### Public Hearing Binder

#### 405 Marie Place

**Table of Contents**

<table>
<thead>
<tr>
<th>Agenda and Reports</th>
</tr>
</thead>
</table>
| 1) **Public Hearing Agenda**  
Will be published November 30, 2021 |
| 2) **Staff Report** - March 9, 2021  
This report provides an overview of the project and the land use issues related to the review of this Rezoning Bylaw and Housing Agreement Bylaw. |
| 3) **Bylaw 8496**, which rezones the subject site from Detached Residential (RS5) to Comprehensive Development Zone 135 (CD135) to enable the development of a medium density residential development. |
| 4) **Bylaw 8497** authorizes a Housing Agreement to prevent future rental restrictions on the subject property. |
| 5) **Bylaw 8501** closes a portion of the existing Marie Place road allowance. |
| 6) **Notice** |

**Additional Information**

| 7) **Minutes** – Regular Meeting of Council held March 29, 2021  
Will be added once adopted by Council and signed by the Mayor and Clerk |
| 8) **Land Use**  
- The District Official Community Plan 2011, Excerpts  
  - Growth Management  
  - Urban Structure  
  - Housing  
  - Lynn Creek (formerly Lower Lynn)  
- Lynn Creek Implementation Plan Excerpt  
- Rental and Affordable Housing Strategy  
- OCP Action Plan |
| 9) **Traffic and Parking**  
Transportation Impact Assessment prepared by Bunt and Associates dated September 12, 2019 |
| 10) **Construction Management Plan**  
Lynn Creek Town Centre Construction Coordination /Transportation Management Plan prepared by Creus Engineering dated January 2019 |
| 11) **Design**  
- Architectural Plans  
- Subdivision Plan  
- Landscape Plans  
- Civil Key Plan  
- Shadow Analysis  
- Advisory Design Panel Minutes for Feb 13, 2020 |
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
</table>
|   | • Advisory Design Panel Minutes for Feb 13, 2020  
  | • Accessible Design Proposal  
  | • Marie Place Section – Existing and Interim  
  | • Rezoning Rationale  |
| 12) | **Arborist Report** - Prepared by Durante Kreuk Ltd. dated Sept 17, 2019  |
| 14) | **Green Building and Energy Conservation**  
  | • Energy and Water Conservation and GHG Emission Reduction Strategy  
  | • Step Code Compliance Letter  |
| 15) | **Geotechnical Report** - Prepared by GeoPacific Consultants dated June 20, 2019  |
| **Public Input** |   |
| 16) | **Past Public Input**  
  | • Virtual Public Information Meeting (Oct 20 – Nov 3, 2020) – Report to Council  
  | • Virtual Public Information Meeting Summary Report  |
| 17) | **Public Input** - Correspondence / submissions from the public since 1st Reading given March 29, 2021  |
AGENDA

PUBLIC HEARING

Tuesday, December 7, 2021
7:00 p.m.
Council Chamber, Municipal Hall
355 West Queens Road
North Vancouver, BC
Watch at https://dnvorg.zoom.us/j/65345321120

Council Members:
Mayor Mike Little
Councillor Jordan Back
Councillor Mathew Bond
Councillor Megan Curren
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Lisa Muri

www.dnv.org
PUBLIC HEARING

7:00 p.m.
Tuesday, December 7, 2021
Council Chamber, Municipal Hall,
355 West Queens Road, North Vancouver
Watch at https://dnvorg.zoom.us/j/65345321120

AGENDA

405 – 485 Marie Place
Zoning Bylaw Amendments

1. OPENING BY THE MAYOR

2. INTRODUCTION OF BYLAW BY CLERK

District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)

Purpose of Bylaw:
Bylaw 8496 proposes to amend the District’s Zoning Bylaw by rezoning the subject site from Single-Family Residential 4000 Zone (RS5) to a new Comprehensive Development Zone 135 (CD135) and Neighbourhood Park (NP). The CD135 Zone addresses permitted and accessory uses and zoning provisions such as density, amenities, setbacks, height, building and site coverage, landscaping, storm water management, and parking and servicing requirements.

3. PRESENTATION BY STAFF

Presentation: Darren Veres, Development Planner

4. PRESENTATION BY APPLICANT

Presentation: Vicky Chou, Vice President, Fairborne Homes

5. REPRESENTATIONS FROM THE PUBLIC

6. QUESTIONS FROM COUNCIL

7. COUNCIL RESOLUTION

Recommendation:
THAT the December 7, 2021 Public Hearing be closed;

AND THAT “District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)” be returned to Council for further consideration.

8. CLOSING
The Corporation of the District of North Vancouver

Bylaw 8496

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

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

Citation

1. This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)”.  

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
   (a) Part 2A, Definitions is amended by adding CD135 to the list of zones that Part 2A applies to.
   (b) Section 301 (2) by inserting the following zoning designation:
       “Comprehensive Development Zone 135 CD135”
   (c) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive of Schedule B:
       “4B 135 Comprehensive Development Zone 135 CD135
       The CD135 zone is applied to:
        i) Lot 1 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-933);
        ii) Lot 2 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-968);
        iii) Lot 3 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-992);
        iv) Lot 4 Blocks E and F District Lot 613 Plan 18621 (PID: 006-280-323);
        v) Lot 5 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-026);
        vi) Lot 6 Blocks E and F District Lot 613 Plan 18621 (PID: 004-026-667);
        vii) Lot 7 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-042);
        viii) Lot 8 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-069);
        ix) Lot 9 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-085);
        x) Lot 10 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-107);
        xi) Lot 11 Blocks E and F District Lot 613 Plan 18621 (PID: 004-231-961); and
        xii) The portion of road allowance as shown on Schedule A.
4B 135 – 1 Intent

The purpose of the CD135 Zone is to permit a medium density residential development.

4B 135 – 2 Permitted Uses:

The following principal uses shall be permitted:

a) Uses Permitted Without Conditions:

   Not applicable.

b) Conditional Uses:

   The following principal uses are permitted when the conditions outlined in Section 4B 135-3 Conditions of Use, are met:

   residential use.

4B 135 – 3 Conditions of Use

a) All conditional uses: All uses of land, buildings and structures are only permitted when the following conditions of use are met:

   (i) Each dwelling unit has access to private or semi-private outdoor space;
   (ii) Balcony and deck enclosures are not permitted.

4B 135 – 4 Accessory Use

a) Accessory uses customarily ancillary to the principal uses are permitted.

b) Home occupations are permitted in residential units.

4B 135 – 5 Density

a) The maximum permitted density is 2,104 m² (22,647 sq. ft.) and 11 residential units.

b) For the purpose of calculating gross floor area the following are exempted:

   (i) Any floor areas below finished grade;
   (ii) Amenity space and bicycle maintenance room to a total maximum of 160 m² (1,722 sq. ft.)
   (iii) Floor areas with a ceiling height exceeding 3.66 m (12.0 ft.) to a maximum of 35 m² (377 sq. ft);
(iv) Above grade bicycle storage to a maximum of 480 m² (5,167 sq. ft.);
(v) Mechanical and Electrical equipment spaces to a total maximum of 95 m² (1,023 sq. ft.); and
(vi) The floor area of balconies and covered patios.

c) For the purposes of calculating floor space ratio the lot area is deemed to be 4,675.3 m² (50,324.6 sq. ft.) being the site size at the time of rezoning.

d) Balcony and deck enclosures are not permitted.

4B 135 – 6 Amenities

a) Despite Subsection 4B 135 – 5, permitted density in the CD135 Zone is increased to a maximum of 11,700 m² (125,938 sq. ft.) gross floor area and 140 units if the owner:
   i. Enters into a Housing Agreement prohibiting any restrictions preventing the owners in the project from renting their units;
   ii. Contributes $2,542,814 to the municipality to be used for any of the following amenities (with allocation and timing of expenditure to be determined by the municipality in its sole discretion):
      1. Affordable or special needs housing;
      2. The provision or enhancement of public facilities which may include but are not limited to: the community centre, or a childcare centre;
      3. park, plaza, trail, environmental, pedestrian or other public realm, infrastructure improvements; and
      4. Public art and other beautification projects.

4B 135 – 7 Setbacks

a) Buildings shall be set back from property lines to the closest building face (excluding any partially exposed underground parking structure) as established by development permit and in accordance with the following regulations:

<table>
<thead>
<tr>
<th>Setback Location</th>
<th>Minimum Required Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Property Line</td>
<td>2.0 m (6.6 ft.)</td>
</tr>
<tr>
<td>East Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
<tr>
<td>West Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
<tr>
<td>South Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
</tbody>
</table>

b) Decks and patios are excluded from the setback requirement.
4B 135 – 8 Height

The maximum permitted height is as follows:

a) Multi-family apartment building: the height of buildings shall not exceed 22.25m (73 ft.), inclusive of the 15% bonus for sloping roofs.

4B 135 – 9 Coverage

a) Building Coverage: The maximum building coverage is 60%.

b) Site Coverage: The maximum site coverage is 65%.

4B 135 – 10 Landscaping and Storm Water 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) A 2m (6.6 ft.) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with minimum 90% opacity, is required to screen from view:
   i) any utility boxes, vents or pumps that are not located underground and/or within a building; and
   ii) any solid waste facilities (garbage, recycling, compost with the exception of temporary, at-grade staging areas) that are not located underground and/or within a building.

4B 135 – 11 Parking, Loading and Servicing Regulations

a) Parking and loading are required as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Dwelling Unit</td>
<td>1.05 spaces per unit</td>
</tr>
<tr>
<td>Residential Visitor Parking</td>
<td>0.1 spaces per unit</td>
</tr>
</tbody>
</table>

b) Bicycle parking is required as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Bicycle Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>2.0 spaces per unit</td>
</tr>
<tr>
<td>Visitors</td>
<td>18 spaces</td>
</tr>
</tbody>
</table>

c) The minimum drive aisle width is: 6.79 m (22.3 ft).

d) Except as specifically provided in 4B135 -11 (a), (b), and (c) 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 4000 Zone (RS5) to Comprehensive Development Zone 135 (CD135) and Neighbourhood Park (NP).

READ a first time March 29th, 2021

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “BYLAW 8496” 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 8496

BYLAW 8496

District of North Vancouver Rezoning Bylaw 1402 (Bylaw 8496)

- SINGLE-FAMILY RESIDENTIAL 4000 ZONE (R55) TO COMPREHENSIVE DEVELOPMENT ZONE 135 (CD135)
- MARIE PLACE ROAD TO COMPREHENSIVE DEVELOPMENT ZONE 135 (CD135)
- SINGLE-FAMILY RESIDENTIAL 4000 ZONE (R55) TO NEIGHBOURHOOD PARK ZONE (NP)

5m wide
March 9, 2021
File: 08.3060.20/052.19

AUTHOR: Casey Peters, Senior Development Planner

SUBJECT: Bylaws 8496 and 8497: Rezoning and Housing Agreement for a Multi-Family Development at 405-485 Marie Place

RECOMMENDATION

THAT the “District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)” to rezone the subject site from RS5 to CD135 and Neighbourhood Park (NP) be given FIRST reading;

AND THAT “Housing Agreement Bylaw 8497, 2021 (405 Marie Place)” which authorizes a Housing Agreement to prevent future rental restrictions on the subject property, be given FIRST reading;

AND THAT Bylaw 8496 be referred to a Public Hearing.

REASON FOR REPORT

Implementation of the proposed project requires Council’s consideration of:

- Bylaw 8496 to rezone the subject properties; and,
- Bylaw 8497 to authorize a housing agreement to ensure all future owners are eligible to rent their units.

The Rezoning Bylaw and Housing Agreement Bylaw are recommended for introduction and the Rezoning Bylaw is recommended for referral to a Public Hearing.
REASON FOR REPORT

Implementation of the proposed project requires Council's consideration of:

- Bylaw 8496 to rezone the subject properties (Attachment 2);
- Bylaw 8497 to ensure future owners are eligible to rent their units (Attachment 3);
- Issuance of one or more development permits.

The Rezoning Bylaw and Housing Agreement Bylaw are recommended for introduction and the Rezoning Bylaw are recommended for referral to a Public Hearing. Development Permit(s) will be forwarded to Council for consideration if the rezoning proceeds.

SUMMARY

Engage Architecture has applied on behalf of Fairborne CMCC Marie Place GP Ltd. to redevelop eleven existing single-family residential lots to create two six-storey buildings with a total of 140 strata units. The units include a mix of one bedroom, two bedroom, and three bedroom layouts.

ANALYSIS

Site and Surrounding Area

The site is located in the Lynn Creek Town Centre on the west side of Marie Place, north of Crown Street. The development site includes eleven single-family lots totalling 4,136.5 m² (44,525 sq. ft.) in area as well as a 5m wide portion of the Marie Place road allowance that totals 538.8 m² (5,800 sq. ft.) in area. The gross site area is 4,675.3 m² (50,325 sq. ft.)

The proposal includes park dedication of two existing lots of 778.4 m² (8,378 sq. ft.) in area for the expansion of Marie Place Park as well as a road dedication on Crown Street of 52.0 m² (600 sq. ft.). The net site area, including the portion of the Marie Place roadway and discounting the park and road dedication areas is 3,844.9 m² (41,388 sq. ft.)

Surrounding land uses include single-family homes to the north, east, and south and a mix of commercial and single-family uses to the west. The seven lots to the west are owned by the same applicant as the subject site and are currently under application for
rezoning to accommodate a mixed-use development. A new six-storey strata apartment building is located to the southwest.

EXISTING POLICY

Official Community Plan

The Official Community Plan (OCP) designates the site as RES Level 6: Medium Density Apartment (2.5 FSR) which envisions medium rise apartments at a density of up to approximately 2.5 FSR. The proposal is consistent with the land use objectives in the Official Community Plan.

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

- "Encourage and facilitate a broad range of market, non-market and supportive housing"
- "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"

Lynn Creek Town Centre:

The project has been reviewed against the Lower Lynn Town Centre Implementation Plan (Lynn Creek Plan) and the Lynn Creek Public Realm Guidelines. The Lynn Creek Plan anticipates multi-family residential development in the form of mid-rise apartments on this site, at a height of approximately six storeys. The proposal is consistent with the land use and building heights anticipated for this site.

The proposal addresses the Lynn Creek Plan Concept Planning Principles related to housing choice including:

- Revitalizes the residential neighbourhood and encourages innovative housing forms close to employment, transit, retail and community services.
- Facilitates a mix of housing types and tenures to accommodate people of all ages, abilities and incomes for the next 20 years.

The project would dedicate two existing lots to the municipality to allow for the expansion of Marie Place Park. The project would also provide a financial contribution towards the construction of the future Green Spine linear park which is an important feature within the Lynn Creek Town Centre.

The Lynn Creek Plan anticipates that the eastern 10m of the Marie Place road allowance will be closed and converted to the Green Spine Linear Park when it is no
longer required to service the single family lots on the east side of Marie Place. The western 5m of Marie Place is proposed to be closed and consolidated with the subject site. A Road Closure Bylaw (Bylaw 8501) to close the portion of the existing Marie Place road allowance will be considered by Council as a separate agenda item. The rezoning application includes an analysis of the interim design which will allow continued use of the existing cul-de-sac for vehicle access and services until the eastern lots are redeveloped and construction of the Green Spine linear park commences.

The images below show the existing section of Marie Place (on the left) which includes parking on both sides of the street and a 3.6m wide travel lane. The proposed interim section (on the right) includes a 4.1m travel lane and parking on the east side of the street. No changes are proposed to the location of the curb on the east side of Marie Place.

The proposed interim road design requires that the existing natural gas main along Marie Place be relocated closer to the centre of the roadway. The existing storm, sanitary, water, hydro, and communication utilities are proposed to remain, and are to be protected during construction.
Zoning

The subject properties are currently zoned Detached Residential (RS5) which allows for a maximum FSR of 0.45. Rezoning is required to accommodate the project and Bylaw 8496 proposes to create a new Comprehensive Development Zone 135 (CD135) tailored specifically to this project. The proposed CD135 zone prescribes permitted uses and zoning provisions such as a maximum density of 2.5, height, setbacks, and parking requirements. Bylaw 8496 also rezones the northern two parcels to Neighbourhood Park (NP) to match the zoning of the existing Marie Place Park.

ANALYSIS:

Site Plan and Project Description

The project consists of two six-storey residential buildings over two levels of underground parking. Access to the garage is located at the west of the site from a new north-south lane to be created on the adjacent property. The creation of this new lane would be secured in the Development Covenant. A pick-up/drop-off area is also proposed off the lane.

A pedestrian pathway is proposed between the two buildings and will provide a public connection between the lane and the Green Spine Linear Park.

The units proposed are a mix of one, two and three bedroom layouts. The units range in size from 51 m² (547 sq. ft.) to 100 m² (1,075 sq. ft.). The buildings are approximately 5,808 m² (62,515 sq. ft.) and 5,880 m² (63,293 sq. ft.) in floor area.
Rental and Affordable Housing Strategy

The proposed bylaws, if adopted, will permit development of the site for two six-storey residential buildings. This responds to the following goals of the District’s Rental and Affordable Housing Strategy (RAHS):

- Goal 1: Expand the supply and diversity of housing.
- Goal 5: Minimizing Impacts to Tenants

Development Permits

The site is in the following Development Permit Areas:

- Form and Character of Multi-Family Residential Buildings
- Energy and Water Conservation and Greenhouse Gas Emission Reduction
- Protection of Development from Hazardous Conditions (Creek Hazard)

a) Form and Character of Commercial, Industrial, and Multifamily Development

The proposal is consistent with the OCP Design Guidelines for Multi-Family Housing.

The application was considered by the Advisory Design Panel (ADP) on February 13, 2020 and the Panel recommended approval of the project subject to resolution of the Panel comments which included a review of the design of the proposed patios and the walkway between the two buildings.

A detailed review of the form and character development permit issues, outlining the project’s compliance with the applicable guidelines, will be provided for Council’s consideration at the Development Permit stage.

b) Energy and Water Conservation and Greenhouse Gas Emission Reduction

The proposal as designed is consistent with the OCP Guidelines for Energy and Water Conservation and Greenhouse Gas Emission Reduction. In addition, the applicant has considered the District’s Community Energy and Emissions Plan (CEEP) and Council’s declaration of a Climate Emergency.

The proposal would meet “Step 3” of the BC Step Code, and include a Low Carbon Energy System (LCES), with the LCES having an emission target of less than 3 kgCO₂e/m²/yr. The applicant notes that they intend to install a fossil fuel free mechanical design to minimize the carbon footprint and greenhouse gas for the project and they are working with BC Hydro to verify the servicing requirements to meet the intended mechanical design.
c) Protection from Natural Hazards (Creek Hazard)

The proposal is consistent with the OCP Guidelines for Protection from Natural Hazards (Creek Hazard). A flood hazard assessment report by Keystone Environmental was submitted with the application and the building is designed in accordance with that report.

A detailed review of development permit issues, outlining the project’s compliance with the applicable development permit guidelines for all three development permit areas, will be provided for Council’s consideration should the application proceed through the rezoning process.

Accessibility

The proposal fulfils the requirements of the District’s Accessible Design Policy for Multi-family Housing as 100% of the apartment units meet the ‘Basic Accessible Design’ criteria and 5% of the apartment units meet the ‘Enhanced Accessible Design’ criteria. A total of seven units will include ‘enhanced accessible design’ features.

Vehicle Parking

All parking is proposed in a two level underground garage. Access to the garage is proposed through a new lane to be created on the site to the west.

Typical Zoning Bylaw requirements for parking in the project would indicate the need for 280 parking stalls for residential uses (including visitor parking).

The District’s “Alternative Vehicle Parking Rates” Policy was approved in November 2020 and includes base parking rates based on unit mix with opportunities for parking reductions based on location if the proposal includes Transportation Demand Management (TDM) features. The proposal complies with the new policy and results in 1.05 spaces per unit (147 spaces) and 0.1 spaces for visitors (14 spaces) for a total of 161 parking stalls. The proposed TDM features include pedestrian improvements, bicycle parking, and a bicycle maintenance room located on the ground floor of Building B.

The District OCP includes as Section 5.1 (8) the statement that reductions for parking requirements should be considered for new developments in centres well-served by transit to encourage alternate modes of transportation and to increase housing affordability.

The applicant has submitted a Transportation Impact Assessment prepared by Bunt and Associates that supports the proposed parking rate and notes that the site is well-served by transit.
The applicant has proposed to provide energized outlets capable of supporting “Level 2” charging for all of the residential parking spaces. The applicant is actively working with BC Hydro to verify the servicing for this intended proposal.

Staff are supportive of the proposed parking rate as the site is well-served by transit and adjacent to the heart of the Town Centre, and the overall plan for the Lynn Creek Town Centre includes numerous long-term transportation improvements for pedestrians and bicyclists.

Bicycle Parking and Storage

The District’s “Bicycle Parking and End-of-Trip Facilities Policy” proposes the following rates for bicycle parking:

- A minimum of 1.5 spaces for a studio or one-bedroom unit
- A minimum of 2 spaces for a two or more bedroom unit

The Policy would result in 252 bicycle spaces for this project and the proposal exceeds the policy by providing 2.0 spaces per unit (280 bicycle storage spaces) for residents with bicycle spaces provided on each floor of the buildings. Electrical outlets for electrical bicycle charging are proposed for all bicycle storage areas. In addition, a bicycle maintenance room is proposed adjacent to the amenity space in Building B.

A total of 18 visitor bicycle spaces are provided adjacent to the entrances of the buildings. The requirements for the bicycle spaces are secured in the proposed CD135 zone. Overall, the bicycle parking proposed, along with the proximity to transit service, will help to support alternate transportation options for residents and visitors to the project.

Land Deductions

This project would provide substantial land dedications for parks and roadways including:

- Dedication of two parcels totalling 778.4 m² (8,378.3 sq. ft.) towards the expansion of Marie Place Park.
- The creation of a new north-south lane on the adjacent site to the west (if the adjacent development application to the west at 1510 Crown Street does not proceed), which will ultimately connect Crown Street to Hunter Street.
- Road dedication on Crown Street.

Off-site improvements

The application includes a number of off-site improvements:

- Improved street frontages on Crown Street with street tree plantings and streetlight upgrades, including pedestrian lighting, curb, gutter, and paving improvements.
• If the adjacent development application to the west (1510 Crown Street) does not proceed, this project will construct the new north-south lane.

The project would also provide a cash contribution of $510,908 towards the future construction of the Green Spine Linear Park and the expansion of Marie Place Park.

The estimated total value of off-site works (engineering and landscaping) is approximately $880,200. This estimate includes the interim road design for Marie Place but does not include the new north-south lane to the west. The cash contribution to the Green Spine Linear Park and Marie Place Park expansion is also in addition to this estimate. This estimate has been provided by the applicant and the full scope (and value) of required off-site construction will be determined through the detailed design work at the Building Permit stage.

Development Cost Charges

The project will pay Development Cost Charges (DCC's) at the applicable rate at the date of Building Permit submission should the rezoning and Development Permit be approved. The estimated District DCC payable at 2020 rates for the 140 units is $1,290,844.

Community Amenity Contribution

The District's Community Amenity Contribution (CAC) Policy outlines expectations for contribution for projects which result in an increase in density. A CAC of $2,542,814 will be included in the proposed CD135 Zone.

It is anticipated that the CACs from this development will be directed toward affordable or special needs housing; the provision or enhancement of public facilities which may include but are not limited to: the community centre; childcare; park, plaza, trail, environmental, pedestrian or other public realm, infrastructure improvements; and public art and other beautification projects.

Tenant Relocation Assistance

The District's Residential Tenant Relocation Assistance Policy (RTRAP) applies to rezoning applications that require the demolition of any building or combination of buildings containing more than four rental dwelling units, at the time of submission of the detailed application. The policy was amended in March 2018, as the previous policy only applied to purpose-built rental units.

There are 11 existing single family houses on site and two houses are vacant due to the condition of the houses. The remaining nine houses are tenanted and rented at below-market rental rates for short term leases of six to eight months. The tenants are aware
of the intended redevelopment of the site and the owners have retained a property management company to assist tenants and to provide resources to aid tenants in finding new accommodations upon request. As the provisions of the RTRAP apply to this project, the applicant has to date addressed a number of items of the RTRAP and staff are continuing to work with the applicant to ensure that assistance is available to any tenant who needs it.

Landscaping

The District’s consultant has prepared a design for the Green Spine and Marie Place Park expansion including a 4m path, stormwater management features and landscaping. A conceptual landscape plan has been submitted with the rezoning application that includes both an interim design and a future design that demonstrates how the proposal works with the District's Green Spine and Park design. The image below shows the ultimate design which would not be implemented until the developments to the east and north proceed. There are currently no active applications under consideration on the sites to the north or east.

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

The project has been reviewed by staff from the Environment, Building and Permits, Legal, Parks, Engineering, Community Planning, Urban Design, Transportation, Fire Services, Real Estate, Finance, and the Arts Office.

The District of North Vancouver Rezoning Bylaw 8496 affects land lying within 800m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Infrastructure will be required after third reading of the bylaw and prior to bylaw adoption.

Construction Traffic Management Plan:

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

In order to reduce development’s impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) as a condition of a Development Permit.
The Plan must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement. The plan is required to be approved by the District prior to issuance of a building permit.

In particular, the Construction Traffic Management Plan must:
1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location 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 schedule with other developments in the area;
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.

Public Input

The applicant held a Virtual Public Information Meeting from October 20 – November 3, 2020.

Notices were distributed to neighbours in accordance with the District’s policy on Non-Statutory Public Consultation for Development Applications. Two notification signs were placed: one on the site at the corner of Marie Place and Crown Street, and one at the corner of Mountain Highway and Crown Street to notify passers-by of the meeting. Advertisements were also placed in the North Shore News.

A webpage was established for the Virtual Public Information Meeting on the District’s website and included a video and display boards prepared by the applicant as well as information on the District’s rezoning process and a context map. The Virtual PIM allowed participants to ask questions which were posted with a response within two business days. Participants were also able to submit a comment form. Of note, the website was viewed by 57 unique IP addresses and the project video was viewed 27 times.

A summary of the Virtual Public Information Meeting, comments received, and the Q&A, is attached (Attachment 4). Key topics raised were associated with construction impacts including impacts on street parking and services for the east side of Marie Place. Support was expressed for the additional park space and questions of clarification were asked on the portion of Marie Place that was proposed to be closed, the timing of the rezoning, and details on the buildings including flood mitigation and grading.
Implementation

Implementation of this project will require a rezoning, road closure, and a Housing Agreement, as well as issuance of one or more development permits and registration of legal agreements.

Bylaw 8496 (Attachment 2) rezones the subject site from RS5 to a new Comprehensive Development Zone 135 (CD135) which:

- establishes the permitted residential uses;
- allows home occupations as an accessory use;
- establishes the maximum permitted floor area on the site;
- establishes setback and building height regulations; and,
- establishes parking regulations specific to this project.

Bylaw 8497, (Attachment 3) authorizes the District to enter into a Housing Agreement to ensure that there will be no future restrictions on renting the units.

A legal framework will be required to support the project and it is anticipated that a development covenant will be used to secure items such as the details of off-site servicing requirements. Additional legal documents required for the project will include:

- subdivision plan showing road and park dedications;
- development covenant to reference the general form and layout of project as well as requirements for off-site servicing, creation of the new north-south lane on the adjacent site, and contribution towards future park construction;
- stormwater management covenant;
- covenant to specify that any “unsold” parking spaces be transferred to strata corporation
- registration of a housing agreement regarding prohibition of rental restrictions for strata units

CONCLUSION:

This project assists in implementation of the District’s Official Community Plan objectives and the Lower Lynn Town Centre Implementation Plan (Lynn Creek). The rezoning proposal is now ready for Council’s consideration.
Options:

The following options are available for Council's consideration:

1. Introduce Bylaws 8495 and 8497 and refer Bylaw 8496 to a Public Hearing (staff recommendation);

2. Refer the project back to staff for further consideration; or,

3. Defeat the bylaws at First Reading.

Casey Peters  
Senior Development Planner

Attachments:

1. Architectural and Landscape Plans  
2. Bylaw 8496 – Rezoning  
3. Bylaw 8497 – Housing Agreement  
4. Summary of Virtual Public Information Meeting
<table>
<thead>
<tr>
<th>REVIEWED WITH:</th>
<th>External Agencies:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Community Planning</td>
<td>☐ Clerk's Office</td>
</tr>
<tr>
<td>☐ Development Planning</td>
<td>☐ Communications</td>
</tr>
<tr>
<td>☐ Development Engineering</td>
<td>☐ Finance</td>
</tr>
<tr>
<td>☐ Utilities</td>
<td>☐ Fire Services</td>
</tr>
<tr>
<td>☐ Engineering Operations</td>
<td>☐ ITS</td>
</tr>
<tr>
<td>☐ Parks</td>
<td>☐ Solicitor</td>
</tr>
<tr>
<td>☐ Environment</td>
<td>☐ GIS</td>
</tr>
<tr>
<td>☐ Facilities</td>
<td>☐ Real Estate</td>
</tr>
<tr>
<td>☐ Human Resources</td>
<td>☐ Bylaw Services</td>
</tr>
<tr>
<td>☐ Review and Compliance</td>
<td>☐ Planning</td>
</tr>
</tbody>
</table>

| ☐ Library Board |
| ☐ NS Health |
| ☐ RCMP |
| ☐ NVRC |
| ☐ Museum & Arch. |
| ☐ Other: |
View from Crown Street and Marie Place
View from New Lane
View of Pedestrian Path between Buildings
EXISTING TYPICAL SECTION - MARIE PLACE
N.T.S.

INTERIM TYPICAL SECTION - MARIE PLACE
N.T.S.
The Corporation of the District of North Vancouver

Bylaw 8496

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

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

Citation

1. This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)”.

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

   (a) Part 2A, Definitions is amended by adding CD135 to the list of zones that Part 2A applies to.

   (b) Section 301 (2) by inserting the following zoning designation:

         “Comprehensive Development Zone 135 CD135”

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

         “4B 135 Comprehensive Development Zone 135 CD135

The CD135 zone is applied to:

i) Lot 1 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-933);
ii) Lot 2 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-968);
iii) Lot 3 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-992);
iv) Lot 4 Blocks E and F District Lot 613 Plan 18621 (PID: 006-280-323);
v) Lot 5 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-026);
vi) Lot 6 Blocks E and F District Lot 613 Plan 18621 (PID: 004-026-667);
vii) Lot 7 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-042);
viii) Lot 8 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-069);
ix) Lot 9 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-085);
x) Lot 10 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-107);
xi) Lot 11 Blocks E and F District Lot 613 Plan 18621 (PID: 004-231-961); and
xii) The portion of road allowance as shown on Schedule A.
4B 135 – 1 Intent

The purpose of the CD135 Zone is to permit a medium density residential development.

4B 135 – 2 Permitted Uses:

The following principal uses shall be permitted:

a) Uses Permitted Without Conditions:
   Not applicable.

b) Conditional Uses:

    The following principal uses are permitted when the conditions outlined in Section 4B 135-3 Conditions of Use, are met:

    residential use.

4B 135 – 3 Conditions of Use

a) All conditional uses: All uses of land, buildings and structures are only permitted when the following conditions of use are met:

   (i) Each dwelling unit has access to private or semi-private outdoor space;
   (ii) Balcony and deck enclosures are not permitted.

4B 135 – 4 Accessory Use

a) Accessory uses customarily ancillary to the principal uses are permitted.

b) Home occupations are permitted in residential units.

4B 135 – 5 Density

a) The maximum permitted density is 2,104 m² (22,647 sq. ft.) and 11 residential units.

b) For the purpose of calculating gross floor area the following are exempted:

   (i) Any floor areas below finished grade;
   (ii) Amenity space and bicycle maintenance room to a total maximum of 160 m² (1,722 sq. ft.)
   (iii) Floor areas with a ceiling height exceeding 3.66 m (12.0 ft.) to a maximum of 35 m² (377 sq. ft.);
(iv) Above grade bicycle storage to a maximum of 480 m² (5,167 sq. ft.);
(v) Mechanical and Electrical equipment spaces to a total maximum of
95 m² (1,023 sq. ft.); and
(vi) The floor area of balconies and covered patios.

c) For the purposes of calculating floor space ratio the lot area is deemed to
be 4,675.3 m² (50,324.6 sq. ft.) being the site size at the time of rezoning.

d) Balcony and deck enclosures are not permitted.

4B 135 – 6 Amenities

a) Despite Subsection 4B 135 – 5, permitted density in the CD135 Zone is
increased to a maximum of 11,700 m² (125,938 sq. ft.) gross floor area
and 140 units if the owner:

i. Enters into a Housing Agreement prohibiting any restrictions preventing
the owners in the project from renting their units;

ii. Contributes $2,542,814 to the municipality to be used for any of the
following amenities (with allocation and timing of expenditure to be
determined by the municipality in its sole discretion):

1. Affordable or special needs housing;
2. The provision or enhancement of public facilities which may
include but are not limited to: the community centre, or a
childcare centre;
3. Park, plaza, trail, environmental, pedestrian or other public
realm, infrastructure improvements; and
4. Public art and other beautification projects.

4B 135 – 7 Setbacks

a) Buildings shall be set back from property lines to the closest building face
(excluding any partially exposed underground parking structure) as
established by development permit and in accordance with the following
regulations:

<table>
<thead>
<tr>
<th>Setback Location</th>
<th>Minimum Required Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Property Line</td>
<td>2.0 m (6.6 ft.)</td>
</tr>
<tr>
<td>East Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
<tr>
<td>West Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
<tr>
<td>South Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
</tbody>
</table>

b) Decks and patios are excluded from the setback requirement.
**4B 135 – 8 Height**

The maximum permitted height is as follows:

a) Multi-family apartment building: the height of buildings shall not exceed 22.25m (73 ft.), inclusive of the 15% bonus for sloping roofs.

**4B 135 – 9 Coverage**

a) Building Coverage: The maximum building coverage is 60%.

b) Site Coverage: The maximum site coverage is 65%.

**4B 135 – 10 Landscaping and Storm Water 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) A 2m (6.6 ft.) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with minimum 90% opacity, is required to screen from view:
   i) any utility boxes, vents or pumps that are not located underground and/or within a building; and
   ii) any solid waste facilities (garbage, recycling, compost with the exception of temporary, at-grade staging areas) that are not located underground and/or within a building.

**4B 135 – 11 Parking, Loading and Servicing Regulations**

a) Parking and loading are required as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Dwelling Unit</td>
<td>1.05 spaces per unit</td>
</tr>
<tr>
<td>Residential Visitor Parking</td>
<td>0.1 spaces per unit</td>
</tr>
</tbody>
</table>

b) Bicycle parking is required as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Bicycle Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>2.0 spaces per unit</td>
</tr>
<tr>
<td>Visitors</td>
<td>18 spaces</td>
</tr>
</tbody>
</table>

c) The minimum drive aisle width is: 6.79 m (22.3 ft).

d) Except as specifically provided in 4B135-11 (a), (b), and (c) 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 4000 Zone (RS5) to Comprehensive Development Zone 135 (CD135) and Neighbourhood Park (NP).

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "BYLAW 8496" 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

45
Schedule A to Bylaw 8496

BYLAW 8496
District of North Vancouver Rezoning Bylaw 1402 (Bylaw 8496)

5m wide
The Corporation of the District of North Vancouver

Bylaw 8497

A bylaw to enter into a Housing Agreement

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

Citation

1. This bylaw may be cited as "Housing Agreement Bylaw 8497, 2021 (405 Marie Place).

Authorization to Enter into Agreement

2. The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Fairborne CMCC Marie Place GP Ltd., Inc. No. BC1156308 substantially in the form attached to this Bylaw as Schedule "A" with respect to the following lands:

   a) Lot 1 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-933);
   b) Lot 2 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-968);
   c) Lot 3 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-992);
   d) Lot 4 Blocks E and F District Lot 613 Plan 18621 (PID: 006-280-323);
   e) Lot 5 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-026);
   f) Lot 6 Blocks E and F District Lot 613 Plan 18621 (PID: 004-026-667);
   g) Lot 7 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-042);
   h) Lot 8 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-069);
   i) Lot 9 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-085); and
   j) The portion of road allowance as shown on Schedule B.

Execution of Documents

3. 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

Certified a true copy

Municipal Clerk

Municipal Clerk
Schedule A to Bylaw 8497

SECTION 219 COVENANT – HOUSING AGREEMENT

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

BETWEEN:

a company incorporated under the laws of the Province of British Columbia having an office at

(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 ____ 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. **TERM**

This Agreement will commence upon adoption by District Council of Bylaw 8424 and remain in effect until terminated by the District as set out in this Agreement.

3. **RENTAL ACCOMMODATION**

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 Vote

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 Notice

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 [optional clause]

The District agrees that if the District of North Vancouver Rezoning Bylaw ____ (Bylaw ____), is not adopted by the District’s Council before [date], 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 Costs

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. **LIABILITY**

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 **Release**

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 **Survival**

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 Waiver

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 Time

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 References

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 Construction

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 8264.

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.
Schedule B to Bylaw 8497
Sketch Plan
Event Details

Applicant: Engage Architecture  
Webpage: DNV.org/public-meeting  
Event: October 20 – November 3, 2020  

Project Summary

Engage Architecture has applied on behalf of the owners, Fairborne CMCC Marie Place GP Ltd., to redevelop the existing 11 single family lots on the west side of Marie Place. The proposal is for two six-storey buildings with a total of 140 strata apartment units.

Format

Due to Covid-19, the standard in-person Public Information Meeting (PIM) format was not possible for this project and a virtual PIM was held in its place. The format of the virtual PIM included a webpage with details on the application, visual materials (in lieu of display boards), and a short video prepared by the applicant team (in lieu of an in-person presentation).

The virtual PIM was “live” from October 20 – November 3, 2020. During this period of time, comments were accepted and a Q&A was posted on the webpage in lieu of the standard in-person discussion.

Summary of Engagement

The project website was visited by 57 unique IP addresses and the project video was viewed 27 times (includes repeated views).

Copies of all the comments received during the event period (Attachment A) and the Q&A document (Attachment B) are attached for reference.
Notification

Notification Flyer: A notification flyer sent to owners and occupants within 100 metres (328 ft) of the development site (Attachment C);

Site Signs: Two notification signs erected: one on the site at the corner of Marie Place and Crown Street, and one at the corner of Mountain Highway and Crown Street; and

Newspaper Ads: A newspaper advertisement placed in two editions of the North Shore News.

Respectfully submitted,

Casey Peters

Attachments:

A. Comments Document
B. Question and Answer Document
C. Flyer Invitation
Comments from Residents

405-485 Marie Place development application

This document contains comments submitted by residents. The number below refers to the resident and each response may include multiple comments.

Responses are unchanged unless noted otherwise.

1. Construction impact on residents of Marie Place East will be huge. Shadow effect from buildings, traffic flow and construction parking (parking is already an issue here)...and service disruption to accommodate construction of buildings. How will these problems be dealt with. The information video is very vague.

2. Great to see this project progress. The land dedication to Marie Place Park is a good idea, and will help setup this community for the future and add to the walkability and sustainability of the neighbourhood. Utilising vertical space on the site with a 6 storey building will help provide much needed housing in the area.

   The style of the building is fitting for the neighbourhood, and overall North Shore, however I think the colours could be improved. The brick is a nice material, however the white and "pinkish" siding colours could be better.

3. This project should provide a large percentage of affordable rental units. That is what our community is lacking and what the planners need to address.

4. I like the green park besides the project. It gives the neighborhood a refresh look.

   As a young family looking for our future house, we notice there are more high rise condo in this area but not a lot of low rise building for sale. We would like to see more low rise and family orientated apartment building.

5. It's a great design, and especially love the bike lane part.
Questions from Residents

405-485 Marie Place development application

This document contains answers to questions submitted by residents. If you leave a question for the applicant or for a District planner while you are completing the survey, we will post your answer here in about two business days.

Responses are provided by a DNV planner unless noted otherwise.

Q. How will Marie Place be reconciled as single family residential on East side and Apartments on West side? Utilities are currently shared. The project shows front access by lane....does this lane not back on to the proposed project on Mountain Highway ....if so...the image presented of entrance ways and the lane are misleading.

The applicant has submitted a design that reviews the servicing of the lots on the east side of Marie Place. This design is under review by District Staff.

The existing storm, sanitary, water, hydro and communication utilities on Marie Place are proposed to remain and protected during construction. Existing established trees and street lighting located along the east side of Marie Place are proposed to remain as well. New site service for the project will be provided from Crown Street. The continued use of Marie Place (the existing cul-de-sac) will continue until the east side of Marie Place is redeveloped and the Green Spine Linear Park is constructed.

The Lynn Creek Town Centre Implementation Plan conceptualizes a new lane on the west side of the site extending from Hunter St. to Crown St. This proposed lane includes an 8.00 m allowance to be improved with streetlight and sidewalk, and will serve as the main access to the project as well as access for the proposed project at 1510-1530 Crown St/420-440 Mountain Hwy, which is also in progress of application.

Q: As an owner and resident of Marie Place East I have concerns re: the relocation of utilities when this development begins. Marie Place East and West share the underground utilities and I am sure there will have to be some service disruptions to residents of the east side in order to demolish the existing houses on Marie West. I was told that the developer had a plan for the sharing of utilities but that it had not yet been approved. Is this the case? If so....how can the developer put forth information in a public meeting the impact of which could potentially cause anxiety and stress to the remaining residents.
As noted in the earlier response, the applicant has submitted a design that reviews the servicing of the lots on the east side of Marie Place which is under review by District Staff.

Q: We have other issues of concern surrounding this project: street access, during construction, as well as noise, debris and dust. which will have a huge impact on us since we are so close to the construction site.

The Applicant has submitted a Construction Traffic Management Plan to address items during construction including access. In addition, the District has a Noise Bylaw that regulates noise from construction.

Q: The public information meeting chart indicates we are at the middle of the development process with 6 months to 1 year remaining before development can begin....is this a realistic timeline?

Regarding the timing, our process is taking longer than what is reflected on that the flowchart so the 6 months-1year estimate will not be accurate for this project. The application was submitted in September 2019 and will not be forwarded to Council for consideration of bylaws until 2021.

Q: I would also like clarification on the 5 meter purchase by the developer as part of the plan. Does this 5 meters include what we would call the boulevard property (bordered by the maple trees that line the street on both sides) or does it begin at the actual street curb, and if so, does the future plan for Marie Place (with Marie Place East remaining as single family residential property) include provision for street parking for residents of Marie Place east or will the remaining road be parking free.

The 5m dedication includes the boulevard on the east side of Marie Place as well as land currently occupied by on-street parking. The proposed plan would result in the existing parking along the east side of Marie Place retained, and the existing parking along the west side removed. The existing turning circle will remain unchanged. The removal of the existing parking along the west side of Marie Place will result in a wider drive aisle that will maintain or improve traffic flow as street parking will be limited to east side of the street only. As well, the vehicle movements required to allow oncoming traffic to pass will be decreased. Access to the existing properties on the east side of Marie Place will not be impacted. This design is still under review by District Staff.

Q: Our properties are in a flood zone/hazard according to district documents. If so, please ask to have our street cleaned to avoid possible flooding.

This area is designated within a Development Permit Area for Protection from the Natural Environment (Creek Hazard). New development is required to be constructed to meet a required “Flood Construction Level”. If there are concerns regarding the current state of the street please provide details to Casey Peters at petersc@dnv.org and your concern will be passed along to the appropriate staff.

Q: Although a couple of Fairbourne renters have made an effort to clean the street side of their properties, there still has been no attempt to remove shopping carts, tarps, coolers, cabinets and junk from the others.... yard maintenance is non existent.

The applicant has worked and will continue to work with the tenants to address concerns regarding maintenance of the rental homes. Please contact Casey Peters at petersc@dnv.org if your concern has not been addressed.
Q: In Fairbourne's plan, the district sold some property (5 meters). Please supply a photo of where it ends on the street and have staff install markers of this new property line.

The applicant has provided this image to clarify the approximate location of the 5m land sale. Of note, the District has an agreement with the Developer but the land has not been sold at this time. It will only be sold if the Rezoning is approved by Council.

Q: Will my family and guests have room to park in front of my house after completion and during construction?

The proposal at this time includes parking retained on the east side of a Marie Place both during and after construction. As previously noted, this plan is still under review by District Staff.

Q: We touched on density ratios in our conversation a while back and I would like to pursue making the 'east side' more attractive to possible buyers.
The east side of Marie Place is currently designated in the District’s Official Community Plan (OCP) as “Residential Level 5” which permits density up to 1.75 FSR. For reference, the west side of Marie Place is designated “Residential Level 6” which permits up to 2.5 FSR. At this time staff are not proposing to amend the OCP designations. Should an application be made on the east side of Marie Place that proposed an amendment to the OCP it would be reviewed on its merits and Council would ultimately decide whether to support the additional density.

Q: Will there be any grade differential between the green spine, and ground floor units? Will the ground floor units have patios that look out onto the green spine? Good opportunity for indoor/outdoor connection, however homeowner safety should be considered.

Ground floor units will have patios that are situated above the green spine grades to allow for privacy and overlook to the green spine, and will gated for security. In addition, the Lynn Creek Town Centre is designated within the District’s Development Permit Area for Protection from Natural Hazards (Creek Hazard) and the proposed buildings are required to meet a Flood Construction Level. Flood risk analysis have been undertaken to establish the construction level to protect habitable space and minimize potential flood risk. When the green spine is constructed in the future, patios will have direct connection to the green spine. A 2 meter landscape buffer is also proposed for some separation to the future green spine.

Q: Fairbourne and Marie Place What is not present in any of your documentation is the disclosure of how the completed units effects the suns ability to reach the ground on the east side of Marie Place. Computer simulations of one full year, with projected time losses, is a must No sun equals poorer health and higher utility costs.

Shadow studies for different times and days of the year have been analyzed and reviewed by the District and the Advisory Design Panel. Times of the day at 10:00am, 12:00pm, 2:00pm and 6:00pm on spring equinox (March 21), summer solstice (June 21) and autumn equinox (September 21) were studied and the only time which the project overshadows across Marie Place is at 6:00pm in all scenarios. The building form and siting is designed with considerations to maximize the benefits of sunlight and minimize the impacts of overshadowing. The top floor of the buildings are set back to minimize overshadowing to the surrounding properties and the future Marie Place Park.

Q: Based on your geoteck results, will there be pilings installed to support/firm up the building(s)? If so, will your insurance cover unforeseen damages to the east side properties from earth tremors caused by the pile driving technique?

Shotcrete and anchors are anticipated to be used during the excavation and shoring stage of construction and the buildings are expected to have regular footings based on geotechnical investigations. Any potential impacts to Marie Place residents will be carefully considered and reviewed.

Q: The hours and days of the week for construction is what?

Our construction team will abide by the District of North Vancouver’s Noise Bylaw and take measures to minimize impacts to the community. Construction times will be between 7:00am to 8:00pm Monday to Friday, as needed on Saturday (not to exceed 9:00am to 8:00pm) and no work on Sunday and statutory holidays.
Q: During construction, will there be any impediments to parking along the east side of Marie Place? There will be an expectation that no construction employee shall be permitted to park on Marie Place 24/7.

The proposed plan currently under District's review is to remove parking along the west side and retain the existing parking along the east side of Marie Place during and after construction. The removal of the existing parking along the west side and limiting street parking to only the east side of Marie Place will result in a wider drive aisle that will maintain or improve traffic flow along Marie Place. All access for new residents of the project will be from a new lane on the west side of the project site.

A Construction Impact Mitigation Strategy have been developed for the Lynn Creek Town Centre to provide a communication framework and propose traffic mitigation measures. Mitigation strategies and traffic management plans will be further refined prior to construction start. District of North Vancouver Noise Bylaw will be abided to and best efforts will be utilized to minimize impacts of construction and disruption to the existing residents of Marie Place and the neighbourhood. Designated traffic controllers and warning signage will be in place to maintain the safety of all vehicle, pedestrian and cyclist along Marie Place and Crown St during all phases of construction.
NOTICE OF VIRTUAL PUBLIC INFORMATION MEETING

Engage Architecture is hosting a Virtual Public Information Meeting to present the development proposal for 405-485 Marie Place.

The applicant proposes to rezone the site from single family zoning to a new comprehensive development zone, to permit 140 units in two 6-storey wood frame buildings in accordance with the Official Community Plan for the Lynn Creek Town Centre. The proposal includes land dedications for the future expansion of Marie Place Park, and the purchase of 5 meters of District of North Vancouver land along Marie Place to be included into the development.

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

Please visit the Virtual Public Information Meeting from October 20 to November 3 at

DNV.org/public-meeting

Virtual Public Information Meeting opens Oct. 20

Virtual Public Information and Q & A period from Oct. 20 to Nov. 3
The Proposal

Engage Architecture proposes to construct two 6-storey wood frame mid-rise buildings located at 405-485 Marie Place, at the corner of Crown Street and Marie Place.

The proposal is for 140 residential units which will include 47 one-bedroom units, 74 two-bedroom units and 19 three-bedroom units.

Vehicular access to the site will be from a new commercial lane off of Crown Street. Parking will be located in the underground parking garage and at-grade accessed from the lane. 161 parking spaces are provided for the residents including 14 visitor parking spaces.

The proposal includes land dedications for the future expansion of Marie Place Park, and the purchase of 5 meters of District of North Vancouver land along Marie Place to be included into the development.

For further information please contact:

Casey Peters
604-990-2388
petersc@dnv.org

District of North Vancouver
Development Planning
355 West Queens Road
North Vancouver, BC, V7N 4N5

Karen Smith
604-428-6259
karen@engagearchitecture.ca

Engage Architecture
402-602 W. Hastings Street
Vancouver, BC, V6B 1P2
THIS PAGE LEFT BLANK INTENTIONALLY
When: Tuesday, December 7, 2021 at 7pm (rescheduled from November 9, 2021)
Where: 355 West Queens Road, North Vancouver, BC

How: The Public Hearing will be held in a hybrid format with a combination of in-person and electronic participation by some or all members of council, staff and the public. The public are invited to attend at the Council Chamber where they will be able to see and hear the entire proceedings. Due to a public health order, face masks are required to be worn at all times by all persons attending the meeting and attendance will be limited to a total of 65 persons in the Council Chamber. Registered in-person speakers will have a reserved seat while observers beyond the maximum capacity will be directed to observe the meeting online. Those wishing to view or to participate in the meeting electronically may do so at https://dnv.org/public-hearing or by phone by dialing 1-778-907-2071 and entering Meeting ID: 653 4532 1120

Two public hearings will occur consecutively in the order noted below.

### 405 – 485 Marie Pl

**What?** A Public Hearing for Bylaw 8496, proposed amendments to the Zoning Bylaw, to permit the creation of a 140-unit residential development and the expansion of a neighbourhood park on the site shown on the attached location map which includes 405 - 485 Marie Place and a portion of Marie Place road.

**What changes?** Bylaw 8496 proposes to amend the District’s Zoning Bylaw by rezoning the subject site from Single-Family Residential 4000 Zone (RS5) to a new Comprehensive Development Zone 135 (CD135) and Neighbourhood Park (NP). The CD135 Zone addresses permitted and accessory uses and zoning provisions such as density, amenities, setbacks, height, building and site coverage, landscaping, storm water management, and parking and servicing requirements.

**PROPOSED**

*Provided by applicant for illustrative purposes only. The actual development, if approved, may differ.

### 1510–1530 Crown St & 420–460 Mountain Hwy

**What?** A Public Hearing for Bylaw 8505, proposed amendments to the Zoning Bylaw, to permit the creation of a mixed-use development with a total of 420 units, including 205 strata units, 170 market rental units, 45 non-market rental units, and ground-floor commercial space on the site shown on the attached location map which includes 1510 - 1530 Crown Street, 420 - 460 Mountain Highway, a portion of 480 Mountain Highway and a portion of road allowance.

**What changes?** Bylaw 8505 proposes to amend the District’s Zoning Bylaw by rezoning the subject site from Single-Family Residential 6000 Zone (RS4), Single-Family Residential 4000 Zone (RS5) and General Commercial Zone (C7) to a new Comprehensive Development Zone 136 (CD136). The CD136 Zone addresses permitted and accessory uses and zoning provisions such as density, amenities, setbacks, height, building and site coverage, landscaping, storm water management, flood construction requirements, and parking, loading and servicing requirements.

**PROPOSED**

*Provided by applicant for illustrative purposes only. The actual development, if approved, may differ.

When and How can I provide input?

We welcome your input on December 7, 2021 at 7pm. You may sign up in advance to speak at the hearing by contacting the Municipal Clerk at signup@dnv.org prior to 3pm, Tuesday, December 7, 2021. You may also provide a written submission at any time prior to the close of the public hearing by sending it to the Municipal Clerk at input@dnv.org or by mail to Municipal Clerk, District of North Vancouver, 355 West Queens Road, North Vancouver, BC, V7N 4N5. After the speakers list has been exhausted, there will be an opportunity for additional speakers who had not signed up in advance to make submissions. Please note that Council may not receive further submissions from the public concerning these applications after the conclusion of the public hearings.

Need more info?

Relevant background material and copies of the bylaws are available for review online at DNV.org/public-hearing.

Questions?

Darren Veres, Development Planner
veresd@dnv.org or 604-990-2487
THIS PAGE LEFT BLANK INTENTIONALLY
- Accessible Design Proposal
- Marie Place Section – Existing and Interim

12) **Arborist Report** - Prepared by Durante Kreuk Ltd. dated Sept 17, 2019


14) **Green Building and Energy Conservation**
   - Energy and Water Conservation and GHG Emission Reduction Strategy
   - Step Code Compliance Letter

15) **Geotechnical Report** - Prepared by GeoPacific Consultants dated June 20, 2019

**Public Input**

16) **Past Public Input**
   - Virtual Public Information Meeting (Oct 20 – Nov 3, 2020) – Report to Council
   - Virtual Public Information Meeting Summary Report

17) **Public Input** - Correspondence / submissions from the public since 1st Reading given March 29, 2021
The District of North Vancouver
REPORT TO COUNCIL

March 9, 2021
File: 08.3060.20/052.19

AUTHOR: Casey Peters, Senior Development Planner

SUBJECT: Bylaws 8496 and 8497: Rezoning and Housing Agreement for a Multi-Family Development at 405-485 Marie Place

RECOMMENDATION

THAT the “District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)” to rezone the subject site from RS5 to CD135 and Neighbourhood Park (NP) be given FIRST reading;

AND THAT “Housing Agreement Bylaw 8497, 2021 (405 Marie Place)” which authorizes a Housing Agreement to prevent future rental restrictions on the subject property, be given FIRST reading;

AND THAT Bylaw 8496 be referred to a Public Hearing.

REASON FOR REPORT

Implementation of the proposed project requires Council’s consideration of:

- Bylaw 8496 to rezone the subject properties; and,
- Bylaw 8497 to authorize a housing agreement to ensure all future owners are eligible to rent their units.

The Rezoning Bylaw and Housing Agreement Bylaw are recommended for introduction and the Rezoning Bylaw is recommended for referral to a Public Hearing.
REASON FOR REPORT

Implementation of the proposed project requires Council's consideration of:

- Bylaw 8496 to rezone the subject properties (Attachment 2);
- Bylaw 8497 to ensure future owners are eligible to rent their units (Attachment 3);
- Issuance of one or more development permits.

The Rezoning Bylaw and Housing Agreement Bylaw are recommended for introduction and the Rezoning Bylaw are recommended for referral to a Public Hearing. Development Permit(s) will be forwarded to Council for consideration if the rezoning proceeds.

SUMMARY

Engage Architecture has applied on behalf of Fairborne CMCC Marie Place GP Ltd. to redevelop eleven existing single-family residential lots to create two six-storey buildings with a total of 140 strata units. The units include a mix of one bedroom, two bedroom, and three bedroom layouts.

ANALYSIS

Site and Surrounding Area

The site is located in the Lynn Creek Town Centre on the west side of Marie Place, north of Crown Street. The development site includes eleven single-family lots totalling 4,136.5 m² (44,525 sq. ft.) in area as well as a 5m wide portion of the Marie Place road allowance that totals 538.8 m² (5,800 sq. ft.) in area. The gross site area is 4,675.3 m² (50,325 sq. ft.)

The proposal includes park dedication of two existing lots of 778.4 m² (8,378 sq. ft.) in area for the expansion of Marie Place Park as well as a road dedication on Crown Street of 52.0 m² (600 sq. ft.). The net site area, including the portion of the Marie Place roadway and discounting the park and road dedication areas is 3,844.9 m² (41,386 sq. ft.)

Surrounding land uses include single-family homes to the north, east, and south and a mix of commercial and single-family uses to the west. The seven lots to the west are owned by the same applicant as the subject site and are currently under application for
rezoning to accommodate a mixed-use development. A new six-storey strata apartment building is located to the southwest.

EXISTING POLICY

Official Community Plan

The Official Community Plan (OCP) designates the site as RES Level 6: Medium Density Apartment (2.5 FSR) which envisions medium rise apartments at a density of up to approximately 2.5 FSR. The proposal is consistent with the land use objectives in the Official Community Plan.

The proposal addresses a number of OCP goals and policies including:
- “Encourage and facilitate a broad range of market, non-market and supportive housing”
- “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”

Lynn Creek Town Centre:

The project has been reviewed against the Lower Lynn Town Centre Implementation Plan (Lynn Creek Plan) and the Lynn Creek Public Realm Guidelines. The Lynn Creek Plan anticipates multi-family residential development in the form of mid-rise apartments on this site, at a height of approximately six storeys. The proposal is consistent with the land use and building heights anticipated for this site.

The proposal addresses the Lynn Creek Plan Concept Planning Principles related to housing choice including:
- Revitalizes the residential neighbourhood and encourages innovative housing forms close to employment, transit, retail and community services.
- Facilitates a mix of housing types and tenures to accommodate people of all ages, abilities and incomes for the next 20 years.

The project would dedicate two existing lots to the municipality to allow for the expansion of Marie Place Park. The project would also provide a financial contribution towards the construction of the future Green Spine linear park which is an important feature within the Lynn Creek Town Centre.

The Lynn Creek Plan anticipates that the eastern 10m of the Marie Place road allowance will be closed and converted to the Green Spine Linear Park when it is no
longer required to service the single family lots on the east side of Marie Place. The western 5m of Marie Place is proposed to be closed and consolidated with the subject site. A Road Closure Bylaw (Bylaw 8501) to close the portion of the existing Marie Place road allowance will be considered by Council as a separate agenda item. The rezoning application includes an analysis of the interim design which will allow continued use of the existing cul-de-sac for vehicle access and services until the eastern lots are redeveloped and construction of the Green Spine linear park commences.

The images below show the existing section of Marie Place (on the left) which includes parking on both sides of the street and a 3.6m wide travel lane. The proposed interim section (on the right) includes a 4.1m travel lane and parking on the east side of the street. No changes are proposed to the location of the curb on the east side of Marie Place.

The proposed interim road design requires that the existing natural gas main along Marie Place be relocated closer to the centre of the roadway. The existing storm, sanitary, water, hydro, and communication utilities are proposed to remain, and are to be protected during construction.
Zoning

The subject properties are currently zoned Detached Residential (RS5) which allows for a maximum FSR of 0.45. Rezoning is required to accommodate the project and Bylaw 8496 proposes to create a new Comprehensive Development Zone 135 (CD135) tailored specifically to this project. The proposed CD135 zone prescribes permitted uses and zoning provisions such as a maximum density of 2.5, height, setbacks, and parking requirements. Bylaw 8496 also rezones the northern two parcels to Neighbourhood Park (NP) to match the zoning of the existing Marie Place Park.

ANALYSIS:

Site Plan and Project Description

The project consists of two six-storey residential buildings over two levels of underground parking. Access to the garage is located at the west of the site from a new north-south lane to be created on the adjacent property. The creation of this new lane would be secured in the Development Covenant. A pick-up/drop-off area is also proposed off the lane.

A pedestrian pathway is proposed between the two buildings and will provide a public connection between the lane and the Green Spine Linear Park.

The units proposed are a mix of one, two and three bedroom layouts. The units range in size from 51 m² (547 sq. ft.) to 100 m² (1,075 sq. ft.). The buildings are approximately 5,808 m² (62,515 sq. ft.) and 5,880 m² (63,293 sq. ft.) in floor area.
Rental and Affordable Housing Strategy

The proposed bylaws, if adopted, will permit development of the site for two six-storey residential buildings. This responds to the following goals of the District’s Rental and Affordable Housing Strategy (RAHS):

- Goal 1: Expand the supply and diversity of housing.
- Goal 5: Minimizing Impacts to Tenants

Development Permits

The site is in the following Development Permit Areas:

a) Form and Character of Multi-Family Residential Buildings
b) Energy and Water Conservation and Greenhouse Gas Emission Reduction
c) Protection of Development from Hazardous Conditions (Creek Hazard)

a) Form and Character of Commercial, Industrial, and Multifamily Development

The proposal is consistent with the OCP Design Guidelines for Multi-Family Housing.

The application was considered by the Advisory Design Panel (ADP) on February 13, 2020 and the Panel recommended approval of the project subject to resolution of the Panel comments which included a review of the design of the proposed patios and the walkway between the two buildings.

A detailed review of the form and character development permit issues, outlining the project’s compliance with the applicable guidelines, will be provided for Council’s consideration at the Development Permit stage.

b) Energy and Water Conservation and Greenhouse Gas Emission Reduction

The proposal as designed is consistent with the OCP Guidelines for Energy and Water Conservation and Greenhouse Gas Emission Reduction. In addition, the applicant has considered the District’s Community Energy and Emissions Plan (CEEP) and Council’s declaration of a Climate Emergency.

The proposal would meet “Step 3” of the BC Step Code, and include a Low Carbon Energy System (LCES), with the LCES having an emission target of less than 3 kgCO₂e/m²/yr. The applicant notes that they intend to install a fossil fuel free mechanical design to minimize the carbon footprint and greenhouse gas for the project and they are working with BC Hydro to verify the servicing requirements to meet the intended mechanical design.
c) Protection from Natural Hazards (Creek Hazard)

The proposal is consistent with the OCP Guidelines for Protection from Natural Hazards (Creek Hazard). A flood hazard assessment report by Keystone Environmental was submitted with the application and the building is designed in accordance with that report.

A detailed review of development permit issues, outlining the project’s compliance with the applicable development permit guidelines for all three development permit areas, will be provided for Council’s consideration should the application proceed through the rezoning process.

Accessibility

The proposal fulfils the requirements of the District’s Accessible Design Policy for Multi-family Housing as 100% of the apartment units meet the ‘Basic Accessible Design’ criteria and 5% of the apartment units meet the ‘Enhanced Accessible Design’ criteria. A total of seven units will include ‘enhanced accessible design’ features.

Vehicle Parking

All parking is proposed in a two level underground garage. Access to the garage is proposed through a new lane to be created on the site to the west.

Typical Zoning Bylaw requirements for parking in the project would indicate the need for 280 parking stalls for residential uses (including visitor parking).

The District’s “Alternative Vehicle Parking Rates” Policy was approved in November 2020 and includes base parking rates based on unit mix with opportunities for parking reductions based on location if the proposal includes Transportation Demand Management (TDM) features. The proposal complies with the new policy and results in 1.05 spaces per unit (147 spaces) and 0.1 spaces for visitors (14 spaces) for a total of 161 parking stalls. The proposed TDM features include pedestrian improvements, bicycle parking, and a bicycle maintenance room located on the ground floor of Building B.

The District OCP includes as Section 5.1 (8) the statement that reductions for parking requirements should be considered for new developments in centres well-served by transit to encourage alternate modes of transportation and to increase housing affordability.

The applicant has submitted a Transportation Impact Assessment prepared by Bunt and Associates that supports the proposed parking rate and notes that the site is well-served by transit.
The applicant has proposed to provide energized outlets capable of supporting “Level 2” charging for all of the residential parking spaces. The applicant is actively working with BC Hydro to verify the servicing for this intended proposal.

Staff are supportive of the proposed parking rate as the site is well-served by transit and adjacent to the heart of the Town Centre, and the overall plan for the Lynn Creek Town Centre includes numerous long-term transportation improvements for pedestrians and bicyclists.

Bicycle Parking and Storage

The District’s “Bicycle Parking and End-of-Trip Facilities Policy” proposes the following rates for bicycle parking:
- A minimum of 1.5 spaces for a studio or one-bedroom unit
- A minimum of 2 spaces for a two or more bedroom unit

The Policy would result in 252 bicycle spaces for this project and the proposal exceeds the policy by providing 2.0 spaces per unit (280 bicycle storage spaces) for residents with bicycle spaces provided on each floor of the buildings. Electrical outlets for electrical bicycle charging are proposed for all bicycle storage areas. In addition, a bicycle maintenance room is proposed adjacent to the amenity space in Building B.

A total of 18 visitor bicycle spaces are provided adjacent to the entrances of the buildings. The requirements for the bicycle spaces are secured in the proposed CD135 zone. Overall, the bicycle parking proposed, along with the proximity to transit service, will help to support alternate transportation options for residents and visitors to the project.

Land Dedications

This project would provide substantial land dedications for parks and roadways including:
- Dedication of two parcels totalling 778.4 m² (8,378.3 sq. ft.) towards the expansion of Marie Place Park.
- The creation of a new north-south lane on the adjacent site to the west (if the adjacent development application to the west at 1510 Crown Street does not proceed), which will ultimately connect Crown Street to Hunter Street.
- Road dedication on Crown Street.

Off-site improvements

The application includes a number of off-site improvements:
- Improved street frontages on Crown Street with street tree plantings and streetlight upgrades, including pedestrian lighting, curb, gutter, and paving improvements.
If the adjacent development application to the west (1510 Crown Street) does not proceed, this project will construct the new north-south lane.

The project would also provide a cash contribution of $510,908 towards the future construction of the Green Spine Linear Park and the expansion of Marie Place Park.

The estimated total value of off-site works (engineering and landscaping) is approximately $880,200. This estimate includes the interim road design for Marie Place but does not include the new north-south lane to the west. The cash contribution to the Green Spine Linear Park and Marie Place Park expansion is also in addition to this estimate. This estimate has been provided by the applicant and the full scope (and value) of required off-site construction will be determined through the detailed design work at the Building Permit stage.

**Development Cost Charges**

The project will pay Development Cost Charges (DCC's) at the applicable rate at the date of Building Permit submission should the rezoning and Development Permit be approved. The estimated District DCC payable at 2020 rates for the 140 units is $1,290,844.

**Community Amenity Contribution**

The District's Community Amenity Contribution (CAC) Policy outlines expectations for contribution for projects which result in an increase in density. A CAC of $2,542,814 will be included in the proposed CD135 Zone.

It is anticipated that the CACs from this development will be directed toward affordable or special needs housing; the provision or enhancement of public facilities which may include but are not limited to: the community centre; childcare; park, plaza, trail, environmental, pedestrian or other public realm, infrastructure improvements; and public art and other beautification projects.

**Tenant Relocation Assistance**

The District's Residential Tenant Relocation Assistance Policy (RTRAP) applies to rezoning applications that require the demolition of any building or combination of buildings containing more than four rental dwelling units, at the time of submission of the detailed application. The policy was amended in March 2018, as the previous policy only applied to purpose-built rental units.

There are 11 existing single family houses on site and two houses are vacant due to the condition of the houses. The remaining nine houses are tenanted and rented at below-market rental rates for short term leases of six to eight months. The tenants are aware
of the intended redevelopment of the site and the owners have retained a property management company to assist tenants and to provide resources to aid tenants in finding new accommodations upon request. As the provisions of the RTRAP apply to this project, the applicant has to date addressed a number of items of the RTRAP and staff are continuing to work with the applicant to ensure that assistance is available to any tenant who needs it.

**Landscaping**

The District’s consultant has prepared a design for the Green Spine and Marie Place Park expansion including a 4m path, stormwater management features and landscaping. A conceptual landscape plan has been submitted with the rezoning application that includes both an interim design and a future design that demonstrates how the proposal works with the District’s Green Spine and Park design. The image below shows the ultimate design which would not be implemented until the developments to the east and north proceed. There are currently no active applications under consideration on the sites to the north or east.

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

The project has been reviewed by staff from the Environment, Building and Permits, Legal, Parks, Engineering, Community Planning, Urban Design, Transportation, Fire Services, Real Estate, Finance, and the Arts Office.

The District of North Vancouver Rezoning Bylaw 8496 affects land lying within 800m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Infrastructure will be required after third reading of the bylaw and prior to bylaw adoption.

Construction Traffic Management Plan:

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

In order to reduce development’s impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) as a condition of a Development Permit.
The Plan must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement. The plan is required to be approved by the District prior to issuance of a building permit.

In particular, the Construction Traffic Management Plan must:
1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location 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 schedule with other developments in the area;
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.

Public Input

The applicant held a Virtual Public Information Meeting from October 20 – November 3, 2020.

Notices were distributed to neighbours in accordance with the District’s policy on Non-Statutory Public Consultation for Development Applications. Two notification signs were placed: one on the site at the corner of Marie Place and Crown Street, and one at the corner of Mountain Highway and Crown Street to notify passers-by of the meeting. Advertisements were also placed in the North Shore News.

A webpage was established for the Virtual Public Information Meeting on the District’s website and included a video and display boards prepared by the applicant as well as information on the District’s rezoning process and a context map. The Virtual PIM allowed participants to ask questions which were posted with a response within two business days. Participants were also able to submit a comment form. Of note, the website was viewed by 57 unique IP addresses and the project video was viewed 27 times.

A summary of the Virtual Public Information Meeting, comments received, and the Q&A, is attached (Attachment 4). Key topics raised were associated with construction impacts including impacts on street parking and services for the east side of Marie Place. Support was expressed for the additional park space and questions of clarification were asked on the portion of Marie Place that was proposed to be closed, the timing of the rezoning, and details on the buildings including flood mitigation and grading.
Implementation

Implementation of this project will require a rezoning, road closure, and a Housing Agreement, as well as issuance of one or more development permits and registration of legal agreements.

Bylaw 8496 (Attachment 2) rezones the subject site from RS5 to a new Comprehensive Development Zone 135 (CD135) which:
- establishes the permitted residential uses;
- allows home occupations as an accessory use;
- establishes the maximum permitted floor area on the site;
- establishes setback and building height regulations; and,
- establishes parking regulations specific to this project.

Bylaw 8497, (Attachment 3) authorizes the District to enter into a Housing Agreement to ensure that there will be no future restrictions on renting the units.

A legal framework will be required to support the project and it is anticipated that a development covenant will be used to secure items such as the details of off-site servicing requirements. Additional legal documents required for the project will include:
- subdivision plan showing road and park dedications;
- development covenant to reference the general form and layout of project as well as requirements for off-site servicing, creation of the new north-south lane on the adjacent site, and contribution towards future park construction;
- stormwater management covenant;
- covenant to specify that any “unsold” parking spaces be transferred to strata corporation;
- registration of a housing agreement regarding prohibition of rental restrictions for strata units.

CONCLUSION:

This project assists in implementation of the District’s Official Community Plan objectives and the Lower Lynn Town Centre Implementation Plan (Lynn Creek). The rezoning proposal is now ready for Council’s consideration.
Options:

The following options are available for Council's consideration:

1. Introduce Bylaws 8495 and 8497 and refer Bylaw 8496 to a Public Hearing (staff recommendation);

2. Refer the project back to staff for further consideration; or,

3. Defeat the bylaws at First Reading.

Casey Peters
Senior Development Planner

Attachments:
1. Architectural and Landscape Plans
2. Bylaw 8496 – Rezoning
3. Bylaw 8497 – Housing Agreement
4. Summary of Virtual Public Information Meeting
SUBJECT: Bylaws 8496 and 8497: Rezoning and Housing Agreement Bylaw for 405-489 Marie Place
March 9, 2021

REVIEWED WITH:

☐ Community Planning
☐ Development Planning
☐ Development Engineering
☐ Utilities
☐ Engineering Operations
☐ Parks
☐ Environment
☐ Facilities
☐ Human Resources
☐ Review and Compliance

☐ Clerk's Office
☐ Communications
☐ Financial
☐ Fire Services
☐ ITS
☐ Solicitor
☐ GIS
☐ Real Estate
☐ Bylaw Services
☐ Planning

External Agencies:
☐ Library Board
☐ NS Health
☐ RCMP
☐ NVRC
☐ Museum & Arch.
☐ Other:

Document: 4684183
THIS PAGE LEFT BLANK INTENTIONALLY
View from Crown Street and Marie Place
View from New Lane
View of Pedestrian Path between Buildings
The Corporation of the District of North Vancouver

Bylaw 8496

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

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

Citation

1. This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)”.

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

   (a) Part 2A, Definitions is amended by adding CD135 to the list of zones that Part 2A applies to.

   (b) Section 301 (2) by inserting the following zoning designation:

      “Comprehensive Development Zone 135 CD135”

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

      “4B 135 Comprehensive Development Zone 135 CD135

The CD135 zone is applied to:

i) Lot 1 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-933);
ii) Lot 2 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-968);
iii) Lot 3 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-992);
iv) Lot 4 Blocks E and F District Lot 613 Plan 18621 (PID: 006-280-323);
v) Lot 5 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-026);
vi) Lot 6 Blocks E and F District Lot 613 Plan 18621 (PID: 004-026-667);
vii) Lot 7 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-042);
viii) Lot 8 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-069);
ix) Lot 9 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-085);
x) Lot 10 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-107);
xii) Lot 11 Blocks E and F District Lot 613 Plan 18621 (PID: 004-231-961);
and

xii) The portion of road allowance as shown on Schedule A.
4B 135 – 1 Intent

The purpose of the CD135 Zone is to permit a medium density residential development.

4B 135 – 2 Permitted Uses:

The following principal uses shall be permitted:

a) Uses Permitted Without Conditions:

Not applicable.

b) Conditional Uses:

The following principal uses are permitted when the conditions outlined in Section 4B 135-3 Conditions of Use, are met:

residential use.

4B 135 – 3 Conditions of Use

a) All conditional uses: All uses of land, buildings and structures are only permitted when the following conditions of use are met:

(i) Each dwelling unit has access to private or semi-private outdoor space;
(ii) Balcony and deck enclosures are not permitted.

4B 135 – 4 Accessory Use

a) Accessory uses customarily ancillary to the principal uses are permitted.

b) Home occupations are permitted in residential units.

4B 135 – 5 Density

a) The maximum permitted density is 2,104 m² (22,647 sq. ft.) and 11 residential units.

b) For the purpose of calculating gross floor area the following are exempted:

(i) Any floor areas below finished grade;
(ii) Amenity space and bicycle maintenance room to a total maximum of 160 m² (1,722 sq. ft.)
(iii) Floor areas with a ceiling height exceeding 3.66 m (12.0 ft.) to a maximum of 35 m² (377 sq. ft.);
(iv) Above grade bicycle storage to a maximum of 480 m² (5,167 sq. ft.);
(v) Mechanical and Electrical equipment spaces to a total maximum of
95 m² (1,023 sq. ft.); and
(vi) The floor area of balconies and covered patios.

c) For the purposes of calculating floor space ratio the lot area is deemed to
be 4,675.3 m² (50,324.6 sq. ft.) being the site size at the time of rezoning.

d) Balcony and deck enclosures are not permitted.

4B 135 – 6 Amenities

a) Despite Subsection 4B 135 – 5, permitted density in the CD135 Zone is
increased to a maximum of 11,700 m² (125,938 sq. ft.) gross floor area
and 140 units if the owner:
i. Enters into a Housing Agreement prohibiting any restrictions preventing
the owners in the project from renting their units;
ii. Contributes $2,542,814 to the municipality to be used for any of the
following amenities (with allocation and timing of expenditure to be
determined by the municipality in its sole discretion):
   1. Affordable or special needs housing;
   2. The provision or enhancement of public facilities which may
      include but are not limited to: the community centre, or a
      childcare centre;
   3. park, plaza, trail, environmental, pedestrian or other public
      realm, infrastructure improvements; and
   4. Public art and other beautification projects.

4B 135 – 7 Setbacks

a) Buildings shall be set back from property lines to the closest building face
(excluding any partially exposed underground parking structure) as
established by development permit and in accordance with the following
regulations:

<table>
<thead>
<tr>
<th>Setback Location</th>
<th>Minimum Required Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Property Line</td>
<td>2.0 m (6.6 ft.)</td>
</tr>
<tr>
<td>East Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
<tr>
<td>West Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
<tr>
<td>South Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
</tbody>
</table>

b) Decks and patios are excluded from the setback requirement.
4B 135 – 8 Height

The maximum permitted height is as follows:

a) Multi-family apartment building: the height of buildings shall not exceed 22.25m (73 ft.), inclusive of the 15% bonus for sloping roofs.

4B 135 – 9 Coverage

a) Building Coverage: The maximum building coverage is 60%.

b) Site Coverage: The maximum site coverage is 65%.

4B 135 – 10 Landscaping and Storm Water 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) A 2m (6.6 ft.) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with minimum 90% opacity, is required to screen from view:
   i) any utility boxes, vents or pumps that are not located underground and/or within a building; and
   ii) any solid waste facilities (garbage, recycling, compost with the exception of temporary, at-grade staging areas) that are not located underground and/or within a building.

4B 135 – 11 Parking, Loading and Servicing Regulations

a) Parking and loading are required as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Dwelling Unit</td>
<td>1.05 spaces per unit</td>
</tr>
<tr>
<td>Residential Visitor Parking</td>
<td>0.1 spaces per unit</td>
</tr>
</tbody>
</table>

b) Bicycle parking is required as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Bicycle Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>2.0 spaces per unit</td>
</tr>
<tr>
<td>Visitors</td>
<td>18 spaces</td>
</tr>
</tbody>
</table>

c) The minimum drive aisle width is: 6.79 m (22.3 ft).

d) Except as specifically provided in 4B135 -11 (a), (b), and (c) 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 4000 Zone (RS5) to Comprehensive Development Zone 135 (CD135) and Neighbourhood Park (NP).

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “BYLAW 8496” 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 8496

BYLAW 8496
District of North Vancouver Rezoning Bylaw 1402 (Bylaw 8496)

MAP

- SINGLE-FAMILY RESIDENTIAL 4000 ZONE (RS4) TO COMPREHENSIVE DEVELOPMENT ZONE 135 (CD135)
- MARIE PLACE ROAD TO COMPREHENSIVE DEVELOPMENT ZONE 135 (CD135)
- SINGLE-FAMILY RESIDENTIAL 4000 ZONE (RS4) TO NEIGHBOURHOOD PARK ZONE (NP)

5m wide
The Corporation of the District of North Vancouver

Bylaw 8497

A bylaw to enter into a Housing Agreement

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

Citation

1. This bylaw may be cited as “Housing Agreement Bylaw 8497, 2021 (405 Marie Place)".

Authorization to Enter into Agreement

2. The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Fairborne CMCC Marie Place GP Ltd., Inc. No. BC1156308 substantially in the form attached to this Bylaw as Schedule “A” with respect to the following lands:

   a) Lot 1 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-933);
   b) Lot 2 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-968);
   c) Lot 3 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-992);
   d) Lot 4 Blocks E and F District Lot 613 Plan 18621 (PID: 006-280-323);
   e) Lot 5 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-026);
   f) Lot 6 Blocks E and F District Lot 613 Plan 18621 (PID: 004-026-667);
   g) Lot 7 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-042);
   h) Lot 8 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-069);
   i) Lot 9 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-085); and
   j) The portion of road allowance as shown on Schedule B.

Execution of Documents

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

Certified a true copy

Municipal Clerk

Municipal Clerk
Schedule A to Bylaw 8497
SECTION 219 COVENANT – HOUSING AGREEMENT

THIS AGREEMENT is dated for reference the ___ day of _____________, 20___

BETWEEN:

a company incorporated under the laws of the Province of British
Columbia having an office at

(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 ____ 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. TERM

This Agreement will commence upon adoption by District Council of Bylaw 8424 and remain in effect until terminated by the District as set out in this Agreement.

3. RENTAL ACCOMMODATION

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 Vote

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 Notice

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 [optional clause]

The District agrees that if the District of North Vancouver Rezoning Bylaw ___ (Bylaw ___), is not adopted by the District’s Council before [date], 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 Costs

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. **LIABILITY**

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 **Release**

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 **Survival**

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 **Waiver**

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 **Time**

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 References

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 Construction

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 8264.

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.
Schedule B to Bylaw 8497
Sketch Plan
Date: January 25, 2021
Case: PLN2019-00052
File: 08.3060.20/052.19

From: Casey Peters, Senior Development Planner
To: Project File
Subject: 405 – 485 Marie Place – Virtual Public Information Meeting Summary

Event Details

Applicant: Engage Architecture
Webpage: DNV.org/public-meeting
Event: October 20 – November 3, 2020

Project Summary

Engage Architecture has applied on behalf of the owners, Fairborne CMCC Marie Place GP Ltd., to redevelop the existing 11 single family lots on the west side of Marie Place. The proposal is for two six-storey buildings with a total of 140 strata apartment units.

Format

Due to Covid-19, the standard in-person Public Information Meeting (PIM) format was not possible for this project and a virtual PIM was held in its place. The format of the virtual PIM included a webpage with details on the application, visual materials (in lieu of display boards), and a short video prepared by the applicant team (in lieu of an in-person presentation).

The virtual PIM was “live” from October 20 – November 3, 2020. During this period of time, comments were accepted and a Q&A was posted on the webpage in lieu of the standard in-person discussion.

Summary of Engagement

The project website was visited by 57 unique IP addresses and the project video was viewed 27 times (includes repeated views).

Copies of all the comments received during the event period (Attachment A) and the Q&A document (Attachment B) are attached for reference.
Notification

Notification Flyer: A notification flyer sent to owners and occupants within 100 metres (328 ft) of the development site (Attachment C);

Site Signs: Two notification signs erected: one on the site at the corner of Marie Place and Crown Street, and one at the corner of Mountain Highway and Crown Street; and

Newspaper Ads: A newspaper advertisement placed in two editions of the North Shore News.

Respectfully submitted,

Casey Peters

Attachments:

A. Comments Document
B. Question and Answer Document
C. Flyer Invitation
Comments from Residents

405-485 Marie Place development application

This document contains comments submitted by residents. The number below refers to the resident and each response may include multiple comments.

Responses are unchanged unless noted otherwise.

1. Construction impact on residents of Marie Place East will be huge. Shadow effect from buildings, traffic flow and construction parking (parking is already an issue here)...and service disruption to accommodate construction of buildings. How will these problems be dealt with. The information video is very vague.

2. Great to see this project progress. The land dedication to Marie Place Park is a good idea, and will help setup this community for the future and add to the walkability and sustainability of the neighbourhood. Utilising vertical space on the site with a 6 storey building will help provide much needed housing in the area.

   The style of the building is fitting for the neighbourhood, and overall North Shore, however I think the colours could be improved. The brick is a nice material, however the white and "pinkish" siding colours could be better.

3. This project should provide a large percentage of affordable rental units. That is what our community is lacking and what the planners need to address.

4. I like the green park besides the project. It gives the neighborhood a refresh look.

   As a young family looking for our future house, we notice there are more high rise condo in this area but not a lot of low rise building for sale. We would like to see more low rise and family orientated apartment building.

5. It's a great design, and especially love the bike lane part.
Questions from Residents

405-485 Marie Place development application

This document contains answers to questions submitted by residents. If you leave a question for the applicant or for a District planner while you are completing the survey, we will post your answer here in about two business days.

Responses are provided by a DNV planner unless noted otherwise.

Q. How will Marie Place be reconciled as single family residential on East side and Apartments on West side? Utilities are currently shared. The project shows front access by lane....does this lane not back on to the proposed project on Mountain Highway ....if so...the image presented of entrance ways and the lane are misleading.

The applicant has submitted a design that reviews the servicing of the lots on the east side of Marie Place. This design is under review by District Staff.

The existing storm, sanitary, water, hydro and communication utilities on Marie Place are proposed to remain and protected during construction. Existing established trees and street lighting located along the east side of Marie Place are proposed to remain as well. New site service for the project will be provided from Crown Street. The continued use of Marie Place (the existing cul-de-sac) will continue until the east side of Marie Place is redeveloped and the Green Spine Linear Park is constructed.

The Lynn Creek Town Centre Implementation Plan conceptualizes a new lane on the west side of the site extending from Hunter St. to Crown St. This proposed lane includes an 8.00 m allowance to be improved with streetlight and sidewalk, and will serve as the main access to the project as well as access for the proposed project at 1510-1530 Crown St/420-440 Mountain Hwy, which is also in progress of application.

Q: As an owner and resident of Marie Place East I have concerns re: the relocation of utilities when this development begins. Marie Place East and West share the underground utilities and I am sure there will have to be some service disruptions to residents of the east side in order to demolish the existing houses on Marie West. I was told that the developer had a plan for the sharing of utilities but that it had not yet been approved. Is this the case? If so....how can the developer put forth information in a public meeting the impact of which could potentially cause anxiety and stress to the remaining residents.
As noted in the earlier response, the applicant has submitted a design that reviews the servicing of the lots on the east side of Marie Place which is under review by District Staff.

Q: We have other issues of concern surrounding this project i.e: street access, during construction, as well as noise, debris and dust. which will have a huge impact on us since we are so close to the construction site.

The Applicant has submitted a Construction Traffic Management Plan to address items during construction including access. In addition, the District has a Noise Bylaw that regulates noise from construction.

Q: The public information meeting chart indicates we are at the middle of the development process with 6 months to 1 year remaining before development can begin....is this a realistic timeline?

Regarding the timing, our process is taking longer than what is reflected on that the flowchart so the 6 months-1year estimate will not be accurate for this project. The application was submitted in September 2019 and will not be forwarded to Council for consideration of bylaws until 2021.

Q: I would also like clarification on the 5 meter purchase by the developer as part of the plan. Does this 5 meters include what we would call the boulevard property (bordered by the maple trees that line the street on both sides) or does it begin at the actual street curb, and if so, does the future plan for Marie Place (with Marie Place East remaining as single family residential property) include provision for street parking for residents of Marie Place east or will the remaining road be parking free.

The 5m dedication includes the boulevard on the east side of Marie Place as well as land currently occupied by on-street parking. The proposed plan would result in the existing parking along the east side of Marie Place retained, and the existing parking along the west side removed. The existing turning circle will remain unchanged. The removal of the existing parking along the west side of Marie Place will result in a wider drive aisle that will maintain or improve traffic flow as street parking will be limited to east side of the street only. As well, the vehicle movements required to allow oncoming traffic to pass will be decreased. Access to the existing properties on the east side of Marie Place will not be impacted. This design is still under review by District Staff.

Q: Our properties are in a flood zone/hazard according to district documents. If so, please ask to have our street cleaned to avoid possible flooding.

This area is designated within a Development Permit Area for Protection from the Natural Environment (Creek Hazard). New development is required to be constructed to meet a required “Flood Construction Level”. If there are concerns regarding the current state of the street please provide details to Casey Peters at petersc@dnv.org and your concern will be passed along to the appropriate staff.

Q: Although a couple of Fairbourne renters have made an effort to clean the street side of their properties, there still has been no attempt to remove shopping carts, tarps, coolers, cabinets and junk from the others.... yard maintenance is non existent.

The applicant has worked and will continue to work with the tenants to address concerns regarding maintenance of the rental homes. Please contact Casey Peters at petersc@dnv.org if your concern has not been addressed.
Q: In Fairbourne's plan, the district sold some property (5 meters). Please supply a photo of where it ends on the street and have staff install markers of this new property line.

The applicant has provided this image to clarify the approximate location of the 5m land sale. Of note, the District has an agreement with the Developer but the land has not been sold at this time. It will only be sold if the Rezoning is approved by Council.

Q: Will my family and guests have room to park in front of my house after completion and during construction?

The proposal at this time includes parking retained on the east side of a Marie Place both during and after construction. As previously noted, this plan is still under review by District Staff.

Q: We touched on density ratios in our conversation a while back and I would like to pursue making the 'east side' more attractive to possible buyers.
The east side of Marie Place is currently designated in the District's Official Community Plan (OCP) as “Residential Level S” which permits density up to 1.75 FSR. For reference, the west side of Marie Place is designated “Residential Level 6” which permits up to 2.5 FSR. At this time staff are not proposing to amend the OCP designations. Should an application be made on the east side of Marie Place that proposed an amendment to the OCP it would be reviewed on its merits and Council would ultimately decide whether to support the additional density.

Q: Will there be any grade differential between the green spine, and ground floor units? Will the ground floor units have patios that look out onto the green spine? Good opportunity for indoor/outdoor connection, however homeowner safety should be considered.

Ground floor units will have patios that are situated above the green spine grades to allow for privacy and overlook to the green spine, and will gated for security. In addition, the Lynn Creek Town Centre is designated within the District’s Development Permit Area for Protection from Natural Hazards (Creek Hazard) and the proposed buildings are required to meet a Flood Construction Level. Flood risk analysis have been undertaken to establish the construction level to protect habitable space and minimize potential flood risk. When the green spine is constructed in the future, patios will have direct connection to the green spine. A 2 meter landscape buffer is also proposed for some separation to the future green spine.

Q: Fairbourne and Marie Place What is not present in any of your documentation is the disclosure of how the completed units effects the sun’s ability to reach the ground on the east side of Marie Place. Computer simulations of one full year, with projected time losses, is a must. No sun equals poorer health and higher utility costs.

Shadow studies for different times and days of the year have been analyzed and reviewed by the District and the Advisory Design Panel. Times of the day at 10:00am, 12:00pm, 2:00pm and 6:00pm on spring equinox (March 21), summer solstice (June 21) and autumn equinox (September 21) were studied and the only time which the project overshadows across Marie Place is at 6:00pm in all scenarios. The building form and siting is designed with considerations to maximize the benefits of sunlight and minimize the impacts of overshadowing. The top floor of the buildings are set back to minimize overshadowing to the surrounding properties and the future Marie Place Park.

Q: Based on your geotech results, will there be pilings installed to support/firm up the building(s)? If so, will your insurance cover unforeseen damages to the east side properties from earth tremors caused by the pile driving technique?

Shotcrete and anchors are anticipated to be used during the excavation and shoring stage of construction and the buildings are expected to have regular footings based on geotechnical investigations. Any potential impacts to Marie Place residents will be carefully considered and reviewed.

Q: The hours and days of the week for construction is what?

Our construction team will abide by the District of North Vancouver’s Noise Bylaw and take measures to minimize impacts to the community. Construction times will be between 7:00am to 8:00pm Monday to Friday, as needed on Saturday (not to exceed 9:00am to 8:00pm) and no work on Sunday and statutory holidays.
Q: During construction, will there be any impediments to parking along the east side of Marie Place? 
There will be an expectation that no construction employee shall be permitted to park on Marie Place 24/7.

The proposed plan currently under District’s review is to remove parking along the west side and retain the existing parking along the east side of Marie Place during and after construction. The removal of the existing parking along the west side and limiting street parking to only the east side of Marie Place will result in a wider drive aisle that will maintain or improve traffic flow along Marie Place. All access for new residents of the project will be from a new lane on the west side of the project site.

A Construction Impact Mitigation Strategy have been developed for the Lynn Creek Town Centre to provide a communication framework and propose traffic mitigation measures. Mitigation strategies and traffic management plans will be further refined prior to construction start. District of North Vancouver Noise Bylaw will be abided to and best efforts will be utilized to minimize impacts of construction and disruption to the existing residents of Marie Place and the neighbourhood. Designated traffic controllers and warning signage will be in place to maintain the safety of all vehicle, pedestrian and cyclist along Marie Place and Crown St during all phases of construction.
NOTICE OF VIRTUAL PUBLIC
INFORMATION MEETING

Engage Architecture is hosting a Virtual Public Information Meeting to present the development proposal for 405-485 Marie Place.

The applicant proposes to rezone the site from single family zoning to a new comprehensive development zone, to permit 140 units in two 6-storey wood frame buildings in accordance with the Official Community Plan for the Lynn Creek Town Centre. The proposal includes land dedications for the future expansion of Marie Place Park, and the purchase of 5 meters of District of North Vancouver land along Marie Place to be included into the development.

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

Please visit the Virtual Public Information Meeting from October 20 to November 3 at DNV.org/public-meeting

Virtual Public Information Meeting opens Oct. 20
Virtual Public Information and Q & A period from Oct. 20 to Nov. 3
The Proposal

Engage Architecture proposes to construct two 6-storey wood frame mid-rise buildings located at 405-485 Marie Place, at the corner of Crown Street and Marie Place.

The proposal is for 140 residential units which will include 47 one-bedroom units, 74 two-bedroom units and 19 three-bedroom units.

Vehicular access to the site will be from a new commercial lane off of Crown Street. Parking will be located in the underground parking garage and at-grade accessed from the lane. 161 parking spaces are provided for the residents including 14 visitor parking spaces.

The proposal includes land dedications for the future expansion of Marie Place Park, and the purchase of 5 meters of District of North Vancouver land along Marie Place to be included into the development.

For further information please contact:

Casey Peters  
District of North Vancouver  
604-990-2388  
petersc@dnv.org  
355 West Queens Road  
North Vancouver, BC, V7N 4N5

Karen Smith  
Engage Architecture  
604-428-6259  
karen@engagearchitecture.ca  
402-602 W. Hastings Street  
Vancouver, BC, V6B 1P2
Preliminary Application Stage

Rezoning Stage

Development Permit Stage

Approved or Under Construction

1401-1479 Hunter St (Intergulf West)

1510 Crown St

1565-1589 Rupert St

340 Mountain Hwy

1541-1557 Bond St

1502 Oxford St (Creekstone Care Ctr)

220 Mountain Hwy

467 Mountain Hwy (Seyllyn Village)

600 Mountain Hwy

1505 Fern St (Seyllyn Gardens)

1574 Hunter Street

405 Marie Pl

1547 Crown St

1503-1519 Crown St

267 - 271 Orwell St
THIS PAGE LEFT BLANK INTENTIONALLY
The Corporation of the District of North Vancouver

Bylaw 8496

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

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

Citation

1. This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)”.

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

   (a) Part 2A, Definitions is amended by adding CD135 to the list of zones that Part 2A applies to.

   (b) Section 301 (2) by inserting the following zoning designation:

       “Comprehensive Development Zone 135 CD135”

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

       “4B 135 Comprehensive Development Zone 135 CD135

       The CD135 zone is applied to:

       i) Lot 1 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-933);
       ii) Lot 2 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-968);  
       iii) Lot 3 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-992);
       iv) Lot 4 Blocks E and F District Lot 613 Plan 18621 (PID: 006-280-323);
       v) Lot 5 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-026);
       vi) Lot 6 Blocks E and F District Lot 613 Plan 18621 (PID: 004-026-667);
       vii) Lot 7 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-042);
       viii) Lot 8 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-069);
       ix) Lot 9 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-085);
       x) Lot 10 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-107);
       xi) Lot 11 Blocks E and F District Lot 613 Plan 18621 (PID: 004-231-961);  and
       xii) The portion of road allowance as shown on Schedule A.
4B 135 – 1 Intent

The purpose of the CD135 Zone is to permit a medium density residential development.

4B 135 – 2 Permitted Uses:

The following principal uses shall be permitted:

a) Uses Permitted Without Conditions:

   Not applicable.

b) Conditional Uses:

   The following principal uses are permitted when the conditions outlined in Section 4B 135-3 Conditions of Use, are met:

   residential use.

4B 135 – 3 Conditions of Use

a) All conditional uses: All uses of land, buildings and structures are only permitted when the following conditions of use are met:

   (i) Each dwelling unit has access to private or semi-private outdoor space;
   (ii) Balcony and deck enclosures are not permitted.

4B 135 – 4 Accessory Use

a) Accessory uses customarily ancillary to the principal uses are permitted.

b) Home occupations are permitted in residential units.

4B 135 – 5 Density

a) The maximum permitted density is 2,104 m² (22,647 sq. ft.) and 11 residential units.

b) For the purpose of calculating gross floor area the following are exempted:

   (i) Any floor areas below finished grade;
   (ii) Amenity space and bicycle maintenance room to a total maximum of 160 m² (1,722 sq. ft.)
   (iii) Floor areas with a ceiling height exceeding 3.66 m (12.0 ft.) to a maximum of 35 m² (377 sq. ft);
(iv) Above grade bicycle storage to a maximum of 480 m² (5,167 sq. ft.);
(v) Mechanical and Electrical equipment spaces to a total maximum of 95 m² (1,023 sq. ft.); and
(vi) The floor area of balconies and covered patios.

c) For the purposes of calculating floor space ratio the lot area is deemed to be 4,675.3 m² (50,324.6 sq. ft.) being the site size at the time of rezoning.

d) Balcony and deck enclosures are not permitted.

4B 135 – 6 Amenities

a) Despite Subsection 4B 135 – 5, permitted density in the CD135 Zone is increased to a maximum of 11,700 m² (125,938 sq. ft.) gross floor area and 140 units if the owner:
   i. Enters into a Housing Agreement prohibiting any restrictions preventing the owners in the project from renting their units;
   ii. Contributes $2,542,814 to the municipality to be used for any of the following amenities (with allocation and timing of expenditure to be determined by the municipality in its sole discretion):
      1. Affordable or special needs housing;
      2. The provision or enhancement of public facilities which may include but are not limited to: the community centre, or a childcare centre;
      3. park, plaza, trail, environmental, pedestrian or other public realm, infrastructure improvements; and
      4. Public art and other beautification projects.

4B 135 – 7 Setbacks

a) Buildings shall be set back from property lines to the closest building face (excluding any partially exposed underground parking structure) as established by development permit and in accordance with the following regulations:

<table>
<thead>
<tr>
<th>Setback Location</th>
<th>Minimum Required Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Property Line</td>
<td>2.0 m (6.6 ft.)</td>
</tr>
<tr>
<td>East Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
<tr>
<td>West Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
<tr>
<td>South Property Line</td>
<td>4.0 m (13.1 ft.)</td>
</tr>
</tbody>
</table>

b) Decks and patios are excluded from the setback requirement.
**4B 135 – 8 Height**

The maximum permitted height is as follows:

a) Multi-family apartment building: the height of buildings shall not exceed 22.25m (73 ft.), inclusive of the 15% bonus for sloping roofs.

**4B 135 – 9 Coverage**

a) Building Coverage: The maximum building coverage is 60%.

b) Site Coverage: The maximum site coverage is 65%.

**4B 135 – 10 Landscaping and Storm Water 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) A 2m (6.6 ft.) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with minimum 90% opacity, is required to screen from view:
   i) any utility boxes, vents or pumps that are not located underground and/or within a building; and
   ii) any solid waste facilities (garbage, recycling, compost with the exception of temporary, at-grade staging areas) that are not located underground and/or within a building.

**4B 135 – 11 Parking, Loading and Servicing Regulations**

a) Parking and loading are required as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Dwelling Unit</td>
<td>1.05 spaces per unit</td>
</tr>
<tr>
<td>Residential Visitor Parking</td>
<td>0.1 spaces per unit</td>
</tr>
</tbody>
</table>

b) Bicycle parking is required as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Bicycle Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>2.0 spaces per unit</td>
</tr>
<tr>
<td>Visitors</td>
<td>18 spaces</td>
</tr>
</tbody>
</table>

c) The minimum drive aisle width is: 6.79 m (22.3 ft).

d) Except as specifically provided in 4B135 -11 (a), (b), and (c) 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 4000 Zone (RS5) to Comprehensive Development Zone 135 (CD135) and Neighbourhood Park (NP).

READ a first time March 29th, 2021

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “BYLAW 8496” 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
The Corporation of the District of North Vancouver

Bylaw 8497

A bylaw to enter into a Housing Agreement

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

Citation

1. This bylaw may be cited as “Housing Agreement Bylaw 8497, 2021 (405 Marie Place)

Authorization to Enter into Agreement

2. The Council hereby authorizes a housing agreement between The Corporation of the District of North Vancouver and Fairborne CMCC Marie Place GP Ltd., Inc. No. BC1156308 substantially in the form attached to this Bylaw as Schedule “A” with respect to the following lands:

   a) Lot 1 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-933);
   b) Lot 2 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-968);
   c) Lot 3 Blocks E and F District Lot 613 Plan 18621 (PID: 007-154-992);
   d) Lot 4 Blocks E and F District Lot 613 Plan 18621 (PID: 006-280-323);
   e) Lot 5 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-026);
   f) Lot 6 Blocks E and F District Lot 613 Plan 18621 (PID: 004-026-667);
   g) Lot 7 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-042);
   h) Lot 8 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-069);
   i) Lot 9 Blocks E and F District Lot 613 Plan 18621 (PID: 007-155-085); and
   j) The portion of road allowance as shown on Schedule B.

Execution of Documents

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

READ a first time March 29th, 2021

READ a second time

READ a third time

ADOPTED
Schedule A to Bylaw 8497
SECTION 219 COVENANT – HOUSING AGREEMENT

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

BETWEEN:

a company incorporated under the laws of the Province of British Columbia having an office at

(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 ____ 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. **TERM**

This Agreement will commence upon adoption by District Council of Bylaw 8424 and remain in effect until terminated by the District as set out in this Agreement.

3. **RENTAL ACCOMMODATION**

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 Vote

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 Notice

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 [optional clause]

The District agrees that if the District of North Vancouver Rezoning Bylaw ____ (Bylaw ____), is not adopted by the District’s Council before [date], 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 Costs

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. **LIABILITY**

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 **Release**

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 **Survival**

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 Waiver

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 Time

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 References

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 Construction

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 8264.

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.
Schedule B to Bylaw 8497
Sketch Plan
The Corporation of the District of North Vancouver

Bylaw 8501

A bylaw to close and remove highway dedication.

WHEREAS under the Community Charter the Council may close to traffic and remove the dedication of a highway; and,

WHEREAS the Council has posted and published notices of its intention to close the highway referred to in this Bylaw and remove its dedication, and has provided an opportunity for persons who consider they are affected to make representations to the Council; and,

WHEREAS the Council does not consider that the closure will affect the transmission or distribution facilities or works of utility operators;

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

1. Citation

This bylaw may be cited as “400 Block Marie Place Highway Closure Bylaw 8501, 2021”.

2. Bylaw to close and remove highway dedication

2.1 The portions of highway dedicated by Plan 18621 shown in the attached plan hereto as Schedule “A” are closed to all types of traffic and the dedication as highway is removed.

2.2 The Mayor and Clerk are authorized to execute and deliver such transfers, deeds of land, plans and other documents as are required to effect the aforesaid closure and removal of highway dedication.

READ a first time March 29th, 2021

NOTICE given under Section 94 of the Community Charter on July 14th, 2021 and July 21st, 2021

OPPORTUNITY for representations to Council provided in accordance with Section 40 of the Community Charter on July 26th, 2021

READ a second time July 26th, 2021

READ a third time July 26th, 2021
Certified a true copy of “Bylaw 8501” 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 8501
Road Closure Plan
Public Hearings

When: Tuesday, December 7, 2021 at 7pm (rescheduled from November 9, 2021)

Where: 355 West Queens Road, North Vancouver, BC

How: The Public Hearing will be held in a hybrid format with a combination of in-person and electronic participation by some or all members of council, staff and the public. The public are invited to attend at the Council Chamber where they will be able to see and hear the entire proceedings. Due to a public health order, face masks are required to be worn at all times by all persons attending the meeting and attendance will be limited to a total of 65 persons in the Council Chamber. Registered in-person speakers will have a reserved seat while observers beyond the maximum capacity will be directed to observe the meeting online. Those wishing to view or to participate in the meeting electronically may do so at https://dnvorg.zoom.us/j/65345321120 or by phone by dialing 1-778-907-2071 and entering Meeting ID: 653 4532 1120

Two public hearings will occur consecutively in the order noted below.

405 – 485 Marie Pl

What? A Public Hearing for Bylaw 8496, proposed amendments to the Zoning Bylaw, to permit the creation of a 140-unit residential development and the expansion of a neighbourhood park on the site shown on the attached location map which includes 405 - 485 Marie Place and a portion of Marie Place road.

What changes? Bylaw 8496 proposes to amend the District’s Zoning Bylaw by rezoning the subject site from Single-Family Residential 4000 Zone (RS5) to a new Comprehensive Development Zone 135 (CD135) and Neighbourhood Park (NP). The CD135 Zone addresses permitted and accessory uses and zoning provisions such as density, amenities, setbacks, height, building and site coverage, landscaping, storm water management, and parking and servicing requirements.

1510-1530 Crown St & 420-460 Mountain Hwy

What? A Public Hearing for Bylaw 8505, proposed amendments to the Zoning Bylaw, to permit the creation of a mixed-use development with a total of 420 units, including 205 strata units, 170 market rental units, 45 non-market rental units, and ground-floor commercial space on the site shown on the attached location map which includes 1510 - 1530 Crown Street, 420 - 460 Mountain Highway, a portion of 480 Mountain Highway and a portion of road allowance.

What changes? Bylaw 8505 proposes to amend the District’s Zoning Bylaw by rezoning the subject site from Single-Family Residential 6000 Zone (RS4), Single-Family Residential 4000 Zone (RS5) and General Commercial Zone (C7) to a new Comprehensive Development Zone 136 (CD136). The CD136 Zone addresses permitted and accessory uses and zoning provisions such as density, amenities, setbacks, height, building and site coverage, landscaping, storm water management, flood construction requirements, and parking, loading and servicing requirements.

When and How can I provide input?

We welcome your input on December 7, 2021 at 7pm. You may sign up in advance to speak at the hearing by contacting the Municipal Clerk at signup@dnv.org prior to 3pm, Tuesday, December 7, 2021. You may also provide a written submission at any time prior to the close of the public hearing by sending it to the Municipal Clerk at input@dnv.org or by mail to Municipal Clerk, District of North Vancouver, 355 West Queens Road, North Vancouver, BC, V7N 4N5. After the speakers list has been exhausted, there will be an opportunity for additional speakers who had not signed up in advance to make submissions. Please note that Council may not receive further submissions from the public concerning these applications after the conclusion of the public hearings.

Need more info?

Relevant background material and copies of the bylaws are available for review online at DNV.org/public-hearing.
DISTRICT OF NORTH VANCOUVER
REGULAR MEETING OF COUNCIL

Minutes of the Regular Meeting of Council for the District of North Vancouver held at 7:01 p.m. on Monday, March 29, 2021. The meeting was held virtually with participants appearing via video and telephone conference.

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

Staff:  Mr. D. Stuart, Chief Administrative Officer
        Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
        Mr. D. Milburn, General Manager – Planning, Properties & Permits
        Mr. A. Wardell, General Manager – Finance/CFO
        Mr. J. Duncan, Assistant Fire Chief
        Mr. R. Danyluk, Manager – Manager – Business Planning and Decision Support
        Mr. J. Gordon, Manager – Administrative Services
        Ms. G. Lanz, Deputy Municipal Clerk
        Mr. M. Hartford, Section Manager – Development Planning
        Ms. C. Brondgeest, Communications Coordinator
        Ms. K. Charters-Gabanek, Corporate Planning & Reporting Coordinator
        Ms. A. Reiher, Council Liaison/Support Officer
        Ms. S. Dale, Confidential Council Clerk
        Ms. S. Clarke, Committee Clerk

RESOLUTION TO HOLD PUBLIC MEETING WITHOUT THE PUBLIC IN ATTENDANCE

MOVED by Councillor BACK
SECONDED by Councillor BOND
WHEREAS:

- the Minister of Public Safety and Solicitor General has issued Order M192; and,
- Order M192 requires British Columbia municipalities to use best efforts to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the Public Health Act and Public Health Officer orders; and,
- the District has assessed its ability to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the Public Health Act and Public Health Officer orders; and,
- the District has taken into consideration its Covid-19 Safety Plan as required by Worksafe BC; and,
• the District has determined that, at this time, it cannot safely allow members of the public to physically attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the Public Health Act or its Covid-19 Safety Plan;

THEREFORE, this meeting of the Council for the District of North Vancouver is to be held virtually and without members of the public, or Council, being physically present;

AND THAT the principles of openness, transparency, accessibility and accountability are being ensured through:

• Providing an online subscription service for residents to sign up and be apprised of upcoming meetings and the post-meeting availability of meeting minutes and meeting videos;

• Providing advance notice of this meeting in accordance with the Community Charter and advising the public on how they may participate in the meeting by providing public input;

• Providing the availability of the agenda for this meeting on the District's webpage six days in advance of the meeting;

• The live streaming of this meeting via a link readily available on the District's webpage;

• Maintaining the thirty minute public input opportunity at each regular meeting and the discretionary public input opportunity at each workshop;

• The ability of the public to provide input on agenda items by full two-way audio and video means;

• Adhering the rules of procedural fairness and acting with respect and courtesy at all times when hearing the public;

• Conducting meetings in a manner that resembles in-person meeting as much as possible;

And reminding the public that they may contact Mayor and Council at any time on any topic via its council@dnv.org email address.

CARRIED

1. ADOPTION OF THE AGENDA

1.1. March 29, 2021 Regular Meeting Agenda

MOVED by Councillor HANSON
SECONDED by Councillor BOND
THAT the agenda for the March 29, 2021 Regular Meeting of Council for the District of North Vancouver is adopted as circulated.

CARRIED
The Mayor and Council of the District of North Vancouver provided comments related to the March 27, 2021 violent incident that occurred at Lynn Valley Village. Council offered condolences and words of support to residents and all those impacted by the act of violence. Council provided a special thank-you to those who provided help and acknowledged the quick response of the District of North Vancouver Fire and Rescue Services and RCMP. It was noted the North Shore Emergency Management, with the support of the North Shore municipalities, has set-up a Wellness and Resilience Centre at Karen Magnussen Community Centre, to provide support services for all those affected.

2. PUBLIC INPUT

2.1. Ms. Madeleine Hawkins:
   • Spoke in support of items 8.4 and 8.6;
   • Commented on the housing diversity provided by the proposed development, filling a need for those downsizing and growing families who want to stay in the community;
   • Commented on the close proximity to amenities and transit;
   • Commented that the proposed development will provide much-needed rental housing on the North Shore; and,
   • Acknowledged the proposed childcare facility.

2.2. Mr. Jason Black:
   • Spoke in support of items 8.4 and 8.6;
   • Mentioned there will be affordable housing options for people who want to stay in the neighbourhood;
   • Commented on the need for more rental and mixed-use housing on the North Shore; and,
   • Noted that the proposed development is in a designated town center.

2.3. Ms. Isabella Schuss:
   • Spoke in support of items 8.4 and 8.6;
   • Commented that the proposed development provides residents an opportunity to stay on the North Shore;
   • Commented favourably on the expansion of the nearby park;
   • Noted the close proximity to transit; and,
   • Opined that the proposed development will provide a sense of community.

2.4. Mr. Brodie Henrichsen:
   • Spoke in support of items 8.4 and 8.6;
   • Commented on the need for more housing options on the North Shore;
   • Noted that the proposed development will provide affordable housing options for young families; and,
   • Acknowledged a daycare facility and a grocery store are within walking distance of the proposed development.

2.5. Mr. Fred Rathje:
   • Spoke in support of items 8.4 and 8.6;
   • Noted that bicycle spaces are proposed on each floor of the buildings;
• Expressed concern that new developments continue to provide ample parking stalls;
• Commented on the site’s proximity to transit and amenities; and,
• Spoke to the importance of creating a walkable community with better bicycle infrastructure and decreased reliance on vehicles.

2.6. Ms. Emilie Lok:
• Spoke in support of items 8.4 and 8.6;
• Opined that the proposed development will complete the Lynn Creek Town Centre and will provide vibrancy to the neighbourhood;
• Commented that the proposed development will provide a variety of housing options and amenities; and,
• Spoke to the importance of creating a walkable community.

2.7. Mr. Brad Jones:
• Spoke in support of items 8.4 and 8.6;
• Noted that more rental units are needed on the North Shore;
• Commented on the close proximity of the development to amenities; and,
• Commented on the challenge of finding suitable childcare.

2.8. Mr. Lucas Raynor:
• Spoke in support of items 8.4 and 8.6;
• Commented on the challenges of finding affordable housing options on the North Shore;
• Noted that the proposed development will provide housing for both young families and first-time homebuyers; and,
• Commented on the amenities and noted that bicycle spaces are proposed on each floor of the buildings.

2.9. Mr. Peter Teevan:
• Acknowledged the tragedy in Lynn Valley on Saturday, March 27, 2021;
• Spoke to item 8.3 regarding the Financial Plan Bylaw;
• Questioned why the District is increasing taxes during the COVID-19 Pandemic; and,
• Encouraged the District to be as transparent as possible;

3. RECOGNITIONS

Nil

4. DELEGATIONS

4.1. Mr. Adam Corneil, Unbuilders Deconstruction
Re: The Case for Mandating Deconstruction

Mr. Adam Corneil, Unbuilders Deconstruction, outlined the positive impacts of deconstruction including community health, social activism, job creation, economic stimulation and the preservation of history and historic materials and encouraged the District to mandate deconstruction.
MOVED by Councillor MURI
SECONDED by Councillor CURREN
THAT the Unbuilders Deconstruction delegation is received for information.

CARRIED

5. ADOPTION OF MINUTES

5.1. March 11, 2021 Special Council Meeting

MOVED by Councillor MURI
SECONDED by Councillor BACK
THAT the minutes of the March 11, 2021 Special Council meeting are adopted.

CARRIED

6. RELEASE OF CLOSED MEETING DECISIONS

Nil

7. COUNCIL WORKSHOP REPORT

Nil

8. REPORTS FROM COUNCIL OR STAFF

File No. 09.3900.20/000.000

MOVED by Councillor MURI
SECONDED by Councillor HANSON
THAT "District of North Vancouver Rezoning Bylaw 1404 (Bylaw 8472)" is ADOPTED;
AND THAT "District of North Vancouver Rezoning Bylaw 1405 (Bylaw 8476)" is ADOPTED.

CARRIED

Opposed: Councillors BACK, BOND, CURREN and FORBES

8.2. Bylaws 8498, 8499, and 8500: Lynn Canyon Pay Parking Pilot Bylaw Amendments
File No. 09.3900.20/000.000

MOVED by Councillor MURI
SECONDED by Councillor HANSON
THAT "District of North Vancouver Street and Traffic Bylaw 7125, 2004 Amendment Bylaw 8498, 2021 (Amendment 23)" is ADOPTED;
AND THAT "Fees and Charges Bylaw 6481, 1992 Amendment Bylaw 8499, 2021 (Amendment 73)" is ADOPTED;

Regular Minutes – March 29, 2021
AND THAT "Bylaw Notice Enforcement Bylaw 7458, 2004 Amendment Bylaw 8500, 2021 (Amendment 60)" is ADOPTED.

CARRIED
Opposed: Councillors BACK, BOND and CURREN

8.3. Bylaw 8502: 2021-2025 Financial Plan Bylaw
File No. 05.1780/2021

Mayor LITTLE left the meeting at 8:19 p.m.

Councillor FORBES assumed the Chair.

Mayor LITTLE returned to the meeting at 8:21 p.m. and assumed the Chair.

MOVED by Councillor BACK
SECONDED by Councillor HANSON
THAT "2021 – 2025 Financial Plan Bylaw" is given FIRST, SECOND, and THIRD Readings.

CARRIED
Opposed: Councillor FORBES

8.4. Bylaws 8496 and 8497: Rezoning and Housing Agreement for a Multi-Family Development at 405-485 Marie Place
File No. 08.3030.20/052.19

Public Input:

Ms. Vicky Chou, Vice-President Fairborne Homes:
• Advised that the proposed development meets the key components of the Lynn Creek Town Centre;
• Spoke to the proposed amenities including bike storage on each level to promote alternative modes of transportation;
• Noted that the proposal includes provision of energized outlets for Level 2 electric vehicle charging in all residential parking spaces;
• Noted the expansion of Marie Place Park and the improved connectivity of greenspaces;
• Commented on the proposed Community Amenity Contributions (CACs) and noted that the CACs are anticipated to be directed toward affordable housing and the provision or enhancement of public facilities; and,
• Ensured that the Construction Traffic Management Plan will reduce the impact on the community.

MOVED by Councillor BOND
SECONDED by Mayor LITTLE
THAT "District of North Vancouver Rezoning Bylaw 1409 (Bylaw 8496)" is given FIRST Reading;
AND THAT “Housing Agreement Bylaw 8497, 2021 (405 Marie Place)” is given FIRST Reading;

AND THAT Bylaw 8496 is referred to a Public Hearing.

CARRIED
Opposed: Councillors FORBES, HANSON and MURI

8.5. Bylaw 8501: Proposed Highway Closing and Dedication Removal
Bylaw 8501 – 400 Block Marie Place Highway Closure
File No. 02.0930.20/516.000

MOVED by Councillor BACK
SECONDED by Councillor BOND
THAT “400 Block Marie Place Highway Closure Bylaw 8501, 2021” is given FIRST Reading;

AND THAT staff is authorized to publish notification of the road closure for two consecutive weeks as per the provisions in the Community Charter.

CARRIED
Opposed: Councillors FORBES, HANSON and MURI

8.6. 1510-1530 Crown Street and 420-460 Mountain Highway Update on Revisions – Rezoning and Development Permit Application
File No. 08.3060.20/040.18

Public Input:

Mr. Christopher Philps, President – Fairborne Homes:
• Commented that the proposed development will create the heart of Lynn Creek Town Centre;
• Commented that the proposed development will provide diverse housing options;
• Noted the close proximity to childcare, greenspace, and grocery amenities;
• Mentioned the new north-south lane at the east side of the site that would connect Crown Street and Hunter Street;
• Advised that the revised application includes a decrease in the height of the high-rise building from twenty-nine storeys to twenty-four storeys;
• Advised that the middle mid-rise building which is proposed as a mix-market and non-market rental has been increased from five-storeys to eight-storeys;
• Advised that the northerly mid-rise building which is proposed as market rental has been increased from five storeys to seven storeys;
• Noted that additional modifications are still being explored which would reduce the number of parking spaces proposed at grade and allow for an enhanced childcare drop-off area; and,
• Mentioned the allocation of two bicycle parking spaces per residential unit.

MOVED by Councillor HANSON
SECONDED by Councillor MURI
THAT the proposal for 1510-1530 Crown Street and 420-460 Mountain Highway is not supported.

DEFEATED
Opposed: Mayor LITTLE and Councillors BACK, BOND and CURREN

MOVED by Councillor BOND
SECONDED by Councillor BACK
THAT staff is directed to prepare bylaws regarding the consideration of this application for rezoning and development permit for a mixed-use development in Lynn Creek Town Centre.

CARRIED
Opposed: Councillors FORBES, HANSON and MURI

8.7. Committee Terms of Reference
File No.

MOVED by Councillor MURI
SECONDED by Mayor LITTLE
THAT staff is directed to report back with an amendment to the Council Procedure Bylaw to allow for electronic meeting participation by members of Council advisory committees;

AND THAT staff is directed to report back with amendments to the Municipal Advisory Committee Policy outlining a new standard District of North Vancouver committee Terms of Reference.

CARRIED

8.8. District of North Vancouver Climate Action Advisory Committee
File No.

MOVED by Councillor MURI
SECONDED by Councillor CURREN
THAT Council approve the creation of the District of North Vancouver Climate Action Advisory Committee;

AND THAT Council approve the proposed Terms of Reference for the District of North Vancouver Climate Action Advisory Committee.

CARRIED

8.9. Safe Supply of Opioids - Overdose Crisis
File No.

This item was deferred to a future Council meeting.

Regular Minutes – March 29, 2021
9. REPORTS

9.1. Mayor

Nil

9.2. Chief Administrative Officer

Nil

9.3. Councillors

Nil

9.4. Metro Vancouver Committee Appointees

9.4.1. Housing Committee – Councillor Bond

Nil

9.4.2. Indigenous Relations Committee – Councillor Hanson

Nil

9.4.3. Board – Councillor Muri

Nil

9.4.4. Regional Culture Committee – Councillor Muri

Nil

9.4.5. Regional Parks Committee – Councillor Muri

Nil

9.4.6. Regional Planning Committee – Councillor Muri

Nil

9.4.7. COVID-19 Response & Recovery Task Force – Mayor Little

Nil

9.4.8. Liquid Waste Committee – Mayor Little

Nil

9.4.9. Mayors Committee – Mayor Little

Nil
9.4.10. Mayors Council - TransLink – Mayor Little
Nil

9.4.11. Zero Waste Committee – Mayor Little
Nil

10. ADJOURNMENT

MOVED by Councillor HANSON
SECONDED by Councillor BACK
THAT the March 29, 2021 Regular Meeting of Council for the District of North Vancouver is adjourned.

CARRIED
(10:20 p.m.)

Mayor

Municipal Clerk
1 Growth Management

2030 TARGET
75-90% of new residential units located in 4 key centres within the Network of Centres

The effective management of growth and change is one of the key functions of an OCP. Well planned growth and development can provide lasting benefits through the efficient use of land, resources, infrastructure, facilities and services. The District’s objective is to proactively manage growth and change in the District to achieve a compact, efficient, environmentally sustainable, prosperous and socially equitable community.

Managing growth proactively requires a strong vision for land use in the District of North Vancouver. The concept that expresses this land use vision is a “network of centres”: a hierarchy of different sized centres with a variety of housing, services and jobs that are accessible, connected, vibrant and unique places. This concept is illustrated on the Network of Centres Concept Map (Map 1). Directing growth into this urban structure supports a number of the OCP’s goals. Sprawl is contained and impacts to natural areas are minimized. Improved transit becomes viable between centres and a more walkable environment is created within centres. Transportation-related greenhouse gases are reduced. Municipal infrastructure and services are provided more efficiently. Local businesses operate within vibrant hubs, while employment lands are preserved for their economic value. More diverse housing choices become available to meet the needs of residents at different stages of their lives. And importantly, the stability and character of residential neighbourhoods are sensitively preserved.

This OCP will strategically direct growth in a controlled manner to achieve the community’s goals and vision. Looking to 2030, the OCP identifies capacity for approximately 10,000 net new housing units, corresponding to a population increase of around 20,000 people and 10,000 new jobs. These figures are estimates only. They are provided to help guide planning and are not targets. This growth may or may not occur over the 20-year planning horizon to 2030 and will depend on market and other forces, including the capacity of infrastructure. The policies and implementation strategies articulated in this Plan will ensure that future development will be guided in the public interest and work towards realizing the desired community benefits.
Policies

1. Accommodate growth and development within the existing built area and maintain the District’s Urban Containment Boundary as shown on the Land Use Map (see Map 2).

2. Protect areas outside the Urban Containment Boundary by limiting to uses associated with outdoor recreation and tourism, watershed and resource management, conservation, rural residential living and research purposes.

3. Establish a network of centres and corridors consistent with the Network of Centres Concept Map (see Map 1) and direct residential and commercial growth to these areas.

4. Facilitate an appropriate mix and intensity of land uses in designated centres and corridors to support enhanced transit service provision.

5. Respect residential neighbourhood character and limit growth in these areas.

6. Integrate land use, transportation, and parks planning, infrastructure provision, urban design, and energy conservation to achieve efficiencies and vibrant places.

7. Protect employment lands by limiting to uses predominantly associated with heavy industry, light industry, and general business and by limiting residential and retail uses.

8. Work collaboratively with the City of North Vancouver, the District of West Vancouver, Squamish and Tseil-Waututh First Nation governments, the regional transportation authority, Metro Vancouver, and Provincial and Federal agencies to effectively coordinate community and infrastructure planning.
Map 1
Network of Centres Concept Map

Legend
- Town Centre
- Village Centre
- Transit Corridor
- Urban Containment Boundary
- Industrial & Light Industrial
- Parks & Natural Areas

Note: This map is conceptual in nature only

Planning to 2030
- 75-90% of growth focused in four key centres:
  - Lynn Valley
  - Lower Lynn
  - Lower Capilano - Marine
  - Maplewood
2 Urban Structure

2030 TARGET
housing mix of 55% detached, 45% attached units

The urban structure of the District is shown conceptually on Map 1, Network of Centres Concept Map. It is comprised of two Town Centres (Lynn Valley and Lower Lynn) and six Village Centres (Lower Capilano-Marine, Edgemont, Queensdale, Maplewood, Parkgate and Deep Cove), along with Neighbourhoods and the Corridors that connect them. In addition to the urban structure policies, which apply across the District, Schedule A of this OCP provides more detailed planning for the four primary growth centres in the District: Lynn Valley and Lower Lynn Town Centres and Capilano-Marine and Maplewood Village Centres. Further implementation of land use policies and OCP objectives is anticipated to occur through specific Centres Implementation Plans and Neighbourhood Infill Plans (Chapter 12.3.1).

2.1 Town Centres

2.2 Village Centres

2.3 Neighbourhoods

2.4 Transit Corridors

2.5 Land Use Designations for the Urban Structure
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
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).

POLICIES

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 ground-oriented 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
2.3 Neighbourhoods

The existing residential neighbourhoods in the District are largely comprised of detached houses. With a few exceptions, multifamily residences within neighbourhoods are ground-oriented (duplexes, triplexes or townhouses). Schools, corner stores and parks provide valuable amenities to surrounding residential uses. Neighbourhoods should be walkable, family-friendly places. Significant change is not anticipated in existing neighbourhoods. Sensitive residential infill opportunities may be considered to provide greater housing diversity or transition to adjacent uses through Neighbourhood Infill Plans and/or Housing Action Plans (Chapter 12).

Neighbourhood character and local support must be considered in these Plans and planning processes. The District’s objective for Neighbourhoods is to provide safe, beautiful and inclusive environments for residents of all ages.

POLICIES

1. Maintain ground-oriented detached and attached housing as the predominant residential forms

2. Accommodate the provision of schools, community facilities and other institutional uses and maintain public assembly uses where feasible

3. Integrate a network of parks and open spaces throughout neighbourhoods

4. Encourage the preservation of local commercial uses (corner stores) in neighbourhoods and encourage new local commercial uses where appropriate

5. Prepare Housing Action Plan(s) to identify criteria for low intensity infill housing, such as coach and laneway housing and small lot subdivision as appropriate

6. Enable sensitive redevelopment in appropriate areas, such as locations adjacent to existing multifamily or commercial uses, through Neighbourhood Infill Plans

Create a network of vibrant, mixed-use centres while enhancing the character of our neighbourhoods and protecting natural areas.
2.4 Transit Corridors

The transit corridor concept illustrated in the Network of Centres Concept Map (Map 1) supports the OCP’s urban structure by connecting the Town and Village Centres along key corridors. These corridors receive, or may potentially receive, frequent transit service provision (defined as every 15 minutes or better, throughout the day, 7 days a week). To support the provision of this level of service, the regional transportation authority allows portions of transit corridors to be designated Frequent Transit Development Areas in collaboration with municipalities. The District’s objective is to achieve the regional designation of Lower Lynn Town Centre and Capilano - Marine Village Centre as Frequent Transit Development Areas. As the District’s Municipal Town Centre, Lynn Valley is also a priority for frequent transit. Other opportunities for strategic densification in areas in immediate proximity to transit corridors may arise over the horizon of this plan. These should occur at different scales to ensure a sensitive and appropriate fit to their surrounding uses and would be addressed through Centres Implementation or Neighbourhood Infill Planning processes as outlined in 12.3.1.

POLICIES

1. Work with the regional transportation authority and Metro Vancouver to establish Lower Lynn Town Centre and Capilano - Marine Village Centre as Frequent Transit Development Areas (see Regional Context Statement, Schedule C)

2. Consider designating additional Frequent Transit Development Areas as appropriate over time where such designation is consistent with OCP land use and transportation objectives

3. Enable sensitive densification of appropriate scale at strategic locations along transit corridors within the Network of Centres through Centres Implementation or Neighbourhood Infill Planning processes

2.5 Land Use Designations for the Urban Structure

Map 2 is the Land Use Map for the District. It designates the preferred location of land uses. The residential, commercial and institutional land use designations on Map 2 are described in the following table. The references to Floor Space Ratios (FSR) in the table provide guidance regarding the general massing and approximate density of development. The term “Floor Space Ratio”, as used in the table, means generally the ratio of the floor area of a proposed development over the area of the lot or lots upon which the development is to be located. It does

---

1 Lynn Valley is identified as the District’s Municipal Town Centre in the proposed Regional Growth Strategy and this designation is reflected in the District’s Regional Context Statement (Schedule C). This designation recognizes Lynn Valley’s existing role as a municipal-serving hub. As OCP implementation advances, Lower Lynn may also be considered for addition to the Regional Growth Strategy as a Municipal Town Centre.
not regulate actual densities on individual lots, that being the function of the District’s Zoning Bylaw. Council may, in its discretion, and with a public hearing, consider zoning bylaw amendments to permit density over and above that indicated in the table on a case by case basis where the proposed development is otherwise consistent with objectives and policies of the OCP.

**RESIDENTIAL LEVEL 1: RURAL RESIDENTIAL**
Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services. Detached rural residences are generally allowed up to approximately 0.35 FSR.

**RESIDENTIAL LEVEL 2: DETACHED RESIDENTIAL**
Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.

**RESIDENTIAL LEVEL 3: ATTACHED RESIDENTIAL**
Areas designated for attached residential are intended predominantly for ground-oriented multifamily housing within neighbourhoods, or as a transition between higher density sites and adjacent detached residential areas. Typical housing forms in this designation include duplex, triplex and attached row houses up to approximately 0.80 FSR.

**RESIDENTIAL LEVEL 4: TRANSITION MULTIFAMILY**
Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.

**RESIDENTIAL LEVEL 5: LOW DENSITY APARTMENT**
Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

**RESIDENTIAL LEVEL 6: MEDIUM DENSITY APARTMENT**
Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.
COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 1
Areas designated for commercial residential mixed-use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 2
Areas designated for commercial residential mixed-use level 2 are intended predominantly for medium density general commercial purposes, such as retail, service and offices at limited sites within the District. Residential uses are typically expected to accompany commercial uses. Development in this designation is permitted up to approximately 2.50 FSR.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 3
Areas designated for commercial residential mixed-use level 3 are intended predominantly to provide for high density uses up to approximately 3.50 FSR at limited appropriate sites in the District’s Centres. Development in this designation may include residential or commercial uses, which encompass retail, office and service uses, or a mix of these residential and commercial uses.

COMMERCIAL
Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.

INSTITUTIONAL
Areas designated for institutional are intended predominantly for a range of public assembly uses, such as schools, churches, recreation centres, and public buildings. Some commercial and accessory residential uses may be permitted.
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

Above map published on 2018-04-17. For most up to date map, click here.
2030 TARGET
a net increase in rental housing units (overall percentage)

The profile of the District resident of today has changed significantly from that of 20 years ago. During this time there has been a noticeable demographic shift from a younger family-oriented community towards more seniors with fewer young adults and children. Our housing mix, comprised largely of detached single family homes, has not kept pace with the needs of this changing community profile. Providing more diverse and affordable housing choice is needed for seniors, young singles, couples, and families with children so that a wide mix of ages can thrive together and ensure a healthy, diverse and vibrant community. Emergency, transitional and social housing is also needed to support vulnerable populations. The District’s objective is to increase housing choices across the full continuum of housing needs.

7.1 Housing Diversity
7.2 Rental Housing
7.3 Housing Affordability
7.4 Non-Market Housing and Homelessness
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.**

**POLICIES**

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
7.2 Rental Housing

Entry into home ownership is increasingly challenging given the high housing prices in the District. Rental housing typically offers more affordable options for mid-to-low income groups, which may include single parents, students, young families and seniors. The District's objective is to provide more alternatives to home ownership. Currently, only 18% of the dwellings in the District are rental.

POLICIES

1. Explore increasing the maximum permitted size of secondary suites

2. Consider permitting secondary suites or lock-off units within townhouses, row houses and apartments

3. Encourage the retention of existing, and the development of new, rental units through development, zoning and other incentives

4. Facilitate rental replacement through redevelopment

5. Continue to limit the conversion of rental units to strata title ownership and require, where possible and appropriate, that new strata units be available for rental

6. Establish a minimum acceptable standard of maintenance for rental properties

7. Develop a rental and affordable housing strategy through Housing Action Plan(s) and/or Centres Implementation Plans

8. Support, where appropriate, parking reductions for purpose built market and affordable rental units

9. Encourage the provision of student housing at or near the campus of Capilano University

10. Support the addition of ancillary rental housing on church sites where additional development can be accommodated

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.
7.3 Housing Affordability

Lack of affordable housing in the District is often cited as a factor contributing to the loss of our “missing generation” of 20-40-year-olds and the inability of many local employers to find and retain staff. With approximately 2,645 households in core need of appropriate housing and 1,460 households spending at least half of their income on housing, our lack of affordability is widely felt. The District’s objective is to formulate development strategies and work with community partners and senior levels of government to provide housing for modest to moderate income residents.

POLICIES

1. Reflect District housing priorities through an appropriate mix, type and size of affordable housing

2. Focus a higher proportion of affordable housing in designated growth areas

3. Apply incentives (including, but not limited to density bonussing, pre-zoning and reduced parking requirements) as appropriate, to encourage the development of affordable housing

4. Require, where appropriate, that large multifamily developments contribute to the provision of affordable housing by, but not limited to:
   a) including a portion of affordable rental or ownership units as part of the project
   b) providing land dedicated for affordable housing
   c) providing a payment-in-lieu to address affordable housing

5. Expand the District’s Affordable Housing Fund to receive funds from non-municipal sources

6. Work with community partners and the Province to facilitate options for affordable housing and advocate the Federal government to develop a national housing strategy for affordable housing

7. Consider incentives such as reduced Development Cost Charges to facilitate affordable rental housing
7.4 Non-Market Housing and Homelessness

Emergency, transitional and supportive housing is needed to provide access to the full continuum of housing in the District. This section addresses the housing needs of our growing homeless population, those most at risk of homelessness, those with substance abuse and mental health issues, seniors who need support to remain living independently and others. Provision of such housing requires funding that the District cannot address on its own. The District's objective is to work with senior levels of government and social service providers to support our most disadvantaged residents.

POLICIES

1. Encourage non-profits, supportive housing groups, developers, senior levels of government and others to develop or facilitate the development of:
   a) transitional housing for homeless adults, families and youth
   b) supportive housing for those with mental health and/or addiction issues
   c) independent living units for people with disabilities
   d) assisted living facilities for people with cognitive and/or developmental disabilities

2. Work with community partners to explore opportunities for social housing, co-operative and innovative housing solutions

3. Continue to facilitate community facility lease policies to provide municipal land or infrastructure for services to vulnerable populations

4. Consider the use of District land, where appropriate, to contribute towards and leverage other funding for the development of social and affordable housing

5. Encourage other levels of government to contribute financial support and/or a portion of surplus lands towards appropriate and affordable housing for those with special needs

6. Continue to support regional efforts to eliminate and prevent homelessness on the North Shore

7. Continue to support non-profit agencies that provide short-term emergency and transitional shelter, food and access to social services for those in need

8. Support community partners in providing a full continuum of support services to address issues related to mental health, addictions, health services, housing, employment, and food security; and to provide assistance for homeless people to facilitate their transition to independent living
1 INTRODUCTION

Lower Lynn is one of two designated Town Centres in the OCP. Centrally located within the District at the Second Narrows bridgehead and connected to Lower Lonsdale via Main Street/Low Level Road, Lower Lynn has good access to transit, nearby parks and amenities, adjacent employment lands and numerous commercial uses. Lower Lynn is well situated for the creation of a complete community. In the regional context, Lower Lynn will be proposed, in consultation with the regional transportation authority, as a Frequent Transit Development Area with a greater mix and density of housing, commercial, employment and other uses to support frequent transit services. Over the next 20 years (and potentially longer) it is anticipated that approximately 3,000 units will be created in Lower Lynn Town Centre.

Existing land uses in Lower Lynn include light industrial, regionally oriented retail uses along Main Street, port industrial activity south of Main Street and single family homes east of Mountain Highway. The highway, railway lines serving the port and Lynn Creek are physical barriers that impact the connectivity of the Lower Lynn Town Centre with the surrounding area. The community has expressed a strong desire to rejuvenate and redevelop this area. Seylynn Village, a high-density mixed use development, has been approved at the north-eastern edge of Lower Lynn Town Centre and may catalyze redevelopment. With redevelopment, there is an opportunity to realize greater housing choices including rental and more affordable types. As well, the pedestrian and cycling network connections can be improved to Park and Tilford, Lynn Creek Park, and the trail network from the waterfront north to Inter-River Park. Pedestrian and cycling connections may also be facilitated to Seymour Creek and Maplewood in the future.
2 VISION

Lower Lynn will be a transit-oriented mixed use community comprised of a wide range of housing types for people of all stages of life, all incomes, with accessible places of work and convenient shopping, amenities and civic uses and services. Over time, Lower Lynn will become an outstanding model of urban living in harmony with the North Shore’s natural environment.

3 TOWN CENTRE POLICIES

3.1 LAND USE

Map 8 indicates the predominant land uses for Lower Lynn Town Centre.

3.1.1 HOUSING

1. Accommodate a range of household types including seniors, young families and singles, and a range of income levels through a mix of residential unit types and tenures

2. Establish minimum requirements for the provision of affordable and rental units to be achieved through the Lower Lynn public benefit and community amenity provision strategy

3. Encourage redevelopment that includes an appropriate proportion of units suitable for families in terms of adequate unit size, number of bedrooms, access to private outdoor space and potential for “lock off” units

4. Require multi-family developments to include on-site play space for children where appropriate

5. Consider, where appropriate, facilitating live/work units along Mountain Highway to provide a transition between residential and light industrial uses

Potential forms of development: tower/podium, mid-rise and ground-oriented
3.1.2 COMMERCIAL AND EMPLOYMENT USES

1. Focus new commercial floorspace and services in the “heart” and within Seylynn Village; and explore transitional commercial uses at the southwest corner of Mountain Highway and Crown Street

2. Support and encourage major office development

3. Support light industrial commercial uses and encourage intensification and diversification of such uses

4. Maintain Main Street as a regional destination commercial area

5. Facilitate effective buffering of commercial and mixed uses along Main Street from nearby industrial areas, and transition development sensitively to adjacent residential uses

6. Maintain the District’s Works Yard in the medium term and consider alternative uses of this site that may support the Town Centre in the long term

3.1.3 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Provide a central plaza on the east side of Mountain Highway in the heart of the Town Centre and program it to support community activities and serve as a community focal point

2. Create a gateway to the heart at Mountain Highway and Crown through public realm improvements on the four corners

3. Prepare a community amenity strategy for Lower Lynn Town Centre to deliver community amenities and public benefits generally to include, but not limited to:

   a) Affordable and rental housing units

   b) Redevelopment of Seylynn Hall as a community centre

   c) Community space adjacent to Seylynn Park

   d) Neighbourhood park improvements including playgrounds at Seylynn and Bridgman Parks, and new neighbourhood park space to serve the area south of Crown Street and east of Mountain Highway

   e) Urban plaza including landscaping, street furniture and public art

   f) Enhancement of trails and greenways

   g) Other community amenities as identified to meet goals and objectives for Lower Lynn
3.1.4 PARKS AND OPEN SPACES

1. Undertake trail improvements to enhance connections to the Lynn Creek trail system and Lynnmour School and neighbourhood

2. Establish Crown and Orwell Streets as greenways that prioritize walking and cycling

3. Upgrade Seylynn Park to address local recreational needs

4. Expand and upgrade Marie Place Park as a locally serving neighbourhood park

5. Facilitate creation of a new neighbourhood park south of Crown Street and east of Mountain Highway

6. Design open spaces with consideration of solar orientation, weather protection and typical use during different times of day

7. Design open spaces with consideration of crime prevention principles and maximization of passive surveillance
3.2 MOBILITY NETWORK

Map 9 provides a conceptual representation of the mobility network for Lower Lynn Town Centre.

1. Pursue transportation demand management strategies to encourage active travel modes and public transit

2. Work with the regional transportation authority to coordinate the provision of effective transit service and upgrades to Phibbs Exchange to support increased population and employment in Lower Lynn Town Centre

3. Work with the regional transportation authority to improve the integration of Phibbs Exchange into the community

4. Investigate the potential for new pedestrian/cycle bridges over Lynn Creek and over the Trans-Canada Highway along the Crown Street alignment

5. Improve the existing Lynn Creek trail to Lynnmour School under the Keith Road and highway bridges

6. Work with the Provincial transportation ministry and other governments to address highway interchange improvements including east-west connections to the Seymour area

7. Designate Crown and Orwell Streets as greenways and implement streetscape improvements that prioritize walking and cycling movements

8. Secure mid-block connections east of Mountain Highway at redevelopment

9. Provide a consistent and high quality sidewalk treatment on both sides of Mountain Highway

10. Develop way-finding measures and signage to direct pedestrians and cyclists to the community heart, Seylynn Park, Lynn Creek trail system, community facilities and Phibbs Exchange
3.3 SUSTAINABILITY

1. Undertake a feasibility analysis of district energy to consider alternative/sustainable energy systems for Lower Lynn; and subject to this analysis, anticipate and accommodate the development of a hydronic based district energy system

2. Promote the implementation of green building and water conservation practices

3. Manage and re-use storm water on site to the greatest extent possible

4. Encourage urban agriculture through provision of garden spaces and green roofs

5. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services
LOWER LYNN TOWN CENTRE IMPLEMENTATION PLAN
This intentionally left blank.
# Table of Contents

A. Introduction  
Local context  5  
Vision for the Lower Lynn Town Centre  5  
Implementation Planning and Engagement Process  6  
How to use this document and relationship to the Official Community Plan  7  
Realizing a Sustainable Implementation Plan  7  

B. Planning for a Mixed Use Town Centre  8  
Concept Planning Principles  8  
Concept Plan for Lower Lynn Town Centre  9  
Land use and density  12  
Community Identity and Urban Design  15  
Building Form and Height  15  

C. Housing Choices  17  
Housing Diversity  17  
Housing Affordability  18  

D. Economic Vitality  20  
Commercial Uses  20  
Industrial Uses  21  

E. Transportation System  22  
Road Network  22  
Transit  24  
Walking and Cycling  25  
Parking Management  26  
Parks and Open Space  28  

F. Public Realm and Community Amenities  28  
Community Facilities  30  
Public Art  31  
Community Amenity Strategy  31  
Community Services  32  

G. Environmental Protection and Energy Efficiency  33  
Environmental Protection  33  
Energy Efficiency and Greenhouse Gas Reductions  34  

H. Community Infrastructure  35  
Rainwater Management  35  
Waste Management  36  
Water and Sanitary Sewer  36  
External Utilities  36  

I. Development Permit Areas in Lower Lynn Town Centre  39  

J. Recommendations for Implementation  40  

K. Monitoring the implementation of this Plan towards a more sustainable Lower Lynn Town Centre  41
Figures and Tables

Figure 1. OCP Network of Centres 5
Figure 2. Lower Lynn Town Centre implementation planning and engagement process 6
Figure 3. Lower Lynn Town Centre Concept Plan 10
Figure 4. Illustrative sketches of the Lower Lynn Town Centre 11
Figure 5. Illustrative sketch of the Lower Lynn Town Centre looking south-east across Mountain Highway towards the central plaza. 12
Table 1. Land use designations for Lower Lynn Town Centre (from the OCP). 13
Figure 6. Lower Lynn Town Centre Land Use Map 14
Figure 7. Illustrative sketch of approximate building heights along Mountain Highway between Seylynn Village and Crown Street. 16
Figure 8. Approximate stepping and variation in building heights per the Lower Lynn Town Centre Concept Plan. 16
Figure 9. Proposed Road Network for Lower Lynn Town Centre 22
Figure 10. Illustrative cross-section of Mountain Highway in the Town Centre core 23
Figure 11. Transit Network Map for Lower Lynn Town Centre 24
Figure 12. Proposed pedestrian and cycling network 25
Figure 13. On-street parking strategy for Lower Lynn Town Centre 27
Figure 14. Parks and open space network for Lower Lynn Town Centre 29
Figure 15. Sample of community amenities for Lower Lynn Town Centre 31
Figure 16. Proposed District Energy Network (red lines) 34
Figure 17. Water main upgrade concept for Lower Lynn Town Centre to 2030. Subject to change. 37
Figure 18. Sanitary sewer upgrade concept for Lower Lynn Town Centre to 2030. Subject to change. 38
Figure 19. Lower Lynn Town Centre Form and Character Development Permit Area 39
A. Introduction

Local context

Lower Lynn is one of four key designated centres in the Official Community Plan’s (OCP) Network of Centres. Centrally located within the District of North Vancouver (District) at the Second Narrows bridgehead and connected to Lower Lonsdale via Main Street/Low Level Road, Lower Lynn has good access to Phibs Exchange and frequent transit, significant parks and natural amenities, employment lands and regional commercial along Main Street.

Redevelopment of the existing residential areas provides an opportunity to protect employment lands, to rejuvenate the residential areas through quality urban design and place making, to increase connectivity between neighbourhoods that have been isolated by the TransCanada Highway, and to establish a central community “heart” or focal point that serves as a hub for community services and facilities.

Revitalization of the Lower Lynn Town Centre, including a range of new multi-family housing and affordability options, will make it easier for local businesses to attract and retain new employees. In addition, young working adults (20-40 year olds) and their families, seniors looking to downsize and first time home buyers from the North Shore and elsewhere, are anticipated to move here to take advantage of new housing options, jobs, ready access to transit, parks, trails and other amenities.

This Lower Lynn Town Centre Implementation Plan responds to the Official Community Plan policies and direction identifying the need for a detailed implementation plan and design guidelines to inform redevelopment of this area in a manner that is consistent with the community’s vision for this centre. The Lower Lynn Town Centre Implementation Plan also provides policy direction to guide growth and change in the Lower Lynn Town Centre to 2030. Recognizing that it may take 20 years or more for the area to be fully redeveloped, the plan allows for incremental change over time so that areas outside of the core area can continue to function as they do now until such time as they are ready for change.

Vision for the Lower Lynn Town Centre

The Official Community Plan vision for the Lower Lynn Town Centre, developed in consultation with the local community is:

Lower Lynn will be a transit-oriented mixed use community comprised of a wide range of housing types for people of all stages of life, all incomes, with accessible places of work, convenient shopping and amenities. Over
time, Lower Lynn will become an outstanding model of urban living in harmony with the North Shore’s natural environment.

Implementation Planning and Engagement Process

Following adoption of the Official Community Plan (2011), implementation planning work on the Lower Lynn Town Centre involved: undertaking a series of technical transportation and economic analyses, conducting public and stakeholder consultation, and establishing planning principles and a detailed Concept Plan as a basis for the Lower Lynn Town Centre Implementation Plan and Design Guidelines.

Public engagement on the Lower Lynn Town Centre began in 2008 and has occurred at every major milestone in the implementation planning process. Engagement has involved community and stakeholder workshops, open houses, focus group meetings, drop-in sessions, and community display booths that enabled the community to be active participants in shaping the vision, concept plan and implementation policies for this Town Centre.

The District of North Vancouver has worked closely with Vancouver Coastal Health (VCH) on this and other designated centres to promote community health through healthy built environments and active living. VCH has played an important role in building awareness and providing a strong voice for proactive measures to promote community health.

---

**LLTC IMPLEMENTATION ENGAGEMENT PROCESS**

- LLTC public info meeting
- Focus group meeting – key issues, vision, preliminary design considerations
- Series of public and stakeholder meetings through the OCP review process and development of Network of Centres
- Open House on LLTC Implementation Plan principles and framework
- Community display booths
- Public and stakeholder Open Houses on Draft LLTC Implementation Plan and Design Guideline elements

---

**LLTC IMPLEMENTATION PLANNING PROCESS**

**Figure 2.** Lower Lynn Town Centre implementation planning and engagement process
How to use this document and relationship to the Official Community Plan

This Lower Lynn Town Centre Implementation Plan represents a long-term vision to 2030 to guide future redevelopment, growth and change to this area. This document is to be used in conjunction with the Official Community Plan (OCP). The OCP land use designations and Town Centre policies (Schedule A of the OCP) lay the foundation and policy directions for the Lower Lynn Town Centre. Guided by and consistent with the OCP, this Implementation Plan provides more detailed policies and implementation actions to guide redevelopment of this Town Centre in accordance with the OCP. In the event that there is any inconsistency between this Implementation Plan and the OCP, the OCP governs.

The general, District-wide Development Permit Area Guidelines found in Schedule B of the OCP apply to redevelopment in this area. In addition, the supplemental Design Guidelines specific to the Lower Lynn Town Centre outline the specific form and character and streetscape design elements to help shape the unique character and identity of the Town Centre.

Realizing a Sustainable Implementation Plan

Lower Lynn Town Centre has the potential to become one of the most sustainable communities in the District of North Vancouver.

Building on the vision of the Official Community Plan (OCP) as an Integrated Sustainable Community Plan, this Implementation Plan guides the redevelopment of the Lower Lynn Town Centre towards social, economic and environmental sustainability by:

> directing new growth in a frequent transit development area (FTDA) that is well served by transit;
> integrating a range of housing choices, community facilities and services to promote social interaction and demographic mix;
> encouraging economic development through the protection of light industrial lands and expansion and renewal of commercial uses;
> providing new park space and promoting environmental protection, watershed enhancement, green infrastructure, energy and water conservation.

This Implementation Plan also provides recommendations for monitoring progress towards overall Plan objectives and OCP targets.
B. Planning for a Mixed Use Town Centre

Establishment of a mixed use centre with easy and enjoyable walking access to retail, community facilities and services, and jobs is an important first step towards creating a very liveable, healthy and vibrant community for current and future residents and businesses. The community’s vision for this Town Centre is illustrated by means of a Concept Plan (Figure 3) and supported by land use and other policies in this Implementation Plan. Both conceptual and land use planning for this mixed use Town Centre have been shaped by extensive community and stakeholder input.

Concept Planning Principles

The following planning principles, established in consultation with stakeholders and the public, were used to guide the development of the Lower Lynn Town Centre Concept Plan and the framework for this Implementation Plan.

Create a new Town Centre for Lower Lynn that:

Mixed Use

» Integrates multi-family residential, retail, light industrial and park uses into a revitalized, complete, transit oriented community.

» Provides a community focal point including a mixed use community “heart” with a “high street” on Mountain Highway between Crown and Hunter Streets.

» Encourages economic development through the protection and intensification of light industrial uses, and modest expansion of local-serving commercial uses.

Multi-Modal Transportation Network

» Strengthens community connectivity through a network of safe and accessible pedestrian and cycling routes including a central “green spine”.

» Supports and facilitates access to the frequent transit network.

» Redirects east-west local District traffic via the East Keith Road extension.

Housing Choices

» Revitalizes the residential neighbourhood and encourages innovative housing forms close to employment, transit, retail and community services.

» Facilitates a mix of housing types and tenures to accommodate people of all ages, abilities and incomes for the next 20 years.

Public Realm and Community Amenities

» Establishes a unique community identity and sense of place referencing nature, outdoor recreation and elements of the industrial character.

» Enhances liveability and social well-being through provision of engaging public spaces, new neighbourhood parks and urban plazas, and a range of community services.

» Promotes public safety and security through streetscape and urban design.
Environmental Protection and Green Infrastructure

- Protects and enhances the Lynn Creek corridor and encourages a healthy urban forest canopy.
- Promotes green infrastructure, rainwater management best practices, water and energy conservation, and alternative energy solutions towards a more sustainable community.

Concept Plan for Lower Lynn Town Centre

The District’s Official Community Plan (OCP) land use map forms the foundation for the Lower Lynn Town Centre Concept Plan. The Concept Plan (Figure 3) has also been informed by community input, economic and transportation analysis, and the concept planning principles specific to the Lower Lynn Town Centre.

Under the Concept Plan, the most significant change is proposed for existing residential areas east of Mountain Highway. Existing employment lands west of Mountain Highway will retain their current uses with the ability to redevelop and intensify light industrial uses in a manner that is consistent with the Zoning Bylaw and the OCP.

Note that while it provides greater detail and finer grain of planning than the OCP land use map, the Concept Plan illustrates one possible way in which redevelopment may occur in the future according to the land uses and densities provided in the OCP.

The actual location, built form and height of buildings will be determined at the time of redevelopment through applicable development application and review processes. The Concept Plan also assumes that some site assemblies may be needed to achieve the Plan vision and the densities in the OCP.
Figure 3. Lower Lynn Town Centre Concept Plan
Illustrative Character Sketches of the Lower Lynn Town Centre

Figure 4a. Seylynn Park and Potential Community Facility
This sketch shows a potential new community facility (pending results of a needs assessment) with residential development on Hunter Street and directly facing Seylynn Park.

Figure 4b. The Lower Lynn Town Centre “Heart”
View looking north-west across the central plaza towards Mountain Highway and Seylynn Park. The central plaza is wrapped by at grade retail with café seating, displays and weather protection which together with public art, pavement treatment, landscaping and water features create an inviting and animated public realm space.

Figure 4c. Crown Street
View along Crown Street looking east towards Orwell Street. A mix of low and mid-rise apartments and ground oriented housing with street level entrances, landscaped front yards and street trees enrich the character of this residential neighbourhood.

Figure 4d. Oxford Street
This sketch shows a new pedestrian greenway along the north side of Oxford Street connecting to Phibbs Exchange. Low profile landscaping, rain gardens, rock infill areas, street furniture and lighting provide a safe and enjoyable route for pedestrians to the transit hub.
Land use and density

Land use designations are used to identify the future land uses applicable to an area. Land uses in the Lower Lynn Town Centre encourage building typologies and densities to establish a vibrant higher density, mixed used town centre, close to transit, that protects employment lands and integrates parks, open space and community amenities.

Policies:
1. Encourage redevelopment in the Lower Lynn Town Centre that is consistent with the Official Community Plan land use map and land use designations for this area (Figure 6 and Table 1).
2. Support light industrial uses and encourage intensification of these uses on existing employment lands.
3. Facilitate the establishment of diverse housing forms consistent with OCP land use designations.
4. Maintain the destination/regional commercial character of Main Street and focus new local commercial floorspace and services in the Town Centre “heart” (see Figure 5).
5. Consider opportunities for a new office building with retail at grade at the southwest corner of Mountain Highway and Crown Street, and choice of use (industrial or commercial) for the Mountain Highway frontages immediately north and south of Rupert Street, and for a portion of Main Street as shown in the Concept Plan.
6. Minimize potential conflicts between different adjacent land uses through urban design, buffering and edge treatments.
7. Consider facilitating live/work units along the west side of Mountain Highway at Rupert Street to provide a transition between residential and light industrial uses, where appropriate.
8. Introduce institutional (public assembly) land uses to accommodate a new community recreation facility in the Town Centre core.
9. Retain and expand parks, open space and green spaces to enhance community liveability and to create a vibrant public realm.
10. Encourage an appropriate minimum site assembly size (approximately 4-5 smaller residential lots) for redevelopment in order to achieve the Concept Plan and the land uses and densities in the Official Community Plan.
11. Ensure that new developments demonstrate ability to achieve the overall objectives of the Lower Lynn Town Centre Plan and the Official Community Plan in order to be eligible for the density shown in the applicable land use designation.
12. Discourage proposed development configurations that may result in remainders of land that are uneconomic to development for the uses intended in the Land Use Map (Figure 6).

Figure 5. Illustrative sketch of the Lower Lynn Town Centre looking south-east across Mountain Highway towards the central plaza.
Land use designations and applicable densities for the Town Centre (shown below) are articulated in the OCP and form the foundation for the Lower Lynn Town Centre Implementation Plan. Floor space ratio, as referenced below, means generally the ratio of the gross floor area of a proposed development over the gross area of the lot or lots upon which the development is located.

**Residential Level 5 Low Density Apartment:** Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

**Residential Level 6 Medium Density Apartment:** Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.

**Commercial:** Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.

**Commercial Residential Mixed Use Level 1:** Areas designated for commercial residential mixed use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.

**Commercial Residential Mixed Use Level 3:** Areas designated for commercial residential mixed use level 3 are intended predominantly to provide for high density uses up to approximately 3.50 FSR at limited appropriate sites in the District’s Centres. Development in this designation may include residential or commercial uses which encompass retail, office and service uses, or a mix of these residential and commercial uses.

**Light Industrial Commercial:** Areas designated for light industrial commercial are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses. Supportive uses including limited retail and limited residential uses may be permitted.

**Parks, Open Space, and Natural Areas:** Areas designated for parks, open space and natural areas are intended for a range of public and private uses focussed principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.

**Table 1.** Land use designations for Lower Lynn Town Centre (from the OCP).
Figure 6. Lower Lynn Town Centre Land Use Map
Community Identity and Urban Design

Building on its existing setting, contextual patterns, climate and history and looking forward to what this area could become, redevelopment of the Lower Lynn Town Centre will create a unique community character and identity for this area that is both distinct from other town and village centres and will help to foster community connection and sense of place or belonging. The Lower Lynn Town Centre Design Guidelines provide detailed direction for streetscape and urban design and for the expression of community identity and character. General design objectives and policies are provided below.

Policies:
1. Promote a high quality attractive built environment that reflects the role of this community as a gateway to the District of North Vancouver.
2. Encourage and promote new development within the Lower Lynn Town Centre that:
   » follows urban design principles that are consistent with the Form and Character Design Guidelines in the OCP and the Lower Lynn Town Centre Design Guidelines; and
   » helps create of a unique community character and identity for the Lower Lynn Town Centre through site planning, streetscape and urban design, landscaping, public art and other measures as appropriate.
3. Encourage application of the Lower Lynn Town Centre Design Guidelines in a manner that promotes design continuity, while still enabling individual expression on a particular development site.
4. Encourage and promote new development and appropriate landscaping that complements and reinforces the character and roles of the different streets, neighbourhoods and open spaces in the community.
5. Undertake a review of street names (Mountain Highway, proposed new streets), place names (Town Centre itself), parks and other community facility names to identify new names, as needed, that are in keeping with the identity and character of this area and that help to establish unique sense of place.
6. Recognize that the Design Guidelines may be supplemented, from time to time, to provide further clarity and direction to inform the urban character and streetscape design.

Building Form and Height

The Concept Plan outlines the approximate type and location of potential future buildings in the Lower Lynn Town Centre. Approximate building heights shown in Figures 6 and 7 reflect consideration of land use and density, land economics, parcel assembly, sunlight penetration, views, privacy, access, relationship to other uses and to the street.

Policies:
1. Encourage new development to consider public and private access to views and sunlight and request view and shadow analyses with development applications, as appropriate.
2. Employ sensitive urban design and variation in heights to transition sensitively outwards from the Town Centre heart.
3. Encourage smaller tower floor plates to establish leaner buildings and to maximize open space.
4. Encourage new development that is respectful of adjacent current and future built forms and presents an appropriate relationship in scale and form to adjacent land uses.
Seylynn Village

LLTC “Heart”

Figure 7. Illustrative sketch of approximate building heights along Mountain Highway between Seylynn Village and Crown Street. All building heights and locations are approximate.

Figure 8. Approximate stepping and variation in building heights per the Lower Lynn Town Centre Concept Plan. All building locations and heights are approximate.
C. Housing Choices

Access to jobs, natural and recreational amenities, and transit will attract North Shore and other residents to this scenic community. These future residents are anticipated to include young working adults, first-time home buyers, young families, and seniors looking to downsize. Housing policies in this section aim to establish a mix of housing types and affordability to meet the expected housing needs of residents for the next 20 years and contribute towards achieving overall housing objectives for the District as a whole.

Redevelopment according to the land uses and densities in the Official Community Plan is anticipated to contribute an estimated 3,000 new housing units in the Lower Lynn Town Centre.

Housing Diversity

Proactive planning and policies are needed to ensure the establishment of housing choice and diversity in response to current housing gaps and future population needs that might not otherwise be addressed through market considerations alone. This section of the Implementation Plan outlines key policies to establish housing diversity through the supply of different forms of tenure (ownership and rental), different sizes of units (to accommodate different family needs), housing innovation and adaptable design measures.

Policies:

1. Encourage and promote a range of housing options to meet the current and anticipated needs of the community over the next 20 years.

2. Through redevelopment, encourage a diversity of multi-family housing choices including high rise, midrise and low rise apartments, as well as ground oriented housing (e.g. townhouses and row-houses) in the Town Centre in keeping with the OCP land use designations.

3. Consider opportunities for new and evolving housing forms including, but not limited to, restricted resale/ownership, fee simple row-housing, and co-housing.

4. Encourage a range of tenure options including home ownership and rental (purpose built rental, strata rental) in an integrated manner for all new development.
5. Recognizing that owned strata units will provide the majority of rental housing opportunities in the future, consider the establishment of purpose-built rental buildings, where appropriate, to provide further opportunities for rental units.

6. Apply policy and other tools to support the ongoing ability of future owners to rent their strata unit(s) without being restricted by strata council regulations.

7. Encourage new residential development to provide a mix of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) throughout the building, as appropriate, to accommodate different household needs and sizes.

8. Encourage the development of flexible residential spaces (lock-off units, secondary suites where feasible) that can be adapted to changing family needs and/or act as a mortgage helper.

9. Encourage, and where appropriate, require that new residential buildings provide adaptable design measures, per established District guidelines, to accommodate the needs of people with disabilities and/or to serve the needs of elderly residents.

10. Encourage development of housing for seniors in the Town Centre, where appropriate.

11. Encourage, and where appropriate, require safe useable outdoor play spaces in new multi-family residential developments.

12. Encourage consideration of providing onsite private amenities with larger residential developments.

13. Encourage new residential development to incorporate lifestyle support features, secure storage for oversize sports equipment, parking for bicycles and scooters, artist/workshop space and dog walking space, as appropriate.

**Housing Affordability**

In a regional context of high property values, providing some measure of housing affordability has been and remains an important objective for the District. Affordability, used here, refers to low end of market, reduced market and non-market housing needed to house mid to low income groups. Redevelopment of the Lower Lynn Town Centre according to the land uses and densities in the OCP provides opportunities for establishing a portion of below market housing units through the redevelopment process and limited non-market units through partnerships with other agencies.

**Policies:**

1. Encourage the delivery of a range of affordable housing options to accommodate moderate to lower household incomes.

2. Where feasible and appropriate, seek to increase the supply of affordable housing units in new multi-family developments by encouraging, but not limited to:
   - inclusion of a portion of affordable rental, price controlled/restricted ownership units, or non-market units as part of the project,
   - provision of land dedicated for affordable housing, or
   - provision of a cash-in-lieu contribution to a housing opportunities fund for establishing new affordable units.
3. Encourage, and where appropriate, require proportions of affordable units that reflect the same mix and range of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) as per the market residential housing component of development projects.

4. Enable, where appropriate, a portion of new market apartments to be built as smaller units (of approximately 400 square feet) as an affordable market housing option.

5. Encourage the integration of affordable units into market residential projects.

6. Apply established design guidelines to achieve a portion of affordable units with adaptable design measures.

7. Pursue opportunities to reduce parking standards for affordable housing projects in the Town Centre.

8. Consider exempting affordable units from payment of Development Cost Charges.

9. Work with developers, senior governments, non-profit societies and other community partners to facilitate the provision of non-market residential units including supportive, transitional and low-income housing for residents with special needs.

10. Consider leveraging a portion of District-owned lands within the Town Centre to contribute towards non-market housing.
D. Economic Vitality

With redevelopment, the Lower Lynn Town Centre will have perhaps the greatest diversity of land uses of all the town and village centres in the District. Careful site planning, design and revitalization of these uses over time, will create a very unique, vibrant and thriving community. Light industrial and commercial areas provide important local employment opportunities and help sustain local and regional economies.

Under the OCP, redevelopment of the Lower Lynn Town Centre is anticipated to provide approximately 120,000 square feet of new locally serving retail space and approximately 40 – 50,000 square feet of new office space.

Commercial Uses

Commercial uses in the Town Centre include both local serving retail along Mountain Highway, and regional/destination retail along Main Street. Besides providing local access to goods and services, these services play a vital role in animating public spaces and providing entry level employment.

Policies:
1. Encourage and integrate local commercial uses, including a new grocery store, in the Town Centre to allow local access to retail services.
2. Establish Mountain Highway as the retail “high street” in the Town Centre.
3. Retain the regional destination retail character of Main Street.
4. Encourage retail uses surrounding the central gathering and other plaza spaces that contribute to the activation and programming of these spaces.
5. Ensure that commercial frontages along Mountain Highway provide physical and visual permeability to create a strong connection between the street and the retail services.
6. Encourage local serving office uses and home-based businesses in the Town Centre, as appropriate.
7. Encourage the establishment of a Lower Lynn Town Centre business association to help market the area to attract local customers.
8. Facilitate programs to attract and encourage businesses that have ecologically responsible operational practices and that support sustainable lifestyles and business practices.
Industrial Uses

Employment lands including light industrial areas (located within Lower Lynn Town Centre) and heavy industrial/port lands (to the south of Lower Lynn Town Centre) play an important role in the economy of the region and are also an important source of jobs for current and future residents of the Lower Lynn Town Centre community. Policies in this section seek to protect these employment lands and encourage intensification of these uses according to the OCP.

Policies:
1. Protect employment lands and encourage various measures to minimize potential impacts to surrounding land uses.
2. Support industrial infill development and the redevelopment of underutilized sites on employment lands.
3. Support measures to upgrade and improve the appearance and quality of industrial areas.
4. Review the Zoning Bylaw regulations to facilitate intensification of light industrial uses and consult with the business community through this process.
5. Consider opportunities for live work in the choice of use areas on Mountain Highway as shown in the Concept Plan (Figure 3).
6. Celebrate the industrial character of the area and reference through streetscape, public realm and form and character design as guided by the Lower Lynn Town Centre Design Guidelines.
7. Direct major retail uses to Main Street and Mountain Highway, as appropriate.
E. Transportation System

The Lower Lynn Town Centre’s central location in the District near the foot of the Ironworker’s Memorial Second Narrows Bridge, port-related activities and Phibbs Exchange, make this area a hub of transportation activity for buses, local and regional traffic, trains, trucks, cyclists and pedestrians. Existing transportation infrastructure (Highway 1, railway lines, Main Street) has influenced adjacent land uses and, in some cases, created physical barriers to neighbourhood connectivity. Transportation improvements guided by this Implementation Plan promote an efficient multi-modal transportation network and enhanced community connection.

Road Network

Road network policies in this Implementation Plan aim to reinforce and enhance the existing street grid pattern as well as improve the efficiency of traffic movements, circulation and connectivity.

Policies:
1. Enhance the Lower Lynn Town Centre street network as outlined in the Road Network Concept Map (Figure 9).

Figure 9. Proposed Road Network for Lower Lynn Town Centre
2. Establish a new East Keith Road extension north of Seylynn Village to facilitate local east-west traffic, to support the flow of regional traffic and to remove this through traffic from the core of the Lower Lynn Town Centre.

3. Following the establishment of the East Keith Road extension, enable the downgrading of Fern Street into a local, no-through street that facilitates connection of Seylynn Village to the rest of the Lower Lynn community.

4. Reconfigure Mountain Highway to facilitate efficient multi-modal movements, bus pullouts, turning bays and on-street parking, as appropriate (Figure 10).

5. Replace the Keith Road Bridge and move from 2 to 4 lanes.

6. Facilitate the development of commercial services lanes on either side of Mountain Highway in the vicinity of the Town Centre “heart” to enable service vehicle access and to improve circulation around the commercial core.

7. Install signalized intersections and enhanced signal timing to improve vehicular movements and enable safe pedestrian crossings.

8. Extend Orwell Street south to Oxford Street.

9. Establish Hunter Street, west of Mountain Highway as a greenway to support east-west pedestrian and cycling connections to the Town Centre and to Seylynn and Bridgman Parks.

10. Encourage siting of new buildings and structures to accommodate street widening to facilitate anticipated pedestrian, bike and vehicular movements.

11. As redevelopment occurs, explore opportunities for right-of-way improvements to assist in achieving multi-modal transportation objectives.

12. Consider opportunities to close some existing lanes entering from the west side of Mountain Highway where safety benefits are demonstrated.

13. Encourage access to off-street parking and loading areas from commercial service lanes rather than from Mountain Highway.

14. Consider the use of transportation demand management (TDM) measures to encourage efficient use of existing infrastructure and to encourage alternative forms of transportation (transit, cycling, walking).

15. Refer to the Lower Lynn Town Centre Design Guidelines for street sections and streetscape design.

16. Integrate transportation measures per the District’s Transportation Plan with redevelopment in the Lower Lynn Town Centre, as applicable.

17. Continue to work with the British Columbia Ministry of Transportation and Infrastructure and other agencies, as relevant, towards options for Highway 1 improvements that benefit the Lower Lynn Town Centre and the District overall.
Transit

Lower Lynn is a designated Frequent Transit Development Area. Residents of Lower Lynn will enjoy some of the best transit service in the region with 30-minute or less travel time to most of the region’s jobs. A number of different bus routes make stops along Mountain Highway at 15 minute intervals providing efficient, direct transit service to Vancouver and the SeaBus and enabling residents and workers in the Lower Lynn Town Centre to access frequent transit right outside their front door.

Policies:
1. Support and design for frequent transit bus service on Mountain Highway, Main Street and Oxford Street.
2. Integrate transit priority lanes to support frequent transit services and access to Phibbs Exchange.
3. Work with the regional transportation authority to accommodate future transit facility improvements and redesign of Phibbs Exchange including park-and-ride facilities and improved bus access routing.
4. Encourage redesign options for Phibbs Exchange that address pedestrian and public safety, reflect the quality design features and character of the Town Centre, and work to integrate this transit facility more fully with the Lower Lynn Town Centre community.
5. Enhance the pedestrian and cycling network to and from Phibbs Exchange as per Figure 11.
6. Encourage the regional transit authority to continue to provide services for bikes and bike storage facilities at transit hubs.

Figure 11. Transit Network Map for Lower Lynn Town Centre
Walking and Cycling

Communities that promote “active living”, including walking and cycling to nearby community services and amenities, benefit from improvements in overall community health, safety and liveability. The revitalized Town Centre will build on and strengthen the existing fabric of access routes and trails in the community to provide multiple opportunities for walking and cycling. Key implementation priorities for the Lower Lynn Town Centre include trail enhancements to improve pedestrian and cyclist safety and to improve connections to key destinations, including the Lynn Creek park and trail system, Park and Tilford, Lynnmour Elementary School, Capilano University, Phibbs Exchange and the Ironworkers Memorial Second Narrows Crossing.

Policies:
1. Promote active forms of transportation and community health through the establishment of an integrated pedestrian and cycle network (as shown in Figure 12).
2. Create comfortable walking environments on all streets and provide a generous sidewalk width along Mountain Highway in the Town Centre heart to accommodate side-by-side walking, store front viewing, street trees and street furniture.
3. Establish a series of marked pedestrian crossings along Mountain Highway to facilitate safe pedestrian movements.
4. Establish Crown, Orwell and Hunter Streets as important walking and cycling greenways.
5. Establish a wide pedestrian pathway along the north side of Oxford Street, linking the Town Centre to the Phibbs Exchange transit hub (see Figure 4d).

Figure 12. Proposed pedestrian and cycling network
6. Establish a linear “green spine” or publically-accessible pedestrian trail that connects neighbourhoods through the Town Centre area from Marie Place Park to Oxford Street and provides clear views to the North Shore Mountains.

7. Establish Crown Street as a key link in the Spirit Trail network complete with bike/pedestrian facilities and work with the City of North Vancouver, senior governments and the Squamish Nation to establish a bike/pedestrian crossing over Lynn Creek (west end of Crown) and over Highway 1 in the long-term.

8. Undertake improvements to enhance the Lynn Creek trail system, including beneath the East Keith Road and Highway 1 bridges to improve pedestrian and cycle access northbound to Lynnmour Inter River and southbound to the Town Centre core and Phibbs Exchange.


10. Pursue the establishment of mid-block breaks, especially through large blocks east and west of Harbour Avenue, to facilitate pedestrian access.

11. Consider the use of a comprehensive set of measures to improve cycling safety on all urban streets in the Lower Lynn Town Centre.

12. Enhance pedestrian and cycling safety along Main Street and to the Ironworkers Memorial Second Narrows Crossing and, where road widths allow, facilitate the establishment of a separated sidewalk and landscaped buffer along Main Street.

13. Encourage new development to provide for cycling facilities, including bike racks and end of trip facilities.

14. Develop way-finding measures and signage to direct pedestrians and cyclists to the community heart and other key destinations.

15. Coordinate the implementation of this Plan and other District-wide pedestrian and cycling network initiatives as they relate to the Lower Lynn Town Centre.

**Parking Management**

Given the ready access to frequent transit service and the movement towards a more walkable, bikeable community – there is an opportunity to consider reducing parking requirements, while at the same time recognizing the need for adequate on-street parking to support employment and retail uses. Reduced parking may facilitate use of more sustainable forms of transportation and help reduce overall development project costs.

**Policies:**

1. Consider on-street and off-street parking as an integrated system per Figure 13.

2. Design street networks in retail areas such that some on-street parking is available for retailers and traffic can easily circulate around the block.

3. Support households choosing to own fewer cars by reducing the amount of parking required to be built and introducing initiatives such as car-sharing and transit pass programs.

4. Consider reduced parking requirements for multi-family residential developments relative to unit type and context (e.g. frequent transit development area), in conjunction with trip reduction programs according to the following:
   - 1.5 parking spaces per unit for townhouses
   - 1.1 parking spaces per unit for apartments
   - 0.75 parking spaces per unit for rental apartments
   - 0.1 parking spaces per unit for visitors

5. Consider further parking reductions for non-market rental housing.

6. Consider opportunities for shared parking for complementary, adjacent uses in commercial areas. Development applicants may be required to provide a parking study to demonstrate feasibility.
7. Avoid resident-only on-street parking and consider time-restricted parking as an instrument to encourage efficient turn-over of on-street parking.

8. Encourage the unbundling of residential parking from strata units so parking can be managed separately from the unit, where appropriate.

9. Encourage unsold parking to be turned over to the strata corporation after the dwelling units are sold.

10. Seek to obtain post-occupancy survey information from new development to inform future decisions about parking rates.

11. Continue to encourage sufficient, secure bicycle parking and storage for residents, workers and visitors in all new developments.

Figure 13. On-street parking strategy for Lower Lynn Town Centre
F. Public Realm and Community Amenities

The public realm is made up of any publicly-accessible streets, pathways, parks, public open spaces and civic buildings/facilities arranged and designed in a manner that encourages public life and social activity, and contributes to the community’s character, liveability and sense of place. Urban design principles for establishing well-designed and inviting public spaces and streetscapes are outlined in the Lower Lynn Town Centre Design Guidelines. This Implementation Plan includes policies to inform the establishment of parks and open space, community facilities, public art and other community amenities.

Parks and Open Space

The Lower Lynn area enjoys access to a wide spectrum of parks and trails. Located on the doorstep of the Lower Lynn community, the Lynn Creek trail system is a significant and well used community asset that provides access to natural areas, to neighbourhood parks (Bridgman, Seylynn), District parks (Inter River and Lynn Canyon), regional (Lower Seymour Conservation Reserve) and Provincial parkland. Redevelopment provides opportunities to undertake parks revitalization, to introduce new parks and open space and to improve trail connectivity. The Parks and Open Space Network is outlined in Figure 14.

Policies:
1. Preserve, upgrade and expand existing parks, trails and open space in the Lower Lynn Town Centre to adapt to changing community needs and increased use.
2. Undertake a re-visualization exercise for Seylynn and Bridgman Parks to guide redesign so that these parks are working effectively to serve the needs of current and future users.
3. Coordinate improvements to Seylynn and Bridgman parks, the Lynn Creek natural parks and trail system, and local neighbourhood parks.
4. Explore the potential redevelopment and reconfiguration of the grass sports field at Seylynn Park.
5. Improve staging areas, traffic circulation and parking at Seylynn and Bridgman Parks.
6. Retain the existing skatebowl at Seylynn Park and, with stakeholder input, review options to renovate.
7. Expand and upgrade Marie Place Park as a neighbourhood park.
9. Encourage protection of significant natural areas and enhance the ability of parks to function as natural habitat.
10. Plan for a new central plaza on the east side of Mountain Highway in the heart of the Town Centre. Design this space as a community focal point for casual and programmed community uses including casual seating and interaction, community events and activities, outdoor retail services and displays.
Figure 14. Parks and open space network for Lower Lynn Town Centre
11. Encourage active land uses including retail, restaurants and civic facilities at ground level along the edges of the central plaza to create a successful and enlivened public space.

12. Establish an interconnecting mews that links the central urban plaza to Marie Place Park.

13. Consider opportunities for smaller open plaza spaces at key intersections (e.g. Crown Street, Main Street) along Mountain Highway.

14. Design public spaces with consideration of solar orientation, weather protection, typical use at different times of day and opportunities for passive surveillance.

15. Maintain, upgrade and revitalize parks and open space to better serve the Lower Lynn Town Centre community through, but not limited to:
   » opportunities for seating, gathering and special events
   » facilitating children’s creative and active play
   » opportunities for sport, recreation and relaxation for children, youth and adults
   » enhancing accessibility and inclusivity in parks, open spaces and trails
   » integrating way-finding, distinguishing features and public art to reinforce community character
   » integrating trees, landscaping and natural features for rainwater, environmental and other benefits
   » incorporating opportunities for urban agriculture
   » managing rainwater in an efficient and visually engaging manner
   » using water features to mitigate noise impacts (from traffic, industrial activities etc.) and
   » accommodating through travel by pedestrians and cyclists.

---

Community Facilities

Seylynn Hall, located in Seylynn Park, has operated as the only public indoor recreational facility in the Lower Lynn Town Centre area. Redevelopment of the Town Centre provides an opportunity to replace this aging facility and to respond to the recreational and community needs of current and future populations.

Policies:

1. Undertake a community/ recreational facility need assessment to assess potential demand for coordinated community and recreational services in a new modest scale Lower Lynn Town Centre facility.

2. Consider opportunities to locate a new neighbourhood community facility either adjoining the central plaza or adjacent to Seylynn Park.

3. Pending determination of feasibility and demonstrated needs, a new community facility could:
   » be a ‘community living room’ or hub for a variety of recreational and community services where people can gather, meet, socialize and access services, supports and information about their community.
   » include flexible, multi-use spaces to accommodate changing community needs over time.

4. Subsequent phases of analysis may include: identifying capital and operating costs, considering potential locations for a community centre, and exploring potential partnership models and developing design parameters.
Public Art

Public art conveys interesting local stories, speaks to community values, interprets the physical and cultural environment and celebrates local character. It can be fun and quirky, insightful and breathtaking, but most of all it can be an exciting way to differentiate one community or neighbourhood from another.

Policies:
1. Refer to the Lower Lynn Town Centre Public Art Plan that outlines recommended public art principles, master planning context and recommendations for public art that are specific to Lower Lynn Town Centre.
2. Encourage the integration of public art as a means to help shape local community identity and character especially in key public realm areas including, but not limited to: the central public plaza, key gateways, adjacent to a community centre, entrance to Seylynn Park, and Mountain Highway intersections at Crown Street and Main Street.
3. Recognize that public art can have both aesthetic and functional roles and can be expressed in or in relation to a variety of different forms, including:
   » artistic landmarks (gateway features, community facilities, sculptures, murals)
   » functional streetscape/architectural design (street furniture, pavement treatment, tree grates, lighting, entrances, fencing, playground equipment, bridge elements and more)
   » features in the natural environment (parks, pathways, playgrounds, landscaping)
   » components of public buildings (murals, entrance features, play structures) and
   » interpretive way-finding, trail markers and other signage.
4. Consider opportunities to include public art in pedestrian/cycle crossings over Lynn Creek.

Community Amenity Strategy

Parks and open space, community facilities and public art are examples of community amenities that are important ingredients for community health and liveability in new urban centres. As a condition of rezoning, and to address increased demand on existing municipal facilities and services from new
development, developers may be asked to provide a community amenity contribution (CAC). Such community amenity contributions may come in the form of either built amenities or a cash-in-lieu contribution towards community amenities.

**Policies:**

1. Community amenity contributions (CACs) for the Lower Lynn Town Centre should be negotiated on a site-specific basis per the District’s Community Amenity Contribution policy and CAC strategy for OCP designated Town and Village Centres.
2. Identify site specific built amenities that should be provided through redevelopment of major sites.
3. Seek to establish the following overall community amenities in the Lower Lynn Town Centre:
   - A modest small scale community/recreational facility (based on needs assessment)
   - A childcare facility (in addition to the facility to be built at Seylynn Village)
   - An adult/senior facility
   - A satellite library
   - Redesign and upgrade of Seylynn and Bridgman Parks
   - Expansion and enhancement of Marie Place Park
   - A new neighbourhood park south of Crown Street
   - New or improved bike/pedestrian greenway connections such as:
     - Crown Street greenway and Spirit Trail links
     - Improved Lynn Creek trails, connections and crossings
     - Orwell Street bikeway and Oxford Street greenway
     - Neighbourhood pedestrian-oriented green spine
   - A new central urban plaza in the heart with interconnecting mews to Marie Place Park
   - A series of smaller urban plazas at key corners on Mountain Highway
   - Affordable, non-market and special needs housing
   - Public art, and
   - Mountain Highway streetscape beautification.
4. Community amenity contributions may also be directed towards operational seed funding for and furnishing of the community recreation centre, provision of services (programs for seniors, families, youth, etc.), measures to reduce potential industrial/residential use conflicts, and other amenities as recommended by the community and determined by Council.

**Community Services**

The delivery of community services and programs supports the health and well-being of local residents and the economic development of local businesses. The District will need to look to innovative opportunities and partnerships for the delivery of these services.

**Policies:**

1. Facilitate the delivery of accessible community services, social programs and infrastructure to support local residents and businesses.
2. Identify opportunities to co-locate services and infrastructure to realize both capital and operating efficiencies.
3. Promote relationships and partnerships between the District and other relevant agencies and organizations for the effective delivery of services in the Town Centre.
4. Maintain and facilitate the programming of community open spaces such as the central plaza to contribute to its prominence as a place to gather for various activities such as farmer’s markets, concerts, festivals, exhibits and informal leisure.
# Table of Contents

1 | INTRODUCTION ......................................................................................................................... 3
   Intent of this strategy .................................................................................................................. 3
   Public and stakeholder consultation .......................................................................................... 4

2 | FOCUS FOR THIS RENTAL AND AFFORDABLE HOUSING STRATEGY ........................................ 5
   Low and moderate income households .................................................................................... 5
   Target resident households ....................................................................................................... 6

3 | ESTIMATED RENTAL DEMAND .............................................................................................. 8

4 | LEVEL OF AFFORDABILITY .................................................................................................... 9

5 | KEY RENTAL AND AFFORDABLE HOUSING GOALS ............................................................ 10
   GOAL 1: Expand the supply and diversity of housing ............................................................... 10
   GOAL 2: Expand the supply of new rental and affordable housing ........................................ 11
   GOAL 3: Encourage the maintenance and retention of existing affordable rental .................. 12
   GOAL 4: Enable the replacement of existing rental housing with conditions ......................... 12
   GOAL 5: Minimize Impacts to Tenants ................................................................................... 13
   GOAL 6: Partner with other agencies to help deliver affordable housing ............................... 14

6 | IMPLEMENTATION OF THIS STRATEGY ................................................................................ 15
1 | INTRODUCTION

As guided by the North Vancouver District’s Official Community Plan (OCP), increasing housing choices to meet the diverse needs of residents of all ages and incomes is a key objective for this community.

While important strides have been made to increase the type and tenure of housing through revitalization and mixed use redevelopment of designated town and village centres, a more focused strategy is needed to address the needs of low and moderate income households in their efforts to find affordable housing choices.

Intent of this Strategy

The District has an opportunity to promote retention of existing rental, and the expansion of the affordable rental housing inventory through the implementation of the OCP and other relevant bylaws and policies, and the administration of the land development application and review process. Realization of affordable housing objectives will require collaboration and partnerships with senior government agencies, non-profit housing providers, and other community stakeholders.

This Rental and Affordable Housing Strategy has been developed with the input of District residents, non-profit housing providers, housing agencies, and development industry representatives. Goals, policies and implementation measures in this strategy are intended to guide the community, developers, Council and staff towards the provision of housing choices for low to moderate income households in the District.

This strategy also supplements and provides additional detail to inform existing housing policies in the Official Community Plan (OCP), centres implementation plans, and other relevant Council policies.
Public and Stakeholder Engagement

This Rental and Affordable Housing Strategy has been shaped by housing research, data from OCP-related forums on housing, a series of workshops with Council, online and in-person public surveys, and stakeholder feedback. This process is illustrated in Figure 1.

In February - March 2016, the District hosted a number of workshops with non-profit organizations, housing providers/agencies, and development industry representatives to gather feedback on the draft strategy. Approximately 45 participants, representing 32 organizations, attended these workshops.

In May 2016, the District retained NRG Research Group to conduct statically valid telephone and onsite interviews with home owners and renters in the District. A total of 689 residents provided input through these surveys. An additional 83 residents submitted responses through an online survey posted on the District’s website.

Figure 1. Planning and engagement process to develop the strategy
2 | FOCUS FOR THIS STRATEGY

Low and moderate income households

A healthy community has a diverse spectrum of housing types to accommodate the housing needs of residents of all ages, incomes, abilities and household sizes. Figure 2 illustrates the continuum of housing in the District from non-market housing for vulnerable and low income populations to market housing for higher income households.

1. Focus on the needs of low and low to moderate income earning households that are most likely to face challenges in finding appropriate and affordable housing.

These households are largely renters earning an estimated 30 - 50% and 50 - 80%, respectively, of the District’s median rental household income. This area of focus roughly coincides with the social housing, low end market rental and market rental housing segments of the District’s housing continuum.

<table>
<thead>
<tr>
<th>Non-Market Housing</th>
<th>Market Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency Shelters &amp; Transitional Housing</td>
<td>Low End Market Rental</td>
</tr>
<tr>
<td>Supportive Housing</td>
<td>Market Rental Housing</td>
</tr>
<tr>
<td>Social and Co-op Housing</td>
<td>Entry Level Market Ownership</td>
</tr>
<tr>
<td></td>
<td>Market Home Ownership</td>
</tr>
</tbody>
</table>

Figure 2. Housing continuum in the District

The above focus aligns with OCP direction to develop a rental and affordable housing strategy to address the housing needs of low to moderate income earning households. It is also consistent with and helps support key goals in the Regional Affordable Housing Strategy.
Target resident households

Ensuring an intergenerational mix of residents of all ages, incomes and abilities is important to the ongoing health and vibrancy of our community.

2. Consider the housing needs of lower income families as a key area of focus.

3. Seek to address the housing needs of lower income seniors, students, persons with disabilities and vulnerable populations at risk of being homeless, as well.

There is an on-going need for more affordable and rental housing choices for the following types of residents.

Families

Housing is needed for families that cannot afford home ownership and need additional space for children and/or extended family members. In 2011, an estimated 1,520 District households were living in core need and spending at least half of their income on housing, and approximately 860 (56%) of these were family households. In the absence of more affordable housing choices, many of these families may be forced to leave the District.

Young Adults and Students

Demographic trends for the District show a declining number of young adults aged 20 - 40 years, and identified as the ‘missing generation’ in the OCP. At the same time, local business operators report challenges in attracting and retaining qualified employees given the high land values on the North Shore. Affordable housing choices are needed to ensure that young adults receiving education, entering the work force and starting to raise families can continue to live and thrive in the District.
Seniors

Seniors are projected to comprise the largest proportion of the District’s population in the coming decades. While the majority of seniors over 55 years own their current home and expect to be owning a home for the next 10 years, some lower income seniors are looking for low maintenance and affordable rental housing choices close to transit and other community amenities and services.

Persons with Disabilities

Persons living with cognitive and/or mobility disabilities are faced with tough challenges in finding affordable, barrier free housing. Some older purpose built rental units present limited options for persons with disabilities and an increased supply of affordable accessible designed units is needed.

Vulnerable persons at risk of homelessness

While the numbers of homeless people have, in recent years, remained relatively constant, social service providers across the North Shore report a growing number of vulnerable populations at risk of homelessness and waitlists for social and non-market housing continue to grow.
3 | ESTIMATED RENTAL DEMAND

The OCP (2011) anticipates capacity for approximately 10,000 net new units in the District by 2030.

As guided by the Metro Vancouver housing demand estimates in the Regional Growth Strategy (Metro 2040) and the Regional Affordable Housing Strategy, the District has established an estimated 10 year demand for affordable housing.

4. The 10 year (2016 – 2026) estimated demand for affordable rental units in the District is 600 -1,000 units.

These affordable rental units are intended to form part of, and not in addition to, the anticipated 10,000 net new units.
4 | LEVEL OF AFFORDABILITY

Canada Mortgage and Housing Corporation (CMHC) generally considers housing to be “affordable” when a household spends no more than 30% of their gross household income on shelter costs (rent, mortgage payments, property taxes, strata fees, and heating costs). CMHC has also established a set of recognized and regularly updated affordability levels that are derived from the CHMC annual rental market survey.

5. Establish rental thresholds for new affordable rental units at the time of rezoning and through a signed Housing Agreement.

6. Use the established CMHC Affordability Criteria, as updated on an annual basis, to guide the determination of affordability levels.

7. Include provisions in the Housing Agreement to the effect that existing and potential renters are income tested to ensure that affordable units are provided to low and low-moderate income earners.

Calculations of actual rents must refer to annually updated CMHC Market Rental reports.

Stats Canada census provides median household income (MHI) data every 5 years. MHI calculations may be adjusted by the annual rate of inflation to reflect incremental changes to income in the interim years.
5 | KEY RENTAL AND AFFORDABLE HOUSING GOALS

This section establishes key goals and corresponding policies to guide the rental and affordable housing in the District.

GOAL 1: Expand the supply and diversity of housing

As we move towards 2030, the majority (75 – 90%) of new housing is anticipated to be added in key growth centres, while preserving the neighbourhood character and lower density of established neighbourhoods. 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.

8. Continue to encourage diversity and increase the supply of housing in town and village centres in accordance with OCP and centre implementation plan policies.
GOAL 2: Expand the supply of new rental and affordable housing

Following a 30 - 40 year period of little change in the inventory of rental housing, some renewed interest in developing new purpose built market rental is emerging. Low interest rates, higher rental returns, municipal incentives and other factors have contributed to making the market rental housing more attractive to some developers. Municipal policy, partnerships and negotiated approaches at rezoning are needed to increase the supply of affordable rental housing that the market will not ordinarily provide. Locating affordable rental in centres that are within walking distance to frequent transit provides alternate transportation choices and helps ease the transportation costs and financial burden for renters.

9. Expand the supply of rental and affordable housing in a manner that is consistent with the OCP, and enables low and moderate income households to access transit and community services, retail and employment within walking distance from their homes.

10. Encourage development applicants to demonstrate how the proposed project will support rental and affordable housing in the District, where feasible.

11. Ensure that new rental includes a range of units, (i.e. number of bedrooms) to suit the needs of families and other households.

12. Negotiate for rental and affordable units, land (typically for larger projects), a cash-in-lieu contribution (typically for smaller projects) towards affordable housing, or some combination thereof, at the time of rezoning, and on a case-by-case.

13. Consider opportunities for density/height bonus zoning, on a case-by-case basis, to facilitate provision of affordable housing.

14. Consider opportunities, on a case-by-case basis, to incentivise rental and affordable housing with parking reductions in key centres and along the frequent transit network, and in consideration of applicable centres plans and transportation policies.

15. Continue to apply the strata rental protection policy recognizing that strata rental provides an important source of market rental housing.
Key Goals - continued

GOAL 3: Encourage the maintenance and retention of existing affordable rental

Existing, older purpose built rental housing makes an important contribution to the affordable rental inventory in the District, and provides a key source of more affordable housing for low to moderate income families and other households. Progressive maintenance and restoration of these buildings is necessary to extend their service life and to ensure their functionality and liveability for residents.

16. Encourage the maintenance of purpose built rental to the end of its economic life, and ensure the appropriate enforcement of the Standards of Maintenance Bylaw in consideration of other applicable policies.

17. Prioritize the maintenance, restoration and retention of purpose built rental subject to an objective assessment of the building condition, and in consideration of applicable centres plans objectives and policies.

GOAL 4: Enable the replacement of existing rental housing with conditions

It is recognized that even with ongoing and regular maintenance, by 40 - 50 years of age, several major mechanical components of residential buildings may need to be replaced outright. Higher maintenance costs associated with this work may be reflected in higher rents and/or sub-standard living conditions if maintenance is deferred. On a case-by-case basis, the condition of an existing rental building may warrant redevelopment.

18. Consider the replacement of existing rental, on a case-by-case basis, and subject to negotiation of the replacement rental units reflecting the number of bedrooms and affordability of original units, or some combination thereof, to meet the affordable housing needs of families and other households.
GOAL 5: Minimizing Impacts to Tenants

Potential demolition of older multi-family rental buildings has raised concerns for displaced renters who may face significant challenges in finding suitable affordable housing in a low vacancy rate climate.

A Residential Tenant Relocation Assistance Policy outlines procedures to assist current tenants in finding alternative and affordable accommodation. Such procedures may include providing advanced notice to tenants, assistance with relocation, moving cost allowance, right of first refusal in the new building, long term tenant bonus, and/or other measures.

19. Work with land owners and developers to explore a phased approach to development to minimize impacts to existing tenants, where feasible.

20. Apply a Residential Tenant Relocation Assistance Policy to encourage development proponents to offer assistance to tenants in their search for new housing.
Key Goals - continued

GOAL 6: Partner with other agencies to help deliver affordable housing

Addressing the affordable housing needs of lower and low to moderate income households will require partnership and collaboration with diverse community partners. Efficiencies can be realized when affordable housing is constructed as part of a market housing or mixed use development project. The day-to-day operation of affordable housing units and provision of services to tenants, as needed, is often managed by non-profit housing providers. Capital grants or other financing from Provincial and Federal governments can strengthen the economic feasibility of an affordable housing project. Strategic use of District owned lands, which may involve a long-term lease, can help leverage senior government funding.

21. Seek opportunities to partner with community stakeholders and senior government towards achieving affordable housing goals.

22. Explore opportunities to utilize District owned land subject to consideration of, but not limited to: proximity to frequent transit network; access to community services and employment; availability of external funding and partnerships; alignment with OCP, centres implementation plans and other applicable municipal policies.

23. Derive value from individual District owned lots for affordable housing in a manner that is consistent with Council policies.
6 | IMPLEMENTATION OF THIS STRATEGY

Successful implementation of rental and affordable housing in the District will require regular data collection and monitoring to ensure alignment with changing community needs. A reporting framework will provide a consistent and comprehensive means of tracking important housing metrics, and may be used to inform future adjustments, as may be needed, for Council’s consideration. Implications to the existing funding levels will be considered with the long-term funding strategy.

26. Establish a reporting framework to routinely monitor appropriate affordable housing metrics, not limited to the number of units and bedrooms, and level of affordability of existing and new affordable units, by project and by area.

27. Report on these metrics for each applicable residential development application and on a consolidated, annual basis and compare to projected demand estimates.

28. Consider the allocation of Community Amenity Contribution funds for affordable housing, on a case-by-case basis, and subject to consideration of the District’s long-term funding strategy.
June 21, 2021

Acknowledgements

This document was authored by Urban Systems Ltd. under the direction of the District of North Vancouver and with input from the public, stakeholders and District of North Vancouver staff.

This report is prepared for the sole use of The District of North Vancouver. No representations of any kind are made by Urban Systems Ltd. or its employees to any party with whom Urban Systems Ltd. does not have a contract.

© 2021 URBANSYSTEMS®.
Executive Summary

This Action Plan was created to support the District of North Vancouver’s work towards achieving the vision that was defined in the 2011 Official Community Plan (OCP). The OCP envisions a community that is sustainable, inclusive, resilient, and vibrant. The Action Plan focuses on four key topic areas that are inextricably inter-related: transportation, housing, economy and employment lands, and climate emergency. Urgency to address the challenges in these topic areas has grown since the OCP was originally adopted in 2011.

This Action Plan includes eight priority actions, 21 supporting actions, and two implementing lenses that will move the District forward as it continues to implement the OCP.

The priority actions are:

1. Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space
2. Advocate for infrastructure and service improvements, such as Rapid Transit, to get our key transportation networks moving better
3. Prioritize rental, social, and supportive housing projects to increase the range of housing options
4. Make transit faster and more reliable on our major routes
5. Increase housing diversity to support a range of incomes, household types, and accessibility needs within and close to Town and Village Centres
6. Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle
7. Strengthen the resiliency of natural and built environments to adapt to a changing climate
8. Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency

Two implementing lenses are intended to guide decision-making and how the District implements all the actions:

1. Include social equity considerations in District decision-making to strive for a more inclusive and equitable community
2. Include climate change considerations in decision-making to increase the District’s climate leadership

The 21 supporting actions are also important components of the District’s overall strategy of implementing the OCP around the four focus topic areas. They are listed in the document.

With clarity around the issues and a common understanding of the path forward, this Action Plan is a strong roadmap for moving towards the OCP vision together.
# Table of Contents

- **Executive Summary**  
  - i

- **Achieving our Vision**  
  - 1
    - Our OCP Vision ................................................................. 1

- **Goals**  
  - 3

- **Action Plan**  
  - 5
    - Understanding the Actions ..................................................... 6
    - Priority Actions Summary....................................................... 9
    - Priority Actions................................................................. 10
    - Supporting Actions Summary.................................................. 26

- **Implementation & Monitoring**  
  - 27
    - Integrating Social Equity in the Action Plan ......................... 28
    - Implementing Lenses ............................................................ 29

- **APPENDIX A: Background**  
  - Issues  
    - 32
  - Progress to Date  
    - 37
  - Process  
    - 39
      - Public, Stakeholder and Partner Engagement ..................... 41

- **APPENDIX B: Actions Table**  
  - Priority Actions ................................................................. 44
  - Supporting Actions ............................................................. 47
In 2011, our community came together to define a vision for this place where we live, learn, work, and play. Our vision formed the foundation of the 2011 Official Community Plan (OCP), which establishes goals and policies to guide growth and change in the District through 2030. The OCP provides a roadmap for how we will invest in making our community a better place.

We have made progress on achieving our vision, and we have also encountered challenges. Since the time frame for the OCP is about 20 years, it is expected that new challenges will arise during that time. In response to these challenges, Council considered the OCP vision and determined that it still reflects the community we want to build together. Council determined that a targeted review was needed to refocus implementation of the OCP given new and evolving challenges, imbalances created through action to date, and to prioritize actions going forward.

How do we respond to these emerging challenges and take actions that help us achieve the community’s collective vision in the OCP?

This Action Plan has been developed to identify a path forward for the District.

Our OCP Vision

Our vibrant neighbourhoods and centres are framed by our mountain backdrop, forests, streams and shorelines.

We live in an inclusive and supportive community that celebrates its rich heritage and lives in harmony with nature.

Our neighbourhoods include people of all ages, cultures and incomes. All are equally welcomed, valued and actively engaged in community life.

Our young have safe and healthy environments in which to grow and succeed; our seniors can remain in the community with their needs met in a dignified way.

Our network of well designed, livable centres provides a wide range of housing options and opportunities to shop, work and gather.

Our local businesses are resilient and diverse, providing the services we need and an array of employment opportunities.

Education, art, culture and recreation enrich our daily lives; we are an active, healthy and creative community.

Our enviable pedestrian and cycling network connects us to our destinations and our unparalleled natural environment.

Many people walk, cycle and take transit, leaving their cars at home as viable alternatives are available.

Our community is effectively addressing and adapting to the challenges of climate change. Our air is clean, our water is pure, our waste is minimal: our lifestyle is sustainable.
There are four topic areas where we have heard and experienced new challenges since 2011:

- Increased traffic congestion on our roadways, due to growing travel on constrained infrastructure combined with challenges in expanding transportation options.
- A lack of diverse and attainable housing for people who work locally.
- Stress on the local economy as some businesses experience rising costs and difficulties attracting and retaining staff due to transportation and housing challenges.
- Increasing urgency of addressing the climate emergency by reducing the greenhouse gas emissions we generate and enhancing the resilience of our built and natural environments.

As part of this review, Council also asked that the targeted review of the OCP look at the topic areas in terms of social equity considerations.

- Rising community expectations of the District to address complex social challenges and embed social equity into decision-making.

Achieving our vision will take some time and there have been some growing pains along the way. Some members of our community have expressed concerns that development has exacerbated the very issues that it was supposed to address.

The challenges identified are deeply interconnected. Making progress to achieve the OCP goals requires we take actions that will make a difference in multiple areas.

For example, completing a network of Town and Village Centres throughout the District, as identified in the OCP, is a pathway towards achieving goals related to all four topic areas (transportation, housing, economy, and the climate emergency) and social equity. Realizing our network of centres also allows the District to make use of resources beyond what the District alone can invest – resources from private sector development and public sector partners. Simply put, we cannot meet our goals or achieve our vision without our Town and Village Centres.

We also recognize that much of the progress we have made on our goals has been made possible through our network of centres. Completing these centres will allow us further opportunities to achieve our vision.

This Action Plan provides a clear guide for how the District prioritizes its resources to make the biggest strides towards achieving the OCP goals by 2030. Developed in consultation with the community, it establishes tangible actions and priorities to address our emerging challenges in transportation, housing, economy and climate emergency.

A summary of important background information, including the issues, progress to date, public and stakeholder engagement, and the overall Targeted OCP Review process can be found in Appendix A. More detailed information is available in the topic area white papers and Social Equity Lens Paper, which are available online.¹

¹ Official Community Plan white papers: https://www.dnv.org/community-environment/official-community-plan-white-papers
Social Equity Lens Paper: dnv.org/social-equity
This Action Plan provides a road map for the District of North Vancouver to progress towards achieving the goals identified in the 2011 Official Community Plan (OCP), focusing on the four topic areas of transportation, housing, economy & employment lands, and climate emergency, with an overarching commitment to social well-being and equity.

This diagram illustrates how these topics are both interconnected and directly related to the goals of the OCP.

Goals

**Economy & Employment Lands**
Support a diverse and resilient local economy that provides quality employment opportunities.

**Social Well-Being**
Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents.

**Transportation**
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.

**Housing**
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.

**Climate Emergency**
Develop an energy-efficient community that reduces its greenhouse gas (GHG) emissions and dependency on non-renewable fuels while adapting to climate change.

Source: Official Community Plan, 2011
Addressing the issues and challenges requires targeted action – action that is focused on activities that is anticipated to make the biggest difference in accomplishing the District’s goals across all four topic areas. This section outlines an action plan that was created with input from the public, stakeholders, technical experts, and Council.

The Action Plan is a guide to help the District prioritize time and resources towards realizing the vision in the OCP and to address the specific challenges and goals around the four topic areas. It focuses on actions that the District can take independently, but also includes actions to take alongside partner organizations, and actions to ask from others.

These actions were brought together and refined throughout the Targeted OCP Review – beginning with the research and technical work completed as part of the white papers and Social Equity Lens Paper, enhanced and refined based on input from stakeholders, and informed and prioritized with input from the public via an online survey in May 2021. They represent the most effective actions the District can take to meet the challenges identified across the four topic areas with the intent of achieving the vision articulated in the OCP.

The actions have been divided into two groups:

1. **PRIORITY ACTIONS** – these actions are the strongest contributors to our ability to achieve our goals across the four topic areas, had the highest alignment during the Targeted OCP Review Workshops with Council in February 2021, and had moderate or high support by respondents to the community survey conducted in spring 2021. The priority actions are the highest priority for implementation.

2. **SUPPORTING ACTIONS** – these are the remaining actions that were identified through technical work and consultation as being important in working towards the District’s goals.

The actions are presented in order of an action’s contribution to achieving the OCP goals in all four topic areas.

Two implementing lenses are included to guide and inform how the actions are implemented (see Implementation and Monitoring section).

---


3. Social Equity Lens Paper: [dnv.org/social-equity](dnv.org/social-equity)
Understanding the Actions

This section defines the symbols and terms used to describe each action. The symbols are used for the priority actions and the supporting actions. Beyond the symbols, the priority actions also include more descriptive information about what the intended outcome of each action is, recent progress, and activities that the District should take in order to implement the action. For each priority action there are considerations about how implementation could affect equity priority groups.

Contributes to Goals

The actions are intended to move the District towards the goals identified in the OCP for the four target areas. These icons symbolize how effective the action is expected to be in achieving the goal for that topic area.

Each topic area is identified by its icon and colour.

- **Transportation**
- **Housing**
- **Economy & Employment Lands**
- **Climate Emergency**

If the icon is grey, the action is expected to have **little to no impact** on achieving the goal.

If the icon has one bar, the action is expected to have a **small impact** on achieving the goal.

If the icon has two bars, the action is expected to have a **moderate impact** on achieving the goal.

If the icon has three bars, the action is expected to have a **large impact** on achieving the goal.

Trajectory Stage

This Action Plan continues the District’s progress towards goals that were defined in 2011. As a result, some actions are already in progress while others are new to the District. The symbols below identify the trajectory of each action to meet the OCP goals.

- **New** means an action that has not yet been started by the District and will be a new component of implementing the OCP.

- **Continue** means keep progressing on an action that is currently planned and being delivered.

- **Accelerate** means to implement this action faster than was occurring before the Targeted OCP Review. Actions identified as ‘accelerate’ were already in progress in some way, but more or quicker action is needed to meet the goals of the OCP in the four topic areas.
District’s Role

These symbols indicate the District’s role and resulting level of control in achieving the results of the action. In all cases, the District has a meaningful role to play; however some actions must be completed collaboratively with partner agencies, while for others the ultimate decision-making lies with another organization.

Do means the District has the decision-making authority and tools to complete the action. Partners may be engaged or consulted.

Partner means the District must work collaboratively with public and private sector organizations to successfully implement the action.

Ask means that the ultimate decision-making required to deliver results lies with another partner; however, the District can both advocate and create conditions that favour the desired result.

Cost

The cost to implement the action is estimated for the remainder of the OCP – around nine years. It includes costs to the District, not costs to other organizations, and reflects 2021 Canadian Dollars. For more information, refer to the District’s rolling long-term financial plan, which is updated annually⁴. Costs for staff time within the existing District staff complement are not included.

Costs marked as ‘New’ are not included in the current Financial Plan. ‘Planned Costs’ are included in the current Financial Plan. Some actions result in potential ‘new revenue’ for the District that is expected to exceed the costs of implementation.

0. No cost to the District

1. Under $100,000 (e.g., plan or policy development, etc.)

2. $100,000 to $1,000,000 (e.g., smaller capital works, ongoing programs, etc.)

3. $1,000,000 to $10,000,000 (e.g., ongoing capital works, larger projects, new long-term staff)

4. $10,000,000 or more (e.g., major capital works, substantial ongoing programs)

Quick Win

These activities can be implemented by the District within the first 18 months of the Action Plan.

## Priority Actions Summary

These actions make significant contributions to the goals in the four topic areas, as illustrated below.

<table>
<thead>
<tr>
<th>Priority Actions</th>
<th>Contributes to goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space</td>
<td>Large impact</td>
</tr>
<tr>
<td>2. Advocate for infrastructure and service improvements, such as Rapid Transit, to get our key transportation networks moving better</td>
<td>Large impact</td>
</tr>
<tr>
<td>3. Prioritize rental, social, and supportive housing projects to increase the range of housing options</td>
<td>Moderate impact</td>
</tr>
<tr>
<td>4. Make transit faster and more reliable on our major routes</td>
<td>Large impact</td>
</tr>
<tr>
<td>5. Increase housing diversity to support a range of incomes, household types, and accessibility needs within and close to Town and Village Centres</td>
<td>Moderate impact</td>
</tr>
<tr>
<td>6. Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle</td>
<td>Moderate impact</td>
</tr>
<tr>
<td>7. Strengthen the resiliency of natural and built environments to adapt to a changing climate</td>
<td>Moderate impact</td>
</tr>
<tr>
<td>8. Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency</td>
<td>Large impact</td>
</tr>
</tbody>
</table>

These priority actions are to be implemented using the following lenses:

1. Include social equity considerations in District decision-making to strive for a more inclusive and equitable community
2. Include climate change considerations in decision-making to increase the District’s climate leadership

### Key
- Little to no impact
- Small impact
- Moderate impact
- Large impact
PRIORITY ACTION #1

Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space

This action could include:
Focusing on completing the compact Town and Village Centres that are housing-diverse, mixed-use, and offer a range of services within walking and cycling distance (e.g., amenities, transit, housing, employment, and recreation opportunities). Considering approval of applications that contribute to achieving the “network of centres” vision in the Official Community Plan while ensuring new development has low greenhouse gas emissions and is resilient to climate change.

Desired Outcomes
- Complete, connected communities where people can live, work, learn, and play.
- High quality, safe, and comfortable walking, cycling, and transit connections within the District’s Town and Village Centres.
- Housing and business forms that suit diverse needs, lower greenhouse gas emissions, support rapid transit, and are resilient to climate change. Rapid Transit options can include Rapid Bus, SkyTrain, and/or Light Rail.

Current Trajectory
Development has been progressing in the Town and Village Centres, resulting in new homes and business space, contribution to community amenities, and new walking and cycling infrastructure. Growth in the Town and Village Centres has started to result in improving transit service and regional plans for more frequent and rapid transit in the future.

As the Town and Village Centres are still in progress to realize the OCP vision, there are amenities and walking and cycling routes that have not yet been completed, and some challenges for businesses hoping to grow along with local residents.
Implementing Activities

Activities

A. Conduct a Development Approvals Program review to capture a streamlined and consistent Town and Village Centres approval process that prioritizes and incentivizes development that is aligned with the District’s goals.

B. Focusing on Town and Village Centres, continue to explore incentives and policies that achieve the District’s housing goals, and clearly communicate these programs and policies.

C. Ensure that development within the Town and Village Centres meets multiple community objectives and contributes to this priority action, as well as others.

D. Ensure that Town and Village Centres are delivered with enough density to support future rapid transit.

E. Ensure that development provides off-site amenities, including active transportation infrastructure and comfortable bus stops and on-site amenities, including secure bicycle parking, adequate passenger loading / unloading zones. Also ensure that all development meets Transportation Demand Management and Parking Management policies.

F. Identify central locations for freight delivery loading / unloading for smaller vehicles and cargo bicycles in proximity to Town and Village Centres.

G. Implementing new low-carbon standards for all new residential and commercial buildings (July 2021).

H. Ensure Town and Village Centres are planned and developed to be resilient to climate change and sea level rise in accordance with the District’s Climate Change Adaptation Strategy, the North Shore Sea Level Rise Strategy, and other applicable policies.

I. Identify opportunities within Town and Village Centres to enhance ecosystems and protect natural assets on private and public lands.

J. Undertake a Town and Village Centre-focused commercial strategy to both identify existing barriers to development and to highlight effective mitigation and development incentive measures (see also Supporting Action #4).

K. Ensure that diverse and affordable housing types are located close to services, employment and transit.

L. Identify opportunities to develop parks and recreation facilities within Town and Village Centres in a way that enhances equity and climate goals.

Partners

- Development Community
- Social Service Organizations
PRIORITY ACTION #2
Advocate for infrastructure and service improvements, such as Rapid Transit, to get our key transportation networks moving better

This action could include:
Increasing advocacy and partnerships for improved connections across the North Shore and across Burrard Inlet. Examples include: Rapid Transit to North Shore, transit between Squamish area and Metro Vancouver, more frequent transit service (e.g., RapidBus). Exploring partnerships with TransLink to facilitate shuttles, bike parking, and subsidized transit.

Desired Outcomes
- Transit provides a fast and reliable alternative to driving, especially for people living, working, playing or learning in Town and Village Centres.
- Transit frequently used by many people.
- Growing transit use relieves pressure on major roads for the delivery of goods and services, and emergency response vehicles. It also reduces greenhouse gas emissions from transportation.

Current Trajectory
The District partnered with other agencies across the region to deliver the Integrated North Shore Transportation Planning Project (INSTPP) that identified actions to improve access and address mobility challenges on the North Shore. Regional partners are now working on planning and delivering some of the solutions, including Rapid Transit to the North Shore with the Burrard Inlet Rapid Transit study.

Recent progress has included the introduction of the R2 RapidBus along Main-Marine (Phibbs Exchange to Park Royal), the Express 222 connecting the North Shore and the SkyTrain in Burnaby (Phibbs Exchange to Metrotown), and piloting shuttle service to regional parks in partnership with Metro Vancouver.

Growth in the Town and Village Centres has allowed the District to secure dedicated roadway space for transit and to improve transit access. These actions show partners that the District is committed to creating conditions that support future Rapid Transit.
Equity Considerations

- Prioritize connections to transit in and around under-served lower income neighbourhoods and around lower income jobs (e.g., retail commercial areas).
- If property is acquired for transit projects, support any displaced tenants with adequate relocation assistance.
- Consult with equity priority groups to identify their needs in the transit corridors under review.
- Use this action to ensure people who can not drive have mobility options.

Implementing Activities

Activities

A Continue advocating for rapid transit to – and within – the North Shore as part of Transport 2050, Metro Vancouver’s Regional Transportation Plan, which is being completed by TransLink.

B Encourage and approve development within the Town and Village Centres that supports the case for future frequent and rapid transit.

C Continue working with regional partners to advocate for and deliver the actions and strategies recommended by INSTPP, including Rapid Transit to the North Shore, and participating in the Burrard Inlet Rapid Transit Study.

D Work with Tsleil-Waututh Nation to create conditions to support extending the R2 RapidBus to Maplewood and the proposed Addition to Reserve lands (Statlw District) and advocate for this extension with regional partners.

E Work with regional partners to enhance transit routes to serve District residents and First Nations.

F Advocate for the conversion of the Express 222 to a RapidBus route and extending service to growth areas.

G Signal commitment to rapid transit to partners through transportation demand management, parking policy, built form, and other tools, to encourage more car-light and car-free households.

Partners

- TransLink
- Provincial Government
- Local First Nations
- Social Service Organizations
PRIORITIZE ACTION #3
Prioritize rental, social, and supportive housing projects to increase the range of housing options

This action could include:
- Working with private development to build or contribute to affordable housing. Testing further opportunities to implement inclusionary zoning around Town and Village Centres. Formalizing and communicating existing approaches to incentives for priority housing types. Using District-owned land and other institutional lands for social and non-market housing. Working with non-profit partners to deliver housing for vulnerable populations. Enabling innovative building types (e.g., temporary modular housing). Speeding up development review process. Prioritizing projects with transit access and that are low-carbon.

<table>
<thead>
<tr>
<th>Desired Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Increased range of rental and affordable housing types across the District, with the highest focus in areas with amenities, services, and access to frequent and rapid transit, including Town and Village Centres.</td>
</tr>
<tr>
<td>- Greater clarity for developers on required contributions for affordable housing and related amenities.</td>
</tr>
<tr>
<td>- Greater supports for vulnerable populations, workforce housing.</td>
</tr>
<tr>
<td>- Clear development process for non-profit housing providers.</td>
</tr>
<tr>
<td>- Affordable housing developments are low-carbon and sustainable, enhancing comfort and decreasing operating costs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current Trajectory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Currently, the District’s approach to housing should be formalized for clarity and consistency. The District has made important land contributions for priority projects, but with a limited land base, other tools and policies for ensuring the continued delivery of a range of affordable housing types remains key.</td>
</tr>
<tr>
<td>The District has worked to focus development of this form of housing around Town and Village Centres to ensure residents who live in all forms of social, affordable and rental housing have access to transit and services.</td>
</tr>
</tbody>
</table>
### Equity Considerations

- Prioritize supportive housing developments for people with complex needs who are experiencing homelessness, mental illness, and substance use issues.
- Encourage the development of culturally safe social and supportive housing.
- Work with housing providers to increase access to housing for people of diverse backgrounds and abilities.
- Support housing providers and developers to design inclusive and safe housing for women and gender diverse people.
- Encourage development of housing for women and children fleeing violence.
- Encourage affordable seniors-oriented housing.
- Focus development of rental, social, and supportive housing near Town and Village Centres, parks, schools, transit, community centres, and businesses to ensure residents have access to a wide variety of services, amenities, and transportation options.

### Implementing Activities

#### Activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Formalize incentive programs for rental, social, and supportive housing development in Town and Village Centres, to ensure new housing is close to jobs and transit.</td>
</tr>
<tr>
<td>B</td>
<td>Conduct land economics review to inform policy development for density bonusing and/or inclusionary zoning in Town and Village Centres, to provide incentives to deliver affordable housing.</td>
</tr>
<tr>
<td>C</td>
<td>Review development approvals processes to ensure priority housing types have access to streamlined approvals.</td>
</tr>
<tr>
<td>D</td>
<td>Work with institutional partners (e.g., non-profits, diverse faith groups, School District) to deliver rental, social, and supportive housing near Town and Village Centres and along planned frequent transit corridors.</td>
</tr>
<tr>
<td>E</td>
<td>Review process to developing new/innovative forms of housing close to Town and Village Centres to identify and remove barriers.</td>
</tr>
</tbody>
</table>

#### Partners

- Provincial Government
- Federal Government
- Non-Profit Housing Sector
- Developers
PRIORITY ACTION #4
Make transit faster and more reliable on our major routes

This action could include:
Continuing to advance improvements on the R2 (RapidBus) Marine Drive route, transit-priority lanes, bus bypass lanes, and transit signal priority. Improve bus access to Lions Gate Bridge, Ironworkers Memorial Bridge, and major employment centres. Design transit facilities for accessibility.

<table>
<thead>
<tr>
<th>Desired Outcomes</th>
<th>Current Trajectory</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Transit is a quick, reliable, and accessible form of transportation for many people in the District. It is fully accessible for people of all ages and abilities.</td>
<td>TransLink, the District, and the City of North Vancouver worked together to implement the RapidBus R2, which includes transit priority measures to increase bus speed and reliability even during traffic congestion. The District has also been considering transit needs as part of signal timing and signal coordination work. The District has also been working to improve the accessibility and comfort of existing bus stops across the network.</td>
</tr>
<tr>
<td>• Transit is frequently used by many people.</td>
<td></td>
</tr>
<tr>
<td>• Transit speed and reliability is not impacted by traffic congestion.</td>
<td></td>
</tr>
</tbody>
</table>
Activities

A Work with Ministry of Transportation and Infrastructure (MoTI) to provide a direct bus connection from Phibbs Exchange to the Ironworkers Memorial Bridge as part of the improvements to the Main Street interchange.

B Work with TransLink and MoTI to provide a priority bus lane westbound between Maplewood Town Centre and Phibbs Exchange.

C Develop and implement bus priority lanes on Capilano Road from Fullerton Avenue to Marine Drive (southbound), including working with developers to acquire the required land.

D Conduct corridor studies to develop, design, and implement transit signal priority and other measures on some main routes, including Lynn Valley Road and Mountain Highway.

E Continue to look for opportunities to integrate transit needs into signal installation, refurbishment, coordination, and timing.

F Develop and deliver a bus stop improvement program that focuses on accessibility, safety, inclusion, and comfort.

Partners

- TransLink
- Ministry of Transportation and Infrastructure
- Developers
PRIORITY ACTION #5

Increase housing diversity to support a range of incomes, household types, and accessibility needs within and close to Town and Village Centres

This action could include:
Increasing the diversity and supply of housing close to Town and Village Centres to support a range of incomes and local workers that reflect local employment incomes, household types, and accessibility needs. Ensuring there are housing types with a range of unit sizes and tenure (rent/own/co-operative/other).

Desired Outcomes

- Town and Village Centres have diverse housing for people with a wide range of needs.
- Improve access to housing for a diverse range of incomes, particularly workforce housing.
- Direct most new housing towards the Town and Village Centres.
- Provide a diversity of housing types and tenures for all household sizes, types, and stages of life.

Current Trajectory

The current OCP highlights the need for greater housing diversity as approximately two-thirds of housing in the District are single-family homes, the most expensive form of housing. New multi-family homes have been built since 2011, as well as creating a coach house program. However, new housing has not kept pace with demand or rising rents and housing costs. Further housing diversity and options are needed.
Equity Considerations

- Ensure that lower-income renters are assisted with transitions as development occurs.
- Secure affordable housing units through developer contributions.
- Identify and address barriers to accessing affordable housing units for equity priority groups currently residing in the District and those seeking to move to the District.
- Ensure affordable housing options are located close to services and transit to reduce the need for residents to own cars and spend additional resources on fuel and parking.
- Ensure a percentage of units in new developments are accessible.

Implementing Activities

**Activities**

A  Focusing on Town and Village Centres, formalize and communicate incentive programs that achieve the District’s housing goals by leveraging market development. Review and streamline development approvals processes and approve developments that meet the District’s goals across all topic areas.

B  Highlight developments in Town and Village Centres and identify added public benefits and amenities. Communicate the benefits of housing diversity, and public amenities delivered by housing developments (see also supporting action #3).

C  Clarify expectations for developers in new developments near Town and Village Centres through new policy and process (e.g., clear development process, CAC contributions, expectations of other affordable housing or amenity contributions, etc.) (see also supporting action #12).

**Partners**

- Developers
- Residents
- Non-profit Housing Providers
- Social Service Organizations
**PRIORITY ACTION #6**

Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle

This action could include:
Improving walking and cycling connections between neighbourhoods by filling in network gaps identified in the Pedestrian Master Plan. Completing Council’s priority cycling routes that connect Town and Village Centres and other key destinations. Designing walking and cycling infrastructure for all ages and abilities. Improving lighting for safety. Supporting use of electric mobility options including bikes and scooters.

<table>
<thead>
<tr>
<th>Desired Outcomes</th>
<th>Current Trajectory</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Most people in the District can make some or all of their daily trips safely by active transportation, improving overall health, community connections, affordability, and reducing greenhouse gas emissions.</td>
<td>Over the past several years, the District has begun to deliver an ambitious program of walking and cycling improvements. Since 2011 the District has built portions of the Spirit Trail, the sidewalk network has expanded, crosswalks have been made accessible, key greenway connections to Lynn Creek have been completed, and bicycle infrastructure has been delivered on east 29th Street and Lynn Valley Road.</td>
</tr>
<tr>
<td>- Walking is safe, accessible, comfortable, and convenient for people of all ages and abilities. It is a desirable mode for short trips.</td>
<td>Growth in the Town and Village Centres has contributed to better walking and cycling infrastructure. This includes wider, more accessible sidewalks, lighting, separated cycling facilities, and secure bicycle parking. As the Town and Village Centres become compact and diverse communities, more people would be able to walk to meet their daily needs. District-wide community surveys have shown that the share of trips made by walking is increasing over time.</td>
</tr>
<tr>
<td>- Cycling is safe, comfortable, and convenient for people of all ages and abilities. It is a desirable choice for short and medium length trips.</td>
<td></td>
</tr>
<tr>
<td>- Walking and cycling infrastructure supports emerging modes that make active transportation more accessible and enjoyable, including electric mobility options. Policies and bylaws support the safety of emerging and traditional modes on active transportation networks.</td>
<td></td>
</tr>
</tbody>
</table>
## PRIORITY ACTION #6

**Equity Considerations**

- Prioritize pedestrian and cycling infrastructure in lower-income, and diverse neighbourhoods and around lower income job centres (e.g., retail commercial).
- Ensure that all transportation network improvements consider the needs of equity priority groups and accessibility.
- Recognize the importance of well-maintained connected and accessible infrastructure (e.g., sidewalks, curb ramps, access to transit).

**Implementing Activities**

### Activities

**A** Launch the North Shore e-bike share program to help access employment areas and Town and Village Centres.

**B** Lynn Valley Road (Mountain Highway to Peters Road): Corridor upgrades include bus stop improvements, cycling facilities, intersection upgrades at Allan Road.

**C** Lions Gate Village to City of North Vancouver border Cycling Route along Tatlow and W. 15th Street.

**D** Deliver cycling connection and pedestrian improvements between Lynn Valley Road and Lynn Creek.

**E** Consider approval of development within the Town and Village Centres that creates compact and diverse communities where people can meet their daily needs within walking distance of their homes. Leverage development to complete existing gaps in walking and cycling infrastructure, and deliver amenities including lighting, street furniture, and secure bicycle parking.

**F** Continue the current planned program of sidewalk improvement projects as outlined in the Pedestrian Master Plan.

**G** Deliver the current planned program of cycling network improvements, including connecting the Town and Village Centres (Lynn Valley to Lynn Creek, Lynn Valley to Edgemont Village, Edgemont Village to Lions Gate Village, Lynn Creek to Maplewood, Maplewood to Deep Cove), Lynn Valley to key parks, and Lions Gate Village to the City of North Vancouver border, and the connections between the cycling network and the regional bridges.

**H** Work to limit parking on collector and arterial roads and continue to move driveways off of these routes when opportunities arise to reduce potential safety conflicts.

**I** Ensure District policies and bylaws outline the active transportation requirements for new development projects.

**J** Invest in walking and cycling infrastructure to parks and recreational destinations.

**Partners**

- Federal Government
- Provincial Government
- TransLink
- Local First Nations
- Neighbouring Municipalities
- Developers
PRIORITY ACTION #7
Strengthen the resiliency of natural and built environments to adapt to a changing climate

This action could include:
Accelerating efforts to adapt the built environment (e.g., roads, pipes, buildings, homes) and natural environment (e.g., forests, coastline, wetlands, etc.) to our changing climate. Advancing the biodiversity strategy to maintain and improve the health of ecosystems. Ensuring emergency planning for climate and natural disasters protects the community at large, including vulnerable populations. Enhancing and expanding green infrastructure (such as urban parks, rain gardens, green roofs, etc.).

Desired Outcomes
- The built and natural environments are resilient to the impacts of climate change, both gradual changes (e.g., rising temperatures) and disasters (e.g., heatwaves or forest fires).
- Healthy, biodiverse ecosystems.
- The District is prepared to prevent and respond to climate and natural disasters in a way that protects the whole community, including vulnerable populations.

Current Trajectory
The District adopted the Climate Change Adaptation Strategy in 2017 and has been implementing actions to build the climate resilience of built and natural assets. In 2019, the District declared a climate and ecological emergency to highlight the urgency of action. Important progress has been made but more needs to be done to accelerate action. The District has worked with the other North Shore municipalities to develop the North Shore Sea Level Rise Strategy. Implementation of the Strategy is the next step.

Emergency planning and preparedness is led through North Shore Emergency Management (NSEM). The District will continue to work with NSEM to support emergency prevention and response plans.
Activities

A Begin implementing the North Shore Sea Level Rise Strategy by developing a Coastal Development Permit Area.

B Complete the Integrated Storm Water Management plans and continue to implement them.

C Upgrade facilities to improve community resilience to climate events and natural disasters (e.g., extreme heat events, poor air quality, storm events) by implementing the Strategic Facilities Planning Framework.

D Integrate climate resilience into asset management plans to ensure that infrastructure rehabilitation and renewal are designed for climate resiliency, low-carbon emissions, and are leveraged for protection against hazards (e.g., flood, wildfire, debris flow, etc.).

E Develop a Biodiversity Strategy that includes guidelines to acquire sensitive areas and restore with native species, and increase connectivity between natural areas.

F Develop and implement a coordinated approach to natural asset management in the District that integrates climate resilience.

G Ensure that parks and open spaces are resilient to changing climate. Identify opportunities to enhance the contribution of parks and open spaces to achieving climate goals.

H Implement a program to expand the urban tree canopy by providing trees to residents.

I Continue to work with NSEM in emergency planning and response.

J Develop and run an education and incentive program to promote more resilient choices for the design, maintenance, and renewal of private property.

K Work with the local business community to enhance resiliency of buildings, property, and business operations to climate change.
PRIORIT ACTION #8
Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency

This action could include:
Implementing policies and programs to reduce energy and emissions in new and existing buildings. Developing and implementing policies to reduce consumption-based emissions, such as targets for reducing embodied carbon in new buildings. Establishing partnerships, programs, and policies to enable a circular economy and move toward zero waste. Supporting the shift to more active transportation modes such as walking, cycling, and transit while preparing an electric vehicle strategy to accelerate the transition to zero-emissions vehicles for remaining passenger vehicle trips.

Desired Outcomes
- All new buildings are built to high efficiency standards, equipped with low carbon energy systems and constructed with low embodied carbon materials.
- Existing homes and buildings have been retrofitted to low carbon energy systems to support the District’s 2030 emissions reduction target.
- More residents make more trips using active transportation or transit.
- The District has enabled residents and businesses to switch to electric mobility options, when transit or active transportation are not viable options.
- Programs, partnerships, and policies are in place to transition to zero waste and a more circular economy.

Current Trajectory
The District has made progress in reducing emissions and will need to accelerate the pace of action to meet 2030 emissions targets. Key actions taken include:
- Adopting the 2019 Community Energy and Emissions Plan to reduce corporate and community emissions.
- Implementing new low-carbon requirements for all new residential and commercial buildings (July 2021).
- Partnering with other North Shore municipalities to launch an outreach and incentive program to accelerate the market transition to low-carbon heating system retrofits in existing homes.
District of North Vancouver

Equity Considerations

- Support lower-income homeowners in the retrofitting of their homes.
- Support social housing providers in the retrofitting of aged housing.
- Provide supports to tenants who may be displaced due to energy and emissions renovations.
- Identify opportunities to increase access to sustainable mobility options for lower-income households.
- Support the transition to electrified buildings over time to help reduce financial impact through education and retrofits that reduce building lifecycle costs.

Implementing Activities

Activities

A Implement new requirements for the updated BC Energy Step Code requirements.
B Expand program to provide incentives and support for home heating fuel source switching “Jump on a New Heat Pump”.
C Refurbish, renew, and replace existing District buildings in ways that reduce energy and emissions, while also improving comfort and reduce total costs of building ownership.
D Develop a retrofit strategy to reduce the emissions associated with existing homes and buildings.
E Incentivize or require deconstruction and recycling rather than demolition of existing buildings.
F Develop an Electric Vehicle Strategy to accelerate the transition to electric vehicles for passenger vehicle trips.
G Develop and implement programs, partnerships, and policies to support zero waste and the transition to a more circular economy.
H Develop a consumption-based emissions inventory and identify policies and programs to reduce emissions associated with goods and services produced elsewhere.
I Encourage monitoring and disclosure of energy use in both DNV-owned and private buildings through partnership programs and new requirements.
J Continue to manage District facilities in alignment with the Strategic Facilities Planning Framework, optimizing energy efficiency and reducing GHG emissions to achieve District targets.

Partners

- Regional Municipalities
- Metro Vancouver
- Provincial Government
- Social Service Organizations
- Housing Providers
- North Shore Municipalities
- BC Hydro
- FortisBC
- Business Owners

PRIORITY ACTION #8

- Support lower-income homeowners in the retrofitting of their homes.
- Support social housing providers in the retrofitting of aged housing.
- Provide supports to tenants who may be displaced due to energy and emissions renovations.
- Identify opportunities to increase access to sustainable mobility options for lower-income households.
- Support the transition to electrified buildings over time to help reduce financial impact through education and retrofits that reduce building lifecycle costs.
**Supporting Actions Summary**

Beyond the priority actions, there are also 21 supporting actions that were identified through the Targeted OCP Review as important components of the District’s overall implementation strategy. These actions can be viewed as complementing and supporting the priority actions. Some are independent, while others are related to implementing activities within the priority actions, as noted earlier in the Action Plan. The 21 supporting actions are listed below, with more information provided in Appendix B.

The actions are presented in order of each action’s contribution to achieving the OCP goals across the four topic areas.

1. Improve ways to manage parking
2. Optimize use of curbside space to support access to businesses
3. Explore alternate housing tenures and needs to offer more diverse housing choices
4. Incorporate tools and incentives to support local employment opportunities
5. Adopt a “Vision Zero” approach to increase travel safety
6. Create an economic stewardship staff resource to support a sustainable and diverse local economy
7. Harness emerging technology for new ways of moving around
8. Support remote work options to reduce commute trips, congestion, and parking needs
9. Advocate for Provincial assessment review and tax reform to address rising costs faced by businesses
10. Advocate for the District’s social and supportive housing needs to deliver housing
11. Bolster the District’s capacity to achieve housing goals
12. Consider opportunities to increase housing diversity beyond the Town and Village Centres
13. Increase supports for local workers
14. Protect industrial land uses to ensure long-term viability
15. Pursue more flexible and responsive zoning to support a thriving local economy
16. Simplify and speed up the housing development approvals process to open new homes more quickly
17. Support education and promotion to encourage walking, rolling, cycling, and taking transit
18. Support renters through policy and zoning to increase stability for renters
19. Advocate for greater inter-governmental coordination and action to address the Climate Emergency
20. Respond to local business needs quickly to be more business friendly
21. Support education and promotion of climate action in homes and businesses to increase community involvement
To accomplish meaningful progress on the OCP goals in the four topic areas, implementation of this Action Plan should be delivered across departments and with social equity and climate lenses. This is intended to make sure that each activity is moving towards the vision in a comprehensive and equitable way.

Implementation of the Action Plan will be completed by the District directly, through partnership with other organizations, or via advocacy from the District to other decision makers. Implementing activities include a range of initiatives from policies and plans to capital investment in infrastructure. Many of the actions will be implemented through leveraging grant funding and development, while others will be implemented through the District’s budgeting and financial planning process.

There are two main approaches to monitoring progress on the Action Plan:

- **Outputs** – this approach focuses on regular and consistent reporting on which activities have been accomplished, which are underway, and which are planned for the near term.
- **Outcome tracking** – because this Action Plan was created to support implementation of the OCP, the outcomes will be tracked through the OCP indicators for each of the four topic areas (refer to the Plan Implementation section of the OCP, available on the District’s website). Outcome indicators measure if an action is having the desired impact and effect.
Integrating Social Equity in the Action Plan

The vision of the OCP calls for a more equitable and inclusive community – this cannot be achieved with a single decision. It is integrated at each stage of a project to ask and answer questions, to centre the voices of people in equity priority groups, and to adjust course as needed throughout all stages of implementation. It is iterative and it requires intentional work by the District over time. Embedding a social equity approach into the implementation of the Action Plan demonstrates the District’s commitment to equitable and inclusive community development.

Each of the priority actions includes a short list of social equity considerations. These serve as a tool to show how that action might impact equity priority groups during implementation. These considerations help implementers to think about who might benefit or be harmed by that action if it is implemented in different ways. The equity considerations help us understand, identify, and address barriers that may be experienced by people in equity priority groups – barriers that might prevent them from experiencing the benefits that others in the community will see as a result of that specific action. More information can be found in the Social Equity Lens Paper.

The following questions serve as a guide during the implementation of the actions in this Action Plan to help integrate social equity considerations:

- Who is benefiting from the initiative? Who is excluded from the benefits? Who may be harmed?
- What are the barriers and challenges being experienced by some groups? What contributes to the exclusion of these groups?
- What may be some unintended consequences of the initiative?
- What actions can equitably distribute benefits to enhance social equity and inclusion?
- How can we measure impact of initiatives on equity priority groups?

This process requires the continuous involvement of equity priority groups and people with lived experience to guide the analysis. It is important to consider which voices are the loudest and which voices need to be amplified. Improving the conditions and opportunities for equity priority groups further contributes to overall environmental sustainability, social justice, and shared prosperity across the community.

5. Social Equity Lens Paper: dnv.org/social-equity
IMPLEMENTING LENS #1
Include social equity considerations in District decision-making to strive for a more inclusive and equitable community

This action could include:
Embedding social equity considerations in planning and decision-making processes to provide equitable opportunities for all community members, particularly equity priority groups, to thrive and experience improved health and well-being.

Desired Outcomes

- A social equity approach to planning and program delivery that seeks to address systemic discrimination and social inequities. A social equity approach prioritizes actions that reduce barriers and social inequities for equity priority groups.
- Public engagement practices that create fair, accessible, and meaningful opportunities for equity priority groups to participate.
- Decisions that improve the social health and well-being of equity priority groups, which contributes to the overall vibrancy, health, and well-being of the community.

Current Trajectory

The District has advanced key initiatives recently to address social inequities and facilitate equitable community development that include:

- Integrating social equity as an implementing lens in the Targeted OCP Review process (2019 – 2021)\(^6\).
- Joining the Coalition of Inclusive Municipalities (2020).
- Supporting the municipal-specific Truth and Reconciliation Commission of Canada Calls to Action (2020).

Implementing Activities

Activities

- Consider the development of a framework or strategy to advance equity, diversity and inclusion at an organizational level.
- Ensure engagement and consultation processes which includes equity priority groups and people with lived experience.
- Conduct a social impact analysis during program and policy development.
- Support disaggregated data collection to support assessment of health and well-being of equity priority groups.
- Strengthen government to government relationships with Tsleil-Waututh Nation and Squamish Nation to advance reconciliation.
- Update the District’s Respectful Workplace Policy.
- Develop a corporate anti-racism policy.
- Provide anti-racism staff training.
- Develop a work plan for the preparation of an action plan as a member of the Coalition of Inclusive Municipalities.

Partners

- Local First Nations
- Social Service Organizations
- Community Groups Working With Equity Priority Groups

IMPLEMENTING LENS #2

Include climate change considerations in decision-making to increase the District’s climate leadership

This action could include:
Ensuring that corporate decisions consider climate impacts, carbon emissions, energy use, ecological impacts, social equity of climate impacts and benefits, circular economy, and contribution to climate goals. Facilitating collaboration on climate initiatives with partners and community.

Desired Outcomes

– All decisions made by the District have considered the impacts and opportunities related to energy and greenhouse gas emissions, resilience to changing climate, and the health of the natural environment.
– A measurable difference is made in meeting climate action targets for reducing energy and emissions, and increasing resilience of the natural and built environment.

Current Trajectory

The Community Energy and Emissions Plan (CEEP) and the Climate Change Adaptation Strategy (CCAS) both consider the climate emergency in terms of the operations of the District and the community at large.

Including climate emergency as a topic area of focus in this Targeted OCP Review has also provided the opportunity to identify the connections between climate and the other three topic areas, and embed climate emergency considerations in the actions.

This is important progress, however, further work will be required to develop and implement systems and processes to ensure that climate considerations are embedded into future decisions.

Implementing Activities

Activities
– Develop a framework for integrating climate and ecological considerations (impacts and opportunities) into decision-making.
– Leverage existing tools from other jurisdictions where possible.
– Identify energy, emissions, climate resilience, and ecological impacts of projects in Council reports.

Partners
– Other Jurisdictions
– Various Stakeholders (depending on type of decision being made)
405-485 Marie Place

Transportation Impact Assessment

Draft Version 3

Prepared for
Fairborne CMCC Marie Place Limited Partnership

Date
September 12, 2019

Project No.
04-19-0226
September 12, 2019
04-19-0226

Vicky Chou
Development Manager
Fairborne CMCC Marie Place Limited Partnership
1450 – 1090 West Georgia Street
Vancouver, BC
V6E 3V7

Dear Vicky:

Re: 405-485 Marie Place
Transportation Impact Assessment

As requested, Bunt & Associates Engineering Ltd. (Bunt) has conducted a Transportation Impact Assessment for Fairborne CMCC Marie Place Limited Partnership’s proposed residential development located at 405-485 Marie Place in the District of North Vancouver (DNV).

This study reviews existing site conditions, site trip generation, project site access and on-site circulation, Transportation Demand Management (TDM) measures, and the proposed design of the site frontage and the nearby intersection of Mountain Highway and Crown Street.

We trust this will assist with the development application process. Please do not hesitate to contact the undersigned should you have any questions.

Yours truly,
Bunt & Associates

Daniel Fung, M.Sc., P.Eng
Associate
This document was prepared by Bunt & Associates for the benefit of the Client to whom it is addressed. The copyright and ownership of the report rests with Bunt & Associates. The information and data in the report reflects Bunt & Associates' best professional judgment in light of the knowledge and information available to Bunt & Associates at the time of preparation. Except as required by law, this report and the information and data contained are to be treated as confidential and may be used and relied upon only by the client, its officers and employees. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Bunt & Associates accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.
# TABLE OF CONTENTS

1. INTRODUCTION .......................................................................................................................... 1
   1.1 Study Purpose & Objectives .................................................................................................. 1
   1.2 Development Proposal ....................................................................................................... 1

2. EXISTING CONDITIONS ............................................................................................................. 5
   2.1 Existing Land Use ................................................................................................................ 5
   2.2 Existing Transportation Network ....................................................................................... 5
      2.2.1 Road Network ............................................................................................................... 5
      2.2.2 Transit Network ............................................................................................................ 6
      2.2.3 Cycling Network ........................................................................................................... 6
      2.2.4 Pedestrian Network ..................................................................................................... 6

3. SITE TRIP GENERATION .......................................................................................................... 9
   3.1 Existing Site Trip Generation ............................................................................................... 9
   3.2 Proposed Site Trip Generation .......................................................................................... 9
   3.3 Trip Generation Comparison with Previous Studies ......................................................... 10

4. SITE DESIGN REVIEW ............................................................................................................. 13
   4.1 Proposed Driveway Access .............................................................................................. 13
   4.2 Sightline Review ............................................................................................................... 17
      4.2.1 Sightline Review – Crown Street & the Laneway ............ ........................................ 17
      4.2.2 Sightline Review – Driveway Access & Laneway ............ ........................................ 24
   4.3 Loading Provision ............................................................................................................. 33
   4.4 Garbage and Recycling Provision ..................................................................................... 36
   4.5 Vehicle Circulation .......................................................................................................... 39

5. PARKING REVIEW ..................................................................................................................... 47
   5.1 Bylaw Requirement & Proposed Supply ........................................................................... 47
      5.1.1 Disabled Parking ......................................................................................................... 49
      5.1.2 Small Car Stalls ......................................................................................................... 50
      5.1.3 Bicycle Parking ......................................................................................................... 50
   5.2 Parking Reduction from Base DNVAVPR .......................................................................... 50
      5.2.1 Proximity to B-Line .................................................................................................. 50
      5.2.2 Unbundle Parking ..................................................................................................... 51

6. TRANSPORTATION DEMAND MANAGEMENT ................................................................. 53
   6.1 Definition ........................................................................................................................... 53
6.2 Recommended TDM Plan ........................................................................................................... 53
6.2.1 Bicycle Parking .................................................................................................................... 53
6.2.2 Walking & Cycling Improvements ....................................................................................... 54
6.2.3 Parking ................................................................................................................................ 54

7. SITE FRONTAGE DESIGN REVIEW ......................................................................................... 55
7.1 Automobile Access Review ..................................................................................................... 55
7.2 Pedestrian Access Review ....................................................................................................... 55
7.3 Cyclist Access Review ............................................................................................................. 55

8. CONCLUSIONS & RECOMMENDATIONS ............................................................................... 57
8.1 Conclusions ............................................................................................................................. 57
8.1.1 Proposed Development ........................................................................................................ 57
8.1.2 Existing Conditions .............................................................................................................. 57
8.1.3 Site Trip Generation ............................................................................................................ 57
8.1.4 Site Design Review .............................................................................................................. 57
8.1.5 Parking Review ................................................................................................................... 58
8.1.6 Transportation Demand Management Plan ........................................................................ 58

8.2 Recommendations ................................................................................................................ 58

APPENDIX A Terms of Reference .................................................................................................. 3

EXHIBITS
Exhibit 1.1: Site Location ................................................................................................................ 3
Exhibit 1.2: Site Plan ........................................................................................................................ 4
Exhibit 4.1: Ground Floor Level – Site Access Passenger Vehicle Circulation .............................. 15
Exhibit 4.2: Crown Street & Rear Lane Stopping Sight Distance – 30km/h ................................. 20
Exhibit 4.3: Crown Street & Rear Lane Intersection Sight Distance – 50km/h ............................ 21
Exhibit 4.4: Crown Street & Rear Lane Stopping Sight Distance – 30km/h ................................. 22
Exhibit 4.5: Crown Street & Rear Lane Intersection Sight Distance – 50km/h ............................ 23
Exhibit 4.6: Ramp Access - Stopping Sight Distance (30km/h) .................................................... 25
Exhibit 4.7: Ramp Access - Intersection Sight Distance (30km/h) ............................................. 27
Exhibit 4.8: Ramp Access - Stopping Sight Distance (50km/h) .................................................... 29
Exhibit 4.9: Ramp Access - Intersection Sight Distance (50km/h) ............................................. 31
Exhibit 4.10: Ford 350 with Dumpster -Ground Level Circulation ............................................. 37
Exhibit 4.11: Garbage and Recycling (Superduty) – Inbound & Outbound ...................................... 38
Exhibit 4.12: P1 Level – Passenger Vehicle Circulation .................................................................. 41
Exhibit 4.13: P1 Level - Ramp Circulation ..................................................................................... 42
Exhibit 4.14: P1 Level - Garbage and Recycling (Ford 350 Truck) Circulation ............................. 43
Exhibit 4.15: P1 Level – Parking Circulation Inbound Movements .............................................. 44
Exhibit 4.16: P1 Level – Parking Circulation Outbound Movements ........................................... 45
Exhibit 4.17: P2 Level – Passenger Vehicle Circulation ............................................................... 46
TABLES

Table 2.1: Existing Street Characteristics ........................................................................................................5
Table 2.2: Nearby Transit Service ............................................................................................................................6
Table 2.3: Local Destination Walking Distances ...................................................................................................7
Table 3.1: Vehicle Trip Rates - Existing ................................................................................................................9
Table 3.2: Site Generated Trips - Existing .............................................................................................................9
Table 3.3: ITE Vehicle Trip Rates – Proposed Development ....................................................................................9
Table 3.4: Site Generated Vehicle Trips – Proposed Development ........................................................................10
Table 3.5: Net New Site Trips ................................................................................................................................10
Table 5.1: TDM Points for the Subject Site as it relates to DNVAVPR ....................................................................47
Table 5.2: District Zoning Bylaw, DNVAVPR, and Proposed Parking Rates .......................................................48
Table 5.3: DNVAVPR Rates vs. Developer Proposed Rates ......................................................................................48
Table 5.4: District Zoning Bylaw, DNVAVPR, and Proposed Parking Supply .....................................................49
Table 5.5: District of North Vancouver Residential Disabled Stall Requirements .................................................49
Table 5.6: Bicycle Parking Supply Requirement & Provision .................................................................................50
Table 6.1: Recommended TDM Plan .....................................................................................................................53
1. INTRODUCTION

1.1 Study Purpose & Objectives

Fairborne CMCC Marie Place Limited Partnership (Fairborne) is proposing to construct a residential development consisting of 140 residential multifamily units in the Lower Lynn Town Centre area of the District of North Vancouver (DNV). This transportation study has been conducted by Bunt to address site-specific issues. The scope of this study includes review of the existing site conditions, existing and future site trip generation, project site access and on-site circulation, parking supply, and Transportation Demand Management.

Of note, the DNV is currently completing a comprehensive transportation impact assessment for the entirety of the Lower Lynn Town Centre, where traffic operations are being reviewed in detail along the Mountain Highway corridor. As such, this study does not include traffic operations analysis.

With that, the report is structured as follows:

- **Section 2** presents the existing (pre-development) site conditions;
- **Section 3** summarizes the existing and future trip generation;
- **Section 4** presents the review of project site access and on-site circulation;
- **Section 5** presents the findings of a parking review;
- **Section 6** presents the results of the Transportation Demand Management (TDM) review;
- **Section 7** presents the results of our review of the Crown Street frontage of the site; and
- **Section 8** presents the conclusions and recommendations.

1.2 Development Proposal

**Exhibit 1.1** shows the site location within the context of the surrounding area. The site is currently occupied by 11 single family homes where the proposed development would replace these 11 single family houses with two 6-storey mid-rise buildings. The site is bounded by residential properties to the north, Marie Place to the east, Crown Street to the south, and proposed laneway to the west.

The proposed development will consist of 140 residential units. Vehicular access to the development will be provided by one parkade ramp driveway located on a new north-south laneway west of the site connecting to Crown Street. Vehicle parking will be accommodated in two underground parkade levels. Visitor parking is situated on the P1 level, while the P2 level and the remainder of the P1 level is used for...
residential parking. Secure bicycle storage will be provided on each residential floor. **Exhibit 1.2** highlights the key transportation features in the site plan.
Exhibit 1.1
Site Location
2. EXISTING CONDITIONS

This section details the existing site attributes, in addition to reviewing the surrounding transportation networks covering streets, pedestrians, cyclists, and transit connectivity.

2.1 Existing Land Use

The site is currently occupied by 11 single family homes. Ten of the homes have individual driveway access off Marie Place while one home has a driveway access off Crown Street.

2.2 Existing Transportation Network

2.2.1 Road Network

Provided in Table 2.1 below are the characteristics of the key roadways near the proposed development.

Table 2.1: Existing Street Characteristics

<table>
<thead>
<tr>
<th>STREET</th>
<th>VEHICLE PEAK HOUR VOLUME</th>
<th>ROADWAY WIDTH</th>
<th>STREET PARKING</th>
<th>SIDEWALKS</th>
<th>CYCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marie Place</td>
<td>40 vph</td>
<td>8.0 m</td>
<td>Both Sides</td>
<td>None</td>
<td>No Bike Route</td>
</tr>
<tr>
<td>Crown Street</td>
<td>65 vph</td>
<td>7.0 m</td>
<td>Both sides¹</td>
<td>None</td>
<td>On-Street Bike Route¹</td>
</tr>
<tr>
<td>Mountain Highway</td>
<td>1,100 vph</td>
<td>12.0 m</td>
<td>East side²</td>
<td>East side</td>
<td>On-Street Bike Route³</td>
</tr>
</tbody>
</table>

1 - Both perpendicular and parallel parking occurs on gravel shoulders and not on paved roadway width
2 - No parking restriction for a section around a bus stop
3 - Per North Vancouver Bicycle Master Plan

Marie Place is a local road north off of Crown Street with low vehicle volumes. It provides access to several single family homes and the Marie Place Park.

Perpendicular to the south end of Marie Place, Crown Street is a local road with low vehicle volumes and wide gravel shoulders used for parking. Many single family residential driveway accesses front this street.

Mountain Highway is a major arterial road that carries heavy southbound traffic flow in the AM Peak towards Main Street and the Ironworkers Memorial Bridge. In the PM Peak, the directional traffic flows are more balanced carrying approximately the same volumes northbound and southbound at the Crown Street intersection. Street parking is permitted only on the east curb lane of Mountain Highway south of Charlotte Road.

The vehicle peak hour volumes presented in Table 2.1 for Crown Street and Mountain Highway were collected in February 2016 for a previous Bunt study in the Lower Lynn area while the Marie Place trip generation is estimated based on the Institute of Transportation Engineers’ (ITE) Trip Generation Manual (10th Edition).
2.2.2 Transit Network

The site is relatively well served by transit with bus stops within 100m of the site along Mountain Highway, which is a part of TransLink’s Frequent Transit Network. This means that transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. In addition, Phibbs Exchange is within 500m of the site with many bus routes connecting the Lower Lynn area to the rest of the North Shore and Vancouver. Table 2.2 summarizes the nearby transit services and frequencies for the closest bus stop on Mountain Highway at Crown Street.

Table 2.2: Nearby Transit Service

<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Start</th>
<th>End</th>
<th>AM Period</th>
<th>Mid-day Period</th>
<th>PM Period</th>
<th>Saturday Mid-day</th>
</tr>
</thead>
<tbody>
<tr>
<td>028</td>
<td>Capilano U/Joyce Stn</td>
<td>7:30 AM</td>
<td>6:15 PM</td>
<td>15</td>
<td>-</td>
<td>15</td>
<td>-</td>
</tr>
<tr>
<td>130</td>
<td>Capilano U/Metrotown Stn</td>
<td>7:00 AM</td>
<td>6:15 PM</td>
<td>15</td>
<td>-</td>
<td>15</td>
<td>-</td>
</tr>
<tr>
<td>209</td>
<td>Upper Lynn Valley/Vancouver</td>
<td>7:30 AM</td>
<td>1:45 PM</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>210</td>
<td>Upper Lynn Valley/Vancouver</td>
<td>5:30 AM</td>
<td>8:20 PM</td>
<td>12</td>
<td>30</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>211</td>
<td>Seymour/Vancouver/Phibbs Exchange</td>
<td>5:30 AM</td>
<td>12:20 AM</td>
<td>15</td>
<td>30</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>227</td>
<td>Lynn Valley Centre/Phibbs Exchange</td>
<td>5:50 AM</td>
<td>6:50 PM</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>30</td>
</tr>
</tbody>
</table>

2.2.3 Cycling Network

Within the immediate area, there are no formal protected cycling facilities. Per the North Vancouver Bicycle Master Plan 2012 (updated), both Mountain Highway and Crown Street are designated on-street bike routes.

In addition, further to the east, Orwell Street is identified as an on-street bicycle route as well. Portions of the bicycle route along Orwell Street are on an off-street gravel path. To the west, there is an off-street bicycle route that runs adjacent to Lynn Creek.

2.2.4 Pedestrian Network

Local amenities in the vicinity of the site are listed in Table 2.3 based on reasonable walking thresholds. For everyday activities, the reasonable walking distance to most destinations is defined as up to 800 m (i.e. 10-minute walk). For commuters, it can be up to 2,000 m, i.e. 25-30 minute walk or equivalent to the average commute time.
Table 2.3: Local Destination Walking Distances

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>WALKING THRESHOLD</th>
<th>LOCAL DESTINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Parks</td>
<td>600-1,200m</td>
<td>Seylynn Park, Bridgman Park, Harbourview Park</td>
</tr>
<tr>
<td>Commercial/Institutional</td>
<td>800-1,200m</td>
<td>Harbour Front Centre; Commercial units along Mountain Highway and Main Street;</td>
</tr>
<tr>
<td>School</td>
<td>600-1,200m</td>
<td>Lynmnour Elementary School, North Star Montessori School</td>
</tr>
<tr>
<td>Recreation / Civic Centre</td>
<td>600-1,200 m</td>
<td>Seylynn Community Recreation Centre; North Shore Winter Club</td>
</tr>
<tr>
<td>Bus Stops</td>
<td>400m</td>
<td>Northbound Mountain Hwy Far-Side Crown St (200 m)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Southbound Mountain Hwy Far-Side Charlotte St (250 m)</td>
</tr>
<tr>
<td>Employment</td>
<td>2,000m</td>
<td>Industrial and Commercial areas west of Mountain Highway and south of Main Street;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North Shore Studios; Park and Tilford</td>
</tr>
</tbody>
</table>

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

This table indicates some local amenities, employment, and transit services within reasonable walking distance of the site, indicating that some trips can be accomplished on foot. The Walk Score\(^1\) for the site (currently) is 66 out of 100.

While there are some local destinations within walking distance, the pedestrian facilities to access these destinations are lacking. The east leg of the Mountain Highway & Crown Street intersection does not have sidewalks. Instead, gravel shoulders are provided for pedestrian movements, but are often occupied by parked vehicles. The intersection of Crown Street and Mountain Highway is signalized and all four legs have marked pedestrian crosswalks; however, sidewalk letdowns are only present at the southwest and northwest corners of the intersection.

---

1 Walk Score (www.walkscore.com) is a large-scale, public access walkability index that assigns a numerical walkability score to any address in the United States, Canada, and Australia.
3. **SITE TRIP GENERATION**

This section presents the existing and proposed site vehicle trip generation during the weekday AM and PM peak hours based on trip rates based on information from the ITE Trip Generation Manual (10th Edition).

### 3.1 Existing Site Trip Generation

*Tables 3.1 and 3.2* below summarize the existing vehicle trip rates and trip estimates based on the average rate from the ITE Trip Generation Manual.

#### Table 3.1: Vehicle Trip Rates - Existing

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>QUANTITY</th>
<th>VARIABLE</th>
<th>SOURCE</th>
<th>WEEKDAY AM PEAK HOUR</th>
<th>WEEKDAY PM PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ITE VEHICLE TRIP RATES</td>
<td>ITE VEHICLE TRIP RATES</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>IN</td>
<td>OUT</td>
</tr>
<tr>
<td>Single Family House</td>
<td>11 units</td>
<td>Per Dwelling Unit</td>
<td>ITE 210</td>
<td>0.19</td>
<td>0.56</td>
</tr>
</tbody>
</table>

#### Table 3.2: Site Generated Trips - Existing

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>QUANTITY</th>
<th>WEEKDAY AM PEAK HOUR</th>
<th>WEEKDAY PM PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>VEHICLE TRIPS</td>
<td>VEHICLE TRIPS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>IN</td>
<td>OUT</td>
</tr>
<tr>
<td>Single Family House</td>
<td>11 units</td>
<td>2</td>
<td>6</td>
</tr>
</tbody>
</table>

Per the ITE Trip Generation Manual, the existing site is estimated to have a trip generation of approximately 8 vehicle trips in the AM peak hour and 11 vehicle trips in the PM peak hour.

### 3.2 Proposed Site Trip Generation

*Tables 3.3 and 3.4* below summarize the proposed site vehicle trip rates and trip estimates based on the average rate from the ITE Trip Generation Manual for the AM and PM peak hours.

#### Table 3.3: ITE Vehicle Trip Rates – Proposed Development

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>QUANTITY</th>
<th>RATE</th>
<th>SOURCE</th>
<th>WEEKDAY AM PEAK HOUR</th>
<th>WEEKDAY PM PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ITE VEHICLE TRIP RATES</td>
<td>ITE VEHICLE TRIP RATES</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>IN</td>
<td>OUT</td>
</tr>
<tr>
<td>Residential (Mid-Rise)</td>
<td>140 units</td>
<td>Per Dwelling Unit</td>
<td>ITE 221</td>
<td>0.09</td>
<td>0.27</td>
</tr>
</tbody>
</table>
Table 3.4: Site Generated Vehicle Trips – Proposed Development

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>QUANTITY</th>
<th>WEEKDAY AM PEAK HOUR</th>
<th>WEEKDAY PM PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>VEHICLE TRIPS</td>
<td>VEHICLE TRIPS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>IN</td>
<td>OUT</td>
</tr>
<tr>
<td>Residential (Mid-Rise)</td>
<td>140 units</td>
<td>13</td>
<td>37</td>
</tr>
</tbody>
</table>

Based on the above estimate, the proposed development is estimated to generate a total of 50 vehicle trips in the weekday AM peak hour and 62 vehicle trips in the weekday PM peak hour. However, as Table 3.2 indicates, the existing development is estimated to generate 8 and 11 vehicle trips in the AM and PM peak periods, respectively. Resulting from the construction of the new development the existing single family homes will be removed. As a result, the net increase in new vehicle trips would be 42 and 51 vehicle trips for the AM and PM peak hours, respectively. This represents less than 1 additional vehicle movement every minute in the AM peak period and PM peak period. The net increase in vehicle trips is shown below in Table 3.5.

Table 3.5: Net New Site Trips

<table>
<thead>
<tr>
<th>SCENARIO</th>
<th>WEEKDAY AM PEAK HOUR</th>
<th>WEEKDAY PM PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VEHICLE TRIPS</td>
<td>VEHICLE TRIPS</td>
</tr>
<tr>
<td></td>
<td>IN</td>
<td>OUT</td>
</tr>
<tr>
<td>Existing</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Proposed</td>
<td>13</td>
<td>37</td>
</tr>
<tr>
<td>NET NEW TRIPS</td>
<td>11</td>
<td>31</td>
</tr>
</tbody>
</table>

3.3 Trip Generation Comparison with Previous Studies

Based on the Lower Lynn Transportation Centre Implementation Plan (LLTCIP), the proposed density for this development is consistent with those highlighted within the plan (mid-rise of 6-storey multi-family units). Aside from the density, the new net site trips were compared with the findings of the Lower Lynn Transportation Strategy (2011) and the District of North Vancouver Transportation Plan to determine if the estimated traffic generated by this proposed development is similar to what was previously anticipated for this location in previous studies.

The Lower Lynn Transportation Strategy (LLTS) includes forecasted 2030 PM peak hour traffic volumes for the intersection of Mountain Highway & Crown Street. The LLTS forecast a total of 250 two-way vehicle trips on the east leg of intersection compared to the 65 two-way vehicle trips Bunt observed in 2016. For the 420 Mountain Highway development, the development immediately west of our subject site, the current estimated site trip generation in the PM peak hour is in the order of 256 vehicles during the PM
peak hour while this development is estimated to generate in the order of 40 (net) vehicle trips during the PM peak hour. As the access laneway for the two sites will connect Crown Street to Hunter Street in the future (where the site trips can access both Hunter Street and Crown Street) the trip generation is anticipated to be below those noted in the LLTS for the Crown Street / Mountain Highway intersection.
4. SITE DESIGN REVIEW

4.1 Proposed Driveway Access

The proposed development is designed to be serviced via one access off the north-south laneway fronting the west side of the site between Hunter Street and Crown Street; one parkade ramp driveway access. A review of the driveway access identified the following:

- The location of the proposed driveway access is more than 15m away from the intersection of Crown Street and is located off the new rear lane which meets the minimum spacing required within Section 5.14.3(b) of the Development Servicing Bylaw;
- Comparing the accesses of 420 Mountain Highway across the laneway, the access for this development is well spaced and the possibility of conflict between vehicles accessing the two sites are anticipated to be low;
- The driveway meets the minimal width requirements. The proposed driveways are typical and utilized by many other municipalities. As best practice, it is suggested that the access (flanges to the driveway) be maximized so the two-way vehicle travel to turn from and onto the two accesses can accommodate an 85th percentile vehicle and P-TAC vehicle simultaneous movements and to avoid oversweeping onto opposing lanes. With this recommendation, the Developer has indicated that the design has maximized the flange width already and further widening would cause other potential design impacts.

Exhibit 4.1 shows the passenger vehicle manoeuvring and recommendations on the ground floor level.
4.2 **Sightline Review**

A sight distance assessment was conducted for the intersection of Crown Street & laneway to ensure there are adequate sightlines between vehicles approaching the rear lane and vehicles departing the rear lane. A sightline review was also conducted at the two driveway accesses off the rear lane.

The Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC Manual – 2017) procedures and specifications on sight distance were used to establish appropriate sight distance requirements at the intersection locations. For this review, two types of sight distances were investigated: Stopping Sight Distance (SSD), and Intersection Site Distance (ISD). The SSD is the minimum required sight distance per the TAC manual.

SSD is defined in Section 2.4.3 of the TAC manual 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”. This can refer to either an object on the road or to another vehicle. It is imperative that SSD is met for safety reasons. The minimum required stopping sight distance (SSD) is calculated as a function of the design speed, brake reaction time, deceleration rate, and grade.

ISD is defined in Section 9.8 of the TAC guide as “the sight distance available from a point where vehicles are required to stop on the intersecting road, while drivers are looking left and right along the major roadway, before entering the intersection”. The ISD is adequate when it allows the vehicles on the minor roadway to safely make all the manoeuvres that are permitted by the layout (e.g., left-turns, right-turns, and through movements), without significantly affecting vehicles travelling on the main roadway (i.e., main road drivers should not need to reduce speed to less than 70% of their initial speed). ISD criteria are longer than the minimum SSD to allow the intersection to operate smoothly.

### 4.2.1 Sightline Review – Crown Street & the Laneway

While the speed limit on Crown Street is 50km/h, Bunt tested the SSD and ISD for both 30km/h and 50km/h. Given the close proximity of the signal at Mountain Highway & Crown Street and that Crown Street terminates approximately 100m east of the laneway intersection; it is likely the operating speed is closer to 30km/h. Consistent with what is recommended in the TAC manual, the position of the front of the vehicle departing the rear lane has been positioned 2m from the edge of Crown Street, which represents where a driver would typically stop when waiting to make a movement from one roadway onto another in order to view oncoming vehicles. With the cycle track and sidewalk, it is acknowledged that vehicles would initially stop behind the cycle track and sidewalk, scan for pedestrians and cyclists, and then move the vehicle slowly up to the edge of Crown Street to gain a better view of oncoming vehicles. When the vehicle is positioned 2m back from the edge of Crown Street, the departing vehicle is between these two stopped positions (before the sidewalk and before the edge of road), resulting in a conservative review of the sightline between vehicles.
Exhibits 4.2 to 4.5 illustrate the required sight distances for each scenario. A review of each sight distance case tested is provided below:

**Stopping Sight Distance – 30km/h**
Assuming a level grade on Crown Street and standard TAC values for the other variables, a required SSD of 35m was calculated. This SSD requirement for 30 km/h can be met for eastbound vehicles on Crown Street as the existing parking on the gravel shoulder would be removed west of the rear lane as part of the redevelopment. For westbound vehicles, the sight triangle may be blocked depending on the location of vehicles and orientation (perpendicular or parallel to Crown Street) parked on the gravel shoulders east of the rear lane. In reality, it is likely departing vehicles will slowly move forward until they can see past any parked vehicles on the gravel shoulders before turning on Crown Street.

In the future, if the lots east of the site redevelop and on-street parking is introduced along Crown Street, the sight line may continue to be obstructed. Depending on the design and location of the parking zones, some on-street parking may need to be restricted to meet the SSD with a 30km/h.

**Stopping Sight Distance – 50km/h**
Stopping sight distance for 50 km/h can be met for eastbound Crown Street approaching the rear lane. The stopping sight distance for 50km/h is 65m, which would extend back into the northbound right and southbound left turn maneuver of the eastbound vehicles. To ensure the SSD is met, landscaping in the southeast corner of the Mountain Highway & Crown Street intersection and along the north side of Crown Street east of Mountain Highway should not exceed 0.6m in height and trees should be limbed for the first 3.0m, per DNV specifications. While the 65m sight distance can be met if the sight triangles are kept free of obstructions in the public realm, vehicles turning from Mountain Highway are likely making their maneuvers at a speed less than 50km/h, thus reducing the required stopping sight distance.

For westbound vehicles, similar to the SSD for 30km/h the sight triangle may be blocked if the departing vehicle is setback 2m from the roadway edge and vehicles are parked on the gravel shoulder east of the rear lane.

**Intersection Sight Distance – 30km/h**
Intersection sight distance for 30km/h was tested for the scenario of a vehicle turning left from a stop-controlled minor road. Per Table 9.9.4 in Chapter 9 of the TAC manual, the design intersection sight distance is 65m for a stopped vehicle looking left and right with vehicles on the main road approaching at 30km/h.

The ISD can be met for eastbound directions if the area within the sight triangles is kept free of landscaping obstructions. Similar to the SSD at 50km/h, the ISD likely cannot be met in existing conditions. In future conditions, if on-street parking is introduced east of the driveway access; it may need to be restricted depending on the location and design.
**Intersection Sight Distance – 50km/h**

The ISD required at 50km/h for left turning vehicles from the minor road is 105m. This cannot be met for either direction, especially for the eastbound direction where the sight triangle would extend back on Mountain Highway and through the proposed development. Given vehicles are likely driving at a speed lower than 50km/h and the difficulty of providing over 100m of clear sight distance from a rear lane in an urban network without removing significant amounts of on-street parking, this is not expected to be an issue.
Crown Street & Rear Lane - Stopping Sight Distance (30km/h)
Exhibit 4.4
Crown Street & Rear Lane - Intersection Sight Distance (30km/h)
Exhibit 4.5
Crown Street & Rear Lane - Intersection Sight Distance (50km/h)

[Crown Street & Rear Lane - Intersection Sight Distance (50km/h)]

[Based on Drawing 1832 Marie Pl Siteplan from engage Architecture dated September 06, 2019]
4.2.2 Sightline Review – Driveway Access & Laneway

The sightline review conducted for the intersection of the proposed driveway accesses and the laneway assumed an operating speed of 30km/h and 50km/h to be conservative and account for the speed limit on Crown Street, though an operating speed of 20km/h along the rear lane which is the legal speed limit in a rear lane per the DNV’s Street and Traffic Bylaw.

Exhibits 4.6 to 4.9 illustrate the required sight distances for each scenario. A discussion of each sight distance case tested is provided below:

**Stopping Sight Distance – 30km/h**

The required SSD for 30km/h is 35m which can be met for northbound and southbound vehicles approaching the ramp access if the adjacent ramp walls and stairwell walls are below sight line level and if landscaping is kept below 0.6m in height and any trees are limbed for the first 3.0m (Exhibit 4.6).

**Intersection Sight Distance – 30km/h**

The ISD at 30km/h is 65m which can be met for northbound and southbound vehicles approaching the ramp access if the adjacent ramp walls and stairwell walls are below sight line level, and if landscaping is kept below 0.6m in height and trees are limbed for the first 3.0m. The SSD for 50km/h can also be achieved at the access, as shown in Exhibit 4.7.

**Stopping Sight Distance – 50km/h**

The SSD at 50km/h is 65m which can be met for northbound and southbound vehicles approaching the driveway access if the adjacent ramp walls and stairwell walls are below sight line level and if landscaping is kept below 0.6m in height and trees are limbed for the first 3.0m. The SSD for 50km/h can also be achieved at the access, as shown in Exhibit 4.8.

**Intersection Sight Distance – 50km/h**

The ISD at 50km/h can only be achieved by southbound vehicles heading towards Crown Street by the access. The sight distance for northbound vehicles passes through the current development and proposed 420 Mountain Highway development, as shown in Exhibit 4.9. Given vehicles are likely driving at a speed lower than 50km/h and there is normally difficulty in providing over 100m of clear sight distance from a rear lane in an urban network, this is not expected to be an issue.
Ensure Stonewall and ramp walls are below sight level
Exhibit 4.7
Ramp Access - Intersection Sight Distance (30km/h)

Ensure stainless steel ramp walls are below sight level.

65.00m  65.00m
Exhibit 4.8

Ramp Access - Stopping Sight Distance (50km/h)

Ensure channelling and ramp walls are below sight level.

65.00m

65.00m
Ensure stairwell and ramp walls are below sight level.

Exhibit 4.9
Ramp Access - Intersection Sight Distance (50km/h)
4.3 Loading Provision

The subject development is not required to provide loading for the site. However, Bunt would suggest that one of the drop-off stalls be time restricted to allow for site loading. In addition to visitor parking, this would aid move-in, and move-out activity for the site.
4.4 Garbage and Recycling Provision

The currently planned operations for garbage / recycling collections are to have a Jitney (F350) vehicle access the P1 garbage and recycling room. The Jitney vehicle would then move refuse to the ground level garbage and recycling staging area. Thereafter, a DNV municipal garbage / recycling truck or private waste removal company garbage would remove the refuse from the site.

With the above, Exhibit 4.10 shows a low profile compactor truck entering the ramp to P1 Level, and backing into the loading zone beside the staging area. The Ford F350 is able to access both the ramp and staging area without any major challenges.

A Superduty truck is illustrated accessing the garbage/recycling pick up stall in Exhibit 4.11.
4.5 Vehicle Circulation

A review of the proposed underground parking was conducted using AutoTURN software. The passenger vehicle circulation and parking maneuvers can be found in Exhibits 4.12 to 4.16 for the P1 level and Exhibit 4.17 for P2. Note, Bunt worked closely with the Project Architects and provided recommendations to improve vehicle circulation and maneuverability around the parkade as part of the internal review process.

Some of the main recommendations made by Bunt include the following:

- At the top and bottom of the access ramp from the laneway, provide corner cuts to allow for simultaneous movements of vehicles entering and exiting the site.

- For drive aisle widths of 6.79m, widen to the District standard of 7.0m. To further detail this note, it is acknowledged that the drive aisle widths are limited by the site sizing constraint and it may not be possible to be widened further due to this result. While the proposed width is below the District standard, this is a known variance, and permitted in other municipalities. It must also be noted that other municipalities, such as the City of Vancouver, would allow for a 6.8m aisle width under the same design circumstances.
Ford F350 + Dumpster

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>3.03</td>
</tr>
<tr>
<td>Track</td>
<td>1.76</td>
</tr>
<tr>
<td>Lock to Lock Time</td>
<td>6.0</td>
</tr>
<tr>
<td>Steering Angle</td>
<td>32.2</td>
</tr>
</tbody>
</table>

[Based on Drawing 1832 Marie Pl Siteplan from engage Architecture dated September 6, 2019]
P1 Level - Parking Circulation Inbound Movements

[Based on Drawing 11832 Marie Pl Siteplan from engage Architecture dated September 6, 2019]
Outbound movements difficult for ETAC, suggest labeling as small car stall.
<table>
<thead>
<tr>
<th></th>
<th>Width</th>
<th>Track</th>
<th>Lock to Lock Time</th>
<th>Steering Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 Honda Civic</td>
<td>2.00</td>
<td>1.75</td>
<td>0.75</td>
<td>37.5</td>
</tr>
<tr>
<td></td>
<td>1.75</td>
<td>1.75</td>
<td>0.75</td>
<td>37.5</td>
</tr>
</tbody>
</table>

[Based on Drawing 1832 Marie Pl Siteplan from engage Architecture dated September 6, 2019]
5. PARKING REVIEW

The developer is proposing to provide parking for the development at rates lower than the minimum requirements of the DNV’s Zoning Bylaw and are planning to be generally in adherence to the District of North Vancouver Alternative Parking Rates (DNVAVPR) policy. Fairborne acknowledges that these rates are draft only; however, the District has asked that the developer to review these requirements as part of their design. The developer plans to provide a total of 159 parking stalls, which services 140 dwelling units.

5.1 Bylaw Requirement & Proposed Supply

As part of the DNVAVPR policy, developments are allowed to provide parking at a rate lower than the Zoning Bylaw assuming certain criteria are followed and if the District accepts the developer’s Transportation Demand Management (TDM) Plan, which is discussed in detail in Section 6. For comparison purposes, both the Zoning Bylaw and DNVAVPR have been presented and discussed below.

In order to utilize the base rates from the DNVAVPR, an adequate number of TDM points must be achieved. With that, as this is a strata residential development, it falls into the following category: “Multiple Dwellings with 21 dwelling units or more.” With this category, 24 TDM points are required in order to utilize the DNVAVPR. The following is the associated TDM points associated in reaching the 24 points while further details on the TDM measures provided are summarized in Section 6.

Table 5.1: TDM Points for the Subject Site as it relates to DNVAVPR

<table>
<thead>
<tr>
<th>TDM ITEM PER DNVAVPR</th>
<th>RESIDENTIAL POINTS ASSUMED</th>
</tr>
</thead>
<tbody>
<tr>
<td>At-09: Walking Improvements</td>
<td>12</td>
</tr>
<tr>
<td>AT-07: Bicycle Maintenance</td>
<td>2</td>
</tr>
<tr>
<td>PM-02 Parking Supply</td>
<td>2</td>
</tr>
<tr>
<td>AT-01: Improved Access to Class 1 Bicycle Parking</td>
<td>8</td>
</tr>
<tr>
<td>TOTAL POINTS ACHIEVED</td>
<td>24</td>
</tr>
</tbody>
</table>

Noting the points summarized, Table 5.2, summarizes the parking rates used.
Table 5.2: District Zoning Bylaw, DNVAVPR, and Proposed Parking Rates

<table>
<thead>
<tr>
<th>USE</th>
<th>UNITS</th>
<th>RATES AND REDUCTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>BYLAW (STALLS / UNIT)</td>
</tr>
<tr>
<td>Strata Residential</td>
<td>140 d.u.</td>
<td></td>
</tr>
<tr>
<td>One bedroom or studio</td>
<td>56 d.u.</td>
<td>1.74</td>
</tr>
<tr>
<td>Two bedroom</td>
<td>61 d.u.</td>
<td>1.74</td>
</tr>
<tr>
<td>Three bedroom</td>
<td>23 d.u.</td>
<td>1.74</td>
</tr>
<tr>
<td>Residential Visitor</td>
<td>140 d.u.</td>
<td>0.25</td>
</tr>
</tbody>
</table>

1 - As Phibbs Exchange (Future B-line) is located within 800m, a decrease of 10% may be allowed for all uses except for residential visitor stalls. Further discussed in Section 5.2.
2 - As the developer is proposing a minimum of 50% unbundle parking for the site, a decrease of 5% may be allowed for all uses except for residential visitor stalls. Further discussed in Section 5.2.

Table 5.3 below compares the final DNVAVPR rates with reductions as compared to Developer Proposed Rates

Table 5.3: DNVAVPR Rates vs. Developer Proposed Rates

<table>
<thead>
<tr>
<th>USE</th>
<th>SIZE</th>
<th>UNITS</th>
<th>RATES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>BYLAW (STALLS / UNIT)</td>
</tr>
<tr>
<td>Strata Residential</td>
<td>140 d.u.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>One bedroom or studio</td>
<td>56 d.u.</td>
<td></td>
<td>1.74</td>
</tr>
<tr>
<td>Two bedroom</td>
<td>61 d.u.</td>
<td></td>
<td>1.74</td>
</tr>
<tr>
<td>Three bedroom</td>
<td>23 d.u.</td>
<td></td>
<td>1.74</td>
</tr>
<tr>
<td>Residential Visitor</td>
<td>140 d.u.</td>
<td></td>
<td>0.25</td>
</tr>
</tbody>
</table>

Table 5.4 provides a comparison of the Zoning Bylaw and DNVAVPR parking requirements with the proposed parking supply
Table 5.4: District Zoning Bylaw, DNNAVPR, and Proposed Parking Supply

<table>
<thead>
<tr>
<th>USE</th>
<th>SIZE</th>
<th>UNITS</th>
<th>STALLS</th>
<th>STALL VARIANCE FROM BYLAW</th>
<th>STALL VARIANCE FROM FURTHER REDUCED DNNAVPR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>BYLAW</td>
<td>BASE DNNAVPR</td>
<td>FURTHER REDUCED DNNAVPR</td>
</tr>
<tr>
<td>Strata Residential</td>
<td>140</td>
<td>d.u.</td>
<td>243</td>
<td>172</td>
<td>147</td>
</tr>
<tr>
<td>One bedroom or studio</td>
<td>56</td>
<td>d.u.</td>
<td>97</td>
<td>59</td>
<td>147</td>
</tr>
<tr>
<td>Two bedroom</td>
<td>61</td>
<td>d.u.</td>
<td>106</td>
<td>76</td>
<td>147</td>
</tr>
<tr>
<td>Three bedroom</td>
<td>23</td>
<td>d.u.</td>
<td>40</td>
<td>37</td>
<td>147</td>
</tr>
<tr>
<td>Residential Visitor</td>
<td>140</td>
<td>d.u.</td>
<td>35</td>
<td>14</td>
<td>147</td>
</tr>
<tr>
<td>TOTAL SITE</td>
<td>278</td>
<td></td>
<td>186</td>
<td>161</td>
<td>161</td>
</tr>
</tbody>
</table>

As Table 5.2 indicates, the developer is proposing to provide 159 stalls for the entire development. The base DNNAVPR requires a minimum of 161 stalls. With further reductions based on proximity to B-Line, and unbundle parking, the overall proposed total residential parking is adequately provided.

5.1.1 Disabled Parking

Disabled Stalls
The District’s Accessible Design Policy for Multi-Family Housing governs the provision of disabled stalls for the residential component of the site. Table 5.5 below provided the District’s requirement, which is based on the total number of residential stalls provided on the site.

Table 5.5: District of North Vancouver Residential Disabled Stall Requirements

<table>
<thead>
<tr>
<th>WHERE THE TOTAL NUMBER OF OVERALL REQUIRED PARKING SPACES (UNDER THE ZONING BYLAW) IS:</th>
<th>THEN THE TOTAL NUMBER OF ACCESSIBLE PARKING SPACES TO BE PROVIDED WILL BE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 25</td>
<td>2</td>
</tr>
<tr>
<td>26 - 50</td>
<td>4</td>
</tr>
<tr>
<td>52 - 100</td>
<td>6</td>
</tr>
<tr>
<td>101 - 150</td>
<td>8</td>
</tr>
<tr>
<td>151 - 200</td>
<td>10</td>
</tr>
<tr>
<td>201 - 250</td>
<td>12</td>
</tr>
<tr>
<td>251 - 300</td>
<td>14</td>
</tr>
<tr>
<td>301 - 350</td>
<td>16</td>
</tr>
<tr>
<td>351 - 400</td>
<td>18</td>
</tr>
<tr>
<td>401 - 450</td>
<td>20</td>
</tr>
</tbody>
</table>

* This requirement is based on total number of stalls of apartment and townhouse units that do not require stairs for ground level entry

Based on the above, the total number of residential and residential visitor stalls in the left hand column would be 151-200 stalls, which will require 10 disabled stalls.
With the current site plan, there are 10 disabled stalls provided which is equates to the overall requirement.

5.1.2 Small Car Stalls

The District’s Bylaw allows for up to 35% of all stalls to be designated as small car stalls. Current plans indicate 46 (28.6%) small car stalls are proposed, which is within the bylaw maximum.

Bunt has noted that visitor stalls V1 and V2, and residential stalls R77 and R78, should be labelled as small car spaces due to the limited manoeuvring space for a regular size vehicle. In this case, the percentage of stalls would still be acceptable should the noted changes be made.

5.1.3 Bicycle Parking

Table 5.6 shows bicycle parking bylaw rates, the Draft District of North Vancouver Parking and End-of-Trip Facilities (DNVBPETF) rates, and the proposed bicycle 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. The developer will be supplying adequate Class 1 stalls, but insufficient number of Class 2 stalls. Specifically, Class 1 stalls will be provided at least a rate of 2 stall per residential unit. These Class 1 stalls are provided at each of the residential levels is opposed to the conventional provision being in parking lots. The developer will provide Class 2 stalls at a rate of 0.11 stall per residential unit which is below the DNVBPETF rate of 0.2 stall per unit. The Class 2 spaces are provided at ground level.

<table>
<thead>
<tr>
<th>USE</th>
<th>BYLAW REQUIREMENTS</th>
<th>DNVBPETF</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CLASS 1 - LONG TERM (NO RATE REQUIREMENT)</td>
<td>CLASS 2 - SHORT TERM (0.2 STALLS / UNIT)</td>
<td>CLASS 1 - LONG TERM (2 STALLS /UNIT)</td>
</tr>
<tr>
<td>Residential</td>
<td>-</td>
<td>28</td>
<td>280</td>
</tr>
</tbody>
</table>

5.2 Parking Reduction from Base DNVAVPR

Based on Appendix B of the DNVAVPR, Vehicle Parking Reduction Opportunities, the following attributes and provisions are anticipated for the reduction of the base DNVAVPR rates.

5.2.1 Proximity to B-Line

As noted within the DNVAVPR, if “the site is within 800 metres of B-Line (or better frequent bus service) bus stop, a reduction of 10% may be considered”. The site is within 800m of the Phibbs exchange and therefore 10% has been applied for the strata residential stalls with exception to the residential visitor stalls.
5.2.2 Unbundle Parking

As noted within the DNVAVPR, “if considering unbundled parking where a minimum of 50% dwelling units in a building are sold separately from parking spaces, a reduction of 5% may be considered to the residential parking requirement.” As the developer is proposing at least 50% of the parking stalls will be unbundled, therefore, a reduction has been contemplated as part of the parking requirements for the resident parking (only).
6. TRANSPORTATION DEMAND MANAGEMENT

6.1 Definition

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 405 – 485 Marie Place development, the primary goal of the TDM Plan is to reduce the on-site parking demand to ensure that the provided parking is adequate to suit the needs of the residents, site visitors and the neighbourhood.

The DNNAVPR 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.

6.2 Recommended TDM Plan

Bunt has developed TDM Plan for the site developer that is focused on reducing parking demand. The TDM Plan addresses measures that are recommended to be in place at build out of the developments and for achieving the points required per the DNNAVPR. Table 6.1 below summarizes Bunt’s recommended measures.

Table 6.1: Recommended TDM Plan

<table>
<thead>
<tr>
<th>STRATEGY</th>
<th>MEASURE</th>
<th>RESPONSIBILITY FOR IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>End of Trip Cycling Facilities</td>
<td>Provide long term secure and convenient bicycle storage facilities for residents, at DNV bylaw rates</td>
<td>Site Developer</td>
</tr>
<tr>
<td></td>
<td>Provide a common maintenance area for bicycle maintenance serving residents</td>
<td>Site Developer</td>
</tr>
<tr>
<td>Pedestrian Infrastructure</td>
<td>Provide an off-street pathway system to minimize walking distances; provide sidewalks on one side of site and site fronting streets with boulevard improvements to buffer pedestrians from moving traffic</td>
<td>Site Developer</td>
</tr>
<tr>
<td>Parking Management</td>
<td>Restrict parking supply: provide lower than bylaw supply rates</td>
<td>Site Developer, with approval of DNV</td>
</tr>
<tr>
<td></td>
<td>Unbundle Parking</td>
<td>Site Developer</td>
</tr>
</tbody>
</table>

The measures identified in Table 6.1 above, are described in more detail in the following sections.

6.2.1 Bicycle Parking

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. Table 5.6 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.

The development will supply at least 234 Class 1 spaces, which is in line with the Bylaw and DNVBPETF requirements, and 12 Class 2 spaces, which is below the Bylaw and DNVBPETF requirements. As increased Class 1 space requirement is proposed in the draft bicycle policy, it is anticipated that fewer Class 2 spaces will be required. The Class 1 - Long Term parking spaces will be located at each of the residential levels for increased accessibility (as compared to having parking underground). The Class 2 – Short Term parking will be provided on the ground level.

Aside from the above noted provision of bicycle parking, bike maintenance areas will be provided within the building.

6.2.2 Walking & Cycling Improvements
The proposed development is committed to providing new pedestrian and cyclist facilities on the Crown Street frontage of the site. These new facilities (sidewalk and a one directional bike lane) will improve the pedestrian and cyclist experience, and can encourage and support the use of these sustainable modes of transportation.

6.2.3 Parking

Reduced Parking Supply
The development is proposing to supply residential parking near the rate that is equal to the DNVAVPR. 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.

Unbundled Parking
The DNVAVPR encourages developers to unbundle parking based on its consideration of reduction of parking should 50% of stalls be unbundled. This helps to ensure that the true costs of the parking spaces are appreciated by residents. This parking strategy encourages residents to use other forms of transportation and can reduce the number of vehicles owned per unit.
7. SITE FRONTAGE DESIGN REVIEW

This section reviews the design of the site frontage in regards to auto, transit, pedestrian, and cyclist modes.

7.1 Automobile Access Review

The laneway by which the proposed development is accessed will be 6 m wide. Initially, the laneway will only be connected on Crown Street. Based on the LLTCIP, it is noted that this laneway will connect with Hunter Street to the north in the future.

No site accesses are designed to be provided on Marie Place east of the site and to the north frontage of the site.

In addition, Marie Place, under the existing conditions, has parking on both sides of the curb edges. For the proposed conditions, it is anticipated that there would be a drive aisle of 4.1m with a parking aisle on the east side of Marie Place of 2.2m. With this design, drive aisle space would not change from the existing conditions. It is suggested that there be a space available noted as “no parking” so to ensure the length of a Firetruck can stop in a space that has at least 6m of width.

7.2 Pedestrian Access Review

The proposed development intends to improve the design for the Crown Street frontage. Specifically, the frontage will include 1.80 m sidewalks with a 1.50 m boulevard to separate moving traffic from the pedestrians.

7.3 Cyclist Access Review

The proposed development incorporates a 1.80 m bike lane on Crown Street next to the boulevard. This is a continuation of bike lane provision from the 420 Mountain Highway development.
8. CONCLUSIONS & RECOMMENDATIONS

8.1 Conclusions

8.1.1 Proposed Development

- Fairborne is proposing to construct a residential development consisting of 140 residential strata units at 405-485 Marie Place in the Lower Lynn Town Centre area of the District of North Vancouver.

8.1.2 Existing Conditions

- The site is currently occupied by 11 single family homes.

- The site is well served by transit with bus stops fronting the site along Mountain Highway, which is a part of TransLink’s FTN as well as being near the Phibbs Exchange.

- The current cycling and pedestrian facilities are lacking with no formal protected cycling facilities, few sidewalks, and missing curb letdowns at the northeast and southeast corners of the Mountain Highway & Crown Street intersection.

8.1.3 Site Trip Generation

- The existing single family home trip generation is estimated to be in the order of 8 and 11 vehicle trips in the AM and PM peak hour, respectively.

- The future trip generation due to the proposed development is estimated to be 50 and 62 vehicle trips in the AM and PM peak hour, respectively.

- The net increase in traffic generated by the proposed development compared to the existing uses is expected to be approximately 42 and 51 vehicle trips during the weekday AM and PM peak hours, respectively. This translates to less than 1 additional trips every minute in the AM and PM peak hours.

8.1.4 Site Design Review

- The proposed Ramp access off the laneway meet the minimum spacing required within the DNV Development Servicing Bylaw. The driveway meets the minimal width requirements while recommendations for widening of the driveway letdown have been suggested so to ensure the ability for simultaneous entering and exiting vehicles and to decrease the oversweeping of vehicles onto the opposing lane in the laneway. It must be noted that, further to discussions with the Developer, we acknowledge that the width has been maximized as much as possible due to other design impacts.

- At the intersection of the laneway and driveway accesses, the SSD for 30km/h can be met for both the ramp access if the adjacent ramp walls and stairwell walls are below sight line level (can be seen through), and if landscaping is kept below 0.6m in height and trees are limbed for the first 3.0m. Similarly, the same conditions apply for SSD for 50km/h at the access.
• The ISD at 30km/h can be met for the access if the adjacent ramp walls and stairwell walls are below sight line level, and if landscaping is kept below 0.6m in height and trees are limbed for the first 3.0m. However, the ISD at 50km/h can only be achieved by southbound vehicles heading towards Crown Street. The sight distance for northbound vehicles passes through the proposed development and the 420 Mountain Highway development.

• The site design does not include any loading areas for the development which meets the Zoning Bylaw requirements.

8.1.5 Parking Review
• The development is proposing to supply 161 parking stalls and is adequately providing for the requirements of the DNVAVPR.

• The development is proposing to provide 147 residential and 14 visitor stalls, where 10 of the total stalls will be accessible.

• The development is proposing to supply 45 (28%) small car stalls which is within the 35% maximum allowed within the Zoning Bylaw; and,

• The development is proposing to supply at least 280 Class 1 bicycle stalls, which meets the minimum bylaw requirements, and 16 Class 2 bicycle stalls, which is 12 stalls below the minimum bylaw requirements.

8.1.6 Transportation Demand Management Plan
• The following are TDM measures anticipated for the site to decrease auto ownership:
  o The developer will be providing bicycle parking on each of the residential floors of the development, which improves accessibility to the bicycles beyond the normal bicycle parking within the parkade level of a development.
  o The developer will have bicycle maintenance facilities within the building.
  o The developer will be providing parking to the minimum requirements subject to District approval.
  o The developer will be unbundling at least 50% of their parking stalls.
  o The developer will be improving the Crown Street frontage to the site to incorporate improved designs for pedestrians (sidewalks with a boulevard) and a demarcated bike lane.

8.2 Recommendations
In light of the findings of the study, the following recommendations are presented for consideration:
- Maximize letdown widths / flanges to allow for simultaneous movements of exiting and entering vehicles into the site.

- Maximize letdown widths / flanges so exiting vehicles / entering vehicles do not need to oversweep onto the opposing lane.
Lynn Creek Town Center
Construction
Coordination/Transportation Management Program

File No. 18173
January 2019
Rev. 5

CREUS Engineering Ltd
Civil Engineers & Project Managers
# TABLE OF CONTENTS

1. **PROJECT DETAILS** .......................................................... 1
   1.1. **INTRODUCTION** ...................................................... 1
       1.1.1 Denna Homes (Seylynn Apex/Seylynn Gardens) .................. 1
       1.1.2 Intergulf Development Group (Intergulf West/Intergulf East) .......... 2
       1.1.3 Fairborne Homes .................................................. 3
   1.2. **ON-SITE CIMS COORDINATOR** ..................................... 3
       1.2.1 Benefits for Developers .......................................... 3
       1.2.2 Benefits for DNV ................................................ 3

2. **LYNN CREEK TOWN CENTER CONSTRUCTION OVERVIEW** .......... 4
   2.1. **WORKS OVERVIEW** ................................................. 4
   2.2. **CURRENT DEVELOPMENT SCHEDULE** ............................. 4

3. **COMMUNITY IMPACT AND MITIGATION STRATEGIES** ............. 4
   3.1. **MOBILITY IMPACTS** ............................................... 5
       3.1.1 Offsite Works .................................................... 5
       3.1.2 Offsite Utilities ................................................ 6
       3.1.3 Highway 1 Works ............................................... 6
       3.1.4 Trucking Routes ................................................. 7
       3.1.5 Staging Locations .............................................. 7
       3.1.6 Trades Trips Reduction Strategy ................................ 7
           3.1.6.1 Compass Cards ........................................... 8
           3.1.6.2 Vanpooling ............................................... 8
           3.1.6.3 Shuttle Service .......................................... 9
   3.2. **PARKING** ........................................................... 9

4. **COMMUNICATION** .......................................................... 9
   4.1. **DEVELOPERS COMMUNICATION STRATEGY** ....................... 9
   4.2. **OTHER DEVELOPMENTS** .......................................... 10
   4.3. **DNV COMMUNICATIONS** .......................................... 10
   4.4. **COMMUNITY COMMUNICATION** ................................... 10
   4.5. **MEETINGS** ....................................................... 10
   4.6. **REPORT UPDATES** ............................................... 11
   4.7. **PROJECT CONTACT LIST** ....................................... 11
4.6.1 Emergency Contacts ................................................................. 12

5. REPORT SUBMISSION ................................................................. 13

APPENDIX A: SCHEDULE ................................................................. 14

APPENDIX B: REGIONAL MAPS ......................................................... 16
    KEITH ROAD TRUCK ROUTE ..................................................... 17
    STAGING/LOADING ZONE LOCATIONS ........................................ 18
    ROAD OPENINGS AND CLOSURES ............................................ 19
    TRAFFIC CAMERA LOCATIONS ................................................. 20

APPENDIX C: NOTIFICATIONS .......................................................... 21
    WRITTEN NOTIFICATION AREA – GENERAL NOTIFICATIONS ........ 22

APPENDIX D: SITE SAFETY PLANS .................................................... 24

APPENDIX E: ADDITIONAL RISKS AND MITIGATIONS ................... 25

APPENDIX F: TRIP SURVEY FORM .................................................... 27
1. PROJECT DETAILS

1.1. INTRODUCTION

Creus Engineering Ltd has been retained by Denna Homes, Intergulf Development Group, and Fairborne Homes (the development group) as the Construction Impact Mitigation professional for several developments along both sides of Mountain Highway. The intent of this document is to provide a communications framework and high-level assessment of the developments, their traffic impacts, and some mitigation measures. The development group is proposing to have an on-site CIMS coordinator as outlined in section 1.2. Denna Homes has two developments, Intergulf has two developments, and Fairborne homes has one development proposed. There are other infill projects in the region that are outside the scope of this report.

1.1.1 Denna Homes (Seylynn Apex/Seylynn Gardens)
Denna Homes is nearing completion of the first development in the Lynn Creek area, Seylynn Village. The final building (Seylynn Apex) is east of Seylynn Park and north of Fern Street. Details for Apex are as follows:
- Site Area: 4348m²
- Storeys: 32
• Construction Material: Concrete
• Estimated Concrete Volume: 23,000m³
• Number of Units: 274
• Parkade Levels: 2
• Estimated Excavation Volume: 31,000m³
• Estimated Start Date: June 2018
• Estimated Duration: ±34 months

The second Denna Homes development (Seylynn Gardens) is located between Hunter Street and Fern Street on the east side of Mountain Highway. This development is proposed to include four buildings and one lane dedication.
• Site Area: 12,802m²
• Storeys: up to 19
• Construction Material: Concrete
• Estimated Concrete Volume: 24,000m³
• Number of Units: 380
• Parkade Levels: 2
• Estimated Excavation Volume: 51,000m³
• Estimated Start Date: Spring 2019
• Estimated Duration: ±38 months

1.1.2 Intergulf Development Group (Intergulf West/Intergulf East)
The first Intergulf development is located south of Seylynn Park, between Charlotte Road and Hunter Street, west of Mountain Highway at 1401 Hunter Street. The development includes two residential towers and a community center. This development is intended to be constructed as one phase.
• Site Area: 8506m²
• Storeys: West Tower – 27, East Tower – 16
• Construction Material: Concrete
• Estimated Concrete Volume: 23,000m³
• Number of Units: 326
• Parkade Levels: 2
• Estimated Excavation Volume: 44,000m³
• Estimated Start Date: August 2018
• Estimated Duration: ±40 months

The second Intergulf project is located on the east side of Mountain Highway, at 1521 Hunter Street, the current firehall location. This development includes one tower and one midrise building to be constructed in one phase.
• Site Area: 5539m²
• Storeys: West Tower – 25, East Building – 5
• Construction Material: Concrete
• Estimated Concrete Volume: 18,000m³
• Number of Units: 224
• Parkade Levels: 2
• Estimated Excavation Volume: 35,000m³
• Estimated Start Date: June 2019
• Estimated Duration: ±26 months
1.1.3 Fairborne Homes
Fairborne Homes is proposing to develop a site from Dykhof Nursery to Crown Street. The development includes two mid-rise buildings and one tower. Construction is expected to take place in two overlapping phases for the midrise and the tower.
- Site Area: 9717m²
- Storeys: Tower – 29, mid-rise – 5
- Construction Material: Concrete and Woodframe
- Estimated Concrete Volume: TBD
- Number of Units: 349
- Parkade Levels: 2
- Estimated Excavation Volume: TBD
- Estimated Start Date: August 2019
- Estimated Duration: ±47 months

1.2. ON-SITE CIMS COORDINATOR
The on-site CIMS coordinator will act as though all projects are parts of one overall development, Lynn Creek Town Center. It is expected that by using this approach DNV, developers, and road users will see benefits.

1.2.1 Benefits for Developers

Communication
- Developers will receive single source, regular, professional, and transparent communications about neighbourhood wide activities rather than multiple potentially conflicting reports
- Communication paths between developments are laid out in advance

Coordination
- All construction activities (phases of construction, deliveries, major onsite 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 Lynn Creek Town Center development area if there are any logistic or scheduling issues

Flexibility
- Once this framework is established, additional developments in the development region can be added to the program with relative ease

1.2.2 Benefits for DNV

Communication
- Area residents, district staff, and nearby business/groups will receive consistent, timely, and professional communication about construction activities for the entire region
- DNV will have a single point of contact for the duration of development in the region
- The CIMS coordinator will coordinate meetings between the development group and the developers as well as bringing in any future developments and infrastructure projects as required
• Coordinated advance warning signage will allow commuters to plan alternate routes to avoid the development area

**Accountability**

• The DNV will have a single point of accountability in the event that there are questions or concerns about the project

### 2. LYNN CREEK TOWN CENTER CONSTRUCTION OVERVIEW

#### 2.1. WORKS OVERVIEW

All sites will generally follow the same construction path. Clearing of the site, excavation for parkades and footings, below grade construction, above grade construction, and civil works. Most workers arrive at site before morning rush hour (7:00-8:30) and will generally leave site during the leading edge of afternoon rush hour (15:30-16:00). Several meetings have been held with the development group as well as district staff to develop a worker trips reduction strategy for crossing the Second Narrows Bridge into North Vancouver (details in section 3.1).

The District of North Vancouver Noise Bylaw 7188 prohibits any noise or sound which disturbs or tends to disturb the quiet, peace, rest, enjoyment, comfort, or convenience of the neighborhood or of the persons in the vicinity; or exceeds the Sound Levels prescribed in the bylaw. For construction activity, the maximum Sound Level is 80dB or the maximum Daytime Average Sound Level is 65dB (at the point of reception). Hours of work are:

- Monday to Friday: 07:00 to 20:00
- Saturday: 09:00 to 17:00
- Sunday and statutory holidays: No construction noise allowed

"Construction Noise" means any noise or sound made by:

- (a) the carrying on of works in connection with the construction, demolition, reconstruction, alteration, or repair of any building or structure;
- (b) the carrying on of any excavation by machinery or heavy equipment; or
- (c) the moving or operating of any kind of machine, engine or construction equipment;

Night work is only possible with specific resolution of District of North Vancouver council for exemption from the noise bylaw. If an exemption is required, a written request to staff is required minimum 1 month in advance of the required night work.

#### 2.2. CURRENT DEVELOPMENT SCHEDULE

The overall schedule for Lynn Creek Town Center is changing and evolving as developments are completed and new developments come online. The current development schedule can be found in Appendix A (subject to DNV approval timeline). Generally, Denna Homes and Intergulf will be developing first, with Fairborne lagging approximately one year behind. Denna Homes will be completing the final tower of Seylynn Village (Apex) and Intergulf will be developing their project west of Mountain Highway.

### 3. COMMUNITY IMPACT AND MITIGATION STRATEGIES

During all phases of construction, the following procedure will be implemented to mitigate the impact of construction traffic for all developments.
• The general public is to be protected from construction activities at all times by appropriate fencing, hoarding and communication.

• Truck marshaling is only available on site. No marshaling on District of North Vancouver (or City of North Vancouver) roads unless specifically noted in the TMP’s.

• A copy of the enter / exit procedures and truck routes is to be sent to the trucking contractor prior to starting construction.

• All heavy vehicle drivers will be given a copy of the site construction traffic procedures and truck routes. The flag person should have additional copies available on site.

• Heavy vehicles are to be equipped with radios so that trucks can be delayed, diverted or cancelled as required by current site conditions. Each project’s general contractor will be responsible for communicating with the heavy vehicles and informing the Lynn Creek Town Center CIMS coordinator (more details in section 4.2). The CIMS coordinator shall serve as a single point of contact for DNV staff and the community to resolve any issues or complaints regarding the site.

• An important part of heavy vehicle management is the mitigation of silt, mud, dust, debris, and litter.
  o All trucks are to be covered for transit prior to leaving site.
  o The trucking contractor will ensure that adjacent streets and truck routes are kept clean and free of dust and debris on a daily basis.

• The general contractor for each project is also responsible for installing and maintaining a site sediment & erosion control system including mud and dust control and a wheel wash during trucking.

Additional mitigation strategies for potential risks during above-grade and off-site construction (late 2019-2020) can be found in Appendix E.

3.1. MOBILITY IMPACTS

3.1.1 Offsite Works
Each project has offsite infrastructure upgrades as part of their development agreements. The following summarizes items that will have significant impacts to traffic (per development). Since they Hydro scope for each project is still being refined, the earliest start date for offsite hydro works will likely be fall 2019.

• Seylynn Apex – Boulevard works along Mountain Highway and Fern Street will require minor traffic impacts. Fern Street is to be closed from Mountain Highway to Seylynn Crescent. Detour routing is to be provided through a temporary road connecting Fern Street and Hunter Street. The temporary road has been designed to have 2 travel lanes and one dedicated construction lane. A temporary sidewalk has been constructed along the Apex site on Mountain Highway to facilitate bus stop access.

• Seylynn Gardens – Roadworks to centerline along Mountain Highway from Fern Street to Hunter Street. This will require significant disturbances to traffic on Mountain Highway.

• Intergulf West – Hunter Street rebuild (including servicing), and the west half of Mountain Highway from Fern Street to south property line. Hunter Street is to be closed west of Mountain Highway for the construction of the works. DNV operations center staff parking will also be provided in this area.

• Intergulf East – Roadworks on Mountain Highway and roadworks on Hunter Street to centerline will require lane closures. There will also be construction of a new lane along the east property line of the development.
• Fairborne – Water main upgrade from Charlotte Road to Crown Street (west side of Mountain), roadworks to the centerline of Mountain Highway along project frontage, and roadworks for the full width of Crown Street will all require lane closures.
• Hydro distribution – Hydro has met with the development group and the District to begin early discussions regarding their distribution network upgrades. There will be new hydro duct banks running along Mountain Highway through the development area. As each development design progresses, Hydro will either include the works in their program or have the development complete the works. The scope of all utility works for each development is still being refined.

Each of these items will require detailed traffic management plans to be developed prior to commencement of the works. Additional offsite upgrades may be required pending network analyses being completed by DNV. Some general requirements are listed below.
• Existing pedestrian routes (sidewalks, trails) to remain clear and open at all times unless specifically noted in the detailed traffic management plans.
• Bike routes, once constructed, to remain clear and open at all times unless specifically noted in the TMP's.
• Transit service and access to bus stops to remain available at all times unless specifically noted in the TMP's. Temporary relocation of bus stops, as required, to be coordinated with Coast Mountain Bus Company with notification to District of North Vancouver transportation department.
• There are to be no restrictions to emergency vehicles at any time. Emergency vehicles are to be given priority access at all times. Emergency services (police, fire, ambulance) are to be notified in advance of any detours and construction activities with potential to cause delays (ie intersection construction, road paving)
• Orwell Street must be available; for alternate routing between Bont St and Crown St as required. These improvements must be in place prior to commencement of work on a second project in the area east of Mountain Highway (not including Seylynn Apex). The temporary road layout for Orwell Street must include the following:
  • Min 2.0-3.0m sidewalk/multi-use pathway
  • No-post barrier separating the MUP and roadway
  • Min 7.0m road width
  • Works are to be completed at the developers' cost

3.1.2 Offsite Utilities
Hydro/Telus/Shaw/Fortis designs for each project are in progress. As designs are finalized and scope of works is refined each project will be required to provide schedule/duration for the works. Each portion will be added to the overall works schedule and coordinated when designs are available. As noted above, Hydro is also working on a new distribution corridor through the development area.

3.1.3 Highway 1 Works
The Lynn Creek development region is bordered on the north and east by Highway 1. MOTI has several upgrade projects scheduled for exits 21, 22, and 23. These upgrades are outlined here for reference but are outside the scope of this mitigation plan. Access points to Highway 1 may change over the course of Lynn Creek Town Center construction. As these access points change, trucking routes will need to be revised as necessary. The upgrades have been added to the coordinated schedule for reference.
3.1.4 Trucking Routes
The development region sits between two main access points for Highway 1, exit 22 and exit 23. Trucks can use either of the highway access points before turning onto Mountain Highway (signalized) and proceeding to each project. Mountain Highway will be utilized as the main arterial truck route for construction traffic heading north or south. A temporary signal is to be installed at the intersection of Hunter Street and Mountain Highway to facilitate access to both Seylynn and both Intergulf projects. Access for each project is outlined below:

- Seylynn Apex – Vehicles will access site via Hunter Street and the Hunter-Fern connecting lane and then enter the work zone. Exiting vehicles will turn onto Mountain Highway from Fern Street.
- Seylynn Gardens – Vehicles will turn onto Hunter and then enter site, or onto the lane, and then onto site. Vehicles exiting the site will use the lane to access Fern Street before turning onto Mountain Highway. The ramp for excavation access may parallel the lane. Final access ramp orientation is to be determined.
- Intergulf West – Vehicles will turn onto Hunter Street. The north west portion of Hunter Street is to be closed to the public during this development. There are 30 DNV Operations Center parking stalls on Hunter that will be made available to the public on Saturdays and Sundays.
- Intergulf East – Vehicles will turn onto Hunter Street and then onto the new lane at the east property line of the development. Exiting vehicles will follow the same route back to Mountain Highway.
- Fairborne – This development is still in early planning stages and the site layout is very preliminary. Vehicles will likely turn onto Crown Street and then onto the new lane running along the east property line.

3.1.5 Staging Locations
Staging of deliveries is not permitted on DNV or CNV roads. Any required staging is to be handled on site at each individual development.

- Seylynn Apex – Any vehicles requiring staging will be staged within the Fern Street closure.
- Seylynn Gardens – If required, trucks will be staged at the east side of the site. There are to be no vehicles staged on district roads or the Hunter-Fern connector.
- Intergulf West – Truck staging will utilize the east portion of the Hunter Street closure (From Mountain Highway west). At no time are staged vehicles allowed to block DNV staff from entering or exiting their designated parking stalls.
- Intergulf East – Staging is expected to take place at the east property line in the future lane area.
- Fairborne – This development is still in early planning stages and the site layout is very preliminary. Staging will likely be along the east property line in the future lane area.

For the Intergulf East and Fairborne projects, the lane to the east may require additional detailing and coordination if one development is completed in advance of the other. The lane shall be accessible as required for the completed development for business and residents. This plan will need to be refined when the schedules for the developments have been determined.

3.1.6 Trades Trips Reduction Strategy
The development group will undertake the following trips reduction initiatives:

1. Providing Compass cards during all phases of construction (excavation – project completion)
2. Incentivizing vanpooling via flexible parking fee structure during all phases of construction (excavation – project completion)
3. Providing bus shuttle service during above grade construction

Costs for the above incentive will be borne and shared by the development group.

Success targets for trip reductions have been set at 25% fewer vehicle trips to site with a minimum of 50% workers not travelling to site as a single occupant vehicle. A LCTC CIMS daily trip survey (see Appendix F) will be implemented at each site to keep track of mode of transportation to and from site. The results of the survey will be reviewed by the DNV and development group periodically in order to refine the above noted trips reduction strategy as needed.

3.1.6.1 Compass Cards
Compass cards would be made available to the trades at the site office for the duration of construction. The number of cards required is to be assessed as development progresses. The program would allow longer distance commuting workers to park at a central location south of the Second Narrows Bridge then take the bus to site. A potential option is to have parking near the PNE grounds. The development group is currently working on obtaining long term reserved stalls from a lot near the PNE fairgrounds. Workers would board the 210 bus with stops along Mountain Highway in the subject development corridor. The return trip from the developments would be via the 211 bus route. Encouragement for this option will come from a fee structure (as outlined in section 3.2), and aggressively enforcing the no parking on DNV streets policy. The development group will provide primary parking patrols to discourage street parking. Ticketing services will be provided by DNV staff.

To ensure the effectiveness of the compass cards, the development team would need to access the card data. Translink has been contacted and has outlined steps to obtain card data. Each worker would be required to sign a waiver stating that they will be the only person using the card for the purposes of travelling to and from site as well as allowing their travelling data to be viewed by the development team. This signing would take place at the site orientation and be witnessed by the CSO.

The transit system would benefit if the subsidized Compass Card program is successful. The transit system would see increased ridership and be able to stress test the current transit network servicing the Lynn Creek Town Center. Translink has been notified of the expected increase to their ridership and they have indicated that adequate capacity is expected. Additionally, they have indicated that there are no anticipated changes to those routes in the current 10-yr plan.

3.1.6.2 Vanpooling
Another incentive for reduced trades trips is to provide incentives during the tendering process to promote vanpooling to/from the site.

Fees or parking on site at each development is proposed. Vehicles parking on site will be charged base on the number of occupants when accessing the site.

- Single occupant - $25/day
- Two occupants - $15/day
- Three occupants - $15/day
- Four occupants - $5/day
• Five or more occupants – Free

3.1.6.3 Shuttle Service
A pilot shuttle service from south of the second narrows bridge will be provided. The shuttle would depart PNE Fairgrounds and deliver workers to site. Early preparations for a shuttle service are being completed now, but the service will not be provided until after excavations are completed and more trades are coming to each site. Each development is to provide the number of expected shuttle users prior to significant phase changes.

3.2. PARKING
Trades parking will primarily be the responsibility of each developer, with expected additional parking to be made available to neighbouring projects. Generally, there is no trade parking permitted on DNV streets. If the developments are unable to provide parking on site, they are to retain offsite parking at other developments with available space. The CIMS coordinator will be required to keep track of available parking spaces across the development region. Available parking will need to be constantly monitored as each project proceeds and additional developments come online.

• Seylynn Apex – Apex parking is expected to take place on the Seylynn Gardens site until excavation of Gardens begins. At that time Apex parkade parking will be available to trades.
• Seylynn Gardens – Parking for Seylynn Gardens is to be provided on-site. Overflow from the Gardens site is expected to be taken up by extra space within the Apex parkade.
• Intergulf West – Utilizing the western portion of the Hunter Street closure along Seylynn Park, Intergulf will provide enough parking for their trades as well as stalls for DNV operations center staff. The trades parking and staging area will be closed to the public during business hours. The 30 Operations Center stalls will be made available to the public on Saturdays and Sundays.
• Intergulf East – Parking considerations for this development are expected to take place further into the design process.
• Fairborne – Parking considerations for this development are expected to take place further into the design process.

Official parking enforcement will be provided by DNV with fees and fines being issued to developers. Daily monitoring and patrol to dissuade parking on DNV streets will be provided by the LCTC CIMS coordinator.

4. COMMUNICATION
A single point of contact will provide benefits to anybody raising issues to the development group. Additionally, the development group will be able to communicate effectively between each other. Regular meetings between the different parties involved will also be effective for ensuring continued communication throughout construction.

4.1. DEVELOPERS COMMUNICATION STRATEGY
One person will be listed as the main construction impacts coordinator during construction (CIMS coordinator). The development group has proposed Stephen Bureyko as the on-site CIMS coordinator. He is the CSO for Intergulf’s projects in the corridor and will be on-site throughout the construction process. Stephen will be responsible for coordinating traffic plans between the developments, bridging the developers with outside entities, be listed as the public contact for traffic concerns, ensure adequate implementation of the traffic plans, and provide
changes as required to the overall construction impact mitigation plan. He will also be responsible for determining the frequency of developer meetings required for appropriate coordination of construction activities. Any day to day issues will be resolved or elevated by Stephen.

4.2. OTHER DEVELOPMENTS
Other developments in the region will be required to have their CSO staff meet with Stephen and provide their contact information prior to commencement of works. This will apply to all developments between Keith Road and Main Street, including Phibbs Exchange and MOTI projects.

Stephen will be required to proactively notify and coordinate significant works with DNV, MOTI, Phibbs Exchange, and B-line projects as well as the LCTC south coordinator.

4.3. DNV COMMUNICATIONS
The CIMS coordinator will be the main point of contact between the district and the development group. The district will be notified of the recurring CIMS meetings and may attend at staff discretion. It is preferred that one DNV staff member is chosen as the contact point for the CIMS coordinator. This will streamline communications between the parties involved. Several pan-tilt-zoom cameras are being installed for the district at key locations as shown on the map in Appendix B.

4.4. COMMUNITY COMMUNICATION
Prior to beginning each project, the developers will be required to provide notice to the surrounding businesses and residents. A map showing the notification area is provided in Appendix D.

Two mobile changeable message boards are to be made available for deployment throughout development of the region. More message boards may be added to the program if necessary.

All developments are required to have visible signage posted on the fencing. The CIMS coordinator should have their contact information listed as well as a graphic showing the site plan. No signs are to be posted within 4.5m of a corner or access point on the fence.

An email notification list has also been suggested. Residents and associations would be able to opt in to the list to receive updates to the construction schedule as well as being notified of any upcoming closures in the area.

4.5. MEETINGS
Several different meeting groups are going to be required throughout the construction of all developments in the LCTC. These meetings are intended to keep all necessary parties informed and updated on performance of the impact mitigation strategies. Two tiers of meetings that will be required have been identified and outlined below.

1. Developer meetings – Regular meetings including project managers and the CIMS coordinator should be held at minimum every two weeks or as needed. This meeting is intended to raise any ongoing day to day issues that need resolution and to assist with milestone coordination items.

2. Developer/DNV/Third party meetings – Meetings with the district will be required approximately every 4 weeks or as requested. Invitations should also be sent to third
parties (Hydro/Tel, Phibbs Exchange, MOTI, etc.) for their input, although their attendance is not mandatory. These meetings are intended to be at a high level to identify any strengths or weaknesses in the CIMS. This is also an opportunity to identify any milestone coordination items that may require DNV approval (ex. night works) or significant works coordination required between projects.

4.6. REPORT UPDATES
This is intended to be an evolving document and guideline for impact mitigation for the construction of all developments in the Lynn Creek Town Center (north). This report has defined the LCTC northern region as being any development whose primary access is Mountain Highway between Keith Road and Crown Street. LCTC south is currently being coordinated by Sarah Bingham with Adera (contact provided in section 4.7).

This report will require regular updates as developments are added and removed from the program. Updates will also be required as any significant changes to regional transportation are implemented (ie. completion of the new Highway 1 access at Mountain Highway). District of North Vancouver staff will also be able to request adjustments/amendments to the plan at any time.

4.7. PROJECT CONTACT LIST

Construction Impact Mitigation Coordinator:
Stephen Bureyko
604-612-8506

Denna Homes:
Sassan Nikseresht, Construction Manager
604-987-5000

Intergulf Development Group:
Joyce Shen, Development Manager
604-697-3319

Tolson Benson, Construction Manager
604-683-2406

Fairborne Homes:
Vicky Chou, Development Manager
604-687-8686 ext 236

Squamish First Nation:
Kathleen Callow
Kathleen_Callow@squamish.net

Coast Mountain Bus Company:
Harjit Sidhu-Kambo, Transit Engineering Manager
(604) 953-3051

District of North Vancouver:
Scott Sigston, Planning, Permits and Properties
(604) 990-2434

North Shore Chamber of Commerce
102 – 124 West 1st St, North Vancouver, BC
604-987-4488

Police (RCMP):
147 East 14th St, North Vancouver, BC
604-985-1311

District of North Vancouver Fire Services:
1110 Lynn Valley Rd, North Vancouver, BC
604-980-7575

District Operations Centre:
1370 Crown St, North Vancouver, BC
604-990-3831

CREUS Engineering:
Fred Ciambrelli, Senior Project Engineer
604-987-9070

LCTC South CIMS Coordinator:
Sarah Bingham, Development Manager
604-637-4326

4.6.1 Emergency Contacts

RCMP: 911
Fire Department: 911
BC Ambulance: 911
5. REPORT SUBMISSION

Yours Sincerely,

CREUS Engineering Ltd

[Signature]

Clayton Bailey, P.Eng.

Reviewed By: Fred Ciambrelli, P.Eng.
APPENDIX A: SCHEDULE
APPENDIX B: REGIONAL MAPS
APPENDIX C: NOTIFICATIONS
SAMPLE NOTICE TO RESIDENTS AND BUSINESS OPERATORS

Temporary Street Closure/Building Zone
Location
Time and Dates

Date

Dear Residents and Business Operators:

We are writing to notify you that...

This is necessary to install/repair the <underground utilities, road, sidewalk, landscaping, lighting etc.> adjacent to the <Address>.

The closure will be required during week day business hours from <> to <>.

During construction there will be traffic diversions, parking restrictions and lane closures. The actual work site will be kept as compact and tidy as reasonably possible. The workers will cooperate with the businesses to try and minimize the impact the work will have on day-to-day business operations.

We apologize for any inconvenience the work may cause and thank you for your understanding and cooperation. Please contact the undersigned at <> or by e-mail at <> if you would like to discuss this matter in further detail.

Please also refer to project web site at <> for on-going construction updates.

Yours truly,

<Applicant>

cc: North Shore Chamber of Commerce
RCMP
District of North Vancouver Fire Services
District Operations Centre
District Hall – Transportation Department
Coast Mountain Bus Company

CREUS Engineering Ltd.
APPENDIX D: SITE SAFETY PLANS
APPENDIX E: ADDITIONAL RISKS AND MITIGATIONS
<table>
<thead>
<tr>
<th>Risks/Issues</th>
<th>Mitigation Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mountain Highway may need to be closed for a short period of time</td>
<td>If barricades moved at Orwell and Rupert, Orwell Street can be used as a short term alternative route from Rupert Street to Hunter Street. If accessing Seylynn Village, the temporary road at the Seylynn presentation center can be used.</td>
</tr>
<tr>
<td>Bicycle or pedestrian detouring may be required due to service crossings</td>
<td>Pedestrian and bicycle traffic to be directed to other side of road at first adjacent block. Any detours to be specifically noted for each crossing as it becomes necessary.</td>
</tr>
<tr>
<td>Bus stops may require temporary closure</td>
<td>Any short term (1-5 weeks) bus stop impacts are to be approved by CMBC. Bus stop to be relocated or closed as required by CMBC.</td>
</tr>
<tr>
<td>Each site has sufficient parking. It is unlikely that overflow parking is required</td>
<td>If overflow parking is required by any one site the CIMS coordinator is to direct overflow vehicles to an adjacent site. CIMS coordinator to keep estimate of available stalls on all sites at all times.</td>
</tr>
<tr>
<td>Temporary road between Fern and Hunter may require a closure</td>
<td>The fern Street closure would need to be opened for traffic to pass through to Mountain Highway. GENERALLY, this area is reserved for construction activities but can be opened in an emergency scenario.</td>
</tr>
</tbody>
</table>
APPENDIX F: TRIP SURVEY FORM
<table>
<thead>
<tr>
<th>Name</th>
<th>Company</th>
<th>Check-in Time</th>
<th>Mode of transportation to site today</th>
<th>Check-out Time</th>
<th>Mode of transportation to site today</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>My own vehicle</td>
<td></td>
<td>My own vehicle</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Carpool (if of passengers)</td>
<td></td>
<td>Carpool (if of passengers)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Public Transit</td>
<td></td>
<td>Public Transit</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Shuttle @ PM</td>
<td></td>
<td>Shuttle @ PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Others (please clarify)</td>
<td></td>
<td>Others (please clarify)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1

2. REFER TO CIVIL DRAWING FOR SITE SERVICING, SURFACE MATERIALS, AND DETAILED SITE GRADING.

ALONG CROWN STREET, INTERIM DESIGN FOR MARIE

90'-11" [27.71 m] NEW P.L. 100.77' (30.715m)

33'-9" [10.248 m] FG 33.62' 10.248 m

32.81' FG 32.81'

GARB. / REC. 37.6' 11.113 m

DEDICATION: A5-00

1
This drawing must not be scaled. The General Contractor shall verify all dimensions, datums and levels prior to commencement of work. All errors and omissions to be reported immediately to the Architect. Variations and modifications to work shown shall not be carried out without the written permission from the Architect. Copyright reserved.

These drawings and the design are, and at all times remain, the exclusive property of the Architect, and cannot be used and/or reproduced without the consent of the Architect, in which case the reproduction must bear their name as the Architect.

Elevations

Proposed Elevation (Marie Pl.)
Proposed Elevation (Lane)

Streetscapes along Marie Place & Lane
OVERALL PARKING PLAN - LEVEL P1

PARKING STALL DIMENSIONS - ACCESSIBLE, TYPICAL & SMALL CAR

GARBAGE & RECYCLING ROOM

1/16" = 1'-0"
BUILDING B - ROOF PLAN

1/8" = 1'-0"

This drawing shows the roof plan of Building B. It includes various measurements and dimensions. The key plan at the top left corner indicates the layout of the building and its relation to other structures. The drawing includes annotations and notes for construction details. The architect reserves the copyright and exclusive property of these drawings.
CROSS SECTION #5 - THRU BUILDING A
### Building Materials and Specifications

#### Building A - Partial North Elevation

1. **Asphalt Shingle Roof**
   - Malarkey Legacy
   - Natural Wood

2. **Stained Wood Brackets, Soffits at Lobbies, Wood Stain**
   - Sico Ext. Translucent Wood Coating
   - Traditional Cedar

3. **Painted Wood Siding, Trims at Balconies, Roof Fascia, & Painted Steel Doors**
   - James Hardie Panels: Smooth-Style, Sys. – Iron Grey
   - James Hardie Panels: Smooth-Style, Sys. – Aged Pewter
   - James Hardie Panels: Smooth-Style, Sys. – Arctic White

4. **Panel Cladding**
   - James Hardie Panels: Smooth-Style, Sys. – Baked Clay

5. **Vinyl Windows & Aluminum Curtain Wall at Lobby / Amenity**
   - Exterior: White
   - Interior: White

6. **Concrete Window Sill & Post Caps**
   - Clear & Smooth Finish

7. **Brick Veneer**
   - Mutual Materials
   - Mission: Wheat

#### Building B - Partial South Elevation

1. **Asphalt Shingle Roof**
   - Malarkey Legacy
   - Natural Wood

2. **Stained Wood Brackets, Soffits at Lobbies, Wood Stain**
   - Sico Ext. Translucent Wood Coating
   - Traditional Cedar

3. **Painted Wood Siding, Trims at Balconies, Roof Fascia, & Painted Steel Doors**
   - James Hardie Panels: Smooth-Style, Sys. – Iron Grey
   - James Hardie Panels: Smooth-Style, Sys. – Aged Pewter
   - James Hardie Panels: Smooth-Style, Sys. – Arctic White

4. **Panel Cladding**
   - James Hardie Panels: Smooth-Style, Sys. – Baked Clay

5. **Vinyl Windows & Aluminum Curtain Wall at Lobby / Amenity**
   - Exterior: White
   - Interior: White

6. **Concrete Window Sill & Post Caps**
   - Clear & Smooth Finish

7. **Brick Veneer**
   - Mutual Materials
   - Mission: Burgundy

8. **Brick Veneer**
   - Mutual Materials
   - Mission: Wheat

   - Alum. Guardrail: Black

10. **Panel Cladding & Painted Aluminum Screens**
    - James Hardie Panels: Smooth-Style, Sys. – Arctic White

11. **Vinyl Windows**
    - Exterior: White
    - Interior: White

12. **Concrete Window Sill & Post Caps**
    - Clear & Smooth Finish

---

**NOTICE:** This drawing may not be reproduced or used without the written permission of the Architect. All dimensions, datums, and levels must be verified by the General Contractor prior to commencement of work. All errors and omissions must be reported immediately. Variations and modifications to work shown shall not be carried out without written permission from the Architect. This drawing is the exclusive property of the Architect and cannot be used or reproduced without consent. Copyright reserved.
This drawings must not be scaled. The General Contractor shall verify all dimensions, datums and levels prior to commencement of work. All errors and omissions to be reported immediately to the Architect. Variations and modifications to work shown shall not be carried out without the written permission from the Architect. Copyright reserved. These drawings and the design are, and at all times remain, the exclusive property of the Architect, and cannot be used and/or reproduced without the consent of the Architect, in which case the reproduction must bear their name as the Architect.

PROJECT # 18.32
405 ~ 485 MARIE PLACE
RESIDENTIAL DEVELOPMENT

CONSULTANTS

DRAWING ISSUANCE:
# DATE ISSUANCE
SEPT. 17, 2019

402 - 602 W. HASTINGS ST.,
VANCOUVER, B.C., V6A 1A4
(604) 428-6259
www.engagearchitecture.ca

CLIENT
1 SEP 17, 2019 ISSUED FOR DP / RZ APPLICATION

KS

DISTRICT OF NORTH VANCOUVER, B.C.
Fairborne CMCC Marie Place Ltd Partnership
1450 - 1090 W. Georgia Street
Vancouver BC V6E 3V7

VIEW AT CROWN STREET & LANE (FACING NORTHEAST)
VIEW AT CROWN STREET & MARIE PLACE (FACING NORTHWEST)
VIEW AT LANE & DEDICATED MARIE PLACE PARK (FACING SOUTHEAST)
VIEW AT MARIE PLACE & DEDICATED MARIE PLACE PARK (FACING SOUTHWEST)
BIRD'S EYE VIEW AT MARIE PLACE (FACING NORTHWEST)

VIEW AT BUILDING ENTRIES AT LANE (FACING NORTHEAST)

VIEW OF BUILDING AND PARKADE ENTRIES AT LANE (FACING SOUTHEAST)

BIRD'S EYE VIEW AT LANE (FACING NORTHEAST)

---

This drawing must not be scaled. The General Contractor shall verify all dimensions, datums and levels prior to commencement of work. All errors and omissions to be reported immediately to the Architect. Variations and modifications to work shown shall not be carried out without the written permission from the Architect. Copyright reserved. These drawings and the design are, and at all times remain, the exclusive property of the Architect, and cannot be used and/or reproduced without the consent of the Architect, in which case the reproduction must bear their name as the Architect.

PROJECT # 18.32
405 ~ 485 MARIE PLACE
RESIDENTIAL DEVELOPMENT

CONSULTANTS
DRAWING ISSUANCE:
# DATE ISSUANCE
SEPT. 17, 2019

402 - 602 W. HASTINGS ST., VANCOUVER, B.C., V6A 1A4
(604) 428-6259
www.engagearchitecture.ca

CLIENT
1 SEP 17, 2019 ISSUED FOR DP / RZ APPLICATION

DISTRICT OF NORTH VANCOUVER, B.C.
Fairborne CMCC Marie Place Ltd Partnership
1450 - 1090 W. Georgia Street
Vancouver BC V6E 3V7
LANDSCAPE DRAWINGS - ISSUED FOR DEVELOPMENT APPLICATION

SEPTEMBER 17, 2019
**Sheet Title:** Tree in Sodded Grass Boulevard

**Scale:** 1:20

**Description:**
- **Root Ball Depth:** 1800mm
- **First Branch Section:** Lawn Grass
- **Deciduous Tree Section:**
  - **Undisturbed Subsoil:**
  - **Root/Water Penetration:**
  - **Rototill Depth:** 50mm
  - **Lawn Grass Sod Type:** 2L Sandy Loam
  - **Canadian Landscape Standard:**
  - **Remove Top 1/3 of Wire Basket and Burlap**
  - **Detail for Root/Water Penetration**
  - **Canadian Landscape Standard:**
  - **Staked Out Rootball**
  - **Radius of Rootball:** 900mm
  - **Grading:**
  - **(2) 38mm Width Rubber Fabric Beltling**
  - **Undisturbed Subsoil:**
  - **Planting Medium:**
  - **Place Rootball on 85% SPD compacted**
  - **2550mm Minimum (76mm Diameter) Treated Post (2)**
  - **75mm Depth Composted Bark Mulch**
  - **Remove Top 1/3 of Wire Basket and Burlap**
  - **Detail:**
  - **Black Rubber Hose 12mm or Approved Equivalent**
  - **Scarf side and bottom of tree pit**
  - **Canadian Landscape Standard:**
  - **900mm Minimum Depth**
  - **Remove Top 1/3 of Wire Basket**
  - **Position above first branch of tree.**
  - **Diameter of Tree Pit:** 150mm
  - **Type 2P Growing Medium As Per**
  - **Integrated Tree Stake Set Minimum 2100mm Length.**
  - **900mm Minimum Depth**
  - **Remove Top 1/3 of Wire Basket**
  - **Placement of tree at 2°.**
  - **Tree Stake Set Minimum 300mm Into Undisturbed**
  - **Studded Heavyweight Metal 'T'-Bar (7.5 Pound)**
  - **Installation of 4.5mm Galvanized Guy Wire, Minimum No. 12**
  - **Black Rubber Hose 12mm or Approved Equivalent**
  - **Scarification of soil.**
  - **Angle stakes out at 2°.**
  - **Re-installed at contractor's expense.**
  - **Free draining subgrade**
  - **Sand Based Sod on free draining subgrade**

**Additional Details:**
- **Soil:**
  - **Compaction:** 95% S.P.D.
  - **Drainage:** Sloped to drain
  - **4” Depth Crushed Gravel**
  - **6” Minimum Crushed Gravel**
  - **3/4” minus on separator cloth**
  - **Drainage:**
  - **2” High Flow Perforated Pipe**
  - **Storm Channel:**
  - **300mm Minimum into Undisturbed Subsoil**
  - **Tapered to Base of Shrubs**
  - **Placing of Sod:**
  - **Type of Sod:**
  - **Sod Lawn:** On Grade
  - **Soil Mix:**
  - **Growing Medium:**
  - **ECOMEDIA or Approved Equivalent

**Notation:**
- **Supplemental Standard Detail Drawings (SSDD)**
- **Parts:**
  - **1:** Landscape Details
  - **2:** Crushed Gravel Pathway
  - **3:** Sod Lawn - On Grade
  - **4:** Bioswale Planting
  - **5:** Street Tree in Sodded Grass Boulevard
  - **6:** Continuous Tree Trench Detail

**Drawing Information:**
- **Scale:** 1" = 1'-0"
- **Date:** 2018.11.22
- **Issued for DP:** Yes
- **Issued by:** Durante Kreuk Ltd.
- **Project No.:** 19025
- **Drawing No.:** 3018732
Excerpt from February 13, 2020 ADP

a.) 405-489 Marie Place – Detailed Application for rezoning and DP for two six-story buildings, in Lynn Creek.

Ms. Carolyn Kennedy explained the order of events to the applicant

Ms. Casey Peters, Development Planner, introduced the project, explained the context, and posed questions to the panel for consideration.

The Chair invited the Panel to ask any clarification questions of staff.

- What is the distance between the two buildings?
  - The distances ranges from 25.5ft to 32ft
- What is the large building nearby as shown on the aerial photo?
  - The Dykoff Nursery site
- Will the parking be accessed from a dead end road?
  - No, in the long term the new north/south lane will connect Crown Street to Hunter Street; the interim condition will be a dead end lane.
- What is the width of the lane?
  - The lane will be a standard commercial lane with an 8m width.
- Are there shadow studies for the proposed building adjacent to the property on the other side of the lane?
  - The adjacent development submitted a shadow study with their application. Staff do not have a copy of that study available for this meeting.

The Chair welcomed the applicant team; Karen Smith of Engage Architecture and Kyle Labow of DKL Landscape (Durante Kreuk Ltd.), who introduced the project.

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

- Is the new park, private or public space?
  - The two single family lots will be dedicated to the District and will be public space. It is anticipated that a temporary design will be implemented until all of the land is dedicated for the full park.
- Are there any District requirements for onsite play areas?
  - The District does not require onsite play areas on all redevelopments. Due to the proximity of the site to a significant park it is not anticipated that an onsite play space would be necessary.
- Is there visitor bike parking?
  - Yes, the visitor bike parking is located near the lobby off the commercial lane.
- Is there charging stations in the parkade?
  - Yes, both bike and car parking will have charging infrastructure installed. 20% of stalls have level 1 service and all other stalls available for future conversion.
- What is the demographic the project is designed for?
- The building is designed with predominantly family units and more than 60% of the units are two or three bedroom. There are also one bedroom and one bedroom plus den units.

- Are the existing Marie Place street trees being retained?
  - No, the existing trees cannot be retained. The 5m of District land along Marie Place is being sold and the underground parkade will extend into that land. However, replacement trees will be planted in the new boulevard.

- Is the bike alcove on the north of the site public or private?
  - This is open to public so anyone to utilize.

- Only see five enhanced accessible units, where are the other four?
  - The accessible units are labelled “A1” in the first building and “B1” in the second building.

- Are all the doors within the building automatic or just the front doors?
  - We have not designed that detail yet, but it would be useful to have them on amenity space. All doors have full clearance.

- How will all the different materials be joined together is there is no flashing?
  - Metal reveal system is the joining system on the hardi-panel at inside and outside corner trims
  - For the brick, pre-cast concrete cap with flashing over the hardi-panel.

- Is the 5m land sale along Marie Place from the existing property line to the curb?
  - Yes, there will be an interim street condition with no parking on this side of Marie place.

- How will damage to street from construction of the parkade be mitigated?
  - Will utilize underpinning, there is a temporary road design and the developer will repair and refinish the road as needed.
    - The developer will pay a cash contribution to fund the future conversion of the road to park.

- What colour is the paving?
  - 18 x 18 grey slab press pavers, and will utilize a nicer feature paving in other areas (colour TBD, but in coordination with the rest of the landscape design)

- What is the large open space out front of building A used for?
  - This area is for two large private patios, with privacy screening and generous planting out front.

- Are gincos being used in central courtyard?
  - Yes, but this is subject to change.

- Will gincos be able to do well in planter boxes over a parkade?
  - Will likely use a variety that is a larger tree, but is slow growing.

- Are any of the trees shown along Marie place existing?
  - No, all new trees of species identified in the green spine design guideline.

- Where is garbage picked up?
  - A truck pulls bins from the parkade and trucks pick up from the staging area.

Mr. Alfonso Tejada, Urban Design Planner, gave a brief presentation including:
• An explanation of the difference of the level of detail in preliminary application and detailed applications.
• An overview of the review and design of this application that took place between the preliminary application and detailed application in several iterations.
• The site constraints make for a complicated site, and there several integrated aspects for the project that required important consideration.

Mr. Tejada also provided the following comments for consideration:

• The water meter and PMT locations are problematic and the renderings do not include these; questions how can landscaping resolve this issue.
• Many materials and colours used in the design are not part of the Lynn Creek Design Guidelines.
• Due the linearity of the roof and balcony lines, is more work needed to create movement in the form, or is it successful?
• Not concerned about the separation of the buildings. The relationship is different than those with a courtyard and does not require the same level of separation.
• Window separation and design between these buildings is done well.

The Chair offered an opportunity to ask questions of the Urban Designer; questions were asked and answered on the following:

• Is the low sloped roof part of the Lynn Creek Design Guidelines?
  o No, sloped roofs are not required. However, this can create a more pleasant visual approach for overlooking buildings.
• What is the design of the applications adjacent on the lane frontage?
  o The adjacent site has at grade parking at the rear, with U-shaped building. Behind the parking there is a three story building with rooftop landscaping.

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

• Having the lobbies in the interior courtyard might have been a good idea.
• Concerned that a walkway to the green spine is only 6 ft wide; this is not sufficient space for families with strollers etc.
• The upper levels could be setback at the interior courtyard to let in more light into the courtyard and central units.
• The bike parking on each floor is a positive idea, experience of bike storage in parking garage has been unenjoyable.
• One of the patios out front of Building A is huge, but the patios on green spine are only 6 ft wide, which is not really usable. Seems unfair allocation of limited common property and may an issue for allocation of space for a strata. This space may be better utilized for amenity space or art or could be reconfigured to give more openness at lobby entrance.
• Form and character is generally successful. The two buildings create a strong anchor to Marie Park.
Swapping colours between the two buildings to create connection is not needed. This connection can be done more subtly.

It would be more beneficial to use outdoor spaces to create connections between the buildings.

Appreciate the materials such as the brick podium, but the applicant should consider longevity of certain building materials.

Appreciate the use of a hip roof, which is an improvement to a flat roof.

Concerned about how the access to bike parking is going to work. Is the corridor from lobby to the elevator wide enough? Consider the location of the elevator to ensure ease of access from bike storage.

The design of the lobby could be improved to make it a greater feature

In the B1 accessible units, the junior bedrooms are not an accessible size.

In the A2 accessible units, the den is not an accessible size.

It is unequitable for people with disabilities to be paying for space in their units which they cannot use.

For accessible units stacking laundry is not accessible and should not be used, side by side appliances are required.

Using an enhanced roll-in shower would be an improvement and is recommended.

In accessible units the kitchens should have side-open ovens and microwaves

For accessible units, sinks should be designing for more accessible, off centre taps.

From accessible parking spaces a hatched path should be included to alert drivers of the travel path.

The colour of the concrete slab is the same as the bench and sidewalks. For people with low vision, they are unable to differentiate or see this difference.

Recommend including arm rests on benches so that people can help themselves up.

Colour and design is contemporary, which does not match the shingle roof.

A hip roof will require gutter system, so further consideration should be given to how storm and rainwater management will happen.

The application is a good and complete package

Large number of family units is positive and in demand

CPTED analysis should be done, there are concerns about the safety of the design of the bike wash and maintenance area.

The bike maintenance area is in a prime location and would be better utilized by a unit

The picket fences are quite harsh with the post modern design of the building. Glass may soften the harshness and be an improvement from the picket fences.

The patio adjacent to the amenity space needs more attention. It is adjacent to the park and should be celebrated and stand out to welcome the park and building to each other

The landscape package is not detailed enough, it has no planting plan, just list of species and no renderings, just plan view.

Concerned that cars will hit the landscape walls in the interim road condition on Marie Place.

Most of the trees are in generous planter depths, but cherry trees might not work.
Ms. Carolyn Kennedy provided a summary of the Panel’s main comments:

- Concerns with the size of the patio near the lobby of Building A
- Concerns about the width of walkway between the two buildings
- Concerns about the location of the lobby entrances
- Recommendation that the colour pallet could be adjusted to be more subtle
- Concern about the use of hardi-plank
- Various comments to improve accessibility and accessible units
- Positive outlook on bike storage on each floor, but comments for consideration on the ease of access to the bike storage.

The Chair invited the applicant to respond to the Panel’s comments and the applicant thanked the Panel for their comments.

The Chair invited discussion amongst Panel members

- A Panel Member asked the applicant whether there consideration of a metal roof.
  - No, but it can be considered. There are pros and cons to metal and shingle roofs.
- Asphalt shingles do not have a long life span, for longevity of roof and consideration of future residents.
- There is not a large enough play area for families. Perhaps some roof area could be used for more play area space.
- Ms. Casey Peters noted that there is currently a park with a playground adjacent to the site and a new larger park will be constructed at a later time. She explained that play areas are sometimes required onsite for larger developments but staff do not believe one is necessary for this project.

The Chair invited the Panel to compose a motion:

**MOVED** by Riva Nelson and **SECONDED** by Don Aldersly

THAT the ADP has reviewed the proposal and commends the applicant for the quality of 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**
Accessible Design

As required, 100% of the units have been designed to meet the Basic Accessible Design Guidelines and of those, 5% (7 units total) meet the Enhanced Accessible Design Guidelines. A summary of the items, keyed onto both a typical floor plan (for the Basic standard) and a select unit plan (for the Enhanced standard), are included below for reference.

Common areas including lobbies, amenities, parking and access through the site will also be accessible. Ramps are provided where needed to make up grade changes which result from the FCL requirements. Good lighting and weather protection is provided at building entries and all common area doors will be accessible, with lobby doors also having automatic openers. Further details will be provided with the Building Permit submission.
Rezoning Rationale

Project: Marie Place Apartments
Address: 405 – 485 Marie Place
DNV File #: 08.3060.10/018.18
Date: September 12, 2019

Existing Zoning: RS-5 (Single Family Residential)
Proposed Zoning: Site Specific CD Zone based on RES-6 OCP Designation (for 405 – 475 Marie Place) and NP (Neighborhood Park) for 479 and 485 Marie Place (park dedication)

Rationale:

The current site zoning allows for one single family home per lot, which aligns to the current use of all 11 properties. The proposed rezoning for the site will align the use of the site with the anticipated use within the OCP and under the Lynn Creek Town Centre Implementation Plan. Under these policies, the site is designated for RES-6 Medium Density Apartment up to 6 storey in height and 2.5 FSR in density, with a small north portion of the site designated as an extension to Marie Place Park. The proposed rezoning concerns primarily the 9 southern lots (405 – 475 Marie Place), plus a 5 m portion of Marie Place to be purchased from the District, which will be rezoned to a site-specific CD zone which will allow the proposed multi-family residential use, at 6 storey height and 2.5 FSR density in alignment with the Town Centre Plan. We understand that this site-specific CD zone is the preferred mechanism by which Planning will designate the site for this medium density residential use. The north 2 lots (479, 485 Marie Place) will be dedicated to the District through this process and will be designated as Neighborhood Park (NP) to become part of an expanded Marie Place Park.

A number of sites within the Lynn Creek Town Centre Plan area have already gone through a rezoning process and have been provided with site specific CD zoning similar to what is proposed here, which supports the overall Town Centre Plan. If sites were to retain their existing zoning, implementation of the plan would not be feasible and the neighborhood would not transition into a Town Centre as anticipated by the OCP.
1.0 INTRODUCTION

Durante Kreuk Ltd. was requested by the client to carry out a visual tree assessment and review of site conditions for all existing trees on and adjacent to the subject site to assess potential for tree retention within the proposed development. The tree locations as shown on attached Existing Tree Management Plan (Appendix B) are based on a survey plan provided by company as noted above unless noted otherwise on the drawings.

The observations consist of a visual assessment of individual trees using criteria set out by the International Society of Arboriculture (ISA). The object of this review is to determine the species, size and general condition of each tree, and suitability for retention within the proposed new development of the site.

- Windfirmness or potential for blowdown in the area
- Visible indicators of structural defects in individual trees
- Location, exposure
- Species, age, size, health, condition and anticipated longevity
- Current and potential hazard to persons or property.

The accompanying Existing Tree Management Plan shows the tree locations, diameters at breast height (DBH) and tree numbers corresponding to this report. The plan also shows the proposed retention or removal status for each tree in the proposed development. Further, the plan indicates the extent of the tree protection area.

This report includes all trees on the subject site as shown on the survey and/or as outlined in the District of North Vancouver Tree Protection Bylaw. In addition it includes relevant trees within adjacent road allowance and adjacent sites.

As a base for our recommendations outlined in this report, we use the District of North Vancouver Tree Protection Bylaw 7671.

2.0 GENERAL OBSERVATIONS

2.1 The Subject Site

The subject site is located on the west side of Marie Place, a residential cul-du-sac. Adjacent to the west are three lots occupied with single family residences and one lot occupied with a
commercial nurseries. To the north is a lot occupied with a single family residence. This lot is dedicated for a future District Park expansion.

The subject site consists of 9 single lot, each currently occupied with a one or two stories single-family residence. The site is located on relative flat ground, with a minimal slope of approximately 1.5m from the north to the south.

Significant changes to the neighbourhood are proposed by District Planning Departemen and the current property lines are proposed to be adjusted accordingly. The northern most two lots are set aside to be included into a future District Park. As a tradeoff, the eastern property line has been shifted to the east, to align with the current curb line of Marie Place. Marie Place is proposed to be turned into a greenway. Vehicular access to the site will be provided from a new lane located directly adjacent to the western property line of the site. A new sidewalk along this new lane is propose to be located on the subject site.

2.2 Tree Inventory
A detailed Tree Inventory (Appendix A) including all notes from field observations is attached at the end of this report.

2.3 Existing Trees on Subject Site
Existing trees on this site can be summarized into four general groups as outlined below:

1. Trees within the current road allowance of Marie Place:
Trees within this group consist of broadleaves only. Crimson King Norway maples #01 through #07 are all in good condition. Tree #01 falls outside of the new property line. Trees #02 though #07 fall within the new property line.

2. Trees within the front yards along Marie Place:
Trees within this group consist of a broadleaves manily, with the exception of one conifer. All broadleaves, Crimson King Norway maples, trees #8 and #10 through #13, are organized in a continuous row with the trees listed in paragraph 2.3.1 above. These trees are in fair to good condition. The conifer, a false cypress, tree #9, is in poor condition.

3. Trees within the adjacent sites and road allowance to the north of the subject site:
Trees within this group consist of a broadleaves only. Three Crimson King Norway maples, #14 through #16, are organized in a continuous row with the on site trees further south. They are in fair to good condition. One fig tree, #17, is located in the back yard of the northern most lot. This tree is in fair condition. All four trees fall within the area of a future District Park.

4. Trees within the back yards along the western property line:
Trees within this group consist of a conifers manily, with the exception of one broadleaf. All conifers, Western red cedars or white cedars, trees #18 through #28, #30 and #31, are in fair to good condition. No access was granted to the back yard with a Crimsnon King Norway maple, tree #29. A level 1 assessment from the neighbouring yard was conducted for this tree. This tree seems to be in good condition.

2.4 Existing Trees on adjacent sites and along east side of Marie Place
Existing trees on adjacent sites can be summarized into two groupse as outlined below:

1. Trees within the adjacent site to the west:
One broadleaf, a black cottonwood, tree #32, is in good condition.
.2 Trees along the east side of Marie Place:
A row of Crimson King Norway maples, trees #101 though #117, is located within the road allowance on the east side of Marie Place. These trees are matching the trees on the west side of Marie Place in size, appearance, age and condition. These trees are not included within the scope of this project, but would be impacted by the installation of the Marie Place Greenway as a final condition. These trees are noted for reference only and are not further discussed in this report.

3.0 RECOMMENDATIONS FOR DEVELOPMENT
The proposed two 6 stories residential low-rise buildings would replace the nine existing single-family residences. With the exception of a …m setback along the southern property line, the underground parking structure is proposed to cover almost the entire site.

The following recommendations take into account the proposed site development:

a) Tree #01 falls within off site improvements at Crown Street. This tree is recommended for removal.
b) On site trees #02 through #13 fall within the proposed building footprint or the footprint of the underground parking structure. These trees are recommended for removal.
c) Tree #14 is located on the lot slated for future District Park. Significant area of the critical root zone of this tree falls within the proposed building footprint or the footprint of the underground parking structure. This tree is recommended for removal.
d) Trees #15 though #17 located on lots slated for future District Park, fall outside of the proposed building footprint or the footprint of the underground parking structure. Unless directed as otherwise by the District, these trees are recommended for retention, until further plans are available for the park. These trees fall outside of the construction area and don’t require any further protection.
e) On site trees #18 through #31 fall within the proposed building footprint, the footprint of the underground parking structure or within the extent of heavy construction and excavation. These trees are recommended for removal.
f) Tree #32 on the adjacent site to the west falls within the porpoese lane. This tree is recommended for removal.

4.0 SUMMARY OF TREE REMOVAL AND RETENTION

<table>
<thead>
<tr>
<th>Description</th>
<th>Removal</th>
<th>Retention</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Trees on current and future road allowance</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Existing Trees on current road allowance and future subject site</td>
<td>6</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Existing Trees on subject site</td>
<td>20</td>
<td>0</td>
<td>20</td>
</tr>
<tr>
<td>Existing Trees on site for future District Park</td>
<td>1</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Existing Trees on Adjacent Site</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

5.0 STANDARD OPERATING MEASURES

5.1 Exposing the Roots
Preferable method to expose the roots is using an air spade operated by a certified arborist. This allows the Consulting Arborist to examine the roots and determine the best places to make cuts, preferably beyond sinker roots or outside the root branch junctions. Also, provides the Consulting Arborist to document and evaluate impact on structural roots prior to the pruning.
5.2 Root Pruning
All roots ¾" diameter and larger must be pruned. Root pruning shall only be as deep as necessary to ensure the cutting of all roots, which would be impacted by the disturbance.

Root pruning shall be done with a sharp tool (bypass or scissor-type blades are preferred), in such a way that does not pull on the roots, but leaves smooth cuts. After pruning, fill the area with quality topsoil and water until thoroughly soaked. Once exposed, roots must be covered within 8 hours. If roots will be left exposed for longer than 8 hours, they must be kept moist. One option is to put moist burlap over the exposed roots.

Root pruning shall be done by or under the supervision of an ISA Certified Arborist, and meet or exceed ANSI A300 or approved Tree Care Industry Standards. A certified arborist must be onsite during the entirety of root pruning.

6.0 TREE PROTECTION MEASURES
The “dripline”, i.e. the furthest horizontal extent of the branches, can be used as a general guide to the location of most important roots, however the root system actually extends far beyond that limit. Tree roots are very shallow, generally in the top 600 mm (2' - 0") of soil. The key to tree retention is minimizing root loss, possible sites for decay and conservation of the growing conditions (avoid compaction and minimize grade changes). Limits of disruption as shown on the EXISTING TREE MANAGEMENT PLAN must be demarcated on site and fenced off from all impacts of construction.

As a general guide to establish the minimal Root Protection Zone, the method of multiplying Trunk Diameter at Breast Height (DBH) by a factor based on species tolerance to construction impact and maturity of the tree, as outlined in ISA Best Management Practices, is used. Exceptions to this approach are considered where construction impact does not occur on all sides of the tree or where existing structures currently limit the extent of the root system. As a minimum, the Root Protection Zone should not be set smaller as 6xDBH at any time.

As the City of Vancouver standard 6xDBH is used to calculate the root protection zone. In addition, all work within the critical root zone (6xDBH + 1m) shall be coordinated with the Consulting Arborist, the City arborist and engineering.

Installation of Tree Protection Barrier shall be reviewed by Consulting Arborist or city official. Root pruning, crown pruning and all other physical tree protection measures shall be done by a certified Field Arborist as directed by certified Consulting Arborist.

Tree Protection Barrier shall be a 1.2 M (4' - 0") high chain link fence (standard chain link fence or temporary construction fencing), securely installed, plumb, and securely fixed in the approved positions. Alternatively, Protective Barrier may be 1.2 M (4' - 0") high orange plastic snow fence securely fastened to a sturdy, well anchored frame of 2 x 4 lumber with top and bottom rails and braced where necessary for rigidity.

Install Tree Protection Area signs on protective barrier, minimum of one sign per enclosure or as otherwise specified. Signs shall be well secured and shall be maintained in place until Substantial Performance. Tree Protection Area signs shall be signs at least 900mm x 450mm, on painted plywood or other acceptable weather resistant material, stating:

TREE PROTECTION AREA:
• No Dumping
• No Burning
• No Storage
• No Cutting
• No Machinery

Take all measures necessary to prevent the following activities within tree protection areas except as authorized by the Consultant:

• Storage of materials or equipment
• Stockpiling of soil or excavated materials
• Burning
• Excavation or trenching
• Cutting of roots or branches

Tree Protection Barrier must be kept in place throughout the construction period, which will influence building access and sequencing. Barrier may be removed only with Consulting Arborist consent and oversight, for final landscape installation.

Before the start of machine excavation, hand excavate, airspade or hydrovac along the established limit of excavation and prune all roots along the line. Cuts shall be clean, to approved arboricultural practice.

For all excavation within one meter of a Tree Protection Area, preliminary excavation to 30" depth by hand, air-spade or hydro-vac along the established limit of excavation is required. Preliminary excavation shall be done under supervision of the Consulting Arborist. All exposed roots greater than 1.5" (38mm) diameter shall be pruned to industry standards by a Field Arborist before the start of machine excavation."

Install 10 cm of composted mulch in all Tree Protection Areas to maintain a constant soil moisture.

Retained trees shall be watered thoroughly and deeply, as necessary to supplement rainfall to maintain plant turgidity without prolonged saturation of the root zone. The method, amount and frequency of watering shall be as recommended by the Consulting Arborist, generally running soaker hoses covering the whole root protection zone every second night from 6 pm through 6 am, June through September.

Retained trees may require fertilizing to stimulate regeneration of lost roots and foliage. The fertilizer program shall be as recommended by the Field Arborist. Other measures may be necessary for tree protection and ongoing survival, depending on site conditions. These may be determined during the initial planning for retention and excavation, or may be recommended by the Consulting Arborist during the course of construction.

Any work within the Tree Protection Areas shall be coordinated with and supervised by the Consulting Arborist.

For construction access through a Tree Protection Area (that has been coordinated with and approved by the Consulting Arborist) place a temporary 15cm (6") thick layer of mulch over the existing grade to minimize compaction.

Landscape development must be designed for minimum impact within the Tree Protection Areas, with no retaining walls and grading to allow for landscape development without excavating into existing grade.

7.0 LIMITATIONS OF THIS REPORT
The assessment of the trees presented in this report has been made using accepted arboricultural techniques. These include a visual examination of each tree for structural defects, scars, external indications of decay such as fungal fruiting bodies, evidence of insect attack, discoloured foliage, the condition of any visible root structures, the degree and direction of lean
(if any), the general condition of the tree(s) in the surrounding site, and the proximity of property and people. Except where specifically noted in the report, none of the trees examined were dissected, cored, probed, or climbed, and detailed root crown examinations involving excavation were not undertaken.

The conclusions and recommendations made in this report are based on conditions as recorded on the date(s) of the field review. Notwithstanding the recommendations and conclusions, it must be realised that trees are living organisms, and their health and vigour constantly changes over time. They are not immune to changes in site conditions, or seasonal variations in the weather.

While reasonable efforts have been made to determine that the trees recommended for retention are healthy, no guarantees are offered, or implied, that these trees, or parts of them, will remain standing and whole. It is impossible to predict with absolute certainty the behaviour of any single tree or group of trees, or their component parts in all future circumstances. Inevitably any standing tree will pose some risk. In accordance with standard practice, the assessment presented in this report is valid at the time it was undertaken. Durante Kreuk Ltd. accepts no responsibility for subsequent damage or deterioration.

Notwithstanding the recommendations made in this report, Durante Kreuk Ltd. accepts no responsibility for the implementation of all or part of the recommendations, unless we have been specifically retained to review the implementation measures as they are carried out. Implementation of the recommendations in no way implies any supervisory or inspection role on the part of Durante Kreuk Ltd.

This report shall be considered a whole; no sections or parts are severable. The report shall be considered incomplete if any pages are missing, including the attached plan.

Yours truly,

DURANTE KREUK LTD.

Florian Fisch
ISA Certified Arborist PN – 7921A

FF/jb

LIST OF APPENDICES
Appendix A – Existing Tree Inventory
Appendix B – Tree Management Plan, reduced to 11x17
<table>
<thead>
<tr>
<th>Tree No.</th>
<th>Species</th>
<th># of Stems</th>
<th>DBH-cm</th>
<th>Spread - m</th>
<th>Height - m</th>
<th>Field Observations</th>
<th>Dead</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>Remove</th>
<th>Relocate</th>
<th>Retain</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Acer platanoides 'Crimson King'</td>
<td>50</td>
<td>14</td>
<td>16</td>
<td></td>
<td>Surface root(s), Pruning wound on trunk closed.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Acer platanoides 'Crimson King'</td>
<td>50</td>
<td>14</td>
<td>16</td>
<td></td>
<td>Surface root(s), Ivy on lower trunk. Pruning wound on trunk. Woundwood development is good.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Acer platanoides 'Crimson King'</td>
<td>40</td>
<td>15</td>
<td>16</td>
<td></td>
<td>Surface root(s), Ivy on lower trunk. Pruning wound on trunk closed.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Acer platanoides 'Crimson King'</td>
<td>47</td>
<td>14</td>
<td>16</td>
<td></td>
<td>Surface root(s), Girdling root(s), Pruning wound on trunk closed. Deadwood minimal lower crown.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Acer platanoides 'Crimson King'</td>
<td>49</td>
<td>13</td>
<td>16</td>
<td></td>
<td>Surface root(s), Pruning wound on trunk closed.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Acer platanoides 'Crimson King'</td>
<td>46</td>
<td>14</td>
<td>16</td>
<td></td>
<td>Surface root(s), Against driveway. Driveway heaving. Tag CDNV 84230.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Acer platanoides 'Crimson King'</td>
<td>62</td>
<td>15</td>
<td>16</td>
<td></td>
<td>Surface root(s), Girdling root(s), base ± 30 cm above curb. Pruning wound closed.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Acer platanoides 'Crimson King'</td>
<td>58</td>
<td>15</td>
<td>17</td>
<td></td>
<td>Base ±30 cm higher. Included bark. Deadwood minimal throughout crown.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Chamaecyparis (false cypress)</td>
<td>2</td>
<td>38</td>
<td>7</td>
<td>17</td>
<td>90% dead. Suppressed by adjacent trees. Rose in crown pruned away. Limbed to 3m above ground.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Acer platanoides 'Crimson King'</td>
<td>64</td>
<td>16</td>
<td>17</td>
<td></td>
<td>Surface root(s), Girdling root(s).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Acer platanoides 'Crimson King'</td>
<td>48</td>
<td>15</td>
<td>17</td>
<td></td>
<td>Surface root(s), Girdling root(s), Pruning wound(s) on trunk closed. Heaving in driveway.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Acer platanoides 'Crimson King'</td>
<td>46</td>
<td>14</td>
<td>17</td>
<td></td>
<td>Surface root(s), Gravel tree well. Soil compacted between driveway and base. Deadwood minimal lower crown.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Acer platanoides 'Crimson King'</td>
<td>59</td>
<td>17</td>
<td>17</td>
<td></td>
<td>Surface root(s), Pruning wound(s) on trunk closed. Deadwood minimal lower crown.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Acer platanoides 'Crimson King'</td>
<td>42</td>
<td>15</td>
<td>16</td>
<td></td>
<td>Surface root(s), Pruning wound(s) on trunk closed. Some signs of poor pruning in lower crown. Poor structure in areas.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tree No.</td>
<td>Species</td>
<td># of Stems</td>
<td>DBH-cm</td>
<td>Spread - m</td>
<td>Height - m</td>
<td>Field Observations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>---------------------------------</td>
<td>------------</td>
<td>--------</td>
<td>------------</td>
<td>------------</td>
<td>------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Acer platanoides 'Crimson King'</td>
<td>37</td>
<td>14</td>
<td>16</td>
<td></td>
<td>Surface root(s). Against driveway. Heaving patches. Pruning wound(s) on trunk closed. Deadwood minimal.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Acer platanoides 'Crimson King'</td>
<td>38</td>
<td>9</td>
<td>10</td>
<td></td>
<td>Surface root(s). Pruning wound(s) on trunk. Woundwood development is good. Poor structure. Signs of poor pruning.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Ficus carica</td>
<td>9</td>
<td>37</td>
<td>6</td>
<td>6</td>
<td>Other stems less than 10cm. Poor pruning. Poor structure. Girdling stems.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Thuja plicata (western red cedar)</td>
<td>50</td>
<td>6</td>
<td>8</td>
<td></td>
<td>Lower crown sheared. Previously topped at 6m above ground. 100 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Thuja plicata 'Zebrina' (western red cedar 'Zebrina')</td>
<td>50</td>
<td>10</td>
<td>10</td>
<td>Corrected lean. Sub-dominant leader removed near base. Deadwood substantial inner crown. Limbed to 4m above ground. 75 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Thuja plicata 'Zebrina' (western red cedar 'Zebrina')</td>
<td>46</td>
<td>10</td>
<td>10</td>
<td>Corrected lean Deadwood substantial inner crown. Limbed up to 4m above ground. 75 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Thuja plicata 'Zebrina' (western red cedar 'Zebrina')</td>
<td>41</td>
<td>10</td>
<td>10</td>
<td>Surface root(s). Corrected lean Deadwood substantial inner crown. Limbed to 4m above ground. 75 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Thuja occidentalis (white cedar)</td>
<td>3</td>
<td>41</td>
<td>3</td>
<td>7</td>
<td>Included bark at base. 80 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Thuja plicata (western red cedar)</td>
<td>2</td>
<td>42</td>
<td>4</td>
<td>10</td>
<td>Suppressed by adjacent trees. Joint crown. One stem removed at 1 m above ground. 80 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Thuja plicata (western red cedar)</td>
<td>3</td>
<td>39</td>
<td>4</td>
<td>9</td>
<td>Suppressed by adjacent trees. Joint crown 80 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Cedrus deodara (deodar cedar)</td>
<td>69</td>
<td>16</td>
<td>21</td>
<td></td>
<td>Corrected lean 2 Co-dominant leaders at 3m above ground. Signs of sapsucker. Poor structure. 90 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Thuja occidentalis (white cedar)</td>
<td>3</td>
<td>42</td>
<td>3</td>
<td>9</td>
<td>90 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Thuja occidentalis (white cedar)</td>
<td>2</td>
<td>28</td>
<td>3</td>
<td>8</td>
<td>90 % LCR. Base higher than surrounding.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Thuja plicata (western red cedar)</td>
<td>26</td>
<td>6</td>
<td>11</td>
<td></td>
<td>100 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Acer platanoides 'Crimson King'</td>
<td>+45</td>
<td>14</td>
<td>15</td>
<td></td>
<td>Level 1 assessment only, no access to site granted. Deadwood minimal.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Thuja occidentalis (white cedar)</td>
<td>2</td>
<td>21</td>
<td>3</td>
<td>8</td>
<td>Joint crown 90 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Thuja occidentalis (white cedar)</td>
<td>3</td>
<td>26</td>
<td>3</td>
<td>9</td>
<td>Joint crown 85 % LCR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Populus trichocarpa (black cottonwood)</td>
<td>+45</td>
<td>10</td>
<td>22</td>
<td>No access granted to site.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TREE NOTES**

- Trees, per Bylaw definition, with min. one stem having a diameter of 0.10m DBH are listed on a white background.
August 13, 2019

Ms. Vicky Chou  
Fairborne CMCC Marie Place Limited Partnership  
#1450 – 1090 West Georgia Street  
Vancouver, BC  V6E 3V7

Dear Ms. Chou:

Re: Flood Construction Level Determination  
405–485 Marie Place, North Vancouver, BC  
Project No.: 14984

We have prepared this letter for the determination of the Flood Construction Level (FCL) for the Fairborne CMCC Marie Place Limited Partnership (Fairborne) proposed development on 405–485 Marie Place, located in North Vancouver, BC.

The Site is located on the west side of Marie Place cul-de-sac and lies within the District of North Vancouver (DNV) Creek Hazard Development Permit Area, as shown on Map 2.2 of Schedule B, Development Permit Areas, part of Bylaw 7934, a bylaw to amend the District of North Vancouver Official Community Plan Bylaw 7900, 2011.

The following guidelines were used in the preparation of this report:

- District of North Vancouver’s, Creek Hazard Development Permit Area Guideline, as detailed in Schedule B of the Official Community Plan.
To determine the FCL for this Site, the Designated Flood Level (DFL), which is defined as the observed or calculated water surface elevation of a 1-in-200 year flood event, is required. The DFL was assessed in the *Creek Hydrology, Floodplain Mapping and Bridge Hydraulic Assessment* dated October 24, 2014 by Kerr Wood Leidal (KWL). The FCL is typically 0.6 m above the DFL.

The DNV has publicly available spatial data for the FCL\(^1\) generated from the KWL report at various points on the Site. The data selected on the webpage and used in this determination is the Flood Construction Level Points. This data includes the 0.6 m free board above the modelled maximum surface water elevation\(^2\) (modelled results were from the findings from the KWL report).

Based on the spatial data provided by the DNV and the size of the proposed development, the FCL ranges from 10.4 m to 11.6 m; resulting in over a meter of elevation difference between the northern and southern portion of the Site. Keystone Environmental recommends that the site have two FCLs, one for the northern portion and one for the southern portion of the Site. The FCL would be based on an average of the FCL data points in each area, as follows.

- Northern portion (includes Lots 7 to 11): FCL of 11.39 m geodetic
- Southern portion (includes Lots 1 to 6): FCL of 10.67 m geodetic

The two areas are shown in Figure 1 showing the proposed development along with the FCL data points provided by the DNV.

Based on the topographical survey of original site elevations shown in the figure provided on February 3, 2018, the existing Site elevation is 9.45 m geodetic at its lowest point at the southeast corner west of Marie Place and 11.46 m geodetic at its highest point at the northeast corner. This indicates that re-grading of the proposed development may be required so as to have it elevated to or above the FCL.

**CONCLUSION**

The Flood Construction Level for the proposed development at 405–485 Marie Place, North Vancouver, has been determined to be 11.39 m geodetic for the northern FCL area and 10.67 m geodetic the southern FCL area, based on the data provided.

In accordance with the Creek Hazard Guidelines (Section 2) within Schedule B – Development Permit Areas, the proposed development should also meet the following guidelines, with respect to the FCL:

> Section 2.C.2.f):
> Development should not include habitable space below the flood construction level specified by the qualified professional except in accordance with recommendations made by a qualified professional and in compliance with these guidelines.

\(^1\) [http://www.geoweb.dnv.org/data/ Flood Construction Level Points](http://www.geoweb.dnv.org/data/)
\(^2\) See attached email from DNV
Section 2.C.2.h):

Development should not include the installation of any mechanical equipment or electrical wiring below the flood construction level except in accordance with recommendations made by a qualified professional and in compliance with these guidelines.

Additional design considerations may also be required depending on the proposed development. The proposed development, as presented on the attached figures and meeting the Creek Hazard Guidelines stated above, is safe for the intended use.

A complete Appendix J: Flood Hazard and Risk Assurance Statement from the APEGBC Professional Practice Guidelines – Legislated Flood Assessments in a Changing Climate in BC (2012), is attached to this letter.

STUDY LIMITATIONS

Findings presented in this report were based on the referenced guidelines, the referenced Kerr Wood Leidal (KWL) report and information obtained from the District of North Vancouver. This report has been prepared for Fairborne CMCC Marie Place Limited Partnership and the District of North Vancouver pursuant to the agreement between Keystone Environmental Ltd. and Fairborne CMCC Marie Place Limited Partnership. By using this letter report, Fairborne CMCC Marie Place Limited Partnership and the District of North Vancouver agree that they will review the letter report in its entirety. A copy of the general terms and conditions associated with this agreement is attached at the end of this report. Any use which other parties make of this report, or any reliance on or decisions made based on it, are the responsibility of such parties. Keystone Environmental Ltd. accepts no responsibility for damages, if any, suffered by other parties as a result of decisions made or actions based on this report.

We trust this is the information you require at this time. Please contact the undersigned if you have any questions.

Sincerely,

Keystone Environmental Ltd.

Thuy Wong, P.Eng., P.E.
Project Manager

Francisco A. Perelló, Ph.D., P.Eng.
Program Director, Rail and Transportation

ATTACHMENTS:
- Figure 1 – Proposed Site Plan & FCL
- Attachment A – Email from DNV dated October 17, 2017
- Attachment B – APEGBC Appendix J: Flood Hazard and Risk Assurance Statement
- Attachment C – Keystone Environmental Ltd. General Terms and Conditions for Services
ATTACHMENT A

EMAIL FROM DNV DATED OCTOBER 17, 2017
Yes, it does include 0.6m freeboard.
Best,
Fiona

Hi Fiona,

Sorry to bother you again, but I can’t seem to get a hold of anyone to ask this. The FCL data available on the DNV GeoWeb Open Data, does that already include the 0.6m of free board?

The description on the webpage indicates that but I just wanted to confirm. If you don’t know the answer, do you know who I can contact to verify.

Thank you,

Thuy
Hi Thuy,
Best,
Fiona

Fiona Dercole, MA  
Section Manager Public Safety  
Engineering, Parks and Facilities Division  
District of North Vancouver  
604.990.3819  
[www.dnv.org](http://www.dnv.org)

---

From: Thuy Wong  
[mailto:twong@keystoneenvironmental.ca](mailto:twong@keystoneenvironmental.ca)  
Sent: October 10, 2017 3:24 PM  
To: Fiona Dercole <DercoleF@dnv.org>  
Subject: FW: Hunter Street - Intergulf Development

Hi Fiona,

Francisco mentioned that you had sent him some FCL data points for the Intergulf Development on Hunter St last year. I was looking at the data set recently, as Intergulf is now planning on developing another parcel on Hunter St across Mountain Highway (east side of highway, near Firehall).

The data set was specific to the parcel we were helping Intergulf with last year, and does not extend far enough for their new development.

I was hoping you could help us with obtaining the additional data covering the south side of Hunter Street between Mountain Highway and Orwell St? The original email you sent him is below for reference.

Thank you,

Thuy

__________________________________________________
Thuy Wong, P.Eng., P.E.  
Project Engineer  
Keystone Environmental Ltd.  
Knowledge-Driven Results  

Tel: (604) 430-0671  |  Fax: (604) 430-0672  
Suite 320  |  4400 Dominion Street  
Burnaby, British Columbia  |  Canada  V5G 4G3  
[http://www.keystoneenvironmental.ca](http://www.keystoneenvironmental.ca)

Privilege and Confidentiality Notice  
The information in this email is intended for the named recipients only. It may contain privileged and confidential information. Any use, copying or dissemination of its contents is prohibited. If you are not the intended recipient and have received this email in error, please notify the sender.
Hi Francisco,

Here is the FCL points file. [https://kwl.box.com/s/oszjsyvqpkc12nx0l6rtmv90fprqvb59](https://kwl.box.com/s/oszjsyvqpkc12nx0l6rtmv90fprqvb59)

Best,

Fiona

Fiona Dercole, MA
Section Manager Public Safety
Engineering, Parks and Facilities Division
District of North Vancouver
604.990.3819
www.dnv.org
ATTACHMENT B

APEGBC APPENDIX J: FLOOD HAZARD AND RISK ASSURANCE STATEMENT
APPENDIX J: FLOOD HAZARD AND RISK ASSURANCE STATEMENT

Note: This Statement is to be read and completed in conjunction with the “APEGBC Professional Practice Guidelines - Legislated Flood Assessments in a Changing Climate, March 2012 ("APEGBC Guidelines") and is to be provided for flood assessments for the purposes of the Land Title Act, Community Charter or the Local Government Act. Italicized words are defined in the APEGBC Guidelines.

To: The Approving Authority

District of North Vancouver, BC

Date: May 14, 2019

Jurisdiction and address

With reference to (check one):

☐ Land Title Act (Section 86) – Subdivision Approval
☒ Local Government Act (Sections 919.1 and 920) – Development Permit
☐ Community Charter (Section 56) – Building Permit
☐ Local Government Act (Section 910) – Flood Plain Bylaw Variance
☐ Local Government Act (Section 910) – Flood Plain Bylaw Exemption

For the Property:

405 - 485 Marie Place, District of North Vancouver, BC

Legal description and civic address of the Property

The undersigned hereby gives assurance that he/she is a Qualified Professional and is a Professional Engineer or Professional Geoscientist.

I have signed, sealed and dated, and thereby certified, the attached flood assessment report on the Property in accordance with the APEGBC Guidelines. That report must be read in conjunction with this Statement. In preparing that report I have:

Check to the left of applicable items

☒ 1. Collected and reviewed appropriate background information

☒ 2. Reviewed the proposed residential development on the Property

☐ 3. Conducted field work on and, if required, beyond the Property

☐ 4. Reported on the results of the field work on and, if required, beyond the Property

☒ 5. Considered any changed conditions on and, if required, beyond the Property

6. For a flood hazard analysis or flood risk analysis I have:

☐ 6.1 reviewed and characterized, if appropriate, floods that may affect the Property

☐ 6.2 estimated the flood hazard or flood risk on the property

☐ 6.3 included (if appropriate) the effects of climate change and land use change

☐ 6.4 identified existing and anticipated future elements at risk on and, if required, beyond the Property

☐ 6.5 estimated the potential consequences to those elements at risk

7. Where the Approving Authority has adopted a specific level of flood hazard or flood risk tolerance or return period that is different from the standard 200-year return period design criteria(1), I have

☒ 7.1 compared the level of flood hazard or flood risk tolerance adopted by the Approving Authority with the findings of my investigation

☒ 7.2 made a finding on the level of flood hazard or flood risk tolerance on the Property based on the comparison

☒ 7.3 made recommendations to reduce the flood hazard or flood risk on the Property

(1) Flood Hazard Area Land Use Management Guidelines published by the BC Ministry of Forests, Lands, and Natural Resource Operations and the 2009 publication Subdivision Preliminary Layout Review – Natural Hazard Risk published by the Ministry of Transportation and Public Infrastructure. It should be noted that the 200-year return period is a standard used typically for rivers and purely fluvial processes. For small creeks subject to debris floods and debris flows return periods are commonly applied that exceed 200 years. For life-threatening events including debris flows, the Ministry of Transportation and Public Infrastructure stipulates in their 2009 publication Subdivision Preliminary Layout Review – Natural Hazard Risk that a 10,000-year return period needs to be considered.
8. Where the Approving Authority has not adopted a level of flood risk or flood hazard tolerance I have:

☐ 8.1 described the method of flood hazard analysis or flood risk analysis used
☐ 8.2 referred to an appropriate and identified provincial or national guideline for level of flood hazard or flood risk
☐ 8.3 compared this guideline with the findings of my investigation
☐ 8.4 made a finding on the level of flood hazard or flood risk tolerance on the Property based on the comparison
☐ 8.5 made recommendations to reduce flood risks

9. Reported on the requirements for future inspections of the Property and recommended who should conduct those inspections.

Based on my comparison between

☐ Check one

☒ the findings from the investigation and the adopted level of flood hazard or flood risk tolerance (item 7.2 above)
☐ the appropriate and identified provincial or national guideline for level of flood hazard or flood risk tolerance (item 8.4 above)

I hereby give my assurance that, based on the conditions contained in the attached flood assessment report,

☐ Check one

☐ for subdivision approval, as required by the Land Title Act (Section 86), "that the land may be used safely for the use intended".

☐ Check one

☐ with one or more recommended registered covenants.
☐ without any registered covenant.

☒ for a development permit, as required by the Local Government Act (Sections 919.1 and 920), my report will "assist the local government in determining what conditions or requirements under [Section 920] subsection (7.1) it will impose in the permit".

☐ for a building permit, as required by the Community Charter (Section 56), "the land may be used safely for the use intended".

☐ Check one

☐ with one or more recommended registered covenants.
☐ without any registered covenant.

☐ for flood plain bylaw variance, as required by the Flood Hazard Area Land Use Management Guidelines associated with the Local Government Act (Section 910), "the development may occur safely".

☐ for flood plain bylaw exemption, as required by the Local Government Act (Section 910), "the land may be used safely for the use intended".

Francisco A. Perello
Name (print)

______________________________
Signature

Suite 320 - 4400 Dominion Street
Address

Burnaby, BC V5G 4G3

(604) 430 0671
Telephone

May 14, 2019
Date

(Affix Professional seal here)

If the Qualified Professional is a member of a firm, complete the following.

I am a member of the firm Keystone Environmental Ltd.

and I sign this letter on behalf of the firm. (Print name of firm)
KEYSTONE ENVIRONMENTAL LTD.
GENERAL TERMS AND CONDITIONS FOR SERVICES

All work and/or professional services described in the Proposal or Work Plan prepared by Keystone Environmental Ltd. ("Keystone Environmental shall be performed in accordance with these General Terms and Conditions. The Proposal or Work Plan stipulate the scope of work/services, schedule, compensation, and any other specified conditions.

1. **COMPENSATION**

The fees for services provided by Keystone Environmental consists of: (1) an hourly billing rate for any staff member working on the project, except for lump-sum or percent of construction fee basis projects; (2) reimbursement of direct expenses; (3) reimbursement of subcontractor's and other special costs; and (4) use and rental charges for equipment. Invoices will be issued monthly for payment, unless other arrangements have been agreed upon in writing. Invoices are due in 30 days of the invoice date. Subcontractor billings are payable upon presentation. A finance charge of 1.5% per month (19.6% per annum) may be charged on past due accounts. Payment of Keystone Environmental invoices shall be in Canadian currency.

Payment shall be provided by money transfer, cheque, or with prior approval by Keystone Environmental, Master Card or Visa. A surcharge of 3% may be added to payments by MasterCard or Visa if the invoice amount exceeds $6,000.00. Fees shall be paid in advance if stipulated in the proposal and/or work plan. Keystone Environmental may, at its sole discretion, withhold work products at any time that invoices are past due and until invoices are paid in full. Keystone Environmental may also, at its sole discretion, stop work at any time invoices are past due.

In the event that Keystone Environmental shall take collection or legal action for the recovery of the payment of outstanding invoices, Keystone Environmental shall be entitled to recover all collection and legal fees and expenses incurred by it with respect to such action.

All time, including traveling hours, spent on the project by Keystone Environmental personnel will be invoiced. Overtime incurred by and paid to personnel may be invoiced at a rate of 1.2 times the hours worked, if so stipulated in the proposal and/or work plan. Unless a lump-sum or percent of construction fee basis is used, the fee estimate presented in the proposal and/or work plan is for budgetary purposes only and is not a fixed lump-sum or maximum fee. The estimated fee does not include GST/HST which will be charged in addition to the professional fees, expenses and disbursements. The estimated fee will not be exceeded without prior written approval from CLIENT. Estimated fees may be exceeded as a result of changed conditions outside the control of Keystone Environmental and/or change in scope of work.

**REIMBURSABLE EXPENSES**

(a) The following expenses will be invoiced at cost plus 10% to cover overhead:

   (i) Travel expenses including airfare, rental vehicles, personal vehicles at $0.55/km for less than 5,000 kms and $0.49/km for 5,000 kms and over, subsistence and lodging.

   (ii) Costs for expendable sampling and field supplies.

   (iii) All project-related purchases including subcontractor costs, laboratory charges, material fees, duties, deposits, equipment purchases, third party equipment rentals and other outside costs incurred specifically for the project.

(b) The following expenses will be invoiced at the rates which follow:

   (i) Field and reproduction equipment in accordance with our Equipment Rate Schedule.

   (ii) Engineering and specialty software services will be invoiced at $20.00/connect hour as stipulated in the proposal and/or work plan

Technology & Support fee equal to three percent (3%) of all labour fees will be charged to cover communications costs, including telephone, cellular data, mailing and courier, creating electronic PDF reports, electronic file transfer, project administration and accounting labour, secure electronic professional signatures and seals.
2. **INDEPENDENT CONTRACTOR**

Keystone Environmental shall be an independent contractor and shall be fully independent in performing the services and shall not act or hold themselves out as an agent, servant or employee of CLIENT.

3. **KEYSTONE ENVIRONMENTAL’S PERFORMANCE**

Keystone Environmental shall perform the services with the standard of care that is in accordance with generally accepted professional practices, for services of a similar nature and time.

In the event Keystone Environmental's professional performance, fails to conform to the above stated standard, Keystone Environmental shall, at its discretion and its expense, proceed expeditiously to repertory the nonconforming, or upon the mutual agreement of the parties, refund the amount of compensation paid to Keystone Environmental for such nonconforming work. In no event shall Keystone Environmental be required to bear the cost of gaining access in order to perform its obligations.

4. **CLIENT WARRANTY**

CLIENT warrants that it will provide to Keystone Environmental all information regarding the site, including underground structures and utilities, facilities, buildings, and land involved with the work and that such information shall be true and correct and that it has title to or will provide right of entry or access to all property necessary to perform the work. The Client shall provide all licenses and permits required for the work, unless otherwise stated in the proposal and/or work plan.

5. **INDEMNITY**

a. Subject to the limitations of Section 7 below, Keystone Environmental agrees to indemnify, and hold harmless CLIENT (including its officers, directors, employees and agents) from and against any and all losses, damages, liabilities, and the costs and expenses incident thereto (including reasonable legal fees and reasonable costs of investigation) which any or all of them may hereafter incur, become responsible for or pay out as a result of death or bodily injuries to any person, destruction or damage to any property, private or public, contamination or adverse effects on the environment or any violation or alleged violation of governmental laws, regulations, or orders, to the extent caused by or arising out of: (i) Keystone Environmental's errors or omissions or (ii) negligence on the part of Keystone Environmental in performing services hereunder.

b. CLIENT agrees to indemnify and hold harmless Keystone Environmental (including its officers, directors, employees and agents) from and against any and all losses, damages, liabilities, and the costs and expenses incident thereto (including legal fees and reasonable costs of investigation) which any or all of them may hereafter incur, become responsible for or pay out as a result of death or bodily injuries to any person, destruction or damage to any property, private or public, contamination or adverse effects on the environment or any violation or alleged violation of governmental laws, regulations, or orders, caused by, or arising out of in whole or in part: (i) any negligence or willful misconduct of CLIENT, (ii) any breach by CLIENT of any warranties or other provisions hereunder, (iii) any condition including, but not limited to, contamination existing at the site, or (iv) contamination of other property arising or alleged to arise from or be related to the site, provided however, that such indemnification shall not apply to the extent any losses, damages, liabilities or expenses result from or arise out of: (i) any negligence or willful misconduct of Keystone Environmental; or(ii) any breach of Keystone Environmental of any warranties hereunder.

6. **LIMITATION OF LIABILITY**

Keystone Environmental’s total liability, whether arising from or based upon breach of professional standard of care, breach of contract, tort, including Keystone Environmental's negligence, strict liability, indemnity or any other cause of basis whatsoever, is expressly limited to the limits of Keystone Environmental's insurance coverage. This provision limiting Keystone Environmental's liability shall survive the termination, cancellation or expiration of any contract resulting from this Proposal and the completion of services hereunder. After three (3) years of completion of Keystone Environmental's services, any legal costs arising to defend third party claims made against Keystone Environmental in connection with the project defined in the Proposal or Agreement will be paid in full by the CLIENT.

7. **INSURANCE**

Keystone Environmental, during performance of this Agreement, will at its own expense carry Worker's Compensation Insurance within limits required by law; Comprehensive General Liability Insurance for bodily injury and for property damage; Professional Liability Insurance for errors, omissions and negligence; and Comprehensive Automobile Liability Insurance for bodily injury and property damage. At CLIENT’S request, Keystone Environmental shall provide a Certificate of Insurance demonstrating Keystone Environmental's compliance with this section. Such Certificate of Insurance shall provide that said insurance shall not be cancelled until at least ten (10) days after written notice to CLIENT.
8. **CONFIDENTIALITY**

Each party shall retain as confidential all information and data furnished to it by the other party which relate to the other party's technologies, formulae, procedures, processes, methods, trade secrets, ideas, improvements, inventions and/or computer programs, which are designated in writing by such other party as confidential at the time of transmission and are obtained or acquired by the receiving party in connection with work or services performed subject to this Proposal or Agreement, and shall not disclose such information to any third party.

However, nothing herein is meant to prevent nor shall it be interpreted as preventing either Keystone Environmental or CLIENT (the Parties) from disclosing and/or using said information or data; (i) when the information or data is actually known to the receiving Party before being obtained or derived from the transmitting Party; or (ii) when the information or data is generally available to the public without the receiving Party's fault; or (iii) or (iii) where a written release is obtained by the receiving Party from the transmitting Party; or (iv) as required by law.

9. **PROTECTION OF INFORMATION**

Keystone Environmental specifically disclaims any warranties expressed or implied and does not make any representations regarding whether any information associated with conducting the work, including the report, can be protected from disclosure in responses to a request by a federal, provincial or local government agency, or in response to discovery or other legal process during the course of any litigation involving Keystone Environmental or CLIENT. Should Keystone Environmental receive such request from a third party, it will immediately advise CLIENT.

10. **ASSIGNMENT/SUBCONTRACT**

Neither party hereto shall assign this Agreement or any part thereof nor any interest therein without the prior written approval of the other party hereto except as herein otherwise provided. Keystone Environmental shall not subcontract the performance of any work hereunder without the written approval of CLIENT. Subject to the foregoing limitation, the Agreement shall inure to the benefit of and be binding upon the successors and permitted assigns of the parties hereto.

11. **ESTIMATES**

To the extent the work requires Keystone Environmental to prepare opinions of probable cost, for example, opinions of probable cost of construction, such opinions shall be prepared in accordance with generally accepted engineering practice and procedure. However, Keystone Environmental has no control over construction costs, competitive bidding and market conditions, costs of financing, acquisition of land or rights-of-way and Keystone Environmental does not guarantee the accuracy of such opinion of probable cost as compared to actual costs or contractor's bid.

12. **DELAYED AGREEMENTS AND OBLIGATIONS**

The performance by Keystone Environmental of its obligations under this Agreement depends upon the CLIENT performing its obligations in a timely manner and cooperating with Keystone Environmental to the extent reasonably required for completion of the Work. Delays by CLIENT in providing information or approvals or performing its obligations set forth in this Agreement may result in an adjustment of contract price and schedule.

13. **CONSTRUCTION PHASE**

To the extent the work is related to or shall be followed by construction work not performed by Keystone Environmental, Keystone Environmental shall not be responsible for the construction means, methods, techniques, sequences or procedures of construction contractors, or the safety precautions and programs incident thereto, and shall not be responsible for the construction contractor's failure to perform the work in accordance with the contract documents, drawings and specifications. Keystone Environmental will not direct, supervise or control the work of the CLIENT'S contractors or the CLIENT'S subcontractors.

14. **DOCUMENTATION, RECORDS, AUDIT**

Keystone Environmental when requested by CLIENT, shall provide CLIENT with copies of all documents relating to the service(s) of work performed. Keystone Environmental shall retain true and correct records in connection with each service and/or work performed and all transactions related thereto and shall retain all such records for twelve (12) months after the end of the calendar year in which the last service pursuant to this Agreement was performed. CLIENT, at its expense and upon reasonable notice, may from time to time during the term of this Agreement, and at any time after the date the service(s) were performed up to twelve (12) months after the end of the calendar year in which the last service(s) were performed, audit records of Keystone Environmental in connection with all costs and expenses which it was invoiced.
15. **REPORTS, DOCUMENTS AND INFORMATION**

All field data, field notes, laboratory test data, calculations, estimates and other documents prepared by Keystone Environmental in performance of the work shall remain the property of Keystone Environmental. If required as part of the work, Keystone Environmental shall prepare and provide to the CLIENT a report summarizing the work, detail design, specifications and drawings, as the case may be (CLIENT Report), with electronic secure signature and professional seal. CLIENT shall use the report for its internal purposes and only for those purposes consistent with that which the services and work were performed. Keystone Environmental shall retain an electronic copy of such CLIENT Report which shall be deemed the original and true copy of the report.

The CLIENT Report shall not to be changed in any way without the prior written consent of Keystone Environmental. The Client accepts full responsibility for any changes made to the report without the prior written consent of Keystone Environmental and shall indemnify and hold harmless Keystone Environmental from any claims arising from use of such changed reports.

16. **LIMITED USE OF REPORT**

Any report prepared as part of the work will be prepared solely for the internal use of CLIENT. Unless otherwise prior to agreed by Keystone Environmental in writing, CLIENT agree that third parties are not to rely upon the report.

17. **SAMPLE MANAGEMENT**

CLIENT shall be the owner of all samples collected by Keystone Environmental from the project site. Keystone Environmental or its laboratory sub-contractor will store such samples in a professional manner in a secure area for the period of time necessary to complete the project. Upon completion of the project, Keystone Environmental disposes of the samples in a lawful manner.

18. **ACKNOWLEDGMENT AND RECOGNITION OF RISK**

CLIENT recognizes and accepts the work to be undertaken by Keystone Environmental may involve unknown subsurface conditions and hazards. CLIENT further recognizes that environmental, geologic, hydrological, and geotechnical conditions can and may vary from those encountered by Keystone Environmental at the times and locations where it obtained data and information and that limitations on available data may result in uncertainty with respect to the interpretation of these conditions. CLIENT recognizes that the performance of services hereunder or the implementation of recommendations made by Keystone Environmental in completing the work required may alter the existing site conditions and affect the environment in the site area.

Unknown subsurface conditions, including underground utility services, tanks, pipes, cables and other works (Underground Works) may be present at the site. Keystone Environmental will conduct utility locates to obtain available information regarding the location of Underground Works in accordance with industry practice. Utility locates are not a guarantee of the location of, or existence of, Underground Works and as a result damage to Underground Works may occur. Keystone Environmental relies on utility locates and Client provided “as-built” and record drawings to determine the location and existence of Underground Works. CLIENT recognizes that the use of utility locates is not a guarantee or warranty that Underground Works may not be damaged and acknowledges that Keystone Environmental is not responsible for any damage caused to Underground Works or the repair of such damage or any resulting or related damage and any costs related to such damage.

19. **DISPOSAL OF CONTAMINATED MATERIAL**

It is understood and agreed that Keystone Environmental is not, and has no responsibility as, a generator, operator or storer of pre-existing hazardous substances or wastes found or identified at work sites. Keystone Environmental shall not directly or indirectly assume title to such hazardous or toxic substances and shall not be liable to third parties.

CLIENT will indemnify and hold harmless Keystone Environmental from and against all incurred losses, damages, costs and expenses, including but not limited to attorneys’ fees, arising or resulting from actions brought by third parties alleging or identifying Keystone Environmental as a generator, operator, storer or owner of pre-existing hazardous substances or wastes found or identified at work sites.

20. **SUSPENSION OR TERMINATION**

In the event the work is terminated or suspended by CLIENT prior to the completion of the services contemplated hereunder, Keystone Environmental shall be paid for: (i) the services rendered to the date of termination or suspension, (ii) the demobilization costs, and (iii) the costs incurred with respect to non-cancelable commitments.
21. **FORCE MAJEURE**
Neither party shall be responsible or liable to the other for default or delay in the performance of any of its obligations hereunder (other than the payment of money for services already rendered) caused in whole or in part by strikes or other labour difficulties or disputes; governmental orders or regulations; war, riot, fire, explosion; acts of God; acts of omissions of the other party; any other like causes; or any other unlike causes which are beyond the reasonable control of the respective party.

In the event of delay in performance due to any such cause, the time for completion will be extended by a period of time reasonably necessary to overcome the effect of the delay. The party so prevented from complying shall within a reasonable time of its knowledge of the disability advise the other party of the effective cause, the performance suspended or affected and the anticipated length of time during which performance will be prevented or delayed and shall make all reasonable efforts to remove such disability as soon as possible, except for labour disputes, which shall be solely within said party’s discretion. The party prevented from complying shall advise the other party when the cause of the delay or default has ended, the number of days which will be reasonably required to compensate for the period of suspension and the date when performance will be resumed. Any additional costs or expense accruing or arising from the delaying event shall be solely for the account of the CLIENT.

22. **NOTICE**
Any notice, communication, or statement required or permitted to be given hereunder shall be in writing and deemed to have been sufficiently given when delivered in person or sent by facsimile, wire, or certified mail, return receipt requested, postage prepaid, to the address of the party set forth in the Authorization for Work, or to such address for either party as the party may be written notice designate.

23. **GOVERNING LAW**
This Agreement shall be governed by and interpreted pursuant to the laws of the Province of British Columbia.

24. **HEADINGS AND SEVERABILITY**
Any heading proceeding the text of sections hereof is inserted solely for convenience or reference and shall not constitute a part of the Agreement and shall not affect the meanings, context, effect or construction of the Agreement. Every part, term or provision of this Agreement is severable from others. Notwithstanding any possible future finding by duly constituted authority that a particular part, term or provision is invalid, void or unenforceable, this Agreement has been made with the clear intention that the validity and enforceability of the remaining parts, terms and provision shall not be affected thereby.

25. **ENTIRE AGREEMENT**
The terms and conditions set forth herein constitute the entire Agreement and understanding or the parties relating to the provision of work or services by Keystone Environmental to CLIENT, and merges and supersedes all prior agreements, commitments, representation, writings, and discussions between them and shall be incorporated in all work orders, purchase orders and authorization unless otherwise so stated therein. The terms and conditions and details of this proposal and/or work plan may be amended only by written instrument signed by both parties.

Please see attached Sustainability Letter from Integral Group. Integral Group will be providing both the sustainability and energy modelling component on this project as well as the Mechanical engineering. They have been brought into the design team at an early stage to ensure integration of the requirements for the BC Energy Step Code Step 3 from the early design stages. The project will meet Step 3 of the BC Energy Step Code. To meet the aggressive targets of Step 3 for energy use, it is anticipated that the heating and cooling for the building will be provided by a low carbon central plant with air source heat pumps and backup boilers. Suites will have hydronic fan coils for heating and cooling and there will be heat recovery for ventilation air. Other measures as outlined in the design response or included in the design for the project include:

**Energy Conservation Measures:**

**Effective Building Envelope** – the building envelope will be optimized through building modelling to provide high thermal values.

**Lighting** – Fixture selection will target low energy consumption and reduction of internal heat gains.

**Appliances** – Appliances will be Energy Star rated.

**Windows** - Windows for the project are appropriately sized and located to provide daylighting and natural ventilation (operable windows) to all regularly occupied rooms in all suites. The window/wall ratio is currently 27.5%, well below the maximum permitted and which will contribute to the energy efficiency. Windows will have thermally broken, high performance glazing.

**Roof Overhangs and solar shading** – the building has been provided with large (3 ft minimum) roof overhangs and a high % of windows will be further shaded by the inset balconies.

**Maximizing Daylight** – all units have over-height ceilings (9’-0” typically) and window heads are set within 12” of the ceiling to allow for daylight penetration deep into rooms and spaces. Window style is discrete punched windows rather than large expanses of glass to offset heating/cooling loads while still providing good daylighting to spaces.

**District Energy compatible** – as addressed in the letter from Integral, the project will not be DE ready as the proposed low carbon central plan design aligns with the District’s intent for the future DE system thereby making that future connection redundant.

**Landscaping for passive heating/cooling** – The current landscape plan includes 29 onsite trees which in addition to the greenspace proposed will contribute to passive cooling. As they are primarily deciduous species, they will also contribute to passive heating of units in the winter months.

**Water Conservation Measures**

**Indoor Water Demand** – the project will incorporate low flow and low flush fixtures.

**Stormwater Management measures** – refer to Civil drawings for Stormwater management measures which include onsite stormwater detention.
Outdoor Water Demand – the project proposes numerous drought tolerant planting species. Refer to Landscape plant lists.

Greenhouse Gas Emission Reduction Measures:

As outlined in the report, the substantial reduction in greenhouse gas emissions will come from the use of a heat pump technology which uses electricity instead of natural gas. This results in a substantial reduction in GHG emissions.

Other strategies that will be employed to reduce GHG emissions include the use of durable materials (including brick and fibre-cement cladding, asphalt shingle roofs and high performing windows and doors), locally or regionally sourced materials where available, specifying recycled content for materials such as drywall, insulation and manufactured wood products, and specifying low- or no- VOC products for insulation, sheathing, cabinets and interior paints.
Dear Ms. Peters,

To take the initiative to address climate emergency declared by the District of North Vancouver, this letter is to confirm that the development located at 405-485 Marie Place is committed to meeting Energy Step Code 3 with a low carbon energy system for building energy. We also intend to install a fossil fuel free mechanical design to minimize the carbon footprint and greenhouse gas for the project. Our consultant team is actively working with BC Hydro to verify the servicing requirements to meet the intended design.

The project will provide the following energy saving measures:

- Mechanical design incorporating a low carbon energy heat pump system
- All electrical kitchen appliances
- High performance building envelope
- Energy efficient lighting system
- Exhaust air recovery
- Electrical vehicle charging conduits in place for all resident parking stalls
- Electrical outlets for electrical bicycle charging for all secured bicycle storage
- Bicycle maintenance amenity and enhanced bicycle storage to encourage active living and reduce private vehicle reliance

We trust the committed energy saving measures will be positive contributions to the environment and assist in the District of North Vancouver in reaching Community Energy and Emissions Plan and greenhouse gas emission reduction targets.

Should you have any questions or concerns, please do not hesitate to contact me.

Best regards,

FAIRBORNE CMCC MARIE PLACE LIMITED PARTNERSHIP

Vicky Chou
Vice President
Fairborne Properties Limited  
1450-1090 West Georgia Street  
Vancouver, BC  
V6E 3V7

June 20, 2019  
File: 15971

Attention: Vicky Chou

Re: Geotechnical Investigation Report – Proposed Residential Development  
405-485 Marie Place, North Vancouver, B.C.

1.0 INTRODUCTION

We understand that Fairborne Properties Limited propose to construct a residential development at the above referenced address. Preliminary drawings show the proposed development will consist of a 6-storey building over 1 to 2 levels of below grade parking with a municipal park north of the building. We expect wood framed construction for the above grade portion of the structure and reinforced concrete for the below grade portion. Moderately heavy structural loading is anticipated.

This report has been prepared exclusively for our client, for their use and the use of others on their design team for this project. This report describes the results of a geotechnical site investigation and makes recommendations for the design and construction of the proposed buildings and temporary excavations.

2.0 SITE DESCRIPTION

The site is located on the on the west side of Marie Place in North Vancouver. The site consists of 11 single family lots, each with single-family homes. The site is bounded by Marie Place to the east, Crown street to the south, and residential and commercial properties to the north and west. The site is relatively flat, sloping gently from north to south, and has an approximate area 4000 m² according to North Vancouver District’s GIS “GEOweb”, including the dedicated park area on the north side of the site.

The location of the site relative to the surrounding developments is shown on our Drawing No. 15971-01, following the text of this report.

3.0 FIELD INVESTIGATION

The subsurface ground conditions were investigated on June 7th and 8th, 2019 using sonic drill rig that was supplied by Blue Max Drilling of Surrey, BC. At this time, a total of four sonic test holes were completed at the site. The test holes were drilled to depths of 9.1 m below current site grades with the exception of test hole DH19-01, which was drilled to 30 m below site grades so that a casing could be installed for down hole geophysical testing. A 30 m down hole shear wave velocity profile was obtained at the site to assist in determining the 2018 British Columbia Building Code (BCBC) Site Class. Groundwater monitoring wells were installed in two of the test holes to 9.1 m for the purpose of determining long term groundwater fluctuations. Dynamic cone penetration test (DCPT) soundings were performed at three of the four test hole locations to determine the density/consistency of the soils encountered.

Prior to our investigation, a BC Once call was placed and a utility locate was conducted by a member of
our technical staff to clear test locations. All test holes were backfilled and sealed in accordance with provincial abandonment requirements following classification, sampling, and logging.

The results of our test hole investigation are presented in Appendix A, following this report. The shear wave velocity profile for the site is presented in Appendix B. The approximate locations of the test holes are shown on our Drawing No. 15971-01, following the text of this report.

4.0 SUBSURFACE CONDITIONS

4.1 Soil Conditions

According the Geological Survey of Canada Map 1486A, the surficial soils consist of channel deposited Salish Sediments of medium to coarse gravel and sand up to 15 metres thick, or more. The test holes show that the Salish Sediments at the site consist of silty sand over a thick sequence of sand and gravel. The upper silty sand is generally compact and light brown with trace gravel and organics, and extends a maximum of 2.1 m below local grades. The sand is underlain by a sequence of compact to very dense sand and gravel. In general, the sand and gravel is well graded, grey to tan, and dense with trace fines. Higher silt contents were observed between 5.0 and 7.5 m below grade in MW19-01 and TH19-01. Compact sand layers were observed in DH19-01 from 12.2 to 14.6 m and 24.4 to 27.4 m below local grades. All DCPT sounding encountered refusal within the dense sand and gravel between 2.8 and 6.2 m below surface.

For a detailed log of the soil conditions, refer to the test hole logs in Appendix A. The approximate location of the test holes are shown on our Drawing No. 15791-01, following the text of this report.

4.2 Groundwater Conditions

The static groundwater level was measured to be at a depth of 6.0 and 6.8 metres below grade at MW19-01 and MW19-02 respectively at the time of the investigation. The measured groundwater depths correspond to geodetic elevations of 3.1 and 4.1 m.

GeoPacific has conducted several long-term groundwater studies in the area surrounding the proposed development including sites on Hunter Street, to the north, Mountain Highway, to the west, and Crown Street, to the south. Based on groundwater elevation data collected at the surrounding sites between June 2016 and September 2018, a peak occurred in January 2018. During the January 2018 peak, groundwater levels at the proposed development site were expected to be about 5.3 m geodetic on the south side of the site and 6.3 m geodetic on the north side of the site.

Further groundwater data will continue to be collected from the monitoring wells installed on site during the investigation.

5.0 DISCUSSION

5.1 General

The proposed development will consist of a 6-storey building over 1 to 2 levels of below grade parking with a municipal park north of the building. We expect wood framed construction for the above grade portion of the structure and reinforced concrete for the below grade portion. Moderately heavy structural loading is anticipated.
At the time of this report, development plans indicate two levels of underground parking at the northwest corner of the building footprint, and one level of underground parking elsewhere. The plans indicate a top of slab elevation of 4.5 m geodetic where there are two levels of underground parking, and 6.5 m geodetic on the south side to 7.6 m geodetic on the north side where there is one level of underground parking. Although the second level of underground parking is above the water levels measured during the investigation; given the potential for sudden changes in groundwater levels and the higher permeability of the subsurface soils, the second basement level may need to be tanked for the design high water level. Based on our groundwater monitoring results from the nearby sites to the north, west, and south, we can expect the peak groundwater level to be in the range of 5.3 m geodetic on the south side of the site and 6.3 m geodetic on the north side of the site. The peak groundwater level can, however, rise during a long-term flooding event, increasing the peak groundwater levels by up to 1.0 m. Peak water levels should therefore be considered as 6.3 m geodetic on the south end of the site, increasing to 7.3 m on the north end of the site. This will be confirmed after completion of our groundwater monitoring program.

We expect that the buildings would be constructed close to property lines, thus some form of shoring would be required to facilitate deep excavations. We expect that interior portions of the site would be sloped where possible, since this is generally most economical. Based on the anticipated soils, we expect that shoring would be done using soldier piles and shotcrete lagging.

We confirm from a geotechnical point of view that the proposed development is feasible provided the following recommendations are implemented in the design and construction of the development.

5.2 Liquefaction Assessment

The site is generally underlain by compact to very dense sands and gravels, though some looser zones appear to be present below a depth of approximately 12 metres below grade based on the sonic test hole results. It is generally accepted that loose to compact non-plastic silts and sands are prone to liquefaction and/or strain softening when subjected to cyclic loading caused by large earthquakes. The strength reduction caused by soil liquefaction can cause foundations to punch into an underlying weakened soil stratum. Once liquefaction is triggered, experience has shown that permanent vertical and horizontal ground movements may be experienced.

The strength of the in-situ soils has been characterized using a 30-metre downhole shear wave velocity profile, achieved by completing seismic testing in DH19-01. The testing shows a non-normalized average shear wave velocity of 398 m/sec in the sand and gravel at and below foundation elevation. Based on these shear wave velocities the site is not considered susceptible to soil liquefaction. The results of the testing are provided in Appendix B of this report.

6.0 RECOMMENDATIONS

6.1 Site Preparation

The buildings will be founded below the depth of any unsuitable soils; therefore, no special measures are anticipated.

Any loosened/softened or otherwise disturbed portions of the subgrade should be removed to expose a subgrade of dense sand and gravel to silty sand and gravel and replaced with lean mix concrete. The subgrade should be protected using lean mix concrete and slightly graded to inhibit the ponding of water. Any lean mix concrete placed should have an unconfined compressive strength of at least 5 MPa at 28 days.
The geotechnical engineer shall be contacted to review subgrade preparation prior to placement of lean mix concrete.

6.2 Foundations

We expect that the dense sand and gravel to silty sand and gravel will provide satisfactory support for the proposed development on conventional spread foundations including strips and piers. We recommend that footings be designed using Serviceability Limit States (SLS) and Ultimate Limit States (ULS) bearing pressures of 400 kPa and 600 kPa, respectively.

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, spread 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 Slab-On-Grade Floors

In order to provide suitable support for slab-on-grade floors we recommend that any fill placed under the slab should be granular and essentially “clean” with not more than 5% passing the #200 sieve. In addition, this granular fill must be compacted to a minimum of 98% Standard Proctor (ASTM D698) maximum dry density with water content within 2% of optimum for compaction. Floor slabs should be underlain by a minimum of 150 mm of 19 mm clear crushed gravel.

Since the floor slab in the second basement level is to be constructed below the potential high-water level, it should be designed for full water pressure to the design water elevation, understood to be 6.3 metres geodetic on the south end of the site, increasing to 7.3 metres on the north end.

For slabs above the groundwater level, a moisture barrier should underlie the slabs directly above the free draining granular material.

Compaction of the slab-on-grade fill must be reviewed by the geotechnical engineer.

6.4 Temporary and Permanent Groundwater Control

We recommend that all building elements below the groundwater table be tanked to provide permanent groundwater control. Construction of these elements, including any elevator pits and sumps will require temporary de-watering to permit construction in these areas.

Two levels of below grade construction would likely require coordination of the construction schedule with seasonally low groundwater levels and careful consideration of the basement slab elevation. Alternatively, a groundwater cutoff system, such as jet grout columns, could be employed. However, our experience indicates that a groundwater cutoff system would likely be cost prohibitive.

The groundwater elevation relative to the basement floor slab should be reviewed prior to construction, once additional groundwater data and design drawings are available.
Conventional drain tile is not practical for the project due to the high penetrability of the subgrade soils and relatively heavy flows of ground water that would develop during periods of heavy precipitation.

6.5 Seismic Design of Foundations

A design seismic hazard having a 2% probability of exceedance in a 50-year period (return of 1 in 2,475 years) would result in a peak ground acceleration (PGA) of 0.342 g for this site (Ref. National Resources Canada 2015, Site Coordinates: 49.309474° N, 123.030868° W).

The soils at the site are dense coarse-grained soils which are not liquefiable under the 2018 BC Building Code (BCBC) design earthquake. Thus, as defined in Section 4.1.8.4 of the 2018 BCBC the site qualifies as a “Site Class C” in accordance with Table 4.1.8.4.A.

6.6 Temporary Excavation, Shoring and Underpinning

Based on the expected foundation depth, shoring will likely be required for excavations near the property lines. Vertical cuts may be supported with the use soldier piles with Shotcrete. Shotcrete should be supported with the use of pre-tensioned soil anchors. 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. Conventional solid bar is not expected to be feasible due to the likely collapse of the anchor holes during drilling.

Face saving measures may also be required due to the sloughing of shoring panels that can occur in these soil conditions. We envision that these may include plywood or spiles. Preliminary grouting of the soils in panels prior to excavation may also be required to limit sloughing.

Some temporary dewatering will likely be required during construction, though we anticipate that this would be significantly reduced if the foundations could be constructed in the drier summer/fall months.

Some excavation induced ground movements are unavoidable, irrespective of the shoring method used. Given the depth of excavation contemplated for this project, we expect movements at the perimeter of the excavation to be in the order of 10 to 15 mm at the excavation face, decreasing to half that within 3 metres away from the excavation face. This magnitude of excavation induced ground movement is normally tolerable for in ground services on city property as well as adjacent buildings.

We expect that interior portions of the site would be sloped where possible, since this is generally most economical. Unsupported excavations may be sloped at 1 horizontal to 1 vertical (1H:1V) above the groundwater table and 2H:1V below the groundwater table. The unsupported excavation cuts must be completely covered using poly sheeting. Excavations exceeding 1.2 metres in depth require the review of a Professional Engineer, prior to man-entry.

_The geotechnical engineer shall be contacted for the review of shoring installation and temporary excavations._
6.7 Earth Pressures on Foundation Walls

We understand that the new buildings will have up to two levels of below grade construction. The earth pressure on these walls depends upon a number of factors including the backfill material, surcharge loads, backfill slope, drainage, rigidity of the basement or retaining wall, presence of shoring, and method of construction including sequence and degree of compaction. For a partially restrained basement wall designed for static pressure, a pressure distribution should be employed of $4.5H$ (kPa) triangular above the groundwater table and $12.5H$ (kPa) triangular below the groundwater table, where $H$ is the depth of the wall, in metres, below grade. Uplift at the base of the slab should be taken as a uniform pressure of $9.8D$, where $D$ is the depth of the slab below the design groundwater level of 6.3 metres geodetic at the south side of the site and 7.3 m geodetic at the north side of the site.

Dynamic loading induced by an earthquake should be added to the static triangular pressure distribution and should be taken as $5.0H$ (kPa) inverted triangular, where $H$ is the depth of the wall, in metres, below grade.

We have assumed that a free draining back fill will be used behind the foundation walls. Therefore, our wall loading scenarios presented above assume that no water pressure will be generated above the design groundwater level.

All earth pressures are based upon unfactored soil parameters and are assumed to be unfactored loads.

The geotechnical engineer should be contacted for the review of all backfill materials and procedures.

6.8 Utility Installation

Site utilities will be required beneath the slabs-on-grade. The design of these systems must consider the locations and elevations of foundations. The service trenches and excavations required for the installation of the underground pipes, vaults, and/or manholes must be located outside of a 1.5:1 (H:V) slope measured downward from the edge of adjacent foundations.

All excavations and trenched must conform to the latest Occupational Health and Safety Regulation Supplied by Work Safe BC. Any excavation in excess of 1.2 m in depth requiring worker entry must be reviewed by a professional geotechnical engineer.

7.0 FIELD REVIEWS

The preceding sections make recommendations for the design and construction of the proposed development. We have recommended that we be retained for the review of certain aspects of the design and construction. 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 geotechnical engineer for the following portions of the work.

2. Shoring Review of shoring installation and removal
5. Slab on-grade    Review of subgrade and under slab fill materials and compaction.
6. Backfill         Review of backfill materials and placement

It is critical that these reviews are carried out to ensure that our intentions have been adequately communicated. It is also critical that contractors working on the site read this document in advance of any work being carried out so that they become familiarised with the sensitive aspects of the works proposed. It is the responsibility of the developer to notify GeoPacific Consultants Ltd. when conditions or situations not outlined within this document are encountered.

8.0 CLOSURE

This report has been prepared exclusively for our client and the District of North Vancouver for the purposes of providing geotechnical recommendations for the design and construction of the new building foundations, foundation walls, and related earthworks. The report remains the property of GeoPacific Consultants Ltd. and 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 the undersigned if you should require any clarification or additional details.

For:
GeoPacific Consultants Ltd.

Ben Shalansky, B.A.Sc, EIT
Geotechnical Engineer in Training

Matt Kokan, M. A.Sc, P.Eng
Principal

[Stamp: Revisions: M.J. Kokan, Professional Engineer, Jun 20, 2019]
Appendix A – Test Hole Logs
# Test Hole Log: TH19-01

**File:** 15971  
**Project:** Residential Development  
**Client:** Fairborne Properties Limited  
**Site Location:** 405-485 Marie Place, North Vancouver, BC

<table>
<thead>
<tr>
<th>Depth (m)</th>
<th>Symbol</th>
<th>Soil Description</th>
<th>Moisture Content (%)</th>
<th>DCPT (blows per foot)</th>
<th>Groundwater / Well</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td></td>
<td>Ground Surface</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.6</td>
<td></td>
<td>Topsoil</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Compact, moist, brown silty sand and organics with trace gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.5</td>
<td></td>
<td>Silty Sand</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Compact, damp, light brown silty fine sand</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td></td>
<td>Gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Coarse Gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.0</td>
<td></td>
<td>Silty Sand and Gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Compact to dense, grey, dry silty sand and gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.5</td>
<td></td>
<td>No Recovery</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contractor noted conditions tell gravelly/cobbly</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1</td>
<td></td>
<td>Sand and Gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
|           |        | Compact sand and gravel with trace silt  
Occasional boulder fragments |   |                       |                    |         |
| 7.3       |        | Silty Sand and Gravel |                 |                       |                    |         |
|           |        | Dense, grey, wet, silty sand and gravel (till-like) |   |                       |                    |         |
| 7.6       |        | Sand and Gravel  |                      |                       |                    |         |
|           |        | Dense, grey, wet, coarse sand and gravel to gravelly coarse sand |   |                       |                    |         |
| 0.1       |        | Boulder at 7.6 m |                      |                       |                    |         |
| 32        |        | End of Borehole  |                      |                       |                    |         |

**Logged:** BS  
**Method:** Sonic  
**Date:** June 7, 2019  
**Datum:** Ground Surface  
**Figure Number:** 1  
**Page:** 1 of 1
Test Hole Log: MW19-01

File: 15971
Project: Residential Development
Client: Fairborne Properties Limited
Site Location: 405-485 Marie Place, North Vancouver, BC

<table>
<thead>
<tr>
<th>Depth (m)</th>
<th>Symbol</th>
<th>SOIL DESCRIPTION</th>
<th>Moisture Content (%)</th>
<th>DCPT (blows per foot)</th>
<th>Groundwater / Well</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td></td>
<td>Ground Surface</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.6</td>
<td></td>
<td>Silty Sand (Fill)</td>
<td>Grey to brown, dry</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>silty sand</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td></td>
<td>Silty Sand</td>
<td>Compact, dry silty</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>sand and organics</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>with some gravel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.0</td>
<td></td>
<td>Sand and Gravel</td>
<td>Loose to compact,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>tan, dry silty sand</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>gravel and cobbles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.7</td>
<td></td>
<td>Silty Gravelly Sand</td>
<td>Loose, brown, dry silty gravelly sand with trace organics</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.3</td>
<td></td>
<td>Sand and Gravel</td>
<td>Loose to compact,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>damp, grey to tan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>sand and gravel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.0</td>
<td></td>
<td>Sand</td>
<td>Sand with damp red</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>wood fibres</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.0</td>
<td></td>
<td>Sand and Gravel</td>
<td>Dense, dry to damp,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>grey to brown, well</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>graded sand and gravel with some cobbles and trace silt</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.0</td>
<td></td>
<td></td>
<td>Increased gravel content from 6.1 to 11.7 m</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Most to wet from 6.1 m downwards</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19.1</td>
<td></td>
<td></td>
<td>Driller noted 7.6 m to 9.1 m felt less dense</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

End of Borehole: 21.0 m
Barometer installed at 0.25 m

Datum: Ground Surface
Figure Number: 2
Page: 1 of 1
# Test Hole Log: MW19-02

*File:* 15971  
*Project:* Residential Development  
*Client:* Fairborne Properties Limited  
*Site Location:* 405-485 Marie Place, North Vancouver, BC

<table>
<thead>
<tr>
<th>Inferred Profile</th>
<th>Soil Description</th>
<th>Depth (m)/Elev (m)</th>
<th>Moisture Content (%)</th>
<th>Groundwater / Well</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Surface</td>
<td>Topsoil</td>
<td>0.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Compact, dry, dark brown silty sand and organics with some gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Silty Sand</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Compact, dry to damp, light brown silty sand with trace gravel and organics</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sand and Gravel</td>
<td>2.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Compact to dense, dry to damp, grey, well graded sand and gravel with trace fines</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increased gravel content and decreased sand and silt content from 3.3 to 3.7 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Silty Sand and Gravel</td>
<td>4.9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dense to very dense, grey, damp to wet, silty gravel with some coarse sand till-like</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Some silt from 5.7 to 7.3 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sand and Gravel</td>
<td>7.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dense, wet, tan sand and gravel with trace silt</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>End of Borehole</td>
<td>9.1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DCPT**  
*Blows per foot*  
10 20 30 40

**Logged:** BS  
**Method:** Sonic  
**Date:** June 7, 2019

**Datum:** Ground Surface  
**Figure Number:** 3  
**Page:** 1 of 1
## Test Hole Log: DH19-01

**File:** 15971  
**Project:** Residential Development  
**Client:** Fairborne Properties Limited  
**Site Location:** 405-485 Marie Place, North Vancouver, BC

### Inferred Profile

<table>
<thead>
<tr>
<th>Depth (m)/Elev (m)</th>
<th>Soil Description</th>
<th>Moisture Content (%)</th>
<th>DCPT <em>blows per foot</em></th>
<th>Groundwater/Water Table</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td>Ground Surface</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.5</td>
<td>Sand and Gravel (Fill)</td>
<td>Sand and gravel fill with trace fines</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.5</td>
<td>Topsoil</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.5</td>
<td>Loose, light brown, dry to moist sand with trace gravel and organics</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.0</td>
<td>Silty Sand</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.0</td>
<td>Loose to compact, light brown, dry to damp, sand and gravel with some silt and trace cobbles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.5</td>
<td>No Recovery</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.0</td>
<td>Contractor noted conditions felt gravelly/cobbly</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.5</td>
<td>Sand and Gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.0</td>
<td>Compact to dense, grey, dry to damp sand and gravel with some cobbles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.5</td>
<td>Gravelly Sand</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.5</td>
<td>Dense, grey to rust, moist to wet gravelly sand with some cobbles and trace silt. Colour changing from grey to rust with depth</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.5</td>
<td>Gravel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.5</td>
<td>Compact to dense, grey, wet gravel and cobbles with some sand and trace fines</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.1</td>
<td>Sand</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Compact sand with some gravel and cobbles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Logged:** GH  
**Method:** Sonic  
**Date:** June 7, 2019  
**Datum:** Ground Surface  
**Figure Number:** 4  
**Page:** 1 of 3
# Test Hole Log: DH19-01

**File:** 15971  
**Project:** Residential Development  
**Client:** Fairborne Properties Limited  
**Site Location:** 405-485 Marie Place, North Vancouver, BC

## INFERRED PROFILE

<table>
<thead>
<tr>
<th>Depth (m)</th>
<th>Symbol</th>
<th>SOIL DESCRIPTION</th>
<th>Moisture Content (%)</th>
<th>DCPT (blows per foot)</th>
<th>Groundwater / Well</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 36        | 11     | **Sand and Gravel**  
Dense, rust to grey, wet sand gravel and cobbles with some silt  |                      |                       |                   |         |
| 37        |        |                  |                      |                       |                   |         |
| 38        | 12     | **Sand**  
Compact to dense, wet, grey sand with some gravel and trace silt and cobbles  |                      |                       |                   |         |
| 39        |        |                  |                      |                       |                   |         |
| 40        |        |                  |                      |                       |                   |         |
| 41        | 13     | **Silty Sand**  
Compact, tan, wet silty sand with  |                      |                       |                   |         |
| 42        |        |                  |                      |                       |                   |         |
| 43        |        |                  |                      |                       |                   |         |
| 44        | 14     | **Gravelly Sand**  
Dense, grey moist gravelly sand  |                      |                       |                   |         |
| 45        |        |                  |                      |                       |                   |         |
| 46        |        |                  |                      |                       |                   |         |
| 47        | 15     | **Gravelly Sand**  
Dense, moist rust brown gravelly sand with trace to some silt and cobbles  |                      |                       |                   |         |
| 48        |        |                  |                      |                       |                   |         |
| 49        |        |                  |                      |                       |                   |         |
| 50        |        |                  |                      |                       |                   |         |
| 51        |        |                  |                      |                       |                   |         |
| 52        | 16     |                  |                      |                       |                   |         |
| 53        |        |                  |                      |                       |                   |         |
| 54        |        |                  |                      |                       |                   |         |
| 55        |        |                  |                      |                       |                   |         |
| 56        |        |                  |                      |                       |                   |         |
| 57        | 17     |                  |                      |                       |                   |         |
| 58        |        |                  |                      |                       |                   |         |
| 59        |        |                  |                      |                       |                   |         |
| 60        |        |                  |                      |                       |                   |         |
| 61        |        |                  |                      |                       |                   |         |
| 62        | 18     |                  |                      |                       |                   |         |
| 63        |        |                  |                      |                       |                   |         |
| 64        |        |                  |                      |                       |                   |         |
| 65        | 19     |                  |                      |                       |                   |         |
| 66        |        |                  |                      |                       |                   |         |
| 67        |        |                  |                      |                       |                   |         |
| 68        | 20     |                  |                      |                       |                   |         |
| 69        |        |                  |                      |                       |                   |         |
| 70        |        |                  |                      |                       |                   |         |
| 71        |        |                  |                      |                       |                   |         |
| 72        |        |                  |                      |                       |                   |         |
| 73        |        |                  |                      |                       |                   |         |
| 74        |        |                  |                      |                       |                   |         |
| 75        |        |                  |                      |                       |                   |         |
| 76        |        |                  |                      |                       |                   |         |
| 77        |        |                  |                      |                       |                   |         |
| 78        |        |                  |                      |                       |                   |         |
| 79        |        |                  |                      |                       |                   |         |
| 80        |        |                  |                      |                       |                   |         |

Logged: GH  
Method: Sonic  
Date: June 7, 2019  
Datum: Ground Surface  
Figure Number: 4  
Page: 2 of 3
## Test Hole Log: DH19-01

### File: 15971
### Project: Residential Development
### Client: Fairborne Properties Limited
### Site Location: 405-485 Marie Place, North Vancouver, BC

<table>
<thead>
<tr>
<th>Depth</th>
<th>Symbol</th>
<th>Soil Description</th>
<th>Depth (m)/Elev (m)</th>
<th>Moisture Content (%)</th>
<th>DCPT (blows per foot)</th>
<th>Groundwater / Well</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td></td>
<td><strong>Sand and Gravel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td></td>
<td>Dense, grey, moist sand and gravel with</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>some silt and cobbles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24.4</td>
<td></td>
<td><strong>Gravel</strong></td>
<td>24.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td></td>
<td>Dense, grey, moist gravel with some sand</td>
<td>25.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>and cobbles and trace silt</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27.4</td>
<td></td>
<td><strong>Silty Sand</strong></td>
<td>27.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Compact, moist silty sand with trace</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>cobbles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29.7</td>
<td></td>
<td><strong>Sand and Gravel</strong></td>
<td>29.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dense, moist, grey sand and gravel with</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>some silt and cobbles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30.5</td>
<td></td>
<td><strong>End of Borehole</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Logged: GH  
Method: Sonic  
Date: June 7, 2019  
Datum: Ground Surface  
Figure Number: 4  
Page: 3 of 3
APPENDIX B – DOWNHOLE SEISMIC TESTING

PURPOSE AND GENERAL PROCEDURE

Downhole seismic testing is carried out to determine interval velocities and velocity profiles of compressional (P) and shear (S) seismic waves. The results can be used for different purposes, e.g., to determine seismic site classes for seismic site response, elastic moduli of soil and rock, liquefaction potential and saturation of soils.

ASTM Standard D7400-08 describes the test method including apparatus, field procedure, data processing and interpretation in detail. In short, a seismic wave is created by hitting a weighed beam horizontally (S-Wave) or a shot plate vertically (P-Wave). By hitting the beam from two different sides, shear waves with opposite polarities are created. The seismic waves are recorded at different depth with receiver geophones, which are installed vertically within a borehole.

Figure 1: Downhole shear-wave configuration: Doug Crice (2011)

Prior to the downhole testing, the borehole must be prepared to ensure an optimal coupling between the receiver geophones and the borehole wall. Boreholes for velocity logging are usually cased with PVC pipe, to avoid collapses within the borehole and keep it open. The annular space must be backfilled after the installation, to allow the seismic waves to travel through the soil rock directly to the receiver. The space is usually filled with low-strength grout.

A seismogram is compiled with all records (traces) at the depth they were measured at. For downhole shear wave surveys, the traces with opposite polarity (green and black waves in Figure 2) are overlaid in the seismogram. This enables the accurate identification of the shear wave. The first arrival times are then picked and plotted against depth, as shown in Figure 2. The slope of the travel time curve in the time vs. depth diagram represents the seismic velocity at that depth.

SEISMIC SITE CLASSIFICATION FOR SEISMIC SITE RESPONSE

The average shear wave velocity in top 30 m $\bar{v}_{s30}$ is utilized for seismic site classification and calculated with the following equation:

$$\bar{v}_{s30} = \frac{\sum d_i / \sum t_i}{30 / \sum d_i / v_{sl}}$$

where $d_i$ = thickness of the i-th layer, $t_i$ = one way travel time in i-th layer and $v_{sl}$ = shear wave velocity of i-th layer.

The criteria for the classes are defined in Table 4.1.8.4.A of the 2018 British Columbia Building Code (BCBC). The table below gives a short summary.

<table>
<thead>
<tr>
<th>Site Class</th>
<th>Ground Profile Name</th>
<th>Average Shear Wave Velocity, $\bar{v}_{s30}$ (m/s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Hard rock</td>
<td>$\bar{v}_{s30} &gt; 1500$</td>
</tr>
<tr>
<td>B</td>
<td>Rock</td>
<td>$760 &lt; \bar{v}_{s30} &lt; 1500$</td>
</tr>
<tr>
<td>C</td>
<td>Very dense soil and soft rock</td>
<td>$360 &lt; \bar{v}_{s30} &lt; 760$</td>
</tr>
<tr>
<td>D</td>
<td>Stiff soil</td>
<td>$180 &lt; \bar{v}_{s30} &lt; 360$</td>
</tr>
<tr>
<td>E</td>
<td>Soft soil</td>
<td>$\bar{v}_{s30} &lt; 180$</td>
</tr>
<tr>
<td>F</td>
<td>Other soils</td>
<td>-</td>
</tr>
</tbody>
</table>

In accordance with the 2018 BCBC a site-specific dynamic analysis is required for sites classified as Site Class “F” in order to provide the structural engineer with the estimated seismic design spectra of the site based on the design earthquake for structures with a natural period above 0.5 seconds. For structures with a natural period of less than 0.5 seconds 2012 BCBC has a provision that structures may be designed in accordance with Site Class E. A fundamental input parameter for a site-specific dynamic analysis is the shear wave velocity.
<table>
<thead>
<tr>
<th>Geophone Depth (m)</th>
<th>Ray Path (m)</th>
<th>Ray Path Difference d (m)</th>
<th>Midpoint (m)</th>
<th>Time Difference (ms)</th>
<th>Shear Wave Velocity Vs (m/s)</th>
<th>d/Vs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.00</td>
<td>1.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.00</td>
<td>2.44</td>
<td>0.72</td>
<td>1.50</td>
<td>3.20</td>
<td>120</td>
<td>0.006007</td>
</tr>
<tr>
<td>3.00</td>
<td>3.31</td>
<td>0.87</td>
<td>2.50</td>
<td>2.49</td>
<td>349</td>
<td>0.002493</td>
</tr>
<tr>
<td>4.00</td>
<td>4.24</td>
<td>0.93</td>
<td>3.50</td>
<td>1.91</td>
<td>484</td>
<td>0.001915</td>
</tr>
<tr>
<td>5.00</td>
<td>5.19</td>
<td>0.95</td>
<td>4.50</td>
<td>1.49</td>
<td>639</td>
<td>0.001492</td>
</tr>
<tr>
<td>6.00</td>
<td>6.16</td>
<td>0.97</td>
<td>5.50</td>
<td>1.22</td>
<td>796</td>
<td>0.001217</td>
</tr>
<tr>
<td>7.00</td>
<td>7.14</td>
<td>0.98</td>
<td>6.50</td>
<td>1.35</td>
<td>722</td>
<td>0.001354</td>
</tr>
<tr>
<td>8.00</td>
<td>8.12</td>
<td>0.98</td>
<td>7.50</td>
<td>1.60</td>
<td>614</td>
<td>0.001600</td>
</tr>
<tr>
<td>9.00</td>
<td>9.11</td>
<td>0.99</td>
<td>8.50</td>
<td>1.94</td>
<td>510</td>
<td>0.001936</td>
</tr>
<tr>
<td>10.00</td>
<td>10.10</td>
<td>0.99</td>
<td>9.50</td>
<td>2.36</td>
<td>419</td>
<td>0.002359</td>
</tr>
<tr>
<td>11.00</td>
<td>11.09</td>
<td>0.99</td>
<td>10.50</td>
<td>2.81</td>
<td>353</td>
<td>0.002809</td>
</tr>
<tr>
<td>12.00</td>
<td>12.08</td>
<td>0.99</td>
<td>11.50</td>
<td>3.06</td>
<td>324</td>
<td>0.003061</td>
</tr>
<tr>
<td>13.00</td>
<td>13.08</td>
<td>0.99</td>
<td>12.50</td>
<td>3.39</td>
<td>293</td>
<td>0.003393</td>
</tr>
<tr>
<td>14.00</td>
<td>14.07</td>
<td>0.99</td>
<td>13.50</td>
<td>3.43</td>
<td>290</td>
<td>0.003430</td>
</tr>
<tr>
<td>15.00</td>
<td>15.07</td>
<td>1.00</td>
<td>14.50</td>
<td>3.33</td>
<td>299</td>
<td>0.003330</td>
</tr>
<tr>
<td>16.00</td>
<td>16.06</td>
<td>1.00</td>
<td>15.50</td>
<td>3.29</td>
<td>303</td>
<td>0.003286</td>
</tr>
<tr>
<td>17.00</td>
<td>17.06</td>
<td>1.00</td>
<td>16.50</td>
<td>3.15</td>
<td>316</td>
<td>0.003155</td>
</tr>
<tr>
<td>18.00</td>
<td>18.05</td>
<td>1.00</td>
<td>17.50</td>
<td>2.77</td>
<td>360</td>
<td>0.002767</td>
</tr>
<tr>
<td>19.00</td>
<td>19.05</td>
<td>1.00</td>
<td>18.50</td>
<td>2.57</td>
<td>388</td>
<td>0.002570</td>
</tr>
<tr>
<td>20.00</td>
<td>20.05</td>
<td>1.00</td>
<td>19.50</td>
<td>2.43</td>
<td>411</td>
<td>0.002429</td>
</tr>
<tr>
<td>21.00</td>
<td>21.05</td>
<td>1.00</td>
<td>20.50</td>
<td>2.10</td>
<td>476</td>
<td>0.002098</td>
</tr>
<tr>
<td>22.00</td>
<td>22.04</td>
<td>1.00</td>
<td>21.50</td>
<td>2.02</td>
<td>493</td>
<td>0.002025</td>
</tr>
<tr>
<td>23.00</td>
<td>23.04</td>
<td>1.00</td>
<td>22.50</td>
<td>2.01</td>
<td>496</td>
<td>0.002012</td>
</tr>
<tr>
<td>24.00</td>
<td>24.04</td>
<td>1.00</td>
<td>23.50</td>
<td>2.06</td>
<td>484</td>
<td>0.002062</td>
</tr>
<tr>
<td>25.00</td>
<td>25.04</td>
<td>1.00</td>
<td>24.50</td>
<td>2.07</td>
<td>482</td>
<td>0.002073</td>
</tr>
<tr>
<td>26.00</td>
<td>26.04</td>
<td>1.00</td>
<td>25.50</td>
<td>2.07</td>
<td>482</td>
<td>0.002071</td>
</tr>
<tr>
<td>27.00</td>
<td>27.04</td>
<td>1.00</td>
<td>26.50</td>
<td>2.04</td>
<td>490</td>
<td>0.002037</td>
</tr>
<tr>
<td>28.00</td>
<td>28.03</td>
<td>1.00</td>
<td>27.50</td>
<td>2.09</td>
<td>479</td>
<td>0.002087</td>
</tr>
<tr>
<td>29.00</td>
<td>29.03</td>
<td>1.00</td>
<td>28.50</td>
<td>2.05</td>
<td>488</td>
<td>0.002047</td>
</tr>
<tr>
<td>30.00</td>
<td>30.03</td>
<td>1.00</td>
<td>29.50</td>
<td>2.10</td>
<td>477</td>
<td>0.002095</td>
</tr>
</tbody>
</table>

Σ(d/Vs) = 0.071212
average Vs = Σd / Σ(d/Vs) = 398
The District of North Vancouver

INFORMATION REPORT TO COUNCIL

October 2, 2020
File: 08.3060.20/052.19

AUTHOR: Casey Peters, Senior Development Planner

SUBJECT: Virtual Public Information Meeting: 405-485 Marie Place

REASON FOR REPORT:

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

SUMMARY:

Ms. Karen Smith of Engage Architecture has applied on behalf of the owners, Fairborne CMCC Marie Place GP Ltd., to redevelop the existing 11 single family lots on the west side of Marie Place. The proposal is for two six-storey buildings with a total of 140 strata apartment units.

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

PUBLIC INFORMATION MEETING DETAILS:

Website is live for Q&A and Comments: October 20 – November 3, 2020
Web link: www.DNV.org/Public-Meeting
SITE AND SURROUNDING AREA:

The site is currently occupied by 11 single family homes and is approximately 4,675 m² (50,325 sq. ft.) in area.

The site is designated “Residential Level 6 (RES6): Medium Density Apartment” (up to 2.5 FSR) in the Official Community Plan (OCP). The Lower Lynn Town Centre Implementation Plan (Lynn Creek) envisions the site as low to mid-rise multi-family development with an FSR of up to approximately 2.5. The use and density in the proposal both comply with the OCP designation.

The site is currently zoned “Single Family 4000 Zone” (RS5) and will require rezoning to a new comprehensive development zone.

Surrounding land uses include single family homes with future development potential to the north, east, and south, a new multi-family apartment building to the southwest. To the west is a mix of single family homes and commercial properties (Dykhof Nurseries), all of which are under application for future mixed-use development.

PROJECT DESCRIPTION:

The project includes 140 strata units in two six-storey buildings. The proposal includes dedication of the two northern lots, 479 and 485 Marie Place, to the District as park and the land will become part of an expanded Marie Place Park should the rezoning proceed.

The Lynn Creek Implementation Plan indicates that the future “Green Spine” linear park will be located on the existing Marie Place road allowance. The east 10 m of Marie Place will remain open to provide access and services to the single family lots on the east side of Marie Place until such a time as those lots redevelop. The owner of the subject lots on the west side of Marie Place has entered into a Purchase and Sale Agreement with the District for the west 5 m of Marie Place, which is not intended to form part of the “Green Spine.”

The units are a mix of one, two and three bedroom units, ranging in size from approximately 51 m² to 103 m² (548 sq. ft. to 1,103 sq. ft.). The project includes 161 parking spaces and access to the underground parking is from a new lane that is to be created with the development to the west. A total of 296 bicycle parking spaces are proposed.
FORMAT OF MEETING:

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

The virtual PIM will be “live” from October 20 – November 3, 2020. During this time, a Q&A will be posted on the webpage in lieu of the standard in-person discussion. Comments will be also be accepted during this time. A summary of the virtual public information meeting will be included in the staff report at Council’s consideration of the detailed application. A copy of the meeting notification flyer is attached.
PUBLIC NOTIFICATION:

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

1. A notification flyer sent to owners and occupants within 100 metres (328 ft) of the site (Attachment 1);
2. Two notification signs erected: one on the site at the corner of Marie Place and Crown Street, and one at the corner of Mountain Highway and Crown Street, both as shown on the adjacent map; and;
3. A newspaper advertisement placed in two editions of the North Shore News.

Casey Peters
Development Planner

Attachment: Notification Flyer
<table>
<thead>
<tr>
<th>REVIEWED WITH:</th>
<th></th>
<th></th>
<th>External Agencies:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Planning</td>
<td>❑</td>
<td>❑ Clerk's Office</td>
<td>❑ Library Board</td>
<td></td>
</tr>
<tr>
<td>Development Planning</td>
<td>❑</td>
<td>❑ Communications</td>
<td>❑ NS Health</td>
<td></td>
</tr>
<tr>
<td>Development Engineering</td>
<td>❑</td>
<td>❑ Finance</td>
<td>❑ RCMP</td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>❑</td>
<td>❑ Fire Services</td>
<td>❑ NVRC</td>
<td></td>
</tr>
<tr>
<td>Engineering Operations</td>
<td>❑</td>
<td>❑ ITS</td>
<td>❑ Museum &amp; Arch.</td>
<td></td>
</tr>
<tr>
<td>Parks</td>
<td>❑</td>
<td>❑ Solicitor</td>
<td>❑ Other:</td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td>❑</td>
<td>❑ GIS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facilities</td>
<td>❑</td>
<td>❑ Real Estate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Human Resources</td>
<td>❑</td>
<td>❑ Bylaw Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review and Compliance</td>
<td>❑</td>
<td>❑ Planning</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
NOTICE OF VIRTUAL PUBLIC INFOMRATION MEETING

Engage Architecture is hosting a Virtual Public Information Meeting to present the development proposal for 405-485 Marie Place.

The applicant proposes to rezone the site from single family zoning to a new comprehensive development zone, to permit 140 units in two 6-storey wood frame buildings in accordance with the Official Community Plan for the Lynn Creek Town Centre. The proposal includes land dedications for the future expansion of Marie Place Park, and the purchase of 5 meters of District of North Vancouver land along Marie Place to be included into the development.

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

Please visit the Virtual Public Information Meeting from October 20 to November 3 at

DNV.org/public-meeting

Virtual Public Information Meeting opens Oct. 20

Virtual Public Information and Q & A period from Oct. 20 to Nov. 3
The Proposal

Engage Architecture proposes to construct two 6-storey wood frame mid-rise buildings located at 405-485 Marie Place, at the corner of Crown Street and Marie Place.

The proposal is for 140 residential units which will include 47 one-bedroom units, 74 two-bedroom units and 19 three-bedroom units.

Vehicular access to the site will be from a new commercial lane off of Crown Street. Parking will be located in the underground parking garage and at-grade accessed from the lane. 161 parking spaces are provided for the residents including 14 visitor parking spaces.

The proposal includes land dedications for the future expansion of Marie Place Park, and the purchase of 5 meters of District of North Vancouver land along Marie Place to be included into the development.

For further information please contact:

Casey Peters
604-990-2388
petersc@dnv.org

District of North Vancouver
Development Planning
355 West Queens Road
North Vancouver, BC, V7N 4N5

Karen Smith
604-428-6259
karen@engagearchitecture.ca

Engage Architecture
402-602 W. Hastings Street
Vancouver, BC, V6B 1P2
LYNN CREEK

LEGEND

- Preliminary Application Stage
- Rezoning Stage
- Development Permit Stage
- Approved or Under Construction

1401-1479 Hunter St (Intergulf West)
1510 Crown St
1505 Fern St (Seylynn Gardens)
1574 Hunter Street
1547 Crown St
1503-1519 Crown St
220 Mountain Hwy
1552 Oxford St
1502 Oxford St (Creekside Care Ctr)
1541-1557 Bond St
340 Mountain Hwy
600 Mountain Hwy (Seylynn Village)
467 Mountain Hwy
1565-1589 Rupert St
1505 Fern St (Seylynn Gardens)
405 Marie Pl
267 - 271 Orwell St
Event Details

Applicant: Engage Architecture  
Webpage: DNV.org/public-meeting  
Event: October 20 – November 3, 2020

Project Summary

Engage Architecture has applied on behalf of the owners, Fairborne CMCC Marie Place GP Ltd., to redevelop the existing 11 single family lots on the west side of Marie Place. The proposal is for two six-storey buildings with a total of 140 strata apartment units.

Format

Due to Covid-19, the standard in-person Public Information Meeting (PIM) format was not possible for this project and a virtual PIM was held in its place. The format of the virtual PIM included a webpage with details on the application, visual materials (in lieu of display boards), and a short video prepared by the applicant team (in lieu of an in-person presentation).

The virtual PIM was “live” from October 20 – November 3, 2020. During this period of time, comments were accepted and a Q&A was posted on the webpage in lieu of the standard in-person discussion.

Summary of Engagement

The project website was visited by 57 unique IP addresses and the project video was viewed 27 times (includes repeated views).

Copies of all the comments received during the event period (Attachment A) and the Q&A document (Attachment B) are attached for reference.
Notification

Notification Flyer: A notification flyer sent to owners and occupants within 100 metres (328 ft) of the development site (Attachment C);

Site Signs: Two notification signs erected: one on the site at the corner of Marie Place and Crown Street, and one at the corner of Mountain Highway and Crown Street; and

Newspaper Ads: A newspaper advertisement placed in two editions of the North Shore News.

Respectfully submitted,

Casey Peters

Attachments:

A. Comments Document
B. Question and Answer Document
C. Flyer Invitation
Comments from Residents

405-485 Marie Place development application

This document contains comments submitted by residents. The number below refers to the resident and each response may include multiple comments.

Responses are unchanged unless noted otherwise.

1. Construction impact on residents of Marie Place East will be huge. Shadow effect from buildings, traffic flow and construction parking (parking is already an issue here)...and service disruption to accommodate construction of buildings. How will these problems be dealt with. The information video is very vague.

2. Great to see this project progress. The land dedication to Marie Place Park is a good idea, and will help setup this community for the future and add to the walkability and sustainability of the neighbourhood. Utilising vertical space on the site with a 6 storey building will help provide much needed housing in the area.

   The style of the building is fitting for the neighbourhood, and overall North Shore, however I think the colours could be improved. The brick is a nice material, however the white and "pinkish" siding colours could be better.

3. This project should provide a large percentage of affordable rental units. That is what our community is lacking and what the planners need to address.

4. I like the green park besides the project. It gives the neighborhood a refresh look.

   As a young family looking for our future house, we notice there are more high rise condo in this area but not a lot of low rise building for sale. We would like to see more low rise and family orientated apartment building.

5. It's a great design, and especially love the bike lane part.
Questions from Residents

405-485 Marie Place development application

This document contains answers to questions submitted by residents. If you leave a question for the applicant or for a District planner while you are completing the survey, we will post your answer here in about two business days.

Responses are provided by a DNV planner unless noted otherwise.

Q. How will Marie Place be reconciled as single family residential on East side and Apartments on West side? Utilities are currently shared. The project shows front access by lane...does this lane not back on to the proposed project on Mountain Highway ....if so...the image presented of entrance ways and the lane are misleading.

The applicant has submitted a design that reviews the servicing of the lots on the east side of Marie Place. This design is under review by District Staff.

The existing storm, sanitary, water, hydro and communication utilities on Marie Place are proposed to remain and protected during construction. Existing established trees and street lighting located along the east side of Marie Place are proposed to remain as well. New site service for the project will be provided from Crown Street. The continued use of Marie Place (the existing cul-de-sac) will continue until the east side of Marie Place is redeveloped and the Green Spine Linear Park is constructed.

The Lynn Creek Town Centre Implementation Plan conceptualizes a new lane on the west side of the site extending from Hunter St. to Crown St. This proposed lane includes an 8.00 m allowance to be improved with streetlight and sidewalk, and will serve as the main access to the project as well as access for the proposed project at 1510-1530 Crown St/420-440 Mountain Hwy, which is also in progress of application.

Q: As an owner and resident of Marie Place East I have concerns re: the relocation of utilities when this development begins. Marie Place East and West share the underground utilities and I am sure there will have to be some service disruptions to residents of the east side in order to demolish the existing houses on Marie West. I was told that the developer had a plan for the sharing of utilities but that it had not yet been approved. Is this the case? If so....how can the developer put forth information in a public meeting the impact of which could potentially cause anxiety and stress to the remaining residents.
As noted in the earlier response, the applicant has submitted a design that reviews the servicing of the lots on the east side of Marie Place which is under review by District Staff.

Q: We have other issues of concern surrounding this project: street access, during construction, as well as noise, debris and dust. which will have a huge impact on us since we are so close to the construction site.

The Applicant has submitted a Construction Traffic Management Plan to address items during construction including access. In addition, the District has a Noise Bylaw that regulates noise from construction.

Q: The public information meeting chart indicates we are at the middle of the development process with 6 months to 1 year remaining before development can begin....is this a realistic timeline?

Regarding the timing, our process is taking longer than what is reflected on that the flowchart so the 6 months-1 year estimate will not be accurate for this project. The application was submitted in September 2019 and will not be forwarded to Council for consideration of bylaws until 2021.

Q: I would also like clarification on the 5 meter purchase by the developer as part of the plan. Does this 5 meters include what we would call the boulevard property (bordered by the maple trees that line the street on both sides) or does it begin at the actual street curb, and if so, does the future plan for Marie Place (with Marie Place East remaining as single family residential property) include provision for street parking for residents of Marie Place east or will the remaining road be parking free.

The 5m dedication includes the boulevard on the east side of Marie Place as well as land currently occupied by on-street parking. The proposed plan would result in the existing parking along the east side of Marie Place retained, and the existing parking along the west side removed. The existing turning circle will remain unchanged. The removal of the existing parking along the west side of Marie Place will result in a wider drive aisle that will maintain or improve traffic flow as street parking will be limited to east side of the street only. As well, the vehicle movements required to allow oncoming traffic to pass will be decreased. Access to the existing properties on the east side of Marie Place will not be impacted. This design is still under review by District Staff.

Q: Our properties are in a flood zone/hazard according to district documents. If so, please ask to have our street cleaned to avoid possible flooding.

This area is designated within a Development Permit Area for Protection from the Natural Environment (Creek Hazard). New development is required to be constructed to meet a required “Flood Construction Level”. If there are concerns regarding the current state of the street please provide details to Casey Peters at petersc@dnv.org and your concern will be passed along to the appropriate staff.

Q: Although a couple of Fairbourne renters have made an effort to clean the street side of their properties, there still has been no attempt to remove shopping carts, tarps, coolers, cabinets and junk from the others.... yard maintenance is non existent.

The applicant has worked and will continue to work with the tenants to address concerns regarding maintenance of the rental homes. Please contact Casey Peters at petersc@dnv.org if your concern has not been addressed.
Q: In Fairbourne's plan, the district sold some property (5 meters). Please supply a photo of where it ends on the street and have staff install markers of this new property line.

The applicant has provided this image to clarify the approximate location of the 5m land sale. Of note, the District has an agreement with the Developer but the land has not been sold at this time. It will only be sold if the Rezoning is approved by Council.

Q: Will my family and guests have room to park in front of my house after completion and during construction?

The proposal at this time includes parking retained on the east side of a Marie Place both during and after construction. As previously noted, this plan is still under review by District Staff.

Q: We touched on density ratios in our conversation a while back and I would like to pursue making the ‘east side’ more attractive to possible buyers.
The east side of Marie Place is currently designated in the District’s Official Community Plan (OCP) as “Residential Level 5” which permits density up to 1.75 FSR. For reference, the west side of Marie Place is designated “Residential Level 6” which permits up to 2.5 FSR. At this time, staff are not proposing to amend the OCP designations. Should an application be made on the east side of Marie Place that proposed an amendment to the OCP it would be reviewed on its merits and Council would ultimately decide whether to support the additional density.

Q: Will there be any grade differential between the green spine, and ground floor units? Will the ground floor units have patios that look out onto the green spine? Good opportunity for indoor/outdoor connection, however homeowner safety should be considered.

Ground floor units will have patios that are situated above the green spine grades to allow for privacy and overlook to the green spine, and will be gated for security. In addition, the Lynn Creek Town Centre is designated within the District’s Development Permit Area for Protection from Natural Hazards (Creek Hazard) and the proposed buildings are required to meet a Flood Construction Level. Flood risk analysis have been undertaken to establish the construction level to protect habitable space and minimize potential flood risk. When the green spine is constructed in the future, patios will have direct connection to the green spine. A 2 meter landscape buffer is also proposed for some separation to the future green spine.

Q: Fairbourne and Marie Place What is not present in any of your documentation is the disclosure of how the completed units affects the suns ability to reach the ground on the east side of Marie Place. Computer simulations of one full year, with projected time losses, is a must No sun equals poorer health and higher utility costs.

Shadow studies for different times and days of the year have been analyzed and reviewed by the District and the Advisory Design Panel. Times of the day at 10:00am, 12:00pm, 2:00pm and 6:00pm on spring equinox (March 21), summer solstice (June 21) and autumn equinox (September 21) were studied and the only time which the project overshadows across Marie Place is at 6:00pm in all scenarios. The building form and siting is designed with considerations to maximize the benefits of sunlight and minimize the impacts of overshadowing. The top floor of the buildings are set back to minimize overshadowing to the surrounding properties and the future Marie Place Park.

Q: Based on your geoteck results, will there be pilings installed to support/firm up the building(s)? If so, will your insurance cover unforeseen damages to the east side properties from earth tremors caused by the pile driving technique?

Shotcrete and anchors are anticipated to be used during the excavation and shoring stage of construction and the buildings are expected to have regular footings based on geotechnical investigations. Any potential impacts to Marie Place residents will be carefully considered and reviewed.

Q: The hours and days of the week for construction is what?

Our construction team will abide by the District of North Vancouver’s Noise Bylaw and take measures to minimize impacts to the community. Construction times will be between 7:00am to 8:00pm Monday to Friday, as needed on Saturday (not to exceed 9:00am to 8:00pm) and no work on Sunday and statutory holidays.
Q: During construction, will there be any impediments to parking along the east side of Marie Place?
There will be an expectation that no construction employee shall be permitted to park on Marie Place 24/7.

The proposed plan currently under District’s review is to remove parking along the west side and retain the existing parking along the east side of Marie Place during and after construction. The removal of the existing parking along the west side and limiting street parking to only the east side of Marie Place will result in a wider drive aisle that will maintain or improve traffic flow along Marie Place. All access for new residents of the project will be from a new lane on the west side of the project site.

A Construction Impact Mitigation Strategy have been developed for the Lynn Creek Town Centre to provide a communication framework and propose traffic mitigation measures. Mitigation strategies and traffic management plans will be further refined prior to construction start. District of North Vancouver Noise Bylaw will be abided to and best efforts will be utilized to minimize impacts of construction and disruption to the existing residents of Marie Place and the neighbourhood. Designated traffic controllers and warning signage will be in place to maintain the safety of all vehicle, pedestrian and cyclist along Marie Place and Crown St during all phases of construction.
NOTICE OF VIRTUAL PUBLIC INFORMATION MEETING

Engage Architecture is hosting a Virtual Public Information Meeting to present the development proposal for 405-485 Marie Place.

The applicant proposes to rezone the site from single family zoning to a new comprehensive development zone, to permit 140 units in two 6-storey wood frame buildings in accordance with the Official Community Plan for the Lynn Creek Town Centre. The proposal includes land dedications for the future expansion of Marie Place Park, and the purchase of 5 meters of District of North Vancouver land along Marie Place to be included into the development.

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

Please visit the Virtual Public Information Meeting from October 20 to November 3 at

**DNV.org/public-meeting**

Virtual Public Information Meeting opens Oct. 20

Virtual Public Information and Q & A period from Oct. 20 to Nov. 3
The Proposal

Engage Architecture proposes to construct two 6-storey wood frame mid-rise buildings located at 405-485 Marie Place, at the corner of Crown Street and Marie Place. The proposal is for 140 residential units which will include 47 one-bedroom units, 74 two-bedroom units and 19 three-bedroom units.

Vehicular access to the site will be from a new commercial lane off of Crown Street. Parking will be located in the underground parking garage and at-grade accessed from the lane. 161 parking spaces are provided for the residents including 14 visitor parking spaces.

The proposal includes land dedications for the future expansion of Marie Place Park, and the purchase of 5 meters of District of North Vancouver land along Marie Place to be included into the development.

For further information please contact:

Casey Peters 604-990-2388 604-428-6259 355 West Queens Road
districtnorth.vancouver.ca 355 West Queens Road North Vancouver, BC, V7N 4N5

Karen Smith 604-428-6259 402-602 W. Hastings Street karen@engagearchitecture.ca Vancouver, BC, V6B 1P2