502 Mabbut Ruth	V7V 185 669-58
V3H 4P4 937-7118 V3H 4P5 937-0753 V3H 4P4 931-7554		V3J 1M7 444-4045 V3J 1M7 421-284 V3J 1M7 415-3420		HOUSEHOLDS 7		B1803 Anasti M 12 Be1801 Chi Ching-Ching F1802 Ryan Thori (B #1804 Tasi Su-Yun	V7V 1A9 925-2991 V7V 1A9 922-7751	#501 Steenbock H E	V7V 155 925-35
V3H 4P4 931-7554 V3H 4P5 939-8455	#203 Sue Ying 20. #205 Thorpe Dick 80	V3J 1M7 415-3420 V3J 1M7 421-4472 V3J 1M7 421-4472	BELLEVUE AVE (WV) F			1602 Ryan Thorn 30	V7V 1A9 225-4706	1901 Hall Gordon A	V7V 185 826-181
V2H 4P5 939-8455 V3H 4P5 936-0085 V3H 4P4 951-4445 V3H 4P5 939-9363	Ørzid Wicos L Ørzis Zhu Yurong	V3J 1M7 421 2495 V3J 1M7 421 6492 V3J 1M7 294 8350	200 BLK 13TH ST WEST		1785	HAR CARE & CLOTHES		20 #701 Ahmadzadah Eham (S	V7V 186 925-44
V3H 4P5 939-9363 V3H 4P5 939-0227 V3H 4P5 939-0223	4303 Celarcie P Øs210 Carpis Hernan		15101702 Benmon H E. 203011403 Jabaransari Vahaed	922-4462 925-8012		BELLEVIE LANDING	V7V 1A8 926-4345 V7V 1A8 926-4345	#701 Ahmadzadah Ladan #702 Olaon Wilfrid ID	V7V 185 925-421 V7V 185 925-424 V7V 185 925-434
	#314 Cochrane Date #317 Culley P E #315 Demanick Bobby	V3J 1M7 415-8463	2200#1701 Alav: M	\$13-0763	1010	Nuio B B B	V7V 184 925-8790 V7V 162 926-5570	Ørect Ellis J #801 Humphries James G	V/V 185 922-14 V/V 185 926-37
V3H 4P6 937-7940	Walaw (D)	V3J 1M7 421-2890	301011219 Habavi Khosrow	928 3214 921-1781		8+300 Blaney L	V7V 182 921-2629	SI Alham Komayoun	V7V 185 928-084
V3H 4P5 930-8161 V3H 4P6 937-5546 V3H 4P6 937-7546 V3H 4P5 936-7074 V3H 4P5 936-7074 V3H 4P5 936-7074 V3H 4P5 937-7330 V3H 4N4 931-9075	#315 Centania Bodby #302 Isherwood Paul. #311 Lay J J. (2018 Mile Seriey S L #307 Montinan S 12	V3J 1M7 444-3472 V3J 1M7 444-3472 V3J 1M7 444-1051 V3J 1M7 444 9179 V3J 1M7 415-2729	301091819 Habari Khoarow 1175091504 Nidagorahi N 1403 PLUM CLOTHING CO THE 1405 VESPUCCI INC	V7T 1C3 925-5811 V7T 1C3 913-0201		Bergen Minney L Bergen Minn B Bergen Minney L Ber	V/V 182 928-4385 V/V 182 822-2418	1902 Smith E E 30	V7V 185 926-51 V7V 185 925-20 V7V 185 925-20 V7V 185 926-03
V3H 4N4 931-9075	#307 Morkman S 12	V3J 1M7 415-2729	THE DA VINCIS	V71 1C3 921-3344		1700 Hajee Fazal	V7V 182 822-8418 V7V 182 922-8255 V7V 182 922-8255	#1002 Lewis Lional (D. #1101 CARROTHERS & B B THE	*/* 105 \$26-03
V3H 4N4 831-2782 V3H 4N5 931-9018 V3H 4N5 939-5458	Graot Nurse Pat	V3J 1M7 421-5207	MENSROOM THE	V7T 1C3 425 1812		\$500 Kamburoff T D H	V/V 182 926-1033 V/V 182 925-1033	HONORIDAR	V7V 185 822-10
V3H 4N5 939-5458 V3H 4N5 937-5058 V3H 4N5 936-3531	Ør300 Powel Advian #312 Prinz Z (2) #305 Richards Alaon (2)	V3J 1M7 420-2672 V3J 1M7 415-0272	POSTES CANADA	V71 1C3 926 2822		#1100 Shank G IB	V7V 182 922-9160 V7V 182 922-9160 V7V 184 925-6683	Ø#1201 Freedman S	V7V 165 822-401 V7V 185 926-171 V7V 185 925-044
V3H 4N5 #37-3761	#305 Richards Alson (2 #304 Verner A	V3J 1M7 415-0272 V3J 1M7 420-5740 V3J 1M7 420-578 V3J 1M7 420-5578	DATASYSTEMS LTD	V7T 1C3 926-2676	1620	Peter A J CO	V2V 184 925-9718	ØF1402 Mc Lean K. #1401 Moscovich Simon J	
V2H 4N5 921-1152 V3H 4N5 922-2390	#306 Webber 5 [2] #313 Williams A John	V3J 1M7 420 5578 V3J 1M7 421 2324	MARGARETA		1845	Ø12 Busby Ray	V7V 182 922-0677 V7V 182 921-1371	Ø11502 Seck Don & Jean	V7V 185 926-254 V7V 185 925-900
V3H 4N5 939-2391 V3H 4N5 939-9562 V3H 4N5 931-5601		HOUSEHOLDS 49	1445 THORNEURYS 1447 EDWARD CHAPMAN LTD.	V7T 1C3 925-6798 V7T 1C3 925-3332		AIM Trory A C	V7V 182 922-0788 V7V 182 925-0244	INDUSTRIES LTD	V7V 185 928-221
V3H 4N5 931-5601 931-8161	BELL RD (S) FROM 165	71 OLD	1453 ELEANOR MACK LTD	V7T 1C3 922-4030 V7T 1C3 928-6233		Control Contro Control Control Control Control Control Control Control Control Co	V7V 182 922-9356 V7V 182 926-4415 V7V 182 922-2810	#1602 Hurdle L (3)	V7V 165 922-040 V7V 165 926-220
HOUSEHOLDS 31	MC CLELLAN RD SOUT		1200 REMAX MASTERS	V7T 1C3 928-8233	1	102 Maralon P M D	V7V 182 925-0574	81801 Owen W H ID 91701 Rogers P IZ	V7V 185 822-82
)	18328 Edwich Mark IB	VOC 118 574.7860	1205 SLADE & CO LAWYERS	V7T 1C3 913-1700		#201 Bird Rex W	V7V 182 922-1216 V7V 182 925-9656	#103 Leduc E A ED	V7V 166 926-50
	16331 Cooke David-Mexia E	V35 1J9 576-1283 V35 1J9 576-3940	#205 Stade Janet	V7T 1C3 913-1700			V7V 182 922-2387 V7V 182 926-1251	000202 Forster C F	V7V 186 926-50 V7V 186 926-50 V7V 186 921-07 V7V 186 926-23 V7V 186 926-23 V7V 186 925-72 V7V 186 922-84
		V35 1J8 574-7500		V71 1C3 922-6563	1		V7V 182 #25-2575	@#205 Gothied Marined	V7V 180 925-721
	18344 Jelzkowski Hugo El	V35 138 574-7500	#300 ELITE EXTENDED		1	1304 Storey R			
D NORTH &	18344 Jatzkowski Hugo El 18417@Schmidt Brien W 18445 Philiskink Andrew El.	V35 138 574-7500 V35 139 576-6225 V35 139 576-2832 V35 139 576-2832 V35 139 574-3050	WARRANTY CORP	V7T 1C3 922 6563		AND Crows D K E	V7V 182 925-6216 V7V 182 922-7381 V7V 182 926-0573	#204 Miner M M CE	
	Bis44 Jackowski Hugo El 18417 OSchmidt Brian W 18445 Phillakink Andraw El 18455 Phillakink Andraw El 18455 Philbaum G El 18456 Kippan Stuert B 18456 Kippan Stuert B		#300 ELITE EXTENDED WARHANTY CORP #300 SHANSCOTT 0NTARIO LTD #300 WALKER GROUP	V77 1C3 922 6563		404 Storey R 4405 Crowe D K 82	V7V 182 925-4216 V7V 182 922-7381 V7V 182 926-0573 V7V 182 926-0573 V7V 182 926-4437 V7V 182 926-4437 V7V 182 926-4437 V7V 182 926-4437	6203 Hurber Holand 25 6204 Miner M M 05 8302 Hall John 80 9304 Owen R Frad 25 8305 Swith K & S 60 8305 Swith K & S 60	V7V 186 922-84 V7V 186 926-56 V7V 186 922-91 V7V 186 925-91 V7V 186 922-92 V7V 186 922-92

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	POSTAL ZONE 14 0507 Hayes H O @ 265- Bros	3565 Occupied 3576 Da Silva L @ 874-3019 3578 Parkin A H @ 878-8930	104 McCormack Mrs. M \$25-4037 301 Rutherford Mrs. D M \$22:4670	504 Lochhaud Mrs I 921-2388
	6521 Wallace D R @ 161-0153	3578 Parkin A H © 878-8930 3546 Grewal K S © 878-5020 20th INTERSECTS	102 Nichardson T M 0787-2473 103 MicKip D. 104 MicCorpack Mrs. M 926-4037 201 Rollberförd Mrs. D M 822-4470 102 Pearson R J, 828-348 203 Hontingförd Mers 5 028-4483 204 Brance J P 922-1128	
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	279 Allan J N @ 243-9885 830 Fillo C A O 281-6238 849 Lindary C H & 285-8606	1747 Billion G.E. @ \$87-3855	803 Gonnalas Mirs H 228-3124 808 McWaters T A 823-7241 101 Prismail S 0 928-4735 202 Bhash W A 822-7897	204 Lawson T K 226-1138
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	4 Mouley 5 Melanis Mre's 285-7048	305 Etter Miss O M 261-3026	3068 Richardsen W L @ 981-2317 3075 Helter F W @ 987-5570	6718 Brown & R @ 527 -555
i.	6 Young J R 263-6541 44 Townley Place apts	307 Interwood W N 263-5658 508 Donnelly P:266-7389	3080 Scott V H @ 868-8377	6730 Tennabl J A @ 522-6740 6731 Anderson H L @ 526-5458
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	19 Douglas J 263-0140	785 Booth D W @ 929-2145 785 Perkins E.G @ 929-2449	6285 Workman, R C @ 435-5121	106 Pearson W 3 524-1787 107 Main D 3.524-1891 106 Park Mrs 5534-8184
	120 Sykes J 263-6105 21 Burgess Miss V 263-3007 125 Code Mrs B D 261 4950. 223 Richardson Miss A 261-3926	798 Senft F © 020-2028 . 810 Barr S 819 Mitchell I J H & 029-1816	0201 Dergen L E 0 433-2040 0201 Pearan Mrs B 434-5570 E 4700 IN TERSECTS	
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stp: Constherr, R. N. 875-1885 sit: Longtren N. R. 874-8263 sit: Chemberiand / # 274-8352 r: Eds Schmidt: B. # 474-8116 sid: Chemberiand / # 274-8136 sid: Chemberiand / # 274-8136 sid: Chemberiand / # 274-8136 sid: Schmidt: B. # 474-8116 sid: Schmidt: Schmid	4312 Young A C G 983-4081 4312 Young A C G 983-4081 4310 Allan M J G 987-5411	4201 Occupied	VALD Scott 2000 800 Meaning J & 825-2701 804 Hassell C F 085-0002 912 Ruberford J R & 987-3314 915 Lancon W P. @ 986-2770
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	4379 Bistop W 1-0 857-4589 4387 Todd J A & 988-4404	4219 New House 4215 Smith B F	\$39 Begaregard L G @ \$95-7286
255 Kelcalf Mrs E P	4368 King B C @ 988-3302 4383 Donson D F @ 987-4886	4215 Smith B F 1216 Herd J C @ 828-3324. 4217 Robertson I H @ 829-442)	NO Gordon R B @ 688-5663
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E 2006 ENDS	3916 Young J L. M 435-3520 3917 Brettell J 5 @ 435-1769	MUIR DEEP DENE RD BEGINS	3635 Sanderson Mrs £ L @ 987-0755 BEAUMONT REGINS
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4020 Weng F C 818-1281	6025 La-Hounty E 821-7297 6038 Holmes J 921-7640	31 Grant L H & W24-105 34 Calder D A 926-1178 35 Müler E N 926-1960	4555 Paceplus DJO 4555 Murray JTO
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L 17th INTERSECTS	6058 Jones H F @ P21-7180	31 Henderbook A J @ 224-2000 30 Chapman C & @ 226-2021 41 Mokey P & 226-4554 42 Kristenaer K K & 920-21366 43 Freer H R & 227-2136 45 Laviey H R & 2027-2136 45 Laviey H R & 2027-2136 45 Laviey H R & 2027-2136 46 Laviey H R & 2027-2136 47 Lavie R & 2027-2136 48 Lavie R & 2027-2136 49 Lavie R & 2027-2136 40 Lavie R & 2027-2136 41 Lavie R & 2027-2136 42 Lavie R & 2027-2136 43 Lavie R & 2027-2136 44 Lavie R & 2027-2136 45 Lavie R & 2027-2137 45 Lavie R & 2027-2137 45 Lavie R & 2027-2137 47	4550 Ruley Mrs 15 C 088-1791
GLENATRE DR (N Van) 306	BLINK BONNIE BEOINS 6061 Smith R & 92, -0348	43 Freer H R @ 522-5131	
NORTH TROW 2100 BLK CURLING 1861 Wilson D P 4 985-5427	603 500 10 10 10 10 10 10 10 10 10 10 10 10 1	GLENGARRY CRES BEGINS	
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1927 Tarbert W T 6	8148 Muaros J D 6 991-7701	57 Guest T L @ 926-2042 59 Andersen V # 922-1956	144
1032 Wilson H H @ \$45-5483	6154 Lewis M & # 921-7685	59 Andersen V 8 922-4956 60 Boyd K C 9 922-9217 61 Rugg £ 5 9 423-8805	
- Thes Michighmenty R J 9 888-2036	6160 Borbar L 9 031-7861	63 Thompson Dr R D @ 8/2-1581	GLTNUE AV NURTH (507) NORTH FROM 350 DURDAS POETAL ZONE NORTH BBY (McAvay JR 0 203-7784 7 Car T 9 299-7850 8 Krimmer J W 0 208-2089 8 Fuiderd L F 0 288-382 11 Charman Mice 328-382
143 Paul Riss J B & B48-4603	GLENGARRY CRES (W Van)	08 65 Young M W 6 522-2873 88 Herrigan L U 6 527-3580	7 Car T 4 299-9550 8 Krimmer J W 8 208-3050
The Point D W & Guil-1976 The Point Mins J H & Guil-1800 Her Pointson P M & Guil-1800 Her Pointson P M & Guil-1981 Her Point P A & Stat-1974 Her Virian V - B I - 1976 Fill Chart V - B I - 1976 FULLERTON ENDO	SOUTHWEST FROM IS GLENNORE SI Kanady & V 4 820-1725. Bi Roberts R F 4 920-1725	67 3tewari W A & 922-4504 d) Havekoal R #26-1832	9 Fulford L F C 209-3882
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	- 3027 Lyttle B - 4042-1701 - 3002-13e Bone P - 4042-2170 - 1052-41 - 4042-2510	2004 Falcour Mich H al WAL-020- 2005 Theres P E -WAS-1470 2166 Wigby B -WA2-5476	CSIT Coros I C CAS-TOR CSIT Tapper R J =CAS-5001 (bSI - Atfleck W E - CAS-5001
- 35% Vacent 35799DarLin A - 1101-0930 3580*Mycock H H - TR0-9380	1907 Lyttle B x #A2-1701 1907 Hos Boo F - WAS 9170 1803 Yest 7 - WAS-9170 1963 Renvick II - WAS-9570 .006 Ketzey C E - WAS-6643	1360"Spin pow Mrs Mrs 440 + WA2-4953 1361"Besch Mrs LM - WA2-1455 2365 Vident	4522 House 1 D - 64 - 7165 4531 Mc Failand 1 A - CA4-5880
E SOTA INTERSISTS	- DOTH ST INTERSECTS % DOOS*Wells K IS -WA2-4681 - 2007*McChistor D H	Son Canth C MT -WA2-Mik,	Abbe function of the CA4-9102
BELLE ISLE PL (N VAN) SOUTH IN A CRESCENT FROM 1912 PULLERION		2372*thelett N A -WA2-303 2377*Speecer L P -WA2-3178 2360 Stealn R E -WA2-3840	 Bet Hamphrey Miss LLB 2CA3-9296 duid Bohaudt J dubb Handa J & A CA3-0258 dubb Handa J & A CA3-0258 w 200 AND TOLME DITERSTORT
1- 1806 *Upton G w -YU7-5300 - 1928 Wagar C B -YUS-0701*	2013 *Pale T W -WA3-8183 2070 *Dews F G -WA3-3617 2070 *Phompses J D -WA3-1371	1983 Arnoll G H - 2A2-5532 1983 - Mober Alin: E F - MAR-46	1000 Vacuati 4005*Chillaboer Dr J C -CA4-0300
1869*Cowian E B -¥U7-2242 1869*Edwards T J -YU5-1904 1869*Edgamardis C C -¥U7-0664	2001 Crayal K G bidg contr -WA2-7605 2150 SP INTERSIATE	(3.5) Sharen A to -NAL-34-7	(200 Vacuut 4005*7.811040er (Dr.) C. −C64-0500 4005*7.811040er (Dr.) C. −C64-0500 4005*7.811040r (D. 4. −C64-0505 4014*19.41er (J. 3. −C64-0505 4014*19.41er (J. 3. −C64-0505
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1994 Smith R W -YU7-7817 1982*Kuloch D G -YU7-4513 1989*Colling P J -Y97-4519	1100 Hoeling C E - WAZ-1885 128 Ordham D WWAZ-1885 2170 Timons C - WAZ-5015	413 Formula R E -WAT-7433 1416 Personal Res C 1 - AC-1343	Auto Plancan J T - CA4-G86 Jubo Plinipaton Dr J - CA4-G80 Jubo Plinipaton Dr J - CA4-J97
BELLELYNN PL IN VAN	 Sise Blockson #A -WAN-5170 Sise Johnson Mrs E Si40*Johnson Mrs E -WAR-0003 	1495 Findeatler 7 E - VA2-3114	Lauren and States and Arts in CA4-4027
EAST TO 1700 HER APPIN	TIST COMPL MC 33- UKA2 STC TIST CONCE U H -WA2-0097 DIKO Kowner Mcs D G -WA2-2005	1233 Folicity Mrs C X - WAG-2201 1233 Automn J - WAR-6493	1270 Wester P K -CA4-selvi
1715*Bolmes P B -YU7-0548 1933*Janna R A -YU8-8300 1747*IBiton G E -YU7-3465	216111.on;paulr R.MWA2-1170 2167 Marball L -WA2-7540 21693 Annobell Miss J D -WA2-566	1430 Encry I 1. D -WAA-0257	and the Hay Mrs J G -GA4-279
1715-960mms 10 II - YU7-UAR 195291anna R - Y U8-8505 1747-4111an C R - 7117-3465 1761 Smittan F - YU7-1761 1767-85162ma M G - YU5-14601 1767-85162ma M G - YU5-1657	Stationation Kein G., WALCODD Care Cherry Min. Machine April 1815 Contra U.H. WAR-COPF 1815 Contra U.H. WAR-COPF 1810 Contra U.H. WAR-COPF 1810 Contra U.H. WAR-COPF 1817 Martised II. J. WAR-COPF 1817 Martised II. J. WAR-COPF 1817 Martine C. WAR-Station 1817 Martine C. WAR-Station 1815 Contra Contra Contra Contra Contra 1815 Contra Contra Contra Contra Contra Contra 1815 Contra Contra Contra Contra Contra Contra Contra 1815 Contra	440 WALLEbox * Miss J - WAS-4301 440 WALLEbox * Miss J - WAS-601	BELMONT AV (VAN)
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9837 *Yanish M -1801-4257 4640 Yanishi U big contr -1821-7108 4843 Yanishi U big contr -1821-7108 4847 McDitosh J H -2142-7373 4947 Cock * 3 - 1812-7373	TOB* Caylor Mrs E H -WAC-2400 200* Motiett L -WAC-Cabb	405-10an O T 405-10avttpon J S -VAC-2011 4071-Penimoni Mrz K M - VAC-4553	4438 Craids D1 - CA4-7084 4441 Dewelsy A - CA4-0715 4451 Moriey T F - CA4-0700
	2210 Walson F K -WAC-0007 2210 Cavolil 2 -WAC-097 2215 Filorethin A W WAC-1280	1461 Maylo H F +WAL-5170 1461 Maylo H F +WAL-5170 1460 Econmoti E F +WAL-0154	445047586 1811 - CA4-4015 4447746(clinen 1810) - CA4-3013 4429 Langaga Taro - CA4-3013
6000 *16w/s 11 - 4521-1235 - 6010*Johnson C R bidg cont - 1153-1590 5010 Flohr D Socia *154 for K 11 - 5121-4056 5004*Lauridson L -1123-3555	CliffCrane I H+WA3-0091 CliffCrane J E-WA2-003	DTH PT L. TERSECTS de Constit Mass D M E -WASS110	410Y 1 ACTAL THILLOUT 3 -CA4-087L - kBoaly Y -CA4-51/0
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BELLEVUE AV (W VAN)	 2000 Hittern JCD -WAC-4780 3056 Rudolph Mrs K -WAC-2043 2042 Hittern Mrs K I -WAC-2043 	SEPTEMBER GIFTANANAS-5340 SEPTEMBER DG -WAR-5340 SEPTEMBER DG F V-WAR-570	450 * Morris E A I -CA4-7344 Electronic Marketter // -CA4-7043
WEST FROM 500 FLA ISPIECT	242 McRos Mrs O B -WAS-905 2433 - Tipbe R -WAS-4469	Sala Kelly B DWAC-8208 Sala Kelly B DWAC-8208	530 stories 2: F -CAA-JOL
Stir versioner and second	 Aller T. Tartes R. A. WA 1-4423 Aller S. L. WA 1-4424 Aller S. L. WA 1-4444 Aller S. L. WA 1-4444	Class Epithematic R - KAC-0008	 Manay VCA-4-51/2 Maray V. V. PRAFFICIAL STREAM TO A CALL AND A CALL AN
1347 Mongan V O - WA2-KNU 1367 Taylor A - WA2-KNU 1367 Drown F M J - WA3-17410	0240 *Ranton G (I +WA%-0951 2250 Wado C +WA%-03149 2258*Lafeaux W W +WAZ-4756	2540 Geou 0 D - WA3-0006 C546 Geou 0 D - WA3-0006	4:0: Tarrier V = 064-069 4:: Falo F C = 064-069 5:: Falo F C = 064-069
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1433 Schoppals II W - WA2-J881	1071 Harlow K G -WA240301 "SO-B4 Darf Apur Lot Moscrup H.JWA2-0531	12/0°Clarko Mrs N -WAC-2072 Who Heldrick C C -WAC-7563	5:07*Love.con-Sc.Jam 113C+4-30:** 5:07*Mate 7: -CA4-147
	102 Methodsh Mrs B - WAL-Bran 201 Wordd Mrs B - WAL-Bran 202 Method Mrs B - WAL-Black	15W Dammer Residence (5.0) Bashmen Mrs 1 M	 Hose Diarnets Miss in -CAA-SEDs Both Manager Diar Coat - Sectors Both Manager Diar - CAA-SEC
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1410 Whithy T S 1400 Whithy T S 100 R bboul J U WA2-0485	201*May Mrs of 5 -WA1-7800	Selb*Carbeny Art. 1 -WA2-437E	LINEARA DUS CALASSA DUS CALASSA CONTRIBUTED CONTRIBUTE
1497 POISSON Mrs V -WAS-6030	TOT Theorald C -WAS-110		Antifacture and a state and a
15TH ST HET ERANCH	208*Anderson C D -WA2-8446	 2618 McOregor J - WAS-0000 (2011 Was plan Mr.) M II - AAD-6001 (2004 Williams Dr. 1, R. WAS-TEST 	ALCONTRACTOR ACTION
1517 E onsit 6 1517 Fonds W W - WAL-Other	104% wdman F - NA2-1F25 105% armer T F - 7/A5-9731	1999 Dicher Mers G L -WAL-767 1940 Vacant 1944 Muhlert V - Ant-3017	FUCINGAL TEREDU
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 ib30*Brafil T A -WA2-200 i520-Cowan Mrs I G -WA2-8101 i539 Fotter was Mrn M -WA2-1398 	102 Brown Mrs A -WA2-6433 102 Brown Mrs E M -WA2-4314	9170 Graam Lit - Macalley E Luddon Mrs J K - WAR-aboo 2460 Washendd M - 375 - 5383	4722*Evans F -CA4-3710 1743*Komp Dr W. JCA4-2274 1742*Ford 14 -CA4-C/72
1569 Walt A-2 - WA2-8060 1573 Flom L V - WA2-8027	2021Anderson J.R VAZ-170F 2021Anderson J.R VAZ-170F 201 Bickartoff E.D 27A2-7941	2	
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ISTH ST LITTERSEC IN 1819 "Sharkmil 4W WAS & M66 1841 Themas E W + WAS & M66 1841 Themas E W + WAS & M66 1841 Manual S C + WAS & M63 1841 Manual S C + WAS & M10 1841 Manual S C + WAS &	300*MaEarren Kara FWAE-1000 - 2015 Mars & -WAE-1000 - 2015 Mars & -WAE-2000 - 2015 Mars & -WAE-2000 - 2015 Mars & -WAE-2000 - 2015 Mars & -WAE-2016 - 2015 Mars & - 2015 Mars & - 2015 - 2015 Mars & - 2015 Mars & - 2015 - 2015 Mars & - 2015 Mars & - 2015 - 2015 Mars & - 2015 Mars & - 2015 - 2015 Mars & - 2015 Mars & - 2015 - 2015 Mars & -	2010 Portation 7 - WA2-6402	en of the state of the second
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1842 Decrearing T D = 4-2054 1842 Decrearing T = 4-2054 1845 Decrearing	Sapo Er PEGHS	<pre>start of 14/00/00/00/00 2019/00/00 10/00/00/00/00/00/00/00/00/00/00/00/00/0</pre>	4/12 * Lavingston Ling 1/2 + CA+0250
1848-Fpc Mrs B D - VA2-2025 1853 Thirkett V R - A2-4550 - 1665 Smith J E - 77,2-2483	Shep Brr EDGH5 1000 Easter C 7 -WAX-2341 1000 Easter C 7 -WAX-2341 1000 Baster C 7 -WAX-200 1000 Br 8 A -W	2545*Leyisod J.EWA2-1613 5554*Waison II NWA2-6225 2802*Willey J.A.P4.A2-2625	Contenting in R -GAA-048
1655 80000 J - WA2-7014 - 1570 Curties 0 970,5566 N.B WA2-8507 697 1460,1611 J - 775-7027 616 400000 551 - 4752-40500	2310VITUSCOLL,MILL PT THE STORE	 2650 Dess Mrz C - WA2-2806 2655 Stary J A D - WA2-5962 2655 And Try J - WA2-5962 2655 And Try J - 50A2-1144- 	BELMONT AV (BBY)
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LIGTA ST B TERCECTS LIECS Brigdale & J T - A2-3438	533 Jerry J G - WA2-9402 23:340 Donbrit Mire S R - WA2-6693 53276 Junk F J - WA2-6955	1877/Matric N R -2A2-5763 2878/Stomart I W -WA2-2549 2861*Princhard A A -WA2-0014	Participation in the state
Igfa st nit eronots Igfa st n	Correctory F.J., VAL-Wite Correctory A. (1999) 2017 Wite Xar, M. (2007) 2017 Wite Xar, M. (2007) 2017 Transport W. C. (2007) 2017 Transport W. C. (2007) 2017 Transport J. (2007) 2017 Transport	25/472/07217 J W - WA2-234 25/14 F71/251-4 A - WA2-2054 26/22 Wart 8 1 - WA2-7159 26/20 Handall R M - MA2-8/17 2020 Handall R M - MA2-8/17 2020 Handall R M - MA2-8/17 26/27 Hobicon Kris J - WA2-7577 26/27 Grasson Mrs D - WA2-3401	Suffaction in the state of the
1926' uschile J B -WA2-4540 1929* Nud Mra E -WA2-6422 1943. Compled	2332 Thompson W.GWA2-5605	2007 Robinson Mrs D -WA2-5578 EE22 Graiser Mrs D -WA2-3401 2019 AT AND 14 APR 14 APR 14	V. 12 CT 103008 10575138 W D mfra gut - VU7-1070 Plof15175 L - 98772594 5139806 W V - VU7-2545 5149466 AN - 2012-2645
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		La contraction of the second	

FROMME (N Van) - Cout'd	FULTÓN (Bby) - Cont'd	FULTON (W Van) - Cont'd	GALT (Vas) - Cont'd
2102*Van Spronan A R -YU5-8502 3105*Scoble M E -YU7-2080 5140*Patersnii 7 -YU5-2611	2411 "Cornish Mrs.44 - LAB-4352 2419 Smbree L G - LAE-5028 2427 Simbree W F - LAE-1148 - MSW Joy E V - LA1-8238 - MSW Joy E V - LA1-8238	1909 More and A Ball Street Avenue 1999 More and Avenue 1999 Martin Mrs D L -WA2-2273	Instantial Control of the Control of
es New House	2429 Nickin C B 2439 Connolig E W -LA1-4463	167H ST INTERSECTS 1. 1611 Farr Mris M B -WA2-1760 1618 Burton FWA2-8297 1640 Cameron Miss M S M rus tobr -WA2-12 1640 Cameron O P -WA2-412 1640 Clarico A B -WA2-1035	
SHAKESPEARE ENES 3161*Rostill L.H.+VII-2126 3190*Moyes D.D.MYU2-5496 3190*Westir K.S.WYU7-6176	- 2442*Morrison J H -LA1-0052 - ***********************************	1540 Cameron Miss M S N mus tchr -WA2-42 1840*Cameron O P -WA2-4218 1845*Clarke A B -WA2-1835	 2452*Sanders Mrs M E -EE4-5154 2453*Willstrom %rs A JHF3-7360 2472 Henderson Mrs D -HE4-4091
	2405*Balley H J -LA2-4794 2466*Flanagan H C -LA6-7112 2477 Lynch B J -LA2-7112	19TH ST DYTERSECTS	2473*51#schhonse F L_HEA-8980 2478-Coursen D R -HE3-0619 2483*Tarilon Mrs.M Z -HE3-9657
21297 # MAN AL 19 BOL 1920 1920 21297 # Frans & C 1218-001 218787 approx & C 1218-001 218787 approx & C 1218-001 31797 # thysocha 1 - 213-4643 31947 # thysocha 1 - 213-4643 31947 # walker 0 - 7105-3050	2475*Willson A C 2466*Lintol C H -LA2-1539 2487*Bradley Mrs A K +LA5-8103	1747 Laily R K + WA2-5346 1747 Laily R K + WA2-0923 1748*Vyyyan Mrs N P - WA2-0239	12 246975andres Mos M 2 + EE4-5154 246379411beron Wer & A 1 + R12-4380 246379411beron Wer & A 1 + R12-4380 2474 Control B 3 + R12 + 6461 2474 Control B 3 + R12 + 6461 248475anthon L + R123-2660 248475anthon L + R123-2601 24847Lass R + R12 + 742-761 269274M-Michael - R123-7621 269274M-Michael - R123-7621 269274M-Michael - R123-7621 269274M-Michael - R123-7621
3279*Haycocks.H J -YU8-4645 3294*Wemysz I D -YU8-2972 3297*Walker G C -YU8-2658	2495*O'Calleghen P C -LAI-6483 2495*Brown M C -LAI-1183 2510*Greenway G J -LAZ-2073	1765*Clowes Mrs M B -WA2-5345 1765*Fenner H G -WA2-7680 1785*Lez Mrs I M -WA2-2573	2433*Veney X T HE3-0806 -2454*Steher Mrs M A HE3-7901
RONAYNE BEGINS 3221*McDomid J C -YU7-8454	2511*CarUs P -LA1-7092 2520*Rigsen P -LA2-6004 2521*Consisble D 8 -LA6-1278	1778.57 DY BEAST 75 1778.67 DY BEAST 75 174.107 HO + MA2 - 544 174.107 HO + MA2 - 544 174.107 HO + MA2 - 502 174.107 HO + MA2 - 502 176.107 HO + MA2 - 502 126.107 HO + MA2 - 502 127.107 HO +	GAMMA AV NORTH (BBY)
RONAYNE BECINS 1 BO21*McDomis 1 C - Y07-0464 3330*Dimot C - Y08-7155 341*Alton 8 S300*Architatid107-1480		SINCLAR BEODS 1845 Rickwood R WAS 3102 1865 WAS 5102 1857 Turner Mrn C C WAS 5510 1872 Turner Mrn C C WAS 553 1872 WAS 52 5 WAS 553 1880 Brown F R WAS 555	NORTH PROM 4800 BLK DUNDAS
3373"Maiphi R E + YU7-7782 3424"Smith A H - YU7-7782	2562*TLloyd R -LA2-5923 2562*TLloyd R -LA2-5923 2559*Teenant 7 A -LA2-6740	1660*MoNell J B - WA2-6510 1671*Turner Mrs C C - WA2-5712 1672*Wetts P J B - WA2-6225	
3440°Doriand W A J -YUJ-AbSi	2000*Gann E R +LA2+1831 2001*Thumas R N +LA2+8032 2005*Christensen H + LA1+9749	1880 Brown F R-WA2-3855	EMPIRE DITERSEGITS
2014 C 3 3 3 7 4 7 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	2507*Techritter V -LA1-2221 1572*Motynesux S J -LA1-1479 2573*Detts C J -LA1-3302	1977H ST RECONCLENCES 1924 Charman X 5 P - WAR - 5329 1824 Coleman X 5 P - WAR - 5439 1824 Coleman X D - 7 WAR - 5450 1925 Emoling A W J - WAR - 9731 1947 Planber L G - WAR - 6215 1947 Planber L G - WAR - 6215 1947 - Barber L G - WAR - 6215 1947 - Barber L G - WAR - 6215	CAMBRIDGE BETERSECTS
3530 TDobash E W - YUE-2704 3530 Black-Mrs A C - YUF-7327 - 3555 TPaurer M E - YUE-0483	2578*Beadle K.R. +LA2-4115 2579*Corbett W.H. +LA2-1312 2581*Rugg J.M. +LA2-6341	1942"Bobkirk A R - WA2-6215 1947"Barber L G - WA2-6214 1950 Maple Laaf Kindergarten - WA2-7489	200*Washock G.A. 218*Sheppind H.WCY2-4008
- 3555 Pacyer M E -YU8-0483 - 3555 Holding Rev 3 R -YU8-0821. 3665 Beaulien R E -YU7-1812	2019 Theorem CJ -1.2.1 -3.00 2019 Testalow FR -1.2.4 1.8 2019 Testalow FR -1.2.4 5.018 2019 Testalow FR -1.2.4 5.018 2019 Testalow FR -1.2.4 5.025 2019 Testalow FR -1.2.4 5.025 2019 Testalow FR -1.4.1 4.026	1947 March La - WA2-0214 1950 Maple Lad Kindergarian - WA2-7459 1950 Maple Lad Kindergarian - WA2-7459 1950 Citver Rev T - WA2-7439 1970 Work W I - WA2-7430 1970 Work W I - WA2-1020 1990 Wick Lear D N - WA2-1024	224*Bray P W -CY8-5137 232*Woodbury 5 8 -CY8-1217
FREDERICK INTERSECTS 		LOW MCLESC D H -WA2-1824	ETON ENDE 224*Bray P W -CY8-5137 232*Woodbwr 5 & F-CY8-2217 240 Fuet A H -CY8-603 249*Prenety T -CY8-500 259*Prenety T -CY8-500 259*Prenety T -CY8-500 259*Prenety T -CY8-500
FREDERUCK INTERSECTS SECONMOSTICS D. E.AZUS-13054 30339WILLION R YUB- 7633 - 30549 Donaldow H.D YUB- 7633 - 30549 Donaldow H.D YUB- 864 SECSTENAT J YUT- 4733 SECSTENAT J. W YUT-A207 SECSTENAT J YUT-A738 SECSTENAT J YUT-A738 SECSTE	CHITCH AV (W VAN)	2015 ST-DITE/ISBCTS 2009*Biodgesn Mrs M K-WA2-2906 2000/Bincharce Mits O -WA2-2005 2033 Tacant 2040*McLasghin J D -WA2-5690	2047 Fire and 3 to -CY8-3640 272*Treachard R & -CY8-6125 280*Lines J T -CY8-1998
such press and a state of the state		2047*Thompson R & -WA3-7621	200 THTCLUP U.C. 10 - 0012 1727 Trechard R. A. CMS 612B 2807 Lines J T. CTS-1998 2887 McLie W. A. CYS-6127 3007 Elact. J. J. CTS-1423 3057 Elact. J. J. CTS-1423 3057 Elact. J. T. CTS-1423 312* Raird J T. CTS-1428 312* Raird J T. CTS-4128
CROPT BROINS WELLINGTON INTERSPORTS 3781 TPinfold T CG - YU8-8812		2377*McKsy A R -WA2-1416 2078*Ksy Mrs A -WA2-1418 2080*Sherwood B -WA2-6607 2083*Connerty C W K -WA2-4319	PENZANCE DE DETERSECTS
DORAN INTERSECTS SELT WARDON MYR W X - YLIE - 7303 CHAMBERLAIN ENDS	11TH ST BYTEREECTS	RIST BT INTERSDOTS	GAMMA AV SOUTH (BBY)
3940*McCaskell N H -YU8-4600 3940 Burns Mins L M -YU8-2857	1105 Matheson M A -WA2-9117 1115 Carr 6 R -WA3-0076 1110*Currie J H -WA2-2040	EIST 81 INTERSECTS 21144 Lowdon D. WAZ-4633 2159. W. No. Connewsly. Centro. WAZ-0434 2487. Septement Church Ball 2187 Colling A. WAZ-4558 na W. Van Frenins Club 2195 Occurred 2195 Occurred	- 12 Vacant. September W.C CY9-3925 ABSE Sector M.A CY9-3240
EAST TO FOOT MOUNTAIN HWAY	1130 Februario DF 1 D -WA2-3145 1133 Lorimer M K -WA2-3145 1136 Wright P L -WA2-7471	na W Van Tennis Ciub 1	- 26 vacani - 26 vacani - 26 vacani - 26 vacani - 26 vacani - 278-9034 - 278-904 - 278-904
est The rate of 1 1600 Motifield. 1605 Type Graft Serie Long 1600 Type Serie - Tric Thus 1600 Type Serie - Tric Thus Motifield Series - Tric Thus Motifield Series - Tric Thus Motifield Series - Tric Thus FRONT SEC (N VAN) Front Sec. (N VAN)	1072-1076 A M - MAR-900 1172 DT EntreREETS 1190-Wathcom M - 4/02-411 115 Our 5 F + 243-071 1130-Wetterstor D - T - 4/02-417 1137 Locines M - 4/02-101 1137 Locines M - 4/02-101 1139-4/02-100 113	22ND ST INTERSECTS NOT OPENED THEOUCH 2245*Colwell Mrs J H -WA2-2897	BO-20LOBINIAG 1 -0.10-0112
1655 DC Redder E 1075 Witnet Sinver - 108-0014	M60*Inkster W H -WA2-6201 J161*M5drews C B -WA2-6828	2250*MacLean Mbb A -WA2-2997 2057*Kilby A W 21.57*Kilby A W	PANDORA MPERSECTS SOF JUIMBAR C.R.O. CTHAPTUR ESS Rimmer N 2 - CY8-9053 255*Scoble N.H CY8-9053
FRONT ST (N VAN)	1160*Kon: A P - WA/22652 1465*MABRIG: H-1 T- 4MA2-7305 1467*Sonstone D: E D W - WA2-1067 1197*Urgahari R J B - WA2-1068	2293 Roys N -WA2-2774 2295*Hood Mrs B M -WA2-1670	ALBERT, E HASTINGS, E PENDER, PRANCER AND E GEORGIA INTERSECT
		EAST FROM 3500 BLX WEPTMINSTER	UNION INTERSECTS
2990 Scienzen A.B. 1996-1947 3010 Verfa Centra politike digger sonv 		13 4909*Anderson H L -HE1-9864 4928*Saundors J E -HE4-1267	GARDEN AV (N VAN)
FRONTENAC ST (VAN)	1210* Keynold3 / 5 - WA2-0254 1210* Young A C -WA2-7473 1224*Walter J L -WA2-0084	4024*Examplers 7 2 JH24-1267 4037*Exampler R 3 TRL 1000 4637*Carpader R 3 TRL 1000 4637*Carpader R 3 TRL 1000 4636*Carpader R 3 TRL 1000 4636*Carpader R 4 TRL 1000 4636*Carpader R 4 TRL 1000 5007*Carpader R 4 TRL 3-312 5004*Carpader R 4 TRL	W THE LAR WELCH STRUCTURE
.0254"Austman P E -KE1-DI50	1233*Binie T -WA2-7803 1235*Binie T -WA2-7803 1230*Coultran I S *WA2-0589	4955*Bennett 5 J -HE4-1268 	WIST AND WEICH MITTERSET
6255*Perrins C H -RE1-0180* 6250*Campbell Mrs L-M-9RE1-0156 8265*Dick - 1003-6958	- 1948*McDdnald W K - WA2-2861 1250*Brown C W - WA2-9448	1989 Fielders J A -HE3-8005 5007*Oukley B W -HE3-3172 5025*Darby K R -HE1-1960	2 Copeland C R -YUS-1405
03654 Workman R C plmbg contr -FE1-4018. 6081*Bergen L E -HE3-2040 ;	1233*250nde T * WA2~983 1233*2500000 * WA2~9500 1230*250000 * WA2~9500 1230*25000 W * * WA2~9501 1230*25000 W * WA2~9501 1230*25000 W * WA2~9501 1234*25001 W * 1 * WA2~9501 1234*25001 W * 1 * WA2~9500 1271*124500 F * WA2~9200 1271*124500 F * WA2~900 1271*124500 F * WA2~900 1271*124500 F * WA2~900 1271*124500 F * WA2~900 1271*124500 F * WA2~900 1271*12500 F * WA2~900 1271*125000 F * WA2~900 1271*12500 F * WA2~900 1270*12500 F	NOT OPENED TRROUGH	MARINE INTERSECTS 1627 Vacani 1849 Brettell Elec maci
ROT OPENED THROUGH	- 128048vchanan.Mrs MWA2-0081 - 1283*Napler WWA2-1097 1.53*Broatoy G E - WA2-1064	NOT OPENED THROUGH W. OR ANDY DOULLAS HWAY HIT ERGECTS GODWAN INTERSECTS	1621 Noskes J - 105-1463 1655 *Carusolett 7 - 410*-2339 1664*Smither C 72 + 108-7323
ROT COMPAND TRACOUGH	¥	ASDINGLEY INTERSECTS 6338 Edwards E T -RE6-2803	1000 RODIADO F L - 10 (- 2001)
Gott Belowicz A J - HEL-2018 5648 Hill A P - HEA-2003 FILL S-FOTONI AV - AN - VANA	1374 ST INTERSECTS	GALIANO RD (VAN)	1027 Valent 162 Present J. 2011, 143 163 Present J. 2011, 143 164 Present J. 2011, 143 165 Present J. 2011, 143 166 Present J. 2011, 143 166 Present J. 2017, 2020 166 Present J. 2017, 2020 167 Data Present J. 2017, 2020 170 Data Present J. 2017, 2020 170 Data Present J. 2017, 2020 170 Data Present J. 2017, 2020
FULLERION AV (N VAN)	1319 Williams S R -WA2-9484 1320*Roberts Mrs B F E-WA2-4928 1327*Chapman Mrs E -WA2-1401	SCID-Jackcon L-T -fiE8-683: 341*Elliott E A -RE6-5370	1099* Ferkins G A -YU7-7292 1704*Myland H:S -YU6-0751 1707 Gamon D:O -YU5-2080
1906*Heller Mrs M E -YU7-5171 - 1886*Dore Miss A 1 -YU7-8055 1859*Tayler D C-YU8-8028 - 1912*Glave C -YU8-3005	1330*Willisms C H -WA2-4376 1342*White Mrp A -WA2-8767 1342 Schull G RWA2-8663	GALLAGHER PL (W VAN)	1762*Fisher J P - 107-7878 -
BELLE SILE BLE BLES		SOUTH THOM SOO BLA MARTE	1765 Versis J C 10/7216- 1751 Craduck W. 707-52827 1767 Statuck W. 707-52827 1767 Willis W.7 - 9106-1725 1769 Willis W.7 - 9106-1725 1769 Creen May E - 917-2115
1976 Yetman P. HYU7-4231 BELIA: Mile Pt. Extps 1987*Felle-ton J_T -YU7-1843		bol-Summonia, Y - Wab-dow bol-Summonia, Y - Wab-dow bol-William S T - WE3-2781 bol-William S T - WE3-4782 bol-William S - WE3-4782 bol-Summonia J -	
- GLEN AIRE INTERSECTS	1344 McRae Mrs J D -WA2-6245 1369 Malcolm G F - WA2-2009 1379 Carcavall Mrs C 1 - WA2-0814 1370 Carcavall Mrs C 1 - WA2-0814	5670"Wheaton M J -WE3-6002 5670"Robindon M -WE3-6006 5574950:315 K T -WE3-6353	HOPE INTERSECTS cs New House: 18854 Gordon F - YU7-1325 1999 Disting A - VU7-1325
FULTON AV IBBY	1387*Burnhill C B -WA2-15'3: 1589*Peers Mrs G S mostlahr - A1-17'?	5574*3mith K T -WE3-0153 5678*Kuitec K R -WE3-031 5589*Bartman N J -WE3-031 5599*Gallanter B D -WE3-047	1880*Bistis B A -YU2-302? 1904 Vacant 1902 Vacant
COLO White W T -LAG BIT7 2021 McDPerson R D -LAS-5	14TH ST EXTERDED TO 14C-Surface J Y MARTSTEL 14CFODSH R T WALCOS 14J4 Costel V J WALCOS 14J4 Costel V J WALCOS 14J HOLCE POSS Date E H S	GALT ST (VAN) COTHEST VC QSS 4700 BLE 110 A THO	1962 / Scent 2007 / Sacent 2007 / Sacent 2007 / Dernfield A - YU7-1038 1976*Rennic R - YU7-1038 1976*Rennic R - YU7-1158
COLOMBINE W - LACAT COLOMBINE STATE IN - LACAT COLOMBINE STATE IN - LACAT COLOMBINE STATE COLOMBINE TO A COLOMBINE COLOMBINE STATE COLOMBINE STATE COLOMBINE COLOMBINE COLOMBINE COLOMBINE COLOMBINE C	1414 Caswel V J -WAT-0497 1437 RubBle-Ross Mrs 5 N S 1438 Anderson & -WALTSOUF 1442 Kidd Mrs 1 I - GAC-6483	1304 Pracinity	GARDEN DR (VAN)
2035 Or chipled 2004/2024/16 H 7 - LA 1-5123 2010/Change 9 3 sied Cottly - LAB-1323	1900 CHIPETON LAU-AA	- 2320*Darthagen F T -HE3-078.	SOUTH FROM \$300 BLK DUNDAS
2110 McGarry Yos N M 2122 Hondia C - LAB - 1270 2132 Bondia Miss O P - LAS - 1035	11534 Garrie Mrs if M - WAC-900 1450 Mrs C - WAS-400 17334 Corres J - A2-0406 1644 Thursen J - A2-0406 1644 Thursen J - A2-0406		25*Seastron, N'O -ALS-5/72 55*Deserouri Mrs E: ALS-5674 94 Carden Drive Gro -HA1114
2110-01348 P 7 564 2007 - 124 7 522 - 210-01348 P 7 564 2007 - 124 7 522 - 212 9 564 1 4 1 4 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 100 - 212 9 564 1 4 1 5 0 7 - 124 7 - 1	1441 [hurson J. + 40-100" 1471 [arts] al. 5 - 1400 (149 1471 McContain Mixed J. 1472 EDENTIA J NAC-1840	- 2320 Where X 2 2320 Where X 2 23200 Where X 2 232	TRIUMPH BYTEXSECTS
21877 AcCompt190 A-R 444-0110 - 21887 Control - 1-A-21410 	1472************************************	L374 Singh Sham HE3-8801	121 Checnencoll 7 -HA74089 127 Lowe J X -KA02611 200 Mitschiens D -ALS 1976
		CTT comparement 322-8001	1364Tracy L VL-ALS-8361 127*Xalmas L rooms :HAB387R
2212 True L B -1 A2 - 1041 2233 Winds F - 1436-2428 2354 Le Conte S L -1 A1 - 7358	1507 Jacani SAIt-copietas E.S VAS-1840 Ibájt-tosie E.S VAS-1840 Ibájt-tosie E.S VAS-1840	2419*Exinder.7 () -HE4-4482. 5432*Under3/Dod L C -HE1-8150 L423*Evans/Mars E -HE3-749	INFERENCE LUCALA-564 INFERENCE LUCALA-564 INFERENCE LUCALANTER INFERENCE AND ALL-56988 INFERENCE AND ALL-56988 INFER
NOT OPENED TEROUOR ELWELL INTERSECTS	1558 Smith J D - WALLANTS 1552 Tack Mirs & -WAL-1565 2565 MicRae A 7 - WAL-1552 1 J 200 Dolimon J W - 965 2700	2432*Yontof M O C -HES-4792 2432*Yontof M O C -HES-6783 2433*Singata Mrs H - RES-55%	- PANDORA, FRANKLIN AND E HASTROG DERENSECT

t plane pa	GLADSTONE (Vin) - Cost)d	GLADSTONE (Vas) - Cont'd	GLEN (Van)~ Done'd	GLENCANYON (N. Van) - Cont'd
		6002 Vacant	E 119H INTERSECTS. 2754*Wright G rooms-TR5-1194 7. 2007*Salmon W A-TR5-9364 versee	4431*McWilliams R 2 -YU7-1372
1.1	5050*Siephens J M -FA7-5374 5051 Dyck W C -FA5-9254	E 54TH AND E 55TH INTERSECT 7112 Outrom A C - FA5-4266 7136, Neroll EJ - FA1-5406 7162 Alston W E - FA5-5406 7162 Alston W E - FA5-54076		VALENCIA ENGL 3455*ELILA D A - X(7.5921) 4356*MACKAT W 5 - YUD-5273 4462*BACK X D - YUD-5273 4462*BACK X D - YUD-5171 4470*CEUTE W H - 258 4 4000
	5064*Rozell H H -FA1=2402 5065*Ford E S -PA7-4380	7136 Newell B J -FA1-8406 7162 Alston W E -FA5-4936	E ISTH INTERSECTS	4463*Beid K () - YUS-5171 4463*Beid K () - YUS-5171
17	005* sorther(s) Miles N - 7,45-50(8) 50(5) Experime J & AJ-025 50(5) Experime J & AJ-025 50(5) Stocket J - 7,45-68(2) 60(4) Finore J : 7,47-199(2) 50(5) Finore J : 7,47-199(2) 50(5	7189 Machtosh A D -FA1-0760 7189 Hopps R F -FA5-2021 200580 restloared L -FA2-6058	2016 Vacant 2016 Vacant 2026 Partingion J - TRE-5115 2026 VacCall Ant A P 2020 Corrie Mirs C L TRE-5307 2040 Wounpra Mrs H - TRE-5307	4477 Downle K A -YU7-8081 4478 Soune E -YU7-5153
1	5094*Jones Mrs A B - FA7-2631 5094*Jones Mrs A B - FA7-2631	7210 Edits E G - FA5-1340 7223 Paller F 1 - FA5-6276	2830*Corrin Mrs C L -TR5-5307 2840*Suonpata Mrs H -TR4-7235	MONTROYAL BLVD INTERSECTS
+	E BUTH INTERSECTS	162 Alston W E - FAG-400 168 Machine A - FAG-101 168 Machine A - FAG-101 1700 Sites FAG-101 1701 Sites E - FAG-101	E 131 H INTERSECTS . 7520*Luckstein W - TR9-4232)	GLENDALE RD- (VAN)
1. 1. 10	E 8074 WYERRSECTS. 10169 Marphy D : FA7-6964 5126 Campbell C B : PA7-8264 5127 Campbell C B : PA7-826 1017 Collars R : FA7-6423 1178 Williams C T : FA7-6423 1178 Collars J L : FA7-6867 1180 Lawre R : FA7-6867 1180 Lawre R : FA7-6867	7268 Abol R - PAS-3120	E 1371 f INT ENGENTS, 2500 Luckstein W. 7784-4322 2500 Berght Mrs H. 1786-1603 2530 Lamb G. 7786-8201 2535 Muzahs G. 7786-5457	3680 Meylin DH INEL-6489
2.757	5171+Lotham R J -FA5-4393 5178+Williams G T -FA5-0792	7340 Robe 5- EAL-3897 7385 Mybak T F -FA7-3162		3840* Brockeaborough J A -HE1-4544
A	5177*Jellery W E -FA7-6867 5193*Holland J L -FA7-6867 5199*Kolland J L -FA7-6867	BONNYVALE BEGINS	3050 Metrison J -TR9-2308	3800 Jacey C E -HE1-1250 2973 Caruk W -HE3-3182
	E SOTH ENDS S204*Lindmark J _FA7-7280	- 7421*Tratch M & -FA5-3451 7420 Nicliol N G -FA1-0266	SOAA-Edge C W suites -TRE-5837 3044 Engbert T E 3044 Haintalak M	3886*Ploamuće 1 M -HE1-8468 3887*Hartis II C -NE3-2983
· · · · · · · · ·	5204*Lindmark J GFA-7200 6211*St Denis E O - FA5-2606 5216*Scillar Mrs A - FA1-9711 5235 Scott W - FA3-6227	BONNYVALS BEGINS 7481*Tratch M & -FAS-3461 7480 Nitola N G -FAS-3461 7480 Nitola N G -FAS-6266 7450 Antorno C - FAS-7281 7470 Queen J M -FAS-5850	3044 Hottellan M 2044 Hont TO C. 2046 Damborg NG JR0-2200- VolgFbally Mrs F-7R0-2017 3046 Vas Dezon H JR0-2016 2005 Latoon A C. TR0-2016 2005 Dr. Koning J. TR5-2008 2005 Dr. Koning J. TR5-2008 2005 Dr. Koning J. TR5-2008	BBD Hayden S W - HEJ-2421 BBD Largery G E - HEI-1250 277*Carviw W - HEI-1250 BBD Largery G E - HEI-1250 BBD Company C H - HEI-1250 BBD Plongang C H - HEI-1250 <
* ****	5250 Scott W - FA2-6227. 5250 Contain E Q - FA2-1232 ;	7473 Georgeson D R -FA7-6606	\$045 Var Detzie H -TR5-8715 3055*Largon A C -TR4-0085	360)*641 A W - H21-6759 580)*640 A W - H21-6759 580)*640 A W - H21-6759 580)*640 A - H21-6459 7913*1 Juliery sture & W - H24-6591 7913*1 Juliery sture & W - H24-6591 7915* Marrison & I - H23-7427 7917* Dickinson J D - H23-6590 5915* Marrison & I - H23-6590 5915* Marriso
1	9839 Scott W - PA7-2221 5250*Costáin E Q - PA7-12321 5251*South A L -FA1-8938 - 5261*Regan L W - FA5-7742		\$058 De Koning 7 TES-3886 \$075*Neeraster H E -TR6-0684	2915 Marrison K I - HE3-7427
	B 37TH INTERSECTS 5308"Lyon: A B - PAS-5492	7508 Myers C E P - FAS-2561 7528 Doucette L H - FAS-3083 - 7548 Seath L W - FAS-4567 7548 Seath L W - FAS-457 7558 Ford N A - FAS-4770H	C 15TH INTERSECTS 5125 Collins D E 3143 Steinbach II	3923 Vacant
T	B 377F INTERSECTS 5308*Lyond A B - P75-5492 5515*Wort A - P74-5492 5515*Worte A - P74-5431 5318 Moore W - P74-5431 5328*Charbora L W - V/0-7207 5525*B2U J - P745-6314 	NEWPORT INTERSECTS 7026 Altor J J -FA5-3921	3145 Steinbach II 3145 Benseler H -TRn-1365 3165 Allen B -TR8-8032	
-	5329"Ball 7 - FAS-0314		3185*Roberts F -TR4-8295	39/7 Albit 2018 [G. 1] [E] 1.8218 2007 Cullaphan J. J. A. 1209 2007 Cullaphan J. J. A. 1209 2008 Let Bing C. 1] E. 1-880 2008 Let Bing C. 1] E. 1-880 2008 Collision R. E. 1821-2078
1	5348*Carson Mrs M M 1 - FA5-3104 5355*Rosp C - FA7-0878	E BIST INTERSECTS NOT OPENED THROUGH SE MARINE INTERSECTS	E 16TH INTERSECTS	
1	5309 Arinstrong A -FA5-7458 5370 Spatford G M -FA5-143G	SE MARINE INTERSECTS MONTROSE INTERSECTS BOER TRACKS INTERSECT	E J'TH INTERSECTS 3351 Charles-Dickens Sch -TR4-5443 es Sunnysido Parr	GLENDALOUGH PL (VAN) HORTH FROM 2551 SW MARINE
	S20199117 - F7.5-0314 - 504792504 W. 20,7-7020 504792504 W. 20,7-7020 504792504 W. 20,7-7020 50474504 (C. V. 20,8-716 5047444,20170 V. 20,8-716 504744,20170 M. 27.6-716 504744,20170 M. 27.6-718 504744,20170 M. 27.6-1310 504744,20141 W. 27.7-4310 504744,20141 W. 27.7-4310 504744,20141 W. 27.7-4310 504744,20141 W. 27.7-4310 504744,20141 W. 27.7-4310 504744,20141 W. 27.7-4310 50474,20141 W. 27	FRASER RIVER-ILEKE	es Sannysido Parr	HORTH FROM 2551 SW MARINE
1 .	E 390+Madison N H -PA7-2530 E 397H INTERSECTS 5160+Jarton E L -FA1-0907	GLADWIN DR (No VAN)	E 18TH INTERSECTS 3421*Ardras G W -TR4-9694 3431*McKay Mrs S -TR6-7700 3437*DeWing G D -TR4-7032	5105*Mc Petridge Dr E A *AMÉ-7500 5120*Culter L B *AME-4335 0150*Victemon 3 A *AMI-7905 6150*Hembiling V L *AMI-2834
-	516UAJarton E L - FA1-0807 - 5460 MoiRI R	GEORGE ENDS	5437*Dewling G D -TR4-7032	
1	E 3JTH INTERSECTS 5500"Moul W A -FA5 -8537	PEMPERTON BECOMMENCES 1214 Midaleton R G - YUS-3073	E 1976 RECOMMENCES KINGSWAY INTERSECTS E 2076 ENDS 3520* Picchs J - TR4-1377	GLENEAGLES DR (W VAN)
	E ANTH TO'E ASTH INTERSECT	GEORGE ENDS LLOVD INTERBECT3 1214 MIRABERTON RECOMMENCES 1231 Lance FJ - VU7-4780 1230 Lance FJ - VU7-4780 1230 Blanchet D J II - VU7-4780 1240 Williams W P - VU8-2494 1240 Williams W - VU8-2494 1240 Williams U - VU7-2655 1250 Williams U - VU7-2655	3520* Piechs J -TR4-1377. 3528 Geopert G -TR6-0344 3026 Nellson D D -TR4-6774	8005; Malkin H & -WE3-2381
	E 40TH TO'E 45TH INTERSECT NOT OPENED TIROUCH # 47TH INTERSECTS 6325*Dawson W -FA5-0362	1250*Ghapman L É -YU6-1045 1270*T reptau IJ -YU7-0835	3026 Nelison D D -TR4-87/4 3025*Alteria G -TR3-8568 3035 De Vooyht P C -TR3-2003	8005t Malkin H & -WE3-2381 6011* Lake 1 C M - WE3-3782
	WAVERLEY INTERSECTS 6375*Walker G C -TA7-5610	1288* Inglis R C - YU8-0012	ESIST INTERSECTS	COSS* Cablie H-WES-6244 COSS Los R E -WES-6771 K738 Marcell Mrs 1, -WES-6091 COS Summer Residence WES-6096 COST Tarakins Mrs M X - WES-2686 COST Summer Residence WES-2686
1 6 %		1256*Reld W J -YU7-8595	E215T INT SERLCTS 3720-Numphroy Mrs E A -TR4-8200 3720-Roy-Lited D A -TR5-4732 3780-Roy-Lited D A -TR5-4738 3790-Kopec Mrs A -TR8-7780	CO19**Tawking Mrs. MrM -WE3-5889 CO51*Both W M -WE3-5889
	E 10TH INTERSECTS 6469 6m/0+W-J -FAL-1007 9450*Mottatr'S R -FAS-0714	GLEN DR (VAN)		OD54 Mecsilt 2006 Regilts A M J -WE3-2431 BLINK BONNIE BEUINS
	DIOT ASDU A -FAD-GAD	SOUTH ACROSS 1100 BLX FOWELL		SUBJ Coler A II WE3-6123
	BHOPT (1994)	POWELL INTERSECTS	3024 WEDLEY W B -TR4-7807 3850-Marray P F -TR4-2252	BLERR BORNIE ERDS
	6400-5hgder 7 R -FAb-9110		: 3655*Cordon L -TR4-2639 3672*Watson Mrs J -TR4-3841	-6110-Wyllie R W -WE3-3527
1. S.	- EACH INTERSECTS -	FOUNDLI INTRACECTS - Get Jittle Haven cabination 222 Render PY - MIL-2004 223 Shinkawa P - 4014-2019 223 Shinkawa P - 4014-2019 223 Shinkawa P - 4013-2019 221 Tazinota H - 4013 07/1 23 Shinkawa P - 4013-05/0 24 Tazinota H - 4013 07/1 25 Shinkawa P - 4014-05/0 25 Shinkawa P - 4014-05/0 26 Shinkawa P - 4014-05/0 27 Shinkawa P - 4014-05/0 28 Shinkawa P - 4014-05/0 29 Shinkawa P - 4014-05/0 29 Shinkawa P - 4014-05/0 20 Shinkawa P - 4014-0 20 Shinkawa P - 40	3884 W A TOW J - TRI-8537 3806 Failmer R F - TR6-2500	BLOR DORNE BUD HIT - A MC (M & W & W & S & S & S & S & S & S & S & S
Sec. 3	E 40°H INTERSEON 6522*Treiry W. E - F.M-3348 6536*Seroton C A V - FA5-1586 6555*Rebelato L P - FA5-1558	241 Tatnoka H - MU3-574 245 Yamamura S - MU4-0505	2606 Gardour I H gardvallan -TH1-0097	6162 Ald GJ - Wassers - 6160 Kidle GT - WE9-2587 6160 Kulls GT - WE9-2587
	Experimentation and a Paralada Experimenta	E CORDOVA INTERSECTA BIE-SEUCITOT COTAD MILE -MUS-1023	E 23RD INTERSECTS 3940 Determin O -TR4-5073 Security of the security of the security 27(Malheson A A -TR4-5743 3700 Callspher Mr. II W A -TR0-7550	GLENGARRY-CRES-IW-VAN)
and an and a second of the	650% CruperLE -FA5-2006 6577*Taylor R E -FA5-2006 6578*Badb D A - 245-2735	318*Superior Corap Mils -MUS-102)	2070*Matheson A A TR4-8743 3050 Gullagher Mrs II W A TR5-7550	GLENGARRY-CRES (W-VAN)
		E UASTINIS UTERSETTS - 421 Alexander Mrs C II - HU4-5538 427*Yobiras (* 434*) 434*) Yamatski K - MU3-5206	E MININTERSECTS	01. Schmitt G R WA2 5046
1.00	E 507H INTERGECTS 507H INTERGECTS 507H INTERGECTS 507H STACOT CONTRACTS 5071 STATUT / TAS-1960 5071 STATUT / TAS-1960 5071 STATUT / TAS-1960 5071 STATUT / TAS-1960 507H STATUT / TAS-1960 507H STATUT / TAS-1971 507H STATUT / TAS-1971 50	434") Yamataki K - MU3-5206 2 Ul K - MU1-4874	E STITITY EASECTS SUNTSIDIJ J TRO-0472 GUNCTONG H W JTRO-0505 HUSHATUHANNE CH JTRO-7703 GUGTHANHANNE CH JTRO-7703 GUGTHANHAN CH JTRO-7000 HOUTDONNES J TRO-7000 GUTTONNES J TRO-705	05 Vacant 11 Speirs F A McB -WA2-4983 71 Horns A M -WA2-4701 72 Marcell-Smith 1 J -WA2-9707
1	6612*Boldhouse A B -FA5-4975 6827*Barclay J -FA5-1995	2 JUK - MUL 4074 2 UK - MUL 4074 7 Uyuyama Y MUL - TO'S 41 Deschetto A - MUL 41008 43 Evans 1 - MUL 4003 45 Evans 1 - MUL - 2003	4031*Dediler, S -3'R6-7705	75*Baynton K F Y -WA3-1513 75*Francics W R -WA6-1440
	0025*Melnerick E W - FAD-3301 0011*10mmer O G * FAD-1058- 8949*Meln20 E - FAD-7013	436 Pellizzaro Ir - MU3-3289	N KINT KONDARO AND R 280 H	Tr://Accessit/Status X Accessity Tr://Accessity X Accessity Tr://Accessity<
	6667-Marian Mirs B 1 - FA1-5264	E PENDER NTERSECTS	AZHI, Depaidson C B -TR/-0000 E 27TH INTERSECTS	20* McMichael W G -WA2-8204 BTStrabe 7 V -WA2-0460
	6392+Smlth V C -FA1-6171	512 ENTRY MIST H= MU1-2753-	GLEN ATRE DR (N VAN)	Ott Vischer M +WAR-6559
	E 51ST INTERSECTS 5702*Trule A 1 - FA7-4355 9702*Atkanhcad Rev SFA5-5892 8713*3011 J - FA5-5895 5731*974arref 1 - FA5-5879 6740*Kerl E 1 - FA5-5184 5740*Kerl E 1 - FA5-5184	516 Albo S 520 Hrycenko M - M03-3007 521 Irons J 525 Bergrett C R - M14-2503	NORTH FROM 2100 CURLING	LIORVEN ENDS 101*Young J E -WA2-9662 103 Ioren I, J -WA2-9027 10: Funk O G -WA2-6261
	0715*Bell J -FA5-5850 6715*Bell J -FA5-5850 6731*Pvarcerg 2 -FA5-4679	521*Irons J 525 Deverett C R -MU4-2503 527 Kaminaki J -MU5-5280 531*Brane J -MU3-3306	1801*1500* P A -YU7-4801 1823*0 rimwood Mrz E / -YU7-3840 1834*Gauvreas R J M -Yu5-4805	
· - Å	6740*Karl E L -FA5-0184 6755*Scaborn E R #7A5-3617	SEEPER AND E GEORGIA	1855 Edmitten D - 107-1617 1855 Edmitten D - 107-1617 1855 Edmitten D - 107-1617 1855 Edmitten D - 107-1617 1955 Edmitten D - 107-1617 19	CLENGIE INTERSETS GLENGYLE ST (VAN)
1 2 3	6755 Hanson AT - PA5-2003 6775 McLean Mrs A - FA5-20146	729 Vacant	1915 Vacant - 92.951000ctourse J & -YU7-4255	JOLTI, FROM 2045 STADASBURY
1.2	ErdorKarl E L - FAS-0186 ErdsState L - FAS-0186 ErdsState L - FAS-0187 ErdsState L - FAS-0187 ErdsState L - FAS-018 ErdsState L - FA	733 Nishihama M -MU3-1576 - 735 Vacant	A 1027 Southers & C -107-122 1027 Southers & C -107-123 1032 Brabandt C C - YU7-8732 1039 Hom E 1 - YU7-8736 TYG6Parr O H = YU7-1383 T 1028 Junt D W - 7403-8033 1028 Junt D W - 7403-8033 1028 Junt D W - 7172 2007	3657 - 10 - 10 - 17 - 17 - 18 - 184 - 5843 3659 - Kassier C A - TR6-7771 3959 Van Greatelland C C - TR6-1067
-	6793*Crossman J H - FA7-7917 6793*Crossman J H - FA7-7917	UNION AND VENABLES INTERSEC	1333+10m 5 4 -107-0176 1946+Parr O H #707-1243 T 1029-0140 D'W -705-2334	2 3391*Coleman R E -TR4-1919
		en Taylor Pearson & Carson (white)	1258 Paul Mrs 1 - 703 - 6603	E 2010 INTERSECTO
	6909-WILLIAMSON TAPE 40-FA7-6966 6921-Walls R 7 D - FA7-7020 6922-Valls R 7 D - FA7-7020 6929-Tombon A, 5-FA1-6953 6955-Smith W R - FA5-5085	PARKER INTERDECTS 1050 Shanahan's Impire - MUI-3101 - 1050 Wallace 4-Tiernan chen feed equip - 20175101	1003*Nutrilan N.A 708-0501 - 1970*Mutrilan N.A 708-0741 - 1934*Darkinson W.D. - 1930*Montgomery R J - 4708-2028	HORTH FROM 600 BLX PARKELDE
	6835*Smith W R - FA5-3085	-h/UF3101 1600 Century Didax and Longrype -141-4 -10	1936 Montgomery R 1 -908-2026 -	003 Deveridge C VL -WA2-5760 007 Carozzi H P - WA2-5052 01 Macyaolus H F - WA2-5052
	2007 Cmildi W F 7 K9 Condo 0007 Cmildi W F 7 K9 Condo 8852 FBrend S K - 27A - 3575 0652 Patterson C F - 7 A5 - 3600 20860 Courtler J - F A5 - 3400 0800 F K12550 E - F A5 - 3703 0800 F K12550 E - F A5 - 3703	160C Century Lease must improve - 114 4 160C Lates 4-Cable Actuations - MUI-0181 180 Robinson C M Combus system Mui-078 1205 State Const. Mil. Prode - MUI-026 6	10 FULLTINTON ENLIGT 3 FULLTINTON ENLIGT 2019*MARLEGAT N F "YUTPARHO" FULLTINTON 2019*MARLEGAT N F YUTPARHO" FULLTINTON 2010 2000*GUTTANT N F YUTPARHO"	
÷	6869*Corral F J -FA5-3340 0880*Albistor E -FA5-3703	1210 Vacant	101 2036 Letroy J L -YU5-1690	617 Keough D
	- 6881 Olson A C -FA5-6282 6890*Latus Mrs C M -FA5-4268 6843* Weal Atlas E E -FA7-1305	MALLEN EVER	- CAL-ALEDGE MIS D - 100-0311	- 624 Costerrar 8, WA2 705 - 605 Creat II W WA2 7155 - 635 Hingham J F - WA2 - 630 - 635 Hingham J F - WA2 - 730 - 640 Steele W B - WA2 - 7504
1	E FROM DEPOSITO	CHARLES BEGINS HOT OPENED THROUGH GRANT DYPERSEUTS CHR AND ONR THACKS ENTERSED	2052*Chevrier N A -YU7-4049 2055*Coates T -YU7-4101	
-	00014Costo Trucking contr FA1-9583 00142 Manson O.K FA1-8109 60178 Marchanghilin RJ	CNR AND ONR TRACKS BITERSEC 2055 Golden Motors Pri 4TR3-5384 2250 1 1.5 Transport+tucking -TR3-5388	22007Blige 5 2:- (U/-5003	- SOUPEBORDUEN ENTERSECTS
	BISING PROPERTY AND A STATES		GLENCANYON DR IN VANJ	GLENMORE DR IN VAN
	-6243 Wieka G W -FA1-0350	ETTR AND E STR. BITERZECT		· · · · · · · · · · · · · · · · · · ·
	6955*Howle R 3 - Ph 1-3926	E BWAY AND E KTH B TERSECT	420-0427-04 G.P. +105-1855 4308-1407-04 R.F. +117-1720 1224-01mates D.P. +107-18207 4332-4.0-attice R.P. +108-5856 4332-4.0-attice R.P. +108-5856	109 Gle.more Dovelopment subjet develop
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<u> </u>	6773-Bergen C -FA 5-7404 8774-Shaqiya J A -FA 7-0244 5g93 Altor-D J -FA 54 344		DOLOREJ FL ENDS 4388*Armstrong R G -YU5-5569 418-Presman E T -YU5-1423	106acilult C H -WA2-3036 104 Wedde J M -WA2-0792 103 Watson B A -WA2-0035
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ale se	BEATRICS - (Cat'd)	BEATTY - (Cont'd)	BEECHWOOD - (Cont'd)	BELLEVUE (W-VAN) - (Cont'd)
	E189 Clough H -PR6047 E190*Backols A C -PRIDes E190*Williamson J C	56*Marzis Lid pimbg sorbs - MAI 335 55*Norosh & Co dec suppi - PAI28* 53*Norosh & Co dec suppi - PAI28* 53*Corbs - Cort & Ballo Co 57*Corpare Paipolith Pet Co Boap - MAI3729 57*E Mellack Wild cont Cits - PA437 57*E Mellack Wild cont Cits - PA437 57*E Bickans Vill & cont Cits - PA437 57*E Bickans Vill & Cont Cits - PA437 57*E Bickans Vill & Cont Cits - TA4329 56 Here Bid	SE20"Brooms C.SKERSUSL BROWHERTOWER J.DKERSUTH GROWHERTOWER J.DKERSUTH GROWHERT C.BKERSUTH BROWHERTJ.KERSUS GROWCackerok D.W.HKERSUL GROWCALER D.J.MKERSUL GROWCHIET D.J.MKERTZ	2017 Woods T H - W661Y 2033 Stewar-Bakr E R - W445M 2070 Frod R W - W6511 2075 Thompson J O - W73R
	gisa Brown H -FR1968 gist Love W L -FR7126	572 Crown Cort & Seat Co -TA1745 572 Colgate Palmolt# Peet Co hoap -MA3739 572 Netland W Ltd cont mirs -PA4437	5650 Weilwood F W H -KE7651R 5869 Whalley J -KE2636 6870 Cockcrok Dr W B -KE7651L	2091*Firestone W E -W1444M
	endorBackola A C - FALDBB effertillanson J C stafet brown B - FALDBB staff brown B - FALDBB staff brown B - FALDBB through W C - FALDBB - FALDBBB - FALDB	573 Can Govt UIC sub office -PA8255 578 Bickman Tys Hdw -TA4341 578 (rear) Alliance Sales tiles -TA5439	6890"Millet Dr J M -KE7727 W SSRD INTERSECTS 6976"Wallace A -KE401GR	Eleft 57 1492082073 Eleft 47 1492082073 Eleft 47004
7	E 471H INTERSECTS	DIBICLITTO DECTION		2110-Menufs J G -W13161 2111-Caney Mins M E -W731 2111 Coble W - W23706
- 1	E-471H.DITERSKCTS 807*A04rapa A-0-FR3567 487/Bastar IN A-FR473 440/Raylay-B-FR4092 441*Kolderth F-FR130	620*Can Govi Armories -PA3634 600 Prarson J -TA0801 600 Howe H & Son serv stil -PA0?50	W S4TH INTERSECTS TO 4*Nebolaon B L - XE1354 CHOPMAN B - KE1954 TO 50*Sumilenborg E - KE2508M	21120*Keeling C B - W473M 1122*Keeling C B - W473M
	E 49TH INTERSECTS NOT OPENED THROUGH E 53RD INTERSECTS		7053 New House The Tenter R R 4 192 Tel38 Till Thylor R R 4 192 Tel38 Till Thylor R 8 483547 Till Thylor R 8 4873411 Till Thylor R 8 4873411 Till Thylor R 8 4873411 Till Thylor R 8 487341 Till Thylor R 8 487341 Till Thylor R 8 487341 Till Thylor R 8 483358 Till Thylor R 8 483358	F112E Datase 1.C CF S12PE Kelling G Vet 7024 CF S12PE Kelling G Vet 7024 S121
	Noci+Matto H E P -	717 Rowlands Mrs M -TA4773 720 Van Sun Prem Bidy -TA7141 720 Commings D L del contr Sun	7112 Varney H G -KE255EY 7135 Degroche D -KE705TM 7136 Volimer E-F -KE73411-	2140*Denise W O -W2053R 2145*Cleage Miss H M # -W20521 2151*Bent O S -W155R
1.111	eggerationie J C scortclark R.A. Fils-Greenhalgh R FR4180 F01-Burgore Mcs E - FR4182 bd2+Smith W C - FR5000 %	121 Fimber Sales & Distribs -TA2345 731 Maas Holman & Co chart actis j -TA5364	7157*Caldwell B M *KE7857L 7162*Black W S -KE7024L 7216*MacLean H -KE6439R	2161*Longmuir R M -W155M
·	einzesmith WC -FR3008	W GEORGIA STREAMENTS. 15 Carlos Mar MAY973 1707 Was San Free Mido, TX7141 270 Commings D. Led Coale: Gas. 131 Third: Sane & Districe - TA355 131 Mars Maine & O Cahr McCarl, J 132 Weith & Son List & Derrare - TA1251 132 Weith & Son List & Derrare - TA1251 132 Con Compression Joint racks support 132 Con Compression Joint racks support 132 Con Compression Joint racks support	W STU NTERSCOT	2100*Lowe F -W1153R 2177*Jones E C -W1155R 3178*MacFarland Mitsa G F
1	e32*Sauth W C -376300 *22*Richie Mrs & M O e32*Content R J S44 McPharson R B S44**Neselion G W -FR2417. s44**Storafteld Mrs & -FR2536	-PA8734 763*Merchants* Cige -MA5271 753 Califer Sige & Cige -MA6271	BEGG ST NORTH FROM 645 TERMINAL AV	177* Mac Farland Miss G E 2185* McCillivray 5 A - W1444Y 2163* Searla A C - W437R
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1.1	Coll+Cole H-W CM2+MacDonald J.M -FR7349 2070*Bisseit T A -FR7241	950 Vacant 973 Malsio's Dairy Linctr -PA1616 773 *Cope Styr Co par -MA1221 780 Cochrane Stephenson mirs myr -TA1566	BELLA-VISTA ST	2005"***/** Mark E P ****04L #200***********************************
в	the set of	760 Cochrane Slephenson m(rs a)t -TAIbbo 760 Nacati. 766 B C Drugs itd -MASTI 764 Nati Drug & Onein Co -MASSII 764 Nati Drug & Onein Co -MASSII 764 Can Fultbanks-Marse machy -MASSI	Addaulamabul I .TACSPID	2212*Marcou H B - WF71R 2215*Nordman A W - W54Y 2216*Partridge W - W126L
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2.3	MTPHETAIN F - FR3006 Northergins W G - FR1738 gold-Withers J Mist Lao D - FR8125 Mist Lao D - FR8125 Mist Lao D - K8425	- ROBSON INTERSECTS -535 Planet Estologes -MA0024 - HOU-Fowler, http://or (BC) Ltd - TA1751	3493*Greenwood T -FA5933R * 3564*Daxson G -FA7175R 3509*Nelson A A -FA5905Y	2227 White Mrs F - W1999L 2249 Pearce Mrs A- W124M
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- ar .	316 Whitesa R 318 Brown Mrs S -BA2019M 346 Neri E -HA8200	535* Anthony A 640* Bell B E -W2037 L2	ISTE STENAL POLL TO	230° 81 James Parlah Balb - MA 7503 230° Cooper Mise P - MA 1507 231 Berry's Complete Auto Serv - PA 5829 E CORDONA AMERICAN
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	MA2833 1501 Ritchie H F 4	Co mfrs 57	TR3114 2 Vi-Tone CoSE3107		2128 Graham D W-W-478-B 2129 Murray D-W-976	- 3
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	516 Garbey Fndy-SE-75 516 Colston W F-mfrs 4	96 01	8 (rear) Batkin E	1327 Rose H C 1837 *McCue J G-W-22-R	220d St intersects 2203 Murphy 8 W-936	-
EN AC	SE-7.596 516 Van Engravers MA-1 578 Belleving Rubbey	67	D B C Regiment (DCOR)-	1347 Sambell Mins M E	2204 Vacant	1.00
ſ	518 Storey & Campbell		0 Union Oll Serv. Sta-THUS32	1367 Woods Mrs M	9212 Gibern I.T. W.971 D	Daniel .
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1	529 Labor Statesman-SF 529 Labor Headquarters-	6279 74 866279 74	3 Field H	1467 Wilson J C 1497 *Brine Mrs A W tooms-	2246 Edmand Mrs A M-W-306-L 2248 *Bystt J-W-1042-B	-
F	529 Labor Headquarters- 529 Van N West, & Dis- 529 Kidd-O-T13687-L 531 Building Trades-Com -TR4335	Trades & To	55 Cropen J & geal repris	W-709-L 15th St here 1507 - Turter A H-W-626-L	2258 "Lefeanx W W	- 1
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T	8 Morris M P Ltc	BE8872 - 8	TH-5205	1853 Somers F		
1	550 Comer W 8 mirs art-	SE5284	MA-1631 MA-1631 TR-4404	1863 Pettigrew J L/ 1865 Jacks A E 1866 Phillips T N-W-657-L	2368 Rdes J C-W-787 2368 Henry A T-W-1021 2371 Abrus B F-W-110-R	- 7
	550 Conser W 8 mits agt- 550 McKenzie Stephenson 550 Salada Sales Co tea		56 Dom Busterooling-TR-4404 57-69 Liquor Control Bd- MA-3373	1870 Froud P E deets -	W-766	
	-SE5284 550 Wonder Products mf	- 8	71 Gost Liquor Blore-TR-4944 73 Imp Tebacco whol-MA-1231	1895 Lander Miss A W-078-R 1895a *Grady P D	2377 *Spencer L F 2383 *Wood W G 0W-508-L 2389 *McCriadie W BW-173-M	
Į	550 Transcontinental Sta	SE5284 -	Smithe begins AVER (South Van) s. from 3400	1896 Vacant 19th St intersects 1805 *Reid G H-W-857-R	2389 *McCrisdle W B-W-173-M 3395 Vacant 2397 *Elliett Miss R-W-867	
1	550 Rowland & mfrs art-	-865284 85	E 49th Av 87 *Karlunk J	1910 "Walton Miss B W	2397 Wendy House kindergarten	
1	550 Bessons F J mirs ag 550 MacPherson O K m	frs agt .	BO "Hall A-DE-0557-L E 50th and E 51st intersect	1910 *Stevenson C W-W-129-L 1920 Mathisen J V-W-351-Y 1926 1/2 Bulherlord B St J-W-964-M	Bush bere Recommences at 24th St	1
	-SE5284 550 Gross W P blds cla	EE5284 67	E 54th Intersects	1928 Dickie C H 1929 *Todd Mrs E-W-490	2414 WOODCOCK W KW-522-L	1.
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		d mirs agta 66	11 *MacDonald N J-KE-2308-L , 12 Walters B F-KE-1865-L ,	1952 Blackstock C D	2436 "Baylins F-W-522-R 2437 Baroden S W 2439 "Morris A 12-W-874-L	
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Bits Texture N Tex	<u></u>	Marine Dr.	254 COIDILLS & T-W-285-K	8282 Henslow G F-LA-0810-M W 67th Intersects	8086 Boberlein H B-LA-0452-Y	
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Bit Provest / Constraint of the constraint o	1	1689 "Golf L F	280 Edgar C B	\$608 Caser 0	8079 *Parsons H C-LA-0452-L 8080 Nason R D-LA-0141-L	Ţ 😳
	1	1707 *Alexander A 1715 Farrell G	295 *Bresley O E-W-498-L 13th St intersects	8608 *0 Donnell Mrs A-LA-0498-M 8620 *Cleighd F A-LA-0882		· .
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666 * Ford C W 265 * Pertur W All-A (27)-83 255 * Pertur	1	Pandora, Franklin and E Hastings	463 *Wardrop R-W-137-M 470 *Lutes W W	W 72nd intersects	R382 Sedell P	
666 * Ford C W 265 * Pertur W All-A (27)-83 255 * Pertur		411 "Malahias T N	471 *Meuse P A-W-82D-R	FROMME RD (N Van) north across 1100	8407 Hames J G-LA-0398-R 8408 MeLean A C-LA-0479-M	1
666 * Ford C W 265 * Pertur W All-A (27)-83 255 * Pertur	- 1	521 Jenkinson T-HI-3355-Y	477 Watson W T	Lynn Valley Rd	- 8419 "Rowan W T- LA-0164-R	
6417 Bangelin AL.4131.1 2274 ************************************		525 *Steremon E McBHI-1607-L 535 *Miller Mrs FHI-1607-R	15th St intercerte	2635 "Beran W H-N-679-R3	8440 *Heard C W	~
6417 Bangelin AL.4131.1 2274 ************************************	· 1-	Forndale, Turner and E Georgia	521 *Hopkins P S-W-505	Viney Bd ends	8454 "Taylor E A-LA-0011	0.0
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6535 biggs 5 6331 biggs 5 biggs 6		LI46 Bell'A Label 1085.8	ALL WANT H D W 650 R	2975 Buroks Mrs L	8510 Baldwin J H Wold the DA 0923	. 2.
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W 700h Marguets 9001 Fill Fill Fill Fill Fill Fill Fill Fil	8	1254 Fuller C-BI-3072-R	640 Vacant- 645 Candwell F H-W-738-Y	2081 Nath E B-N-966-R2	8555 Richards-Mrs E M-LA-0721-B	2
Bits of Anale Charles		1280 Miller R E-HI-4069-L	17th St intersects	3050 Davison E G-N-556-L3 3051 Leonard R.H-N-185-Y2	W 70th intersects	1
B888 Call State Classifier Classifier <td>- 1-</td> <td>Unartes, Antonenar, Grant, Graverey and E</td> <td>747 *Morris R J</td> <td>3075 *Gillett T-N-966-R3</td> <td>8845 "Atales Gardens</td> <td></td>	- 1-	Unartes, Antonenar, Grant, Graverey and E	747 *Morris R J	3075 *Gillett T-N-966-R3	8845 "Atales Gardens	
B888 Call State Classifier Classifier <td></td> <td>BCER tracks intersect</td> <td>766 Frate J B</td> <td>8086 *Davison W H-N-490-11 8102 *Morris W W</td> <td>S645 Toyofaks A-La.0256-R</td> <td>- *</td>		BCER tracks intersect	766 Frate J B	8086 *Davison W H-N-490-11 8102 *Morris W W	S645 Toyofaks A-La.0256-R	- *
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6712 *Champion H LLA-0345-R. 3321 Harts H. 1332 *Bints R. 1363 *Bints R. 1363 Bints R. 1363 Bints R. 1363 *Bints R. 1363 Bints R. 1363 Bints R. 1363 Bints R. 1363 Mints R. 1363		1925 *Wood Mrs 1	846 McCrea W		8876 *Rathe F E	
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W 62Rd interacts # Arcbain K 7815 ************************************	-	2570 Merrill P C-10-3989-6	257 Clark G C-W-121-R	a a Fiara	7740 Vacant	1
W 62Rd interacts # Arcbain K 7815 ************************************		E 10th intersects 2606 Marray D	298 Emeny T	s a Thurston P C	7771 MeLeod C A-4.4-0020-R	
7825 * Name - LA-0925-L * Vacant * Sold	8	2626 "Forshaw F P-HI-3954-M	Narine Dy bere	St Denis berins	7790 Plumbley Q F	<u></u>
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2	1 ⁻³ 8			1940-
	Gladstone	237 Alexander J M 241 Wides M		85 Country Preight Lines
	4769 *Rissochs Miss E 9-0E-1161-L	-245 - Kirk-J	GLENDALE (Hastings Triste) south from 3650 E 22nd Ar 8922 *Bird F B-H1-4813-L	Bailway begins
	4YB1-Elloer R T	Franktin begins E Condora intersects	GLENGYLE (Cedar Cottase) south from 2000 Stainshary 8845 Kinnski R. — FA 1892.R 8807 * Parry Mrn P. E. — FA-1822.L 8809 * Doral L. P. FA-18462.L 3894 * Cotenan R. E. — FA-3430-L E 22nd intrast:	124 Bamada Mrt T
	4799 Weimere Rer T B-DE-1218-L es Emminuel Baptist Ch E 32nd Intersects	304 Car B 318 Dougan H H	S845 Kinceld R J-FA-1832-R	128 Tamagawa Restr-TR-4793-R
<u>.</u>		848 Clark E-HI-3902-Y -E Hastings Intersects	8807 Perty Bits F L-FA-1822-L 8809 Doral L 0-FA-1146-L	180 Toyama S transf-TR-2919
	4880 Googrich E W	421 Belanger J 427 : Adams F 8-HI-2520-Y	S894 *Coleman R E-FA-3630-L E 22nd intersects	141 Young W-S real est-TR-0226
<u>. 1851.</u>	4889 - Haughton 8-DR-0052-M	484 1 Kols A T		Powell intersects 205 Yama Taxi-BE-1414
<u>.</u>	4883 *Larkins Mrs E A E 93rd and E 34th intersect 5008 *Crearb D J-FR-1345-Y	2 Brebber Mrs M-Hl-183 3 Preymak M 4 Kangas H	11th Av	205 Yama Radio elec supps
·	5006 - Crastlero H L 5036 *Bouth J WFR-1386-L 5051 *Bimons R FFR-0276-R	441 Vickers F C 441 (rear) Tucker A	Bush here 11th St here	907 Date Ducture TP 4869-1
	5051 *Simons R F-FR-0276-R 5064 *Bootle Mrs E M	443 Fedora P 445 Coeker W		215 Maruma Restr-88-1850-R 216 Miyazaki J pity-TR-4673-L 219 Yamashifa 8-8E-1414
	5065 Ford E B 5078 Woolley H FR-1930-R	E Pender intersects	1270 Vacant 1269 *McColloch T—W-520-R 1274 *Porter W H—W-18-Y 1275 Damidot P H. 1287 *MacNaughton W N 1989 *McChaughton W N	221 Shimo C barber 222 Nabata Transf-SE-1089
-	5079 *Main)	500 "Downer) F-HI-5287-R 505 Mackoff M-HI-0631-Y	1275 Denidott P.H.	222 Rumanoto 8 223 Miyazatti J 230 St James Parish Hall-SE-1148
	5093 Vacant 5094 Jones E H-FR-1080-L	512. Valjacie M 516 Cerr J	1293 Elders Mrs L-W-520-M 1293 *Stewart J-W-51-R	230 St James Parish Hall-SE-1148
	_5098 Van Boeyen C-FR-1484-R _ E 35th intersects	520 Barros T 523 McKillop J F	1388 -CONTROLE -	230 Cooper Miss P-TR-4671-L 231 Asabi Gar-TR-5545
and a second	5108 Renney J D 5126 Rennie W	524 Brusic A 531 *Lewis F-HI-1216-R	13th St intersects 1304 *Osborne H CW-628-Y	E Cordeya Intersects 320 Bhishido M-TR-4708-R
182	5144 "Ohr H	 Keeler intersects 	1304 • Osborne H CW-628-Y 1315 • Rathle E AW-356-L 1320 • Spick FW-393-L	329 Can Japanese Asan-TR-0072 332 *Salv Army Hostel-TR-5593
188	5171 Nelson P J 5177 *Jeffery W E 5193 *Houston A R	e s Seymour Behool E Georgia intersects	1325 *Huggins E F-W-555-D 1325 *Huggins E F-W-791-L 1328 Vacati 1844 *Faulknor G H-W-629-Y	333 Daty Many Incus Store
1	5198 Tarey F R E 36th ends	.210 McCarthy Mrs C 729 Brown J	1844 * Paulknor G B-W-629-Y	MA-4723
1.14	5211 *St Denis E 0-FR-0388-T	731 Chadis J 733 Jarenus J	1345 *Fiddes R-W-198-R 1345 Liddes R-W-198-R 1346 Lawrence A B-W-780-L 1356 Turner J W-W-356-Y	837 Boiler Mkrs & Iron Ship Bldrs Union-MA-4723
The second	5216 Sellar A C 5285 Bottleld J W	135 Ingertile B B Union, Venables and Parker inters 1180 Mahogany Doors & Trim-	act JSbT "Knight J E-W-51-M	-341 *Orange Hall-SE-6537
146	5250 *Costain E Q 5251 *Lindmark J A	1180 Mahogany Doors & Trim-	1365 - Welkin J W 1373 Clements W AW-780-R	424 First United Ch (office)-
191 3400	W Staddie strom E. C.	1210 Acme Iron Works	1814 Bengalor T 4-029-M	438 Vacant
-	5250 "Lotant J A 5251 "Lotant J A 5251 "Lotant J A 5251 "Lotant J A 5250 "McMark J J A 5360 "Refails Work E M 5369 "Robbins H C - FR-1281-1;	GNR round house	1365 "Weak J W 1373 Chemeix W A W 780 R 	445 Barr Both SE-0308
10.		CNR and GNR bracks intersect 2425 *Porteous W W	1893 - Huteninson -C. B	E Pender intersects 523 Lee Horne-SE-0879-L
41	5370 Hickling J E 35th intersects 5460 *Stout F FR-183V.R E 39th intersects	E Bway and E 10th intersect 2610 Urgubart J B-PA-4055-L 2620 Cardwell, R.H. RA-5878-B	1425 Vacant	50B (brients)s
	E 39th intersects	2620 Campbell W-FA-1679-L	1453 Vacant R. S. W. 54-L. 1457 *Sofith D. W. 460-R 1457 *Sofith D. W. 460-M 1471 *Sowden J W. W. 460-M L. 1478 *Mark W. S. W. 637-R 1479 *Hairertan E	
Tre-	5595 *Loder C 0 H-FR-1693-R	2630 Campbell W-FA-1678-L 2638 McCaskill N-FA-5890-E 2642 Barrington J A-FA-58965-J 2646 Macariney F B-FA-1198-J	1471 *Sowden J W-W-460-M L	530 Sun Tuey
÷	E 41st to E 45th intersect Bush bere	2646 "Macartney T B-FA-1198-1		
		2784 McEachern A-FA-5855-Y	1438 *Smith J H-W-646-M 15th St intersects 1527 *Blair W-W-107-R	546 Sucy On 575 Tanacar Gar-MA-1029
i de la come	E 48th intersects 0449 "Thompson J R	2826 * Thomson Mrs E-FA-0808 2830 * Corrin F D-FA-0616-L	1527 *Blair W-W-107-R -M 1565 Mark Mrs M G	
	6450 Brown M G-FR-1608-B	2830 *Corrin F D-FA-0616-L. 2840 McLean G H-FA-0616-R	IS65 Mark Mrs M G 1566 Moon C EW-652-Y	615 Gim Hing Mrs barber 616 Mun Sing 817 Btratford Club Tailor
	6490 "Hawksworth 8-FR-0271-T" E 49th, E 50th and E 51st interset	E 13th intersects	1590 Sevell E H-W-160-L 16th St intersects	619 Fong G-TR-0281-R 622 Lum Hoy
	6702 *Trute A H G-FR-0444-L 6715 *Tasker G K	2920 Drake W. W. PA-BEDS-R 2930 *Douglas A FA-5414-L E 14th intersects	Bush here 17th St here 1713 *Cornish Mrs M-W-417-L	627. "Natili Miss. M
11	6740 *Dupleix R G-FR-1210-L 6772 *Hubble J H		L 1734 *Bindley R A-W-946 1746 Ruffell T 8-W-929-L	630 Hoy Lee 633 *Natili Miss M—TR-4777 634 Fm F M
- fit	E 52nd intersects	3036 *MeCormict I L	1747 Colwell J F	638 Orientals
15	6852 Taylor Mrs 1-FR-0278-T		1768 Woodcock R L-W-570-R 1785 Layton D M-W-501	646 Tong Kre
	6916 Hanson O K 6828 *Sharman C T-FR-0273-L	3048 * Moore W physio-therapist- FA-5623 E 15th intersects	1785 Layton D M-W-501- 1786 "Sayers Mrs F M-W-533-R Bush here	650 Orientals E Georgia intersects
4.4	6940 "Barenson P 6952 "Bawa W G	3165 *Alten B 8185 *Roberts FFA-5414-B	1952 Geomonoson 8	136 McIntyre Mrs J-TR-5237-R 737 Orayson Miss D-8E-5865
	6991 *Harrey C W E-54th intersects	E-16th intercents	2032 Barker Mrs M J-W-384-R 2047 Goodebild F H-W-768	740 Orientals 751 Rogers V -
<u></u>	1027 Vacant	3251 Williams Mrs A E	2049 *Addy A J W-272-R	753 Quan H Union intersects
TTAL SHED	7028 "Finlayson Mrs F-FR-0624-L T036 Erictum E 0 7205 Traving W L-FR-0787-L	E 170 intersects w 5 Charles Dictans School es Sunnyade Park E 18th intersects 3437 Jones J-PA-2077-L E 19th recommences	2082 *Barker Mis H J W-384-R 2047 Goodchild F H W-768 2049 *Addy A W-272-R 2078 *Crickmay E J W-192-R 2081 *Wildy F McL W-890-R 2082 *Crawford W R W-865-L	BOR Balar, M.
f	1205 Trayling W L-FR-0707-L 1233 Willingson H E 57th intersects	E 18th intersects 3437 "Jones J-PA-2077-L		830 Liu T H interpreter 831 Dechand Miss R
±î ∸	7342 *Hutchins J H 7890 *Hale J H-TR-1272-R	E 19th recommences	2053 Combin J D-W-680-D 2105 Beveridge Mist J-W-212-M 2131 Inneell W T-W-192-M 2131 St ends here 2186 Wedler W-C-W-549-Y	831 ¼ Cabius
	1406 *Ramage P	E 20th ends	2181 Russell W.T-W-102-M 21st St ends here	BIT Dev F
و بالم	- E 65th intersects	3726 *Jones T 3729 . Healey 0 3785 *Smith C M FA-1328-L 3790 Casey B E-FA-2448-R	2186 Wedler W.CW-549-Y 2192 Walter R M 22nd St intersects Bush here	840 Thomas C W 842 Visentin A
	E 67th recommences 8207 Vacant 8225 "Sperrier R.W.	3785 *Smith C M-FA-1328-L	22nd St intersects Bush here	848 Minton C 851 Miller F
· · · · · · · · · · · · · · · · · · ·		E 22nd intersects	- 2231 -Norman F	Prior intersects
		2815 - Moss II AFA-8360-Y 3816 Vigue P LFA-8360-Y 3824 *Walker A A 2850 Down D C	2264 Blanchfféld N G W-592-L 2276 Colguboun D M-W-1029-L	GOTHARD (Collinguage) - Sw-frem-2658
4.55	*Donaldson H W McLatchy H J Box Co		2285 MeIntyre R A 2293 Armistrong Miss B M	E 29th Av 4520 *Watson C-DE-0107-R 4528 Haynes A L
	Fraser River here	3855 *Gordon J 3872 *Watson J-FA-3888-L	Marine Dr Intersects	4528 Haytes A L 4533 - Lengford A B
6 0 ⁷⁵ Rec	GLADSTONE (N Van) porth from 900	3875 Edwards H FA-2612-L 3884 *Rabertson J 3895 *Marr J B 3896 Brown J	GORE AV south from Burrard inlet across	4028 Haytes A L 4028 - Hangford A E 4028 - Hangford A E 4028 - Hangford A E 4028 - Hangford A E 4028 - Nichardson J A - DR-1714-L 4058 - Nichardson W Kaul Contr- 4059 - Nichardson W Kaul Cont
	E 13th	3895 "Matr J 8	SOO Railway	4550 Gordon 0 4565 *Dillahoush J A-DE-1514-L
r . 1	GLADWYN DR (N Van) west to 2500	- 3936 *Tarrant J H.	BE-0590	4566 *Richardson W W haul contr-
1.1	Bridgman s McInues A-N-503-R-3	2060 MarDonald Mrs M. FALLO	SE-3530 ————————————————————————————————————	4580 *Wood J-DE-0326-T 4586 *Frast R
	1288 *Phillips J E H-N-1116-L-2	2976 McDenald A FA-3888-R 3090 Brott A B FA-0967 R		Norquay intersects
19 · ·	Bridgman intersects	Strott A BPA-0967-It E 24th interast: 4006 Exotrada TD 4010 *Clark HFA-5288-R 4013 *McQueen DPA-0987-L 4014 *McQueen DPA-0987-L 4016 *Mitchell AFA-2868-R 4031 *Kally H -FA-2848-R 4031 *Kally H -FA-2848-R	Atlin Fishcries (office) Harbour Navigation—MA-8883	4608 Muldom P-M 4618 *Dillabough M 8-DE-1572-L 4620 *Shea Mrs A-DE-0170-M
	GLEN DR (Gandrier) south from 1100	4010 *Clark H-FA-5288-R 4015 *McQueen D-FA-0967-L	"Van Ice (what) Grout A L contr-8E-0976	4634 Carleton Night Patrol
	Poweli 204 Little Haven cabins-HI-3421-R 220 Hommerbeck V-HI-2019-Y 238 Russell I-HI-2019-I	4016 *Mitchell A-FA-2466-L 4020 *Campbell D B-FA-2358-	-L Crescent Beach Transf (office)-	4834 Calleton Night A-US-0170-5M 4834 Calleton Night Patrol 4834 *BenUay II D 4858 *Morae W J.K-DE-1714-R 4872 Willott J 4676 *McKellar N-DE-1339-R
19779	229 Hannerbeck VHI-2019-Y	4031 *Relly H M FA-2468-R E King Edward intersects	85 Biokes E transf (office)-	4872 Billott J D

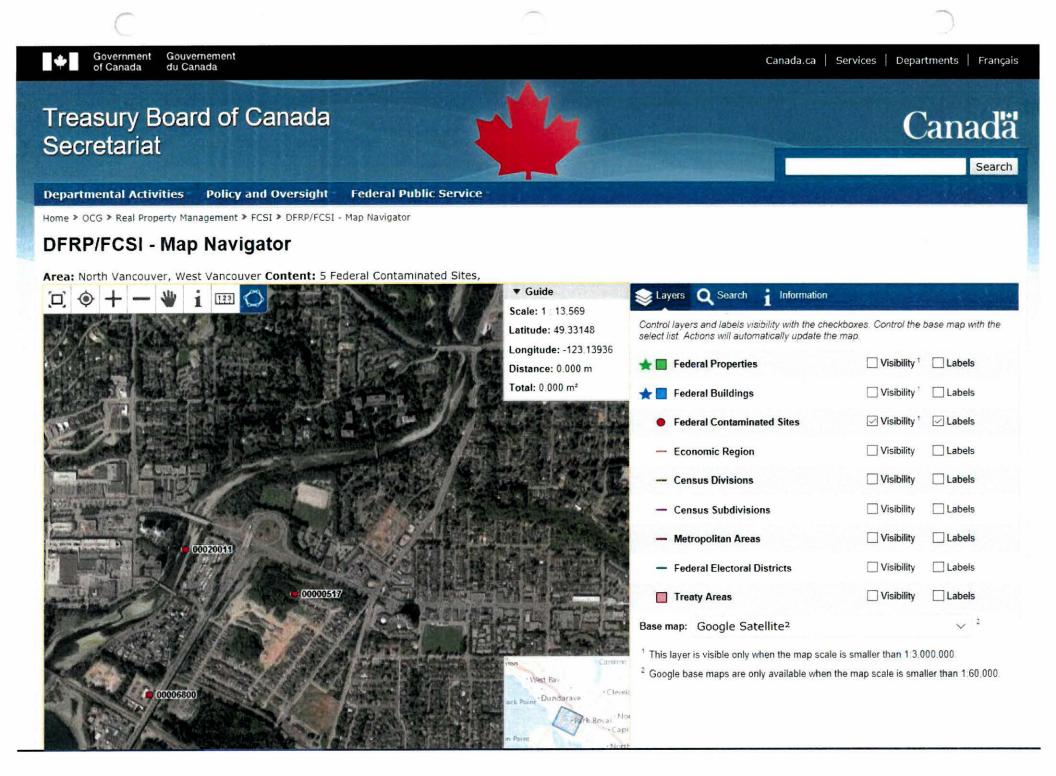
APPENDIX F BC MOE Site Registry Search

	02 2017 DC Online: Site Brainter 17/07/04
AS OF: JUL	02, 2017 BC Online: Site Registry 17/07/04
F 11 1001	For: PK66793 HEMMERA ENVIROCHEM INC. 17:10:44
Folio: 1821	
	selected for 0.5 km from latitude 49 deg, 19 min, 41 sec
	gitude 123 deg, 7 min, 26 sec
	Lastupd Address / City
0000166	
	NORTH VANCOUVER
0001030	
	NORTH VANCOUVER
0001228	14APR30 2002 MARINE DRIVE
	NORTH VANCOUVER
0004724	03SEP22 1980 MARINE DRIVE
	NORTH VANCOUVER
0005664	04FEB05 1790 MARINE DRIVE
	NORTH VANCOUVER
0006551	08JAN10 1801 CAPILANO ROAD
	NORTH VANCOUVER
0008779	13NOV27 1700 MARINE DRIVE
	NORTH VANCOUVER
0011153	09JAN19 METES AND BOUNDS ADJACENT TO
	NORTH VANCOUVER
0015494	915 3RD STREET
	WEST VANCOUVER
0016154	MARINE DRIVE & CAPILANO ROAD ADJ 2002 MARINE DRIVE
	NORTH VANCOUVER

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APPENDIX G

Federal Contaminated Sites Inventory



APPENDIX H Questionnaires

CI HEMMERA

Hemmera Envirochem Inc. 18th Floor, 4730 Kingsway Burnaby, BC V5H 0C6 T: 604.669.0424 F: 604.669.0430 hemmera.com

Homeowner Phase I Environmental Site Assessment Questionnaire

Please answer the following questions to the best of your knowledge.

- 1) When did you move to this residence? 1978.
- 2) How is the home currently heated? Natural Gas Furnace w/ aux electric baseboard.
- 3) Is there a basement? No Basement
- 4) Are you aware of any underground or aboveground tanks currently or historically being used or stored on the property, and/or within the residence (i.e., heating oil, diesel generator, etc.)? If yes, have there ever been any known spills or leaks?

No tanks in the home at any time. No known spills or leaks of pollutants.

- 5) Are you aware of any prior methods of heating the home? (natural gas, wood stove, heating oil).
- Home currently has primary Natural Gas Furnace and auxiliary Electric Baseboard heating. Previous heating (when home was built) was electric. Home currently has an auxilliary woodstove unit that is not in use in the kitchen area.
- 6) Have any other fuels, oils, chemicals or hazardous material been stored within or outside the home, other than domestic quantities of cleaning chemicals? Please include name of chemical and approximate container size, and location of storage (i.e. interior/exterior/basement).
 - No.

Thank you for your time! Feel free to leave additional comments below.

Completed by Brody Stonehouse (son of Joe and Linda Stonehouse)

🖸 HEMMERA

Hemmera Envirochem Inc. 18th Floor, 4730 Kingsway Burnaby, BC V5H 0C6 T: 604.669.0424 F: 604.669.0430 hemmera.com

Homeowner Phase I Environmental Site Assessment Questionnaire

Please answer the following questions to the best of your knowledge.

1) When did you move to this residence?

1999

2) How is the home currently heated?

gas

3) Is there a basement?

no

4) Are you aware of any underground or aboveground tanks currently or historically being used or stored on the property, and/or within the residence (i.e., heating oil, diesel generator, etc.)? If yes, have there ever been any known spills or leaks?

Under ground, was told by previous owner that it was filled with sand, don't know about spill or leak.

5) Are you aware of any prior methods of heating the home? (natural gas, wood stove, heating oil).

no

6) Have any other fuels, oils, chemicals or hazardous material been stored within or outside the home, other than domestic quantities of cleaning chemicals? Please include name of chemical and approximate container size, and location of storage (i.e. interior/exterior/basement).

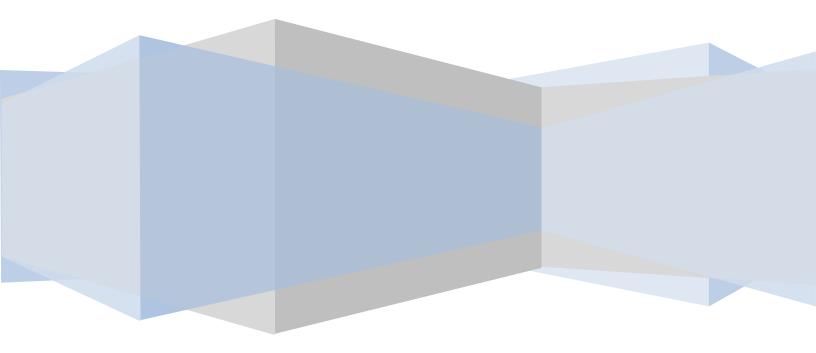
no

Thank you for your time! Feel free to leave additional comments below.



Holland Row Phase II Townhomes: Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area Compliance Strategies

Prepared by Emma Conway Energy Advisor for PC Urban April 14, 2021



Executive Summary:

PC Urban has retained E3 Eco Group Inc. to evaluate the environmental sustainability of their proposed Holland Row Phase II development in the District of North Vancouver's *'Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area.'* This development is planned to consist of 15 townhouses located at 1920 + 1932 Glenaire Drive in North Vancouver.

The primary objectives of the District's Development Permit Area (DPA) are to promote energy conservation, water conservation and the reduction of greenhouse gas (GHG) emissions to create a more positive net impact on our environment and occupant health.

E3 Eco Group strives to offer practical, effective advice where sustainability is concerned. The recommendations provided must reduce environmental impact, but also must to be executable using available manpower and materials, must be cost-effective for the developer, and must not negatively impact housing affordability. The recommendations presented in this report were evaluated from this perspective, so that they will satisfy the District of North Vancouver's goals without placing an undue financial or maintenance burden on the homeowners who purchase these townhomes.

Practical solutions must also respect the District's ability to accommodate changes in construction measures and materials. If strategies are too aggressive or forward-reaching, the ability to approve and inspect the implementation of those strategies could be compromised.

The Holland Row Phase II development by PC Urban is intended to be a model of improved environmental sustainability by addressing the District's Energy and Water Conservation and GHG Emission Reduction Objectives in an achievable, practical, and economically feasible manner. In this report these objectives, as well as other sustainability practices, are evaluated in the context of this particular development.

In addition to these objectives, Holland Row Phase II will be designed and built to meet BC Building Code 9.36.6 Step Code Level 3 with no use of fossil fuels. Some of the objectives below will help achieve the energy performance targets required of Step Code Level 3. These advanced performance targets will ultimately reduce the energy and hot water consumption, and in turn reduce the GHG emissions of the homes through enhanced envelope performance, increased airtightness, and efficient mechanical systems. In summary, Step Code Level 3 will ultimately support the District's Energy and Water Conservation and GHG Emission Reduction Objectives.

The purpose of this report is to create an opportunity for PC Urban and the District of North Vancouver to work together to ensure that the project raises the bar on sustainable development in the area while remaining feasible and affordable to the new buyer.

Evaluation of Potential Measures Suggested by The District of North Vancouver:

A) Energy Conservation Guidelines

1.) An integrated design process should be utilized to identify opportunities to reduce a building's energy consumption.

An integrated design process between PC urban, design consultants, general contractor, and E3 energy advisors has identified the following strategies to help reduce energy consumption:

a) Space and domestic hot water heating equipment with "best in class" efficiency ratings

The Holland Row II development will ensure high efficiency, electric heating equipment is selected. In Step Code Level 3 the building and equipment systems must meet an EnerGuide Rating (less the EnerGuide baseloads) 20% lower energy consumption than the EnerGuide reference house (less the EnerGuide baseloads) *or* a mechanical energy use intensity <55kWh(m2.year) with cooling. This project will meet or exceed the minimum requirement once energy modeling has been completed to help inform design.

The Holland Row II development will consider the use electric baseboard or eelctric air source heat pumps to provide both heating and cooling. Air Source Heat Pumps are an extremely efficient way to heat and cool a home as they produce more energy than they consume. For domestic hot water the electric tanks selected will be high performance in order to comply with Step Code level 3.

In addition to high efficiency systems, PC Urban is committing to no fossil fuels. This means no natural gas connection will be made to the site. All mechanical equipment, fireplaces, and cooking devices will be electric. This will be an ultra-low greenhouse gas emission Project.

b) Heat Recovery Ventilators

Heat Recovery Ventilators (HRV) work by exhausting warm stale air through a heat exchange core past incoming cold air where a heat exchange occurs. This effectively pre-heats the incoming fresh air before it enters the living space. Raising the temperature of the supply air means the space heating system will be active less often and for shorter periods, reducing energy consumption. This project will consider the use of HRVs with electrically commutated motors (ECM) to comply with the Step Code 3 metrics.

c) Low energy lighting and EnergyStar appliances

Low energy lighting (LED/CFL) and EnergyStar appliances are common practice. It will be recommended to Holland Row II to incorporate 75-100% low energy lighting and EnergyStar Certified appliances (fridge, dishwasher, clothes washer, clothes dryer) in all units.

d) Programmable thermostats

Programmable thermostats allow an occupant to choose what areas can be heated/cooled at different times of the day. For example, the temperature can be programmed to be lower the hours of the day the occupants are out, while warmer just in the mornings and evenings. Different desired temperatures can be set in different spaces to reflect their occupant demand. Programmable thermostats can reduce energy consumption as well as operating costs. It will be recommended to PC Urban to look into the implementation of programmable thermostats.

2.) The effectiveness of the building envelope, including glazing, to reduce heat loss should be maximized.

E3 Eco Group considers improving the building envelope as the most effective way to achieve the objectives of reduced energy consumption and greenhouse gas emissions. In Step Code Level 3 the envelope performance must meet a thermal demand intensity of <30kWh/(m2.year) which the Holland Row Phase II buildings will meet once energy modeling has been completed to help inform design.

The first approach to comply with the DPA is to increase the building envelope's thermal resistance. Measures to improve the envelope can be evaluated using energy modeling software such as HOT2000 Version 11.5 or newer. This software, from Natural Resources Canada, allows for the comparison of numerous options for wall construction, attic insulation, floor slab insulation, window specifications, envelope air tightness, solar heat gain, and more. The software is used by Certified Energy Advisors (CEA), of which E3 Eco Group employs five, to model upgrades for single family houses, rowhouses (i.e. townhouses) and some low-rise apartment buildings. Using HOT2000 the design team will consider multiple iterations using beyond code minimum insulation values to best achieve the Step Code level 3 building envelope performance targets.

The second approach is to implement advanced envelope airtightness details during construction. Step Code Level 3 for Part 9 buildings sets the airtightness target at <2.5 air changes at 50 Pascals (Pa). E3 Eco Group will work with the design consultants to come up with an air barrier approach and construction details that will help the builder meet this advanced airtightness target. During construction E3 will perform mid-construction blower door testing to help identify weaknesses so that at final the whole building airtightness target is <2.5 ACH @ 50 Pa to meet Step Code Level 3. 3.) Overall building performance and interior thermal comfort should be maximized through a combination of passive design strategies, including, but not limited to: natural ventilation, building orientation, solar shading overhangs, and building massing.

Passive solar design is a proven concept which offers tangible benefits under the ideal circumstances. Such circumstances can exist with individual custom homes where solar orientation, local shading and thermal mass elements can be optimized. However, when they are applied to a neighbourhood of townhomes the net benefit can be substantially less or can turn into a liability rather than an asset. A worthwhile amount of passive solar energy may be attainable but the design must address excessive heat gain, homeowner knowledge/ability to take advantage of passive solar heating, and the general lack of control of the incoming heat energy relative to the mechanical space heating system.

The ability of the glazing to accept additional solar heat energy while retaining a high effective insulation value, without incurring a large upcharge in the window package, is the challenge. Typically, double pane windows with a soft-coat low-e coating need to be upgraded to triple pane windows with hard-coat low-e coatings to provide both high solar heat gain coefficients and net reduction in energy consumption through conductive heat loss. This combination can incur high costs to the developer.

The biggest challenge of passive solar design is to not cause the house to overheat. Overheating of a home in summer is a commonly reported problem and is out of the control of a homeowner. This can lead to occupant discomfort and reliance on natural ventilation which is unreliable and does not provide whole house ventilation like an HRV does. E3 Eco Group does not consider optimizing passive solar heat gains the most effective way that PC Urban can reduce energy consumption of the Holland Row II Development.

4.) Various measures should be utilized to reduce the heat island effect including: green roofs, EnergyStar rated or high-albedo roofing materials, or other appropriate measures.

Roofs with high solar reflectance help reduce heat island effect, therefore reducing the passive solar heat gain through a building's roof thus reducing cooling loads in the summer. There are products on the market with high solar reflectance index (SRI) available which could be pursued.

5.) Opportunities for the distribution of natural daylight into interior spaces to reduce energy consumption should be considered.

As the Holland Row II is a townhouse development there is less opportunity for the middle units to maximize incoming daylight then compared to the end units. The plans do reflect a large window to wall ratio thus satisfying this guideline.

6.) Solar thermal or solar electric technologies should be incorporated, but where it is not possible to do so, building should be designed to be solar ready.

Solar hot water, as well as solar photovoltaic (PV) are popular subjects which are expected to play an important role in energy generation in the future. Currently, the technology remains costly relative to envelope upgrades and relative to the current cost of energy. Generally speaking, the reasonable limits of envelope upgrades and energy recovery should be exhausted before solar generation is considered.

Based on design limitations the Holland Row II townhomes will be not be made 'Solar Ready' following the Canadian Solar Industries Association (CANSIA) guidelines. The reason for this is that the current building roof design does not have the proper orientation, slope, or capacity for future solar panels. PC Urban would rather invest their efforts into a high performance envelope to reduce overall energy consumption.

7.) On site renewable energy systems should be pursued where feasible.

Other renewable energy systems include on-site wind electrical generation. This is a technology that does not yield a good benefit to cost ratio. See item 6 in this section for explanation on solar renewable technologies.

8.) Mechanical systems should be designed to enable interconnection to future district energy systems in those areas identified by the District as having potential for such systems.

The effectiveness of a district energy system relies on leveraging multiple requirements for heating, or preferably, a combination of multiple heating loads, cooling loads and waste heat sources. Depending on the planned future development of the area (residential and limited commercial), there may or may not be the potential for any significant waste heat sources. The potential benefits of a district energy system must be weighed against the large up-front infrastructure cost, the inherent complexity of the system, the need for elevated levels of ongoing maintenance, and the presence (or not) of waste heat or cooling loads.

At this time Holland Row II is considering pursuing an alternative approach to being District Energy Ready. Since this project has to meet Step Code level 3, implementing a hydronic based boiler system for District Energy Ready would be detrimental to the project's ability to meet the Step Code performance targets. 9.) On-site landscaping should be designed to promote opportunities for passive heating/cooling without negatively affecting the potential for solar thermal or solar electric systems on the site and on surrounding properties.

The inherent orientation of the site does satisfy this guideline. The trees on the North bank will provide some shading while all townhomes have ample south facing glazing. Future solar panels could be oriented on the south facing roof of Building 4 or in an East-West axis along building 5 to maximize incoming solar from the South.

10.) The planting of appropriate trees within parking lots should be maximized to provide shade, store carbon, and reduce heat buildup.

The Holland Row II development has a below grade parkade. However, along the North perimeter there are to be trees retained along the river bank. This is important for slope stabilization along the river and will also provide carbon storage. Once construction is complete more trees will be planted to the same effect.

11.) Daylight-responsive controls should be incorporated in all regularly occupied spaces adjacent to windows/skylights.

In all habitable rooms PC Urban could consider the incorporation of permanent blinds that occupants could use to decrease solar heat gain when undesirable. Light activated blind sensors are also available on the market, but the upfront cost to the developer and ability of future homeowners to maintain this technology should be considered.

B) Water Conservation Guidelines

1.) An integrated design process should be utilized to identify opportunities to reduce a buildings water consumption and incorporate strategies for the capture and use of storm water for landscaping purposes.

An integrated design process between PC urban, design consultants, general contractor, and E3 energy advisors has identified the following strategies to help reduce water consumption. These will help reduce water consumption on a daily basis.

- a) Low flow toilets and faucets
- b) Water saving dishwasher and clothes washer

2.) The storm water and building water discharge should be managed on site to the extent possible. Measure could include: permeable paving materials, raingardens or bioswales, xeriscaping, topsoil.

A storm water management strategy is something that must be considered in this climate. With concentrated periods of intense rainfall, landscapes and developments must be designed to accommodate these events without flooding and avoiding erosion. Limiting the impermeability of the site, providing adequate drainage, or providing sufficient capacity for storm water detention are some of the available approaches to addressing these issues.

Xeriscaping (drought resistant landscaping) is a great way to limit the amount of outdoor irrigation required. The landscape consultant for Holland Row II should consider drought tolerant plants and native species in their plans and grass areas should be kept to an absolute minimum.

3.) Site adjacent to an open watercourse should have storm water infiltration redirected to that receiving environment if appropriate.

The Holland Row II development is unique as it is located adjacent to the Capilano River. This creates unique opportunities and challenges. Opportunities could include storm water redirection into the open watercourse, while challenges could include riverbank slope erosion. This project could be an ideal candidate for a raingarden, which is a detention pond that allows storm water to naturally infiltrate into the groundwater or in this case the ground flow to the river.

4.) Automated control systems should be utilized where temporary or permanent mechanical irrigation systems are required.

Irrigation technologies include moisture sensors/rain delay control, drip heads, timer controls, high efficiency nozzles, customized water spray patterns. Holland Row II will utilize some of these technologies as designed by the landscape technology to increase outdoor water conservation. However, if Xeriscaping is prioritized the need for irrigation can be greatly reduced.

C) Greenhouse Gas Emission Reduction Guidelines

1.) Building materials which are durable should be selected.

Durability is important to prioritize in new construction as extended product life reduces maintenance costs and keeps more materials out of the landfill. The less products that are manufactured and shipped to site reduces GHG emissions. The durable items incorporated into Holland Row II will include:

- a) Decking materials that will not require any maintenance for at least 5 years
- b) 30-year roof manufacturer warranty
- c) Lifetime finishes on all faucets and door hardware

2.) Locally or regionally sourced building materials should be used to reduce transportation energy costs.

Construction material selection is an important consideration when trying to lower our environmental impact and make a project sustainable in a more holistic way. Strategic construction materials can make a development more sustainable by using consumer purchasing power to buy products that reduce the amount of embodied energy or carbon footprint created during the construction process. Selecting locally sourced (within 800km) resources or manufactured materials reduces the amount of GHG produced in the transportation of materials. Locally sourced resources could include lumber, aggregate, stone countertops sourced within 800km. Locally manufactured materials could include windows, roofing, cabinetry, paints, interior doors within 800km. This project will commit to selecting at least 5 products manufactured within 800km.

3.) Existing building materials should be used where practical.

In the case of the Holland Row II development, it is not practical to utilize materials from the existing single family homes that were on site. These older materials could contain asbestos, high levels of VOCs, or could be structurally compromised.

4.) Building materials which may be used or recycled upon building demolition should be selected.

Purchasing products with recycled content diverts materials from the waste stream. A variety of materials now can have recycled content included to reduce the amount of material going into our landfills. Examples in this development will include: manufactured wood products, drywall, interior doors, insulation, carpet padding, and MDF products.

5.) A construction waste management plan should be developed and recycling should be prioritized.

The construction waste management plan will include hiring a reputable waste hauling company that commits to having all waste hauled away sorted and then sent to recycling depots. It is not uncommon today to see waste diversion rates of 50% or higher. Having the construction waste sorted off site is preferable as on site sorting takes up too much space on site and requires continuous training and ongoing supervision of all trades on site.

6.) Building products which have low, or no-VOC off gassing potential should be selected.

Procuring materials with low volatile organic compound (VOC) concentrations can increase indoor air quality and in turn improve occupant health. The most common VOC used is formaldehyde which degrades respiratory health and has been linked to cancer. Formaldehyde is a colourless organic compound used as a binding agent in building materials. Over time it breaks down and is off-gassed into living space. Holland Row II will commit to low VOC insulation, sub floor sheathing, particleboard/MDF for cabinets or shelving, wire shelving, tile adhesives, and interior paints.



#400-8085 North Fraser Way

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T: 604-874-3715

E:<u>info@e3ecogroup.co</u> m January 16, 2019

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

Attn: To Whom This May Concern RE: Holland Row Phase II to meet BCBC 9.36.6 Step Code Level 3

PC Urban has retained E3 Eco Group as the Energy Advisor consultant to review the energy efficiency of the Holland Row Phase II townhome development at 1920 + 1932 Glenaire Drive in the District of North Vancouver. The intention is to ensure that the different buildings will meet BCBC 9.36.6 Step Code Level 3 for Part 9 Buildings.

To meet Level 3 of the Step Code in the Lower Mainland all buildings must comply with the following:

			Climate Zone 4 (Lower Mainland, Southern Vancouver Island and Sunshine Coast) Proposed MEUI and TEDI targets				
Step	Energy N	Airti	ghtness	Systems and Equipment			Building Envelope
	Model	Blower Door Test	ACH ₅₀	% better than ERS reference house		MEUI ⁽¹⁾⁽²⁾	TEDI (kWh/m ² ·year)
1	\checkmark	\checkmark	Report Score	0%		Report Score	Report Score
2	\checkmark	\checkmark	≤ 3.0	10%	OR	See Below	35
3	\checkmark	 ✓ 	≤ 2.5	20%	OR	See Below	30
4	\checkmark	✓	≤ 1.5	40%	OR	See Below	20
5	\checkmark	\checkmark	≤ 1.0	n/a		See Below	15

MEUI Target for Buildings Designed and Constructed with NO Cooling System (kWh/m ² ·year)						
Step	Floor Area					
	≤50m²	≤75m²	≤120m ²	≤165m²	≤ 210 m²	>210m ²
2	135	120	90	75	65	60
3	120	100	75	63	53	50
4	90	80	60	48	40	40
5	65	55	40	30	25	25

MEUI Target for Buildings Designed and Constructed with Cooling System (kWh/m ² ·year)						
Step	Floor Area					
	≤50m ²	≤ 75 m ²	≤120m ²	≤165m ²	≤ 210 m ²	>210m ²
2	170	148	108	85	73	65
3	155	128	93	73	60	55
4	125	108	78	58	48	45
5	100	83	58	40	33	30

For the Project to meet Step 3, E3 Eco Group will perform the following:

 Complete HOT2000 V11.5 or newer computer modeling of each of the unique buildings to be constructed. In conjunction with the other design consultants, E3 will compare different construction assemblies and mechanical options to determine the design approach that best meets all three required performance targets of Step 3. E3 will complete the North Shore's Energy Compliance Pre-Construction Report for each building.

- 2) Pre-Drywall E3 will perform site visits to evaluate the effectiveness of the air barrier approach. This will include mid-construction air leakage testing.
- 3) At occupancy, E3 will complete final air leakage testing per building to determine the whole building airtightness. The HOT2000 energy models will be updated with the as built airtightness to confirm all buildings comply with Level 3 of the Step Code. E3 will complete the North Shore's Energy Compliance As Built Report for each building.

If you have any questions please contact the undersigned,

Kind Regards,

Chindonny

Emma Conway, B.A., EA Senior Project Manager E3 Eco Group Inc 604-874-3715 emma@e3ecogroup.com



PC Urban (Glenaire) LP Suite 800- 1090 West Georgia Vancouver, B.C. V6E 5V7

December 22, 2020 File: 13398B (Revision 2)

Attention: Robert Spencer

Re: Geotechnical Investigation Report: Proposed Residential Development-Glenaire II 1920-1932 Glenaire Drive, North Vancouver, B.C.

1.0 INTRODUCTION

We understand that construction of townhouse residential building is proposed for the above referenced site. Based on architectural drawings prepared by Grimwood Architecture, we understand that the development will include 2 sets of 3 storey townhomes over a single level of below grade parking. We anticipate concrete structure for the below grade parkade and wood-framed construction for above grade levels with light to moderate structural loading.

GeoPacific have carried out numerous geotechnical investigations in this vicinity, most notably a site directly east of Fullerton Avenue and south of Glenaire Drive. It is considered that, the results from these sites are sufficient for use in this preliminary geotechnical report. This report provides recommendations for the design and construction of the proposed development based on the expected soil and groundwater conditions at the site. The report has been prepared exclusively for PC Urban, for their use, the use of others on their design and construction team, and for the development and permitting process.

2.0 SITE DESCRIPTION

The site consists of two single family properties. The site is bounded by Glenaire Drive to the south, existing residential developments with surrounding vegetated areas to the east, Klahanie Park to the west and the Capilano River to the north. The site is sloped north-east to south-west from an elevation of approximately 16.0 m to 13.7 m geodetic. This site is currently improved with single family residential structures, driveways and the surrounding landscaping.

3.0 INVESTIGATION

The subsurface ground conditions at the site were investigated on November 8th, 2017. A total of two ODEX drilled test holes were completed to depths of up to 12.0 m below existing current grades. Two standpipe piezometers were installed to assist in our evaluation of groundwater conditions. The monitoring well was installed at the location. The drilling operations were completed using a truck-mounted ODEX drill rig, supplied and operated by On-Track Drilling.

The investigation was supervised and the soils encountered were logged in the field by a member of our engineering team. The test holes were backfilled with excavated soils upon completion of logging and sealed in accordance with the provincial abandonment requirements. The logs of our auger test holes and are presented in Appendix A of this report.

4.0 SUBSURFACE CONDITIONS

4.1 Soil Conditions

The general geology of the region under investigation is described as Salish Sediments according to the Geological Survey of Canada map 1486A. The Salish Sediments are characterized as mountain stream marine deltaic medium to coarse gravel and minor sand up to 15 metres or thicker. The site is located within the Alluvial Fan of the Capilano River and the natural subsurface soils consist of river deposited medium to coarse gravel and sand with the occasional boulders and cobbles, as visible on the banks of the adjacent Capilano River.

We expect the on-site soil conditions to consist of 1.0 to 1.5 metres of fill, over native soils comprised of overbank silts and sands overlying sand and gravel. Based on our experience in the area, the sand and gravel can be expected to extend to at least 10 metres below present site grades and is interbedded with occasional sand layers.

4.2 Groundwater Conditions

Based on our experience in the area, the static groundwater is expected to be deeper than 5 m. Based on the proximity of the site to Capilano River to the north, we expect that the groundwater levels to vary seasonally with the water level in the creek as well as with precipitation rates.

The groundwater will be affected by flood level at the Capilano River and static groundwater level in the area. This site is setback from the Capilano River bank about 15m, therefore as mentioned in our "Flood Hazard and Groundwater Assessment" report dated November 3, 2017, we expect the groundwater level to be at the elevation of 13.1m and 13.6m geodetic during rainfall events of 10-years and 200-years, respectively.

5.0 DISCUSSION

5.1 General

Based on the preliminary information provided, the proposed development will include townhomes over a single level of below-grade parking. We anticipate wood construction for above grade levels with light to moderate structural loading. The average stress at the foundation level is expected to be about 25 kPa. We expect that the proposed buildings would be founded at about 3.0 to 3.5 m depth below present site grades to accommodate the below grade parking. We anticipate building foundations will be founded on dense to very dense cobbly gravel.

We expect that the excavation for the below grade parkade where is within the property lines can be sloped. For the parkade at, or near, the property lines, we anticipate that shoring will be required to support the sides of the excavation.

Based on our experience, we expect that the dense to very dense cobbly gravel layer is underlain by till-like soils. Therefore, the subsurface soils are not expected to be prone to liquefaction or other forms of ground softening under the design earthquake defined under the 2012 British Columbia Building Code.

For one level of below grade construction, it should be expected that the basement slab would be above the static groundwater level. Considering the slab elevation to be defined to be above static groundwater level, some perched groundwater may encounter during the excavation. This water can be controlled using conventional sump pumps.

5.2 Capilano River Shoreline Stability

Based on our review of the historic data and Hydrotechnical Assessment completed by LaCas Consultants, we expect the steeper slope along the river bank would be subject to erosion and will stabilize to a flatter slope angle over time. The slope readjustment due to erosion is expected not to be extended beyond 2H:1V from the current toe of the river bank.

Scouring is expected due to the potential high flow of Capilano River, and we expect due to the rare occurrence of such an event, any scouring resulting from a significant river flood would be limited to the riparian area west of the building site and will not extend to the building area. The Capilano river watershed is controlled by the upstream Cleveland Dam. Therefore, any flooding will be limited and mainly will be as a result of mechanical or unforeseen releases from the dam. A recent accidental water release that resulted in a sudden 3.5m rise in river level had no impact on the existing slope, therefore we expect these effects to be limited.

We confirm, from a geotechnical point of view, that the proposed development is feasible and it's in our opinion that the potential riverbank erosion would be limited and will not affect the safety and stability of the building during the lifetime of the structure, and the proposed building is safe for the intended use provided the recommendations outlined in Sections 6.0 are incorporated into the overall design.

6.0 RECOMMENDATIONS

6.1 Site Preparation

Prior to the construction of any foundations and floor slabs, all vegetation, topsoil, asphalt, fill, organic material, debris, refuse, and loose or otherwise disturbed soils must be removed from the construction areas to expose a subgrade of dense to very dense cobbly gravel. We anticipate that the depth of soil stripping would be dictated by the construction elevations rather than the unsuitability of soils on site.

Considering the recommended bearing pressures, where over-excavation is required, ground reinstatement should be completed using lean mix concrete with a minimum compressive strength of 5 MPa.

Where over-excavation and grade reinstatement is required, the engineered fill should be used to achieve the desired underside of slab elevation.

In the context of this report, any "engineered fill" is defined as clean sand to sand and gravel fill, compacted in 300 mm loose lifts to a minimum standard of 95% of its Modified Proctor Maximum Dry Density (ASTM D1557) while at a moisture content that is within 2% of its optimum for compaction.

The geotechnical engineer shall be contacted for the review of subsurface materials after stripping.

6.2 Foundations and Bearing Capacity

We expect that the proposed buildings will be founded on dense to very dense cobbly gravel. We expect that this stratum will provide satisfactory support for the proposed development on conventional strip and pad foundations. We recommend that footings are designed using a Serviceability Limit States (SLS) bearing pressure of 300 kPa. Factored Ultimate Limit States (ULS) bearing pressures may be taken as 1.5 times the SLS bearing pressure provided.

We expect that the settlement of footings designed as recommended should be within the normally acceptable limits of 25 mm total and up to 2 mm per metre span of differential.

Irrespective of SLS bearing pressures, footings should not be less than 450 mm in width for strip footings and not less than 600 mm in width for square or rectangular footings.

The geotechnical engineer shall be contacted for the review of all foundation subgrades.

6.3 Seismic Design of Foundations

As noted, we expect the dense to very dense gravel stratum to be underlain by till-like soils. For preliminary design purposes and based on our expected subsurface conditions, subgrade conditions underlying the site may be classified as <u>Site Class C</u> as defined in Table 4.1.8.4. of the 2012 British Columbia Building Code (2012 BCBC).

6.4 Slab-On-Grade Floors Preparation

In order to provide suitable support for slab-on-grade floors, we recommend the placement of at least 150 mm of 19 mm minus clear crushed gravel to inhibit upward migration of moisture beneath the slab. The gravel should be lightly tamped in place. The under-slab fill should be hydraulically connected to the perimeter drainage system.

The geotechnical engineer shall be contacted for the review of the slab subgrade and underslab materials and compaction.

6.5 Foundation Drainage

A perimeter and under-slab drainage system will be required for the below grade structure to prevent the development of excessive water pressure on the foundation walls and the basement floor slabs. The waterproofing, drainage system and structural system should be design to accommodate the 200 years peak groundwater elevation of 13.6 m geodetic. The water pressure relief system should be designed for a peak groundwater rise of over 13.2 m geodetic for the foundations.

6.6 Temporary Excavation, Shoring

Based on the expected foundation depth, excavation/shoring techniques would depend on the alignment of below-grade parkade with respect to the property lines. We expect a 1H:1V sloped excavation would be feasible provided that adequate distance is considered to the property lines to allow for 1H:1V slopes.

For excavations near the property lines, vertical cuts may be supported with the use of soldier piles and shotcrete lagging. Due to the cohesionless nature of the existing soils, the use of hollow core "IBO" anchors will likely be required for the majority of the excavation. IBO anchors are grouted continuously during drilling to form a continuous column of grout around the anchor bar. The conventional solid bar is not expected to be feasible due to the likely collapse of the anchor holes during drilling.

The geotechnical engineer shall be contacted for the review of shoring installation and temporary excavations.

6.7 Earth Pressures on Foundation Walls

Earth pressures against the foundation walls are dependent on factors such as, available lateral restraint along the wall, surcharge loads, backfill materials, compaction of the backfill and drainage conditions. We assume that the walls will be backfilled with granular fill, such as clean sand or pitrun sand and gravel, compacted to achieve a minimum of 95% of its Modified Proctor Maximum Dry Density (ASTM D1557). We recommend that the foundation walls be designed to resist the following lateral earth pressures:

- Static: Triangular soil pressure distribution of 4.5H kPa, where H is equal to the total wall height in metres.
- Hydrostatic: Water pressure equivalent to 9.8H kPa, beginning at the high water mark and extending to the base of the foundation wall. The high water mark will be confirmed based on the final slab elevation and the groundwater study.
- Seismic: Inverted triangular soil pressure distribution of 3.5H kPa, where H is equal to the total wall height in metres

Uplift at the base of the slab or raft should be taken as a uniform pressure of 9.8D kPa, where D is the depth of the slab below the design groundwater elevation. For preliminary design, the groundwater level may be assumed to be at elevation 13.6 metres geodetic. The design groundwater level shall be further evaluated based on the results of the groundwater monitoring program.

The preceding loading recommendations assume that the parkade walls would be constructed against the shotcrete shoring wall, separated by a synthetic drainage material or 600 mm working space (backfilled with gravel), providing a drained cavity around the perimeter of the parkade. We expect that the perimeter drainage system will be connected to the synthetic drainage material and sufficiently lower the groundwater level such that hydrostatic pressures against the foundation walls are eliminated.

Any additional surcharge loads located near the foundation walls should be added to the earth pressures given. We assumed that the backfill materials adjacent to the foundation walls will be free draining such that no hydrostatic pressure would develop against the foundation walls.

Backfill materials and procedures on or adjacent to City property should be in accordance with the City requirements and reviewed by the geotechnical engineer of record.

The geotechnical engineer should be contacted for the review of all backfill materials and procedures.

7.0 DESIGN REVIEWS AND CONSTRUCTION INSPECTIONS

The preceding sections make recommendations for the design and construction of the proposed development. We have recommended reviewing certain aspects of the design and construction in the field. It is important that these reviews are carried out to ensure that our intentions have been adequately communicated. It is also important that any contractors working on the site review this document prior to commencing their work.

It is the responsibility of the contractors working on-site to inform GeoPacific a minimum of 48 hours in advance that a field review is required. In summary, reviews are required by the geotechnical engineer for the following portions of the work.

1. Excavation	Review of temporary cut-slopes.	
2. Shoring	Review of shoring installation and testing and decommissioning of shoring	
	elements as per the City's requirements.	
3. Engineered Fill	Review of fill materials and compaction.	
4. Foundation	Review of foundation subgrade.	
5. Slab on-grade Review of subgrade and under slab fill materials and compaction.		

6. Backfill Review of backfill materials and placement against foundation walls and

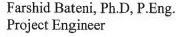
GeoPacific must be provided with detailed design drawings for the proposed development well in advance of construction to revise our recommendation and complete a supplementary field investigation if necessary.

8.0 CLOSURE

This report has been prepared exclusively for our client for the purpose of providing preliminary geotechnical recommendations for the design and construction of the proposed residential development, temporary excavations and related earthworks. The report remains the property of GeoPacific Consultants Ltd. and unauthorized use of, or duplication of, this report is prohibited.

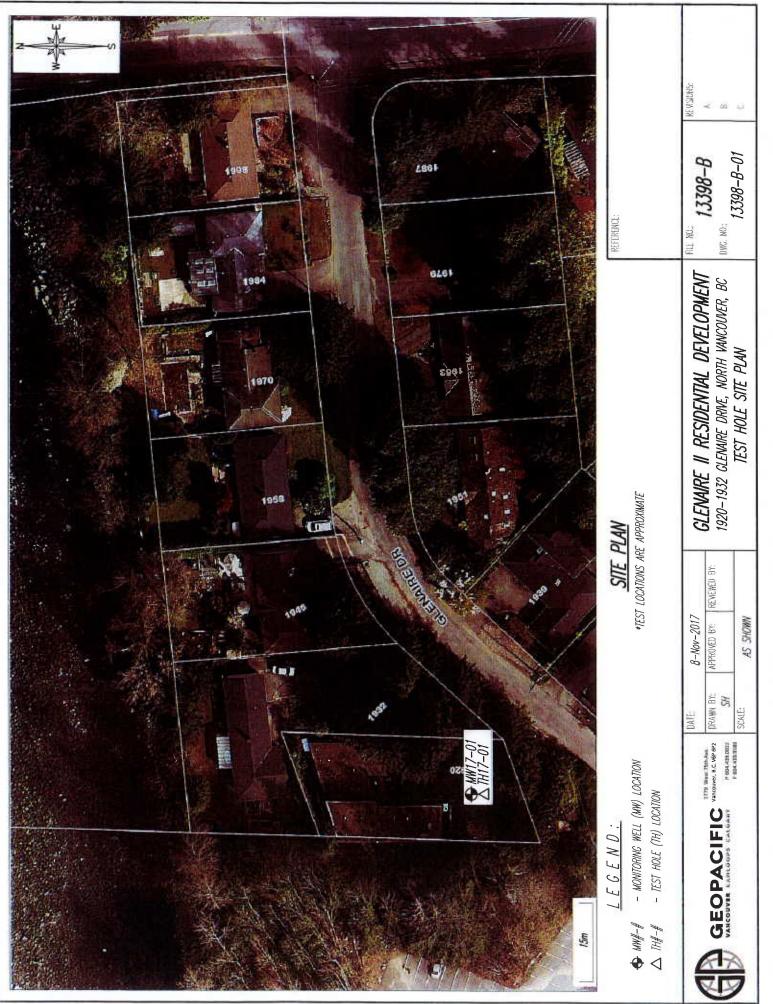
We are pleased to assist you with this project and we trust this information is helpful and sufficient for your purposes at this time. However, please do not hesitate to call if you should require any clarification.

For: GeoPacific Consultants Ltd.





Matt Kokan, M.A.Sc., P.Eng. Principal



LINESS IN ADM: WORLD

APPENDIX A

TEST HOLE LOGS

Test Hole Log: TH17-01 (MW17-01)

File: 13398-B

Project: GLENAIRE II RESIDENTIAL DEVELOPMENT Client: PC URBAN (GLENAIRE) LIMITED PARTNERSHIP Site Location: 1920-1932 GLENAIRE DRIVE, NORTH VANCOUVER, BC



1779 West 75th Avenue, Vancouver, BC, V6P 6P2 Tel: 604-439-0922 Fax:604-439-9189

INFERRED PROFILE Moisture Content (%) Groundwater / Well Depth (m)/Elev (m) Remarks SOIL DESCRIPTION Symbol DCPT Depth (blows per foot) 10 20 30 40 ft m_0 Ground Surface 0 Concrete blocks [50.8mm] 1 23456789 0.8 Sand and Gravel [Fill] Cuttings 1 compact to dense silty SAND and GRAVEL, light grey to tan, dry Soil 2 Gravel dense cobbly gravel, trace sand, trace to some boulders, hard drilling, fresh angular 3 gravel to boulder fragments, grey to dark 10 11grey, dry 12-13-4 14-15-Bentonite 16-17-5 18-19 6 20-21 22 23 24 25 26 27 8 28 29 becomes wet at 8.5m 8.5m observed water table 9 9.1 depth 30-Sand and Gravel 31 32 dense cobbly SAND and GRAVEL, trace 33 10 silt, fresh angular fragments, hard slow 34 drilling, wet 35 36 11 37 38 39 12 12.2 40 12 41 41 42 13 End of Borehole 44-48-49-15 50-51-

Logged: SH Method: ODEX Date: 2017-Nov-8

Datum: Ground elevation Figure Number: A.01 Page: 1 of 1



APPENDIX B

GROUNDWATER MONITORING RESULT

GEOPACIFIC VANCOUVER XANLOOPS CALGARY

GeoPacific Consultants Ltd. #215-1200 West 73rd Ave., Vancouver, BC Tel: 604-439-0922 Fax: 604-439-9189

