

PUBLIC HEARING BINDER

1970 Spicer



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AGENDA

PUBLIC HEARING

Tuesday, May 31, 2022

7:00 p.m.

Council Chamber, Municipal Hall

355 West Queens Road

North Vancouver, BC

Watch at <https://dnvorg.zoom.us/j/67910218298>

Council Members:

Mayor Mike Little

Councillor Jordan Back

Councillor Mathew Bond

Councillor Megan Curren

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Lisa Muri



www.dnv.org

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PUBLIC HEARING

**7:00 p.m.
Tuesday, May 31, 2022
Council Chamber, Municipal Hall,
355 West Queens Road, North Vancouver**

AGENDA

**1970 Spicer Road
Zoning Bylaw Amendments**

1. OPENING BY THE MAYOR

2. INTRODUCTION OF BYLAW BY CLERK

District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)

Purpose of Bylaw:

Bylaw 8568 proposes to amend the District's Zoning Bylaw by rezoning the subject site from Public House Commercial Zone (C6) to Employment Zone – Light Industrial (EZ-LI). The EZ-LI Zone addresses permitted uses of land, buildings and structures and off-street parking and loading requirements.

3. PRESENTATION BY STAFF

Presentation: Taylor Jenks, Development Planner

4. PRESENTATION BY APPLICANT

Presentation: Scott Lenz, Headwater Management

5. REPRESENTATIONS FROM THE PUBLIC

6. QUESTIONS FROM COUNCIL

7. COUNCIL RESOLUTION

Recommendation:

THAT the May 31, 2022 Public Hearing be closed;

AND THAT "District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)" be returned to Council for further consideration.

8. CLOSING

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The Corporation of the District of North Vancouver

Bylaw 8568

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

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

Citation

1. This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)”.

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
 - a) The Zoning Map is amended in the case of lands illustrated in the attached map (Schedule A) by rezoning the land from Public House Commercial Zone (C6) to Employment Zone-Light Industrial (EZ-LI)
 - b) The Siting Area Map section is amended by deleting Plan Section C/25.01

READ a first time May 9th, 2022

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “Rezoning Bylaw 1418 (Bylaw 8568)” as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8568

BYLAW 8568

District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)




PUBLIC HOUSE COMMERCIAL ZONE (C6) TO
EMPLOYMENT ZONE-LIGHT INDUSTRIAL (EZ-LI)



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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>May 9, 2022</u>
<input type="checkbox"/> Other:	Date: _____


Dept.
Manager


GM/
Director


CAO

The District of North Vancouver REPORT TO COUNCIL

April 20, 2022

Case: PLN2022-00013

File: 08.3060.20/013.22

AUTHOR: Taylor Jenks, Development Planner

SUBJECT: Bylaw 8568 - Rezoning from Public House Commercial (C6) to
Employment Zone - Light Industrial (EZ-LI) at 1970 Spicer Road.

RECOMMENDATION

THAT "District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)" is given FIRST reading;

AND THAT Bylaw 8568 is referred to a Public Hearing.

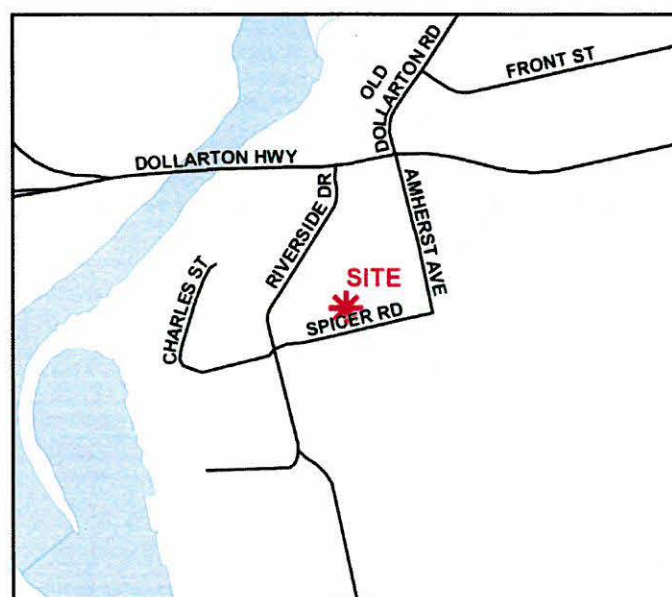
REASON FOR REPORT

Implementation of the proposal requires Council's consideration of Bylaw 8568 to rezone the subject property (**Attachment 2**).

The Rezoning Bylaw is recommended for introduction and referral to a Public Hearing.

SUMMARY

Scott Lenz of Headwater Management has applied to rezone the site of the previous "Maplewood Pub" at 1970 Spicer Road from existing Public House Commercial Zone (C6) to Employment Zone - Light industrial (EZ-LI). The rezoning would accommodate the outdoor storage of company vehicles and equipment associated with a local construction business. The proposal involves demolition of the existing building, and returning the site to a state that supports light industrial activities.

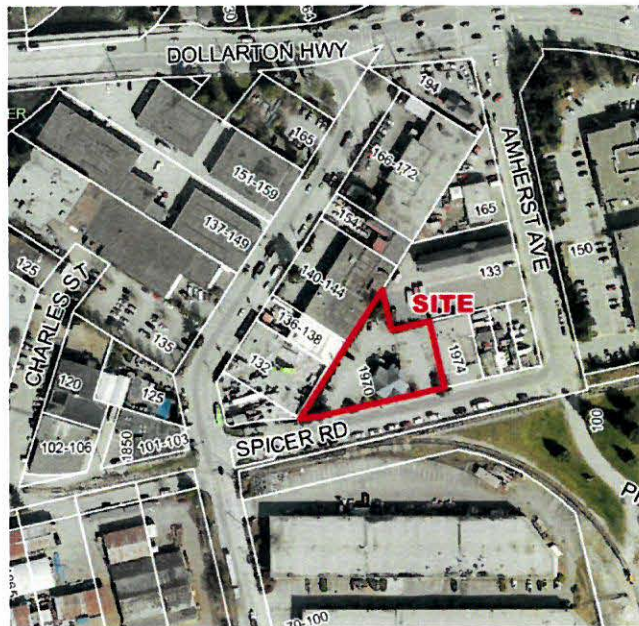


BACKGROUND

The subject site was zoned Light Industrial Zone (I3) until 1992 when it was rezoned to Public House Commercial Zone (C6) and redeveloped as the “Maplewood Pub.” The site has been vacant since 2020 when the pub closed and the existing building has since deteriorated.

Site and Surrounding Area

The development site is approximately 2,229 m² (23,993 sq. ft.) in size and is located in the light industrial area of Maplewood, south of Dollarton Highway, between Amherst Avenue and Riverside Drive. Surrounding land uses are primarily industrial to the north, west and south, including Emterra Environmental directly to the west. To the east of the site is Dynamic Equipment Rentals which includes the storage of vehicles and equipment.



EXISTING POLICY

The proposal has been reviewed against the Official Community Plan (OCP), the Targeted Official Community Plan Review Action Plan, the Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines (Maplewood Plan), the Maplewood Employment Lands Strategy, and the 2019-2022 Council Directions.

Official Community Plan

The Official Community Plan (OCP) designates the site as “Light Industrial Commercial” (LIC) – as indicated in the map - and intended predominantly for a mix of industrial, warehouse, office, service, utility and business park-type uses. This OCP designation is consistent with sites to the north, east and west, while sites to the south are designated “Industrial” (IND) and intended for heavy industrial uses.



The proposal has been reviewed against the OCP and is consistent with the following policies:

Policy 3.3: Enabling a Diverse Range of Economic Uses within Employment Lands

Policy 3.3.2: Preserve industrial designated lands for industrial uses and uses that are accessory or supportive of industrial activities

Policy 3.3.3: Facilitate an appropriate mix of light industrial and non-retail commercial uses in Light Industrial Commercial designated lands

Targeted Official Community Plan Review Action Plan 2021-2030

The project has been reviewed against the Targeted Official Community Plan Review Action Plan (Action Plan) and addresses the following "Priority Actions":

Priority Action # 1 - Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space

The proposal responds to the above-noted Priority Action by maintaining the employment function of the site, and helping to preserve the industrial base that serves the business and residential community on the North Shore.

Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines (Maplewood Plan)

The project has been reviewed against the Maplewood Plan and achieves plan objectives by contributing to the intensification of industrial uses in Maplewood, and providing employment opportunities accessible to those in the Maplewood Village Centre.

Council Directions 2019-2022

The project has been reviewed against Council's Strategic Directions.

Key Issue - Economy: *Retaining and growing the full spectrum of businesses within the District, while building towards a complete community of jobs and housings, will be our measures of success.*

As intended with the addition of the Employment Zones to the Zoning Bylaw in 2010, the proposal would serve to accommodate the evolution of an existing North Shore business and help to preserve one of the District's key employment areas.

Zoning

The subject property is currently zoned Public House Commercial (C6), which is intended to provide for the consumption of alcoholic beverages as a principle use. The C6 zone does not permit the light industrial service use as proposed.

In order to accommodate the intended use, Bylaw 8568 proposes to rezone the property to Employment Zone Light Industrial (EZ-LI) to match most of the surrounding properties. The EZ-LI zone would allow for an increase in the maximum building coverage from 50% to 90% and would increase the maximum permitted site coverage from 85% to 100%. These changes would allow for the intensification of industrial uses on the lot, as envisioned in the OCP and associated policies, and would allow flexibility to reflect the changing nature of light industrial uses.



The EZ-LI zone regulates other factors such as maximum height, minimum building setbacks, and minimum parking requirements. While no new building is proposed on the site with this application, these requirements would apply to any future construction.

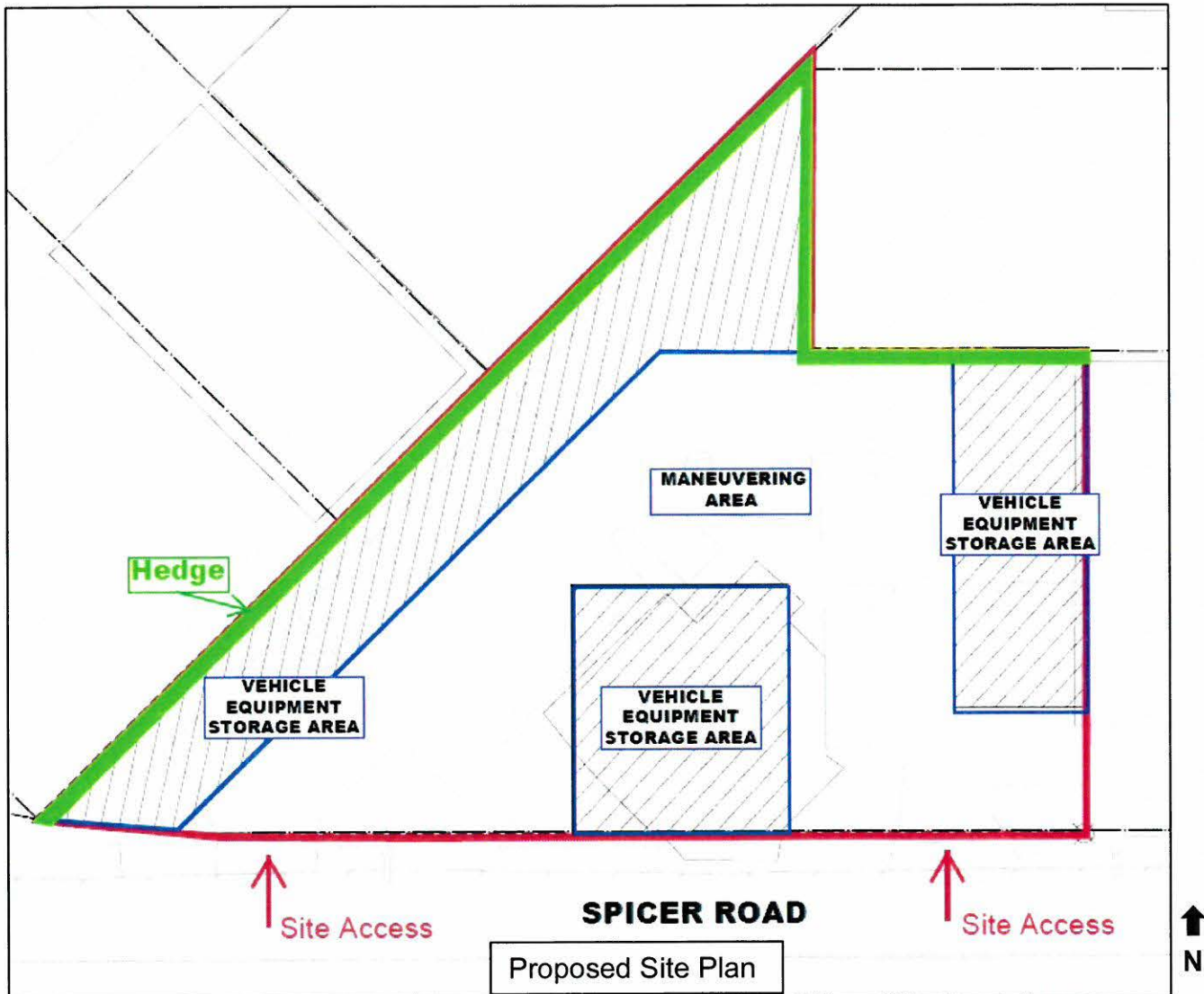
The Zoning Bylaw requires that EZ-LI properties within 50 m of residential-zoned properties, comply with the *Good Neighbour Policy* regarding noise, lighting and air quality. As this site lies outside of the 50 m radius from residential properties, and is surrounded by industrial properties, no conflicts with neighbouring uses are anticipated. Activities on site will be subject to the District's Nuisance Abatement Bylaw and Noise Regulation Bylaw, as well as air quality measures administered by Metro Vancouver.

The site is subject to a "siting area map" in the Zoning Bylaw. The siting area map regulates the placement of structures on the site and as the proposed E-LI zoning would regulate the siting of structures, the existing siting area map is proposed to be deleted.

PROPOSAL

A proposed site plan has been submitted with the rezoning application, which delineates three primary areas for the storage of vehicles and equipment as shown on the image on the next page. The storage areas are located around the exterior of the site which will ensure sufficient space is available for the movement of vehicles through the site.

Two driveway accesses are proposed from Spicer Road using existing let-downs, which will help to ensure safe vehicle movement and visibility when entering and exiting the site. The proposal includes the demolition of the existing building, and resurfacing of the site in a dust-free surface as required by the Zoning Bylaw. Existing hedging along the north property line as well as the tree in the southwest corner of the site are proposed to be retained which will assist in reducing impacts on neighbouring industrial properties. No new building construction is proposed at this time.



Development Permits

The site is designated within the following Development Permit Areas (DPAs):

- Form and Character of Commercial, Industrial and Multi-family Development;
- Energy and Water Conservation and Green House Gas Emission Reduction; and
- Protection of Development from Hazardous Conditions - Creek Hazard.

The application is exempt from the requirement to obtain a Development Permit for Form and Character, as well as Energy and Water Conservation and Green House Gas Emission Reduction, as the proposal does not involve the construction or installation of any new building or structure. Any future proposals which include buildings or structures would be required to obtain these development permits and would be subject to review against the applicable guidelines in Schedule B of the OCP.

The site is identified as a potential flood hazard area in the Protection of Development from Hazardous Conditions - Creek Hazard DPA. The application is exempt from the requirement to obtain a Development Permit for Protection of Development from Hazardous Conditions – Creek Hazard, as there is no expansion of the building footprint and does not include the construction of habitable space. Any future proposal involving building or structures may require a Development Permit and would be subject to review against a Flood Hazard report prepared by a qualified professional.

Parking

The applicant is proposing to rezone the site to EZ-LI, with the intent to use the property for parking of vehicles associated with their business. As the proposal does not include the construction of new floor area, the Zoning Bylaw does not require additional parking on-site.

Development Cost Charges

The payment of Development Cost Charges (DCCs) will not be required with this proposal as no additional Gross Floor Area is proposed.

Concurrence

The project has been reviewed by staff from the Building, Engineering, Community Planning, Environment, Transportation, Construction Traffic Management, Property Use, Legal, and Fire Departments.

District of North Vancouver Rezoning Bylaw 8568 affects land lying within 800 m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Infrastructure will be required following third reading of the bylaw and prior to bylaw adoption.

Construction Traffic Management Plan

In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) with submission of a Highway Use Permit application.

The CTMP must outline how the applicant will work to minimize construction impacts on pedestrian and vehicle movement along Spicer Road and Amherst Avenue. The plan is

required to be approved by the District prior to issuance of the required demolition permit.

PUBLIC INPUT

In accordance with the District's policy on Non-Statutory Public Consultation for Development Projects, a letter was sent to approximately 84 addresses in an area exceeding 100 m of the site, and a bi-directional sign was placed on the property to notify passersby of the proposal and provide an opportunity for input.

One comment has been received expressing opposition to the rezoning due to impacts associated with light industrial uses such as noise, heavy vehicle traffic, and dust, as well as perceived security risks arising from visitors to the site.

Redacted public input is attached as Attachment 3.

CONCLUSION

The proposal assists in preserving the existing employment lands in one of the District's key industrial hubs, and in providing for the intensification of industrial uses.

The rezoning proposal is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Introduce Bylaw 8568, and refer to a Public Hearing (staff recommendation);
2. Refer the project back to staff for further consideration; or
3. Defeat the bylaw at First Reading.

Respectfully submitted,



Taylor Jenks
Development Planner

ATTACHMENTS

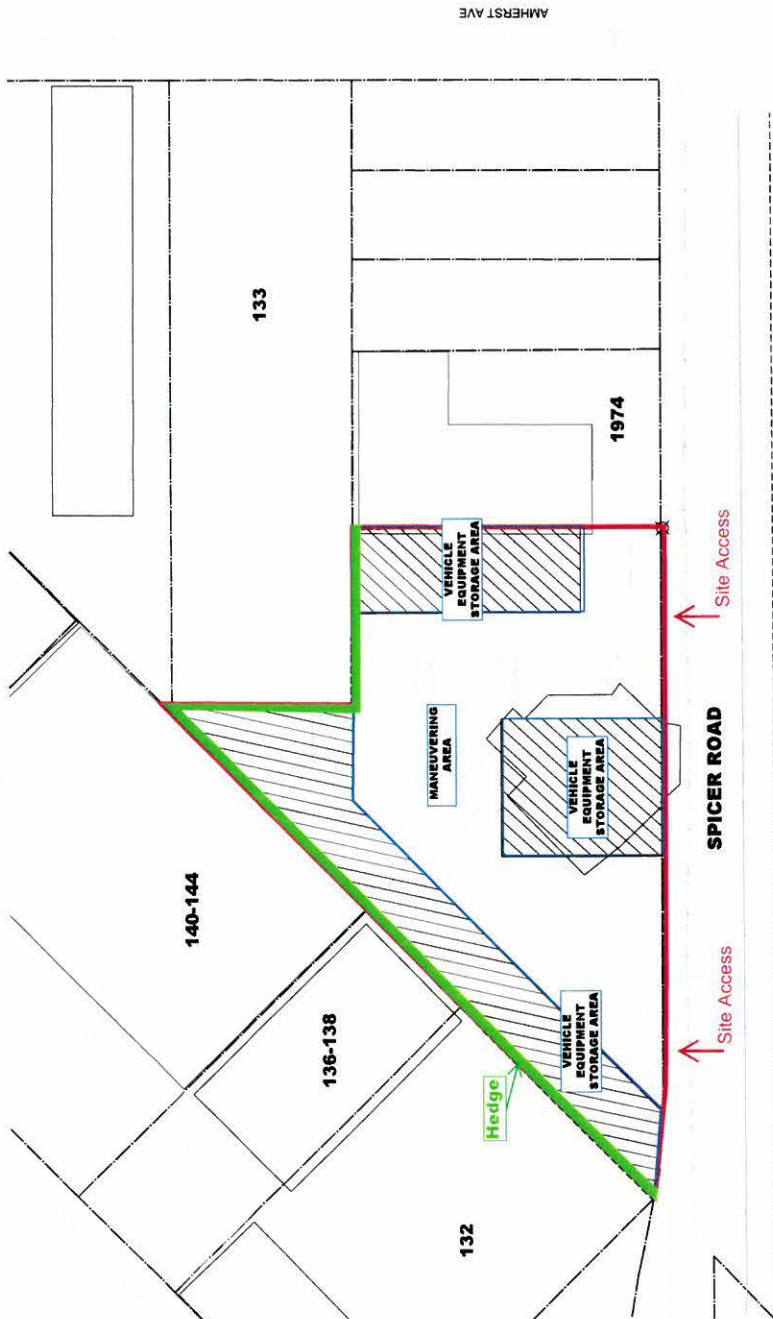
1. Proposed Site Plan
2. District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)
3. Redacted Public Input

SUBJECT: Bylaw 8568: Rezoning from Public House Commercial (C6) to Employment Zone-Light Industrial (EZ-LI) at 1970 Spicer Road.

April 20, 2022

Page 8

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	_____		



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READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "Rezoning Bylaw 1418 (Bylaw 8568)" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

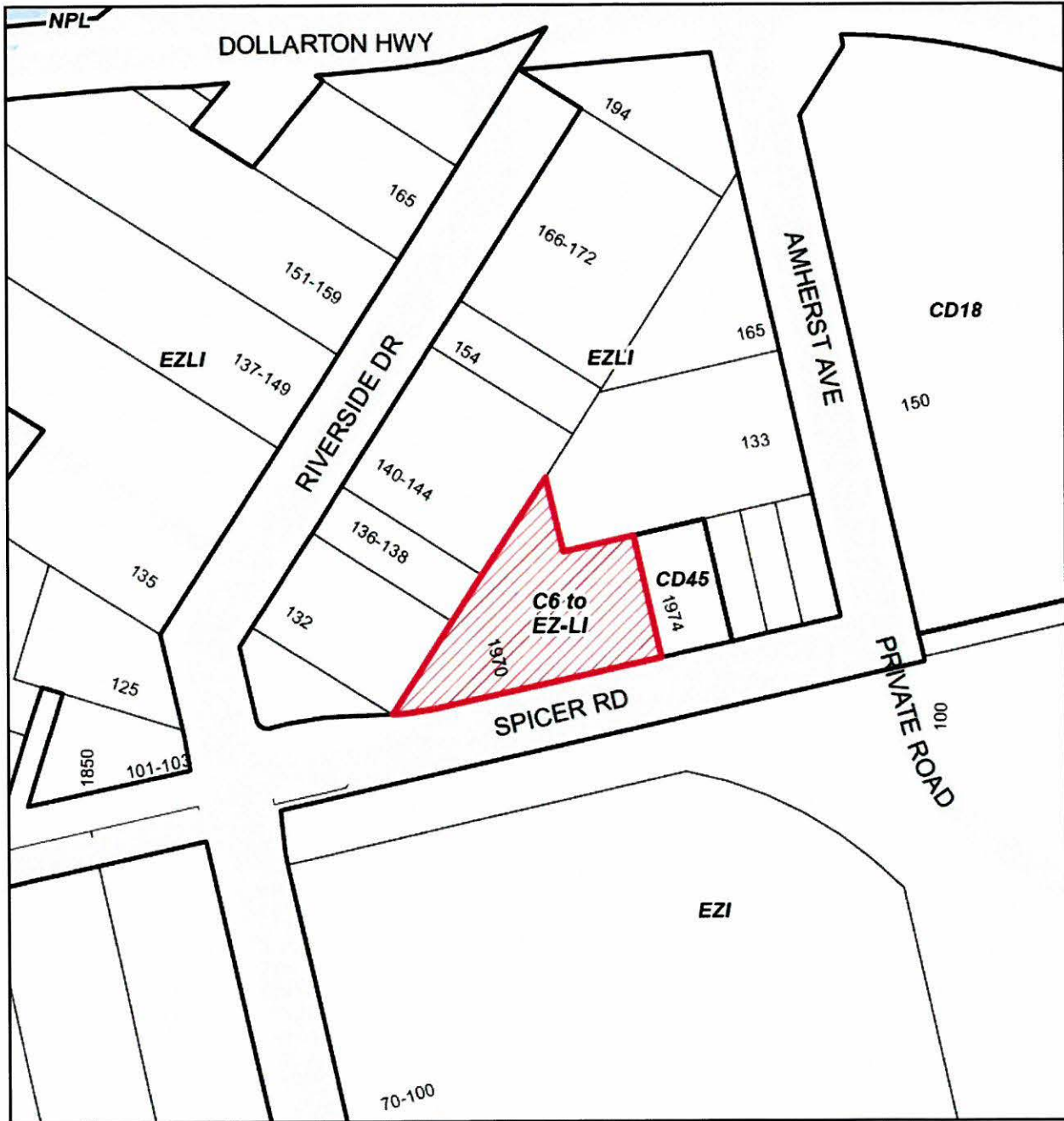
Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8568

BYLAW 8568

District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)



PUBLIC HOUSE COMMERCIAL ZONE (C6) TO
EMPLOYMENT ZONE-LIGHT INDUSTRIAL (EZ-LI)



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From: [REDACTED]
To: [Taylor Jenks](#)
Cc: [REDACTED] Mayor and Council - DNV
Subject: Rezoning application - 1970 Spice Road
Date: April 11, 2022 3:37:46 PM

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 Sir

RE CASE: PLN2022-00013 / application for rezoning 1970 Spice Road

[REDACTED]

We are opposed to the proposed rezoning of the property at 1970 Spicer Road [REDACTED]

We are not in favour of this rezoning for the stated purpose by Headwater Management proceeding further.

Our concerns and objections are as follows:

1. [REDACTED] property contains Thomas FX Group Inc and Thomas Film Studios. A rezoning that would allow heavy diesel trucks immediately behind [REDACTED] film studio would be extremely harmful for film studio operation and would negatively impact [REDACTED] clients, inhibiting the filming and recording of sound in [REDACTED] studio.
2. Increased heavy truck and personnel traffic on this lot will increase the possibility of crime and persons attempting to break into the [REDACTED] building . . . [REDACTED]
[REDACTED] we are very concerned about an increased crime risk if the property were to be rezoned.
3. We are very concerned about the amount of dust and debris that movement of a multitude of heavy trucks would generate, undoubtedly to the detriment of the health and safety of our employees, and the overall appearance of our property.
4. With a significant amount of heavy vehicular traffic activity on the site, there is no doubt that our building will be damaged by one or more of these trucks at various times, detracting from the value of our property and generating additional repair costs for our [REDACTED] business that would be recurring and inhibit our profitability.

We pay an outrageous amount of property tax. I submit that it would not be ethically correct for the District of North Vancouver, who benefits from the collection of these ever-escalating property

taxes, to allow an adjacent land use that would have such a negative effect on our commercial property and the profitability of our long standing business, [REDACTED]

Sincerely,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

PUBLIC HEARING

1970 Spicer Road

ZONING BYLAW AMENDMENTS

When: Tuesday, May 31, 2022 at 7pm

Where: 355 West Queens Road, North Vancouver, BC

How: The Public Hearing will be held in a hybrid format with a combination of in-person and electronic participation by some or all members of council, staff and the public. The public are invited to attend at the Council Chamber where they will be able to see and hear the entire proceedings. Those wishing to view or to participate in the meeting electronically may do so at <https://dnv.org.zoom.us/j/67910218298> or by phone by dialing 1-778-907-2071 and entering Meeting ID: 679 1021 8298

What: A Public Hearing for Bylaw 8568, proposed amendments to the Zoning Bylaw, to accommodate the outdoor storage of vehicles and equipment at 1970 Spicer Road.

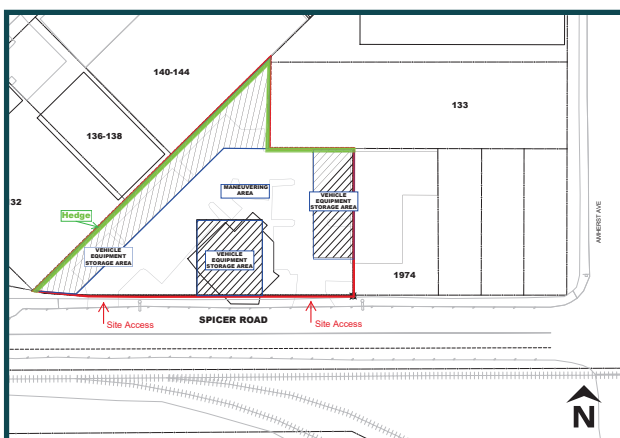
What Changes: Bylaw 8568 proposes to amend the District's Zoning Bylaw by rezoning the subject site from Public House Commercial Zone (C6) to Employment Zone – Light Industrial (EZ-LI). The EZ-LI Zone addresses permitted uses of land, buildings and structures and off-street parking and loading requirements.

When and How can I provide input?

We welcome your input on May 31, 2022 at 7pm. You may sign up to speak at the hearing by contacting the Municipal Clerk at signup@dnv.org prior to 3pm, Tuesday, May 31, 2022. You may also provide a written submission at any time prior to the close of the public hearing by sending it to the Municipal Clerk at input@dnv.org or by mail to Municipal Clerk, 355 West Queens Road, District of North Vancouver, BC, V7N 4N5. After the speakers list has been exhausted, there will be an opportunity for additional speakers who had not signed up in

advance to make submissions.

Please note that Council may not receive further submissions from the public concerning this application after the conclusion of the public hearing.




Need more info?

Relevant background material and copies of the bylaws are available for review online at [DNV.org/public-hearing](https://dnv.org/public-hearing).

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>May 9, 2022</u>
<input type="checkbox"/> Other:	Date: _____


Dept.
Manager


GM/
Director


CAO

8.8

The District of North Vancouver REPORT TO COUNCIL

April 20, 2022

Case: PLN2022-00013

File: 08.3060.20/013.22

AUTHOR: Taylor Jenks, Development Planner

SUBJECT: Bylaw 8568 - Rezoning from Public House Commercial (C6) to
Employment Zone - Light Industrial (EZ-LI) at 1970 Spicer Road.

RECOMMENDATION

THAT "District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)" is given FIRST reading;

AND THAT Bylaw 8568 is referred to a Public Hearing.

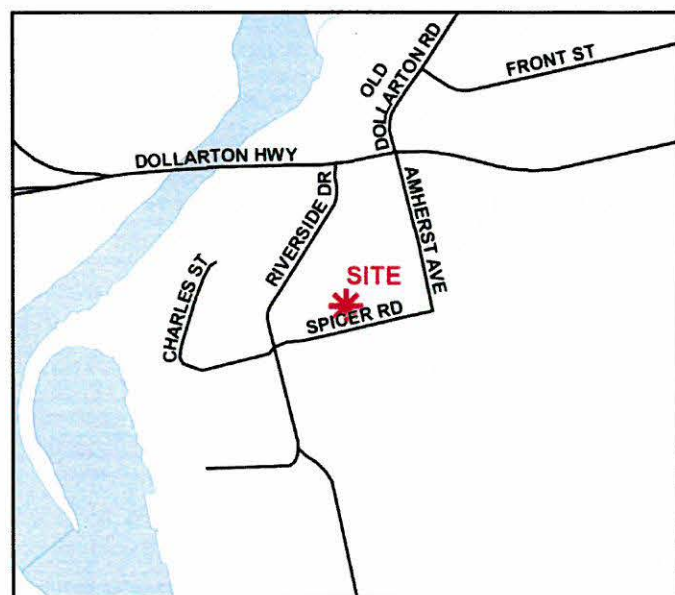
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The Rezoning Bylaw is recommended for introduction and referral to a Public Hearing.

SUMMARY

Scott Lenz of Headwater Management has applied to rezone the site of the previous "Maplewood Pub" at 1970 Spicer Road from existing Public House Commercial Zone (C6) to Employment Zone - Light industrial (EZ-LI). The rezoning would accommodate the outdoor storage of company vehicles and equipment associated with a local construction business. The proposal involves demolition of the existing building, and returning the site to a state that supports light industrial activities.

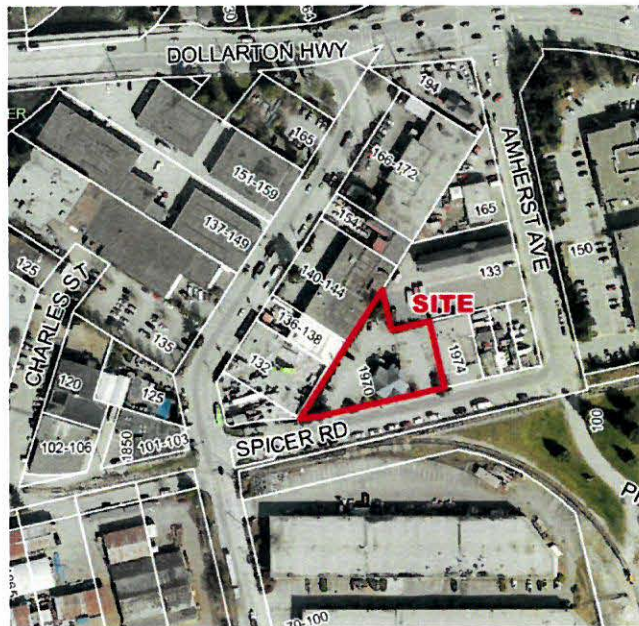


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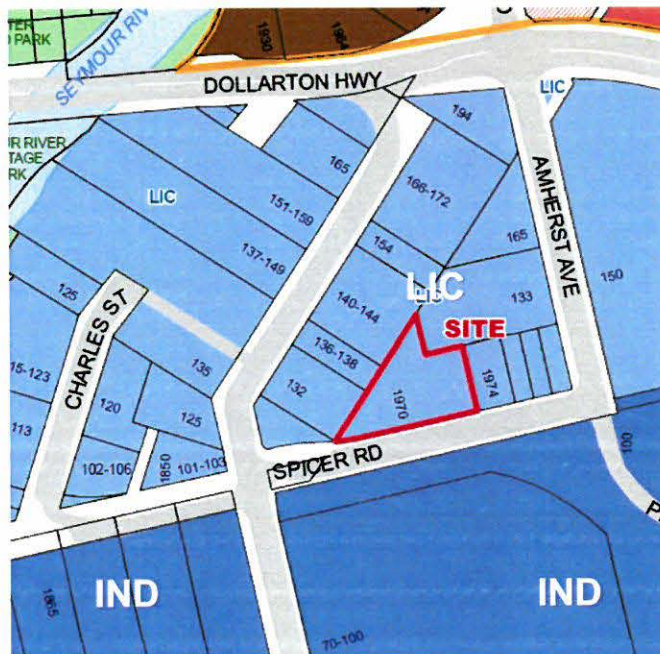


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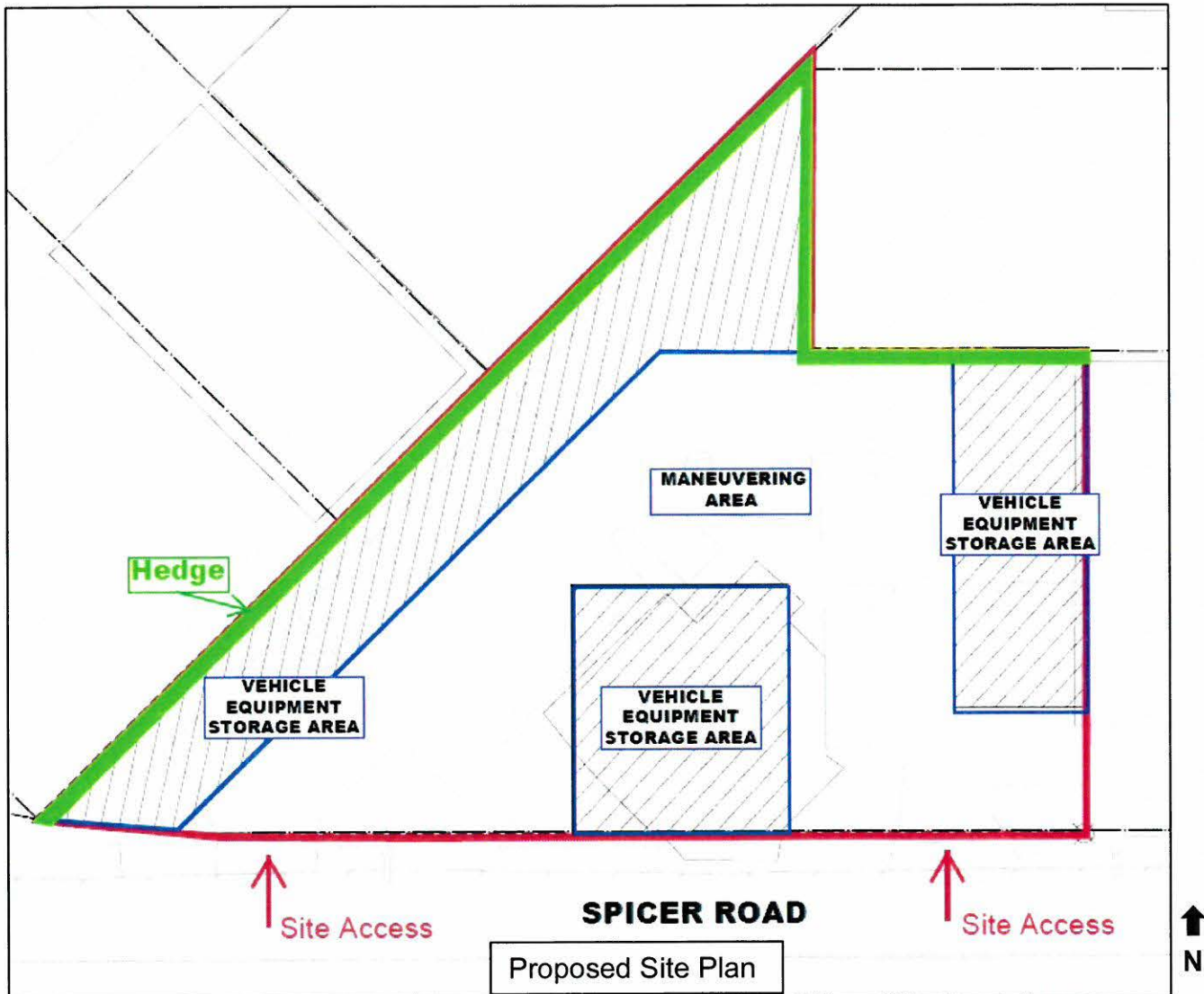
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PROPOSAL

A proposed site plan has been submitted with the rezoning application, which delineates three primary areas for the storage of vehicles and equipment as shown on the image on the next page. The storage areas are located around the exterior of the site which will ensure sufficient space is available for the movement of vehicles through the site.

Two driveway accesses are proposed from Spicer Road using existing let-downs, which will help to ensure safe vehicle movement and visibility when entering and exiting the site. The proposal includes the demolition of the existing building, and resurfacing of the site in a dust-free surface as required by the Zoning Bylaw. Existing hedging along the north property line as well as the tree in the southwest corner of the site are proposed to be retained which will assist in reducing impacts on neighbouring industrial properties. No new building construction is proposed at this time.



Development Permits

The site is designated within the following Development Permit Areas (DPAs):

- Form and Character of Commercial, Industrial and Multi-family Development;
- Energy and Water Conservation and Green House Gas Emission Reduction; and
- Protection of Development from Hazardous Conditions - Creek Hazard.

The application is exempt from the requirement to obtain a Development Permit for Form and Character, as well as Energy and Water Conservation and Green House Gas Emission Reduction, as the proposal does not involve the construction or installation of any new building or structure. Any future proposals which include buildings or structures would be required to obtain these development permits and would be subject to review against the applicable guidelines in Schedule B of the OCP.

The site is identified as a potential flood hazard area in the Protection of Development from Hazardous Conditions - Creek Hazard DPA. The application is exempt from the requirement to obtain a Development Permit for Protection of Development from Hazardous Conditions – Creek Hazard, as there is no expansion of the building footprint and does not include the construction of habitable space. Any future proposal involving building or structures may require a Development Permit and would be subject to review against a Flood Hazard report prepared by a qualified professional.

Parking

The applicant is proposing to rezone the site to EZ-LI, with the intent to use the property for parking of vehicles associated with their business. As the proposal does not include the construction of new floor area, the Zoning Bylaw does not require additional parking on-site.

Development Cost Charges

The payment of Development Cost Charges (DCCs) will not be required with this proposal as no additional Gross Floor Area is proposed.

Concurrence

The project has been reviewed by staff from the Building, Engineering, Community Planning, Environment, Transportation, Construction Traffic Management, Property Use, Legal, and Fire Departments.

District of North Vancouver Rezoning Bylaw 8568 affects land lying within 800 m of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Infrastructure will be required following third reading of the bylaw and prior to bylaw adoption.

Construction Traffic Management Plan

In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) with submission of a Highway Use Permit application.

The CTMP must outline how the applicant will work to minimize construction impacts on pedestrian and vehicle movement along Spicer Road and Amherst Avenue. The plan is

required to be approved by the District prior to issuance of the required demolition permit.

PUBLIC INPUT

In accordance with the District's policy on Non-Statutory Public Consultation for Development Projects, a letter was sent to approximately 84 addresses in an area exceeding 100 m of the site, and a bi-directional sign was placed on the property to notify passersby of the proposal and provide an opportunity for input.

One comment has been received expressing opposition to the rezoning due to impacts associated with light industrial uses such as noise, heavy vehicle traffic, and dust, as well as perceived security risks arising from visitors to the site.

Redacted public input is attached as Attachment 3.

CONCLUSION

The proposal assists in preserving the existing employment lands in one of the District's key industrial hubs, and in providing for the intensification of industrial uses.

The rezoning proposal is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Introduce Bylaw 8568, and refer to a Public Hearing (staff recommendation);
2. Refer the project back to staff for further consideration; or
3. Defeat the bylaw at First Reading.

Respectfully submitted,



Taylor Jenks
Development Planner

ATTACHMENTS

1. Proposed Site Plan
2. District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)
3. Redacted Public Input

SUBJECT: Bylaw 8568: Rezoning from Public House Commercial (C6) to Employment Zone-Light Industrial (EZ-LI) at 1970 Spicer Road.

April 20, 2022

Page 8

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	_____		

The Corporation of the District of North Vancouver

Bylaw 8568

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

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

Citation

1. This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)”.

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
 - a) The Zoning Map is amended in the case of lands illustrated in the attached map (Schedule A) by rezoning the land from Public House Commercial Zone (C6) to Employment Zone-Light Industrial (EZ-LI)
 - b) The Siting Area Map section is amended by deleting Plan Section C/25.01

READ a first time May 9th, 2022

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “Rezoning Bylaw 1418 (Bylaw 8568)” as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8568

BYLAW 8568

District of North Vancouver Rezoning Bylaw 1418 (Bylaw 8568)



PUBLIC HOUSE COMMERCIAL ZONE (C6) TO
EMPLOYMENT ZONE-LIGHT INDUSTRIAL (EZ-LI)



PUBLIC HEARING

1970 Spicer Road

ZONING BYLAW AMENDMENTS

When: Tuesday, May 31, 2022 at 7pm

Where: 355 West Queens Road, North Vancouver, BC

How: The Public Hearing will be held in a hybrid format with a combination of in-person and electronic participation by some or all members of council, staff and the public. The public are invited to attend at the Council Chamber where they will be able to see and hear the entire proceedings. Those wishing to view or to participate in the meeting electronically may do so at <https://dnv.org.zoom.us/j/67910218298> or by phone by dialing 1-778-907-2071 and entering Meeting ID: 679 1021 8298

What: A Public Hearing for Bylaw 8568, proposed amendments to the Zoning Bylaw, to accommodate the outdoor storage of vehicles and equipment at 1970 Spicer Road.

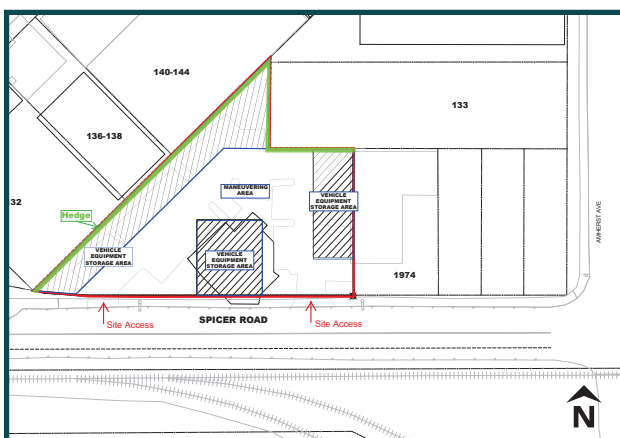
What Changes: Bylaw 8568 proposes to amend the District's Zoning Bylaw by rezoning the subject site from Public House Commercial Zone (C6) to Employment Zone – Light Industrial (EZ-LI). The EZ-LI Zone addresses permitted uses of land, buildings and structures and off-street parking and loading requirements.

When and How can I provide input?

We welcome your input on May 31, 2022 at 7pm. You may sign up to speak at the hearing by contacting the Municipal Clerk at signup@dnv.org prior to 3pm, Tuesday, May 31, 2022. You may also provide a written submission at any time prior to the close of the public hearing by sending it to the Municipal Clerk at input@dnv.org or by mail to Municipal Clerk, 355 West Queens Road, District of North Vancouver, BC, V7N 4N5. After the speakers list has been exhausted, there will be an opportunity for additional speakers who had not signed up in

advance to make submissions.

Please note that Council may not receive further submissions from the public concerning this application after the conclusion of the public hearing.



Need more info?

Relevant background material and copies of the bylaws are available for review online at [DNV.org/public-hearing](https://dnv.org/public-hearing).

3 Employment Lands



2030 TARGET

33% increase in built square feet in employment lands

- 3.1 Protecting the Employment Function of Employment Lands
- 3.2 Intensifying Uses on Employment Lands
- 3.3 Enabling a Diverse Range of Economic Uses within Employment Lands
- 3.4 Ensuring a High Quality Business Environment in Employment Lands
- 3.5 Land Use Designations for Employment Lands

The urban structure (Chapter 2) provides diverse opportunities for economic activity such as office and retail in centres, employment in schools and Capilano University and home-based businesses. In addition to these, our industrial and light industrial employment lands play a vital role in achieving our vision of becoming a more complete and balanced community. These areas are predominantly dedicated to employment uses. The development of employment lands should provide for a continued and expanded supply of quality local jobs, enable reduced commuting times and associated greenhouse gas emissions and enhance the municipality's prosperity. **The District's objective for employment lands is to encourage wealth-generating investment resulting in net new employment and increased tax revenue, which benefits the whole community.**

Located in Lower Capilano, Lower Lynn, and Maplewood, land use in these employment areas is comprised of two designations: **Industrial and Light Industrial Commercial**. Uses in the Industrial designation relate

to port-oriented and major industrial type uses such as transportation, warehousing, and manufacturing. Port lands are under federal jurisdiction and are managed by Port Metro Vancouver. Uses in the Light Industrial Commercial designation relate to light industrial and business or “tech” park type uses including research and development. Most retail uses are restricted in both designations, as the walkable and transit-friendly network of centres are better locations for these types of business. Residential uses are also controlled in employment lands, to prevent the erosion of lands available to business and industry. Additional Economic Development policies are found in Chapter 8.

3.1 Protecting the Employment Function of Employment Lands

The District’s objective is to ensure an adequate supply of land for business exists to enable significant economic activity and jobs in the community. Protecting employment lands provides stability and reassurance to existing and potential business owners and industries, which increases the likelihood of long-term business investment in the community.

POLICIES

1. Monitor the availability of Industrial and Light Industrial Commercial land and developable floor space to facilitate an adequate supply for economic growth
2. Limit residential uses to accessory care-taker units, and to live-work units in Light Industrial Commercial areas within or proximate to the network of centres
3. Direct major retail uses to the network of centres and limit retail in Industrial and Light Industrial Commercial areas to compatible accessory uses and to appropriate conditional uses
4. Direct major office uses to sites within and proximate to the network of centres

3.2 Intensifying Uses on Employment Lands

With constraints on land supply, it is important to make efficient use of available areas on all employment lands. Intensifying economic uses in employment lands allows businesses to grow while keeping their overall footprint in the community small. **The District’s objective is to make more intense use of our employment land base.** This means more jobs per acre, more opportunities for new business, and more revenue generating opportunities within the community.

POLICIES

1. Encourage a productive and efficient use of employment lands
2. Encourage infill development and the redevelopment of under utilized sites with Industrial and Light Industrial Commercial uses

3.3 Enabling a Diverse Range of Economic Uses within Employment Lands

Diversity provides stability across the ups and downs of particular industries and sectors, which helps ensure our ongoing vibrancy. The economy is continually changing, and over the long-term horizon of this plan it is important for businesses to be able to change to take advantage of new opportunities, introduce new products, and use new technologies. Some businesses need many uses on the same site. **The District's objective is to provide flexibility for businesses to grow and adapt, while avoiding land use conflicts.**

POLICIES

1. Encourage flexibility of compatible uses while preserving the primary function of employment lands
2. Preserve Industrial designated lands for industrial uses and uses that are accessory or supportive of industrial activities
3. Facilitate an appropriate mix of light industrial and non-retail commercial uses in Light Industrial Commercial designated lands



Priority Actions Summary

These actions make significant contributions to the goals in the four topic areas, as illustrated below.



Contributes to goals



These priority actions are to be implemented using the following lenses:



Key

.....







PRIORITY ACTION #1

Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space

This action could include:

Focusing on completing the compact Town and Village Centres that are housing-diverse, mixed-use, and offer a range of services within walking and cycling distance (e.g., amenities, transit, housing, employment, and recreation opportunities). Considering approval of applications that contribute to achieving the “network of centres” vision in the Official Community Plan while ensuring new development has low greenhouse gas emissions and is resilient to climate change.

Contributes to Goals	Trajectory Stage	District's Role	Cost
	 Accelerate	 Partner	

Desired Outcomes

- Complete, connected communities where people can live, work, learn, and play.
- High quality, safe, and comfortable walking, cycling, and transit connections within the District's Town and Village Centres.
- Housing and business forms that suit diverse needs, lower greenhouse gas emissions, support rapid transit, and are resilient to climate change. Rapid Transit options can include Rapid Bus, SkyTrain, and/or Light Rail.

Current Trajectory

Development has been progressing in the Town and Village Centres, resulting in new homes and business space, contribution to community amenities, and new walking and cycling infrastructure. Growth in the Town and Village Centres has started to result in improving transit service and regional plans for more frequent and rapid transit in the future.

As the Town and Village Centres are still in progress to realize the OCP vision, there are amenities and walking and cycling routes that have not yet been completed, and some challenges for businesses hoping to grow along with local residents.



Equity Considerations



- Prioritize the creation of affordable housing that is integrated into the Town and Village Centres.
- Encourage development and approval of housing designed to accommodate low-income families and seniors.
- Prioritize inclusion and accessibility in the development of public and private spaces in Town and Village Centres to ensure the safe mobility and inclusion of all people regardless of abilities.
- Integrate facilities providing public services such as libraries, parks, affordable child care, and grocery stores throughout neighbourhoods within the District. Ensuring they are located where the people are.
- Secure spaces for non-profit community and social service providers.

Partners

- Development Community
- Social Service Organizations

Implementing Activities

Activities

-  **A** Conduct a Development Approvals Program review to capture a streamlined and consistent Town and Village Centres approval process that prioritizes and incentivizes development that is aligned with the District's goals.
-  **B** Focusing on Town and Village Centres, continue to explore incentives and policies that achieve the District's housing goals, and clearly communicate these programs and policies.
- C** Ensure that development within the Town and Village Centres meets multiple community objectives and contributes to this priority action, as well as others.
- D** Ensure that Town and Village Centres are delivered with enough density to support future rapid transit.
- E** Ensure that development provides off-site amenities, including active transportation infrastructure and comfortable bus stops and on-site amenities, including secure bicycle parking, adequate passenger loading / unloading zones. Also ensure that all development meets Transportation Demand Management and Parking Management policies.
- F** Identify central locations for freight delivery loading / unloading for smaller vehicles and cargo bicycles in proximity to Town and Village Centres.
- G** Implementing new low-carbon standards for all new residential and commercial buildings (July 2021).
- H** Ensure Town and Village Centres are planned and developed to be resilient to climate change and sea level rise in accordance with the District's Climate Change Adaptation Strategy, the North Shore Sea Level Rise Strategy, and other applicable policies.
- I** Identify opportunities within Town and Village Centres to enhance ecosystems and protect natural assets on private and public lands.
- J** Undertake a Town and Village Centre-focused commercial strategy to both identify existing barriers to development and to highlight effective mitigation and development incentive measures (see also Supporting Action #4).
- K** Ensure that diverse and affordable housing types are located close to services, employment and transit.
- L** Identify opportunities to develop parks and recreation facilities within Town and Village Centres in a way that enhances equity and climate goals.



Supporting a Vibrant Economy and Jobs-Housing Balance

Why is this important?

A diverse and resilient local economy is a key element of a healthy community and of the vision expressed in the OCP. It is enabled by clear land use policies and by fostering the attributes of a desirable community where businesses, and the people who work in them, want to be. This requires planning appropriate and compatible economic activity in various areas. It also needs a diverse supply of housing that is linked to jobs, recreation and other daily activities through good roads, transit, cycling and walking.

The long term goal is for a sustainable jobs-housing balance in the District. However, recent experience is that increasing numbers of people are coming to and through North Vancouver from elsewhere to work, exacerbating traffic congestion. Changes in community structure and business decisions impacting valuation and assessments are resulting in challenges for some local businesses. At the same time, the increasing demand for recreational and tourism services in this growing region has both positive effects on economic vitality and negative impacts on local neighbourhoods.

WHAT WE WANT TO ACHIEVE

We are committed to the long term objective of a vibrant local economy that includes resident local businesses, commercial, light industrial and major port activity. Key outcomes for us in this term include addressing property assessment inequities, ensuring our land use plans and policies allow businesses to stay and grow in the District and working with local operators and other partners to allow the region's citizens and visitors to responsibly enjoy the natural

and tourist attractions in our neighbourhoods.

THE ACTIONS WE ARE GOING TO TAKE

We have a key role to play as leaders in a collaborative process with stakeholders, other municipalities and the Province to address fundamental issues with the property assessment system, which are threatening the economic viability of both businesses and local governments. The Corporate Plan will also include work for the organization to:

- Measure recreational and tourism use of roadways, infrastructure and amenities and the impact on mobility and livability
- Work with partners and find innovative ways to manage access to parks and tourism attractions, prioritizing safety and minimizing local area impacts
- Assess the impact of plans and policies on retaining and attracting employment opportunities
- Increase business friendliness in processes and services

PART 1: INTRODUCTION AND BACKGROUND

1 INTRODUCTION

1.1 SUMMARY AND PLAN CONTEXT

Identified as a Village Centre in the District of North Vancouver's 2011 Official Community Plan (OCP), Maplewood is one of the four key centres identified for growth in the Network of Centres Concept (see Figure 1). Roughly 1,500 new residential units are planned for, along with capacity for an additional 9,290 square metres (100,000 square feet) of new commercial space by 2030.

There are existing employment lands within, and immediately adjacent to, Maplewood including both heavy and light industries. One of the cornerstones of this plan is to protect and enhance existing employment lands and dramatically expand job-creating land uses in the Maplewood area. This plan aims to capture approximately 4,500 net new jobs and over a million square feet of employment floor area in the District by 2030 through new land use policies and regulations to support wealth-generating investment, create new employment opportunities and increase tax revenue, benefiting the entire community. The resulting mix of land uses will include options for living, working, playing, creating, and learning.

Recognizing the importance of locating good jobs in close proximity to housing options, 900 residential units are contemplated in the Innovation District to provide employee-oriented housing as a supportive use for the dramatic expansion of jobs contemplated in this implementation plan.

From a mobility standpoint, there is currently no standard street grid in Maplewood and cycling and pedestrian routes within the neighbourhood are sporadic and not connected to key destinations. Improvements for traffic and goods movement, circulation, and connectivity for all modes of travel (including, walking, cycling, transit, and driving) are contained in the plan to accommodate the anticipated growth in Maplewood.

Maplewood has significant green spaces within, and surrounding it. This includes the Maplewood Conservation Area, Windridge Park, Hogan's Pools Park, Maplewood Creek Park and Seymour River Heritage Park. These parks are largely natural areas and currently there is a limited amount of active recreational park space located directly within the community.

This plan aims to expand active recreational park space within the community and protect and enhance green spaces and environmentally sensitive features including steep escarpment slopes, watercourses, remnant forested areas, and riparian and mature forests, which support wildlife and resident and migratory bird species for future generations to experience and appreciate.

PART 2: VISION, PRINCIPLES AND POLICIES

2 MAPLEWOOD LAND USE PLAN AND IMPLEMENTATION POLICIES

2.1 VISION FOR MAPLEWOOD

The Official Community Plan vision for Maplewood Village, developed in consultation with the local community, is that Maplewood will be:

“a complete and balanced community with local jobs equalling the local labour force. In particular, jobs for local people and especially jobs for local young people should be encouraged and this will also have the merit of increasing the municipal tax base. New employment areas will reflect a high environmental standard and will also have high aesthetic standards, reflecting the community’s outstanding natural environment. There will be a variety of housing for all ages and incomes and family circumstances centred on a newly invigorated, walkable Maplewood village centre. Old Dollarton Road will become a key focus of pedestrian activity, a street lined with new retail business with apartments and live/work units above. The Maplewood village centre will be convenient for transit and pedestrians and will be the nerve centre of an extensive system of trails, which wend through the community stretching from the Seymour River to Windridge and from Hogan’s Pool to Burrard Inlet.”
(Schedule A, District Official Community Plan, 2011).

2.2 GUIDING URBAN DESIGN PRINCIPLES TO SUPPORT THE VISION

Compact Village Core:

the highest development densities and building heights, as specified in this plan, should be located within the village core area and include residential and mixed use residential/commercial uses.



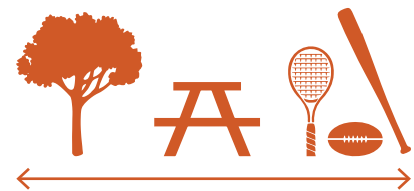
Distinct Neighbourhood Districts:

distinct, yet connected precincts within Maplewood, each with its own unique purpose and character, should be fostered.



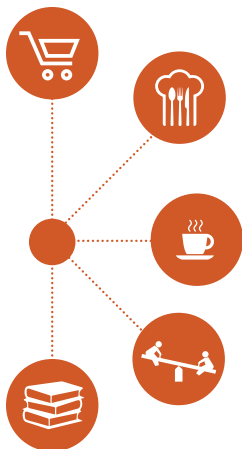
Connected and Diverse Public Realm and Green Space:

unique places should be created to integrate existing parks and trails with a series of interconnected community, and smaller active parks, natural park areas, and plazas within the community.



Strong Commercial Centre and Clustered Community Services:

small plaza spaces and a community hub should be integrated within the village core to serve as the primary commercial and service areas for Maplewood Village Centre.



Walkable Community:

buildings presenting an attractive face to the street, with architectural details, public art, wayfinding, and site-design elements that are inviting and friendly to people walking. The Village Centre should include a pedestrian-friendly High Street and shared street.



A "Green and Innovative" Character:

an authentic sense of place centred on integrating natural elements and places, green infrastructure, green building design, and the support of a sustainable lifestyle (including transit, walkable neighbourhoods, a complete community, and, live-work-recreation) should be fostered.



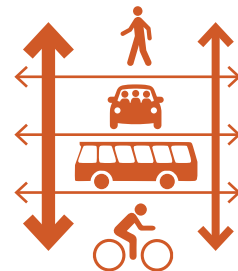
Diverse Development and Housing Types: development at various scales, types and forms should be provided that offers a range of options and tenures. Options for business, car-free development, and housing for a workforce living directly within the community.



Connect to the Water: public connections to the waterfront (river or inlet) should be provided where opportunities exist, while respecting and acknowledging river and coastal floodplains in the design of new development.



Clear Hierarchy of Streets, Improved Access and Multi-Modal Options: transportation connections and access for all modes (walking, cycling, transit, and driving), to/from/within the community should be improved, including a strong connection from the Village Centre to Maplewood North following a "complete streets" model.



Prioritize Environment: sensitive areas and wildlife corridors should be protected with opportunities for education, programming, and pilot projects such as daylighting of creeks.



Promote Innovative Employment Generation: new industry, innovative business opportunities, and small scale local start-ups as well as required municipal and protective services should be supported.



2.3 AREA STRUCTURE AND SCALE

Maplewood is approximately 80 hectares (198 acres) in area. Maplewood Village Centre is compact, with relatively small blocks making access to shopping and community services convenient. Maplewood North is about an 8-minute walk to the Village Centre, for an average person, and currently only connected via Dollarton Highway.

The concept plan for Maplewood illustrates a compact, complete, connected and energy-efficient community that includes a mix of land uses to provide residents with the opportunity to live, work, play, learn and create within their community.

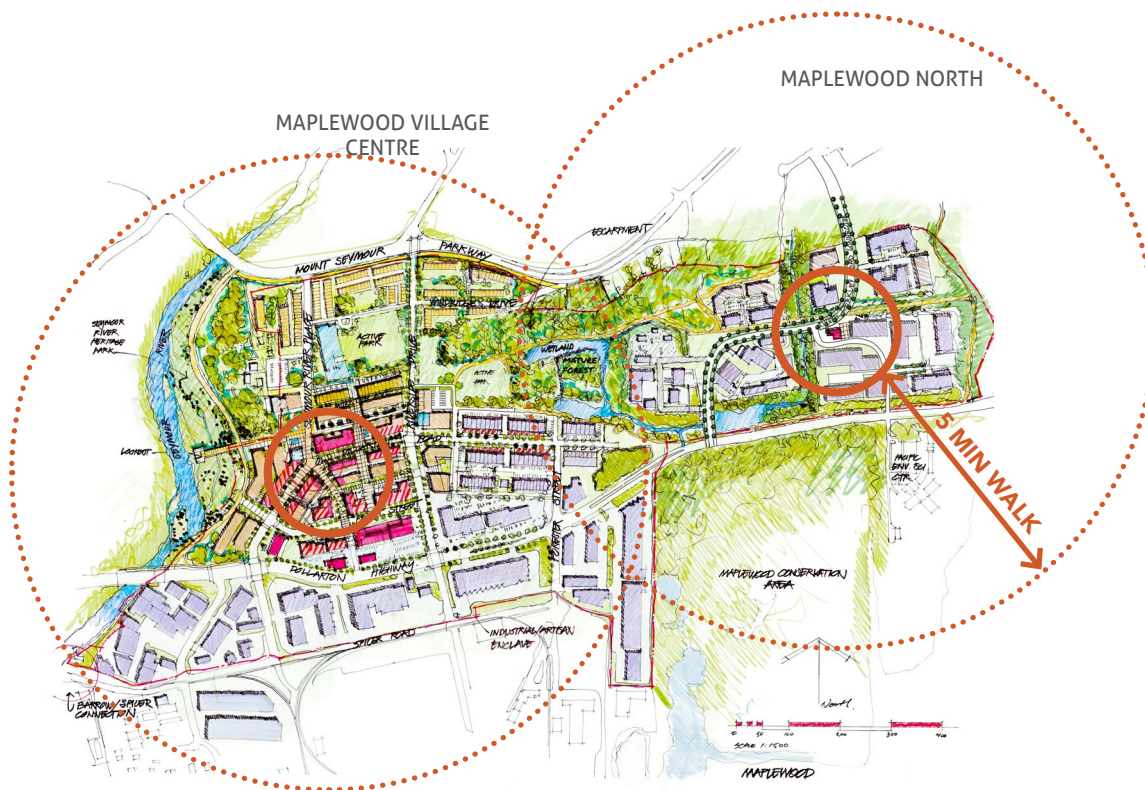


Figure 5: Area Structure & Scale

To achieve this vision for Maplewood the plan divides the area into three precincts: each with their own unique purpose, character and identity.

1. **Maplewood Village Centre** is the central commercial hub and includes a diversity of multi-family housing, mixed-use commercial/residential, live/work and small-scale artisan industrial housing, as well as institutional uses including a school and local community services.

2. **Maplewood North Innovation District** is a new district offering an innovative mix of employment, educational, recreational and limited residential and community uses in a campus-style structure. This area will be connected to the Village Centre by major arterial routes and an active transportation network. Parks, open space and natural areas are integrated throughout to create a connected network.
3. **Dollarton Highway South** is a strong industrial and employment area with opportunities to intensify as existing and local business expand and provides opportunities for the expansion of business park uses.

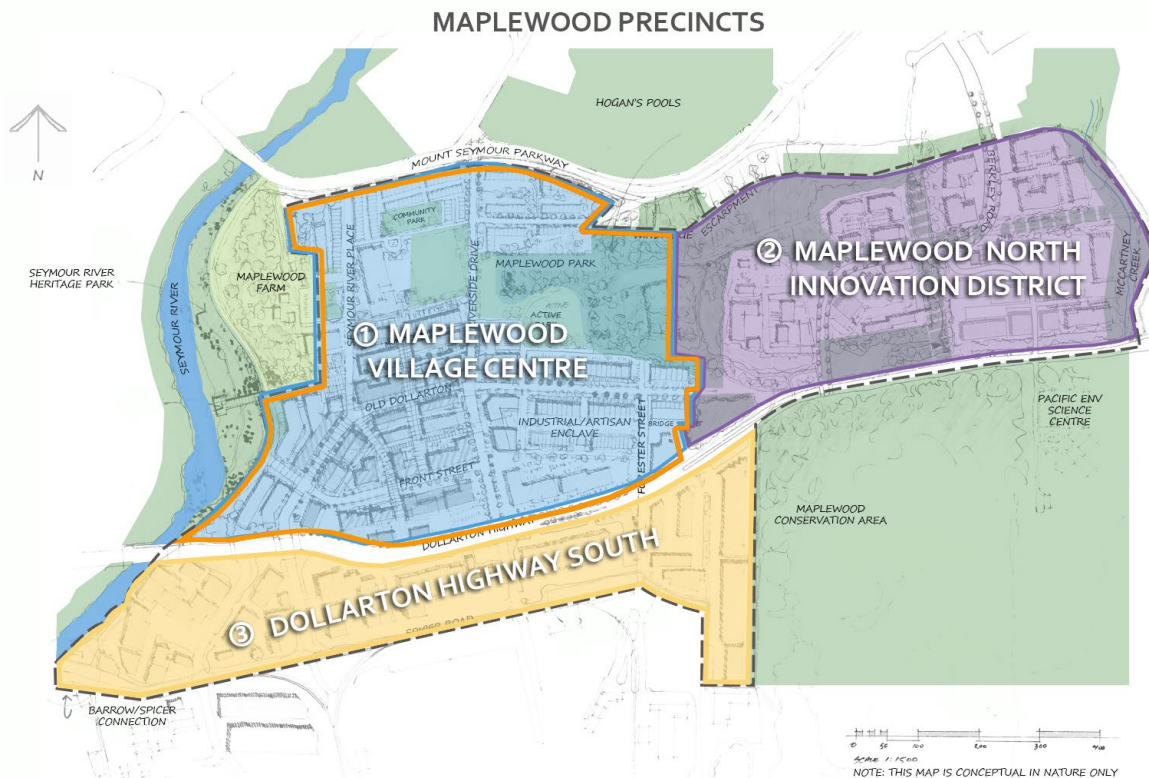


Figure 6: Maplewood Precincts



Design Concept Highlights

1. Village Heart - mixed-use commercial-residential, mid-rise apartment and live/work
2. Multi-family townhouses and/or low rise apartments
3. Light Industrial - Commercial - Business: Intensification of uses
4. Industrial Live/Work Precinct - artisan manufacturing
5. Innovation District Light Industrial / Commercial Business - with employee dedicated housing
6. Natural Park & Conservation Areas (within the planning area boundary)
7. Innovation District - Light Industrial Commercial-flexible employment area
8. Active Park Spaces

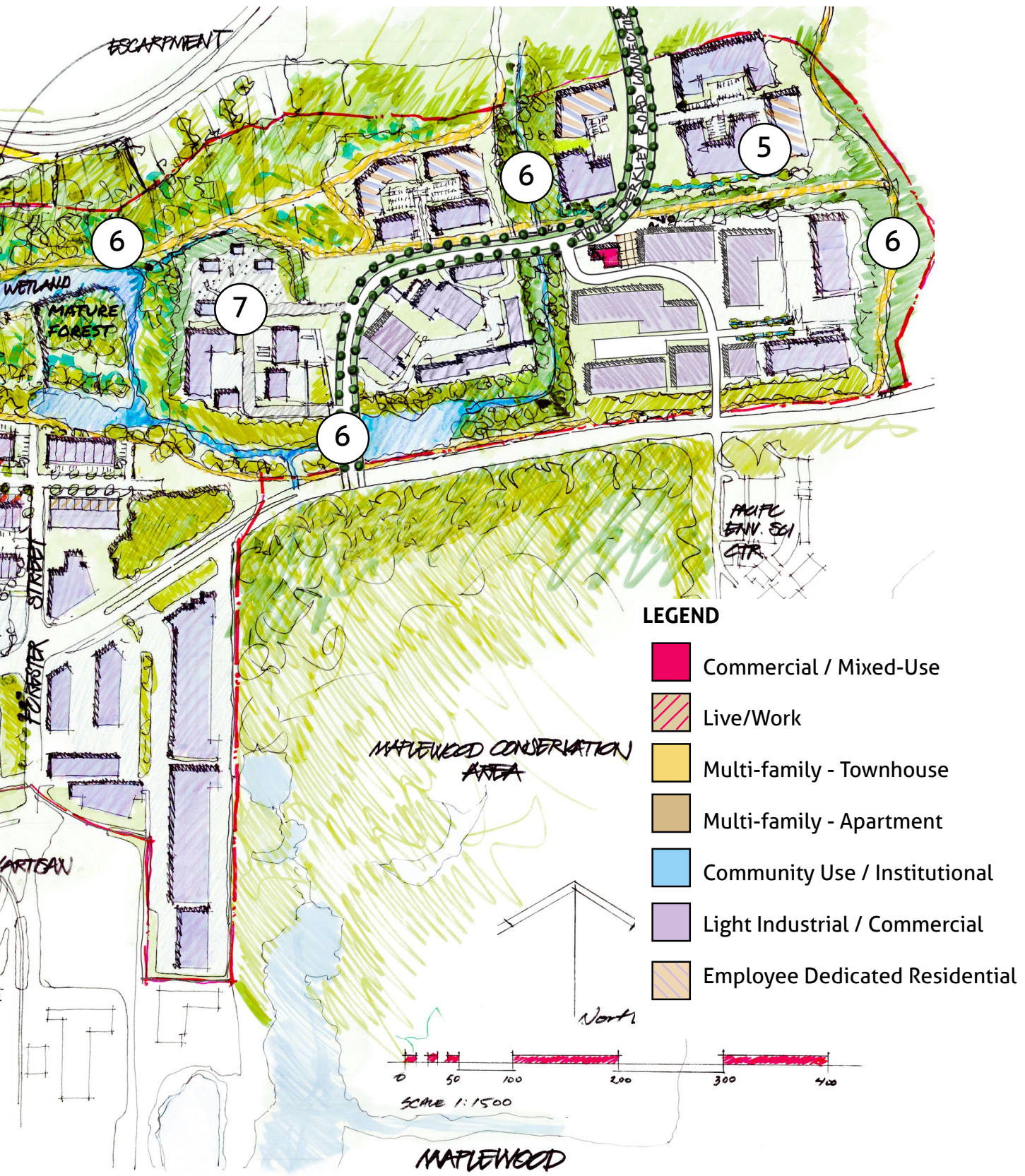


Figure 7: Illustrated Concept Plan for Maplewood












2.4 LAND USE DESIGNATIONS AND DENSITIES

Land use designations and associated densities are cited below:



Figure 8: Maplewood Land Use Plan

TABLE A: Land Use Designations

Land Use Category	Description
 Residential Level 4: Transition Multifamily	Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.
 Residential Level 6: Medium Density Apartment	Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.
 Commercial Residential Mixed-Use Level 1	Areas designated for commercial residential mixed-use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.
 Commercial Residential Mixed-Use Level 2	Areas designated for commercial residential mixed-use level 2 are intended predominantly for medium density general commercial purposes, such as retail, service and offices at limited sites within the District. Residential uses are typically expected to accompany commercial uses. Development in this designation is permitted up to approximately 2.50 FSR.
 Commercial	Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.
 Institutional	Areas designated for institutional are intended predominantly for a range of public assembly uses, such as schools, churches, recreation centres, and public buildings. Some commercial and accessory residential uses may be permitted.
 Light Industrial Commercial	Areas designated for light industrial commercial are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses. Supportive uses including limited retail and limited residential uses may be permitted.
 Light Industrial Commercial Mixed-Use - Innovation District	Areas designated for light industrial commercial mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and commercial uses, such as retail, service and office, are typically expected above street level. Supportive uses including limited institutional, and limited recreational uses may be permitted.
 Light Industrial Residential Mixed-Use - Innovation District	Areas designated for light industrial residential mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility, and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limited institutional, limited recreational, and residential-only uses may be permitted.
 Light Industrial Artisan	Areas designated for light industrial artisan are intended predominantly for a mix of small-scale light industrial, warehouse, service, utility and residential uses up to approximately 2.50 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limited office, and limited retail uses may be permitted.
 Parks, Open Space and Natural Areas	Areas designated for parks, open space and natural areas are intended for a range of public and private uses focused principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.

LAND USE POLICIES

- Require land uses to be in accordance with the Maplewood Land Use Plan (Figure 8).
- Proposals for rezoning of lands should be evaluated relative to the uses identified on the Land Use Plan, the policies of this plan and other District plans and policies.
- Encourage redevelopment in the Village Centre that is consistent with the Land Use Plan and at densities that support local commercial and transit service.
- Support mixed-use, medium-density housing with retail or live/work options at street level along Old Dollarton Road (west of Riverside Drive) and west of Seymour River Place.
- Support mixed-use, medium-density housing with industrial at street level and industrial or office on the second storey along Old Dollarton Road (east of Riverside Drive) where small business owners can live, work and create.
- Support light industrial commercial uses, including intensification of light industrial commercial uses on existing employment lands in Dollarton Highway South.
- Introduce an Innovation District in Maplewood North to encourage a flexible mix of light industrial commercial, institutional, recreational and residential uses within the same area to co-locate people and jobs and provide for the changing nature of employment.
- Promote opportunities for renewable energy technology industries and jobs in the Maplewood area recognizing the growth potential in the renewable energy sector.
- Focus most new local-serving commercial and services in the Village Centre, except a limited amount of small scale services that directly support daily worker needs within the Maplewood North Innovation District.
- Incorporate a new community hub with community services that promote physical and social activity and a diversity of space offerings in the Village Centre.
- Incorporate civic facilities to relocate municipal and protective services, such as a consolidated fire station and fire training centre in the Maplewood North Innovation District area to improve fire response.
- Continue to work with School District 44 to investigate the opportunity to retain the school use at its current location within the Village Centre.
- Provide a community park and neighbourhood park for active recreational opportunities within the Village Centre and improve green space connections within the overall area.
- Develop a cohesive Public Art Master Plan that identifies clear opportunities and priorities for the provision of public art.
- Support alternative forms and tenures of multi-family housing, such as fee simple rowhousing, co-housing and lock-off suites within the Village Centre.

2.14 PROXIMITY TO HEAVY INDUSTRY

Industry contributes significantly to the prosperity and success of the District, by providing employment opportunities, goods, and services enjoyed by businesses and residents. Heavy industrial activity does create some risk to nearby areas. In the District, studies and assessments have determined chemical hazard associated to an accidental release of chlorine as a risk having potential off-site impacts to neighbouring or proximate areas. The District's intention is to manage risk associated with development in these areas through appropriate site planning and building design.

Risk contours have been established for the Maplewood area due to the proximity of hazardous substances potentially used in areas designated for heavy industrial activities. Each risk contour identifies allowable land uses and densities permitted, based on the distance from the risk source.

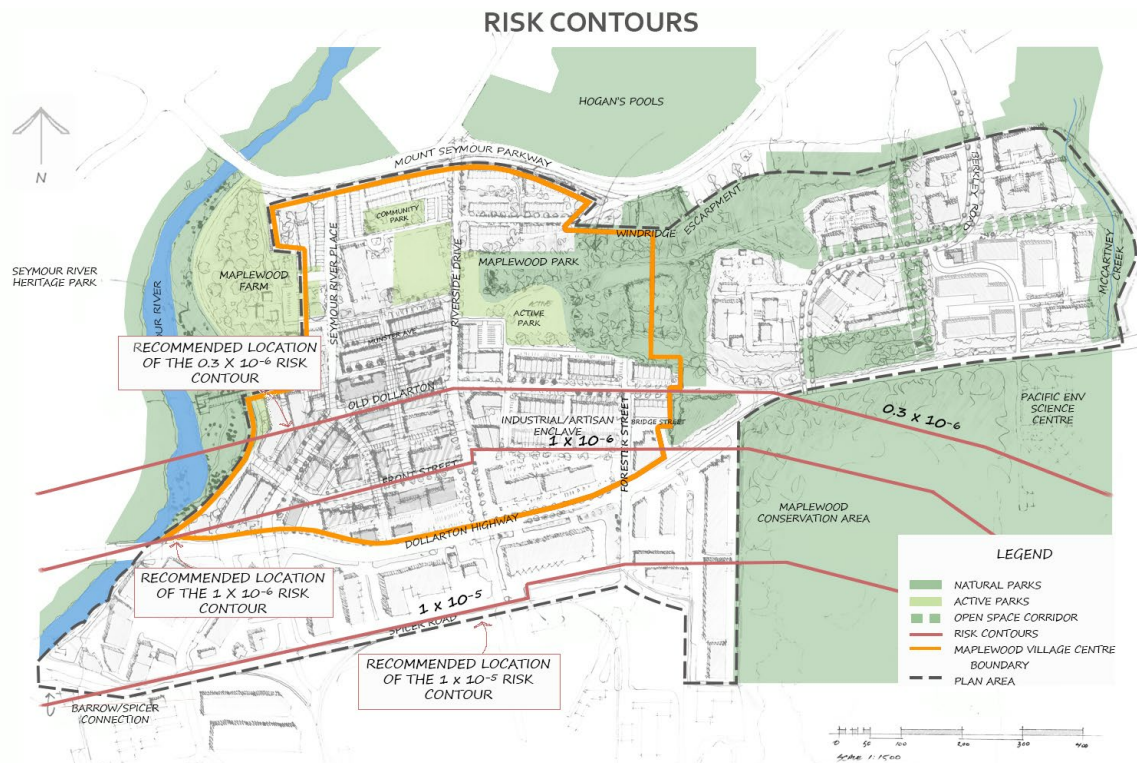


Figure 14: Risk Contours

POLICIES

- Encourage safety in the location and construction of development.
- Land uses, densities, building design and construction should generally be consistent with the MIACC (Major Industrial Accidents Council of Canada) best practice recommendations for appropriate land uses and densities from the risk source, or any similar, successor or replacement agency that may exist from time to time.

PART 3: MAPLEWOOD DESIGN GUIDELINES

The Maplewood Design Guidelines describe area-wide and precinct-specific design guidelines and strategies to enable the sensitive addition of new built form and public open space to the existing community. The guidelines apply across the entire Maplewood planning area, as well as within each of the unique precincts within Maplewood: the Village Centre, Maplewood North Innovation District, and Dollarton Highway South. As each precinct draws design inspiration from current and historic activities specific to the area, so do the built form and landscape design elements. The combination of area-wide and precinct-specific features and design elements will help maintain a level of consistency throughout Maplewood while allowing a unique character for each precinct to emerge.

The Maplewood Village Centre and Innovation District Implementation Plan and Design Guidelines are intended to augment the Form and Character guidelines in Schedule B of the Official Community Plan (2011), as amended.

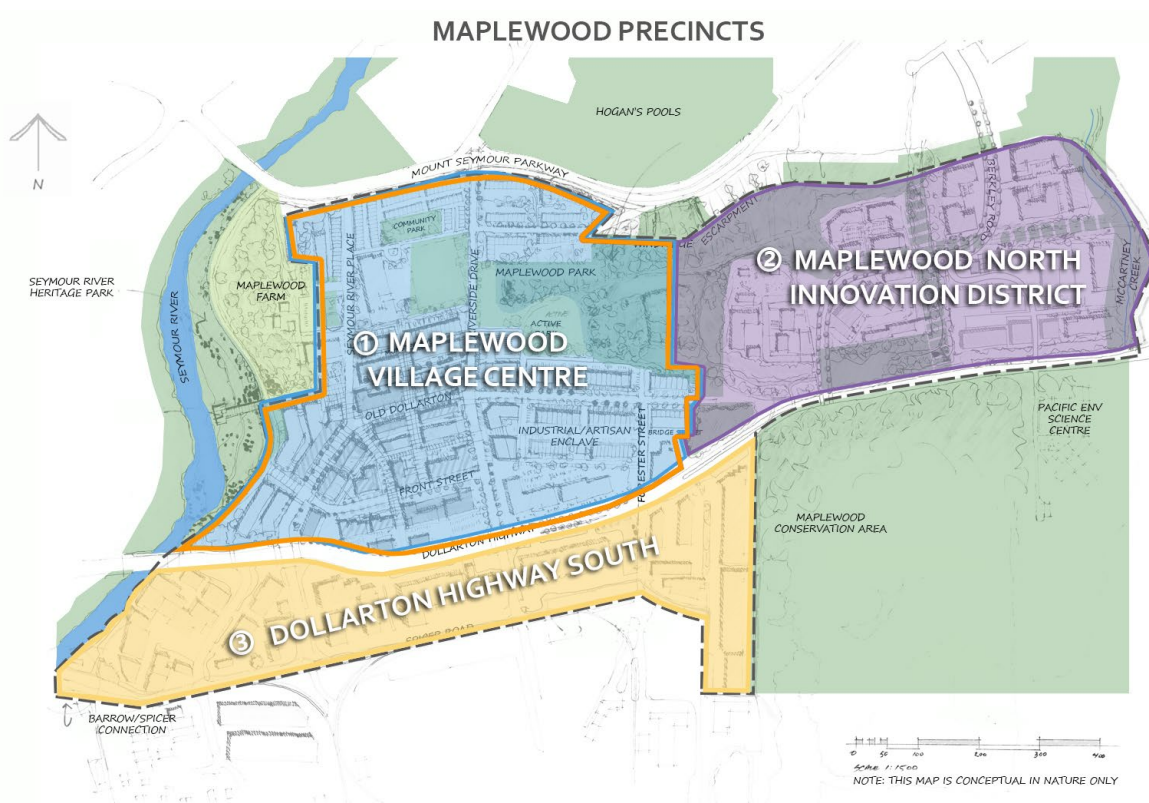


Figure 17: Maplewood Precincts

3 AREA-WIDE GUIDELINES

3.1 OVERALL INTENT

Maplewood's charm lies in the diversity of uses and styles that co-exist within a green and natural setting close to the Burrard Inlet. The intent of these guidelines is to support its emerging "eclectic mixed-use industrial" character. The plan establishes a clear vision for the neighbourhood as a highly sustainable, livable, and unique place that fits within and draws from its context and natural areas.

The overall intent of these guidelines is to create a vibrant, safe and accessible environment, whether urban or more natural, that is well connected, promotes pedestrian activity and comfort, and vibrant street life. This is achieved through supporting active transportation, transit-oriented design, creating a vibrant Village Centre and well-considered residential areas, as well as intensifying industrial commercial uses in Dollarton Highway South and establishing the Maplewood North Innovation District. These overall guidelines apply to all three precincts in the plan.

3.2 ORIENTATION AND SITING CONSIDERATIONS

- a. Building design should reflect the natural topography and context, and, to the extent possible, retain existing individual trees and forested areas.
- b. Development should avoid ESAs (Figure 13).
- c. Ensure new buildings meet energy efficiency standards and performance targets as guided by the BC Energy Step Code and promote the transition to net zero energy ready buildings by 2032.
- d. Encourage building energy benchmarking and labelling.
- e. For parcels located within the **1 x 10-6 risk contour**, new buildings or structures and associated accessory buildings or structures with residential components should incorporate the following measures in their design:
 - i. HVAC systems that maintain a slight positive pressure inside the building to prevent chlorine from entering.
 - ii. Toxic gas detectors for chlorine on building HVAC systems to automatically shut down air intake on high chlorine levels.
 - iii. Adequate exit routes (stair wells, doors, etc.) for evacuation, including battery backup lighting and/or other failsafe means of directional signage and guidance.
 - iv. Sealable doors at each floor level and/or within floor levels to restrict airflow movement as necessary.
 - v. Emergency phones for contact with emergency responders and building residents.
 - vi. Building public address systems for contact and communication with building occupants.
 - vii. Emergency plans clearly defining for all building occupants what to do to protect themselves should they be asked to evacuate or to shelter inside.

3.8 ACCESS, SERVICING AND ON-STREET PARKING

Plan policies aim to ensure developments provide adequate access, servicing and on-street parking for vehicles and bicycles, while minimizing negative impacts on the safety and attractiveness of the public realm.

VEHICLE ACCESS, SERVICING, AND ON-STREET PARKING

- a. On-street surface parking should be located to the rear of the building with parking access from the lane or adjacent street with the lowest functional classification.
 - i. If not feasible, locate on-street surface parking beside or in front of the building, adjacent to the public sidewalk provided the area is properly screened from the public sidewalk and other active open space areas. Consider the use of landscaping as a screen provided it maintains clear visibility into the parking areas to promote personal safety and security.
- b. Where property faces streets with the same functional classification, the following should be considered:
 - i. Access should be from the long face of the block.
 - ii. Minimal interruption of the public realm and streetscape treatment should be maintained.
 - iii. Appropriate surface treatments should be incorporated to denote designated cycle tracks or urban trails.
 - iv. Waiting or pick-up/drop-off areas should be located internal to the site and not be located in the public right-of-way.
 - v. Not more than one interruption per block face and one curb cut per street should be considered.
- c. Underground parking or covered on-street parking should be required for new residential and mixed-use buildings, where possible.
- d. Where underground parking is considered, ensure that groundwater is not discharged to the storm sewer or sanitary sewer.
- e. Structured underground or “tucked-under” parking should be preferred over on-street surface parking.
- f. Provide co-operative car and car sharing parking spaces on-site, and provide these parking spaces at grade and visible from the street, where possible.
- g. Any vehicular entrance and its associated components (gates, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building to minimize its exposure.
- h. Shared parking and access is encouraged, where feasible.
- i. Large parking lots should be discouraged.

8 DOLLARTON HIGHWAY SOUTH

8.1 INTENT

The area south of Dollarton Highway will continue to be focused on light industrial uses. The intent is to allow intensification of this area over time to create more employment opportunities. Multi-storey buildings with smaller units are encouraged as long as parking requirements can be met.



Dollarton Highway South area

8.2 BUILT FORM GUIDELINES

HEIGHTS AND MASSING

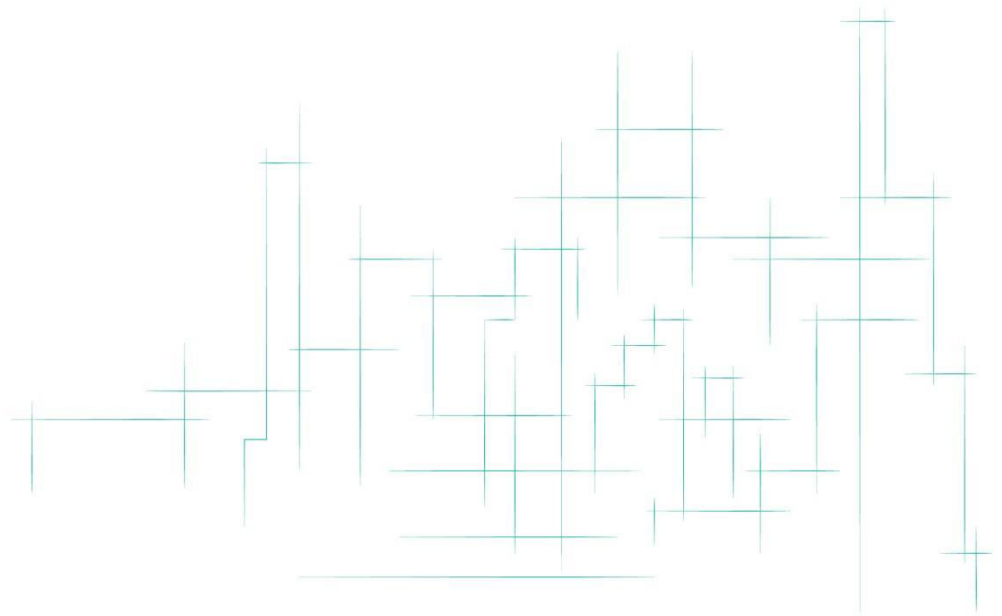
- Additional storeys should be visually differentiated while complementing the existing building.
- The use of materials should be consistent on all elevations.
- Steel, metal, glass, manufactured or natural stone, and concrete are preferred materials.
- Where materials on an office portion cannot be the same as on a plant portion, the materials should be compatible and designed in a unified manner.



Maplewood Employment Lands Strategy

For: District of North Vancouver

October 2016



Executive Summary

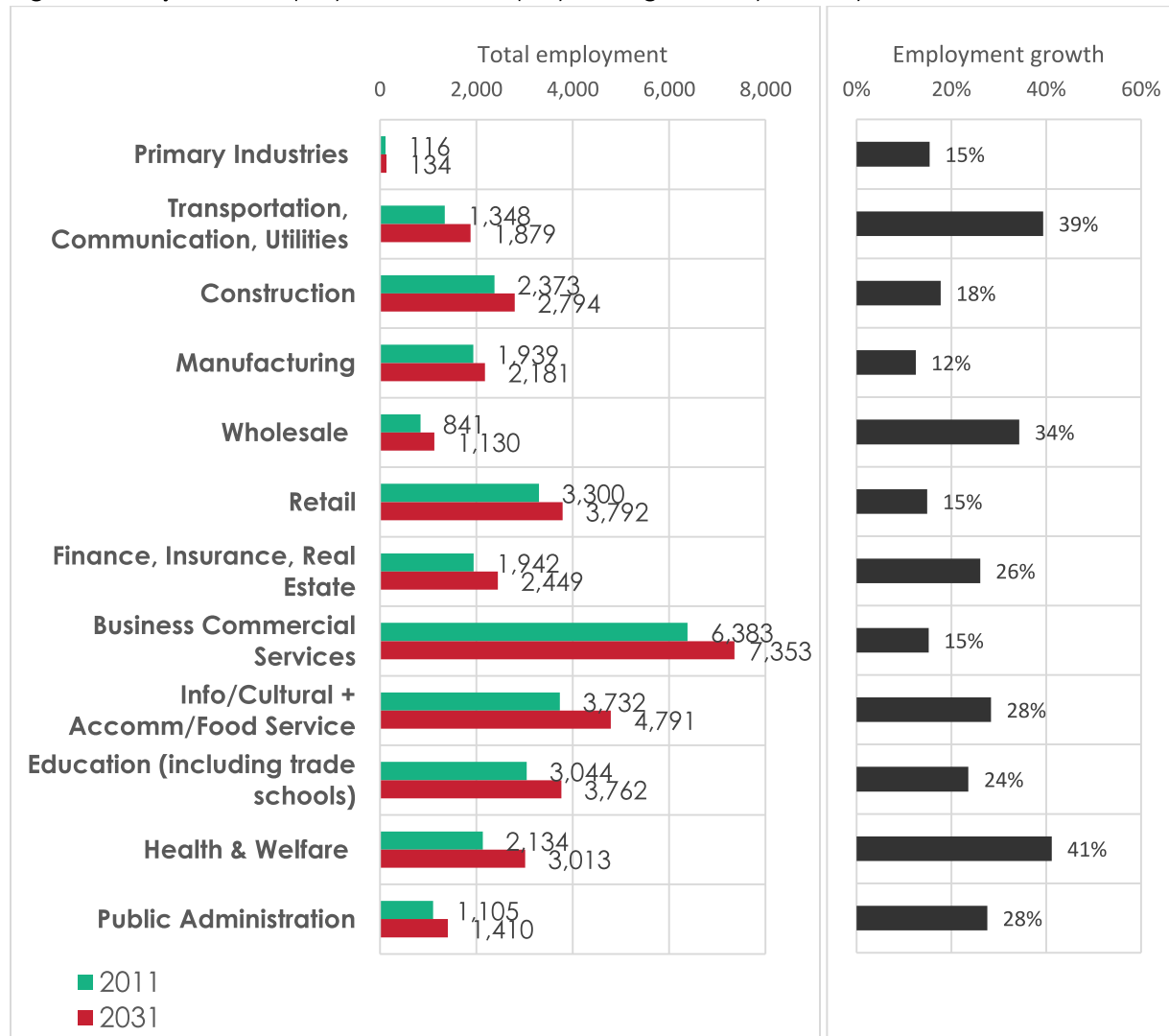
ASSESSMENT OF DEMAND FOR EMPLOYMENT LANDS

A key step in the process of determining appropriate future employment land uses in the Maplewood area is understanding what future demand may exist for such lands. This includes understanding what industries are likely to grow or contract in North Vancouver, what types of land and adjacencies/ proximities different industries seek, how each industry uses lands (i.e. higher or lower densities, parking and outdoor storage requirements etc.), and which industries are more likely to be receptive to change in land use patterns over time.

Our team conducted an employment growth-driven projection of future employment land use needs in the District of North Vancouver. This process included:

- Industry-specific employment forecasts for District of North Vancouver, using industry categories as defined in Metro Vancouver's Regional Growth Strategy (Figure A)

Figure A: Projected employment and employment growth by industry in the District, 2011 - 2031



- Forecast of employment specifically at fixed places of work, not at home, in the District of North Vancouver, by industry
- Allocation of fixed-place employment figures to light industrial/commercial business park, hybrid business park, or other employment lands, excluding lands for commercial or heavy industry
- Conversion of employment forecasts to built space requirements through employment densities (Table A), and conversion of built space requirements to land requirements through application of built densities by industry (Table B).

Table A: Net new built space (sq. ft.) needed in the District, 2016 – 2031

Industry	2016 – 2021	2021 – 2026	2026 – 2031	2016 – 2031
Primary Industries ¹	2,251	1,364	1,647	5,263
Transportation, Communication, Utilities	61,087	53,635	53,383	168,105
Construction	18,013	11,819	13,544	43,375
Manufacturing	13,190	6,893	9,236	29,318
Wholesale	59,398	50,219	50,552	160,169
Retail	8,067	4,788	5,861	18,716
Finance, Insurance, Real Estate	5,876	4,549	4,749	15,174
Business Commercial Services	77,249	46,417	56,351	180,017
Info/Cultural Services + Accommodation & Food Services	31,807	25,347	26,113	83,267
Education (including trade schools)	4,572	3,410	3,627	11,609
Health & Welfare	52,747	46,863	46,509	146,119
Public Administration	21,144	16,690	17,267	55,102
TOTAL	355,400	271,995	288,839	916,235
Average Annual	71,080	54,399	57,768	61,082

Table B: Projected land utilization in the District by sector, in each scenario (floor-space ratio²)

Industry	Scenario 1 - Status quo FSR	Scenario 2 - Higher FSR new construction in select categories	Notes
Primary Industries	0.2	0.2	No change anticipated due to outdoor space requirements
Transportation, Communication, Utilities	0.1	0.2	Slight densification possible
Construction	0.4	0.5	Slight increase
Manufacturing	0.1	0.3	Small-scale manufacturers could operate in multi-level spaces
Wholesale	0.2	0.2	No change anticipated due to loading/parking requirements
Retail	0.4	0.4	No change anticipated due to required parking ratios
Finance, Insurance, Real Estate	0.2	0.7	Significant densification possible through multi-level facilities and reduced parking
Business Commercial Services	0.3	0.4	Slight increase possible through multi-level space
Info/Cultural Services, Accommodation & Food Services	0.3	0.4	Slight increase possible through multi-level space
Education (including trade schools)	0.3	0.6	Multi-level space possibilities
Health & Welfare	0.9	0.9	No change
Public Administration	0.2	0.5	Multi-level space possibilities

The following are highlights from the analysis:

¹ Includes agriculture and resource extraction.

² FSR is calculated by dividing the gross floor area of a building by the total area of its site. A higher FSR implies a higher land utilization.

We project that about 104,000 square feet of commercial space will be supportable in Maplewood by 2031, of which about 10,000 square feet is attributable to employees. Given that approximately 100,000 is already anticipated by the OCP in the Village Centre, the Consulting Team concludes that a small retail node within the Maplewood business park area is likely to be appropriate, in order to serve the in-site working population. This node should probably be limited to 8,000 – 10,000 square feet and would likely consist of four or five food & beverage, convenience, and personal service retailers. A larger, more diverse retail & service node in the Maplewood business park would also be viable, but only at the expense of the currently emerging retail hub.

ZONING & REGULATORY CONSIDERATION

The Consulting Team has analyzed the District's industrial and comprehensive development zoning regulations with the aim of comparing the existing regulations to various industry sector preferences, according to interviewed stakeholders.

Observed discrepancies between stakeholder preferences and zoning restrictions include:

- Some light industrial users may find it difficult to operate in the I3, EZ-LI, CD33, and CD50 zones because these zones restrict "noise, glare, odour and air pollution... detectable from the parcel's property line". In the EZ-LI zone, the District has limited the good neighbour regulations to those sites next to residential uses – this flags the potential conflict for businesses before the conflict develops to the point where other bylaws like the noise bylaw or nuisance bylaw kick in. The motive behind including the good neighbour clause is to forewarn businesses when they are considering moving into a new site and thereby avoid frustrations, expensive renovations, or moves down the line
- The EZ-LI zone has an upper limit on lot size (4,500 m²), which might prevent a film studio or spa from locating there, assuming they were limited to a single lot.
- Landscaping requirements in Maplewood typically mandate a complete screen between buildings and main roads. These could be adjusted to make retail uses more visible to the street, which would improve their viability. Locating buildings next to the sidewalk would also serve to improve visibility. Low visibility of retailers from the street was mentioned as an issue multiple times by existing Maplewood retailers that the Consulting Team interviewed.

The Consultant team anticipates that mixed-use business park will continue to be in high demand. Taking primary and accessory uses into account, the I3, EZ-LI, CD18, CD19, CD33, CD45, and CD50 zones are all more or less appropriate since they allow a mix of light manufacturing, office, and logistical uses.

Additional uses that could be considered in these zones to better match the market would be medical office and live-work space.

2.2 District of North Vancouver Employment Estimates

2.2.1 Total District Employment Estimates

There were an estimated 28,257 people employed at businesses in the District of North Vancouver in 2011, including those working from home, those with no fixed place of work, and accounting for Census undercount. This compares to 28,940 DNV residents in the labour force, creating a very balanced jobs-to-labour-force ratio of 0.98. This compares to a 0.97 ratio for the Metro Vancouver region overall. By 2016, employment in the District of North Vancouver is estimated to have reached just over 30,000.

Overall, it is projected that there will be nearly 34,700 people employed at businesses, institutions, government agencies, etc. in the District of North Vancouver by 2031.

2.2.2 Employment at Home and With No Fixed Place of Work in District

For the purposes of this analysis, total employment figures by industry must be further analyzed to 'net out' those who work at home and those with no fixed place of work, as neither of these groups will require dedicated employment lands.

Home-Based Employment: In 2011, nearly 19% of those employed at DNV businesses (4,790 jobs) worked in private residences. This compares to approximately 7.5% for the region overall. In the DNV, home-based employment as a proportion of total employment in a given category is most prominent in Finance, Insurance and Real Estate (33.5%), Business Commercial Services (30.7%) and Retail Trade (26.2%), as indicated in Table 1.

Table 1: Home-based employment in the District in 2011

Sector	Sector share of home-based employment	Portion of sector that is home-based
Primary Industries	0.2%	8.6%
Transportation, Communication, Utilities	2.5%	9.7%
Construction	2.0%	4.5%
Manufacturing	5.3%	14.5%
Wholesale	1.1%	7.0%
Retail	16.3%	26.2%
Finance, Insurance, Real Estate	12.3%	33.5%
Business Commercial Services	37.0%	30.7%
Info/Cultural Services, Accommodation & Food Services	9.5%	13.6%
Education (including trade schools)	7.9%	13.8%
Health & Welfare	2.5%	6.2%
Public Administration	3.4%	16.4%
TOTAL	100.0%	18.8%

No Fixed Workplace: employment in the DNV at no fixed places of work accounted for approximately 16% of total jobs in 2011 (4,400 jobs). This compares to approximately 13% for the region overall. Employment with no fixed place of work, as a proportion of total employment in given category was most prominent in Construction (54%), Primary Industries (33%) and Transportation, Communication and Utilities (32%), as indicated in Table 2.

Table 2: Employment with no fixed place of work in the District in 2011

Industry	Sector share of no-fixed-workplace employment	Portion of sector with no fixed workplace
Primary Industries	0.9%	33.1%
Transportation, Communication, Utilities	9.7%	32.0%
Construction	28.7%	53.6%
Manufacturing	2.6%	6.0%
Wholesale	2.6%	13.7%
Retail	5.2%	7.0%
Finance, Insurance, Real Estate	4.0%	9.2%
Business Commercial Services	18.3%	12.7%
Info/Cultural Services, Accommodation & Food Services	9.8%	11.6%
Education (including trade schools)	5.7%	8.3%
Health & Welfare	6.2%	13.0%
Public Administration	6.3%	25.2%
TOTAL	100.0%	15.7%

2.2.3 Employment at a Fixed Workplace other than Home

On the whole, 66% of those employed at businesses in the District had a 'usual place of work' (fixed but not at home) in 2011. The industries where more than 75% of employees had a usual place of work were Manufacturing, Wholesale, Information/Cultural Services, Accommodation and Food Services, Education, and Health & Welfare. The industries with between 50% and 75% of employees at usual workplaces were Primary, Transportation, Communications and Utilities, Retail, Finance, Insurance and Real Estate, Business Commercial Services, and Public Administration. Only the Construction industry showed less than 50% of employees at a usual workplace (42%). Table 3 compares the industry sectors in this respect.

Table 3: Employment in the District in 2011

Sector	Total FTE ⁸	Excluding 'at home' and 'no fixed place'	Portion with usual place of work
Primary	116	68	58%
Transportation, Communication, Utilities	1,348	786	58%
Construction	2,373	996	42%
Manufacturing	1,939	1,541	79%
Wholesale	841	668	79%
Retail	3,300	2,207	67%
Finance, Insurance, Real Estate	1,942	1,113	57%
Business Commercial Services	6,383	3,610	57%
Info/Cultural Services, Accommodation & Food Services	3,732	2,793	75%
Education (including trade schools)	3,044	2,369	78%
Health & Welfare	2,134	1,724	81%
Public Administration	1,105	645	58%
TOTAL	28,257	18,519	66%

For the projections of future built space and employment land demand, these proportions have been held constant.

⁸ 'FTE' stands for 'full-time equivalents', which reflects total hours according to the number of full-time schedules those hours would fill.

2.3 District of North Vancouver Employment Projections, 2011 – 2031

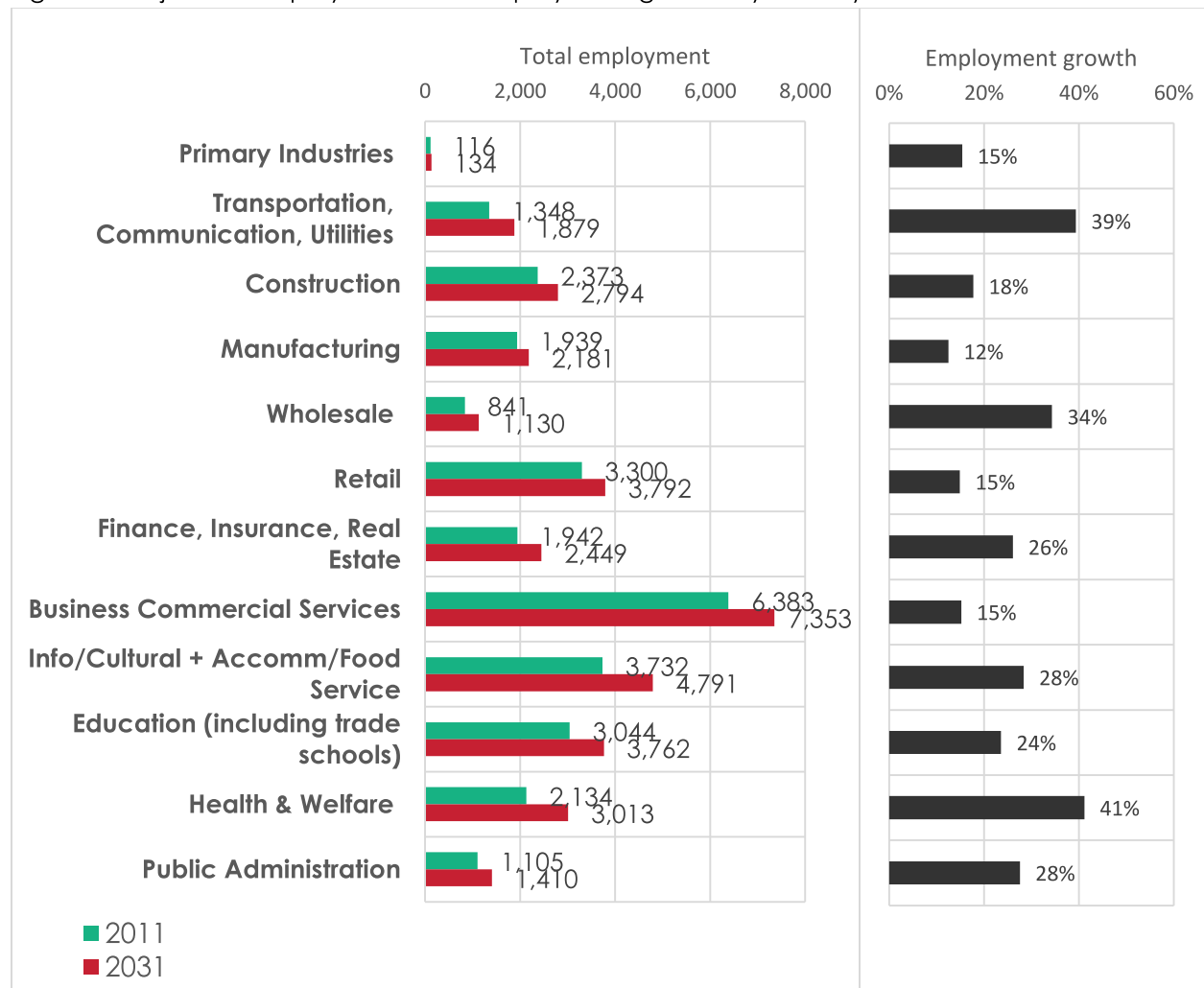
2.3.1 Employment overall and by sector

Projections of future employment in the District have been conducted based on the following key assumptions:

- BC's real GDP will grow from \$229 billion in 2015 to \$319 billion by 2031, and Metro Vancouver's total employment growth will be tied to real Provincial GDP growth
- Allocation of employment by industry for Metro Vancouver overall, and the allocation of industry-specific employment to the District, have both been determined using data received from Metro Vancouver for 2011 and 2030, with interpolation for years between.

On this basis, employment within the District has been projected to grow from 28,257 in 2011 to nearly 34,700 by 2031, an addition of 6,430 employees or 23% growth. Figure 4 below shows projected growth by industry as well as each industry's respective rate of change.

Figure 4: Projected employment and employment growth by industry in the District, 2011 - 2031



2.3.2 Employment at a Fixed Workplace other than Home

Of the projected additional employees in the District of North Vancouver over the next 15 years, over 4,300 or 67% are expected to have a fixed-place of work in the DNV, not at home, as shown in Table 4.

Table 4: Employment in the District at a fixed workplace other than home

Sector	2011	2021	2031	Change, 2011-31	% Change
Primary Industries	68	74	78	10	15%
Transportation, Communication, Utilities	786	948	1,095	309	39%
Construction	996	1,100	1,173	177	18%
Manufacturing	1,541	1,661	1,734	192	12%
Wholesale	668	790	897	229	34%
Retail	2,207	2,405	2,536	329	15%
Finance, Insurance, Real Estate	1,113	1,274	1,403	290	26%
Business Commercial Services	3,610	3,941	4,159	549	15%
Info/Cultural Services, Accommodation & Food Services	2,793	3,227	3,585	792	28%
Education (including trade schools)	2,369	2,683	2,928	559	24%
Health & Welfare	1,724	2,094	2,433	710	41%
Public Administration	645	743	823	178	28%
TOTAL	18,519	20,940	22,843	4,325	23%

2.3.3 Employment Lands in the District

Employment activities occur at a wide range of land types with a variety of OCP designations and land use zones. For the purpose of this analysis our Team is concerned with the proportions of future 'fixed place' employment that may seek land or built space in light industrial/commercial business park, hybrid business park, or other employment lands. This may include some institutional-type users (e.g. daycare, community health centre, labs, offices related to education), but would exclude the majority of heavy manufacturing users save for some office space.

For the following industry categories, it is assumed that at least 85% of the projected fixed-workplace employment may seek locations on employment lands as defined above:

- Primary Industries
- Transportation, Communication, Utilities
- Construction
- Wholesale
- Health & Welfare
- Public Administration.

2.4.2 Employment-driven Land Demand Forecasts (Scenarios 1 & 2)

Each industry utilizes industrial and mixed-employment lands in a different way. Some industries are more building-intensive, including logistics, warehousing, manufacturing, production, distribution and industrial-related accessory uses such as on-site retail and office. Other are more land-intensive, requiring significant outdoor space for storage, loading and parking. Some industries are more readily adaptable to denser, multi-level industrial building forms than others, provided that these typologies still allow all core needs to be met, including cost of construction and parking.

As the industrial land market in the Metro Vancouver region becomes increasingly constrained, the pace at which certain industries are adapting or looking for ways to adapt is accelerating. For this analysis, consideration has been given to two future land utilization scenarios in conjunction with the DNV-level forecast of employment, which are then compared to land availability in the District. The scenarios are as follows:

Scenario 1 – Using Employment Forecasts and Status Quo Development Densities: The densities of buildings in each sector in the District, and thus their utilization of land, will not change in the District over the next 15 years.

Scenario 2 – Using Employment Forecasts and Select Increases in Development Densities: Land utilization (i.e. built space density) will increase in certain categories, reducing the amount of land required.

Densities for each of the above scenarios are shown in Table 6 below.

Table 6: Projected land utilization in the District by sector, in each scenario (floor-space ratio¹⁰)

Industry	Scenario 1 - Status quo FSR	Scenario 2 - Higher FSR new construction in select categories	Notes
Primary Industries	0.2	0.2	No change anticipated due to outdoor space requirements
Transportation, Communication, Utilities	0.1	0.2	Slight densification possible
Construction	0.4	0.5	Slight increase
Manufacturing	0.1	0.3	Small-scale manufacturers could operate in multi-level spaces
Wholesale	0.2	0.2	No change anticipated due to loading/parking requirements
Retail	0.4	0.4	No change anticipated due to required parking ratios
Finance, Insurance, Real Estate	0.2	0.7	Significant densification possible through multi-level facilities and reduced parking
Business Commercial Services	0.3	0.4	Slight increase possible through multi-level space
Info/Cultural Services, Accommodation & Food Services	0.3	0.4	Slight increase possible through multi-level space
Education (including trade schools)	0.3	0.6	Multi-level space possibilities
Health & Welfare	0.9	0.9	No change
Public Administration	0.2	0.5	Multi-level space possibilities

¹⁰ FSR is calculated by dividing the gross floor area of a building by the total area of its site. A higher FSR implies a higher land utilization.

Even under a situation of significant densification in industries where it is most feasible, all available land may be consumed within 9 years (Scenario 2). This assumes that employment growth as forecast based on Metro Vancouver's proportionate allocations is realistic and that the constrained land situation does not itself cause an early tapering of DNV's employment allocations (reflected in Scenario 3); as land runs out, fewer potential occupants can find the ideal location, so rates of sales and development slow down. This may already be occurring.

There may be opportunities for redevelopment of employment lands (in Maplewood and elsewhere) that would be considered 'underutilized' based on the current ratios of improvement-to-land values. It is important to keep in mind however that older, depreciated building stock provides opportunities for certain businesses and business categories to operate, opportunities that may not exist in newer space due to the rents and sale prices that would be required to make redevelopment viable. This is not to say that redevelopment should not occur, but rather to highlight one of the inevitable trade-offs that redevelopment will require.

Through the interview process (discussed at greater length in Section 3) we have ascertained some key opportunities for particularly challenging portions of the vacant lands in Maplewood, notably the areas with significant slopes at the northern ends of the Port lands. There may be some industry categories that are well suited to these lands, in which case it would be wise to retain these lands for future employment uses. If it is determined that there is limited usability of these lands for industry, or that the industries best suited to these lands are unlikely to be major growth sectors in the District over the next 10 – 15 years, then consideration could be given to re-designation for residential, mixed-use, live-work or other uses.

With regard to allowing additional vacant lands in Maplewood to be converted to industrial and/or mixed-employment uses, this policy is not recommended by the Consultant Team because a shortage of affordable housing is one of the barriers to businesses operating in North Vancouver over the long term, and such an approach may do more harm to the District's businesses than good.

Sector	Strengths	Weaknesses	Opportunities	Constraints
Retail	<ul style="list-style-type: none"> The introduction of newer retail is a positive development for many sectors as it creates a better workplace environment. 	<ul style="list-style-type: none"> It is tougher for retailers to locate in Maplewood than in other parts of the North Shore because it is a relatively low-income area without a large residential catchment. 	<ul style="list-style-type: none"> The newer commercial tenant mix, especially office workers, tend to be more affluent and may support local retail. Retail potential is set to grow with the development of the area's residential market. 	
Light Industrial	<ul style="list-style-type: none"> Very appropriate existing space. Good proximity to bridge and railroad. Good proximity to waterfront, as many light industrial operations are marine-related. Appropriate rents (for now). 	<ul style="list-style-type: none"> Parking is insufficient. Traffic is an issue (from the transfer station especially) 	<ul style="list-style-type: none"> The presence of nearby heavy industrial uses makes Maplewood less appropriate for many other uses such as residential, but ideal for light industrial operations. Expansion of the shipping industry and related marine uses would facilitate the growth of this sector in Maplewood. The District could more efficiently manage traffic, for example with a one-way loop of some kind. 	<ul style="list-style-type: none"> Demand for residential could crowd out this sector. Higher-yield employment types could crowd out this sector. There is no other location on the North Shore where these operations could go. Already businesses are moving to the Fraser Valley.
Heavy Industrial	<ul style="list-style-type: none"> The area south of Maplewood is ideal for its current heavy industrial use because of logistical and transportation convenience. The supply chain is largely in one place. There are several businesses in the Maplewood area that provide technical and support services to the large operations across the railway. 	<ul style="list-style-type: none"> The chemical plant poses a safety concern for surrounding uses. 	<ul style="list-style-type: none"> The introduction of newer retail is a positive development for this industry as it creates a better workplace environment, by providing amenity to employees. 	<ul style="list-style-type: none"> Transportation to this sector's large, static locations is a growing issue that impedes employee retention.

Table 10 presents the stated locational preferences of a number of Maplewood's employment sectors. Some observable conclusions include:

- The sectors that primarily occupy Maplewood at present – light industrial, distribution, and office – have no strict requirements vis a vis lot size, although preferences may exist, as mentioned in Section 3.1
- Shipping, film, and spa uses require large sites, which may explain why these sectors have less presence in Maplewood at present
- Most sectors require flat sites and vehicle access, although the spa sector is able to operate on a sloping site, and may even prefer it
- Interviewees report that building setbacks are purely aesthetic, and do not impact their operations.
- Requirements with respect to transportation infrastructure, clearance, building heights, lot sizes, and parking minimums vary by sector, but are typically well met by Maplewood and by the District's zoning bylaw (further discussed in Section 5).

3.5 Maplewood Economic Opportunity Assessment Summary

There is more than enough demand to fill all available employment land area in Maplewood:

- Employment land with a mix of retail, warehouse, manufacturing and office on one site, that can make use of flexible space, will continue to be in high demand.
- Maplewood will be attractive to a wide range of business types. Offering flexibility in business type and proximity to key transportation infrastructure will ensure that the area remains in high demand from employers.
- Uses such as a spa could take up as much as 200,000 square feet (~4.5 acres) of land area; sloped land is not problematic, and may be an asset.
- A shortage of affordable housing is one of the barriers to businesses operating in North Vancouver over the long term.
- There will also be continuing demand from trades and contractors, looking for smaller (e.g. 1,500 sf) units, on flat sites, with appropriate street and loading access. Those serve both local area and the heavy industrial hub to the south.
- Fitness and lifestyle-oriented users (for example climbing walls and gyms) are increasing their demand for industrial areas due to space flexibility and rent.
- Demand for peripheral port services is high and increasing.
- Distribution and large warehouse operations are struggling in Maplewood due to high rents and land values. It is increasingly difficult to locate on the North Shore rather than relocating to more affordable space in the Fraser Valley. This may be an opportunity to expand other sectors in their absence.
- Requirements with respect to transportation infrastructure, clearance, building heights, lot sizes, and parking minimums vary by sector, but are typically well met by Maplewood and by the District's zoning bylaw (further discussed in Section 5).

5 Planning & Regulatory Considerations

The Consulting Team has analyzed the District's industrial and comprehensive development zoning regulations with the aim of comparing the existing regulations to various industry sector preferences, according to interviewed stakeholders. The Appendix summarizes the requirements of the District's seven industrial zones as well as the five comprehensive development zones that currently allow industrial uses in the Maplewood Area. In total, the Appendix summarizes:

- Waterfront Industrial Zone (I1)
- General Industrial Zone (I2)
- Light Industrial Zone (I3)
- Interim Industrial Zone (I4)
- Storage Industrial Zone (I5)
- Employment Zone – Industrial (EZ-I)
- Employment Zone – Light Industrial (EZ-LI)
- Comprehensive Development Zones 18, 19, 33, 45, & 50 (CD18, CD19, CD33, CD45, & CD50, respectively).

Comparing the location requirements mentioned by business owners and developers with the industrial and comprehensive development zones described in the zoning bylaw reveals certain elements that might merit further investigation and revision.

Observed discrepancies between stakeholder preferences and zoning restrictions include:

- Some light industrial users may find it difficult to operate in the I3, EZ-LI, CD33, and CD50 zones because these zones restrict “noise, glare, odour and air pollution... detectable from the parcel's property line”. In the EZ-LI zone, the District has limited the good neighbour regulations to those sites next to residential uses – this flags the potential conflict for businesses before the conflict develops to the point where other bylaws like the noise bylaw or nuisance bylaw kick in. The motive behind including the good neighbour clause is to forewarn businesses when they are considering moving into a new site and thereby avoid frustrations, expensive renovations, or moves down the line
- The EZ-LI zone has an upper limit on lot size (4,500 m²), which might prevent a film studio or spa from locating there, assuming they were limited to a single lot.
- Landscaping requirements in Maplewood typically mandate a complete screen between buildings and main roads. These could be adjusted to make retail uses more visible to the street, which would improve their viability. Locating buildings next to the sidewalk would also serve to improve visibility. Low visibility of retailers from the street was mentioned as an issue multiple times by existing Maplewood retailers that the Consulting Team interviewed.

The Consultant team anticipates that mixed-use business park will continue to be in high demand. Taking primary and accessory uses into account, the I3, EZ-LI, CD18, CD19, CD33, CD45, and CD50 zones are all more or less appropriate since they allow a mix of light manufacturing, office, and logistical uses.

Additional uses that could be considered in these zones to better match the market would be medical office and live-work space.

6 Conclusion

The Maplewood Employment Lands are a thriving and successful business hub, with a balanced mix of businesses types that are well-suited to the location both locally and regionally. The businesses in Maplewood make use of the nearby transportation infrastructure, the nearby marine access, and do business with one another and with the heavy industrial users immediately to the south, such as the Canexus chemical plant. Few changes to the District's zoning bylaw are called for, as it seems to match the needs of existing and potential businesses fairly well.

Realtors and developers are selling available industrial properties at unprecedented speed for unprecedented prices. In other words, there has never been more of an industrial land shortage in the Metro Vancouver Region, and this is especially true on the North Shore. High demand is expected to continue, with many industrial operators and other businesses fleeing to more affordable locations such as the Fraser Valley. Although Maplewood and its immediate environs contain almost all of the District's vacant industrial land²², the Consulting Team estimates that only 4.5 – 14 years of supply remains, depending on the demand scenario.

Barriers to businesses locating in Maplewood include a general shortage of affordable housing in the District, as well as regional-scale transportation challenges and rising land prices. Businesses requiring large building footprints, such as warehousing, are particularly pressed by the land shortage, and have tended to leave the North Shore.

Based on interviews with stakeholders, the Consulting Team projects that businesses with a mix of retail, warehouse, manufacturing, and office on one site, that can make use of flexible space, will continue to be in high demand. Maplewood will be attractive to a wide range of business types in the next several decades. Offering flexibility in business type and proximity to key transportation infrastructure will ensure that the area remains in high demand from employers. Uses such as a spa could take up as much as 200,000 square feet (~4.5 acres) of land area, and have less of an issue with sloped terrain than other employment uses. A small-scale accessory commercial hub may also be appropriate as part of the Maplewood Employment Lands, but should not exceed 10,000 square feet.

To further the District's objective of ensuring that the Maplewood Employment Lands remain as successful and productive as possible, one logical next step is to research best practices and locally-specific options for high-yield business attraction.

²² Metro Vancouver (2015). Industrial Lands Inventory Technical Report

Zone	Uses	Height	FSR	Lot dimensions	Coverage	Storage	Parking
Employment Zone – Industrial (EZ-I)	<ul style="list-style-type: none"> Employment land adjacent to the Port and rail corridor, including manufacturing, port-oriented use, service, transportation, waste and recycling, wholesale, and equipment sales and rental Office use on upper floors, taking up no more space than above uses, and not exceeding 2,500 m² Up to three dwellings in separate buildings, depending on size of lot Accessory uses of up to 25% of floor space 	≤ 82 ft.		<ul style="list-style-type: none"> Lot size: ≥ 1,100 m² Lot width: ≥ 79 ft. Lot depth: ≥ 112 ft. or 79 ft. on corner lots 			In cases of unidentified built space: a minimum of one stall per 100 m ² of GFA
Employment Zone – Light Industrial (EZ-LI)	<ul style="list-style-type: none"> Numerous²⁶ low-impact manufacturing and service businesses in enclosed buildings Accessory uses of no more than 25% of GFA of a tenancy or building 	<ul style="list-style-type: none"> ≤ 4 storeys or 50 ft. ≤ 30 ft. if within 15 m of an RS or C9 zone 		<ul style="list-style-type: none"> Lot size: 1,100 m² – 4,500 m² Lot width: ≥ 79 ft. Lot depth: ≥ 112 ft. or 79 ft. on corner lots 	<ul style="list-style-type: none"> ≥ 50% of site must be covered by single building facing the street ≤ 90% of site covered Building width: ≤ 150 ft. 		In cases of unidentified built space: a minimum of one stall per 45 m ² of GFA
Comprehensive Development Zone 18 (CD18)	<ul style="list-style-type: none"> High-quality light manufacturing and industrial augmented with a range of other uses²⁷, all in an enclosed building Various accessory uses²⁸. No more than 25% of GFA of a tenancy or building 	≤ 40 ft.	1.0	<ul style="list-style-type: none"> Lot size: ≥ 12,000 ft² 	<ul style="list-style-type: none"> Buildings & structures: ≤ 50% of site 		In cases of unidentified built space: a minimum of one stall per 40 m ² of GLA to a maximum of 25% of GLA of building plus one stall per 100 m ² of other GLA

²⁶ Includes manufacturing, office on upper floors, recreation or community centre, one residential unit per parcel to a maximum of 500 m², restaurant, personal service, service, social gathering on upper floors to a maximum of 500 m², warehouse, and retail to a maximum of 2,500 m² including appliances and furniture, auctioneer, building supplies, equipment sales and rental, garden supplies, sports equipment, and vehicle sales.

²⁷ Includes: Business & office support services, car wash, courier and messenger services, custom manufacturing, fitness centre, gas bar, industrial product sales, light manufacturing, media-related establishments, mini-warehousing, office equipment rental, office, research & development, retail food, trade school of up to 7,200 ft², service station, specialized light industrial and technology, warehousing, and wholesaling

²⁸ Includes: administrative office; conference, display, sales, and reception areas; interior storage; outdoor customer service areas; retail sales; servicing, repair, or testing of goods associates with principal use, and fleet storage for courier and messenger services. Office and media-related establishments shall not exceed 50% of GFA.

Technical Memorandum

To: Scott Lenz, Headwater Management Ltd.
From: Donna Howes, P. Eng., PTOE, FEC, Howes Technical Advantage Ltd.
Date: February 18, 2022
Re: **1970 Spicer Road, North Vancouver:
Transportation Review**

Introduction

Headwater Development Ltd. (Headwater) is redeveloping the former Maplewood Pub site at 1970 Spicer Road, North Vancouver, BC. and the site is being rezoned to industrial. The proposed redevelopment includes demolishing the existing building to provide a location to store equipment used by Headwater as part of their existing business.

The District has requested that a transportation memorandum, site plan and a civil roadworks drawing be prepared as part of the application which will include the following information:

1. Description of use and type of vehicles that will be parked on the site.
2. Description of vehicle circulation through the site and confirming a one-way or two-way system.
3. Assessment of sightlines at the driveways and any road signage requirements.
4. A site plan that shows the layout and how the vehicles will be parked.
5. AutoTurn analysis of the largest vehicles entering and existing the site to confirm if the existing driveways need adjustments.
6. A civil roadworks drawings showing the proposed driveway accesses, sidewalks, curbs and gutters, etc.

Howes Technical Advantage Ltd. (HTA) has been appointed by Headwater to undertake this transportation assessment for the application.

Context

The proposed development is located at 1970 Spicer Road as shown in **Figure 1**. There are two existing driveway accesses, and these are proposed to remain with the redevelopment. There is an existing sidewalk, curb and gutter, and streetlights fronting the site. Parking is prohibited on the north side of Spicer Road (6AM to 6PM) from Amhurst Drive to Riverside Drive West but is permitted on the south side of Spicer Road. [Note – in Figure 1, vehicles on the north side are parked illegally].

Spicer Road is a local road and connects to Riverside Drive West to the west of the site and to Amherst Ave to the east.



Figure 1: Site Location (District GeoWeb)

Site Visit

A site visit was undertaken on November 22, 2021. Observations are listed below together with photographs.

Spicer Road: (See Figure 2)

- Two lane road with curb and gutter.
- The pavement width is 12m.
- Urban cross section with parking prohibited on the site frontage and parking permitted on the south side.
- Profile is flat and the road is straight.
- There are many driveways on the north side of the road.
- Speed limit is 50km/h. It was observed that vehicles travel below the speed limit based on the geometry of the road.
- Parking is restricted on the north side (6AM to 6PM) – it was observed that vehicles are parked on the north side despite the restrictions.



Figure 2: The Site on Spicer Road - looking east

Existing East Driveway:

- Sightlines:
 - Looking left from east driveway – sight distance is 65m to the intersection. See **Figure 3**
 - Looking right from east driveway – sight distance is 100m to the intersection. See **Figure 4**

Existing West Driveway:

- Sightlines:
 - Looking left from west driveway – sight distance is 105m to the intersection. See **Figure 5**
 - Looking right from west driveway – sight distance is 60m to the intersection. See **Figure 6**.



Figure 3: East Driveway - Looking west from Amhurst Ave



Figure 4: East Driveway - Looking west (to the right for exiting motorists)



Figure 5: West Driveway - Looking east (to the left for exiting motorists)



Figure 6: West Driveway - Looking west (to the right for exiting motorists)

Assessment of Site

This assessment summarizes the response to the questions by the District on the site layout and circulation.

1. **Use of the site:** The site will be used as a storage area for vehicles by Headwater. The types of vehicles will include trucks, trailers, and excavators.
2. **Vehicle circulation:** Vehicles will access and egress the site from either driveway. The site layout will be setup such that circulation can occur in both directions.
3. **Site Plan and Civil Roadworks:** In discussions with the District, it was agreed that the site plan and civil works can be included on the same plan. A plan is appended in **Attachment 1**. The vehicle equipment and storage areas are indicated on the plan. There are no proposed changes to the existing frontage civil works of the site. The driveways are proposed to remain in the same location. The “No Parking Anytime” prohibition on the frontage will be maintained.
4. **Autoturn Analysis:** The access to the site was tested using the District firetruck which has a large radius. Access was shown arriving from both directions and departing in both directions at both driveways. The AutoTurn output is shown in **Attachment 2**. The site plan and road layout can accommodate all these movements.

Assessment of Driveway Sightlines

This assessment summarizes the response to the questions by the District on driveway sightlines. The responses are based on the site review, current technical guidelines and engineering judgement.

Assessment of sight distance requires a comparison of available sight distance to required sight distance based on industry guidelines. The Transportation Association of Canada (TAC)¹ guidelines were used as reference to establish the sight distance requirements. The available sight distances as measured in the field, assuming no illegal parked vehicles interrupt driver sight lines, are summarized in **Figure 7**.

¹ Transportation Association of Canada Geometric Design Guide for Canadian Road, June 2017

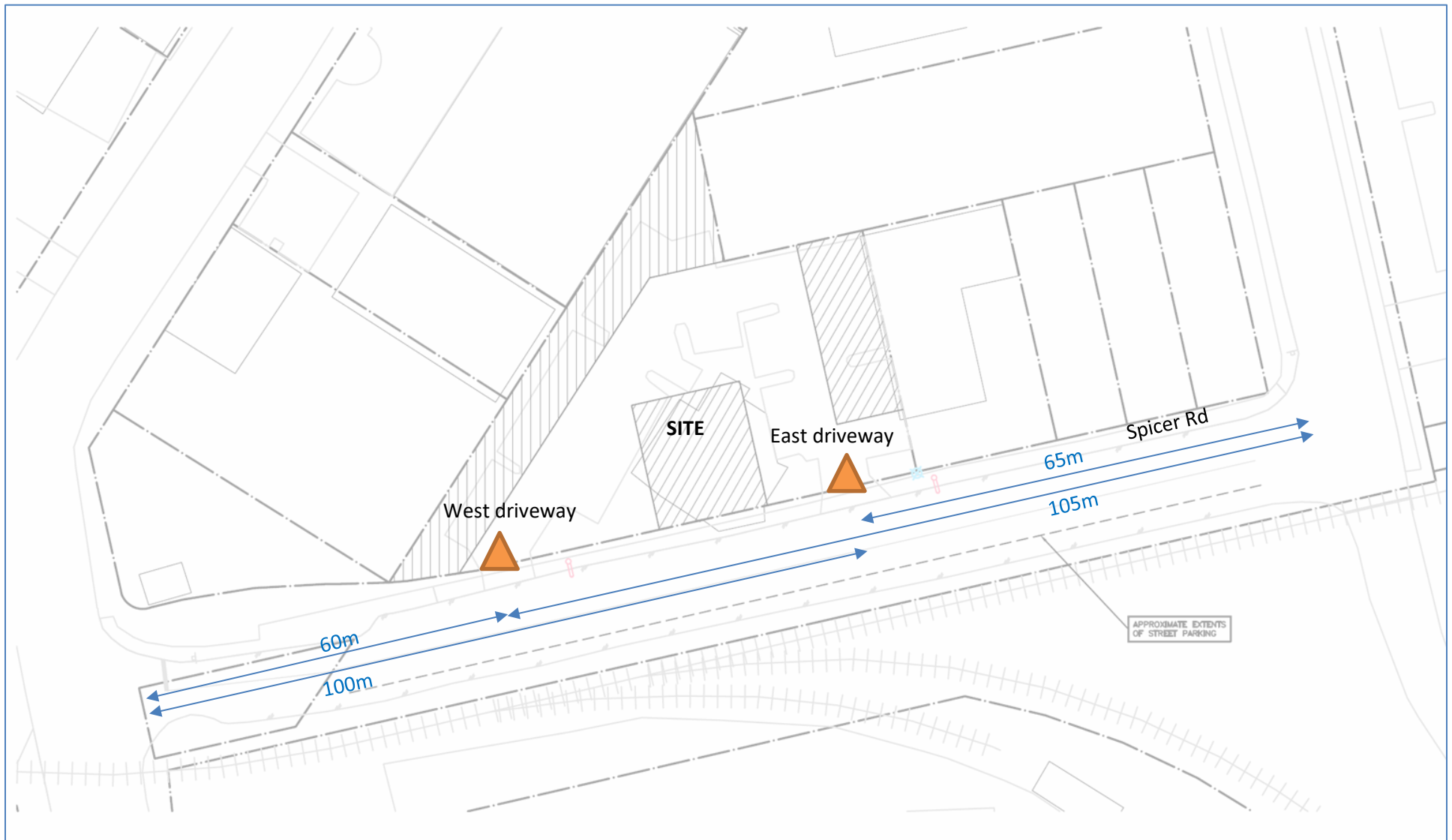


Figure 7: Sightline distances from the driveways

There are two required types of sight distance according to the TAC Manual:

- *Stopping Sight Distance (SSD)* which is the distance drivers on Spicer Road need to stop safely if they perceive an object on the road or an entering vehicle from a side street or driveway without colliding with the object or the other vehicle.
- *Intersection Sight Distance (ISD)* which is the distance drivers exiting the two site driveways require to perceive and select an adequate gap to perform a left or right turn, make their manoeuvre and accelerate to 85% of the prevailing speed on the main roadway.

Both ISD and SSD are measured along the centreline of the main street roadway. SSD is a criterion which must be met for safety on the main street. ISD is for left and right turn exiting manoeuvres which requires longer gaps to accelerate to the prevailing speed on the main roadway. ISD is desirable to achieve but is not always possible in an urban context with short blocks and on-street parking. The implication of not meeting ISD for exiting manoeuvres from minor streets or driveways onto the main street is that the exiting vehicle may require drivers on the main street to slow down to levels below 80% of the prevailing speed; this is not a significant issue on roads like Spicer Road which is a short local road with low volumes of traffic.

1. **Assessment of Stopping Sight Distance (SSD):**

- i. The measured distance from a vehicle approaching from Riverside Dr West to the west driveway is 60m. The measured distance from a vehicle approaching from Amherst Ave to the east driveway is 65m.
- ii. The TAC guidelines were used as reference to establish the SSD for drivers of passenger vehicles on Spicer Road approaching the two driveways. The reference is for Stopping Sight Distance on level roadways for Automobiles – Table 2.5.2.
- iii. For the speed limit of 50 km/h the stopping sight distance is 65m.
- iv. However, due to the turns required from Amherst Ave onto Spicer Road (right turn) and from Riverside Dr. West to Spicer Road (left turn), approaching vehicles will not be travelling at 50 km/h when viewed by drivers at the two site access points. It is estimated that vehicles on the main roadway, Spicer Road, will more likely be travelling at speeds in the order of 10-30 km/h as drivers would have just turned onto Spicer Road. These 90-degree turns limit operating speeds.
- v. If it is conservatively assumed that vehicles turning onto Spicer Road could achieve 30km/h at these distances, TAC would require an SSD of 35m which is considerably less than the available sight distance.
- vi. Therefore, it is concluded that SSD will be sufficient at the two driveways.

2. **Intersection Sight Distance (ISD):**

- i. The TAC guidelines were used as reference to establish the ISD for passenger vehicles. The reference is for Intersections with Stop Control on the Minor Road – Table 9.9.4 and Table 9.9.6.
- ii. At the speed limit of 50km/h, the ISD for a vehicle turning left onto Spicer Road is 105m and for a vehicle turning right onto Spicer Road is 95m.
- iii. The measured sight distance for the right turn out of the west driveway is 105m which exceeds the TAC guideline. The measured sight distance for the left turn out of the east driveway is 100m which is very close to the guideline. The left turn out of the west driveway and the right turn out of the east driveway would not meet the ISD for 50km/h. However, this is because the short length of Spicer Road itself physically prevents achieving ISD for these movements. This finding is quite common in sight distance analysis in urban areas with short blocks.
- iv. Again, the actual operating speed of vehicles entering Spicer Road from its western and eastern intersections is not expected to be 50 km/h as approaching drivers would have just turned right or left to access Spicer Road. These turns would reduce operating speeds considerably, to 10-30 km/h depending on the type of vehicle and manoeuvre. Assuming, conservatively, these vehicles would be operating at 30km/h, the required ISD for a driver turning left is 65m and for a driver turning right is 55m.
- v. The measured sight distance for both driveways exceed or are very close to these dimensions and therefore the ISD for the two driveways will be adequate for this location based on the ambient conditions.

As noted on the site visit, vehicles are parked on the north side of Spicer Road in violation of the parking restrictions. These vehicles do limit sight lines from the driveways. The current parking signs are faded and it is recommended that they be replaced/refreshed. It is also recommended that enforcement be carried out periodically to confirm compliance.

Conclusion

The site conceptual design can accommodate the proposed equipment and allow for vehicle access in both directions on site. The driveways are proposed to remain as previously approved for the Maplewood Pub and can accommodate a large vehicle arriving from or departing to the east or the west. The driveway sightlines on Spicer Road are determined by the existing road geometry and the location of the adjacent intersections. There are clear sightlines from the driveways to the two stop-controlled intersections to the west and the east. The measured stopping sight distance for vehicles on Spicer Road is adequate based on the actual operating speed of the road. The measured sight distance for both driveways exceed or are very close to guidelines based on the actual operating speed of the roadway. It is recommended that the parking restrictions on the north side of Spicer Road are reinforced with new signs and more enforcement. No other mitigation measures are required for this application.

Please advise if you require any further information.

Respectfully submitted



February 18, 2022

Donna Howes, P.Eng., PTOE, FEC




























*Proudly certified as a leader in quality management under
Engineers and Geoscientists BC's OQM Program from 2015 to 2021.*

This report was prepared by Howes Technical Advantage Ltd. for Headwater Management Ltd. The scope of work and related responsibilities are defined in the Conditions of Assignment. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Decisions made or actions taken as a result of our work shall be the responsibility of the parties directly involved in the decisions or actions.

ATTACHMENT 1
Site Plan
Creus Engineering

DRAWING LEGEND

	EXISTING	PROP.	TO BE REMOVED
LEGAL LINE	---	---	---
EASEMENT	---	---	---
WATERMAIN	---	---	---
SANITARY	---	---	---
STORM	---	---	---
HYDRO	---	---	---
TEL	---	---	---
STREETLIGHT	---	---	---
GAS	---	---	---

	EXISTING	PROP.	TO BE REMOVED
FIRE HYDRANT			
GATE VALVE			
AIR VALVE			
REDUCER			
INSPECTION CHAMBER			
CATCHBASIN (STD/S)			
MANHOLE			
POWER POLE			
STREETLIGHT			

approved

dien

HOWES TECHNICAL ADVANTAGE
LTD

rojec

1970 SPICER RD
NORTH VANCOUVER, BC

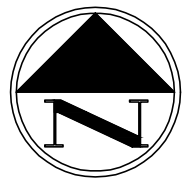
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SITE PLAN

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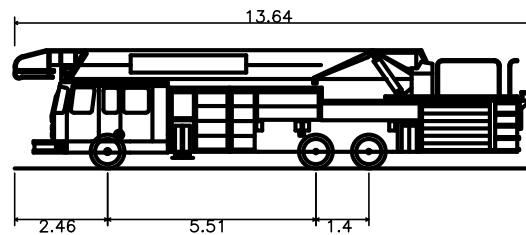
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AFG	21427	
drawn by	drawing no.	
AFG	C-1	
date	2021-12-21	



ATTACHMENT 2

AutoTurn layouts

Creus Engineering



FIRE TRUCK — DNV
Overall Length 13.640m
Overall Width 2.540m
Overall Body Height 3.130m
Min Body Ground Clearance 0.281m
Track Width 2.540m
Lock-to-lock time 5.00s
Wall to Wall Turning Radius 12.950m



AUTOTURN
1970 SPICER STREET
DNV FIRETRUCK - WEST IN WEST OUT

CREUS
Engineering

Civil Engineers & Project Managers
PH: 604-987-9070 WEB: www.creus.ca

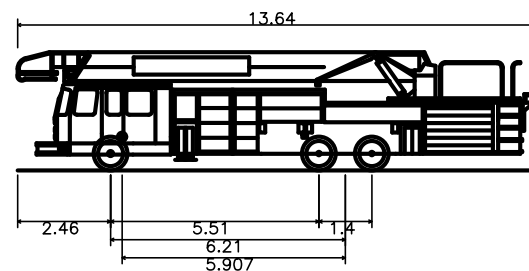
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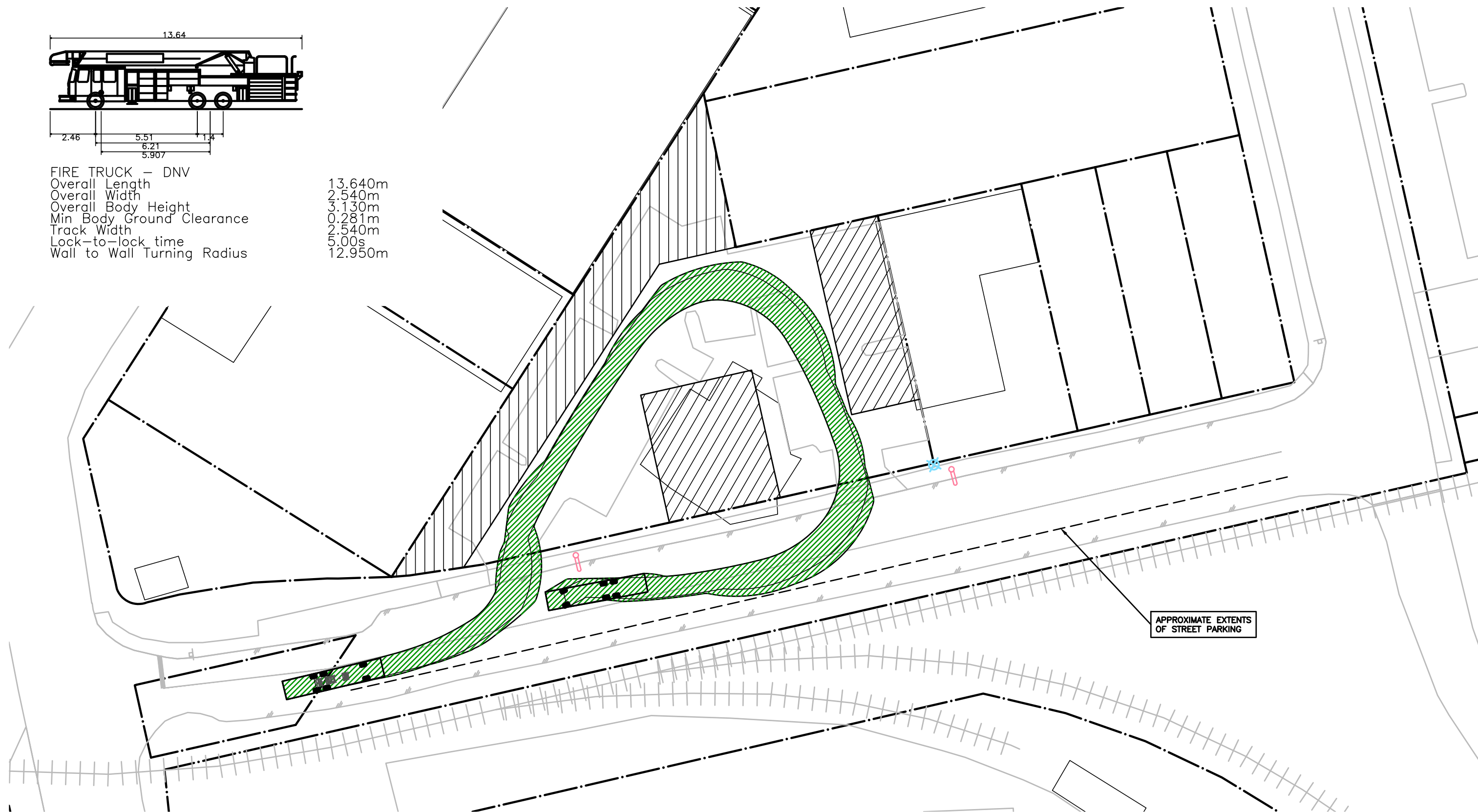
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FIRE TRUCK — DNV
Overall Length 13.640m
Overall Width 2.540m
Overall Body Height 3.130m
Min Body Ground Clearance 0.281m
Track Width 2.540m
Lock-to-lock time 5.00s
Wall to Wall Turning Radius 12.950m



AUTOTURN
1970 SPICER STREET
DNV FIRETRUCK EAST IN WEST OUT

CREUS
Engineering

Civil Engineers & Project Managers
PH: 604-987-9070 WEB: www.creus.ca

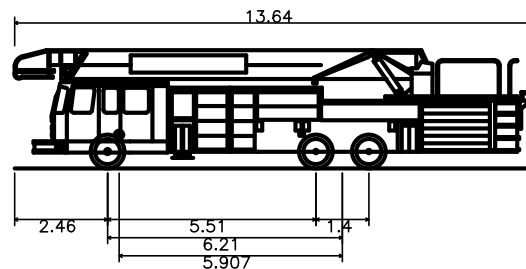
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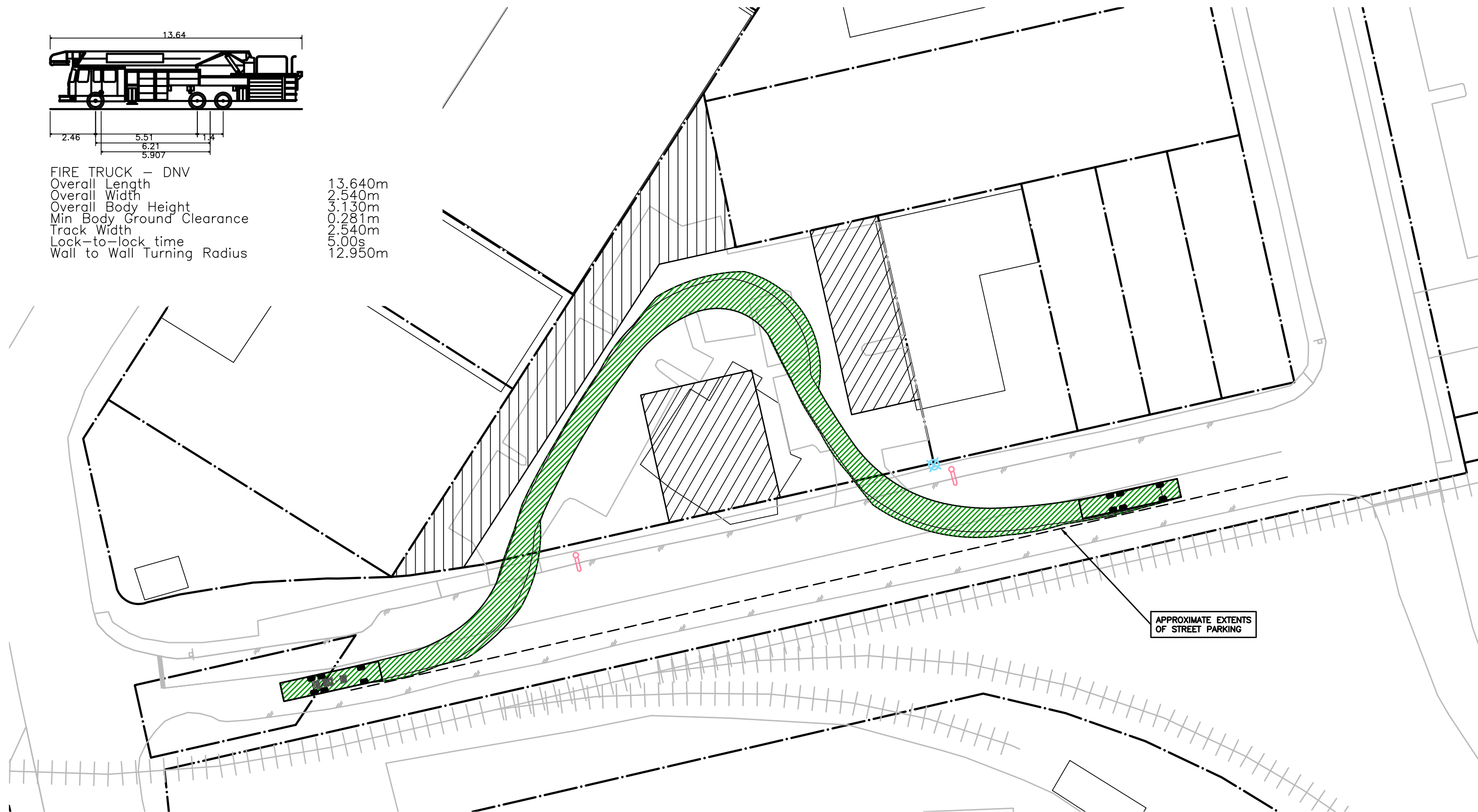
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FIRE TRUCK — DNV
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 Overall Width 2.540m
 Overall Body Height 3.130m
 Min Body Ground Clearance 0.281m
 Track Width 2.540m
 Lock-to-lock time 5.00s
 Wall to Wall Turning Radius 12.950m



AUTOTURN
 1970 SPICER STREET
 DNV FIRETRUCK EAST IN EAST OUT

CREUS
 Engineering

Civil Engineers & Project Managers
 PH: 604-987-9070 WEB: www.creus.ca

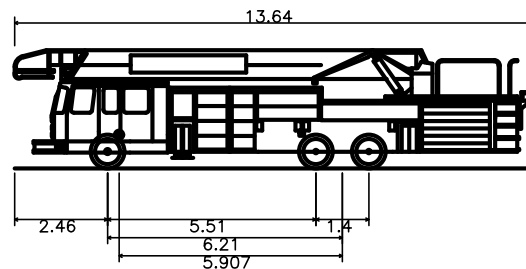
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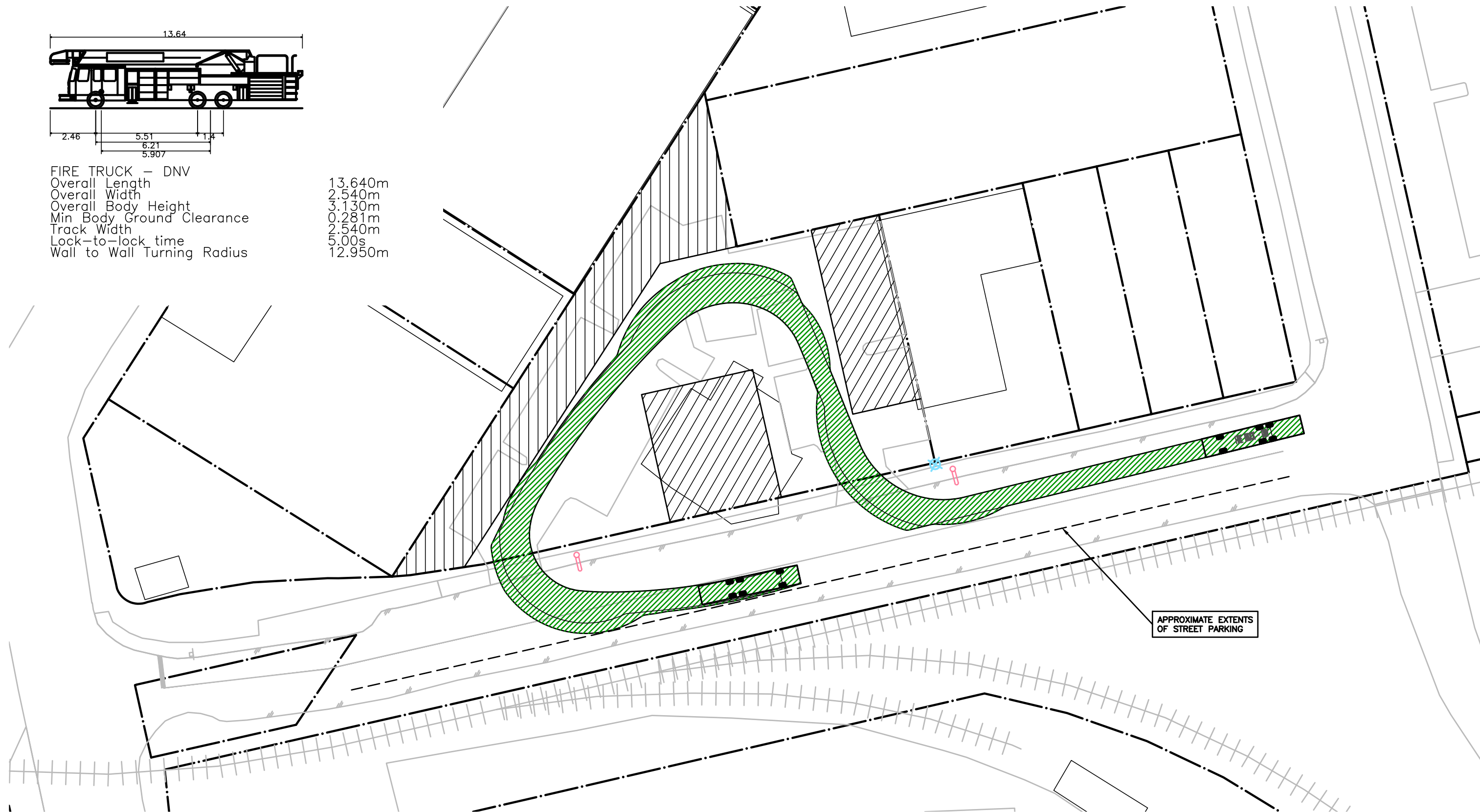
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 21427



FIRE TRUCK — DNV
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 Overall Width 2.540m
 Overall Body Height 3.130m
 Min Body Ground Clearance 0.281m
 Track Width 2.540m
 Lock-to-lock time 5.00s
 Wall to Wall Turning Radius 12.950m



AUTOTURN
 1970 SPICER STREET
 DNV FIRETRUCK WEST IN EAST OUT

CREUS
 Engineering

Civil Engineers & Project Managers
 PH: 604-987-9070 WEB: www.creus.ca

dwg by:
 AFG

dwg date:
 21/11/25

dwg #:
 AT-2

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 1:500
 vert.
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proj #:
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Technical Memorandum

To: Scott Lenz, Headwater Management Ltd.
From: Donna Howes, P. Eng., PTOE, FEC, Howes Technical Advantage Ltd.
Date: May 13, 2022
Re: **1970 Spicer Road, North Vancouver:
Construction Impact Mitigation Strategy (CIMS)**

Introduction

Headwater Management Ltd. (Headwater) is redeveloping the former Maplewood Pub site at 1970 Spicer Road, North Vancouver, BC. The proposed redevelopment includes demolishing the existing building to provide a location to store equipment used by Headwater as part of their existing business.

Howes Technical Advantage Ltd. was retained by Headwater complete a Construction Impact Mitigation Strategy (CIMS) for the redevelopment in the District of North Vancouver (the District), BC. This document outlines this strategy in advance of contract award to mitigate construction impacts.

Part A – Project Details

Location

The proposed development is located at 1970 Spicer Road. There are two existing driveway accesses, and these are proposed to remain with the redevelopment. There is an existing sidewalk, curb and gutter, and streetlights fronting the site. Parking is prohibited on the north side of Spicer Road (6AM to 6PM) from Amhurst Drive to Riverside Drive West but is permitted on the south side of Spicer Road.

Project Construction

The project includes demolishing the existing building and providing areas for trucks and equipment to be stored. The work will include the following aspects:

- existing building deconstruction and hazardous materials removal;
- site grading;
- demarcation of areas for truck and equipment storage; and
- internal roadworks and landscaping.

Part B – Schedule

Overview

Headwater will be project managing the construction. The schedule of the works will be subject to securing a Building Permit and the Engineering Services Agreement.

Hours of Operation

Hours of operation will be in compliance with the District's Noise Control Bylaws 7188 and 7334. In the event works are required outside the allowable hours of operation, an application for noise variance approval shall be submitted to the District a minimum of 3 weeks prior to the scheduled work. The hours of operations include:

Monday to Friday	7:00 am to 8:00 pm
Saturdays	9:00 am to 5:00 pm
Sundays and Stat. Holiday	No Work Permitted

Construction Schedule

Anticipated construction dates are contingent on permitting and contractor availability.

Stage 1: Deconstruction and Hazmat 1 week duration

Stage 2: Demolition 2 day duration

Stage 3: On-site Construction 1 week duration

The existing accesses will remain open at all times and there will be unimpeded access to the site. In addition, the internal driveway on-site will be available at all times for trucks and other vehicles to circulate on site. As a result, there will be no trucks backing in or backing out of the site.

The traffic control plan for the three-stage construction period is shown in **Figure 1**.

Stage 1 – Deconstruction and Hazmat

Timing	1 week
Construction	Existing buildings on-site are deconstructed.
Construction Parking	<ul style="list-style-type: none">– Limited site parking will be required and all vehicles will be accommodated on-site.– Approximately 5 parking stalls are anticipated to be required.
Trucks	<ul style="list-style-type: none">– Approx. 1 per day.– Trucks will access the site through the existing driveway accesses.– Truck staging will occur on-site.
Local Vehicle Access	Access to existing developments on Spicer Road will be maintained.
Pedestrians	There will be unimpeded access for pedestrians using the sidewalk.

Stage 2 – Demolition

Timing	2 days
Construction	Existing buildings on-site are demolished.
Construction Parking	<ul style="list-style-type: none">– Limited site parking will be required and all vehicles will be accommodated on-site.– Approximately 5 parking stalls are anticipated to be required.
Trucks	<ul style="list-style-type: none">– Approx. 2 per day.– Trucks will access the site through the existing driveway accesses.– Truck staging will occur on-site.
Local Vehicle Access	Access to existing developments on Spicer Road will be maintained.
Pedestrians	One TCP will be used, as required, with the demolition process to assist with pedestrians using the sidewalk.

Stage 3 – Construction

Timing	1 week
Construction	Site grading for the new parking areas.
Construction Parking	<ul style="list-style-type: none">– Limited site parking will be required and all vehicles will be accommodated on-site.– Approximately 5 parking stalls are anticipated to be required.
Trucks	<ul style="list-style-type: none">– Approx. 2 per day.– Trucks will access the site through the existing driveway accesses.– Truck staging will occur on-site.
Local Vehicle Access	Access to existing developments on Spicer Road will be maintained.
Pedestrians	There will be unimpeded access for pedestrians using the sidewalk.

Please advise if you require any further information.

Respectfully submitted,



Donna Howes, P.Eng., PTOE, FEC

Director































Howes Technical Advantage Ltd.

Permit to Practice # 1000164

*Proudly certified as a leader in quality management under
Engineers and Geoscientists BC's OQM Program from 2015 to 2021.*

This report was prepared by Howes Technical Advantage Ltd. for Headwater Management Ltd. The scope of work and related responsibilities are defined in the Conditions of Assignment. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Decisions made or actions taken as a result of our work shall be the responsibility of the parties directly involved in the decisions or actions.

	EXISTING	PROP.	TO BE REMOVED
LEGAL LINE	_____	_____	_____
EASEMENT	_____	_____	_____
WATERMAIN	_____	_____	_____
SANITARY	_____	_____	_____
STORM	_____	_____	_____
HYDRO	_____	_____	_____
TEL	_____	_____	_____
STREETLIGHT	_____	_____	_____
GAS	_____	_____	_____

	EXISTING	PROP.	TO BE REMOVED
FIRE HYDRANT			
GATE VALVE			
AIR VALVE			
REDUCER			
INSPECTION CHAMBER			
CATCH-BASIN (STD/SI)			
C&P			
MANHOLE			
POWER POLE			
STREETLIGHT			

approved

client

HOWES TECHNICAL ADVANTAGE
LTD
PERMIT TO PRACTICE #1000164

project

1970 SPICER RD
NORTH VANCOUVER, BC

title

TRAFFIC CONTROL PLAN

[illegible]

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FMC		hor: 1:250 vert:	
designed by		file no. 21427	
AFG			
drawn by		drawing no. FIGURE 1	
AFG			
date			
2022-05-10			

EX. PLAN 8717

1
PLAN EPP106658

BLOCK 11
PLAN 1332
S.P. VR1211

REMAINDER
'C'
PLAN 1589
BLACKTOP
x4.46
x4.33
x4.50
POSTING FILING 16741
REA = 2215.8 m²

'D'

PLAN

1332

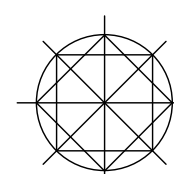
'C'

PLAN

SPICER ROAD

SITE PLAN (EXISTING)
SCALE: 1/8"=1'-0"

NORTH:



PROJECT ADDRESS:

1970 SPICER RD, NORTH VANCOUVER

DRAWING TITLE:

SITE PLAN (EXISTING)

CLIENT

HEADWATER MANAGEMENT

CHECKED:

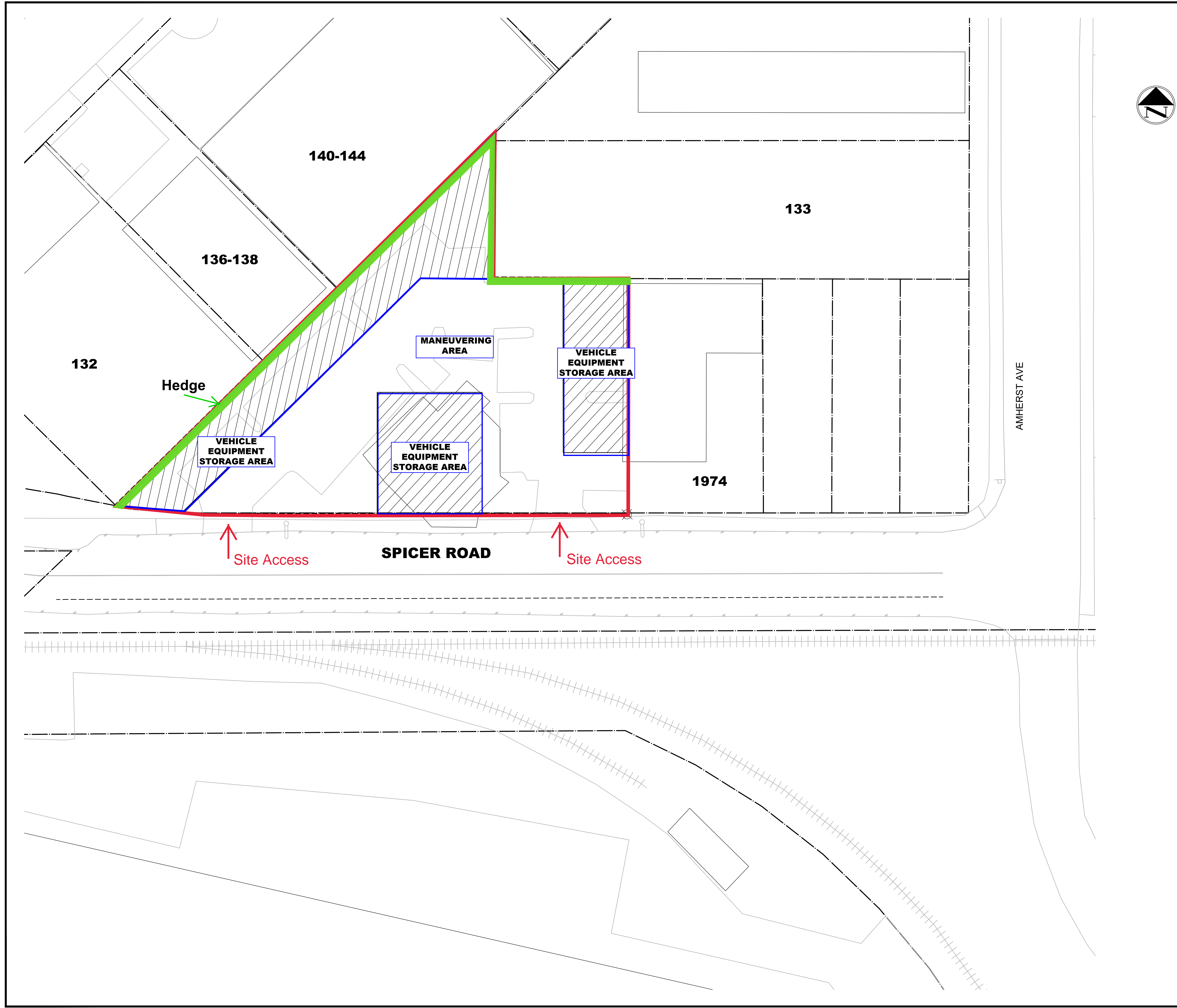
DATE: _____

A-101

SCALE:

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Site Disclosure Statement

Has the site been used for any industrial or commercial uses described in SCHEDULE 2 of the Contaminated Sites Regulation? *

☐ Yes

☒ No

If you answered NO to the question above, the form is not submitted to the ministry. As per Section 3.5 of the Contaminated Sites Regulation, a municipality or approving officer may still request a person to complete a site disclosure statement for their records.

^ Section I - CONTACT INFORMATION

A: SITE OWNER(s) or OPERATOR(s)

Last Name *

Lenz

First Name *

Scott

Company, if applicable

573422 BC Ltd.

Address *

4145 Beaufort Place

City *

NORTH VANCOUVER

Province *

BC

Country *

Canada

Postal Code *

V7G2N6

Phone Number *

6048302196

Email *

scott@headwatermanagement.com

Last Name *

DeAth

First Name *

Jace

Company, if applicable

573422 BC Ltd

Address *

1271 Wellington Drive

City *

North Vancouver

Province *

BC

Country *

Canada

Postal Code *

V7K1L4

Phone Number *

6048302197

Email *

jace@headwatermanagement.com

+ Add Another

B: PERSON COMPLETING SITE DISCLOSURE STATEMENT (leave blank if same as above)

☐ Agent authorized to complete form on behalf of the owner or operator

Last Name

First Name

Company, if applicable

C: PERSON TO CONTACT REGARDING THE SITE DISCLOSURE STATEMENT

Last Name *

First Name *

Company, if applicable

Address *

City *

Province *

Country *

Postal Code *

Phone Number *

Email *

^ Section II - SITE INFORMATION**Coordinates for the centre of the site:****Latitude**

Degrees *

Minutes *

Seconds *

Longitude

Degrees *

Minutes *

Seconds *

Attention:

A separate map with appropriate scale showing the location and boundaries of the site must be included with an SDS submission.

☒ I will include a map with my submission *

Land Ownership *

☒ Legally Titled, registered property

☐ Untitled Crown Land

For Legally Titled, Registered Property

Site Address *

City *

Postal Code *

PID *

014-537-478



Land Description *

Relatively flat lot, partially paved with current building near the center.

+ Add Another

^ Section III - SPECIFIED INDUSTRIAL OR COMMERCIAL USES

In the format of the examples provided below, select from the drop-down list, all the industrial or commercial uses described in [SCHEDULE 2](#) which have occurred or are occurring on this site.

Example Schedule 2 references and descriptions

E1. appliance, equipment, or engine maintenance, repair, reconditioning, cleaning or salvage

F10. solvent manufacturing, bulk storage, shipping and handling

Schedule 2 Reference and Description *

None | Select all that apply

Select "none" if no Schedule 2 uses apply

^ Section IV - ADDITIONAL INFORMATION

1. Provide a brief summary of the planned activity and proposed land use at the site. *

Plans to demolish the building on site and use the lot for parking / storage of dump trucks, trailers and excavation equipment.

If not applicable, type N/A

2. Indicate the information used to complete this site disclosure statement including a list of record searches completed. *

3. List any past or present government orders, permits, approvals, certificates or notifications pertaining to the environmental condition of the site: *

None to my knowledge

If not applicable, type N/A

^ Section V - DECLARATIONS

Where a municipal approval is not required, you must indicate the reason for submission directly to the registrar:

☐ Under Order

☐ Foreclosure

☐ CCAA Proceedings

☐ BIA Proceedings

☐ Decommissioning

☐ Ceasing Operations

By signing below, I confirm that the information in this form is complete and accurate to the best of my knowledge:

SIGNATURE



Sign above

For agents completing the SDS, save to PDF then forward the form to the owner/operator to complete this section

First and Last Name

Scott Lenz

☒ Owner

☐ Operator

Date Signed

2022-03-04



APPROVING AUTHORITY CONTACT INFORMATION

All fields in this section must be completed by the municipality (including Regional Districts) or approving officer prior to forwarding the form to the Site Registrar.

Name

Agency

Address

Phone Number

Email

Reason for submission (Please check one or more of the following):

☐ Building Permit

for an activity that will likely disturb soil

☐ Subdivision

☐ Zoning

☐ Development Permit

for an activity that will likely disturb soil

Date Received by Approving Authority



Date Submitted to Registrar



THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

TEMPORARY USE PERMIT 36.15

Temporary Use Permit 36.15 is hereby issued to Headwater Management and 573422 BC LTD, Inc No. BC0573422, to allow for the outdoor storage of vehicles, machinery, and disposal bins, on the parcel at legally described as Lot A Block 40, District Lot 204 Group 1, New Westminster District Plan EPP30891 Except Plan EPP30892, (PID: 029-107-318) subject to the following terms and conditions:

- A. The following requirement is hereby imposed under subsection 921 (11) (a) of the Local Government Act:
 - 1. This Temporary Use Permit is valid for a period no longer than 3 years from the date of issuance.
- B. The following conditions are hereby imposed under subsections 921.3 (b) of the Local Government Act:
 - 1. The surface of the lot must be paved in asphalt or asphalt millings or another similar surface that will eliminate puddles and mud from the site and reduce the spread of dust into the air and dirt onto the street. The surface treatment must be maintained so that puddles are not created and dust does not build up.
 - 2. The eastern property line along the Orwell trail alignment must be finished in a permanent wall for the duration of the use of this site to ensure the trail users are protected and that there is a separation between the heavy equipment and the trail. This wall may be constructed of “no post barriers” provided they remain in place.
 - 3. The temporary use does not include the storage of soils, rocks, gravel, sand, wood chips, aggregate or any form of loose material either by itself or in any open equipment or containers, unless said equipment has a lid to completely contain the material and prevent the spread of dust and debris.
 - 4. The temporary use must not unreasonably interfere with orderly and efficient development of the neighbourhood.
 - 5. The temporary use is subject to conditions identified in Section 414 Good Neighbour Requirements for Employment Zones, including:
 - a) No continuous sound generated on a parcel may exceed a sound level of 60 during the day and 55 at night. “Continuous sound”, “day”, “night” and “sound level” are defined in Noise Regulation Bylaw No. 7188.

- b) Man-made light occurring on a parcel shall not exceed 20 lux maximum (2.0 foot candles) when measured vertically at 1.5 metres in height along the parcel property line, with readings taken with the light meter aimed directly at the light source. Where the lighting is a legislated requirement, such as emergency exit lighting, the lighting will be exempt from this regulation.
- c) No air contaminants generated on a parcel may exceed the mean air quality level, calculated as the average of at least 6 air quality level measurements taken at approximately even intervals during the averaging time set out in column two below, shall not exceed the air quality level stipulated in column three below:

Air Contaminant	Averaging Time	Air Quality Level (ug/m ³)
Carbon Monoxide	1 hour	30,000
Nitrogen Dioxide	1 hour	200
Sulphur Dioxide	1 hour	450
Ozone	8 hours	126
Inhalable particulate matter (PM ₁₀)	24 hours	50
Fine particulate matter (PM _{2.5})	24 hours	25

6. The temporary use will operate at an intensity of use suitable to the surrounding area and will be compatible with regard to design and operation with other uses in the vicinity;
7. The temporary use will cease and Headwater Management will relocate their equipment off this site to an alternative, appropriately zoned, industrial site prior to the expiration of this permit.
- C. The following conditions are hereby imposed under subsections 921. 8 of the Local Government Act:
8. The site will be cleared and left vacant within 30 days of the expiration of this permit.
- D. The following conditions are hereby imposed under subsections 921. 12 of the Local Government Act:
1. A security deposit equal to \$10,000 to ensure compliance with the conditions of this permit and removal of equipment and materials from the

site at the end of the site's temporary use, or expiration of this permit, whichever comes first.

Brian Bydwell,
General Manager, Planning, Properties, and Permits (or designate)

Dated this 23 day of December, 2015.

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

TEMPORARY USE PERMIT 77.18

This Temporary Use Permit 77.18 is hereby issued to Headwater Management and 573422 BC Ltd. Inc. No. BC0573422 to allow the outdoor storage of vehicles and equipment on the parcel located between Main Street and Barrow Street, legally described as Lot A Block 40 District Lot 204 Group 1 New Westminster District Plan EPP30891 Except Plan EPP30892 subject to the following terms and conditions:

A. The following requirement is hereby imposed under section 497 of the Local Government Act:

1. This Temporary Use Permit is valid for a period no longer than 3 years from the date of issuance.

B. The following conditions are hereby imposed under subsection 493 (2) (b) of the Local Government Act:

1. The surface of the lot must remain paved in asphalt or asphalt millings or another similar surface that will eliminate puddles and mud from the site and reduce the spread of dust into the air and dirt onto the street. The surface treatment must be maintained so that puddles are not created and dust does not build up.
2. The eastern property line along the Orwell trail alignment must be finished in a permanent wall for the duration of the use of this site to ensure the trail users are protected and that there is a separation between the heavy equipment and the trail. This wall may be constructed of "no post barriers" provided they remain in place.
3. The temporary use does not include the storage of soils, rocks, gravel, sand, wood chips, aggregate or any form of loose material either by itself or in any open equipment or containers, unless said equipment has a lid to completely contain the material and prevent the spread of dust and debris.
4. The perimeter of the site including the frontages on Main Street and Barrow Street should be maintained on a regular basis (at least once a month) with grass mowed and litter cleared.
5. The temporary use must not unreasonably interfere with orderly and efficient development of the neighbourhood.

6. The temporary use is subject to conditions identified in Section 414 Good Neighbour Requirements for Employment Zones, including:
- a) No continuous sound generated on a parcel may exceed a sound level of 60 during the day and 55 at night. "Continuous sound", "day", "night" and "sound level" are defined in Noise Regulation Bylaw No. 7188.
 - b) Man-made light occurring on a parcel shall not exceed 20 lux maximum (2.0 foot candles) when measured vertically at 1.5 metres in height along the parcel property line, with readings taken with the light meter aimed directly at the light source. Where the lighting is a legislated requirement, such as emergency exit lighting, the lighting will be exempt from this regulation.
 - c) No air contaminants generated on a parcel may exceed the mean air quality level, calculated as the average of at least 6 air quality level measurements taken at approximately even intervals during the averaging time set out in column two below, shall not exceed the air quality level stipulated in column three below:

Air Contaminant	Averaging Time	Air Quality Level (ug/m ³)
Carbon Monoxide	1 hour	30,000
Nitrogen Dioxide	1 hour	200
Sulphur Dioxide	1 hour	450
Ozone	8 hours	126
Inhalable particulate matter (PM ₁₀)	24 hours	50
Fine particulate matter (PM _{2.5})	24 hours	25


- 7. The temporary use will operate at an intensity of use suitable to the surrounding area and will be compatible with regard to design and operation with other uses in the vicinity;
- 8. The temporary use will cease and Headwater Management will relocate their equipment off this site to an alternative, appropriately zoned, industrial site prior to the expiration of this permit.

C. The following conditions are hereby imposed under section 495 of the Local Government Act:

1. The site will be cleared and left vacant within 30 days of the expiration of this permit.

D. The following conditions are hereby imposed under section 496 of the Local Government Act:

1. A security deposit equal to \$10,000 to ensure compliance with the conditions of this permit and removal of equipment and materials from the site and the end of the site's use, or expiration of this permit, whichever comes first.



For Dan Milburn

General Manager – Planning, Properties, and Permits

Dated this 12 day of Feb, 2019