


AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>FEB. 28, 2022</u>
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
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The District of North Vancouver REPORT TO COUNCIL

February 14, 2022
Case: PLN2019-00042
File: 08.3060.20/042.19

AUTHOR: Kevin Zhang, Development Planner

SUBJECT: Development Permit 42.19 - 1080 Marine Drive

RECOMMENDATION

THAT Development Permit 42.19 (Attachment 1) for a 35-unit, four-storey, mixed-use development at 1080 Marine Drive be issued.

REASON FOR REPORT

The site is in Development Permit Areas for Form and Character, Energy and Water Conservation and Greenhouse Gas Emission Reduction, and Protection of Development from Hazardous Conditions - Creek Hazard.

The proposed four-storey, 35-unit, mixed-use development requires the issuance of a Development Permit by Council.



SUMMARY

Staburn Group has applied on behalf of the owner of the property, LloydMarine Project Ltd., to redevelop the site with a four-storey residential and commercial mixed-use development consisting of 639 m² (6,875 sq. ft.) of ground floor commercial space and 35 strata units.

SUBJECT PROPERTY

The development site is located on the northeast corner of Marine Drive and Lloyd Avenue. The site is currently occupied by a one-storey commercial building that is leased to BlueShore Financial. Surrounding land uses include a mixed-use apartment building to the north, commercial buildings to the east, and a mixture of commercial and mixed-use buildings to the south and west. The site is approximately 1,811 m² (19,492 sq. ft.) in size and is located in the Marine Drive corridor.

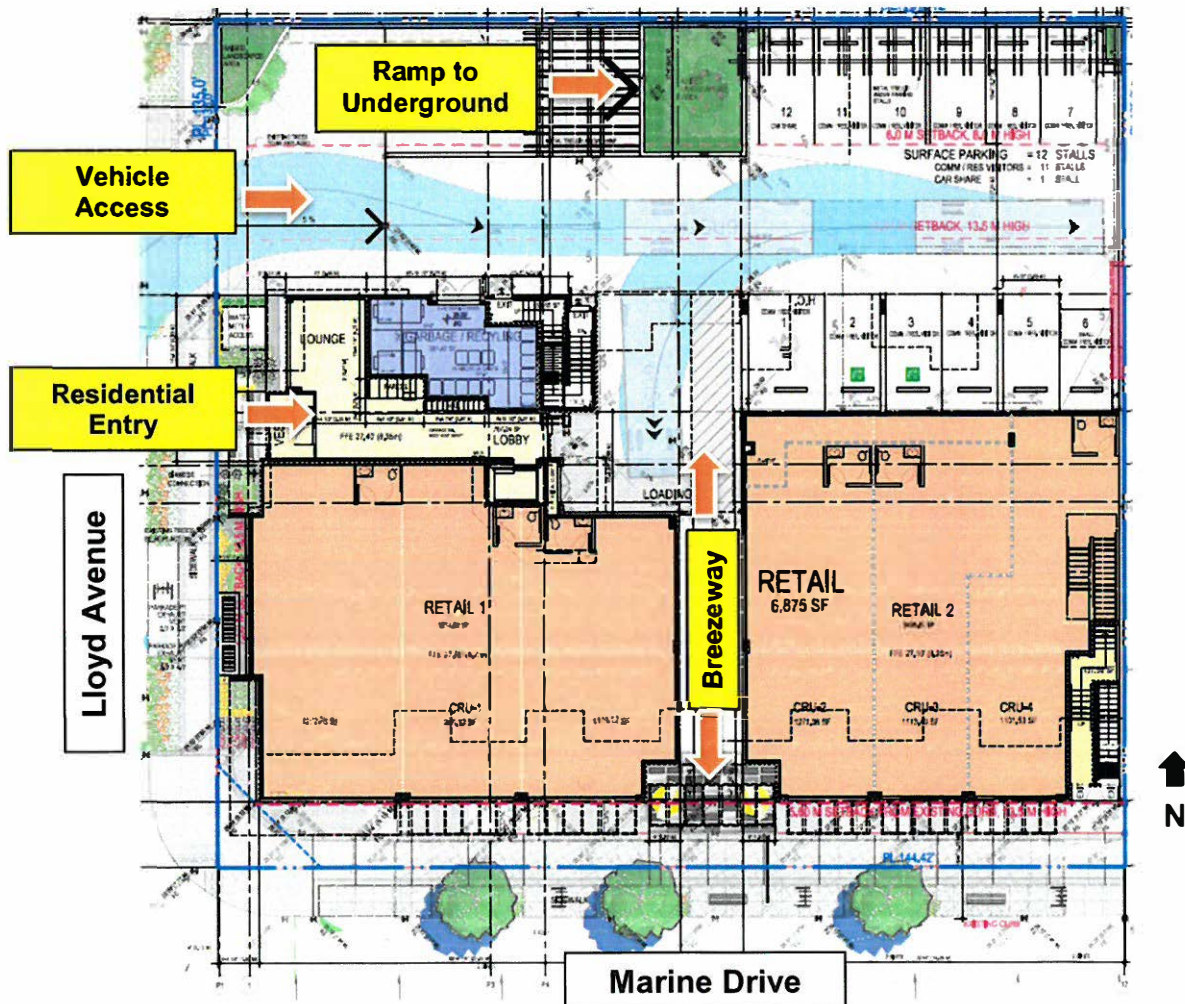


All new developments within these Development Permit Areas is required to attain a Development Permit. Development proposals are measured against the OCP's Schedule B Development Permit Area guidelines.

THE PROPOSAL

The proposal is a four-story commercial residential mixed-use development situated on the southern portion of the site (see image below). On the ground floor are four commercial retail units totalling 639 m² (6,875 sq. ft.), a residential lobby, utility rooms, and a breezeway connecting Marine Drive with the surface parking at the north portion of the site. Vehicle access is proposed to be from Lloyd Avenue, which leads to a surface parking lot and a ramp connecting to one level of underground parking.

The residential component consists of 35 strata units on the upper three floors. The proposed unit mix includes 3 studio units, 23 one-bedroom units, and 9 two-bedroom units, all ranging in size from 38.2 m² (411 sq. ft.) to 84.2 m² (906 sq. ft.).



Ground Floor Plan of the Proposed Development

Vehicle Parking and Proposed Variance

Vehicle parking is provided in an at-grade parking area north of the proposed building and in a one-level underground garage, with a total of 48 off-street parking spaces proposed. A breakdown of the 48 parking spaces is provided in the table below.

Type of Vehicle Parking Spaces	Number of Vehicle Parking Spaces
Commercial	11
Residential	32
Shared Residential and Commercial Visitor	4
Car Share	1
Total	48

Zoning Bylaw requirements for off-street parking spaces in the project are a total of 72 spaces comprised of the following:

- 15 spaces for commercial uses, and
- 57 spaces for residential uses (including visitor parking).

The applicant is seeking a reduction of 24 off-street parking spaces in compliance with the District's Alternative Vehicle Parking Rates Policy, approved by Council on November 27, 2020. This policy provides an opportunity to consider lower parking rates when appropriate Transportation Demand Management (TDM) measures are provided. The applicant has committed to providing the following key Transportation Demand Management measures including:

- Car-share memberships for all first residents;
- a dedicated car-share parking space;
- increased bicycle storage; and
- a bicycle maintenance facility.

Staff are supportive of the proposed reduction in off-street parking spaces given the site's location relative to local services and excellent transit.

While the District's Electric Vehicle Charging Infrastructure Policy does not apply in this Development Permit process, the applicant has voluntarily committed to 38 parking spaces (32 residential spaces, 4 commercial spaces, and 2 shared commercial/residential visitor spaces) being provided with energized outlets for Level 2 electric vehicle charging.

Bicycle Parking

Compliance with the District's Bicycle Parking and End-of-Trip Facilities Policy is mandatory due to the requested parking variance. The proposed bicycle parking and end-of-trip-facilities in this development comply with the policy. In addition, a bike repair room with a bike wash station, repair table, and tools is located on the parkade level. A detailed breakdown of the bicycle parking spaces is provided in the table below.

Type of Bike Parking	Class 1 (Long Term)	Class 2 (Short Term)
Commercial	1	4
Residential	57	6
Subtotal	58	10
Total:	68	

Acoustic Performance

Development Permit 42.19 includes the District's residential acoustic regulations for maximum noise levels in the bedrooms, living areas, and other areas of the proposed dwelling units. Prior to issuance of a Building Permit, the applicant will be required to submit a report from a qualified noise consultant demonstrating that the building will enable these standards to be met.

Accessible Units

In accordance with the District's Accessible Design Policy, 35 units (100%) will be designed to meet the 'basic' standard and five units (14%) will be designed to meet the 'enhanced' standard, which is in excess of the policy (5% requirement).

Development Permit for Form and Character of Mixed-Use Buildings and Marine Drive Design Guidelines

This project has been designed to address the Development Permit Guidelines for the Form and Character of Mixed-Use Buildings and the Marine Drive Design Guidelines in accordance with Schedule B of the OCP. The project complies with both sets of guidelines and highlights of each include:

- **A1.6: Corner Storefronts:** *On corner sites, commercial storefront entries should "turn the corner" to address the adjacent street in a pedestrian-friendly way. Both frontages should be designed as building "fronts" and the buildings should address the corner with strong massing.*

The proposed development has strong commercial storefronts with exposure on

both the Marine Drive and Lloyd Avenue frontages which are highlighted by architectural framing and vertical glazing treatments (see image below).

- **Marine Drive Architectural Guidelines:** *Building design must be inspired by the transportation and resource industry heritage of the area's early development. This translates to functional and simple architecture with strong massing and flat roofs.*

The proposed development's four-storey linear character, along with the flat roof, is consistent with both the Marine Drive Design Guidelines and complimentary to the neighbouring developments.



Rendering of proposed development to the north-east from Marine Drive and Lloyd Avenue

- **Marine Drive Building Siting Guidelines:** *Buildings must be sited at, or close to, the front property line to create a streetwall of two or three storeys punctuated by occasional mid block openings to create quasi-public open spaces such as courtyards or mid-block pedestrian passages.*

The proposed development is situated along the front (south) property line, providing presence to the street frontage with commercial spaces and continuing a strong streetwall along Marine Drive.

- **Marine Drive Streetscape Guidelines:** *Wide sidewalks having decorative accents and banding at regular intervals are required along Marine Drive.*

The proposed streetscape design is consistent with the streetscape designs identified in the Marine Drive Streetscape Design Guidelines by providing a 5.6 m (18.4 ft) wide of sidewalk accompanied by planting areas and street furniture.

- **A1.10: Breaks in Streetwall:** Buildings exceeding 45 metres in length should provide a significant break in the street façade to diminish the visual impact of excessive length.

The proposed development breaks up the south face of the building through the use of different materials, articulated massing, and a mid-block pedestrian passage that connects Marine Drive to the at-grade parking in the rear of the site (see image below).



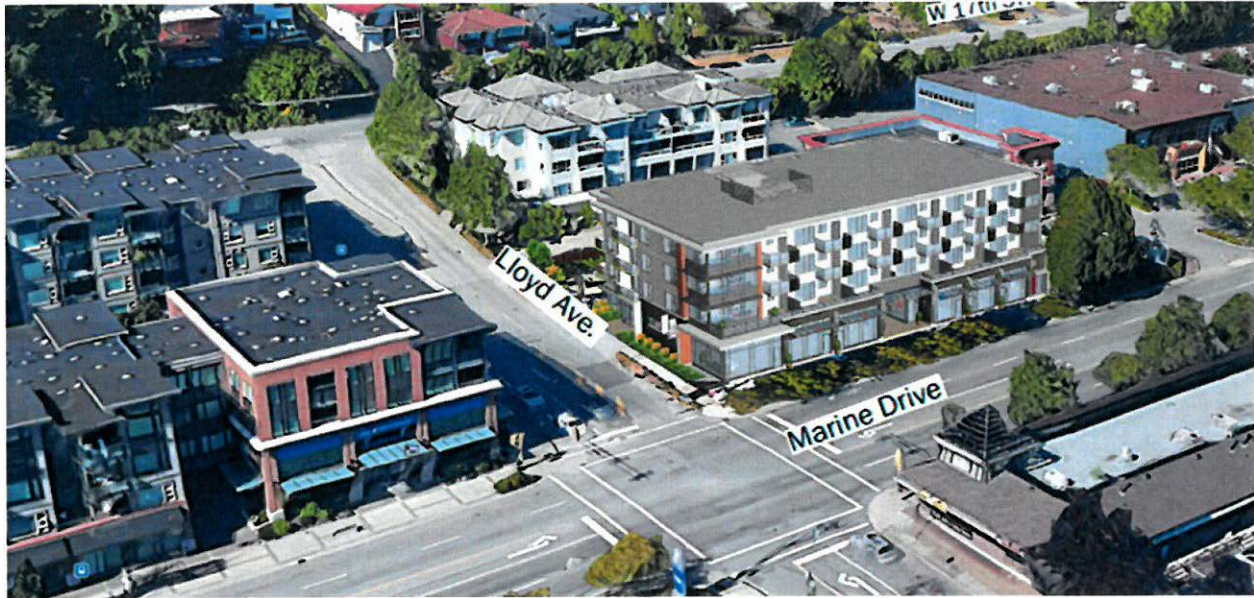
Rendering of Marine Drive Frontage and Mid-block Pedestrian Passage

- **A3.2: Scale:** New and taller development should relate and harmonize with the height and scale of neighbouring buildings by incorporating transitional setbacks, building forms and heights.

The proposed development matches the building heights and setbacks identified in the Zoning Bylaw and the adjacent recent developments (see image below).

- **Marine Drive Proportion and Scale Guidelines:** Infill buildings must take into account the scale, façade composition, doorway and window rhythms, building materials and colours of nearby buildings.

The proposed development is generally consistent in terms of building massing and façade design relative to neighbouring buildings, without being repetitious (see image below).



Rendering of Proposed Development within Existing Context looking North-east

Development Permit for Energy and Water Conservation and Greenhouse Gas Emission Reduction

This project has been designed to address the Development Permit Guidelines for Energy and Water Conservation and Greenhouse Gas Emission Reduction. A Green Building Design Strategy has been prepared by Reload Sustainable Design Inc. and dated August 27, 2019. Notable highlights from the strategy in relation to applicable OCP guidelines are summarized below:

- **Energy Conservation:** *Overall building energy performance and interior thermal comfort should be maximized through a combination of passive design strategies.*

Southerly glazing in the project has been optimized, which will allow for passive heating during wintertime. Efficient shading during summertime will be achieved through the use of overhang features.

- **Water Conservation:** *An integrated design process should be utilized to identify opportunities to reduce a building's water consumption.*

Efficient fixtures and faucets will be used in the proposed development.

- **Greenhouse Gas Emission Reductions:** *Building materials which are durable for the use intended should be selected.*

The building is designed according to stringent durability requirements: the materials will be selected to be durable to maintain their intended function for their intended life-expectancy.

In accordance the District's Step Code requirements, the residential component of this proposal will be built to Step 3 of the BC Energy Step Code with a low carbon energy system. The commercial component will be built to Step 1.

Development Permit for Protection of Development from Hazardous Conditions - Creek Hazard

This project has been designed to address the Development Permit Guidelines for Protection of Development from Hazardous Conditions - Creek Hazard. A Creek Hazard Report prepared by Creus Engineering Ltd dated January 2021 and a Geotechnical Investigation Report dated October 18, 2021 prepared by GeoPacific Geotechnical Engineers have been reviewed and accepted by staff. All habitable spaces in the proposed development will be located above the Flood Construction Level (FCL) of 8.0 m geodetic and Development Permit 42.19 requires development to occur in accordance with both reports.

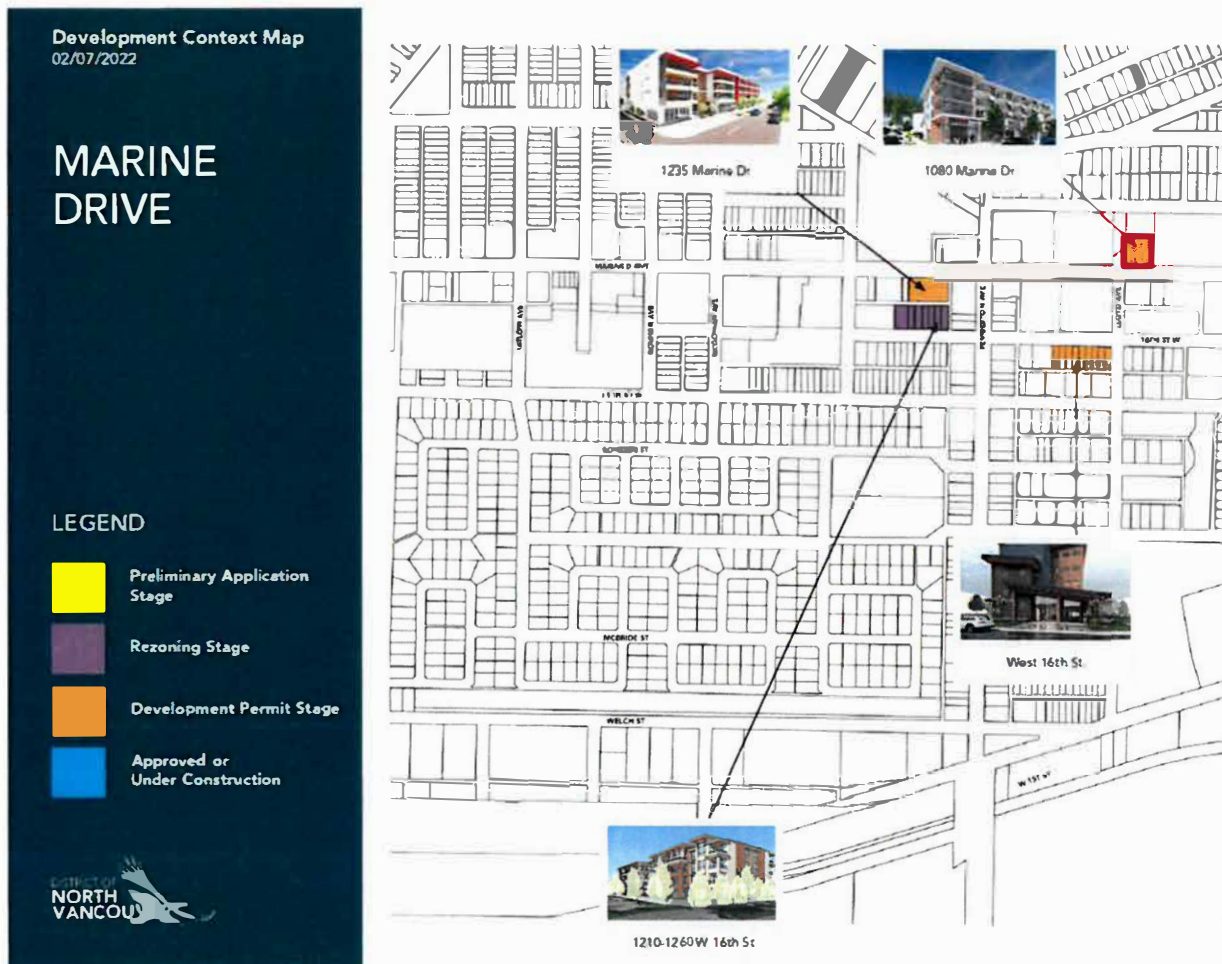
Off-Site Improvements

As part of this application, the applicant will be responsible for off-site improvements including street lighting, sidewalk, curb and gutter, street trees, and street improvements along the site's Marine Drive and Lloyd Avenue frontages. The estimated total value of off-site works (engineering and landscaping) is approximately \$97,000. 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.

District of North Vancouver Development Cost Charges (DCCs), Greater Vancouver Sewerage and Drainage District DCCs, and TransLink DCCs will be payable at the applicable rate at time of Building Permit. DCC's for this project are estimated to be \$344,611 (DNV), \$51,066 (GVS&DD), and \$55,644 (TransLink).

Construction Traffic Management Plan

The site (highlighted in red) is shown in relation to other 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). Staff are continuing to work with the applicant on the CTMP and a final accepted version will be required prior to issuance of any building permits. The CTMP must outline how the applicant will coordinate with other projects in the area to minimize construction impacts on pedestrian and vehicle movement.

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 communication with other developments in the area;
- 7) Address silt/dust control and cleaning up from adjacent streets;
- 8) Provide a plan for litter clean-up and street sweeping adjacent to site;
- 9) Include a communication plan to notify surrounding businesses and residents;
and
- 10) Commit to install cameras where necessary to assist staff in monitoring construction activities.

CONCURRENCE

Staff

The project has been reviewed by staff from Development Planning, Building, Urban Design, Business Licencing, Fire and Rescue Services, Landscape, Environment, Development Engineering, and Construction Traffic Management.

Advisory Design Panel

The application was considered by the Advisory Design Panel on December 12, 2019 and the Panel recommended approval of the project subject to changes to the materials used in the landscape plan and design features pertaining to building security. In response, the applicant has revised their paving materials, and made improvements to their lighting and at-grade exterior designs.

Staff are satisfied with the resolution of these items.

PUBLIC INPUT

The applicant held a Public Information Meeting on November 13, 2019. Notices were distributed to neighbours in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications. Signage was placed on the property to notify passersby of the meeting, and advertisements were placed in the North Shore News. A webpage was established for the project on the District's website.

The meeting was attended by approximately 18 community members. Some attendants expressed support for this proposed redevelopment, while others were concerned about a general increase in density, building height, traffic impacts, and potential impacts to neighbours from future construction. The facilitator's report for the Public Information Meeting along with redacted public comments is attached as Attachment 2.

In response to the public feedback, the applicant revised their vehicle access to improve vehicle and pedestrian safety by adjusting the location of the vehicle access and revising plant selections to protect sightlines. A Transportation Impact Assessment and a draft Construction Traffic Management Plan have also been reviewed and accepted by staff.

CONCLUSION

The project has been designed in accordance with the site's OCP designation, zoning regulations, and applicable Development Permit Area guidelines. The proposal addresses the policy directions in the OCP by focusing residential and commercial growth along existing transit corridors, and the building and public realm designs reflect the Marine Drive Design Guidelines. The parking variance proposed is supportable as it complies with the District's Alternative Vehicle Parking Rates Policy and the site is well-suited for consideration of a reduction in vehicle parking.

Development Permit 42.19 is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Issue Development Permit 42.19 (Attachment 1) to allow for the proposed development (staff recommendation); or
2. Deny Development Permit 42.19 and provide direction to staff.

Respectfully submitted,



Kevin Zhang
Development Planner

ATTACHMENTS

1. Development Permit 42.19
2. Public Information Meeting Facilitator Report with Redacted Comments

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

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THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER**DEVELOPMENT PERMIT 42.19**

This Development Permit 42.19 is hereby issued by The Corporation of the District of North Vancouver to the registered owner(s) of 1080 Marine Drive, legally described as Lot J Block 44 District Lot 552 Plan 10409 (PID: 009-603-620) for a 4-storey mixed-use development, subject to the following terms and conditions:

- A. The following Zoning Bylaw regulations are varied under Part 14, Division 7, Subsection 490 (1) (a) of the Local Government Act:
1. The minimum required off-street parking spaces is varied from 72 spaces to 48 spaces (11 commercial spaces, 32 residential spaces, 4 shared residential and commercial visitor spaces, and 1 car share space).
- B. The following requirement is imposed under Subsection 490 (1) (c) of the Local Government Act:
1. Substantial construction as determined by the Manager of Permits and Licenses shall commence within two years of the date of this permit or the permit shall lapse.
 2. A Construction Traffic Management Plan is required prior to issuance of the Building Permit and Excavation Permit, and may require amendments during the course of construction to ensure that construction impacts are minimized.
- C. The following requirements are imposed under Subsections 491 (2) of the Local Government Act:
1. No work shall take place except to the limited extent shown on the attached plans (DP 42.19 1 – 11) and in accordance with the following specifications:
 - i. The site shall be developed in accordance with the Creek Hazard Report prepared by Creus Engineering Ltd. dated January, 2021.
 - ii. The site shall be developed in accordance with the Geotechnical Investigation Report prepared by Geopacific Consultants Ltd. dated October 18, 2021.
 - iii. A qualified professional engineer shall confirm that the building permit drawings meet the recommendations of the reports referenced above, or meets an equivalent or higher degree of protection.

D. The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act:

1. The site shall be developed in accordance with the attached plans DP 42.19 1 – 11.
2. All signage proposed must comply with the District of North Vancouver Sign Bylaw.
3. Prior to the issuance of a Building Permit, the following shall be submitted to:
 - i. Building Department:
 - a. Finalized architectural plans designed by a Registered Architect, for review and acceptance by the Building Department.
 - b. A completed report prepared by a qualified acoustic professional outlining the measures to be incorporated in the building(s) to ensure:
 - compliance with District of North Vancouver Noise Regulation Bylaw for any rooftop mechanical equipment.
 - that noise levels for dwelling unit occupants will not exceed those listed below:

Portion of Dwelling Unit	Noise Level (Decibels)*
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

*For the purpose of this section the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels
 - c. A summary of the accessible design measures that will be provided, consistent with the objectives of the District's Accessible Design Policy for Multi-Family Housing, to include:
 - 35 (100% of total) units in compliance with “basic” accessible design elements, and 5 (14% of total) units in compliance with “enhanced” accessible design elements.
 - d. Confirmation of registration of a section 219 covenant for creek hazard mitigation.
 - e. Confirmation of registration of a section 219 covenant securing approved Transportation Demand Management measures and approved parking layout.

ii. Parks Department:

- a. Three copies of a final detailed landscape plan prepared by a Landscape Architect registered in British Columbia for the approval of the General Manager of Engineering or their designate;
- b. A written landscape estimate in accordance with District format, submitted by the Landscape Architect for approval by the Parks and Engineering Services Department for the installation of all landscaping as shown on the final approved landscape plan; and,
- c. A completed "Permission to Enter" agreement to provide evidence that a Landscape Architect has been retained to supervise the installation of the landscape works and the written authorization for the District or its agents to enter the premises and expend any or all of the deposit monies to complete the landscape works in accordance with the approved landscape plan.

iii. Engineering Department:

- a. Transportation Demand Management Measures for the acceptance of the General Manager, Planning, Properties, and Permits which includes but is not limited to:
 - Car-share memberships for all residents;
 - A dedicated car-share parking space;
 - Adequate bicycle storage; and
 - A bicycle maintenance facility.
- b. Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department; and
- c. An executed Engineering Services Agreement between the property owner and the District related to the required upgrading of off-site facilities on Lloyd Avenue and Marine Drive. Upgrades will include, but are not limited to: street lighting, sidewalk, curb gutter, street trees, and street improvements.

E. The following requirements are imposed under Subsections 491 (9) and (10) of the Local Government Act:

1. Prior to issuance of the Building Permit the following is required:

- i. Confirmation that the site will be developed in accordance with the Green Building Design Strategy prepared by Reload Sustainable Design Inc. dated August 7, 2019.

F. The following requirements are imposed under Subsection 502 of the Local Government Act:

1. Prior to issuance of the Building Permit the following deposits are required:

- i. A security deposit equal to the greater of 125% of the estimated cost of all on-site landscaping, in accordance with the approved cost estimate or \$100,000. The deposit must be provided prior to issuance of a Building Permit for the development on the Land and will be held as security for landscaping and building works.
- ii. Engineering security deposit(s), in an amount specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.

Mayor

Municipal Clerk

Dated this _____ day of _____, _____

E:\MAC\08\2017\1720 - MARINE BR AND LLOYD\DP\1720-A01.DWG



Marine Dr. & Lloyd Ave. Perspective View



RH Architects Inc.

Unit 10, 120 Powell Street,
Vancouver, BC Canada
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ISSUED:	DATE:
1. DPA SUBMISSION	17 JUNE 2018
2. DP RE-submission	22 FEB 2019
3. DP AND SIGNAGE	18 JULY 2021

NO. REVISION **DATE**

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ARCHITECTURAL SEAL

CLIENT:
STABURN

PROJECT:
Mixed-Use Res. Development
10815 Marine Drive,
District of North Vancouver, B.C.

DRAWING TITLE:
CHARACTER IMAGES

DATABASE: 1720 A2.0.dwg
SCALE: 1/8"=1'-0"
PLOTDATE: 23 NOV 2021
DRAWN: LB
CHECKED: EBR

PROJECT NO:
1720

Drawn by:
A0.1

DP No:
BP No:

DP 42.19 - 1



Corner CRU



Lloyd Ave. Residential Entry View



RH Architects Inc.

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ISSUED	DATE
1. OPA SUBMITTAL	51 JUN 1 2018
2. O.P. RE-SUBMISSION	22 FEB 2021
3. BP APPROVEMENT	18 JUL 2021

NO. REVISION	DATE
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ARCHITECTURAL SEAL

CLIENT
STABURN

PROJECT
Mixed-Use Res. Development
1080 Maritime Drive,
District of North Vancouver, B.C.

DESIGNER
CHARACTER IMAGES

DATABASE: 1720-420.dwg
SCALE: 1/8"=1'-0"
PLOTDATE: 23 NOV 2021
DRAWN: LB
CHECKED: EBR

PROJECT NO: 1720

DWG NO:
A0.2

BP No:
BP No:



Corner CRU



Residential Entry View



Marine Dr. & Lloyd Ave. Perspective View



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ISSUED	DATE
1. DPA SUBMITTED	17 JUNE 2018
2. DP SUBMITTED	27 FEB 2021
3. DP APPROVED	19 JULY 2021

NO REVISIONS

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ARCHITECTURAL SEAL

CLIENT
STABURN

PROJECT:
Mixed Use Res. Development
1080 Marine Drive
District of North Vancouver, B.C.

DRAWING TITLE:
**NIGHT SCENES
RENDERINGS**

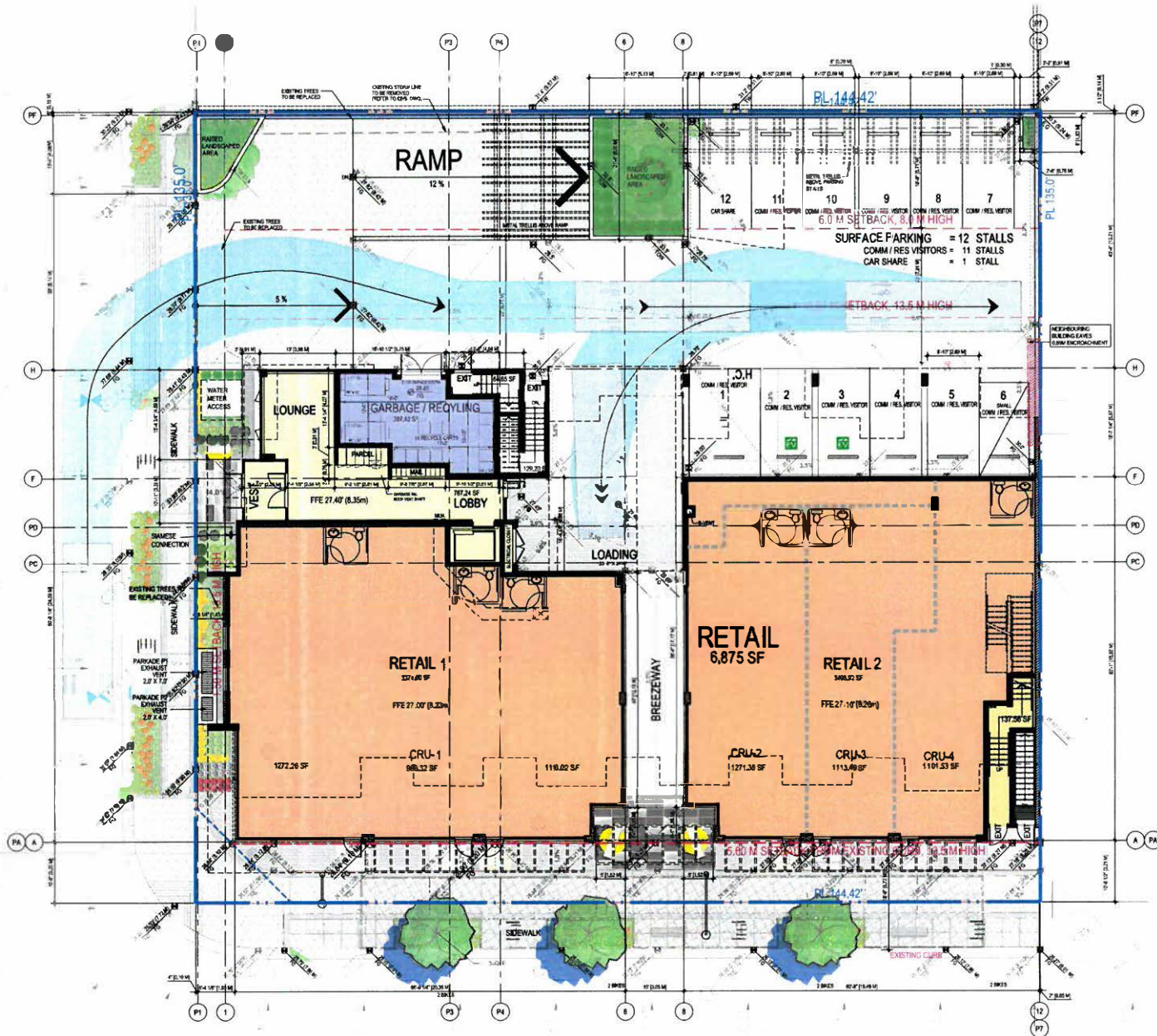
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PLOTDATE: 23NOV2021
DRAWN: LB
CHECKED: EBR

PROJECT NO. 1720

DATE: 23NOV2021
A0.7

OF 10
BP 10

DP 42.19 - 5



1 GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"



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ISSUED:	DATE:
1. O.P.A. SUBMISSION	17 JUNE 2018
2. O.P. RE-COMMISSION	22 FEB. 2020
3. O.P. AMENDMENT	18 JULY 2020

NO. REVISION	DATE
1. Rev. Drawing in accordance with the report of the Planning Team, dated September 1, and may not be considered without the Planning Team's approval. All changes and notes are in a separate sheet in this report, please refer to the sheet for the latest revision. All changes are in a separate sheet in this report, please refer to the sheet for the latest revision. All changes are in a separate sheet in this report, please refer to the sheet for the latest revision.	

ARCHITECTURAL SEAL

CLIENT:
STABURN

PROJECT:
Mixed-Use Res. Development
1050 Marine Drive
District of North Vancouver, B.C.

DRAWING TITLE:
LEVEL 1

DATABASE: 1720-A 3.0.dwg
SCALE: 1/8" = 1'-0"
PLOTDATE: 23 NOV 2021
DRAWN: LB
CHECKED: EBR

PROJECT NO: 1720

A3.0

OP No:
SP No:

DP 42.19-7



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ISSUED DATE 17 NOV 2021
1. DPA Staburn Ltd 22 FEB 2022
2. DP Staburn Ltd
3. DP Architect

NO. REV. DATE

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ARCHITECTURAL SEAL

CLIENT
STABURN

PROJECT:
Mixed-Use Res. Development
1080 Marine Drive
District of North Vancouver, B.C.

DRAWING TITLE
MATERIALS

DRAWING NO. 1720-A4.0-04VZ
SCALE: 1/8"=1'-0"
PLOT DATE: 23 NOV 2021
DRAWN: LB
CHECKED: EGB
PROJECT NO. 1720

DWG NO.
A4.0

DP No.
SP No.

DP42.19-8

FINISH SCHEDULE	
MATERIALS	COLORS
1 ROOF FASCIA (EXPOSED CONCRETE W/ ELASTOMERIC COATING)	BENJAMIN MOORE (OC-1) CREAMY WHITE
2a CEMENTitious PANEL	CERACLAD (FOTTO SERIES) CREAM HONEY
2b CEMENTitious PANEL (ACCENT COLOR)	CERACLAD (FOTTO SERIES) CREAM HONEY
3a ALUMINUM WINDOW WALL DOUBLE GLAZED SYSTEM - GLASS PANEL 1	FRAME STOCK BLACK GLASS CLEAR
3b ALUMINUM WINDOW WALL DOUBLE GLAZED SYSTEM - GLASS PANEL 2	FRAME STOCK BLACK GLASS CLEAR
3c ALUMINUM WINDOW WALL DOUBLE GLAZED SYSTEM - GLASS PANEL 3	FRAME STOCK BLACK GLASS CLEAR
4 DOOR GLAZED VINYL FRAMED WINDOWS AND DOORS	SPANDREL BENJAMIN MOORE (OC-1) CREAMY WHITE
5 ALUMINUM BALCONY RAILING & POST EXTERIOR GUARD	SPANDREL BENJAMIN MOORE (OC-1) CREAMY WHITE
6a BALCONY ACCENT SPANDREL GLASS COLOUR 1	SPANDREL BENJAMIN MOORE (OC-1) CREAMY WHITE
6b BALCONY ACCENT SPANDREL GLASS COLOUR 2	SPANDREL BENJAMIN MOORE (OC-1) CREAMY WHITE
7 CONCRETE WALL 1 - W/ ELASTOMERIC COATING	BENJAMIN MOORE (OC-1) CREAMY WHITE
8 BRICK / CERAMIC TILE VENEER	BR 41843 BOLD CHALKY "MID BLACK WHITE"
9 ALUMINUM STOREFRONT GLAZING / DOORS	FRAME STOCK BLACK GLASS CLEAR
10 ACCENT PANEL / SPLIT (WOOD LOOK)	LONGBOARD NATURAL CEDAR
11 ALUMINUM GUARDRAIL - PRIVACY SCREEN	FRAME STOCK BLACK GLASS CLEAR
12 ALUMINUM MECHANICAL / DOORS	FRAME STOCK BLACK GLASS CLEAR
13 METAL FRAME GLASS CANOPY	FRAME STOCK BLACK GLASS CLEAR
14 COMMERCIAL SEWAGE (STORE FRONT AND BLADE SIGN)	PERFORATED METAL BACKING (BR 2113-10 BLACK)
15 LIGHT FIXTURE	FRAME BENJAMIN MOORE (OC-1) CREAMY WHITE
16 METAL DOOR	BENJAMIN MOORE (OC-1) CREAMY WHITE
17 MECHANICAL ROOF EQUIPMENT SCREENTING - METAL	BENJAMIN MOORE (OC-1) CREAMY WHITE
18 EXPOSED PRE-CAST CONCRETE AND CAPS	BENJAMIN MOORE (OC-1) CREAMY WHITE

2 WEST ELEVATION (LOYD AVE.)
SCALE: 1/8" = 1'-0"



1 SOUTH ELEVATION (MARINE DR.)
SCALE: 1/8" = 1'-0"



ISSUED	DATE
1. RPA SUBMISSION	17 APR 2021
2. DP RE-AMENDATION	23 FEB 2022
3. BP PRELIMINARY	14 JULY 2021

NO.	REVISION	DATE
1	FOR THE PRELIMINARY REVIEW OF THE SUBMISSION OF THE PROPOSAL	17 APR 2021
2	FOR THE PRELIMINARY REVIEW OF THE SUBMISSION OF THE PROPOSAL	23 FEB 2022
3	FOR THE PRELIMINARY REVIEW OF THE SUBMISSION OF THE PROPOSAL	14 JULY 2021

ARCHITECTURAL SEAL

CLIENT
STABURN

PROJECT
Mixed-Use Res. Development
1080 Marine Drive
District of North Vancouver, B.C.

DRAWING TITLE
ELEVATIONS

DATABASE: 1720-44.0.dwg
SCALE: 1/8"=1'-0"
PLOTDATE: 23NOV2021
DRAWN: LB
CHECKED: EBR
PROJECT NO: 1720

A4.1

DP No:
BP No:

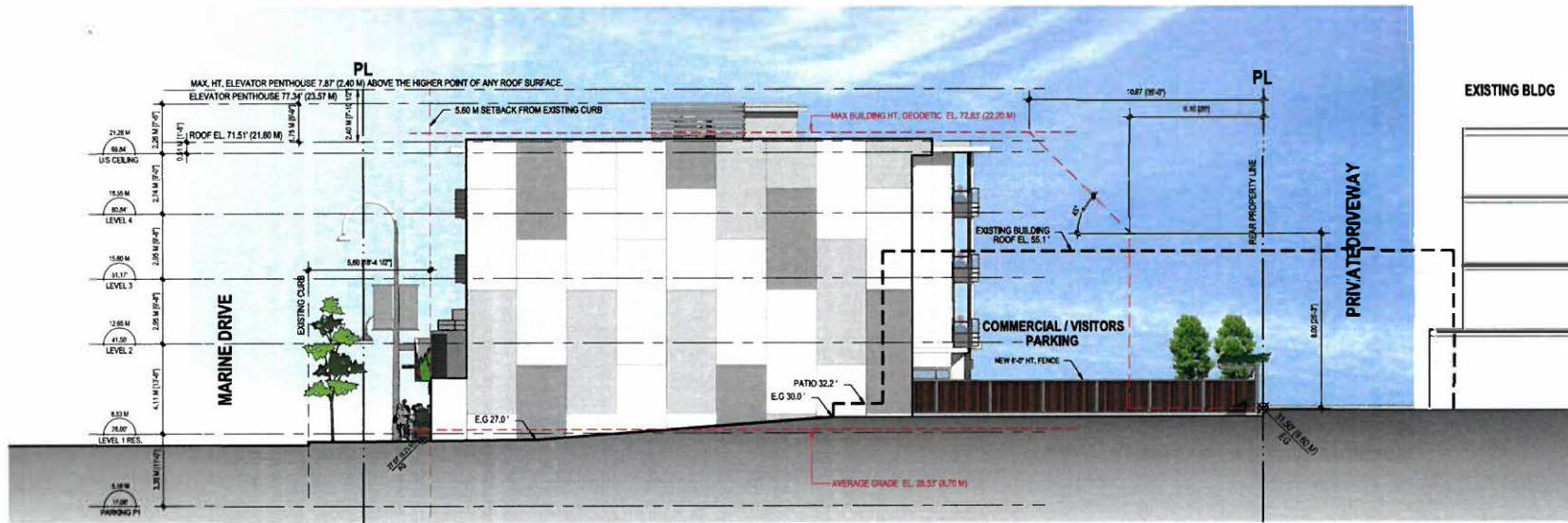


2 WEST ELEVATION (LLOYD AVE.)
SCALE 1/8" = 1'-0"



1 SOUTH ELEVATION (MARINE DR.)
SCALE 1/8" = 1'-0"

E:\ACAD\2017\1720 - MARINE DR AND LLOYD\DP\1720-A4.0.DWG



2 EAST ELEVATION
SCALE: 1/8" = 1'-0"



1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



RH Architects Inc.

Unit 10, 120 Powell Street,
Vancouver, BC Canada
V6A 1C1

1 604.669.8002
1 604.669.1091

www.rharchitects.ca

DESIGNED	DATE
1. DPA 38/06/2018	17 JUNE 2018
2. DP-RE SUBMISSION	22 FEB 2021
3. DP AMB FORWENT	18 JULY 2021

NO. REVISION	DATE
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ARCHITECTURAL SEAL

CLIENT
STABURN
(14 JULY)

PROJECT:
Mixed-Use Res. Development
1080 Marine Drive
District of North Vancouver, B.C.

DRAWING TITLE:
ELEVATIONS

DATABASE: 1720-A4.0.dwg
SCALE: 1/8" = 1'-0"
PLOTDATE: 23 NOV 2021
DRAWN: LB
CHECKED: EBR
PROJECT NO: 1720

DWG. NO.
A4.2

DP No:

EP No:

DP42.19-10

STABURN GROUP

February 10th, 2022

Mr. Kevin Zhang
Planning Department
District of North Vancouver
355 West Queens Road
North Vancouver, BC
V7N 4N6

Dear Mr. Zhang:

**Re: 1080 Marine Drive
EV Parking & Shared Parking Mix**

As part of the Development Application for 1080 Marine Drive, we would like to confirm that 100% of the Residential vehicle parking stalls (32 stalls in total) will feature energized outlets capable of providing Level 2 charging. This reflects the minimum as outlined in the District's Electric Vehicle Charging Infrastructure Policy. In addition, we confirm that four (4) of the commercial vehicle stalls (36%) and two (2) of the shared residential and commercial visitor stalls (50%) will also feature energized outlets capable of providing Level 2 charging.

For further clarification, please see the below table regarding the breakdown of residential, commercial and residential/commercial visitor shared parking.

Type of Vehicle Parking Spaces	Number of Vehicle Parking Spaces
Commercial	11
Residential	32
Residential and Commercial Visitor	4
Car Share	1
Total	48

Yours truly,

STABURN 1080 MARINE LIMITED PARTNERSHIP



Jeff Wren



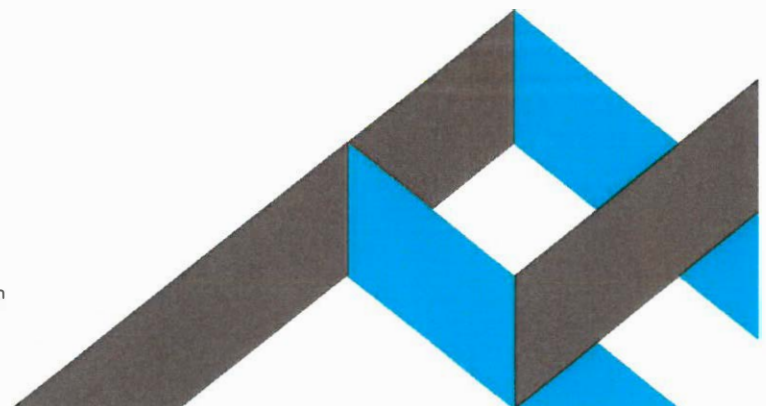
Stephen Henderson

STABURN PROPERTY GROUP LTD

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North Vancouver, BC V7M 2E7

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BOB HEASLIP

PLANNING CONSULTANT

**1080 MARINE DRIVE
DEVELOPER'S PUBLIC INFORMATION MEETING
MEETING SUMMARY REPORT**

Meeting Date: November 13, 2019
Time: 6:00 pm – 8:00 pm

Location: Norgate Elementary Community School, Meeting Room
1295 Sowden St., North Vancouver

Attendance: Approximately 18 community members, with 16 attendees signing in. The difference between the attendance count and actual sign in, was related to 2 persons choosing not to sign in.

Meeting Purpose: As requested by the District of North Vancouver, for the Detailed Development Permit Application for a proposed 4 storey mixed-use building with retail at grade and 32 residential units above, over 2 levels of at grade and underground parking at the noted address:

- To present proposed development details to community participants; and
- To provide an opportunity for community participants to ask questions, and the project team to receive comments and suggestions about the proposed development.

Notification: By 2 newspaper advertisements in the North Shore News, November 6th & 8th, 2019; direct pamphlet delivery to 1,177 homes and businesses within 100 metres of the site, and Community Associations, all by Canada Post on October 30th as specified by a District provided location map; and by an on-site sign erected October 30, 2019 at the northeast corner of the intersection of Lloyd Ave. and Marine Dr., all completed prior to the Information Meeting, in accordance with District of North Vancouver notification requirements. (Copies attached)

Project Team:

- Alex Wren (AW), Staburn 1080 Marine Limited Partnership
- Jeff Wren, Staburn 1080 Marine Limited Partnership
- Steve Henderson, Staburn 1080 Marine Limited Partnership
- Luis Bondoc (LB), Rositch Hemphill Architects

District of North Vancouver:

- Kevin Zhang, (KZ) Development Planner, DNV

Facilitator:

- Bob Heaslip (BH), Planning Consultant

Overview:

Participants were welcomed at the room entry by BH, requested to sign in, and were provided with comment sheets. They were advised that they could complete the Comment Sheets at the end of the meeting, and then deposit them in a secure box at the sign-in table, or submit them by November 27th to District staff.

Participants were also directed to refreshments and the display boards which were located along the back and adjacent side of the meeting room, with team staff available to answer questions. They were also advised there would be a project presentation by the proponent team at 6:30 pm.

Project Presentation

The presentation began at 6:30 pm with BH thanking everyone for attending the meeting and introducing himself as the meeting facilitator, and then the project team including AW and LB, as well as the DNV Planning Dept. representative KZ.

Bob then outlined how the meeting would proceed, with the team presenters using a Power Point slide show, and referring to the presentation boards as necessary to provide project information. Attendees were requested to hold questions until after the presentation.

This Developer's Public Information Meeting is intended to present the proposed development concept to community members in conjunction with a Development Application previously submitted to the District of North Vancouver. It is also intended to provide an opportunity to community members to ask clarifying questions, and comment on the proposal. BH requested that participants be respectful of each other's questions, comments and opinions.

AW & LB then provided an overview of the site location and characteristics, the project statistics, design details including the building design, vehicular site access from Lloyd Ave at the north end of the site, parking location & north ramp access, retail unit layouts, materials, apartment unit details, with the intent of the proposed development to cater to a range of residents in 1, 1 & a den, 2, 2 & a den, & 3 bedroom units.

At the conclusion of the presentation, BH indicated that he would appreciate people raising their hands to ask questions, and that he would do his best to identify the order of hands raised. He also indicated he would repeat questions if they were not heard by the audience. The questions would then be directed to the appropriate person for response.

Dialogue

Following the 20 minute presentation, BH then opened the question and answer portion of the meeting that lasted 60 minutes. BH recorded the Questions and Answers, and the following

summarizes the dialogue that occurred.

Dialogue:

(Q = Question, A = Answer, C = Comment)

- C** The traffic on Lloyd is busy already.
- C** There are already safety issues at the Lloyd/Marine Dr. intersection with students running across Marine Dr. against the lights & outside the crosswalks.
- C** I question the safety of locating the parking access/egress to the site off of Lloyd Ave.
- C** There have been numerous times when North Shore accidents in the area or on the Bridges or Upper Levels bring traffic to a standstill, cause shortcutting, and make it impossible to move around this site. Adding residential will make it even worse.
- Q** Will the project add to Marine Dr. and bridge traffic problems, especially in accident situations?
- A** A large portion of current traffic that enters and exits onto the site from Lloyd Avenue is due to the adjacent shopping centre to the east. While there is no cross-easement in place, traffic has crossed the subject site for years. It is likely that the traffic from the site onto Lloyd Avenue is actually reduced after construction as all traffic from the adjacent development will be forced to use Marine Drive and Mackay Avenues. This additional traffic volume is expected to have a negligible effect on the Marine Dr. and bridge traffic problems.
- Q** What is the existing setback on the north side of the site, and the proposed setback from 1680 Lloyd Ave. to the immediate north?
- A** The existing setback from Blue Shore Financial is 20 ft. from the property line, and the proposed setback for the new building ranges from 43 ft. to 57 ft. to the property line.
- Q** I have a concern with cracking and damage to our building infrastructure and units caused by and during or following construction. Who will pay for these damages?
- A** Staburn has a Good Neighbour Policy to handle these issues. We have an insurance program to cover any such costs. We send out our own inspectors to neighbouring units and houses to take pictures of existing conditions prior to construction and provide home owners with a copy of the report. In addition, where a strata building is involved we provide a copy of the building report to the strata management company or Council. After construction is complete we inspect again to assess and record any

- damage and prepare a post construction report to the owners and strata. Our insurance coverage would pay for any repairs resulting from our construction work..
- C** I am also concerned with the noise from the construction, truck noise at 6 am, dust impact especially on seniors, and shaking of our building.
- A** Stabum will follow the District Noise Bylaw and as part of our construction management we implement dust control measures, have a truck wheel wash in place and water down and sweep adjacent streets and sidewalks.
- Q** What are the number of parking stalls being provided for residential, commercial units and visitor parking?
- A** 62 stalls for 32 units, 5 stalls more than required by the Parking Bylaw; 14 stalls for retail parking in accordance with the Bylaw Requirement and 12 of those at grade at the rear of the building connected by a central breezeway to the retail at the front of the building; and 8 visitor stalls, for a total of 76 stalls, at grade and in the parkade, 2 in excess of the Parking Bylaw requirement.
- C** The quality of the design and visual presentation is very good.
- C** Please ensure that the construction portable toilets are located as far away from existing residential as possible and that they are cleaned regularly to control odours.
- A** Yes that will be done and if there any complaints about things such as that and anything related to site work there will be a Site Supervisor on site, as well as a posted phone number to report any concerns.
- Q** What will the construction hours be?
- A** All construction will occur within the hours set by the District [Subsequently confirmed under the Noise Regulation Bylaw 7188, that construction noise, including truck arrivals, staging or idling can occur weekdays after 7 am, between 9 am & 5 pm Saturdays, with no construction allowed on Sundays & holidays].
- Q** Was a shadow analysis done for the new building?
- A** Yes, it has been submitted to staff, and indicates little or no impact on neighbouring buildings, including 1680 Lloyd Ave at the key times in March, June or Sept.
- Q** When will the building be completed?
- A** Fall of 2020 construction start, with completion 22 months later, late summer 2022.

Q Do you have a Pollution Plan?

A No. The District does not require such a plan, and there is no criteria in which to undertake one.

Q I have a concern with the building's aesthetic impact on public space along Marine Dr. What animation of the public space be?

A It will be similar to other recent buildings built on the north and south sides of Marine Dr., including setbacks, sidewalk width and landscaping.

Q I'm concerned about the lines of sight at the corner of Marine Drive and Lloyd Ave. - the building appears to be too close to the corner - what is the setback there?

A At the SW corner of the site, the building is set back 6'4 1/8" from the west property line, and 10'6" from the south property line. These distances are in addition to the setbacks from the curb, and are beyond the minimum setbacks required, and are similar to the corner for the Bank of Montreal building across Lloyd to the west.

C Concerned with increased traffic from this new building in an already busy area.

A Stabum's Traffic Consultant has carried out a detailed traffic study, which indicates that there will be less traffic generation than from the exiting financial service business.

Q Could the proposed building be moved to east further from Lloyd?

A No, because the proposed location is right on the east property line adjacent to Boston Pizza which is on its own private lot, and right on its west property line.

Q Is the proposed access driveway to this property right across from the Bank of Montreal driveway on the west side of Lloyd?

A It is slightly further south, but more or less aligned with the driveway access of the property on the other side of Lloyd.

Q How are you managing truck traffic during construction?

A Our Traffic Consultant is preparing a Construction Management Plan in consultation with District Engineering and Planning staff, which must be approved by staff. The District requires that truck access/egress will only occur from/to Marine Dr. throughout construction. The Marine Dr. sidewalk must be closed throughout construction for pedestrian safety, and likely be an overhead scaffold canopy above the Lloyd Ave. sidewalk for pedestrian safety throughout construction. There may be temporary occasional closure of the Marine Dr. curbside lane during concrete pouring.

Q Who was notified for this meeting?

A As per District policy, all properties received the project flyer with notice of the meeting date and location and project information, within 100 metres of the site based on a Delivery Map provided by District staff. The same flyer was sent to the Presidents of the Pemberton Heights, Capilano Village and Norgate Community Associations.

Q Where is the parkade entry location, and are you using the existing 1680 Lloyd Ave. driveway?

A The parkade entry is from Lloyd Ave. on the north side of the building on the site property and parallel to the existing 1680 Lloyd Ave. driveway. There is no shared access as the 1680 Lloyd Ave. is a private driveway.

Q Does the parkade cover the whole site?

A No. The 1st level of the parkade does go to the west, north and east property lines of the site, and the 2nd level is at the east and west property line, with the northwest corner 1/4 of the 2nd level unexcavated. For both P-1 and P-2 the setback from the south, Marine Dr. property line, is 18 ft. 2 in's.

Q Will Blue Shore Financial move back into the commercial part of the building?

A We don't know what their plans are at this time. Typically leasing discussions for potential commercial tenants occur between District project approval and building completion.

Q What will happen to the existing street trees?

A We have had an Arborist Report completed and it has been submitted to District staff. The existing 7 street trees along Marine Drive will be removed to facilitate construction access/egress (only permitted off of Marine Drive, not Lloyd Avenue) as well as to adhere to DNV Marine Drive landscape guidelines.

Q What will happen to the on-site trees?

A All 4 of the trees in the NW corner will be removed due to the required excavation. 3 new street trees will be planted in Silva cells along Lloyd Avenue, and 4 new street trees on Marine Drive, in addition to new planting in the NW on-site. Also, the landscape plan proposes additional planting along the north property line on a green roof above the entrance to the underground parkade, as well as a raised trellis with planting covering the 6 parking stalls along the north property line.

Q What is the length of construction?

A Approximately 22 - 24 months after the Building Permit is approved.

Q What are the next steps in the District process?

A KZ responded that the next step is for the project to go to Advisory Design Panel, which can be observed by the public, but with no input by the public. Once Design Panel has made their recommendation, and once staff have all of the support materials, including this meeting's Comment Sheets and the Facilitator's Report, they will prepare their summary report with recommendations, and take it to District Council for review and a decision.

As with tonight's meeting, those properties within 100 meters of the site and the relevant Community Associations will be notified about the meeting date and time. The meeting dates for those meetings will be posted on the District website along with the Agendas. The Council meeting is open to the public for input, and the public can send in to either me (KZ) or the Municipal Clerk at District Hall to Council's attention prior to the scheduled meeting, or can be presented at the meeting when individuals can speak as well.

Community Comment Sheets, Letters and Emails

While no Comment Sheets were completed and left following the meeting, one letter was submitted by a resident of 1680 Lloyd Ave. at the meeting (copy attached), which mentioned the following concerns should the proposed project proceed: the need for a traffic study due to higher traffic volumes & impact on public safety; health concerns including noise, breathing issues, and rodent exposure; construction impact on 1680 Lloyd Ave. particularly building damage, particularly cracking; and the impact of increased density.

2 comment sheets and 5 letters were completed and received by District staff from the day after the meeting and by the November 27th submission deadline. (In total 2 Completed Sheets, and 6 letters are attached).

Comment Summary (all submissions)

Supportive Comments

- Quality of design is good

Concerns/objections

- Concern with increased traffic & pedestrian safety resulting from the project at an already busy corner with buses routes on both roads & other developments using busy streets

- Safety impact on children & seniors
- Health impact - noise, breathing problems
- Curb lane & sidewalk closures on Marine Dr. during construction
- Major disruption to traffic & pedestrians during construction
- Regret loss of large trees in front of project & on site
- Greater traffic congestion, number of accidents
- Reduction of sunlight/sky to my unit
- Building too high & close to property lines
- Lack of infrastructure to support additional densification - street & visitor's parking, impact on water pressure, hydro, public transit
- Impact on Lloyd Ave as access/egress to from property only on Lloyd
- New design will change existing on-site traffic flow that uses Marine Dr. & Lloyd Ave, to just Lloyd Ave
- Major access issue for businesses in block
- Impact of traffic from Pemberton Heights due to turning constraints
- Question accuracy of traffic forecasting with unfinished buildings in area
- impact of developments on bus capacity

Suggestions

- Reduce height from 4 to 2 storeys
- Consider moratorium on future permits until infrastructure developed to support it until other developments in area completed
- Need independent traffic report by District
- District & TransLink should consider alternate bus stop location
- Locate portable toilets for construction far away from existing residential building
- Provide more trees
- Ensure no damage to neighbouring property during construction & provide compensation if there is
- Respect District noise ordinance & inform neighbours about night construction

Meeting Summary

The meeting was attended by 18 members of the community living near the development, and 16 people chose to sign in.

No one provided completed Comment Sheets at the meeting, while one person provided a pre-meeting completed letter listing their concerns about the project.

2 Comment Sheets and 5 emails were received by District staff after the meeting and prior to the November 27th submission date, and provided to BH on December 12th. Of the 8 comment submissions, 1 submission raised concerns and 7 submissions do not support the proposed project.

The meeting comments, questions and concerns related to: traffic flows, volume and pedestrian safety; impact on health; impact on transit; impact on street parking; construction impacts on neighbouring residential building; adequacy of setbacks; tree retention/increased landscaping; project density/height; impact on privacy, sunlight & building shadow.

Conclusion

The majority of written submissions were concerned about issues previously considered at the OCP and Zoning stage of approvals for this area (project density, building height, traffic, pedestrian safety). Other issues (landscaping, setbacks, view impacts, shadows, construction impact) are Development Permit related. All questions by participants were responded to as directly as possible by the project team and District staff.

BH reminded participants to complete the Comment Sheets and either leave them at the table by the entry, or mail, email or deliver them to KZ's attention at District Hall. He also noted that to stay informed about the District project process, community members can access the District website, or if there were any further questions or input, to contact KZ at the District Development Planning Dept.

The next direct input opportunity after the Public Information Meeting is by attending and observing the Advisory Design Panel review of the Development Permit, or at District Council's consideration of the Development Permit. Those dates will be confirmed on the District website, and individual notices of the date and time will be mailed by the District to nearby neighbours in advance of the Council meeting date.

BH thanked everyone for attending, as well as for their comments, suggestions and questions about the project and process. BH stated he would be preparing a meeting summary report for submission to the District of North Vancouver to be included as part of the Development Application staff report for Council. With no further questions from participants, the meeting adjourned at 8:00 pm.

Attachments:

- Delivery Map
- PIM Invitation Mailout Flyer
- North Shore News Ads - November 6th & 8th
- Site Sign Photo
- Sign-in Sheets (completed & redacted)
- Personal Comment Letter of November 13, 2019 (redacted)
- Completed Comment Sheets & Emails (redacted)

Prepared by Bob Heaslip

These notes are intended and assumed to be a fair, accurate reflection and record of the dialogue that occurred, unless the writer is informed otherwise in writing.



District of North Vancouver
355 West Queens Road
North Vancouver, BC

Dan Milburn, MCIP, RPP
General Manager
Planning, Properties, Permits
Kevin Zhang Development Planner

RE: Preliminary Application- Development Permit at 1080 Marine Drive
File: 08.3060.10/023.17 Case: PRE2017-00023

We have been leaving in this community more than [REDACTED] years. We believe the District of North Vancouver is responsible for the infrastructure and safety of this community.

This Application: Development site where is located on the northeast corner of Marine Drive and Lloyd Avenue, has traffic safety and health issue for our family as well as building damage such as cracking and high density and more people with cars just in one lane in each way. The Lloyd Ave is just one block short and small between Marine Drive and West 17th Street, as you can see the Lloyd Ave with one lane in each direction already has high volume of traffic.

In the north west of the Lloyd Ave, DISTRIC CROSSING has three Complex; 1673, 1677, 1679 plus commercial units in total of more than 200 people with cars and the traffic of the commercial's clients in the same building are using the same entrance from the Lloyd Ave. Moreover, there is a BUS stop just before of the entrance of the DISTRIC CROSSING at this shot and one lane street of Lloyd Ave.

In the Northeast of the Lloyd Ave and 17th Street, LLOYD REGENCY with 32 units plus commercial unit's at 1680 Lloyd Ave and their clients are using the same lane from the Lloyd Ave.

This is not just the traffic is the safety of our family [REDACTED] Just a few months ago cyclist was hit by a car at corner of northeast of Marine Drive and Lloyd Ave, there was a lot blood at this corner because the both cyclist and the car didn't see each other due to the traffic jam.

We understand city needs money but we need infrastructure and safety for our family. This letter today is an evidence to the District of North Vancouver and the people who involved with issuing this permit for the Application -Development Permit at 1080 Marine Drive, are responsible for any TRAFFIC SAFETY, SAFETY OF PEOPLE, HEALTH ISSUES, and BUILDING DAMAGE as result of this permit and during of the construction and the problems as the result of this development.

We would like to solve these problems before issue the permit in writing to our community. These problems as fallow:

TRAFFIC

- Higher Volumes
- Creating more accidents
- Danger to Children
- We would like to have a traffic safety study

HEALTH ISSUES

- Noise Pollution
- Breathing Problems(MOLD,DUST)
- Possible Rodent Exposure

GENERAL

- Building Damage as result of construction
- Cracking
- High Density
- More people

We would like our concerns address in writing by District of North Vancouver. Thank you.

Sincerely

 North Vancouver

Developer's
Public Information Meeting

Proposal:
4-Storey Mixed Use Building

6:00 - 8:00 PM, Wednesday, November 13th
Norgate Elementary Community School
1295 Sowden Street

Staburn 1080 Marine Drive Limited Partnership
604-770-2588



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

Meeting Agenda:

Doors open: 6:00pm

Open House Discussion:

6:00 – 8:00pm

Presentation: 6:30-6:45pm

For Further Information please contact:

Alex Wren
604-770-2588

Staburn 1080 Marine
Limited Partnership

Kevin Zhang
604-990-2321

District of North
Vancouver Planning Department

Notice of a Public Information Meeting in Your Neighbourhood

Staburn 1080 Marine Limited Partnership is hosting a Public Information Meeting to present the development proposal for a 4-storey mixed used building at 1080 Marine Drive.

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.

Meeting Time and Location:

**Wednesday November 13th
6:00-8:00pm**

**Norgate Elementary Community School
1295 Sowden Street,
North Vancouver, BC**

The Proposal

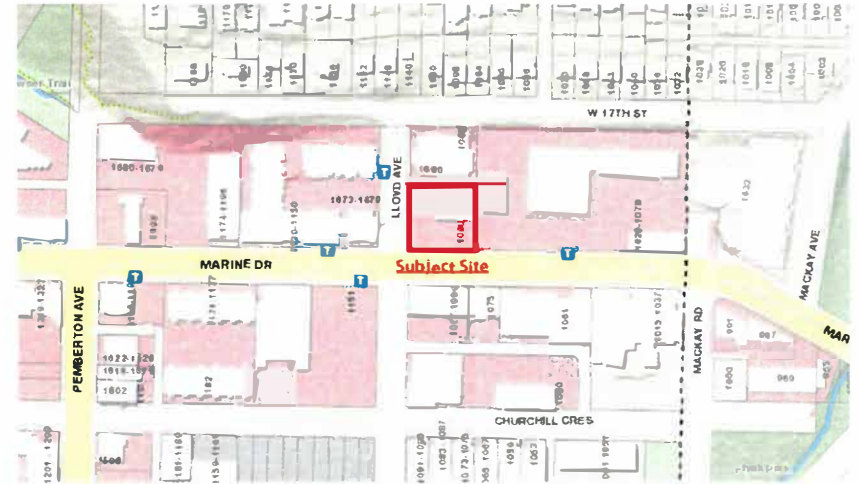
Staburn 1080 Marine Limited Partnership proposes to construct a 4 storey mixed-use building at 1080 Marine Drive, at the corner of Lloyd Avenue and Marine Drive in the Lions Gate-Marine Neighbourhood.

The proposal is for 32 residential units including 20 one-bedroom units, 9 two-bedroom units, 3 three-bedroom units, and 6,896 square feet of commercial space.

The site will be accessed from a driveway off of Lloyd Avenue. Parking will be provided at-grade and underground, providing 14 commercial and 62 residential for a total of 76 parking stalls.

The proposal endeavours to establish a building that can host a range of residents amongst its varied unit sizes and accommodate a range of commercial uses that will both fit in the Marine Drive streetscape and complement the Lions Gate-Marine community.

Project Location



Project Rendering



PUBLIC INFORMATION MEETING

A redevelopment is being proposed for 1080 Marine Drive to construct a 4-storey mixed use building.

Date: Wednesday November 13th, 2019
Time: 6:00-8:00pm
Location of Meeting: Norgate Elementary Community School
 1295 Sowden Street, North Vancouver

Staburn 1080 Marine Limited Partnership proposes to construct a 4-storey mixed-use building at 1080 Marine Drive, at the corner of Lloyd Avenue and Marine Drive in the Lions Gate-Marine Neighbourhood. The proposal is for 32 residential units including 20 one-bedroom units, 9 two-bedroom units, 3 three-bedroom units, and 6,896 square feet of commercial space.



Information packages are being distributed to residents within a 100 meter radius of the site. If you would like to receive a copy or if you would like more information, contact Alex Wren from Staburn 1080 Marine Limited Partnership at 604-770-2588 or Kevin Zhang, planner, District of North Vancouver at 604-990-2321 or bring your questions and comments to the meeting.

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

Outgoing West Vancouver MP to get \$98K severance

MPs to garner over \$100M in total pensions, \$5M severance



JANE SEYD
 jseyd@nsnews.com

West Vancouver MP Pamela Goldsmith-Jones may be walking away from federal politics after choosing not to run in the recent election, but she won't be leaving political arena empty handed.

Goldsmith-Jones will leave with a severance payment of approximately \$98,000 after four years as an MP, the Canadian Taxpayers' Federation has reported.

Goldsmith-Jones is one of 94 MPs across the country who either did not run for re-election or were defeated on election night Oct. 21.

Severance packages are

Outgoing West Van MP Pamela Goldsmith-Jones.
 PHOTO SUPPLIED

given to MPs who either served less than six years in office or who left office after six years but are under 55.

MPs with more than six years of service receive a pension at age 55.

Collectively, outgoing MPs who are leaving their elected positions in 2019 will collect about \$3 million in annual pension payments, reaching a total of \$104 million by the time they reach age 90, and \$5.8 million in severance, according to the

taxpayers' group.

"Losing an election can be tough, but most MPs will have a soft financial landing," said Aaron Wudrick, federal director of the Canadian Taxpayers Federation in a press release. "The good news is that thanks to pension reforms, taxpayers will not have to shoulder as much of the burden as they used to."

Following the last election in 2015, the taxpayers' federation estimated defeated North Vancouver MP Andrew Saxton would receive a severance payment of \$92,000 after seven years in office and would be eligible for an annual pension of \$36,900 at 55. They calculated that former West Vancouver MP John Weston, who was also defeated after seven years in office, would be eligible for an annual pension of \$33,600.

The two North Vancouver MPs, Jonathan Wilkinson and Terry Beech, were re-elected to a second term last month.

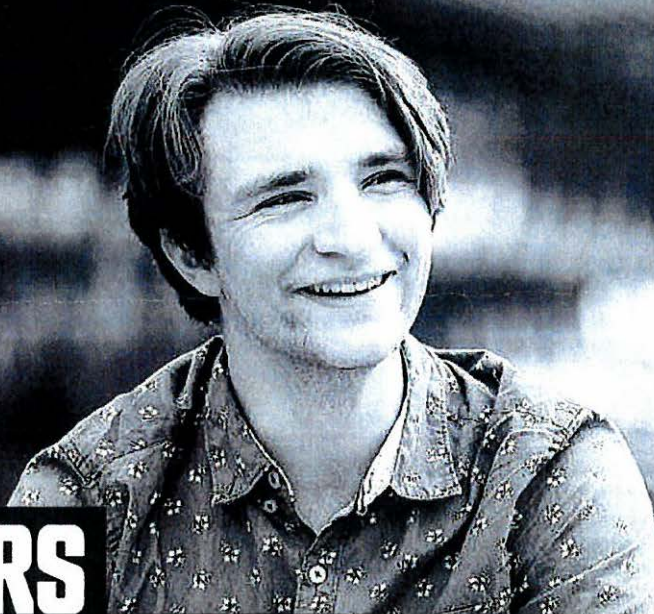


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PUBLIC INFORMATION MEETING

A redevelopment is being proposed for 1080 Marine Drive to construct a 4-storey mixed use building.

Date: Wednesday November 13th, 2019
Time: 6:00-8:00pm
Location of Meeting: Norgate Elementary Community School
 1295 Sowden Street, North Vancouver

Staburn 1080 Marine Limited Partnership proposes to construct a 4-storey mixed-use building at 1080 Marine Drive, at the corner of Lloyd Avenue and Marine Drive in the Lions Gate-Marine Neighbourhood. The proposal is for 32 residential units including 20 one-bedroom units, 9 two-bedroom units, 3 three-bedroom units, and 6,896 square feet of commercial space.



Information packages are being distributed to residents within a 100 meter radius of the site. If you would like to receive a copy or if you would like more information, contact Alex Wren from Staburn 1080 Marine Limited Partnership at 604-770-2588 or Kevin Zhang, planner, District of North Vancouver at 604-990-2321 or bring your questions and comments to the meeting.

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

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Tackle these home renovations to get rebates in B.C.

INVESTING IN ENERGY-EFFICIENCY UPGRADES COULD QUALIFY YOU FOR REBATES AND BONUSES

Renovating your kitchen or installing new hardwood flooring will definitely make your home look nicer, but if you're planning on staying in your home long-term, a dollar return on the investment is unlikely. But that's not the case with energy-efficiency upgrades and improvements.

Investing in a new high-efficiency furnace or increasing your attic insulation are major upgrades, but not only will they reduce your home's energy costs year-after-year, you may also be eligible for rebates through FORTISBC'S HOME RENOVATION REBATE PROGRAM* AND CLEANBC HOME EFFICIENCY REBATES. And if you make two or more eligible energy-efficiency upgrades within 18 months of each other, you'll also be eligible for their \$300 two-upgrade bonus. That's on top of your rebates.

HERE'S HOW IT WORKS

Let's say this Christmas you replace your old furnace with a rebate-eligible new high-efficiency ENERGY STAR® model and FortisBC gives you a \$1,000 rebate. Then next spring you have your attic insulated and get a \$500 rebate from FortisBC. Because you've made two eligible upgrades within 18 months of each other, you're eligible for the \$300 two-upgrade bonus. All you have to do is check the bonus checkbox when you apply for your second rebate. So not only are you getting \$1,500 in rebates and ongoing savings on your home's heating (and possibly cooling with improved

insulation) bills for years to come, you're also getting an extra \$300 just doing two upgrades.

Another option is to replace both your space and water-heating systems at the same time with a combination heating and hot water system. Even though it's one system, it counts as two upgrades so you'd still be eligible for the \$300 bonus—and you don't have to wait until you make your next upgrade to receive the bonus.

FortisBC is committed to helping customers reduce their energy bills and greenhouse gas emissions and improve the comfort of their homes.

That's why they only provide rebates on the most efficient products and equipment and also require them to be installed to quality standards.

A furnace may claim it's 99 per cent efficient, but if it's not installed properly, it may not work as efficiently as it was designed to. The

same goes for insulation. If it's installed improperly, your home won't hold in the heat as well, and poorly installed insulation could also create mold and safety hazards.

To support a quality installation, FortisBC requires that furnaces be installed with a two-pipe direct vent system by a licensed gas contractor—you can find one through their Trade Ally Network—and that insulation be installed by a licensed contractor. They even have a list of program-registered insulation contractors you can use.

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*Conditions apply. Not all upgrades are eligible for the \$300 two-upgrade bonus. Full program terms and conditions are available at fortisbc.com/homerenovates. This program may be changed or cancelled at any time.



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Outgoing West Vancouver MP to get \$98K severance

MPs to garner over \$100M in total pensions, \$5M severance



JANE SEYD
 jseyd@news.com

West Vancouver MP Pamela Goldsmith-Jones may be walking away from federal politics after choosing not to run in the recent election, but she won't be leaving political arena empty handed.

Goldsmith-Jones will leave with a severance payment of approximately \$98,000 after four years as an MP, the Canadian Taxpayers' Federation has reported.

Goldsmith-Jones is one of 94 MPs across the country who either did not run for re-election or were defeated on election night Oct. 21.

Severance packages are

Outgoing West Van MP Pamela Goldsmith-Jones
 PHOTO SUPPLIED

given to MPs who either served less than six years in office or who left office after six years but are under 55.

MPs with more than six years of service receive a pension at age 55.

Collectively, outgoing MPs who are leaving their elected positions in 2019 will collect about \$3 million in annual pension payments, reaching a total of \$104 million by the time they reach age 90, and \$5.8 million in severance, according to the

taxpayers' group.

"Losing an election can be tough, but most MPs will have a soft financial landing," said Aaron Wudrick, federal director of the Canadian Taxpayers Federation in a press release. "The good news is that thanks to pension reforms, taxpayers will not have to shoulder as much of the burden as they used to."

Following the last election in 2015, the taxpayers' federation estimated defeated North Vancouver MP Andrew Saxton would receive a severance payment of \$92,000 after seven years in office and would be eligible for an annual pension of \$36,900 at 55. They calculated that former West Vancouver MP John Weston, who was also defeated after seven years in office, would be eligible for an annual pension of \$33,600.

The two North Vancouver MPs, Jonathan Wilkinson and Terry Beech, were re-elected to a second term last month.



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FORTISBC

COMMENT SHEET
The District of North Vancouver

PROPOSAL: 1080 Marine Drive
Development Permit for a 4-storey, 32 unit mixed-use development

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

I am against this project. The amount of sun light my apartment will get will be drastically reduced. From many points inside my apartment, I would no longer be able to see any sky. The proposed building is too high and too close to the property lines.

Your Name [REDACTED] Street Address [REDACTED]

Please check this box if you desire your contact information to be available to the applicant: ☐

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.

Please return, by mail or email by **November 27, 2019** to:

Kevin Zhang

Tel: 604-990-2321 or Email: zhangk@dnv.org

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

COMMENT SHEET
The District of North Vancouver

PROPOSAL: 1080 Marine Drive
Development Permit for a 4-storey, 32 unit mixed-use development

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

DEAR SIR:

I AM NOT IN FAVOUR OF THIS NEW DEVELOPMENT APPLICATION. THE MAIN REASON FOR IT IS A LACK OF INFRASTRUCTURE TO SUPPORT THE ADDITIONAL DENSIFICATION. THIS INCLUDES: LACK OF AVAILABLE ^{VISITORS} STREET PARKING, INSUFFICIENT WATER PRESSURE (CONCERN IT MAY BECOME WORSE), LACK OF RELIABLE BC HYDRO POWER ~~AND~~ ^{AND} GET WORSE, LACK OF SUFFICIENT PUBLIC TRANSIT (BUS 240 IS OFTEN ALREADY FULL AT STOP #54429).

PLEASE CONSIDER A MORATORIUM ON FUTURE PERMITS UNTIL INFRASTRUCTURE IS DEVELOPED TO SUPPORT IT

Your Name _____ Street Address _____

Please check this box if you desire your contact information to be available to the applicant: ☐

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Kevin Zhang

Tel: 604-990-2321 or Email: zhangk@dnv.org

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

From: [REDACTED]
To: Kevin Zhang
Subject: Proposed mix use in 1080 Marine Drive, North Vancouver.
Date: November 26, 2019 10:43:09 PM

Hi Kevin

It was nice meeting you on November 13. I live on the property [REDACTED] [REDACTED]. I have the following points some of them may be a repeat of November 13:

1 - Please note [REDACTED]. I also have a [REDACTED] (AKA [REDACTED]).

2 - Today I had a [REDACTED] appointment near Lonsdale Avenue. It took me over 25 minutes to safely get out of my driveway on to Lloyd Avenue and from our driveway. It took me 10 minutes to get to Lonsdale. I could have missed my [REDACTED] appointment. Please see that Lloyd Avenue is safe at all times.

The present north-shore financial building has less than 30 parking spots and two exits one on Marine Drive and the other on Lloyd Avenue. Their existing driveway has at least four speed breakers (we call them axel breakers) to deter traffic from adjacent businesses. During rush hours many drivers on the existing property see the congestion on Lloyd Avenue and use the Marine Drive exit. Practically no vehicles coming out of the driveway to Lloyd Avenue during rush hours on weekdays.

With the new design all cars on the lot will be forced to come to Lloyd Avenue increasing the congestion on Lloyd Avenue.

Lloyd Avenue is a busy street during 2:30 to 3:30 PM because all traffic from Pemberton heights come through Lloyd Avenue. Traffic rushing and speeding to make it through the green lights and three exits from residential buildings in this 100 meter stretch of Lloyd Avenue may be too much. I have seen traffic line ups to the middle of 17th street west. I am afraid the the driveway as proposed can be prone to accidents. Unluckily, not everyone is patient or obey rules during driving.

I suggest the district order an independent traffic report directly and not rely on the report paid by the developer.

3 - There is a bus stop on the west side of Lloyd Avenue. Many school going boys and girls wait for their bus. They are young and I have seen pushing and showing (in a joking manner). This again may be prone to accidents.

I suggest that the district and trans-link consider an alternative location for the bus stop.

4 - The location of temporary location of "Johns" during construction may cause health hazard if not cleaned on time. [REDACTED] and I, plus a few neighbours are [REDACTED]. My [REDACTED]. There are other [REDACTED] who reside in the building.

Suggestion: Locate the temporary Johns far away from the residential building.

5 - There were trees between the existing buildings. They have been removed in the proposal.

Suggestion: Provide more trees.

6 - When they were building the District crossing across the building. We encountered the following:

A-Our building [REDACTED] shook during construction activity causing many pipe breakages we see the breakages (not as frequent) until today.

B-A few times trucks came in at 6 AM, did not respect the district noise ordinance and started honking at 5:30 and 6 AM.


C-When they did night work they did not inform us. I informed the district engineer who accepted their word to ours.

Suggestion: Make sure this does not happen again and provide compensation.

Thank you

[REDACTED]

[REDACTED]



Re: Preliminary Application Development Permit at 1080 Marine Drive


File: 08.3060.10/10/023.17

Case: PRE2017-00023

Feedback and Concerns Regarding the Development:

I was present at the public development presentation and have some concerns with the development.

1. Traffic

- The parking access for the building is on Lloyd ave. There is only one lane each way on Lloyd and it will add to the already existing traffic, especially during rush hour. I live in  and already trying to get out of my building in a car during rush hour I have to wait two lights to get through.
- Vehicles from Pemberton heights are unable to turn left on Marine from MacKay ave., forcing them to come down Lloyd ave. causing traffic
- At the developer presentation it was said a traffic study would be done for the area, how can this forecasting be accurate with so many unfinished developments in the area, plus recently completed apartments that are yet to be sold?

2. Safety

- Vehicles coming out of District Crossing and 1080 Marine Drive is an accident waiting to happen
- This section of Lloyd avenue is quite short, making it difficult to see cars coming South down Lloyd, and cars turning North onto Lloyd ave.
- The bus stop is an added visibility blocker when trying to turn onto Lloyd
- I also worry about pedestrians coming off the bus in this area with the added traffic

3. Density


- Development on Lloyd ave south of Marine Drive is almost complete and will add to the traffic issue
- The Tatlow Development will also largely add to the traffic issue for Vancouver commuters
- Park Royal is also developing which will cause traffic on the Lions Gate Bridge during rush hour
- Lions Gate village is also developing which will cause more traffic onto Lions Gate Bridge

4. Transit

- The North Vancouver transit system is not setup to cope with the level of density that North Vancouver is trying to handle. When taking the bus during rush hour, multiple buses pass me each morning, and eventually a bus driver lets me squish up front

5. Construction

- After speaking with neighbours, I learned that during the development of District Crossing there was damage to the surrounding building pipes and ever since then they have continued to have problems with their pipes. They said the developers assured them it wouldn't happen, and then it did. I'm worried this will happen again.



Re: Preliminary Application Development Permit at 1080 Marine Drive

File: 08.3060.10/10/023.17

Case: PRE2017-00023

I grew up in North Vancouver and moved [REDACTED] to purchase my first apartment with [REDACTED]). I was looking forward to leaving some of the density, traffic, lack of parking and just general craziness behind and getting closer to nature. While nature is still accessible, this area is actually much busier and congested than the [REDACTED] area I left.

I understand that more housing is needed but I seriously question the need for another luxury concrete mixed-use building in this dense location. District Crossing is a blue collar building with many pets, children, and young adults all very actively going about their lives. It is my honest opinion that our little area is at maximum capacity with traffic, people, shops and two bus stops surrounding the building. Traffic is pushed to this area due to McKay Creek to the east, and Pemberton Heights to the north. I was already concerned about the very large development being completed on Churchill Crescent, and the increased overcrowding on buses plus the inability to access our driveway during peak hours.

For the DNV, I ask that you consider waiting on this application and conducting traffic studies until the following Marine Drive developments are completed and mostly sold: 1616 Lloyd Avenue, The Tatlow, Park Royal Village, Lions Gate Village, The Sentinel, Ebb + Flow, Belle Isle, Marine + Fell, and The Drive.

From: [REDACTED]
To: [Kevin Zhang](#)
Subject: 1080 Marine Drive
Date: November 27, 2019 8:28:20 PM

Hi Kevin

The Norgate Park Community Association does have some concerns regarding the proposed 1080 Marine Drive project.

The main concern being the curb lane/sidewalk closures on Marine Drive during the construction period of this project particularly with the new "Express bus route" on Marine Drive. Even though the building footprint has been setback from Marine Drive, due to the semi land locked corner location of this property (with the two adjacent roads having bus routes), if the current proposed development is built there will be unacceptable major disruptions to pedestrian and vehicle traffic using this intersection probably for more than a year if it is like some of the other C9 developments that have been built on Marine Drive.

The current proposed development of this site will also create a major access issue for the rest of the businesses located in this block.

We also regret seeing the loss of the large trees at the front of this property.

Thanks

[REDACTED]

From: [REDACTED]
To: [Kevin Zhang](#)
Cc: [REDACTED]
Subject: 1080 Marine drive
Date: November 14, 2019 8:55:02 AM

Sir I would like to say I am against the development , because it will create greater density, & traffic congestion.
I have [REDACTED] who ride their bikes in the area and this increase in traffic would provide a hazard to my
[REDACTED]
I live in [REDACTED] and would like to see a 2 level building instead.
THANKS FOR YOUR TIME