



| AGENDA INFORMATION | |
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| <input checked="" type="checkbox"/> Regular Meeting | Date: <u>July 18, 2022</u> |
| <input type="checkbox"/> Other: | Date: _____ |

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The District of North Vancouver REPORT TO COUNCIL

June 30, 2022
Case: PLN2020-00041
File: 08.3060.20/041.20

AUTHOR: Andrew Norton, Development Planner

SUBJECT: Development Permit 41.20 - 1235 Marine Drive

RECOMMENDATION

THAT Development Permit 41.20 for a four-storey mixed-use development including 39 residential units, and six commercial units at 1235 Marine Drive is issued.

REASON FOR REPORT

The site is in Development Permit Areas for Form and Character of Commercial and Mixed-Use Buildings, and Energy and Water Conservation and Greenhouse Gas Emission Reduction. The proposed development requires issuance of a Development Permit by Council.

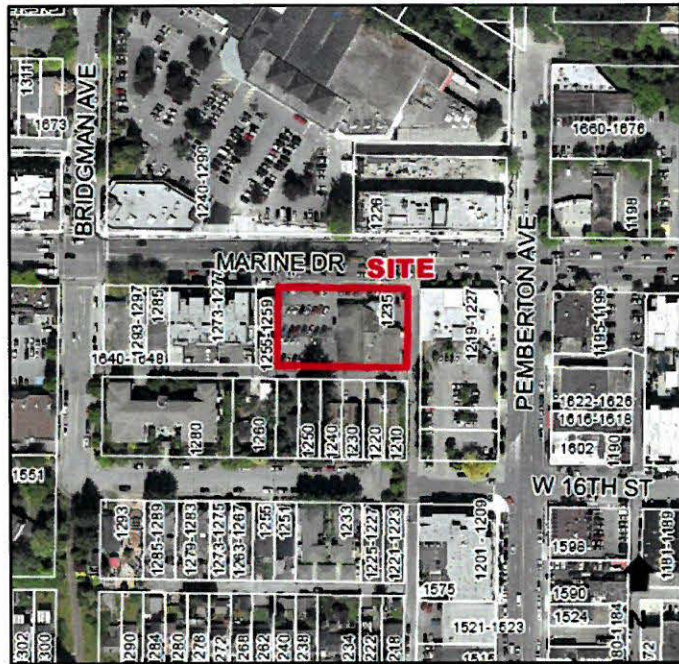
SUMMARY

Raymond Fung has applied on behalf of owners 1235 Marine Property Inc., to redevelop the site with a four-storey residential and commercial mixed-use development consisting of 620.4 m² (6,678.7 sq. ft.) of ground-floor commercial space, and 39 strata residential units. A total of 65 off-street parking spaces are proposed within a single-level underground parkade and at grade. A parking variance from 80 spaces to 65 spaces is included in DP 41.20.



SUBJECT PROPERTY

This 2,193 m² (23,610 sq. ft.) site is located in the Marine Drive corridor, on the south side of Marine Drive, between Bridgman and Pemberton avenues. The site is currently occupied by a single-storey car dealership with surface parking. Surrounding land uses include commercial to the north and east, single-family dwellings across the rear lane to the south, and two and three-storey residential and commercial mixed-use developments to the west.

**EXISTING POLICY**Official Community Plan

The Official Community Plan (OCP) designates the site as “Commercial Residential Mixed-Use Level 1” (CRMU Level 1) which envisions general commercial uses with residential uses on upper floors, and with a density up to approximately 1.75 Floor Space Ratio (FSR). The proposed density is 1.75 FSR, with both the density and uses complying with the OCP.

Zoning

The site is zoned Marine Drive Commercial Zone (C9), which permits commercial and residential uses in a building up to four storeys in height and with an overall density of up to 1.75 FSR. The C9 zone regulates the permitted building heights, building setbacks, and the overall project density. Vehicle and bicycle parking requirements are in Part 10 of the District’s Zoning Bylaw. The proposal complies with the regulations of the C9 zone. The applicant is seeking a reduction in the Part 10 required vehicle parking from 80 spaces to 65 spaces. Further details of the requested parking variance are provided in the “Proposal” section of this report.

Development Permit Areas

The site is located within the following Development Permit Areas:

- Form and Character for Commercial and Mixed-Use Buildings; and
- Energy and Water Conservation and Greenhouse Gas Emission Reduction

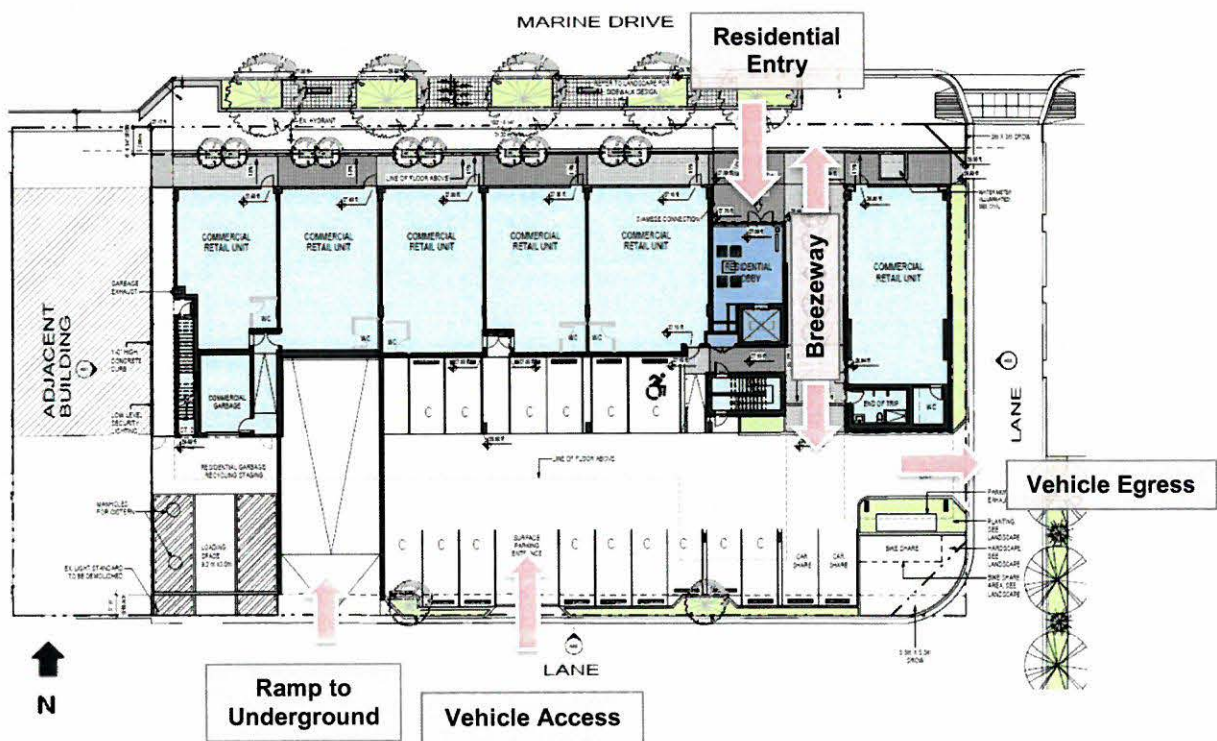
All new development within these Development Permit Areas are required to attain a development permit. Development proposals are measured against the OCP's Schedule B Development Permit Area Guidelines.

THE PROPOSAL

The proposal comprises a four-storey residential commercial mixed-use development sited on the northern portion of the site, and surface parking and a ramp providing access to the underground parkade on the southern portion of the site (see image below). On the ground-floor is six commercial units, a residential lobby, and a breezeway connecting Marine Drive with surface parking to the rear of the site.

Access to the single-level underground parkade and surface parking courtyard is provided via the lane to the south of the site. Surface parking includes a separate access and egress driveway to provide more efficient distribution of movement through the site and on adjacent lanes.

The residential component of the proposal consists of 39 strata units on the upper three floors. The proposed unit mix includes 27 one-bedroom units, and 12 two-bedroom units, ranging in size from 56 m² (607 sq. ft.) to 92 m² (991 sq. ft.).



Ground-Floor Plan of the Proposed Development

Commercial Retail Units at Grade

The proposal includes six commercial retail units (CRUs) fronting Marine Drive, with associated commercial parking to the rear of the site. The design and size of these individual CRUs enables a range of commercial uses to be accommodated on the site in line with C9 zoning, Council's desire to encourage commercial variety and vibrancy along Marine Drive, and the OCP's goal of creating compact, complete and walkable communities.

Vehicle Parking and Proposed Variance

Off-street parking is provided via a single-level underground parkade, and an area of surface parking sited on the southern portion of the site. Surface parking will not be visible from Marine Drive to the north of the site. A total of 65 off-street parking spaces are proposed as shown below:

| Type of Vehicle Parking | Number of Vehicle Parking Spaces |
|---|----------------------------------|
| Shared Commercial and Residential Visitor | 15 |
| Residential | 45 |
| Residential Visitor | 3 |
| Car Share | 2 |
| Total | 65 |

The District's Zoning Bylaw requires a total of 80 off-street parking spaces as follows:

- 14 spaces for commercial uses; and
- 66 spaces for residential uses (including visitor parking).

The applicant is seeking a reduction of 15 off-street parking spaces in compliance with the District's "Alternative Vehicle Parking Rates Policy", approved by Council on November 27, 2020. This policy provides an opportunity to consider lower parking rates when appropriate Transportation Demand Management (TDM) measures are provided. The applicant has committed to providing the following key TDM measures including:

- Car-share memberships for all first residents;
- Two dedicated car-share parking spaces;
- A shared bicycle fleet including four for residential use and one for commercial; and
- A bicycle maintenance facility.

The proposal includes shared commercial and residential visitor parking, with 15 commercial parking spaces located within the area of surface parking to be made available for residential visitor use after peak commercial operating hours. This is in addition to three designated residential visitor parking spaces located within the underground parkade. Shared parking provides for additional residential parking capacity at peak residential parking hours by utilizing commercial parking spaces when commercial parking demand is low. A covenant securing shared parking will be registered prior to building permit issuance as outlined in the development permit.

Staff are supportive of the proposed reduction in off-street parking spaces given the site's proximity to local services and location within a key transit corridor.

While the District's "Electric Vehicle Charging Infrastructure Policy" does not apply in this development permit process, the applicant has voluntarily committed to provide energized outlets for Level 2 electric vehicle charging for all resident parking spaces in accordance with the policy.

A total of four residential accessible parking spaces are provided within the underground parkade in compliance with the District's "Accessible Design Policy for Multi-Family Housing". This is in addition to one commercial accessible parking space located within the area of surface parking.

Bicycle Parking

A total of 89 bicycle parking spaces are proposed in compliance with the District's "Bicycle Parking and End-of-Trip Facilities" Policy, and in excess of the District's Zoning Bylaw requirements. This is inclusive of five shared bicycles spaces. All bicycle parking is provided in the underground parkade, except for Class 2 commercial spaces which are provided on Marine Drive, and shared bicycle parking located adjacent to at grade parking. The proposal also includes an end-of trip (EOT) room which includes a shower and toilet located at-grade level adjacent to a commercial unit. A bicycle maintenance room is proposed in the underground parkade.

A detailed breakdown of the bicycle parking spaces is provided below:

| Type of Bicycle Parking | Class 1 (Long Term) | Class 2 (Short Term) | Shared Bicycles |
|--------------------------------|--------------------------------|---------------------------------|----------------------------|
| Commercial | 3 | 6 | 1 |
| Residential | 67 | 8 | 4 |
| Subtotal | 70 | 14 | 5 |
| Total: | 89 | | |

One electrical outlet capable of providing Level 1 charging is proposed for every two Class 1 bicycle parking spaces (35 total). This exceeds the District's "Bicycle Parking and End-of-Trip Facilities" Policy.

Acoustic Performance

Development Permit 41.20 includes the District's residential acoustic regulations for maximum noise levels in the bedrooms, living areas, and other areas of the proposed dwelling units. Prior to issuance of a building permit, the applicant will be required to submit a report from a qualified noise consultant demonstrating that the building will meet these standards.

Accessible Units

In accordance with the District's "Accessible Design Policy for Multi-Family Housing", 39 units (100%) will be designed to meet the 'basic accessible' design criteria, while three units (8%) will be designed to meet the 'enhanced accessible' design criteria in excess of the policy requirement to provide 5%.

Development Permit for the Form and Character of Guidelines for Commercial and Mixed-Use Buildings

Building Design

This proposal has been reviewed against the Development Permit Guidelines for Commercial and Mixed-Use Buildings, and the Marine Drive Design Guidelines as outlined in Schedule B of the OCP. The proposal complies with these guidelines, with examples of compliance shown below:

- *A1.7: Commercial Setback: On both front and flanking streets a 4 metre minimum distance from the curb face to the building façade, which may be a combination of public and private property, is encouraged for commercial and commercial/mixed-use developments to accommodate sidewalks, street furniture and utilities.*

The commercial unit frontages have been recessed from the property line to maximize the quality of the public realm through wide sidewalks, street tree planting, and street furniture such as public benches and bicycle parking. The setback on Marine Drive complies with the C9 zone requirement of 5.4 m from the curb line.



Marine Drive Commercial Unit Frontage

- *A2.4: Pedestrian Pathways and Wheelchair Access: Pedestrian pathways should be direct, accessible, barrier-free and safely routed from parking areas to storefronts and building lobbies. These routes should have a minimum clear width of 2 metres and be at or near the centre of the building.*

The public realm has been designed to provide step and barrier-free access from commercial parking to the rear of the site, through a breezeway to the commercial unit entrances fronting Marine Drive.

A3.1: Variation in Building Design: There should be subtle design variation between neighbouring buildings to avoid a repetitive appearance.

The proposal has sought to reduce design repetition within this section of Marine Drive through building materiality, upper-floor projections, and the incorporation of a breezeway to break-up building mass. These design features are proposed to complement and enhance the evolving and varied visual character of Marine Drive, while providing consistency in building heights, setbacks, and general design intent.

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

The proposal has been designed to comply with the Marine Drive Commercial Zone (C9) to ensure building heights, setbacks and transitions are generally consistent with other development within the Marine Drive corridor.



Marine Drive frontage viewed from north-east of the site

- **3.6: Endwalls:** *Exposed endwalls of buildings should be designed and finished to be aesthetically pleasing. Material and texture choices, art, mosaics and green walls are encouraged for this purpose.*

The proposal has been designed to avoid blank endwalls, achieving this through the inclusion of windows, different facing materials, and in the case of the east elevation, a wraparound commercial frontage.

Landscape Design

- **A2.1: Sustainable Landscape Design:** *Sustainable landscape design should incorporate best practices for tree planting, rainwater management, pedestrian wayfinding and lighting, accessibility and feature native and drought tolerant species to provide environmental, health benefits and visual and sensory interest through the seasons.*

A landscape plan has been provided which includes new street tree planting along the Marine Drive frontage, and smaller plantings within the breezeway and around the periphery of the site. Rainwater management and drainage measures have been included. The landscape plan has considered how tree placement, paving design and materiality, and lightning can improve site wayfinding and provide better alignment with commercial units, the residential lobby and the breezeway entrance. The design and placement of public benches and bicycle racks ensures accessible movement along Marine Drive and through the site for all users.



Landscape Plan

Marine Drive Design Guidelines

Streetscape Guidelines:

c) Wide sidewalks having decorative accents and banding at regular intervals are required along Marine Drive.

The proposed streetscape design incorporates banding within the paving pattern to align with commercial and residential entrances, while street tree and public bench placement accent the public realm at regular intervals.

Building Siting Guidelines:

d) Site planning for large parcel developments should incorporate mid-block pedestrian passages through properties to the rear.

A breezeway has been included within the building design to reduce bulk and massing and to provide pedestrian access between commercial parking and Marine Drive.



Breezeway viewed from Marine Drive

h) At least 2/3 of the commercial building frontage at ground level must consist of doorways or display windows.

Commercial unit frontages have been designed with a high percentage of glazing. This enables a better visual connectivity with the residential frontages above, and provides a permeable and contemporary design to support commercial vibrancy on Marine Drive.

Proportion and Scale Guidelines:

a) A monolithic appearance is to be avoided by breaking up the bulk of large buildings through the repetition of vertical elements like entrances, regularly spaced windows, alternating wall patterns and materials and other design features.

The proposed design incorporates a breezeway to reduce bulk and massing, a recessed residential lobby entrance to provide a subtle variance to the building line, and vertical building accents to soften the horizontality of the residential balcony banding.

Architectural Guidelines:

b) Masonry (especially brick), heavy timbers, steel and iron are examples of building materials that are consistent with the Marine Drive theme.

The proposed design includes building materials consistent with the Marine Drive character such as brick banding, steel accents, and wood effect cladding. The wood effect cladding and soffits, and the steel framing softens the cementitious cladding and emphasize building materials which reinforce the Marine Drive visual character.

Development permit for Energy and Water Conservation and Greenhouse Gas Emission Reductions

This proposal has been designed to address the Development Permit Guidelines for Energy and Water Conservation and Greenhouse Gas Emission Reduction. A Mechanical Schematic Design Report, and Energy Performance Compliance Letter prepared by Rocky Point Engineering Ltd dated November 30, 2021, and November 18, 2021 respectively, have been submitted in support of the proposal's green building credentials. Examples of the proposal's compliance with the highlighted guidelines are summarized below:

Energy Conservation

- *An integrated design process should be utilized to identify opportunities to reduce a building's energy consumption.*
 - The proposal will meet Step 3 and Step 4 of the BC Energy Step Code for the commercial and residential components of the proposal respectively. This meets the new step code requirements approved by Council on December 7, 2020; and
 - The proposed building will utilize a highly rated envelope system in conjunction with efficient LED lighting and Variable Refrigerant Flow (VRF) air source heat pump technology. The ventilation systems will use heat recovery units to allow for energy transfer between the exhausted air and the fresh indoor air to improve on energy consumption.

Water Conservation

- *An integrated design process should be utilized to identify opportunities to reduce a building's water consumption and incorporate strategies for the capture and use of stormwater for landscaping purposes.*

The proposed building will utilize a cistern or detention tank to withhold water from being discharged to the District's storm sewer services. Measures will be taken to retain some of this water to irrigate site landscaping.

Greenhouse Gas Emission Reductions

- *Building materials which are durable for the use intended should be selected.*
 - Building materials have been selected to be durable for their intended life expectancy and include brick, steel, and wood effect metal siding; and
 - The parking variance reduces the requirement for a second-level of underground parking, thereby reducing the use of concrete within the development.

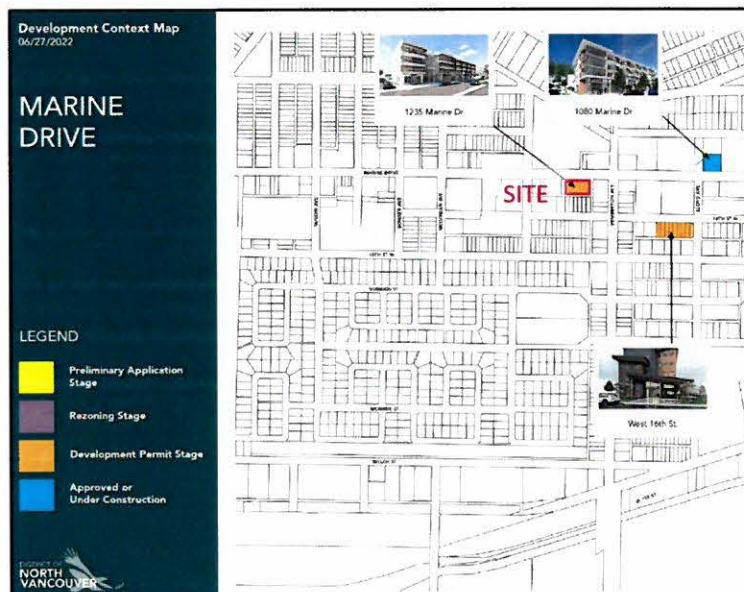
OFF-SITE IMPROVEMENTS

As part of this application, the applicant will be responsible for off-site improvements including street lighting, sidewalk, curb and gutter, street trees, and street improvements along the site's Marine Drive frontage and adjacent lanes. The estimated total value of off-site works (engineering and landscaping) is approximately \$435,000. The full scope (and value) of required off-site construction will be determined through the detailed design work at the building permit stage.

District of North Vancouver Development Cost Charges (DCCs), Greater Vancouver Sewerage and Drainage District DCCs, and TransLink DCCs will be payable at the applicable rate at time of building permit. DCC's for this project are estimated to be \$274,883 (District of North Vancouver), \$52,890 (GVS&DD), and \$44,369 (TransLink).

Construction Traffic Management Plan

For reference, the map below shows the site (highlighted in red) in relation to other nearby construction projects and projects currently under consideration as part of a rezoning or development permit process:



The development application for 1210-1260 West 16th Street which is located immediately to the south of the site has been withdrawn. Therefore, no construction conflicts are anticipated.

In order to reduce the development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP). The CTMP must outline how the applicant will coordinate with other projects in the area to minimize construction impacts, including around construction sequencing, staging, site office location, construction vehicle access, and worker parking. Staff are continuing to work with the applicant on their submitted CTMP, with a final version required prior to issuance of a building permit. In particular, the final CTMP must:

1. Provide safe passage for pedestrians, cyclists, and vehicle traffic;
2. Outline roadway efficiencies (i.e. location of traffic management signs / flaggers);
3. Make provisions for trade vehicle parking which is acceptable to the District and minimizes impacts to neighbourhoods;
4. Provide a point of contact for all calls and concerns;
5. Provide a sequence and schedule of construction activities;
6. Identify methods of communication with other developments in the area;
7. Address silt/dust control and cleaning up from adjacent streets;
8. Provide a plan for litter clean-up and street sweeping adjacent to site;
9. Include a communication plan to notify surrounding businesses / residents; and
10. Commit to install cameras where necessary to assist staff in monitoring construction activities.

CONCURRENCE

Staff

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

Advisory Design Panel

The application was considered by the Advisory Design Panel on January 14, 2021 with the Panel recommending approval of the project subject to addressing to the satisfaction of staff the items noted by the Panel in its review. These items included:

- Consider changes to the east elevation to better animate and soften its appearance;
- Include sensitive night-time illumination of the building;
- Improve location of end-of-trip facilities to better link to end users; and
- Revise landscape plan in view of accessibility, irrigation and, Crime Prevention through Environmental Design (CPTED) considerations.

The applicant addressed the Panel's comments through:

- Additional windows and a wraparound commercial facade on the east elevation;
- Downlights located within the soffits above each balcony;
- EOT facilities located at grade close to commercial units; and
- Improved CPTED measures including lighting and an access gate for the walkway adjacent to the west elevation.

Staff are satisfied with the resolution of these items.

Public Input

The applicant held a virtual Public Information Meeting (PIM) from December 9, 2020 through January 8, 2021. Notices were distributed to neighbours in accordance with the District's "Non-Statutory Public Consultation for Development Applications" policy. Signage was placed on the property to notify members of the public of the meeting, and advertisements were placed in the North Shore News. A webpage was established for the project on the District's website that was accessible to members of the public between the highlighted dates for comments and questions.

The virtual PIM webpage attracted 91 total views and received one comment which expressed a desire to see residential uses located on the ground-floor instead of commercial. A couple of comments were sent directly to the planner which expressed concern around increased parking demand and a lack of overnight visitor parking, construction sequencing with nearby developments, and site office location. Concern was also expressed regarding the viability of the adjacent lanes to accommodate an increase in vehicular traffic. A summary of the redacted questions and comments received are included in the facilitator's report which is attached as attachment 2.

In response to the public feedback, the applicant has:

- Providing shared commercial and residential visitor parking, whereby commercial parking will be shared with residential visitor parking outside of peak commercial operating hours. This will provide additional off-street residential parking capacity during peak residential parking hours when commercial demand is lower.
- Modifying vehicle access to and movement through the site by creating a separate access and egress driveway for surface parking. This provides a more efficient distribution of movement through the site and on adjacent lanes, with vehicles now accessing the surface parking area from the east-west lane, and egressing on the north-south lane. This approach is supported by Development Engineering.
- Considered the introduction of elevated construction site offices above the sidewalk in order to reduce impacts on pedestrian movement and to maximise the site staging area. This will be outlined within the final CTMP that requires staff review and approval prior to building permit issuance.

CONCLUSION

The proposal has been developed in accordance with the site's OCP designation, zoning regulations, and applicable Development Permit Area guidelines. The proposal addresses the policy directions in the OCP by focusing residential and commercial growth along existing transit corridors, responds to the relevant Form and Character guidelines, and supports Council's greenhouse gas emission reduction objectives. The proposed parking variance is supportable as it complies with the District's "Alternative Vehicle Parking Rates" policy, and the site is located within a key transit corridor. Development Permit 41.20 is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Issue Development Permit 41.20 (Attachment 1) to allow for the proposed development (staff recommendation); or
2. Deny Development Permit and provide direction to staff.

Respectfully submitted,



Andrew Norton
Development Planner

Attachments:

1. Development Permit 41.20
2. Virtual Public Information Meeting Facilitator's Report with redacted comments

| REVIEWED WITH: | | |
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| <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 _____ |
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| <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 _____ | |
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| <input type="checkbox"/> Review and Compliance _____ | <input checked="" type="checkbox"/> Planning _____ | |

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THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT PERMIT 41.20

This Development Permit 41.20 is hereby issued by The Corporation of the District of North Vancouver to the registered owner(s) of 1235 Marine Drive, legally described as Lot A Block 53 District Lot 552 Plan 16081 (PID: 007-581-335) for a four-storey mixed-use development, subject to the following terms and conditions:

- A. The following Zoning Bylaw regulations are varied under Part 14, Division 7, Subsection 490 (1) (a) of the Local Government Act:
1. Subject to registration of the restrictive covenants outlined in Sections C.3 (i) (c and d) of this permit, the minimum required off-street parking spaces is varied from 80 spaces to 65 spaces (15 shared commercial and residential visitor spaces, 45 residential spaces, 3 residential visitor parking, and 2 car share spaces).
- B. The following requirement is imposed under Subsection 490 (1) (c) of the Local Government Act:
1. Substantial construction as determined by the Manager of Permits and Licenses shall commence within two years of the date of this permit or the permit shall lapse.
 2. A Construction Traffic Management Plan is required prior to issuance of the Building Permit and Excavation Permit, and may require amendments during the course of construction to ensure that construction impacts are minimized.
- C. The following requirements are imposed under Subsections 491 (7) and (8) of the Local Government Act:
1. The site shall be developed in accordance with the attached plans (DP 41.20 1 through 11).
 2. All signage proposed must comply with the District of North Vancouver Sign Bylaw.
 3. Prior to the issuance of a Building Permit, the following shall be submitted to:
 - i. Building Department:

- a. A completed report prepared by a qualified acoustic professional outlining the measures to be incorporated in the building(s) to ensure:

- compliance with District of North Vancouver Noise Regulation Bylaw for any rooftop mechanical equipment.
- that noise levels for dwelling unit occupants will not exceed those listed below:

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

* For the purpose of this section the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels

- b. A summary of the accessible design measures that will be provided, consistent with the objectives of the District of North Vancouver's Accessible Design Policy for Multi-Family Housing, whereby 39 units (100% of total) are to comply with the "basic" accessible design elements, and three units (8% of total) are to comply with the "enhanced" accessible design elements.
- c. Confirmation of registration of a Section 219 covenant securing approved Transportation Demand Management measures and approved parking layout.
- d. Confirmation of registration of a Section 219 covenant securing shared commercial and residential visitor parking, whereby 15 commercial parking spaces will be shared with residential visitor parking during off-peak commercial hours.
- e. Confirmation of registration of a Section 219 restrictive covenant for Stormwater Management.
- f. Confirmation of registration of statutory right-of-ways along Marine Drive and at the north-east and south-east corners of the property as shown on drawing DP 41.20 1.

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- g. A confirmation letter from a professional electrical engineer that ensures the following will be installed within the development:
- Energized outlets capable of providing Level 2 charging (240 Volt) or higher for electric vehicles, with a minimum of 45 Level 2 energized outlets in the underground parkade; and
 - Energized outlets capable of providing Level 1 charging (110 Volt) or higher for electric bicycles, with a minimum of one Level 1 energized outlet per two Class 1 bicycle parking spaces.
- ii. Parks Department:
- a. Three copies of a final detailed landscape plan that is in general compliance with the landscape plans prepared by Gauthier + Associates Landscape Architects Inc. dated May 26, 2022, and is prepared by a Landscape Architect registered in British Columbia for the approval of the General Manager of Engineering or their designate;
 - b. A written landscape estimate in accordance with District format, submitted by the Landscape Architect for approval by the Parks and Engineering Services Department for the installation of all landscaping as shown on the final approved landscape plan; and
 - c. A completed "Permission to Enter" agreement to provide evidence that a Landscape Architect has been retained to supervise the installation of the landscape works, and the written authorization for the District or its agents to enter the premises and expend any or all of the deposit monies to complete the landscape works in accordance with the approved landscape plan.
- iii. Engineering Department:
- a. A letter from a qualified professional confirming the proposed Transportation Demand Management measures in accordance with the Parking Evaluation and Transportation Demand Management Assessment Study Report prepared by LSL Engineering Consultants Inc. dated May 21, 2022 for the acceptance of the General Manager of Engineering or their designate which includes, but is not limited to:
 - Car-share memberships for all first residents;
 - Two dedicated car-share parking spaces;
 - Shared bicycle fleet including a minimum of five bicycles; and
 - A bicycle maintenance facility.

-
- b. Finalized civil and electrical engineering plans designed by a Professional Engineer, for review and acceptance by the Engineering Department; and
 - c. An executed Engineering Services Agreement between the property owner and the District related to the required upgrading of off-site facilities on Marine Drive and the adjacent north-south and east-west lanes. Upgrades will include, but are not limited to street lighting, sidewalk, curb gutter, street trees, and street improvements.
- D. The following requirements are imposed under Subsections 491 (9) and (10) of the Local Government Act:
- 1. Prior to issuance of the Building Permit the following is required:
 - i. A letter from a qualified professional confirming the green building features proposed in accordance with the Mechanical Schematic Design Report prepared by Rocky Point Engineering Ltd dated November 30, 2021, and the Energy Performance Compliance Letter prepared by Rocky Point Engineering Ltd dated November 18, 2021.
- E. The following requirements are imposed under Subsection 502 of the Local Government Act:
- 1. Prior to issuance of the Building Permit the following deposits are required:
 - i. A security deposit equal to the greater of 125% of the estimated cost of all on-site landscaping, in accordance with the approved cost estimate or \$100,000. The deposit must be provided prior to issuance of a Building Permit for the development on the Land and will be held as security for landscaping, and building works.
 - ii. Engineering security deposit(s), in an amount specified in the Engineering Services Agreement, to cover the construction and installation of all off-site engineering and landscaping requirements.

Mayor

Municipal Clerk

Dated this _____ day of _____, _____

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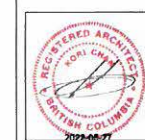
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R RESIDENTIAL PARKING STALL

| REVISION | DATE | BY | DATE |
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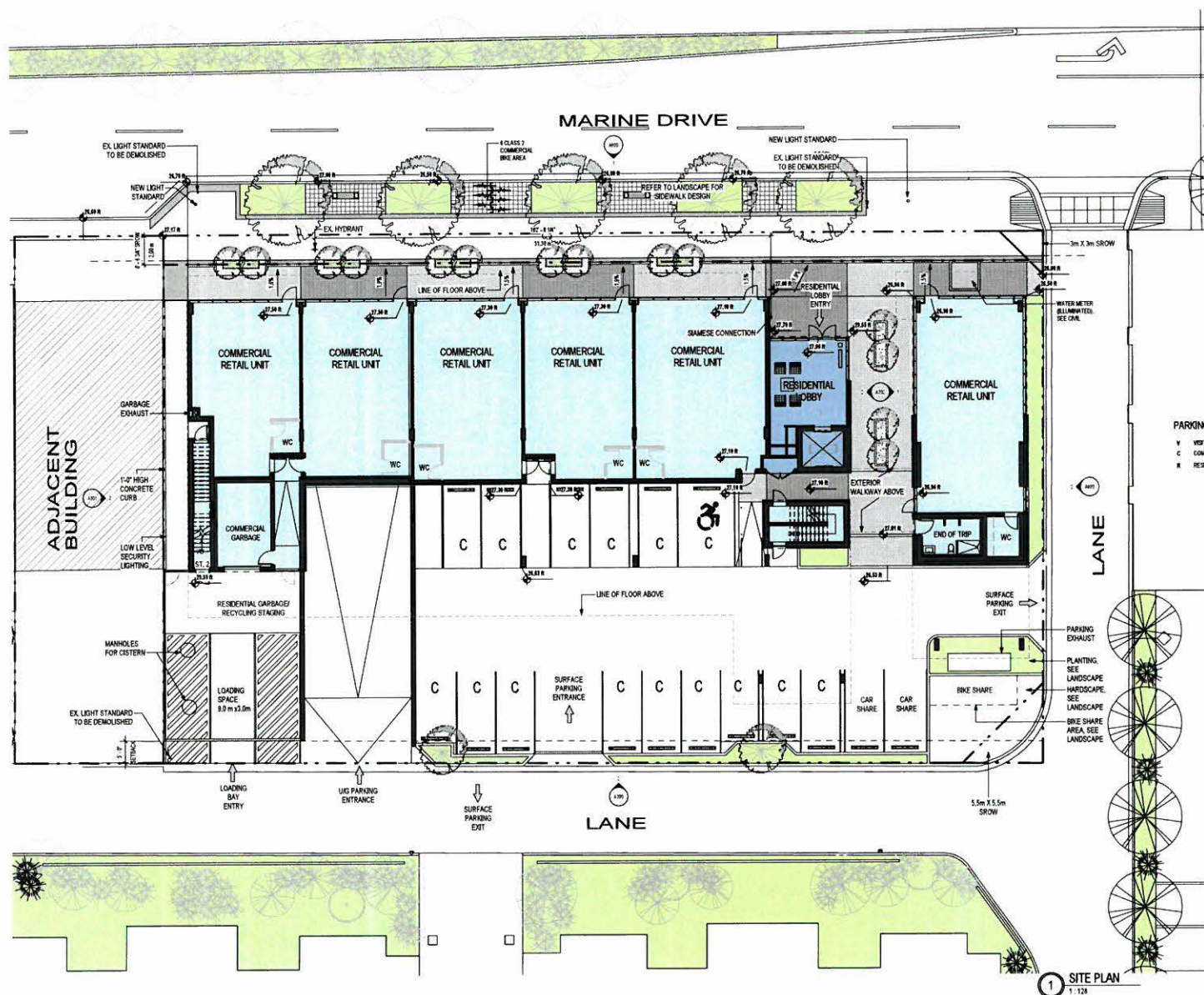
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1235 MARINE DRIVE, NORTH
VANCOUVER, BC

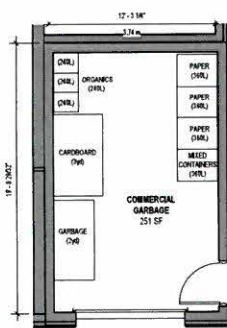
PROJECT
1235 MARINE DRIVE

| DATE | SCALE | DRAWN | CHECKED |
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| 2021-11-09 | As Indicated | JP | PC |

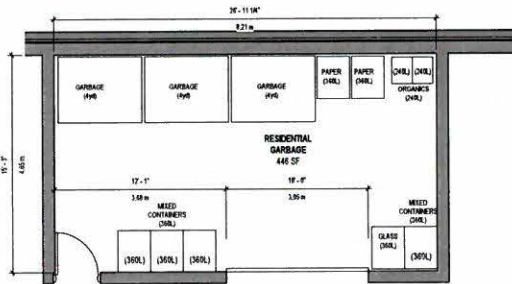
PROJECT NUMBER
18-30
DWG. NO.
A100

DP 41.20 - 1

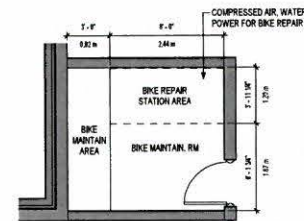




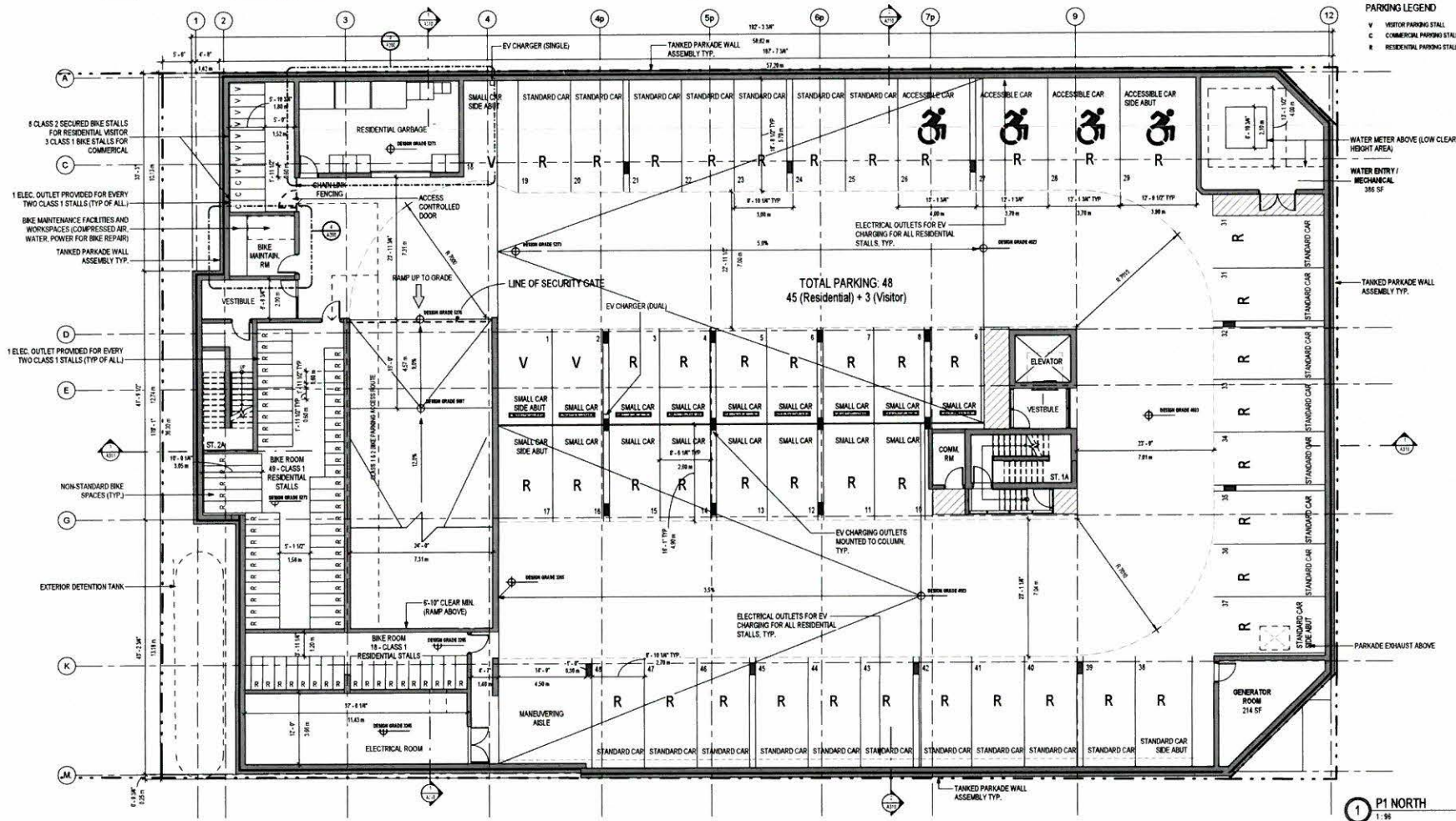
2 COMMERCIAL GARBAGE FLOOR PLAN
1:50



3 RESIDENTIAL GARBAGE FLOOR PLAN
1:40



4 PARKING P1 - BIKE MAINT. FACILITIES AND WORKSPACES
1:40



PARKING LEGEND
V VISITOR PARKING STALL
C COMMERCIAL PARKING STALL
R RESIDENTIAL PARKING STALL

WATER METER ABOVE LOW CLEAR HEIGHT AREA
WATER ENTRY / MECHANICAL
385 SF

TANKED PARKADE WALL ASSEMBLY TYP.

PARKADE EXHAUST ABOVE

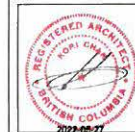
1 P1 NORTH
1:50

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VANCOUVER BC V6T 1B4
CANADA
(604) 679-0118
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CIVIL ENGINEER
CREUS ENGINEERING LTD.
TRAFFIC CONSULTANT
LSI ENGINEERING CONSULTANTS INC.
BIWING CONSULTANT
TERANS CONSULTING LTD.

| DATE | REVISION | DESCRIPTION | BY | DATE |
|------------|----------|------------------------------|------|------------|
| 2023-05-27 | 1 | ISSUED FOR PRELIMINARY TO GO | K.C. | 2023-05-27 |
| | 2 | ISSUED FOR PRELIMINARY TO GO | K.C. | 2023-05-27 |
| | 3 | ISSUED FOR PRELIMINARY TO GO | K.C. | 2023-05-27 |
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| | 99 | ISSUED FOR PRELIMINARY TO GO | K.C. | 2023-05-27 |
| | 100 | ISSUED FOR PRELIMINARY TO GO | K.C. | 2023-05-27 |



PROJECT ADDRESS
1235 MARINE DRIVE, NORTH
VANCOUVER, BC

PROJECT
1235 MARINE DRIVE

DRAWING TITLE
P1 PARKING
PLAN

DATE
2023-11-08

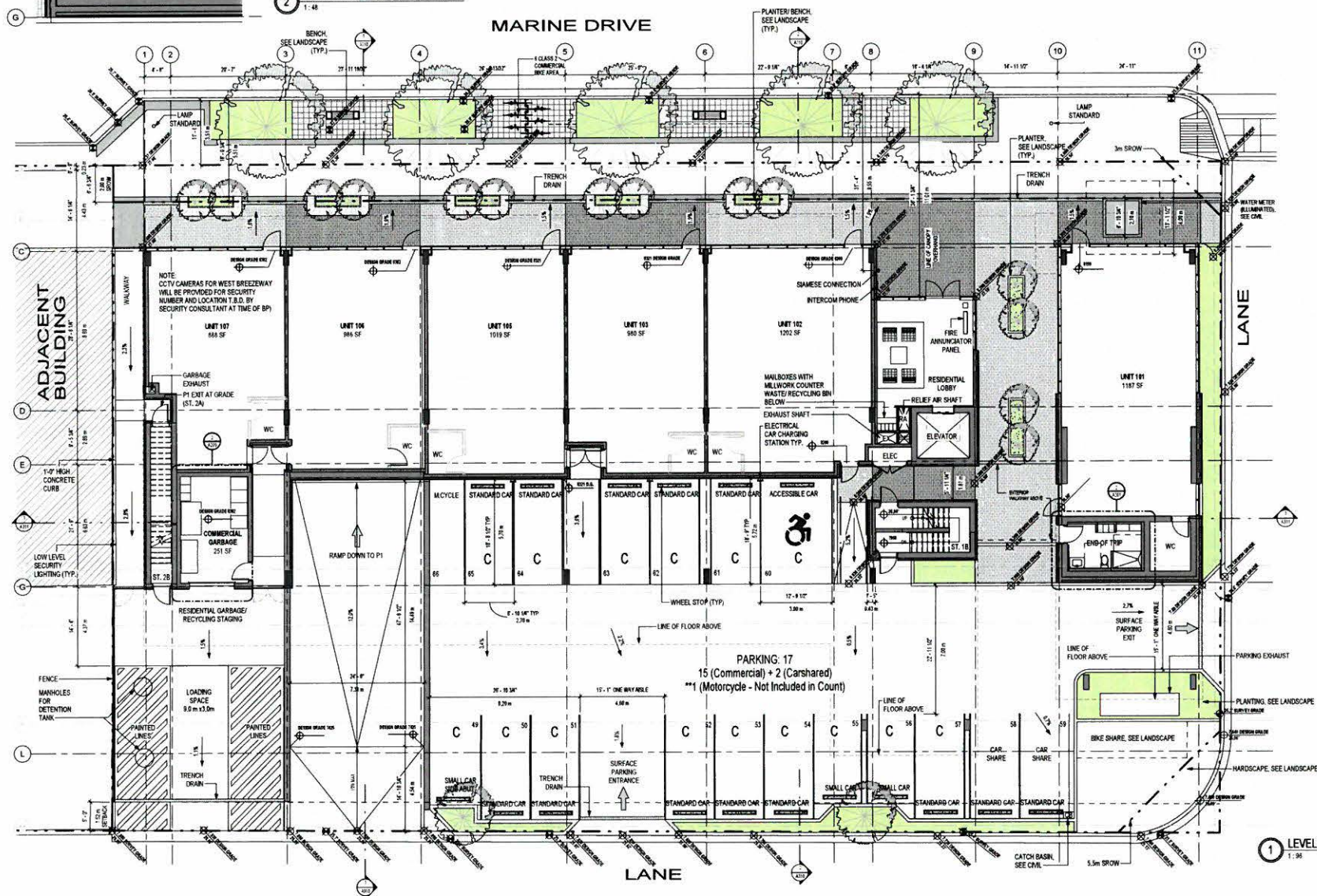
SCALE
As Indicated

DRAWN
AB

CHECKED
AC

PROJECT NUMBER
18-30
DWG. NO.
A200

DP 41.20-2



PARKING LEGEND

V VISITOR PARKING STALL
 C COMMERCIAL PARKING STALL
 R RESIDENTIAL PARKING STALL



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300 - 151 EAST 2ND AVE
VANCOUVER BC V5T 1B4
CANADA
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LSL ENGINEERING CONSULTANTS INC.
ENVIRONMENTAL CONSULTANT
TERMIN CONSULTING LTD.

[illegible]

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| C | ISSUED FOR PRE-CONDITIONS TO DP | K.C. | 2022.05.3 |
| B | ISSUED FOR DP PRIOR TO CONDITIONS | K.C. | 2021.11.8 |
| A | ISSUED FOR DEVELOPMENT PERMIT | K.C. | 2020.06.1 |



PROJECT ADDRESS
1235 MARINE DRIVE, NORTH
VANCOUVER, BC

PROJECT
1235 MARINE DRIVE

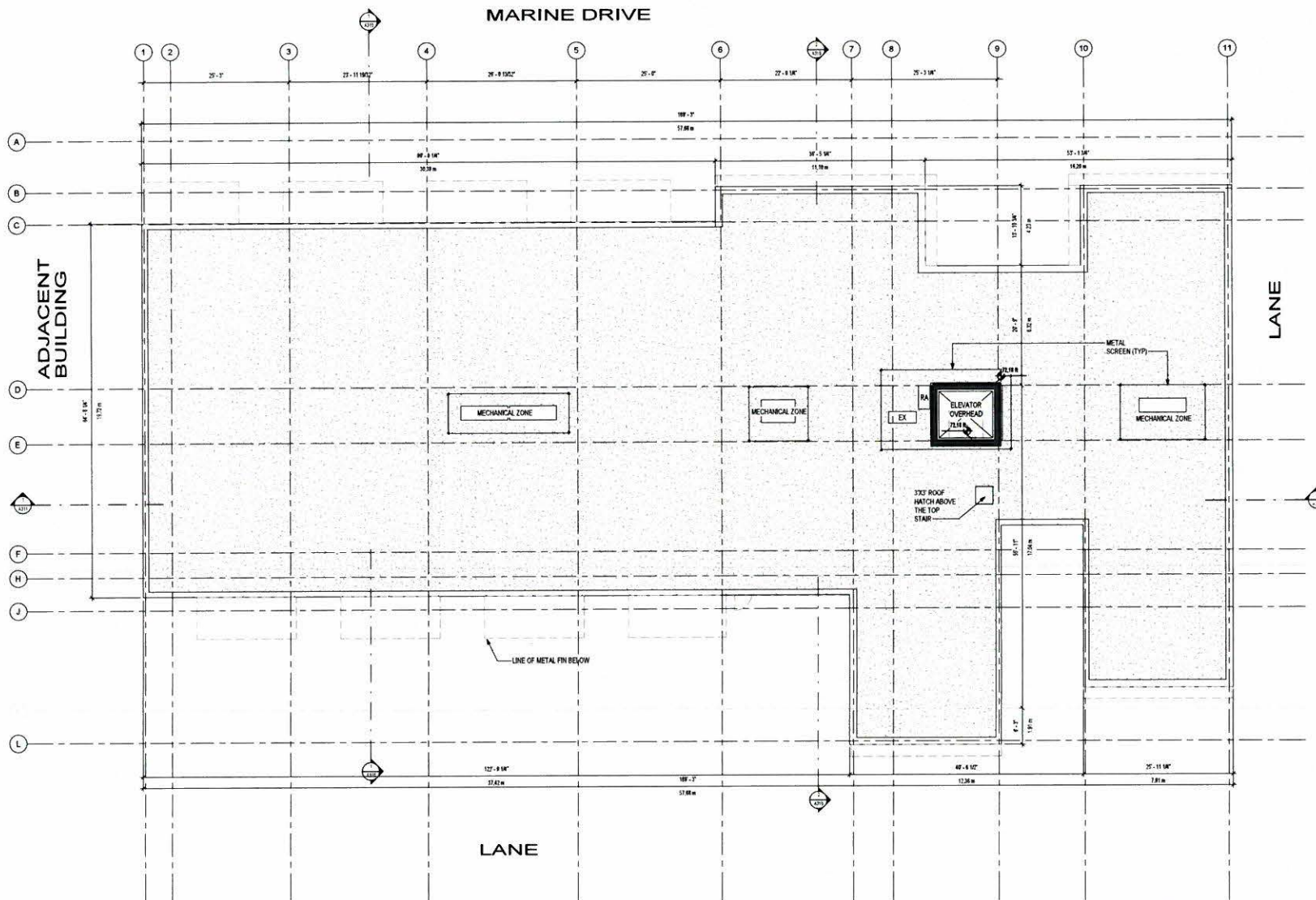
DRAWING TITLE
LEVEL 1 PLAN

PROJECT NUMBER
18-30

A201

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| DATE 2021.11.05 | SCALE As indicated | DRAWN JB | CHECKED KC |
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DP 41.20 - 3



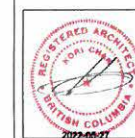
PROSCENIUM ARCHITECTURE + INTERIORS INC.

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CREUS ENGINEERING LTD.
TRAFFIC CONSULTANT
LSI ENGINEERING CONSULTANTS INC.
ENVIRONMENTAL CONSULTANT
TERANIS CONSULTING LTD.

| NO. | DESCRIPTION | BY | DATE |
|-----|------------------|----|------|
| 1 | CURRENT REVISION | C | |



PROJECT ADDRESS
1235 MARINE DRIVE, NORTH
VANCOUVER, BC

PROJECT
1235 MARINE DRIVE

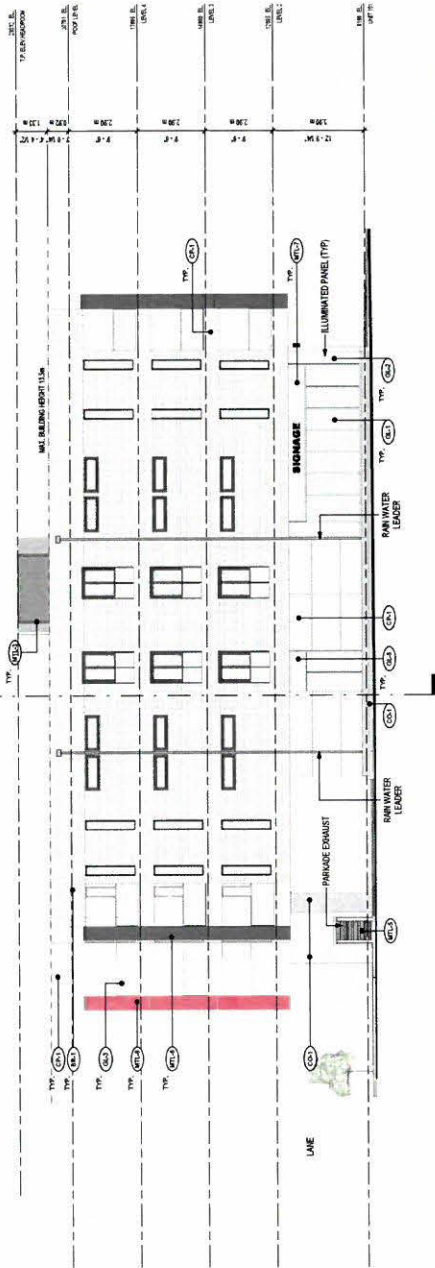
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| DRAWING TITLE | | PROJECT NUMBER | |
| ROOF PLAN | | 18-30 | |
| | | DWG. NO. | |
| | | A205 | |
| DATE | SCALE | DRAWN | CHECKED |
| 2021.11.09 | 1 : 64 | JB | AC |

DP 4120-4

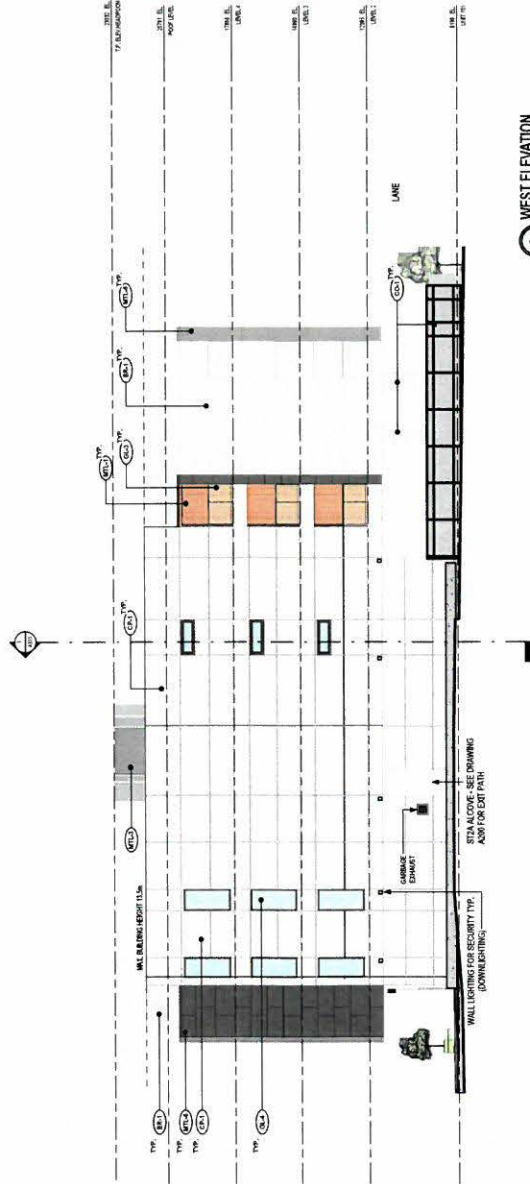
EXTERIOR FINISHES

- BB-1 - BRICK
- CC-1 - CONCRETE
- GL-1 - GLASS (REFLECTIVE)
- GL-2 - GLASS (TRANSPARENT)
- GL-3 - GLASS (TINTED)
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300 - 101 EAST 2ND AVE
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CANADA
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ENVIRONMENTAL CONSULTANT
TERANS CONSULTING LTD.

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PROJECT ADDRESS
1235 MARINE DRIVE, NORTH
VANCOUVER, BC
PROJECT
1235 MARINE DRIVE

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| PROJECT NUMBER | 18-30 |
| PROJECT NAME | A301 |
| DATE | 2019.04.07 |
| SCALE | 1:100 |
| DRAWN | 1:100 |
| CHECKED | 1:100 |



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300 - 151 EAST 2ND AVE
VANCOUVER BC V5T 1B4
CANADA
604.679.0118
www.pfosc.ca/nsm.ca

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TERANIS CONSULTING LTD.

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| C | ISSUED FOR PRE-CONDITIONS TO DP | K.C. | 2022.09 |
| B | ISSUED FOR DP PRIOR TO CONDITIONS | K.C. | 2021.11 |
| A | ISSUED FOR DEVELOPMENT PERMIT | K.C. | 2020.05 |

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PROJECT ADDRESS
1235 MARINE DRIVE, NORTH
VANCOUVER, BC

PROJECT
1235 MARINE DRIVE

DRAWING TITLE
ARTISTIC
CONTEXT
RENDERINGS

PROJECT NUMBER
18-30
DWG. NO.
A004

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| DATE 2021.11.05 | SCALE 1:1 | DRAWN JB | CHECKED KC |
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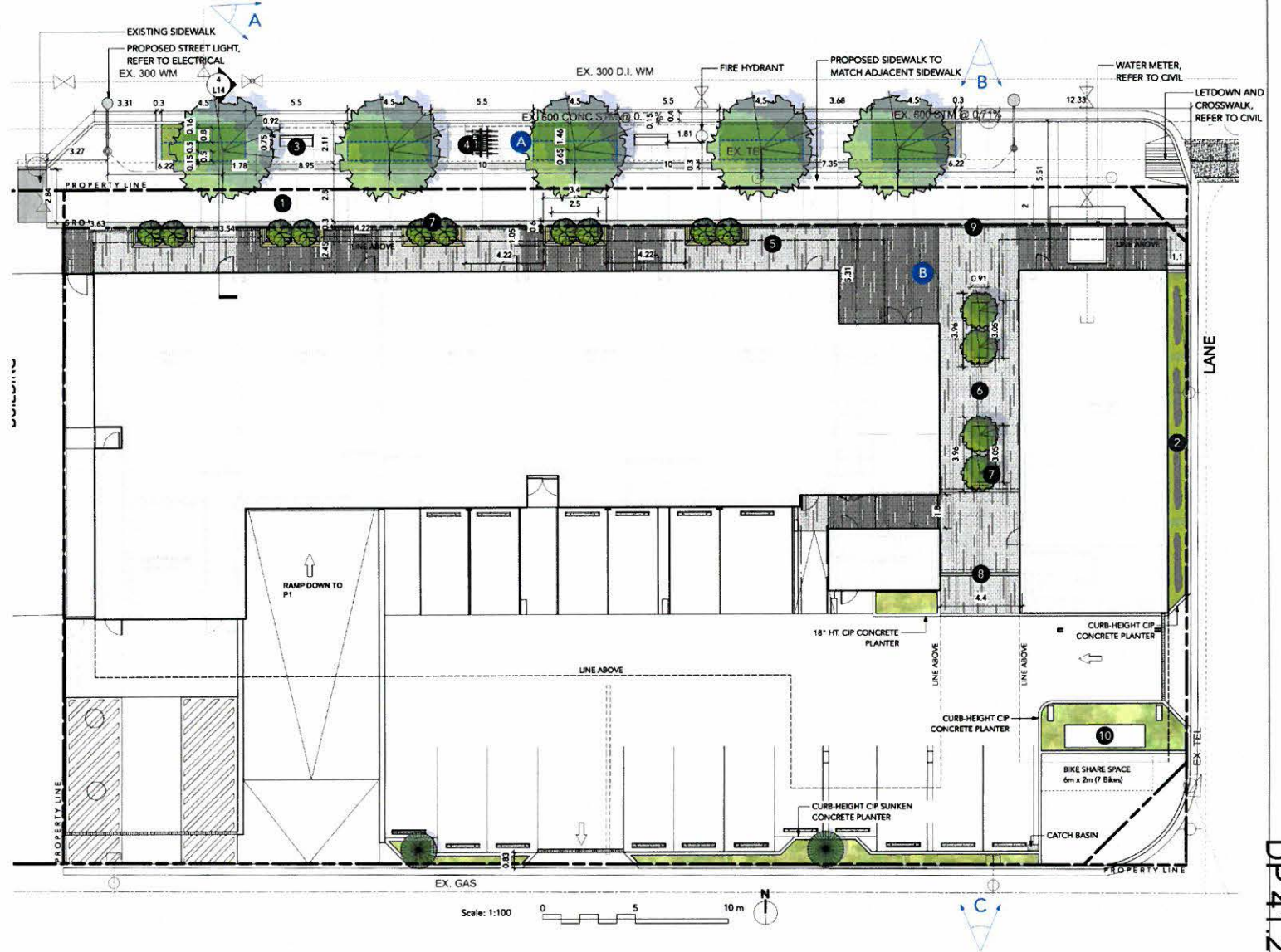
LAYOUT + MATERIALS LEGEND

| SYMBOL | DESCRIPTION |
|--------|---|
| | PAVING TYPE 1 Concrete Sidewalk with Exposed Aggregate Bands To DNV Marine Drive Streetscape Standards |
| | PAVING TYPE 2 Barkman Boardwalk Linear Concrete Pavers Natural and Charcoal color, 322 X 119 X 80 mm |
| | PLANTER TYPE 1 36" HT. Custom Corten Planter with Integrated 18" HT. Wood-top Bench |
| | PLANTER TYPE 2 CIP Concrete Planter, height varies |
| | PLANTER TYPE 3 Off-site Boulevard Planting, To DNV Marine Drive Streetscape Standards |
| | PLANTER TYPE 4 On-site Rain Garden Planting |
| | BIKE RACKS Cora Expo Series, W3806, Galvanized Stainless Steel, Powder Coated Black, Surface Mount |
| | BENCH Victor Stanley, RB-28, Recycled Solid Steel Bar, Powder Coated Black, Surface Mount |
| | TRENCH DRAIN |
| | WOOD TRELLIS FOR VINE PLANTING |
| | ON-SITE 6" HT. CIP CONCRETE CURB |
| | OFF-SITE EXISTING POWER POLE to Be Demolished |
| | TREE ROOT BARRIER EXTENT |
| | PERSPECTIVE VIEW |

KEY ITEMS

- A** OFF-SITE LANDSCAPE TO DNV MARINE DRIVE STREETSCAPE STANDARDS
- 1** STREETSCAPE LAYOUT AND PAVING
- 2** RAIN GARDEN
- 3** BENCH, To DNV Marine Drive Streetscape Standards
- 4** BIKE RACKS, To DNV Marine Drive Streetscape Standards
- B** ON-SITE LANDSCAPE
- 5** FEATURE PAVERS, COLOURS TO MATCH COMMERCIAL FRONTAGE
- 6** THROUGHWAY PLAZA
- 7** RAISED CORTEN STEEL PLANTERS + IPE WOOD SLAT BENCH WITH BACK
- 8** 6" HT. CURB
- 9** TRENCH DRAIN
- 10** PARKING EXHAUST, REFER TO ARCH.

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





355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311

DNV.org

Case: PLN2020-00041

Subject: Summary of Virtual Public Information Meeting – 1235 Marine Drive

Meeting Held: December 9, 2020 – January 8, 2021

This is a summary of the public comments received as part of the Virtual Public Information Meeting for the Development Permit at 1235 Marine Drive. The meeting was held on December 9, 2020 to January 8, 2021.

A project webpage was set-up on the District's website to inform members of the public about the project and to enable comments and questions to be posted. Below is a summary of the visits the project webpage received, including how many viewed the project video.

| Content | Unique visits | Total views |
|--|---------------|-------------|
| Project page on DNV.org | 63 | 71 |
| Survey page on CivilSpace (virtual PIM) | 68 | 91 |
| Meeting notice in DNV.org event calendar | 43 | 50 |
| Views of video | n/a | 60 |

One comment was submitted on the project webpage:

One could argue that new commercial premises beneath residential units along the Marine Drive corridor have not been as successful or diverse as anticipated. I for one would like to see ground level residences, not more nail bars, walk-in clinics or fitness suites. Furthermore, one would expect the recent lessons of COVID vs individual living space be learned - the units do seem rather small'

The following comments and questions were received from members of the public directly and were not posted on the project webpage. The developer's responses are provided in blue.

Comment: *I circulated your e-mail to our directors and their main concerns were:*

- *The reduced residents parking even though it meets other developments in the area.*

- *No construction be started on this project until the development at 1210-1260 W.16th is completed.*
- *There would appear to be no location actually on site for the site office due to the underground parking taking up the whole site which will mean extended road/sidewalk/lane closures during the development which we consider unacceptable (this has been the case for all the recent new developments in the Marine Drive corridor).*

Question: *We also have concerns where any residents will park if they have overheight vehicles that cannot use the underground parking (this is already an issue for some of the new developments on Marine Drive), will they be allowed to use the onground commercial parking area?*

Developer Response: *The current development application at 1210-1260 W 16th Street is still pending consideration. There is no certainty that it will obtain approval. We do appreciate that any development will cause some degree of inconvenience to neighbouring residents. However, we will endeavor to minimize any foreseeable disturbances and be a good neighbour developer. A Construction Traffic Management Plan will be submitted for review by District staff with a view to minimizing potential impacts.*

In regards to the site office, scaffold on the sidewalk could provide enough space for site offices on top. This will be reflected in the general contractor's site plan proposal. The proposal will be reviewed by District staff, and if acceptable, will form part of the Construction Traffic Management Plan which will form part of the Engineering Service Agreement.

Regarding over-height vehicles, a solution will be explored with District staff, and the Developer's consultant team. One area for exploration will be to use commercial visitor parking in the evening for overflow residential parking for over-height vehicles.

Question: *Are there any variances being requested?*

Developer Response: *A parking variance is proposed. This is being discussed with District staff.*

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

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

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

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