

## Darren Veres

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

Dear Darren

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

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

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

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

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

David Powell  
[REDACTED]

## Darren Veres

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

Darren,

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

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

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

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

### Additional Comments:

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

Regards,

Jason Ketch  
[REDACTED]

Darren,

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

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#### **Additional Comments:**

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

1. Supportive of Development

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

2. Zoning/Building Height

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

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

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

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

### 3. Parking congestion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regards,

Jason Ketch



COMMENT SHEET  
DISTRICT OF NORTH VANCOUVER

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

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

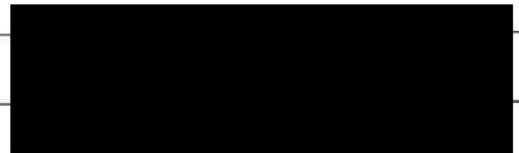
Pleased to see the 16<sup>th</sup> street  
will not be a thru street -  
and de sac much appreciated!

like buildings being recessed from  
street & the green space

Your Name:

Nancy Whiteley

Street Address:



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

Darren Veres, Development Planner

Tel: (604) 990-2487

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

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

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



COMMENT SHEET  
DISTRICT OF NORTH VANCOUVER

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

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

The most challenging situation I face - if this project continues on schedule and unimpeded is:

- a) I will not be able to open windows & my patio door for 2 years. My only outside door and all my windows face east. How will I (age 75) cope with this severe restriction for 2 summers?
- B) I have extremely sensitive hearing - I was affected by 3 other similar projects close by. Pictures shook & the vibration was almost unbearable & these projects were nowhere near as close as the one in question (being built within 15 feet of my east facing door & windows).

I do not have an option of living elsewhere for any part of the expected 14 months this project will take →

Your Name: MARTIN DAHL Street Address: [REDACTED]

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

Darren Veres, Development Planner

Tel: (604) 990-2487

Email: dveres@dnv.org

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

RECEIVED

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Planning Department  
District of North Vancouver



Having said that - I understand the need for the project & once it is complete - nothing more will need to be built closely.

I welcome your suggestions & feedback if you have any that will make this transition easier.

Thanks  
Mary Dahl



COMMENT SHEET  
DISTRICT OF NORTH VANCOUVER

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

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

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

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

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

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

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

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

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**From:** [REDACTED]  
**To:** [DNV Input](#)  
**Subject:** Delbrook lands.  
**Date:** November 06, 2021 2:04:07 PM

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**CAUTION:** This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

4320 Prospect to be rezoned to allow two units.

1210 West 16<sup>th</sup> -1260 to be rezoned to allow a Strata Development of 62 residential and rental units.

Sincerely Maureen Bragg

Sent from [Mail](#) for Windows

**From:** [REDACTED]  
**To:** [DNV Input](#)  
**Cc:** [Sandra Orton-Tweed](#)  
**Subject:** development on west 16th street  
**Date:** November 15, 2021 10:04:45 AM

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**CAUTION:** This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I just wanted to voice my concerns about the proposed development on west 16<sup>th</sup> street. I am not able to attend the meeting tomorrow.

I am worried about the following:

1. more cars on the road where 2 seniors buildings are located....the cars already speed down that little block and my mom has almost been hit multiple times!
2. not enough parking already! Now they are adding more units!
3. The number of units is more than previously stated I think? Was 40, now over 60?

4. Traffic congestion. We are already having serious traffic issues [REDACTED]  
This is just going to add more problems. Marine Drive is constantly at a standstill.

When the council decides to okay projects, do they look at the current infrastructure and decide whether our highways and streets can handle that many more cars? Is there a plan to build more bridges, or widen roads to accommodate all of these new cars?

How many families/units are currently on this stretch of land? How many will be on it after construction? I don't think our area can handle that many extra cars. We also have that new development just a block over for single women and families on the lot where there is a auto dealership. Yet more cars added to our busy streets.

Thank you for your time  
Sandra Tweed

**From:** [REDACTED]  
**To:** [DNV Input; Mayor and Council - DNV](#)  
**Subject:** RE: Public Hearing (1210 - 1260 West 16 Street Rezoning Application)  
**Date:** November 15, 2021 9:56:14 PM  
**Attachments:** [1210 - 1260 West 16 Street Rezoning Application.pdf](#)

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**CAUTION:** This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Little and Councillors

Please see the attached letter with respect to the 1210 - 1260 West 16 Street Rezoning Application.

Should you have any questions please do not hesitate to contact me.

Thanks,  
Amir

**Attention: Mayor Little and Councillors,**  
**Subject: 1210 - 1260 West 16 Street Rezoning Application**

Dear Mayor Little and Councilors,

I am writing to express my concerns regarding the Application for Rezoning and Development Permit for two four-story residential buildings at 1210 - 1260 West 16 Street, North Vancouver.

I have been living in the District for the past 7 years [REDACTED]  
[REDACTED]

I have got my Ph.D. in Water Resources Engineering and I am a Climate Change specialist and an active Climate Change advocate. I am also strong supporter of densification in favor of affordable housing in the District, based on the directions of OCP, to ensure our neighbourhood and our City will stay livable and sustainable.

However, I am against this proposal because, despite a few advantages the proposal suggests, the project still has **several flaws to proceed with**. Among them, the **density, height, and feared parking pressure** on the neighbourhood.

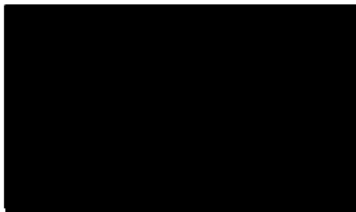
The local community has serious concerns about design, about the impact of this development on their community, and those concerns were never integrated into the analysis of this proposal.

I have included excerpts from the "Report to Council" dated September 28, 2021 (Case: PLN2017-00044, File: 08.3060.20/044.17; attached to this letter) and added my commentaries and concerns following the excerpts.

I trust you will consider these points in reviewing the application.

Yours Truly,

Amir Mansoori



# 1. Non-compliance with Lower Capilano Local Plan

## 1.1 The Report to Council alleges:

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

### Comment:

My question is:

#### Why is the proposal violating the density directed by Lower Capilano Local Plan?

Through my communication with Mr. Andrew Norton (City's Planner), first, he claimed that the Local Plans are "superseded" and then when I asked once again about the Local Plan, he changed his opinion to that "the OCP takes precedence".

I note that:

- The District's OCP, p 93 and 94 recognizes the Local Plans (i.e., they are NOT superseded" as it was claimed during my phone conversation with the City's planner). Beyond that, the OCP directs the planners to "use them as reference policy documents to inform land-use decisions in their respective areas". (i.e., Local Plan appends the OCP designations. OCP also call for "liaison with existing Local Plan policies shall occur"). Please see the below snapshot from OCP:

Implementation Plans as a priority. This OCP also provides for implementation to occur through additional Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans. Preparation of these plans will involve extensive consultation with associated neighbourhoods and community stakeholders. Until such time as more detailed sub-area planning occurs at the centres or neighbourhood level, existing Local Area Plans will be used as reference policy documents to inform land use decisions in their respective areas. Ongoing liaison with communities implementing centres plans and existing LAP policies (where relevant) will occur.

- Based on OCP, the Lower Capilano Local Plan is not an extraneous document that can be taken precedence by OCP. It is "part of OCP", still in effect and **shall be read and complied in conjugation with density designation of OCP**, as a reference policy document.



- The Lower Capilano Local Plan, allows 55 units per acre or less for this site (i.e., up to **40 units** for the site):

Low Rise Residential

Areas intended predominantly for low rise (four storey maximum) apartments at densities of 140 units per hectare(55 units per acre) or less.

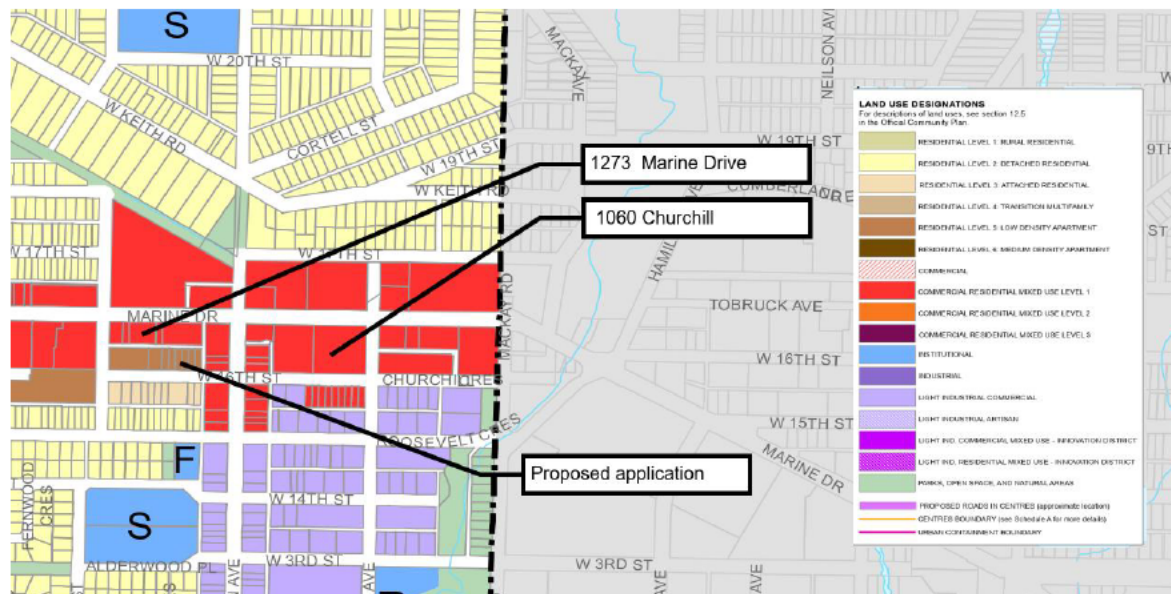
- **Adding 22 units** beyond what is anticipated in Local Area Plan has **immediate consequences** on the City's infrastructure, notably **sewer network, sewage system and water infrastructure**. This additional unplanned pressure on the infrastructure **will cost all residents** of the District costly capital improvement projects which could have been avoided, if the policies would have been respected.

### 1.2. The Report to Council alleges:

The proposal is consistent in scale and density with recently-approved development close to the site. These include a four-storey residential / commercial building at 1273 Marine Drive, and a four-storey residential building at 1060 Churchill Crescent, both of which were developed on sites allowing for up to 1.75 FSR.

### My Comments:

- 1273 Marine Drive and 1060 Churchill Crescent are approved in April 2011 and June 2016 and are not "recently-approved" as described by the Report to Council.
- Based on OCP, both 1273 Marine Drive and 1060 Churchill Crescent are designated as "Commercial-Residential" use, while the proposed application is designated as "Low-Rise-Residential" use. Please see below snapshot from OCP.



Red: Commercial Residential Mixed-Use Level 1; Brown: Residential Level 5

- Lower Capilano Local Plan's direction to limit the maximum dwelling units to 55 per acre, is only for "Low Rise Residential" use development, and as such neither of the 1273 Marine Drive and the 1060 Churchill Crescent were supposed to comply with the direction indicated in the Lower Capilano Local Plan. Referring to those developments is entirely irrelevant and the provided comment in the Report that:

The proposal is consistent in scale and density with recently-approved development close to the site.

is obviously not applicable to this proposal and is misleading.

- It is very unexpected and frustrating why the Report to the Council has ignored all these facts and provided the language in the report in a way that the proposed application shall be considered the same way that those developments were treated.

## 2. Non-compliance with OCP Design Guidelines for Multi-Family Housing

### 2.1. The Report to Council alleges:

The proposal is consistent with the OCP Design Guidelines for Multi-Family Housing with examples of conformity including:

- B2.6: Building Setback to the Street: Exceeds the required 4m (13 ft.) setback from curb, allowing for a new boulevard, street trees, and landscaping.
- B3.2: Scale: Designed to respect the building height of the adjacent Zajac Norgate House, and reinforce the street's low-density residential character.

### My Comments:

I note that:

1. OCP, Schedule B, B3.3 provides the below direction for new developments:

**B3.2: Scale:** New development should relate to, and harmonize with, the height and scale of neighbouring buildings by incorporating complementary building forms and transitional heights (see Figures 56 & 57).

Also, OCP provides below examples of how to “transit the scale/height” from New to “across street” existing context:

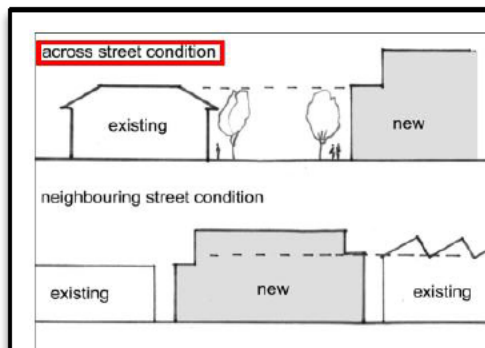


Figure 56

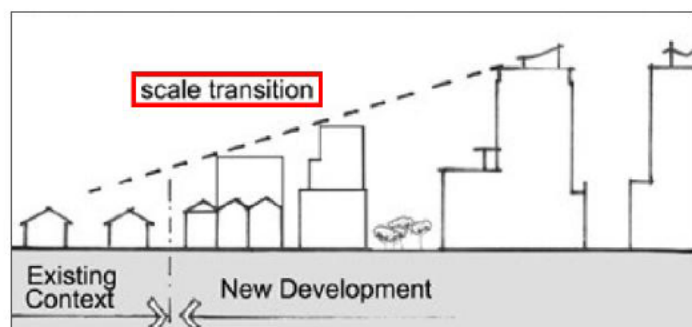


Figure 57

2. The proposed proposal clearly fails to provide a transition in “scale/height” from the 4-story buildings at Marine drive (at the north of the proposed development) to the existing 2-story across-street condition (at the south side of 16<sup>th</sup> St. W).
3. In fact, the proposed development is more replicating the four-story residential/commercial buildings at Marine Drive (see below for instance), without any effort to reinforce the across street's low-density residential character in height and scale.





*The proposed proposal*



*The constructed building just north of the proposed development at Marine Dr.*

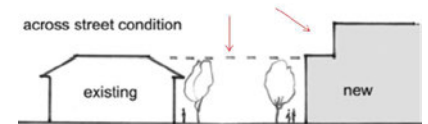
4. There are many ways to build the form to improve height and scale, among them fewer stories (like the recently approved 1591 Bowser), cascading the structure (as shown in Figure 56 of OCP), sloped roofs (Zajac house, the adjacent to the proposed development), *etc.*



*1591 Bowser (three-story to provide a transition between Marine Drive and the lower density townhouse residential use to the south.*



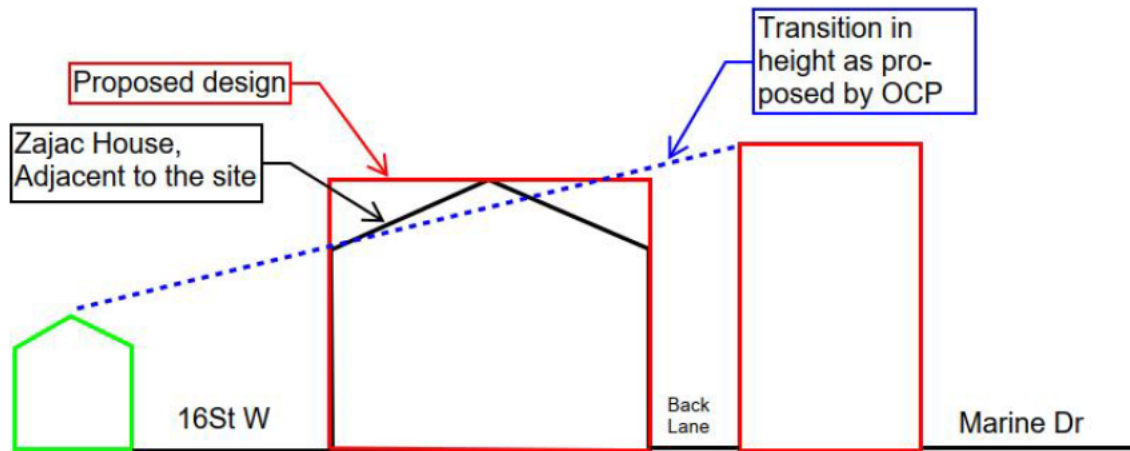
*The sloped roof at Zajac House*



*Cascading the building as shown in OCP*

5. Of note, the adjacent Zajac house is also developed as a 4-story building. However, this building with its "peaked roof" (i.e., as a way of "complementary building forms and transitional heights" as requested in OCP, B3.2) has been able to provide a transition in scale/height from buildings at Marine Drive to other buildings along the south of W16th St. and "relates and harmonizes with the height and scale of neighbouring buildings" as requested by OCP, B3.2.

6. With a "flatbed" concept at the roof and no effort to cascade the structure and resembling the building at Marine Drive corridor, the proposal clearly does not provide such "transitional heights" (as indicated in OCP, B3.2).
7. Again, it is very surprising why the Report to Council claims that the proposal is consistent with OCP B3.2.



### 3. Non-compliance with Alternative Vehicle Parking Rates

The District's "Alternative Vehicle Parking Rates" Policy is intended to guide staff when considering alternative vehicle parking rates below what is required in Part 10 of the District's Zoning Bylaw. The procedure indicated in "Alternative Vehicle Parking Rates" Policy requests:

*TDM* provides an opportunity to allow for lower parking rates while still ensuring the needs of residents, visitors, and employees are met. *TDM* measures can accelerate changes to travel behaviours by incentivising individuals to choose non-personal vehicle travel. **A point target must be fulfilled for development applications seeking alternative vehicle parking rates below what is required in the Part 10 of the District's Zoning Bylaw.** The point target is specified based upon land use, size, and location of the development, as outlined in Table 1. If a project involves multiple land use categories (mixed-use

Based on Table 3 of the Policy, the maximum points that can be assigned to the proposed TDM of this proposal is **23.2, less than 24 required for TDM Target Point**, which makes this proposal **ineligible** to consider alternative vehicle parking rates below what is required in Part 10 of the District's Zoning Bylaw.

TDM Measures	Maximum Points
Three car share parking spaces	7.26*
Car share memberships provided at occupancy;	2
Unbundled parking for both the strata and rental units;	2
Real-time transit info (display screen/computer in lobby); and	2
Six shared bicycles	3.93**
two bicycle repair workspaces	2
Walking Improvements	4
<b>Total TDM Point in the proposal</b>	<b>23.2</b>
<b>TDM Target Point requested by the Policy</b>	<b>24</b>

\* Projects may receive partial points for fewer spaces. To achieve the maximum of 8 points, at least 4 car share parking spaces shall be proposed.

\*\*Development projects may receive points commensurate with the fleet size provided. To achieve the maximum of 4 points, at least 7 shared bicycles shall be proposed.

In my phone conversation with the City Planner (Mr. Andrew Horton), he stated that Engineering Department has assigned full 8 points and a full 4 points to the proposal for "Three car share parking spaces" and "Six shared bicycles". If true, this is against the direction from the Policy that "Projects may receive partial points for fewer spaces" and " commensurate with the fleet size provided".

Again, this is very unexpected and frustrating why the Report to the Council has miscalculated the points to the benefit of the proposal, and not to the directions by the Policy which is designed to safeguard the public's benefit.

#### 4. A double standard in the proposed parking lots

Below summarizes the approved parking rate in the developments close to the Marine Dr. As can be seen, the proposed development is providing much lower parking spaces compared to similar development close to Marine Dr. If the approved parking rate per unit rate of the projects with the similar proximity to Marine Dr. would have been applied to the proposal (for 62 unit), the proposal should have included 84 and 97 parking as opposed to 79.

Similar approved development	Provided/proposed parking spaces per unit	Equivalent parking spaces if the approved rate would have been applied to the project site
1591 Bowser	1.37 space/unit	84
1616 Lloyd	1.56 space/unit	97
Proposed proposal	1.27 space/unit	-



## 5. Ignoring Public Input from 2017 Public Information Meeting

The proposed parking has ignored the public comments regarding parking pressures around the site.

Below shows some feedback from the 2017 Public Information Meeting:

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

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

Families using the home based day-cares along the street have been observed parking on the street and then taking the bus to Vancouver.

Guests of nearby residential buildings on Marine Dr. and Pemberton Ave. using the street for overnight parking to avoid the complications of guest passes within their buildings or for units with more than one car.

building looked more like the large mixed-use units along Marine Drive

properties. In addition, the resident suggested peaked roof would be a better design fit for the residential neighbourhood.



## 6. An outdated Transportation Impact Assessment Study

The Parking Demand and Supply study done by Bunt and Associates as part of Transportation Impact Assessment Study is completed on 9 May 2017 (4.5 years ago) and has not considered many changes over the past few years including opening ICBC in the plaza at Bridgeman Avenue which has a significant overflow to the 16<sup>th</sup> St.

Of note, the residents of the 1200 block of 16<sup>th</sup> St have already submitted a letter to the District describing the lack of on-site parking due to overflow from ICBC's customers and residences north of Marine Dr. who park their car in the 16<sup>th</sup> St and commute to downtown.

### Summary and our Request:

We support the densification but oppose this specific proposal.

We recognize that development and densification at this site are to the overall benefit of the community. However, this cannot be done at the expense of the current residents. This proposal will impact the quality of life in our neighbourhood and has consequences for the sustainable growth of the District, as envisioned by the OCP.

The project still has several flaws to proceed with. Among them, the density, building form (height/scale transition), and extra parking pressure on the neighbourhood.

To summarize, we request the Council that:

1. The proposed development respects OCP guidance to follow policies indicated in the Lower Capilano Local Area. (i.e., to a maximum of 40 units).
2. The proposed development respects OCP guidance to relate to, and harmonize with, the height and scale of neighbouring buildings by incorporating complementary building forms and transitional heights.
3. The proposed development provides parking spaces consistent with other approved buildings close to Marine Dr (no double standard please).
4. The City institutes a restricted parking system along 16<sup>th</sup> St. W Street that would, as a suggestion, allow for 24hr resident parking only.

**From:** [Daniel Barends](#)  
**To:** [DNV Input](#)  
**Subject:** Rezoning Application - 1210 - 1260 West 16 Street, North Vancouver  
**Date:** November 16, 2021 4:09:28 PM  
**Attachments:** [image.png](#)  
[image.png](#)  
[image.png](#)  
[image.png](#)  
[image.png](#)

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**CAUTION:** This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Little and Councillors,

I hope this email finds you well.

I was unable to attend the Zoom information session yesterday, so I hope that my voice can be equivocally considered via email as I am writing to express my concerns regarding the rezoning application for 1210 - 1260 West 16th Street, North Vancouver (Norgate).

I understand that other community members have covered issues surrounding density and height on last night's call which I believe to be valid; however, my primary concern relates to parking pressure in the surrounding area. There are lots of developments ongoing in the District which I think is great as we work to accommodate our ever-growing community and lack of affordable housing. That being said, we must also consider the impact of increased vehicles in neighborhoods without dedicated parking for them. I am not currently advocating for less cars on the road as that is a separate, more complex issue, but instead I am advocating that the developer at 1210 - 1260 West 16th Street be required to accommodate an appropriate amount of parking that is consistent with District requirements into their development so that cars do not have to fight for what is already incredibly limited street space. Attached are some photos of the situation on West 16th on any given day and how people are dealing with it. We need to ensure that there is sufficient parking for families, the elderly and the disabled so that they are not forced to park unreasonably far from their front doors.

Some additional information regarding District parking space requirements and how this development proposal is offside are included below.

**1. Precedent parking space per unit approvals - this development falls below precedent.**

Below summarizes the approved parking rate in the developments close to the Marine Dr. As can be seen, the proposed development is providing much lower parking spaces compared to similar development close to Marine Dr. If the approved parking rate per unit rate of the projects with the similar proximity to Marine Dr. would have been applied to the proposal (for 62 unit), the proposal should have included 84 and 97 parking as opposed to 79.

Similar approved development	Provided/proposed parking spaces per unit	Equivalent parking spaces if the approved rate would have been applied to the project site
1591 Bowser	1.37 space/unit	84
1616 Lloyd	1.56 space/unit	97
Proposed proposal	1.27 space/unit	-

## 2. Non-compliance with Alternative Vehicle Parking Rates

This development proposal has three car share parking spaces and should not be awarded 8 points on the TDM measures. Further, 7 shared bicycles must be proposed to achieve 4 full points on the TDM, this development proposal has 6 shared bicycles proposed. It seems that the Report to council on TDM Measures and allowing this development to access alternative parking rates is not accurate as the points have been rounded up to achieve the 24 point TDM target. Projects may receive partial points for fewer spaces, and that is what I believe should have been rewarded here. Please see details below of a revised calculation.

Based on Table 3 of the Policy, the maximum points that can be assigned to the proposed TDM of this proposal is **23.2, less than 24 required for TDM Target Point**, which makes this proposal **ineligible** to consider alternative vehicle parking rates below what is required in Part 10 of the District's Zoning Bylaw.

TDM Measures	Maximum Points
Three car share parking spaces	7.26*
Car share memberships provided at occupancy;	2
Unbundled parking for both the strata and rental units;	2
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two bicycle repair workspaces	2
Walking Improvements	4
<b>Total TDM Point in the proposal</b>	<b>23.2</b>
<b>TDM Target Point requested by the Policy</b>	<b>24</b>

\* Projects may receive partial points for fewer spaces. To achieve the maximum of 8 points, at least 4 car share parking spaces shall be proposed.

\*\*Development projects may receive points commensurate with the fleet size provided. To achieve the maximum of 4 points, at least 7 shared bicycles shall be proposed.

I understand the community's position on this issue is a result of limited parking on West 16th

today, and so we are requesting more parking be added by the developer for tomorrow. Another way to look at this issue, and potentially avoid asking the developer to add more parking, is to consider the fact that much of the current parking congestion in Norgate doesn't come from residents, but is instead from nearby businesses that either a) don't allow their employees to park in their lot or b) don't have sufficient employee parking. May I suggest that resident-only parking be integrated in the Norgate area (similar to how parking is handled in Kitsilano and other congested Vancouver areas). This should assuage everyone's concerns.

Thank you for your time and your dedication to this fantastic community we get to call home!

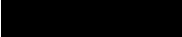
Best,  
Daniel







--  
Daniel Barends



**From:** [James Gordon](#)  
**To:** [Genevieve Lanz](#); [DNV Input](#)  
**Cc:** [James Gordon](#)  
**Subject:** FW: Public input to November 16th Public Hearing On Bylaws 8459, 8460, and 8461: Rezoning and Housing Agreements for a Residential Development at 1210-1260 West 16th Street  
**Date:** November 16, 2021 7:11:20 PM

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**From:** Corrie Kost [REDACTED]  
**Sent:** November 16, 2021 6:54 PM  
**To:** Mayor and Council - DNV <Council@dnv.org>  
**Cc:** James Gordon <gordonja@dnv.org>  
**Subject:** Public input to November 16th Public Hearing On Bylaws 8459, 8460, and 8461: Rezoning and Housing Agreements for a Residential Development at 1210-1260 West 16th Street

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Your Worship & Members of Council,

Subject: **Bylaws 8459, 8460, and 8461: Rezoning and Housing Agreements for a Residential Development at 1210-1260 West 16<sup>th</sup> Street**

This proposal neither adheres to statements the majority of council stated during their 2018 election campaign nor does it align with the "Targeted Official Community Plan Review Action Plan" sections "Priority Action #3" and "Priority Action #5". The "Action Plan" was to emphasize the construction of "affordable" housing (being mentioned some 30 times in that Plan, while "market" housing was mentioned only twice).

As a member of the public, reading the staff report, I interpret the meaning of parts #3 & #5 of Priority Actions as a clear NO-GO for this proposal – which is diametrically opposed to how staff seems to have interpreted the Action Plan.

I urge council to NOT approve this development.

Yours truly,  
Corrie Kost

[REDACTED]